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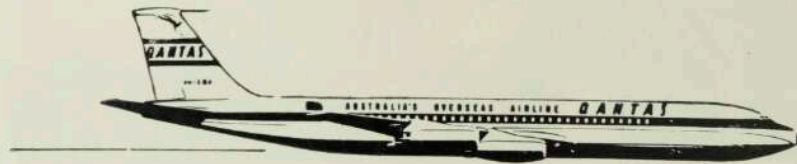


Her name we don't know. But she's Gilbertese and she comes from Eita village on Tarawa, and she's a typical young Islander from that part of the mid-Pacific. Mr. A. C. Atkinson took the photograph.

Published 1930

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FLY ONE JETLINE



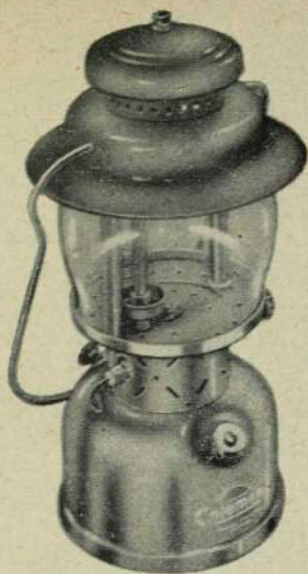
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THE WORLD***

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Q50.74.119

PACIFIC ISLANDS MONTHLY — MAY, 1960



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Coleman

LANTERNS, LAMPS STOVES AND IRONS

THE BEST OF THEIR KIND

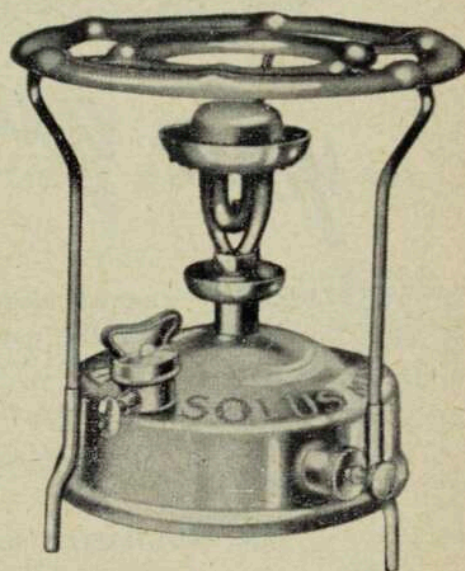


TABLE LAMPS:
100 C.P. will give 12 hours
light.

THE RESULT
OF OVER
50 YEARS'
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IRONS:
Kerosene or petrol. Easy
guiding, easy gliding.



SOLUS STOVES:
In silent and roarer types.

Representative for Pacific Islands

ROBERT GILLESPIE PTY. LTD.

22 YOUNG STREET, SYDNEY. PHONE BU 2221. CABLES: "ROBERGILL"

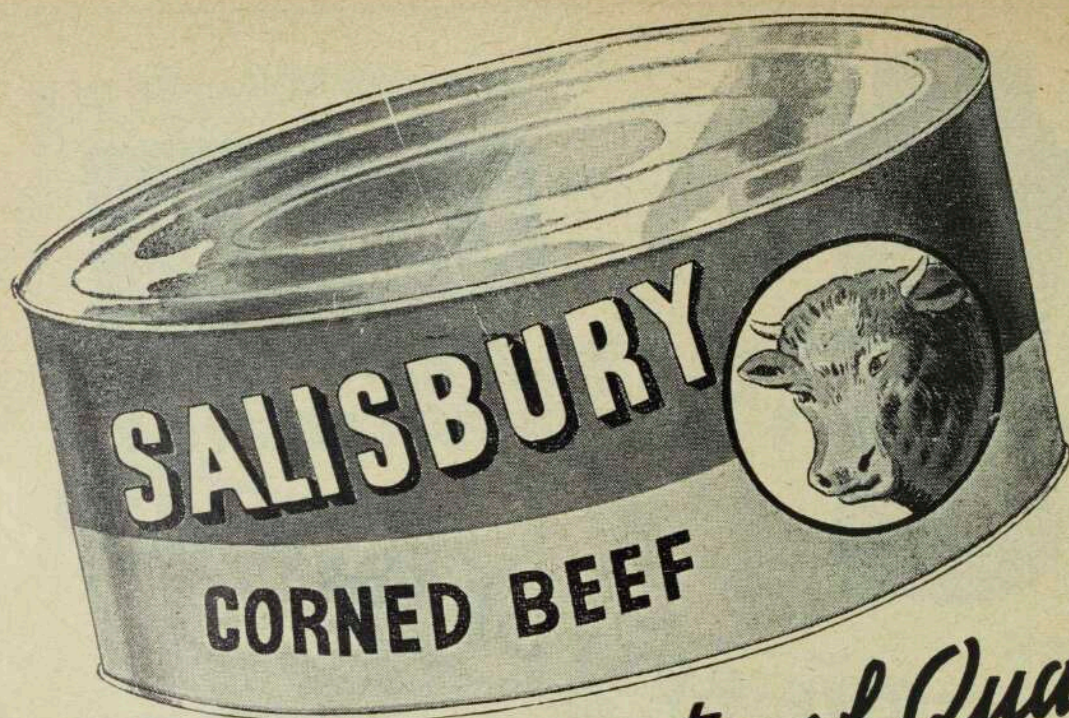
ALSO 334 QUEEN STREET, BRISBANE, QUEENSLAND.

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Lae, Madang, Rabaul, Port Moresby

PEARCE & CO. LTD.,

Suva for Fiji Islands



- your guarantee of Quality

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CORNERED BEEF
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On the inside of each new ICI .22 Rimfire Cartridge pack there is a practice target. Your retailer also has free five-bull practice targets. Ask for them each time you buy .22 Rimfires — your perfect partner for good shooting.



The new colourful packs in the ICI range contain the same high-quality .22 Rimfire Cartridges — famous the world over for consistent accuracy and excellent performance.



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Manufactured by

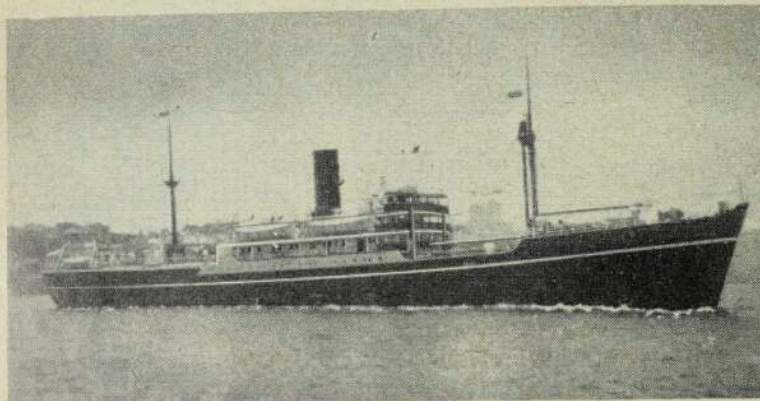
IMPERIAL CHEMICAL INDUSTRIES OF AUSTRALIA & NEW ZEALAND LTD.

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M.S. "SHANSI"

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

South Pacific Service

Regular monthly service with the modern motorships:

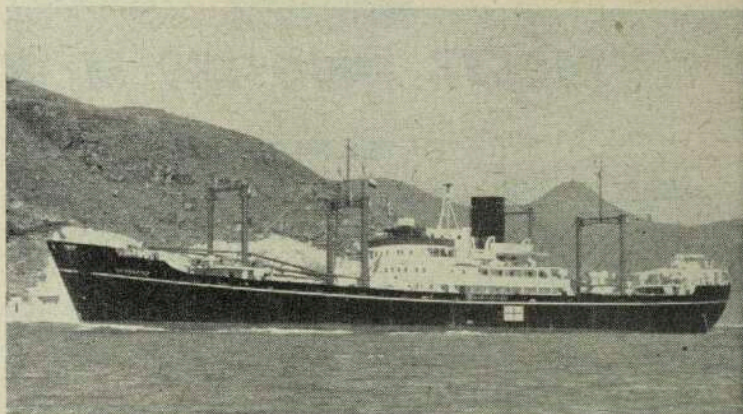
"CHUNGKING"

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(Cargo only)

Connecting Japan, Hong Kong, New Guinea, New Hebrides, New Caledonia, Fiji and Tonga, thence return Japan direct.



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

AGENTS:

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

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

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

HONIARA: British Islands Trading Corporation.

VILA: Les Comptoirs Francaise des Nouvelles-Hebrides.

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

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

NUKUALOFA: Morris Hedstrom Ltd.

TAHITI: Etablissements Donald.

EASTERN MANAGERS: Butterfield & Swire Ltd., 1 Connaught Place, Central, Hong Kong. Cables: "Swire".

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SWIRE & YUILL PTY. LTD.

6 BRIDGE STREET, SYDNEY.
CABLES: "SWIRESHIP". BU 11

PEOPLE

... of the Pago Pago tuna industry has encouraged Pacific territories. Mr. A. C. ... of Levuka, Fiji, made in- ... last year without much suc- ... recently Wellington (NZ) ... man D. E. W. Trayler has ... Fiji with a representative Mitsui organisation, Japan's industrial combine. Head of ... yler's firm, Mr. James Luey, ... rn Chinese, was in Suva in ... then went on to Japan, leav- ... Trayler in residence at ... a. "No comment yet", was ... wer to enquiries made to Mr. ... in May, but Fiji residents ... tching development with ... interest.



visitor to the Polynesian Association was attractive Tiapara, of Rarotonga, Cook Islands.

—Tele-Photos.

VIP's have their troubles. Y. Helmi, Indonesian Am- ... or to Australia, arrived at ... n's airfield, Port Moresby, on ... official visit in May to find ... baggage had been left be- ... Sydney. Wary and drawn ... in all-night flight, and anxi- ... get to Government House ... shower and change, he had ... t three hours for a following ... t to arrive with his luggage. ... say the same thing once ... ned to Territories Minister Hasluck, who was no happier.

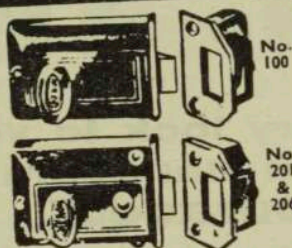
Charles H. Gurd, physician ... list at Colonial War Memorial ... al, Suva, is in the USA with

LOCK UP WITH *Lockwood*

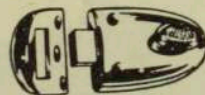
for top security..



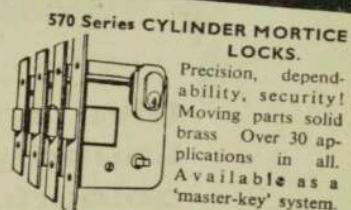
Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security". Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".



NIGHT LATCHES.
Sturdy, reliable mechanism. Avail-
able with or without snib. Nos. 100,
201 and 206 illustrated.



STREAM LATCHES.
Many popular durable finishes.
No. 211 illustrated. No. 200 "Nar-
rostyle" also available.



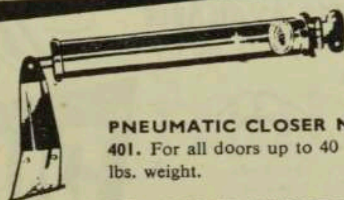
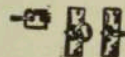
570 Series CYLINDER MORTICE LOCKS.
Precision, depend-
ability, security!
Moving parts solid
brass. Over 30 ap-
plications in all.
Available as a
'master-key' system.

307 SCREEN DOOR TOUCH LATCH.



Just push door to
open, pull it to close!
Easy to install and
features strong snib.

NO's 300, 300/101 LATCH.
Sturdy. Attract-
ive. Can be
snibbed from in-
side. 300/101
has exterior
lever handles.



PNEUMATIC CLOSER NO. 401.
For all doors up to 40
lbs. weight.



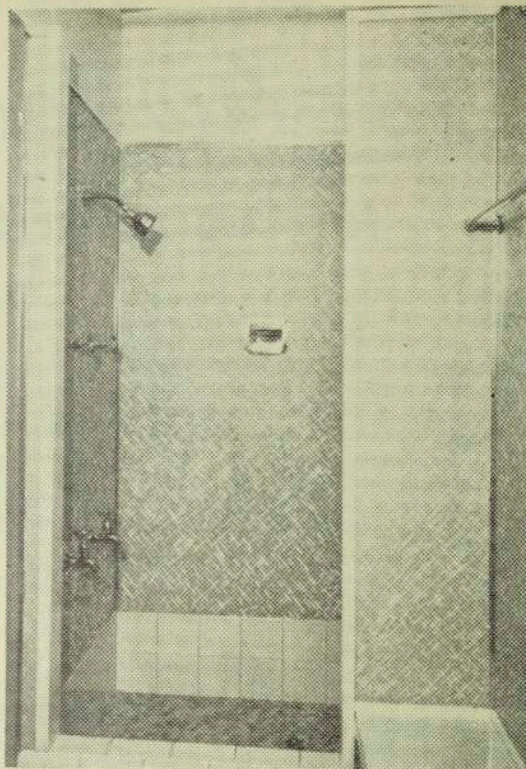
NO's 403, 404 HYDRAULIC CLOSERS.
For all doors. Brackets and
arms for every installation.

OGDEN INDUSTRIES PTY. LIMITED

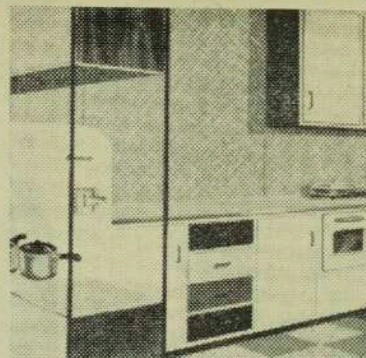
Edward Street, Huntingdale, Victoria.

Largest manufacturers of cylinder locks in the Southern Hemisphere.

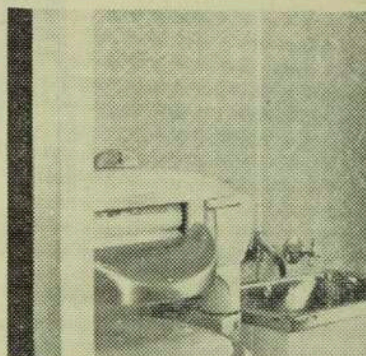
Do it yourself with "Duradec" . . .



BATHROOMS sparkle for a lifetime with gay, colourful walls of "Duradec."



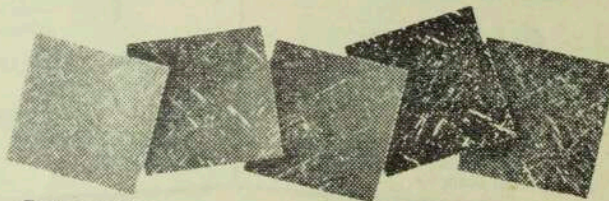
KITCHENS—a feature wall of "Duradec" highlights working areas.



LAUNDRIES keep their original freshness with walls of "Duradec."

Give a luxury look to your Kitchen, Laundry and Bathroom with gay, colourful "Duradec"

So easy to install . . . yet priced to fit modest budgets. "Duradec" gives you a completely finished wall that's modern . . . as tough as it's beautiful . . . washable and scrubbable.

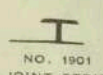


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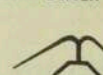
NO. 1900
CAPPING



NO. 1901
JOINT STRIP



NO. 1902
EXTERNAL
ANGLE



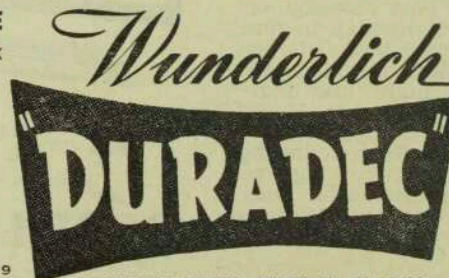
NO. 1903
INTERNAL
ANGLE

Cover sheet joints and edges of "Duradec" Decorated Wall Sheets with "Wunderbrite" Aluminium Mouldings, as illustrated.

83.DD.9

Waste-saving sheet sizes

6' x 3', 6' x 4',
7' x 3', 7' x 4',
8' x 3', 8' x 4'.



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... and daughter. The reason: Rockefeller Foundation has ... him a \$2,200 grant to study ... education and cardiology in ...

... the inauguration of a new ... u-Tahiti service by South ... Air Lines last month, French ... Asia received a fortune in ... through articles in US ... east newspapers. One of them, ... as Polly Noyes, travel editor ... *San Francisco Sunday Chronicle*, ... out that Tahitians will all ... that SPAL is American—for ... craft (operated by the grand- ... Captain Robert Dollar, whose ... once plied the trade route of ... Pacific and elsewhere), bears ... gn of the Yankee dollar on ... se and tail.



... for the Royal Easter Show in April ... w Guineans Topek and Elliott Elijah, ... g questions from visitors to the official ... New Guinea exhibit. See page 41.

... nsland peanut growers have ... outing lately and demanding ... measures to stop imports of ... Guinea peanuts which, they ... are crippling their industry. ... onwealth Minister for Primary ... ry, Mr. C. E. Adermann, how- ... ave them a jolt in April when ... ssed the opinion at Kingaroy ... UN "could take away Aus- ... s rights in New Guinea if she ... ot 'play fair' in the adminis- ... a of the territory". He added ... y, "Apparently those farmers ... ant to stop NG from finding ... ket for her products are pre- ... to have her handed over to ... er country". That was telling

... en Salote, of Tonga, who is at ... t on a visit to Epsom, New ... ad, will fly across to Australia ... AL on June 6 with three at-

Milk

in its most convenient form !

Here's the most convenient way to keep plenty of fresh cow's milk always on hand . . . stock up with double-rich CARNATION. Pasteurised and sterilised for your protection, CARNATION Milk is pure, rich cow's milk reduced to extra creaminess . . . and it needs the addition of only 1½ times its own volume of water to be instantly ready for drinking.

CARNATION's wonderful for cooking too ! CARNATION blends better than ordinary milk . . . combines better with other ingredients . . . gives you better results every time. And so quick and easy to use . . . no tiresome mixing, you just punch and pour CARNATION straight from the can.

Remember . . . for fresh liquid milk whenever you're ready to use it, you can rely on CARNATION.

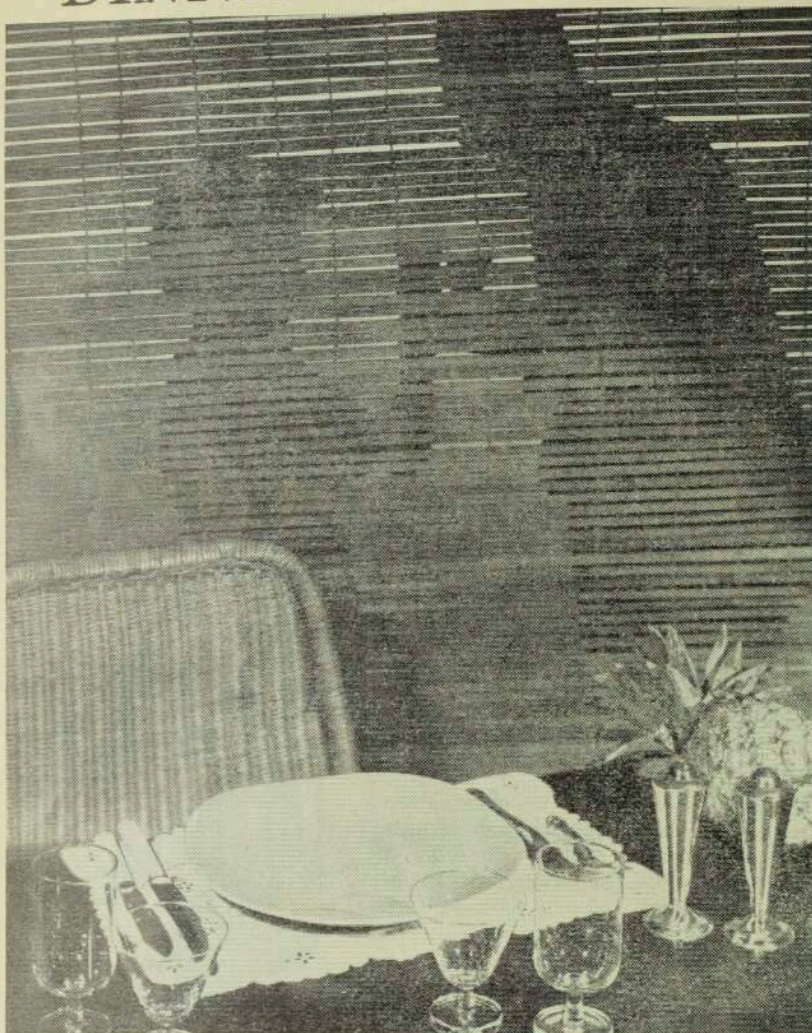


Carnation Milk

from contented cows

6 oz. or economy 14½ oz. cans. 48 to the carton.

DINNER AT HOME?



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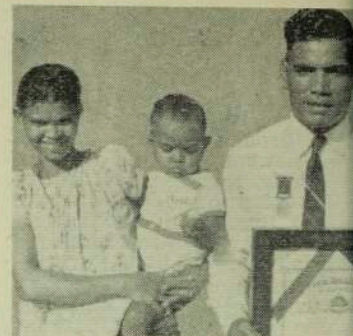
order the GILBEY'S!
THE INTERNATIONAL GIN

Free! "Gilbey's Guide to Cocktails and Long Drinks that break the Ice." Write to Gilbey's Ltd., Rosslyn Street, West Melbourne, Australia for your copy.

DON'T SAY GIN—SAY GILBEY'S
by the bottle . . . by the case.

7446

tendants, for a week's stay, several years since her last and she can depend on a welcome.



Fead Islander (New Guinea) Tonagina Tan with his family at an investiture held on Kolon Estate, Anir Island in April. The Ireland District Commissioner M. Heale sent Tonagina with a Bronze Medal from the Royal Humane Society for his "courage and humanity" in rescuing Raymond Lacey drowning at Babase Island some time ago. He is holding the framed citation.

Mr. Leicester Cook, who was years Government Treasurer (Financial Secretary) in Western Samoa, retired a short time ago and now is growing cocoa on a farm "in the bush" in Samoa. He has been in the Islands for the last 30 years, going to Rarotonga in 1930 as secretary to the Resident Commissioner of the Cook Is., then to Samoa as accountant in 1935, back to the Cooks as treasurer in 1940, and finally returning to Samoa in 1945. In Polynesia, he thinks, is fine.



The mother of Mr. Graeme Carson, of Makuluva Estate, Anir Island, was hostess in April to a large crowd of visitors who arrived at the presentation of a Bronze Medal to the (above). Five hundred natives also attended the investiture and later took part in the dancing.

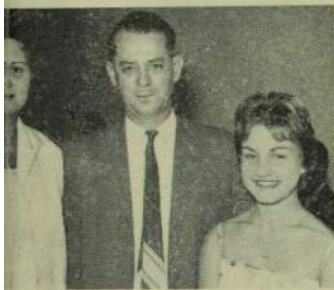
After 40 years with M. Hedstrom Ltd, the last six as manager of Savusavu branch, Fiji, Gavin Snow has retired and he will concentrate on planting. He has copra at Nukuloa and wai, Vanua Levu. MH's new savu manager will be Mr. Lapham, from Suva.



Sydney in the nursing profession is Fagamoto, of Suva. She is of Rotuman descent.

—Tele-Photos.

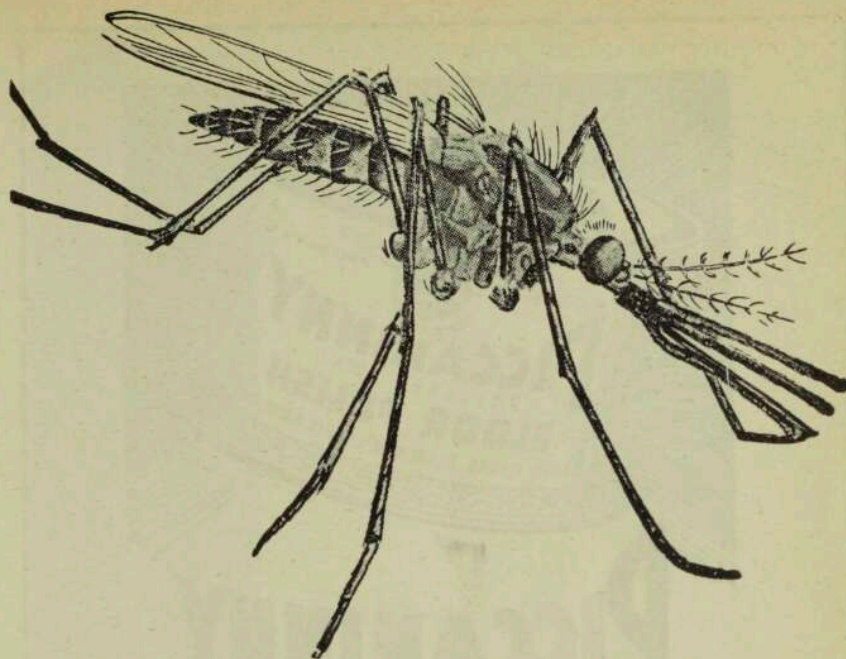
New Guinea, as in other gambling by natives is a that's hard to control. But it is tough on the relatives, too. v. R. J. Goldhart reported to Oroka District Advisory Council April. He told of one player hard game who gambled away life. The council voted to make thorough investigation of the thing influence in Eastern High-



a first visit to the Polynesian Association of Sydney recently were Mrs. Paillard, Des Planque, of Noumea, with Mr. Rowland, formerly of Noumea.

—Tele-Photos.

on the other side of the world, Pitk Island Council, in April, received a letter from Mr. R. S. Brown, of Clackmannanshire, Scotland, offering for sale an old wood carving of NI, dated 1856. It shows Pitk Island from Flagstaff Hill, new home of the Pitcairners" and has an accompanying account of the island's bleak history up to 1856, from the early settlement days by free settlers and convicts from NSW. The Council discussed the letter on to the Ad-



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Effective Single Dose Treatment for
MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

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

For Children:

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

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

TREATMENT DOSE—

For Adults:

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

For Children:

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

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

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

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PREPARED WAX

FLOOR POLISH

FOR LINO, FLOORS, FURNITURE, LEATHER & MOTOR CARS

"Twice the shine in half the time"

Piccaninny imparts a glow of youth and beauty to floor surfaces that might otherwise soon begin to show their age. There is nothing more perfect for linoleum or natural wood floors. Piccaninny's tough wax skin protects surfaces from tropical moisture, wear and tear—saves you hours of work and gives Twice the Shine in Half the Time!

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PICCANINNY
BROWN STAIN FLOOR POLISH

For Jarrah, Cedar, Stained Floors & Woodwork

Piccaninny Polishes are manufactured by

PICCANINNY MANUFACTURING CO.
254 Pittwater Road, Manly, N.S.W., Australia

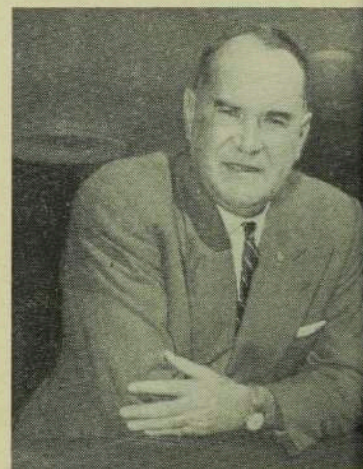
ministration with the suggestion that the treasury part with the asked for by Mr. Lawson so the engraving might hang in proposed NI Museum.



A new member has joined the staff of the Australian Consulate in Noumea. She is Miss Louise, just a few weeks old. She is under the close supervision of her mother, Rodney Hodgson (nee Ramsey of England) and advised by father Rodney Hodgson, popular Australian Consul in Noumea.

Photo: Fred

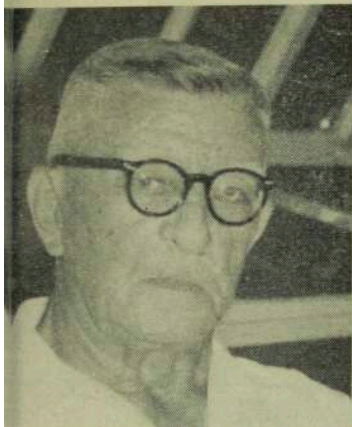
Rev. and Mrs. William P. W. with small daughters Sarah, Jennifer and Stephanie, were in San Francisco, in April, from the American Lutheran Mission station at Wapenamunda, N.G. Mr. W. will go to the University of Michigan to do language studies for six months.



After 15 months in Hollandia, NNG, a Australian liaison officer, Mr. Patrick Mollison returned to Sydney in April aboard the "Mariposa" on a seven months long leave. He is on a cruise.

The long round of native wells in the Solomons has been for the High Commissioner for Western Pacific, Sir John G. who early in 1961 begins prior to his retirement. Sir was in Canberra on business in May. In a national radio broadcast he told Australians the Western Pacific was taking an increase

best in the world, and the
 alls might one day decide to
 ee "some form of closer asso-
 in". He managed to give the
 session that he personally
 ain't be surprised at some kind
 tion with New Guinea.



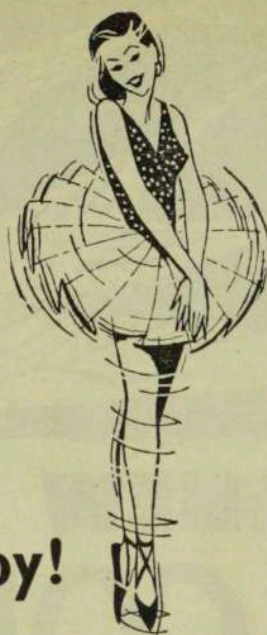
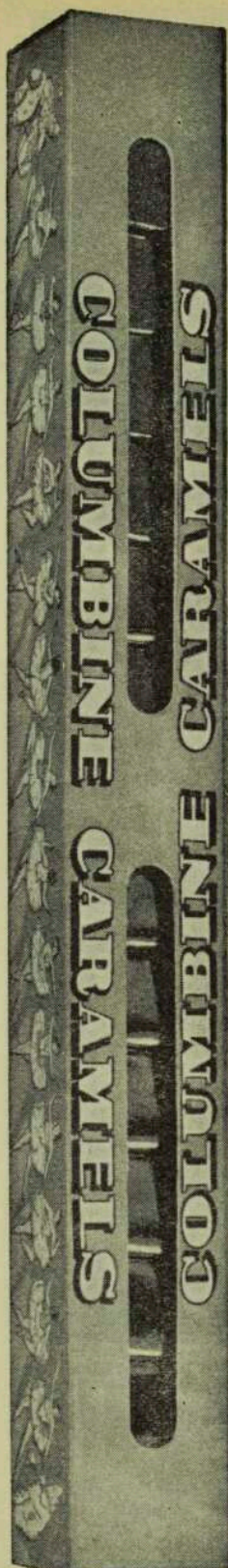
Samoa's grand old man—Mr. R. P. —celebrated his 80th birthday in April. Boys perfect health and takes an active public affairs, and is a member of the Board and the Planters' Association. Mr. has lived in West Samoa for 60 years.

Dudley McCarthy, Assistant Secretary with the Australian Department of Territories and Australian Senior Commissioner on the Pacific Commission, was in New York in April for a couple of days helping out Australia's representatives on the Trusteeship Council of UNO. It is possible he will later take over from special representative J. H. Jones, after gaining some UNO experience.



Recently, Mr. Paul Kamsler, of Torres North Australia, and Mr. Peter Vete of Nukualofa, Tonga. —Tele-Photos.

one of Papua-New Guinea's best known native affairs officer—Mr. A. Roberts—is shortly retiring after 35 years in the Territory. He is the Director of Native Affairs, a position which he had held over difficult times of the last few years, with the Administration facing its structure and frequent new problems arising, including Telefomen murders, the

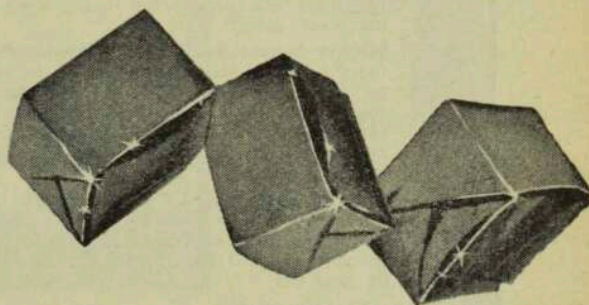


Enjoy!

MacRobertson's

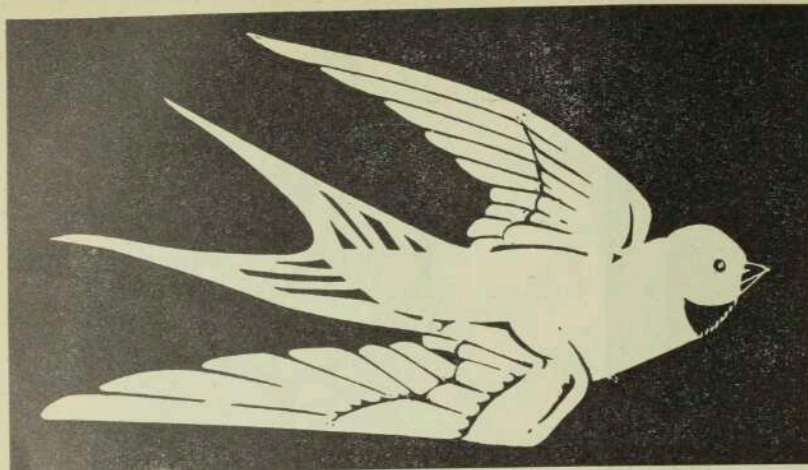
COLUMBINES

—the glucose rich caramel
 that gives quick energy



SOLE PACIFIC AGENTS
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MADE FROM
THE VERY
FINEST
IMPORTED
TOBACCO

Keeps longer! Smokes better in humid conditions — long storage life!

First Class Tobacco. Golden Bird special Twist is made from highest grade overseas tobacco leaf as used in expensive pipe tobacco. It is not *bitingly* strong but smokes sweet and mellow. Any pipe smoker would enjoy Golden Bird in his pipe.

Uniform Quality. Golden Bird is well made by modern, improved machines, each twist being of regular shape and even weight.

Highly Mould Resistant. "Golden Bird" was tested by the C.S.I.R.O. Here is the text of the report: "The failure to develop mould growth within four weeks at 90% relative humidity at 77° F. temperature indicates that the samples submitted have manifested a considerable resistance to attack by moulds." (Mould grows fastest at this temperature).

Special Packing. To guard against the effects of high humidity and to ensure complete smoking satisfaction, Golden Bird is supplied in moisture-proof, sealed polythene bags of 3 lbs. Packed in 30 lb. outers and in 90 lb. shippers.

GOLDEN BIRD fine imported twist tobacco, manufactured by

LEONARD NORMAN PTY. LTD.
15/19 AMELIA ST., WATERLOO, SYDNEY, N.S.W.

Cables and Telegrams: "LENORM" SYDNEY.

BUY AUSTRALIAN — BUY GOLDEN BIRD

8/6 lb. f.o.b. Sydney

Special prices for contract quantities.

Raluana troubles and the Navuner shootings. The man tipped to take over from Mr. Roberts is Mr. K. McCarthy, whose New Guinea experience has been almost as long



Recent weddings in Lae, New Guinea, include that of Beatrice Harris to MAL pilot Mr. Murphy. Miss Harris was formerly secretary to the Morobe District Commissioner Mr. H. The ceremony was performed at St. Mary's.

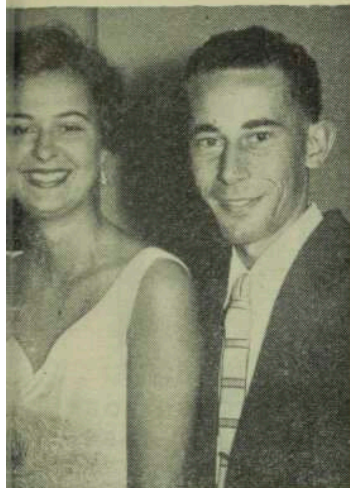
Another retirement of an old hand in New Guinea is that of Mr. J. Kelly from the Supreme Court, Papua-New Guinea. He first came to the Territory as a solicitor in 1932 and set up practice in Lae. He and his wife will live in Brisbane.



Another April wedding for Lae was that of Sister P. Currell, of Lae Hospital, to Lae engineering contractor, Mr. Jack Punch. The ceremony was performed in the Lutheran Church.

Member of the globe-girdling brigantine *Yankee's* crew, and water photographer Buz Fawcett has been entertaining US national magazine readers with stories of his experiences in the South Seas. A PIM subscriber forwarded a letter from *The American Weekly* of April 10 dealing with Fawcett's swim in Rarotonga, Cook Islands; the comment is a row of exclamation marks. Fawcett colourfully describes how he went underwater swimming in *tabu* "Avana sea passage, with 600 years ago seven war canoes

...onga lagoon for NZ and where
...opotupoa (spirit) now rests".
...a weird and inexplicable ex-
...ence in a reef cave, he went back
...beach, but shortly afterwards
...unconscious and was revived
...by the anti-tapu treatment
...ainuku Ariki, the local chief.
...Rarotonga residents view this
...monster and the sceptic who
...to defy an ancient curse", as
...story's title put it, doesn't bear
...ding.

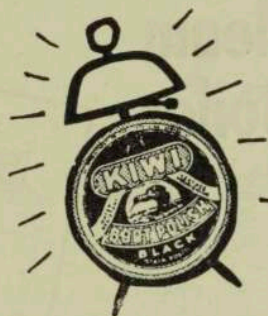


Recent visitors to the Polynesian Asso-
...of Sydney, Miss Jill Diamond of Los
...geles, with Mr. Ray Groom of Suva.
—Tele-Photos.

...the April Milne Bay (NG)
...Government Council meeting,
...dent Masouru Mark censured
...an women for abandoning their
...ional grass skirt in favour of
...ean dress, and councillors
...amously agreed that women
...ld wear their national dress
...pride in any community". The
...il had heard how a young
...an woman returned from a
...years nursing course in Mel-
...ie with European dresses, lip-
...and high-heels and had for-
...her native dress. Commented
...Government Anthropologist
...les Julius, "National dress con-
...of a grass skirt, tattoos, and
...ng else"—an outfit not exactly
...ppriate in Melbourne or Syd-
...he indicated.

...reless operator Falavo Sosene,
...at 70, is the oldest operator
...th years and service with the
...rt & Ellice Islands Colony, has
...y given away his radio work
...retired. He joined the Govern-
...service in 1937 and was
...ned at Beru during the war
...the Japanese arrived and
...ted the New Zealand post office
...an Coastwatchers, who were
...killed with others at Tarawa.

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MAY, 1960

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PACIFIC REPORT

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

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DUTCH NEW GUINEA MOVES

Political and military decisions involving Netherlands New Guinea made world news in April, with the promise of more developments before the year is out.

The main points:

- NNG, said the Dutch, will be granted self-determination, to eventuate, they hope "in less than a generation". But they would not give a target date.

- There will be a 10-year plan aimed at building up the Papuans politically and economically, and a three-year plan will begin operating soon as a starting point.

- NNG may get a New Guinea Council, with a native majority, before the end of this year, instead of having to wait a couple of more years for it (see next page).

- NNG will establish a volunteer defence force after the fashion of P-NG's Pacific Islands Regiment (native troops with European officers) and Dutch conscripts will be sent to New Guinea.

- NNG will build up its defence forces, as an indication to the Papuans that Holland is not going



Defence Build-up Isn't New

When the Dutch in April announced a further strengthening of the Netherlands New Guinea defences (see next column) they attracted world headlines which described the decision as a "shock", and brought another outburst from Indonesia about "provocation" and "playing with fire". But there was nothing new in the decision.

The Dutch have made no secret of the fact that for some years they have been planning to improve NNG defences, and that they have built up its strength from time to time. The photograph at the top, showing Dutch marines along the NNG coast, was released by the Dutch in July, 1958, at the same time that they announced officially that NNG was being reinforced "measures taken to bring the equipment of units stationed there in line with new technical developments".

The photo above is of a Dutch marine overlooking new marine quarters at Milne Bay, on the western tip of the NNG mainland, opposite Indonesian territory. It was released earlier this year.

Blueprint For The Dutch New Guinea Council

In Netherlands New Guinea in early May confidential talks were going on between Government officials and Papuan leaders on detailed plans for NNG's New Guinea Council, which the Dutch hope to get going by the end of this year.

BUT the chances are that, with so much detail yet to be worked out, only the PLAN will get as far as the Dutch Parliament this year and that nothing will be operating until next year, and then only in a very restricted way.

More details will probably be available about July, but in the meantime this is how the Dutch think the New Guinea Council will probably look:

The influence the Council will have on the Government's policy "will probably not be very great in the beginning" (says Internal Affairs Minister Toxopeus) but it will be built up as a training school in the Parliamentary arena.

It will have a native majority and be comprised of not less than 24 and not more than 48 members. Twenty-eight members are planned for the first Council.

New councils will be appointed each four years, and the number of members will be fixed each time, probably increasing as new areas of the Territory are brought under Government control.

It will be made "as representative as possible because experience in other parts of the world has shown that only if elected do members feel themselves representative of the people".

Direct elections will probably be organised in urban centres but they will be indirect in rural centres, after the fashion of the Regional Council election.

For some areas the Governor will nominate representatives and may ask for names to be suggested by the local people.

Since the Council will not be in constant session, an Executive Board will be set up to handle matters between times.

The Board will be elected by and from Council members—one member on the Board for each four members of the Council.

This Board is expected to take over a considerable part of the Council's duties while the Council is not in session. The Board will be able to prepare draft bills to come up in the Council.

The New Guinea Council will have the right to initiate legislation, and will also be able to co-operate with the preparation of the budget.

However, the Council will not be given full budgetary powers at the beginning.

This matter will probably be handled by inviting the Council to discuss a Government note containing general views on the forthcoming budget and an outline of NNG finances. A provisional draft budget will accompany this note.

The Council's views will be put into a report and the Council will then discuss this report in conjunction with the draft budget.

to walk out, and as added protection against infiltration by Indonesia. Dutch troops will leave for NNG in August, two squadrons of Hawker Hunter jets will be based at Biak, there will be a strengthening of air field defences and the 20,000 ton aircraft carrier *Karel Doorman* (formerly HMS *Venerable*) will in May or June make a flag-showing visit with two destroyers.

- The Dutch say they have been promised international aid if NNG is attacked, but they will not say who offered it.

The various Dutch announcements touched off reactions in Australia and Indonesia.

- Australian Territories Minister

Paul Hasluck answered wide Press criticism that the Dutch moves towards self-determination showed that P-NG politically was moving too slowly (see p. 19).

- Acting Australian Minister for External Affairs, Sir Garfield Barwick, told Parliament that Australia had not been told of NNG's military plans but had no reason to believe that there was the slightest aggressive intent by the Dutch.

- In Port Moresby, where he was visiting, the Indonesian Ambassador in Australia, Dr. Helmi, said he was sceptical of the Dutch intentions in setting up a New Guinea

(Continued on page 149)

But Government Critics

Police "Not To Blame" For Suva Riot

From a Staff Correspondent

The Suva police were not hasty in tossing smoke grenades nor were they provocative the afternoon of December last year when the Suva broke out.

The oil workers strike, which led up to the riots, was the result of "frustration felt by union members at their inability to progress with negotiations which they had been trying to bring about . . . for some considerable time and with patience".

THESE are among the points made in the report of Chief Justice A. G. Lowe in his inquiry into the immediate causes and events which took place between December 7-12.

The report was released in Suva on May 16.

The Chief Justice was appointed in January as the sole member of a commission to investigate the disturbances. He sat for five days until March 4, during which he heard evidence from 105 witnesses resulting in 1,400 pages of transcript being taken down.

The disturbances were associated with a strike by Shell and V.O. Oil company employees who were members of the Wholesale and Retail General Workers' Union.

In detailing the events of the strike, the report says that the result of the frustration of the members of the union at their inability to progress with negotiations it was "not unnatural that the union executive felt, after what they could for four months to get negotiations started, they could not succeed with wage claims to any reasonable degree unless they took direct unilateral action, which they did at a time when they were reacting at their treatment by the oil companies".

Entitled to Strike

"It cannot be questioned," the report asserts, "that they were legally entitled to strike with warning; there was and is no basis in existence to the contrary."

Other points made:

- Low wages brought about dissatisfaction.

(Continued on page 149)

More Natives In Next New Guinea Legco

The Australian Government hopes to be able to reconstitute Papua-New Guinea Legislative Council this year to give it greater native membership for most of its new three-year term.

Final meeting of the 1957-60 Council will begin in Port Moresby on 23 and the Council is expected to be dissolved a few days later.

ITION of three European members (to represent Papua, New Guinea Mainland and New Guinea Islands) will be on August 27, with nominations on July 4.

er, there is a possibility also be a greater number than elected members in the for the present plans are new Council to be prorogued the meeting will be dissolved without the Council be-olved) not long after its first meeting at the end year. The changes will fol-

For a new Legislative Council been going on for at least ns, but no statement is ex- to be made until after the known of the challenge made in the High Court by w Guinea residents on the of the Legislative Council, other matters.

earing is expected to begin e late in May, but it might al months before the result n. An application to have et for the hearing will be the Chief Justice, Sir Owen during the month. The hearing may take only about ys

reported in April that the ould be reconstituted this following its publication, the n Territories Minister, Mr. made a statement in which er criticism (made by the n Press, including PIM)

Australian part of New was lagging behind NNG y. He mentioned the pos- of recomposition in his t.

'Local Govt. Best'

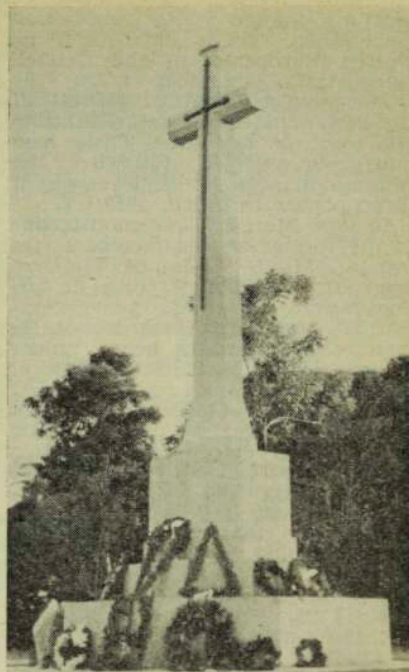
sluck said the Government the best foundation for the advancement of the New natives was in Local Gov-

Already almost 250,000 were accustomed to going olls to elect their own rep- es, and the Territory now native councillors, belong- councils.

overnment "had been aware time" that the hundreds es who had gained experi- Local Government councils ovide candidates for higher service.

He said proposals for changes in the Legislative Council had been "under consideration for some time". But because of a court challenge to the validity of the Council he could not make precise statements or seek final decisions about the future of the Council.

[The Council comprises 28 members, and the Administrator, who is president. Sixteen are Government officials, three are native nominated members, six are Europeans nominated by the Government, and three are elected Europeans. The Council was inaugurated in November, 1951, and there has

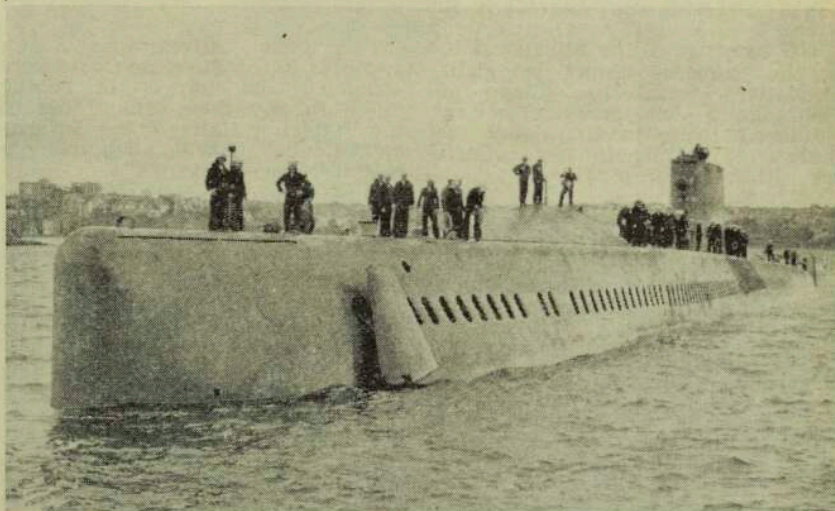


Red Subs In The Pacific

There are probably 100 Russian submarines operating in the Pacific, according to Admiral Herbert Hopwood, Commander-in-Chief of the US Pacific Fleet. He says the US knows where their bases are, but does not know where they are operating.

Admiral Hopwood was speaking in Sydney in early May, where he and several units of the US fleet—including the atomic submarine "Halibut" were visiting as part of Australia's Coral Sea Week celebrations. Australia each year invites America to participate in the commemoration of the big sea battle of 1942 when combined American and Australian forces beat back the Japanese.

As usual the celebrations came shortly after Australia's commemoration of Anzac Day—Australia's remembrance day for its war dead. There were also services in the three big war cemeteries of New Guinea. The photograph above was taken at the Cross of Remembrance of Lae War Cemetery on Anzac Day. Photograph below shows the crew of the "Halibut" on the deck of the submarine in Sydney Harbour on May 2.



been no change in its composition since then. There have been no elected Europeans in the Council since last September when the three men resigned in protest at the lack of adequate representation and over the tax issue. These men had been elected following the resignations, for the same reason, of three others in April, 1959.]

In Port Moresby, last month, one of the former elected members (for Papua), Mr. E. A. James, who had been in the Council from its inauguration until last year, commented that Mr. Hasluck's statement about changes being "under consideration" was not worthy of him.

He said New Guinea people had been attempting to do something about Legco reform ever since a select committee was elected to report on it in 1953.

That report had been presented in January, 1954, but not a thing had happened till May, 1957, when Mr. Hasluck announced "there would be no changes".

Mr. Craig Kirke, a Port Moresby barrister, who is President of the Taxpayers' Association of Papua, said Mr. Hasluck's explanation was nonsense. The court challenge to the validity of the Council had been brought about by Mr. Hasluck's disregard for the wishes of Territory people.

The real reason why no greater representation has been allowed since Legco was instituted "was that greater criticism of the Minister and his policies would be forthcoming from a greater number of elected members".

(See "Time for Changes in P-NG" p. 26)

Charges Of Fraud Dismissed

Fraud charges involving £41,220 against two insurance brokers well known in New Guinea were dismissed in Sydney Central Court in April.

The men, Francis McEachern, 67, and his son Leonard McEachern, 40, were discharged. Each had been charged on 64 counts of having fraudulently applied Harvey Trinder (NSW) Pty. Ltd. cheques to their own use while they were directors of the company. Another director, Robert Yorston, had signed the charges against the men.

Counsel for Yorston told the magistrate the prosecutions were part of a great amount of litigation between the parties. Recently there had been negotiations resulting in a settlement satisfactory to all. He desired to tender no evidence in support of the charges.

Counsel for the McEacherns told the magistrate that throughout the proceedings (which began last year) his clients had maintained their innocence.

Splinter Union Trouble

FIJI HAS A ROUND OF STRIKES

Industrial relations in Fiji didn't look bright in early May. The colony has been having a round of strikes, in addition, the formation of "splinter unions", some on a racial basis, have been causing concern.

IT was inevitable that wages won by section of the Fiji Industry last year would result in similar demands from other workers. Thus, came the demands for the strike of oil distribution in December (which touched Suva riots).

In March, work came to a halt on the big Lautoka wharf. Following the dismissal of workers, the Building Workers' Union called its men out and took the opportunity to demand a wage rise. Large numbers of workers were moved to Lautoka but there was no violence.

An interim agreement to work pending negotiations was made and the men resumed work on March 17. But trouble came again, and on April 5 the wharf was again struck.

Breakaways

Meanwhile a breakaway union registered in the name of the Fiji Workers' Union, mainly the result of the organisation of a Fijian ex-servicemen named Jioji Sugutua. A little earlier he had formed a splinter union, the Municipal Workers' Union, a breakaway from the Fiji Municipal Workers' Union.

Many dock workers below the wharf workers' splinter union remained on the job, and joined them, with the result the original union—supported by other Fijian union leaders—put to the Government about the formation of splinter unions. They protested that by restricting the Government was taking away the bargaining powers of Fijians. The Government replied it had no power to prevent the formation of such associations.

Following this, some oil workers at Vuda Point went on a sympathy strike, and some employed by Morris H. struck at Lautoka. These strikes soon collapsed, but more was brewing elsewhere at the beginning of May, and further unions were being formed in other industries.

In a public statement on the Colonial Secretary, Mr. Macdonald, said the Government "does not encourage the formation of unions."

NAVUNERAM ECHO: TOLAIS' CHALLENGE

Vital side issues on taxation of natives and the feelings of some natives towards their local government system are expected to be expressed at a court hearing in Rabaul late in May.

THE hearing will be an appeal to the Supreme Court by eight natives from the village of Tinginagalip who recently were sentenced to a month's gaol on charges of failing to pay council tax (PIM, April, p. 118).

It is the first appeal of its type. The hearing will also be the first major statutory occasion touching on taxation and council issues since the Navuneram Commission of Inquiry in 1958.

(The Navuneram Inquiry was concerned with the incident of August, 1958, when two natives were shot dead by an Administration patrol during a tax collection and census patrol to the village of Navuneram. The villages of Tinginagalip and Navuneram are close together).

The eight natives who have appealed to the Supreme Court were convicted on charges of having failed to pay their annual tax to the Vunadidir Native Local Government Council, in which Tinginagalip is a member village.

Other natives in the village say that Tinginagalip should never have been included in the council, and that the gazettal was carried out against their wishes.

They are also refusing to pay council tax, but up until recently no legal action had been taken. Some of the men announced they would rather go to gaol on principle rather than pay the tax or even appeal against any conviction.

Meanwhile a group of natives from the Blanche Bay area of Raluana are also opposing payment of tax.



Friendship aircraft (like the one above photographed on a visit to the Territory) will be seen on Papua-New Guinea internal services when TAA commences operations from Qantas later this year. They are turbo-prop aircraft. Below, Mr. J. H. Dollar, Jr., President of the South Pacific Air Lines looks pleased with himself now that his company has finally made its long awaited first flight between Honolulu and Papeete. The happy group below him are VIP's from Tahiti who made the inaugural flight. They are, from left to right: Tourist Syndicate President Mr. E. Drollet; Civil Aviation chief Mr. G. Paureau; the president of the Territory Assembly Mr. J. Tauraa; Chief of the Customs Department Mr. L. Toque; Mrs. A. Poroi, Mayoress of Papeete; Police Chief Mr. J. Gobray; Mayor A. Poroi; senior French administrator Mr. C. Mouzon; a member of the Health Services; and a member of the Territory Assembly, Mr. F. Vanezzette.



This Is Only a Beginning

Papua - New Guinea Sorts Out Its Air Services

Some concentrated behind-the-scenes activity is going on in Australia in an effort to sort out Papua-New Guinea's future airline system. It looks like being several months before the picture is clarified and new services operating.

This situation has developed following a Federal Government announcement in April that:

- Qantas will leave Papua-New Guinea to concentrate on expanding international operations.

- Trans Australia Airlines and Ansett-ANA will operate competitive services between Australia and Papua-New Guinea.

- Trans Australia Airlines will take over internal operations in Papua-New Guinea, and the service to Hollandia, NNG, and to the British Solomon Islands.

The Cabinet announcement confirmed *PIM's* report of February, which had also pointed out that even when the Cabinet's decision was announced it would be many months before the new services would begin operating and that the pattern "may then be different from the one that Cabinet first approves".

Present plans are for both TAA and Ansett to use DC6B's on the trunk service between the Australian mainland and Port Moresby.

Qantas, which has been operating this service as a monopoly since 1945, has recently been using Super Constellations and had planned to use Electras but was prevented from doing so pending the Cabinet decision. This use of the DC6B's will in fact be a retrograde step for NG passengers.

TAA plans to introduce Fokker Friendships on its New Guinea internal services, and will take over the total assets of Qantas in New Guinea, including some of the excellent terminal buildings that have been erected in the last few years.

Ansett-ANA, however, is not happy about these plans and this is one of the reasons for the behind-the-scenes moves.

Ansett has made it clear to the Government that it wants a share in the New Guinea internal traffic, for this traffic can be dominated by a trunk route operator. Travellers from, say, Sydney, would be inclined to travel with the one operator the whole route, and most New Guinea travellers want to go farther than Port Moresby or Lae.

Ansett has already suggested that it should be allowed to share Qantas' New Guinea assets with TAA.

But the Government is believed to be insistent that it will license Ansett to operate only to Port Moresby, and thus Ansett will have to work out other alternatives to obtain domestic traffic. Ansett appears to have several plans in mind should it require them.

In early May, the situation was so complex that it was impossible to forecast what the eventual

situation would be, and how many existing internal airlines would be involved in the changes. The trunk services would begin first.

Ansett has previously had negotiations with MAL and also has established a liaison with Papuan Air Transport, which is a small airline operating from Port Moresby, but which has expanded quite noticeably in the last 12 months.

There will probably be an alteration to the fare structure. There was, in fact, moves made inside New Guinea not long ago (not by Qantas) for an increase in fares, but this was rejected before it got very far.

New Guinea Survey

In early May a team of TAA experts, and some senior Qantas officers, were in New Guinea making a first-hand survey.

General reaction among Territory airlines over the Cabinet decision has been, "At least we now know something is happening".

Airline officials pointed out that for more than 18 months they have been waiting for a definite indication of policy on airlines. The long delay in announcing a decision had affected Qantas and other P-NG airlines and the two Australian airlines concerned in the situation. The situation was rapidly becoming intolerable.

The P-NG Area Manager for Qantas at Lae, Captain P. J. Miller, said he thought it would take at least eight months and probably more before the full take over can become effective.

He said recently that a sudden change was unlikely—there would probably be a gradual relinquishing and assuming of responsibilities.

Captain Miller announced that all expatriate staff working for Qantas in P-NG will be offered positions elsewhere with the company. Locally-employed staff would be given opportunity to transfer to TAA wherever possible.

Praise for Qantas

Civic leaders in all parts of the Territory praised Qantas for its major pioneering role in putting aviation back on its feet after the war.

In Port Moresby, the chairman of the Town Advisory Council, Mr. C. P. W. Kirke, said: "The passing of Qantas is the passing of a milestone. Qantas has assisted greatly in our development. We also welcome the arrival of the two new airlines in the field."

In Rabaul, the chairman of Rabaul Chamber of Commerce, Mr. J. K. Dowling, said that no praise was too good for the men of Qantas who had delevoped Territory airlines after the war. Said Mr. Dowling: "We in the Islands region will particularly remember the Catalina flying-boats which did so

(Continued on page 146)

Only Europeans Are Blowing Their Tops

Dr. I. Maddocks of the University of Melbourne has made a survey of blood pressure characteristics of people living in the Islands which shows that only in the case of Europeans does blood pressure rise rapidly after the age of 40 years.

In 1958 Dr. Maddocks took the blood pressure of some 8,000 people in Fiji, and he was back on the job, testing the above-40's only this time, in March. He then left for the Gilberts and in April was testing the entire population of one of the islands there.

From all of this he hopes to discover whether the European blood pressure rise is due to dietary differences, greater responsibility and consequent worry, or general living habits, or whether the non-Europeans are protected by some hereditary traits.

No Change In Fiji Hotel Hours

Fiji has decided it won't change its hotel hours for the time being after all.

AT a short session of the Legislative Council in early May the Government deferred to next year an amendment to its liquor bill which would have altered bar hours from the present 10 a.m. to 10 p.m., to 11 a.m.-2 p.m. and 4.30 p.m.-9 p.m. When the new hours were first proposed at the beginning of the year they included an evening "meal break" but there were several changes made prior to the final presentation of the bill, following public criticism.

The Colonial Secretary, Mr. P. D. Macdonald, told the council that its object was to deal with two problems that had arisen since Fijians were allowed to drink beer without a permit in 1958 (they still can't drink spirits). There had been a considerable increase in drinking and a deterioration in social habits.

He denied this had been any panic legislation arising out of the riots of last December.

He said early next year the Government would set up a committee to inquire into the whole liquor question.

Most speakers in Legco opposed the bill for a variety of reasons, including its possible adverse effect on the tourist trade; because it was "unfairly aimed" at Fijians; and because it would drive away capital for hotel building.

Oh, The Fellow's Unfair Their Patience Is Being Taxed

It may be possible to evade it in some places, but one would not the chances of getting away with it in the Cook Islands were small. However, they're doing their best according to an official announcement from the Inland Revenue Department there.

THE Cooks were subject to Zealand taxation up to 1956 when a few Cook Islanders acted paid up, and the Government little about enforcing the law. Then a system of local taxation came into operation followed protests by those who happened pay, and objected to paying, to New Zealand. A local tax collector was appointed.

Through Government records is now easy for this official to close tab on the exact quantity of fruit exported and on other earnings, and lately Collector of Inland Revenue I. G. Pollard has been sternly shaking a finger at what he has discovered after months of extensive investigation.

"This investigation," says Pollard in the Government newspaper *Cook Islands News*, "revealed two very alarming facts. The first is that many growers not made the slightest attempt to fulfil their obligations.

They Forgot

"The second fact reveals a serious position; some people have furnished returns of income which have included their salary or wages only, and have completely omitted all reference to income from sale of produce, whether it be shipment of citrus fruits, tomato sale of vegetables at the market, the use of trucks or tractors, cartage, or any other source of income."

What's more, exclaimed Pollard, "This is a wilful evasion of income tax, and severe penalties are provided in the Ordinances."

Yet, there's hope for repentant.

"If, when you read this, you think your return is not complete please call in and see me," he invited. "No further action against you will be taken. On the other hand, if you do not call in, a prosecution will be taken against you." And the final voice of discretion: "There will be no exceptions."

Spoil-sport Pollard is now insisting them how to fill in a return and thereby spoiling a frequently perfectly good alibi which maintained that the simple native could not be expected to understand such mysteries.

Certainly, things are not the same in the Cooks.

Errol Flynn's Wicked Ways The Moves On That Horror Hanging Report

Copies of one edition of an American magazine which has been serialising the late Errol Flynn's book *My Wicked, Wicked Ways* have been withdrawn from sale in Sydney by Sydney distributors.

Legal action was taken because of the possibility of court action over some statements in the first of *My Wicked, Wicked Ways*.

Australian legal firm has already taken certain steps on behalf of former New Guinea District Officer, Edward Taylor, now retired and living in Ballina, NSW.

Flynn's book has been heading the seller list in America. Copies have not yet been released in Australia, although in February a Sydney firm of publishers announced that it expected copies from America in April. It was stated in May, however, that these books had not yet arrived.

Flynn's book was published after his death last year. It was widely criticised as being his autobiography, although a New York report later stated that the book was in fact written by an American novelist, Conrad, who had compiled it from material given to him by Flynn.

Mr. Taylor, in February (p. 15) reported that Flynn had told him on one occasion in 1926, when he was a patrol officer in Rabaul under District Officer Taylor (no name), he and several other patrol officers had been sent to the hanging district to find and arrest men who had massacred four officers at Madang.

"Only Suspects"

Mr. Taylor said the white men, under District Officer Taylor, had rounded up about a dozen suspected ring-leaders, and that Taylor, at Madang, staged a public feast and hangings of these men from a gallows of coconut branches. About 2,000 people saw the hangings, according to the Flynn report, and there had been plenty of beer and coconut made available to the crowd. Flynn described the alleged hangings "as the most macabre I ever witnessed" and added that the men hanged may not even have been the original killers. Mr. Taylor, in February, PIM referred to a surprising version of events. Mr. Taylor for comment, he said he had certainly been District

Legco To Debate Burns Report

Fiji's Council of Chiefs will consider the Burns Report in August, and the Fiji Legislative Council will debate it in September or October.

An official Fiji Government announcement in May said the Government was assessing its financial requirements for the next five and ten years in view of the recommendations of the Burns Report, and hoped to report on this during the Legco debate.

The Fijian Affairs Board had studied the Report at length and special meetings of Provincial Councils would be held in July to discuss it.

Officer, New Britain, stationed at Rabaul, from 1925 to 1933, and that he had known Errol Flynn. Flynn had been a cadet patrol officer for a short period then, but his appointment had been terminated.

Mr. Taylor said the hanging story had no foundation whatsoever. It had not occurred at Madang or anywhere else. He had never carried out a hanging at any time in his career.

He said apparently Flynn had fabricated a story on what little he knew of the murder of four European prospectors—known as the Nakanai murders—in New Britain in 1926. Fifteen or so natives were sent to Rabaul for trial, some convicted by the Supreme Court, but none hanged.

In the last few weeks, as a result of this report, there have been several unofficial moves by New Guinea old hands, including some senior officers still in the Administration, to take the matter further.

Some believe that the Federal Government should interest itself on the ground that the widely-read Flynn version of events could do harm to Australia. Flynn's story, they believe, should be quite firmly denied on a Government level, and the Government should also offer its support for any action Mr. Taylor decided to take.

NEW HEBRIDES SETTLEMENT PLAN

Tahiti is "seriously studying" a project to settle Tahiti's surplus population in the New Hebrides.

THE Governor of Tahiti, Governor Sicaud, said that the project will be thoroughly examined in Tahiti and the New Hebrides. A French Government official has been sent to the New Hebrides to ascertain what land is available and what its suitability is.

The official will also decide what

What Chance For A New Guinea Sugar Industry?

Can a sugar industry be established in Papua-New Guinea — home of some of the sweetest and best milling cane ever known?

NEW GUINEA explorer, gold miner and dairy farmer Mick Leahy, of Zenag, thinks so. But some Australian sugar experts think not.

Mr. Leahy gives details of his plans in the April issue of the *Highlands Quarterly Bulletin*, journal of the Highlands Farmers and Settlers' Association.

Mr. Leahy suggests a factory could be erected to handle 400,000 to 500,000 tons, which would mean finding an export market. He says P-NG should be entitled to a share in the Australian market and in the Commonwealth sugar quota. The United Nations should back P-NG so that it could get a share on the open market, especially as most of the demands for improved status of New Guinea natives had come from the sugar producing countries of UNO. "I feel confident that they would be willing to surrender part of their quota to assist the progress of the indigenes of this country," he said.

However, in Australia sugar experts told PIM that a mill of the size indicated by Mr. Leahy would cost between £4 million and £5 million, and would produce about 45,000 tons of raw sugar.

"Costs Too High"

P-NG's present sugar consumption is around 4,500 tons a year (mostly from Australia, with some from the East). Dutch New Guinea uses about 2,000 tons, but this all comes from Holland; thus P-NG would have to dispose of a yearly surplus of about 40,000 tons.

The experts say that sugar production costs are so high that no canegrowing country can maintain

(Continued on page 145)

help the administration would have to give to the proposed new settlers.

Governor Sicaud added that he had been in contact with the French High Commissioner, Mr. Pechoux, on the subject.

(Mr. Pechoux recently made a long tour of the southern islands of the New Hebrides in a French naval vessel).



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COMMENTARY

Point The Burns Commission Dodged

the problems facing the colony of Fiji, as the result of phenomenal growth of population were discussed in the Report of the Burns Commission. But learned Commissioners quite easily dodged away from the important and embarrassing question of giving the people of Fiji a larger voice in Government.

Table shows how the communities have increased in the 20 years between the 1936 and the 1956 censuses:

	1936	1956
Indians	97,651	148,134
Europeans	85,002	169,403
Chinese	4,028	6,402
Other Europeans ..	4,574	7,810
Indians	2,816	4,422
Chinese	1,813	4,155
Other	2,479	5,320
Classified	16	91
Totals	198,379	345,737

By the 1956 census, there has been substantial growth in practically all the communities.

An ever-increasing proportion of the population are changing from the communal to the individualistic mode of life, and now think for themselves. An ever-increasing proportion of the Indians are Fiji-born and literate in English, and regard themselves as British citizens, entitled to British privileges. There now are more than 8,000 part-Europeans in Fiji; and they are generally a better class of people, with qualities of citizenship at least equal to those of other communities.

It is perfectly natural that all these people—now over 350,000, and growing by experts to number 500,000 by 1968—will demand a larger and larger share in the conduct of their own affairs.

At present, they have only a small voice. The Legislative Council has 32 members—speaker, 15 officials and 15 non-officials—of whom the latter only six are elected. The British Colonial Office, through the Governor, exercises supreme power. In these days of fervid nationalism, that is a continuing challenge to all people who believe in the principles of democracy.

At present, with the Fijians holding any political power they have got in this Colony through

their chiefs; with the Indians aggressively in favour of majority rule; with the Europeans virtually voiceless, the Chinese indifferent and the Europeans exercising control of all activities short of administration through their commercial power—in view of these factors, a government based on democratic principles is simply impossible, no matter how attractive it appears in theory. Sir Murchison Fletcher found that out nearly 30 years ago, when he hurriedly returned to the present Legco system, after trying out an elective system that would not work.

But the present rule by enthroned bureaucracy, no matter how just and efficient it may be, simply will not endure in this restless world, where community after community is plunging into independent nationalism, on a more-or-less adult franchise system, setting up untrained, fumbling, incompetent and often corrupt governments in place of the highly efficient—but now rejected—administrations from overseas.

The pattern never changes. Why should it be any different in Fiji, even although any disinterested observer can see that it would be impossible to apply a one-man-one vote system in Fiji without risking complete disaster?

The answer, of course, is a planned period of preparation for increasing self-government.

The Burns Commission had a look at the problem—and must have shuddered at what it saw. It certainly should have discussed the matter—after all, it has a most direct bearing upon the economic and social future of Fiji—but it hedged by saying:

"Our terms of reference do not require us to comment on constitutional or administrative matters ..."; and

"We do not consider that any change in the general constitutional position is desired by more than a small minority of the population, nor do we think that the abolition of the Crown Colony system now would promote the development of the Colony and its resources."

That conclusion probably is quite correct and justified; but—as former Governor Sir Ronald Garvey suggests in a frank comment on the Report (see elsewhere), the failure of the Commission to show how and why it reached such a conclusion is definitely a weakness in the Report.

The Report is presented as a plan for the reform of the Fiji administrative system, so as to make possible rapid economic development

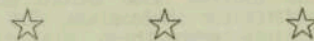
and the feeding of the growing population.

The fact that it must be accepted as a whole constitutes a challenge to the Fiji population—each community almost certainly will have something to say about it, demanding modifications. This, in turn, will highlight the completely "undemocratic" character of the country's only house of public assembly, the Legislative Council.

Surely, the present system probably will have to continue for a further period. But the Commission at least might have made an attempt to explain the governmental difficulties of multi-racialism, and to indicate how and when some measure of independent self-government may be introduced.

No one would suggest that the learned and experienced Commissioners were blind to what is happening in the West Indies, in Africa, in Singapore, in British Guiana.

Their terms of reference were broad enough to include almost anything they wished to introduce.



Indonesia Has Lost The Big Battle

THE Indonesians, in April, were outsmarted by the Dutch in the cleverest political trick in years.

For the last 10 years, Indonesia has been noisily demanding possession of Netherlands New Guinea. It is part of Indonesia, she has shouted. The people are the same. They don't like the Dutch anyhow. The Dutch are exploiting the country. It's filthy Colonialism!

Indonesia has frequently sought to raise the issue in the United Nations in the hope of majority support. It hasn't won support yet, but this year it has looked as if she might get it. The Afro-Asian bloc, the members of which usually break out in spots at the very mention of the word Colonialism, have been more and more taking the Indonesian viewpoint.

This, then, could be a crisis year on the West New Guinea issue. So what do the Dutch do?

After carefully laying their plans (establishment last year of the first Regional Council; the decision this year to establish a training school for future native Parliamentarians) the Dutch suddenly announce a target for independence, and the imminent foundation of a New Guinea Council with a native majority.

The target for independence, to be sure, is a little bit woolly (it is, Mr. Toxopeus told the Dutch Parliament, "highly undesirable" to give an exact deadline, but the period the Dutch have in mind is "much shorter than one generation of man" and anyhow they are

"working on a 10-year plan" in other ways).

And the New Guinea Council (originally planned to be established in 1962) will now be set up about October this year, but only "if the Government gets its way".

But there is enough surprise in the announcement, and enough information, enough action, to secure the reaction that Holland wants.

Something dramatic is certainly happening to NNG politically, and Indonesia's friends, who don't really give a hoot about the rights of Indonesia's claim to West Irian, will now be assured there is to be no hated Colonialism in New Guinea, which is all they do care about.

Indonesia may now continue to abuse the Dutch, as Indonesian Ambassador to Australia, Dr. Helmi, did in Port Moresby in April, and say she is sceptical of Holland's real intentions, but it won't do any good.

After all, nobody really believes that the Dutch have made the plans they have for Netherlands New Guinea because of altruistic motives for the natives. The Dutch don't want NNG for themselves, but it's a principle with them that they don't want Indonesia to have it, and the best way out of the situation is hand it over to the New Guineans just as soon as they can be made to take it.

What has Indonesia now got to offer Netherlands New Guinea that is better? According to Dr. Helmi she is not even offering unification of the two halves of the island.

Indonesia must realise she has lost this round. What's more, short of actual war, she has probably lost the whole fight for West New Guinea.

More Than Time For Action in P-NG

THE Netherlands' neat piece of political planning (see above) has got Australia into a dilemma, too, but the Dutch couldn't help that. For several years they have been attempting to get Australia interested in the problem, and to realise that if there is to be peace in New Guinea the two portions of the island must work together. Australia has realised it, of course, but in public it has preferred to sit on the fence rather than antagonise Indonesia. But Indonesia is going to be antagonised anyhow, so better now than later.

Thanks to the Dutch decision, Australia is now faced with the fact that two parts of New Guinea are proceeding at widely different speeds, and the chances are that the winds of change in the next 10 years will blow cold from the West.

What does Australian Territories Minister Mr. Hasluck have to say about this? His normal practice on controversial subjects is to say abso-

lutely nothing at all, but such has been the critical reaction in the Australian Press to the latest New Guinea political situation that in April he felt compelled to make a statement defending P-NG's rate of progress, and also commented that "various proposals" for changes in the Legislative Council "have been under close consideration for some time".

This last piece of nonsense, in New Guinea and elsewhere, was greeted with something in the nature of derision, as it deserved.

For various proposals for changes have been "under consideration" at least since 1953, when a select committee of P-NG Legco was set up to make them, following criticism that Legco was lopsided.

That criticism has grown year by year, and it was a vital part of the large scale uproar in New Guinea last year when the three elected members resigned in disgust.

They issued a statement which said quite clearly that they were protesting "against the undemocratic use of the official majority" to pass the tax laws, and "in objection to the lack of sufficient representation of the people of the Territory in their Legislature".

Mr. Hasluck, in his public utterances, has remained unmoved.

Yet *PIM*, in its issue of April, published before Mr. Hasluck's uninformative "under consideration" statement was made, reported that recomposition of Legco was planned for this year, and that the natives will be given a greater role. It repeats that report in this issue (p. 19) with additional information.

The fact is that recomposition is the Minister's present intention, as well he knows. Then why all the hedging? Why doesn't he say quite clearly that Legco is to be reconstituted, but that he can't release the details—but that he can give us an idea of the lines he's working on.

Why, in fact, couldn't he have said that last year—or the year before?

Was there ever a Minister more secretive than Mr. Hasluck, who gives the public less credit for intelligence? Is he still a member of the diplomatic corps, rather than a politician appointed to do a job that is as much the public's business as his?

Does he honestly wonder why his stocks are so low in Papua-New Guinea? In some ways, he's incredible!

The same secrecy surrounded his income tax scheme; it still surrounds his plans for P-NG liquor reform, storing up trouble for him.

One of the problems of P-NG is summed up in another context on p. 59 of this issue, by a widely experienced British Colonial Administrator, Sir Ronald Garvey. Referring to the Burns Commission's Report on the future of Fiji, Sir Ronald says:

"I infer that the Commission fallen into the error of thinking that public opinion should govern the speed of the constitutional advance."

"I believe this to be a profound error, and the crux of a good deal of the trouble we have experienced in many of our overseas territories and I fear that some day Fiji will suffer from the fact that the Government has failed to retain the initiative which it now has in its relationship to the development of the Constitution."

The Dutch Government may be working very fast, but nobody suggests it is not taking the initiative or that it has less chance of success than its ultra-cautious Guinea neighbour.

How To Write An Official Statement

GOVERNMENT statements, in the South Pacific as elsewhere, are inclined to be composed of a special kind of public service jargon which often has little meaning and is not at any time any human feeling. Thus the official statement in the Government of the Kingdom of Tonga announces that the vessel *Teiko* and her entire crew of 22 are now presumed lost at sea is worth recording as a remarkable example of how one Government at least has not yet consulted its heart to the archives and gotten the file number. It says:

"The sympathy of all will be extended readily to the relative dependents of a crew which so confidently set out from Nukualofa on a voyage to introduce a new important development for the Kingdom in the sphere of commercial fishing, and for which people of the Kingdom are endowed by tradition."

"It has been said that the strength of a nation's worth can be seen in its ability to face disaster with courage and with faith in the future. Here in Tonga, we have been spared many of the calamities experienced by others, such as the ravages of war, and extensive loss of life and property from natural occurrences such as hurricanes and earthquakes, and for this we should be thankful."

"It appears, however, that as in all nations, we must expect a measure of sorrows as well as a measure of joy and happiness, and that at this time, whilst commending the Almighty the souls of our beloved brethren, who were on the vessel *Teiko*, we should also seek assistance to give us courage to face the future and to continue to strive to obtain for ourselves and for our children, the means which to harvest the crops of the earth which have been placed there by God to be gathered by those who voyage forth upon the deep."

The Editors' Mailbag

Man Who Didn't To Dinner!

ing and interesting letter from C. Kerkham, secretary and director of Burns Philp (SS) Co. very old resident of Fiji, memory has been jogged by a graph we ran in the *People* of April about Lord Tedder, al of the Royal Air Force.

reported Lord Tedder had a nostalgic visit to Lautoka il, where he was stationed in the Colonial Service. In days he had to organise the e of Lautoka against possible by the German raiders mau and Scharnhorst.

letter makes good reading unfortunately we haven't the to get it all in, but the of it is that Mr. Kerkham remembers a similar "defence" uka, where lived the German for the Pacific, Mr. George

"defence" was pretty feeble, ord Tedder's effort at Lautoka. eers including Mr. Kerkham organised and armed with and Mr. Kerkham recalls how it all seemed to most of as they patrolled the beach and suspiciously eyed off ight that blinked on Levuka's hillsides.

ny of us never had a rifle hands before and I'm sure elf wouldn't have known how it if the occasion had arisen," Mr. Kerkham.

manding officer of the eers was the late A. G. Smyth id not long ago in Western

the German raiders never evuka, or Lautoka for that , and Mr. Kerkham recalls Fiji's Governor, Sir Ernest Escott probably bluffed them ading a message in the clear phantom HMAS *Australia*, g the captain to dinner with at night! *Australia* was no near the place, but the ans apparently intercepted essage and had no desire for light cruisers to meet the or strength of the *Australia*!

uture of Chinese

old New Guinea-hand cur- visiting New Zealand, has a clipping from one of the newspapers reporting that

Auckland Chinese interests have bought the State Theatre in Auckland for £27,000 for the benefit of a group which intends to use it as a social centre for the Chinese community and "arrange dances and foster the education, recreation and entertainment of Chinese". It will also be used for live theatre production of Chinese plays, and there will be a school for the preparation of Chinese dishes.

Says the New Guinea-hand, "In the Islands we all know how the Chinese have developed, especially in their cultural interests, over the last few years, but it is the first I've ever heard of the Chinese establishing a training centre of this kind!"

He thinks it might be the beginning of a new trend in the South Pacific, and that the Chinese are going to expand and expand and expand.

Palm Tree Correspondence Is Now Closed

As we reported in the March issue, that two-headed palm tree that Lew Friday photographed for us in February, in New Guinea, was a freak, but not such a freak that it is worth getting excited about.

We've since had photos of palm trees sent to us from all over the Pacific by friendly readers—some of them in full colour, too. One slide of a palm near Nukualofa, Tonga, is a beauty. It is sent by Mr. Stanley Bolton, of Sydney. That palm has three heads.

The clearest photograph comes from Mr. Jim Corfield, now of New Ireland, and was taken on the Conflicts some years ago by Mr. Doug Askew, now a copra inspector in New Guinea.

Now, before we are reduced to fighting our way into the office through the foliage of twin-headed palm trees, we have to announce that the correspondence is closed.

The High Price Of Reading Matter

One of our palm tree correspondents, Mr. Jim Corfield, mentioned above, makes a passing reference in his letter to the high price of books in the South Pacific. He appeals to us to keep our book reviewer going on "with his good work", because, "in these days of expensive books, readers can't afford to make mistakes".

We couldn't agree more with Mr. Corfield.

There has been some comment in Australia recently about the high price of books, and the suggestion has been made that with more books coming in from America, prices might perhaps drop. The high price of hard covers is probably one of the main reasons why there has been such a popular rush on the paper backs.

Fiji's "Underwater" Cave Recalled

The article by Rob Wright in the October, 1959, issue of *PIM*, telling of his experience in Mariner's Cave, Tonga, caused quite a lot of comment one way and another—all of it complimentary to that excellent Fiji photographer and skin diver.

The story reminds an old Fiji-ite and namesake of Wright's—Mr. K. P. Wright, formerly of Sigatoka, and now breeding stud herefords near Quirindi, NSW—of a visit he and his wife made to a huge cave at the back of the limestone mountain near Sigatoka in 1917.

He recalls that at that time a sizeable creek of clear water ran from the face of the cliff across an old road and by wading into this for some yards into the cliff with their faces partly under water (there was a clearance of only a few inches) he and his wife entered a tremendous cave inhabited by thousands of bats.

He continues: "Our native guides had bamboo torches which they lit when inside. The light disturbed the bats which started to fly in their hundreds or thousands, making a terrific drumming noise and quite frightening in the inky darkness with only a glimmer of light above the water at the entrance.

"We walked into the cavern over damp slippery "guano" for quite a long way, probably 60 or 70 yards—where there was another deep arch over the water. Our native guide and I repeated the process and waded into the second cavern, larger than the first and no more pleasant, and without even a ray of light. My wife wisely stayed back in the first cave with some natives.

"My guide and I trudged a long way farther in, slipping on the slimy floor. The native said, if I remember, that you could walk right through to the other face of the cliff near the Sigatoka River, but you could not emerge there."

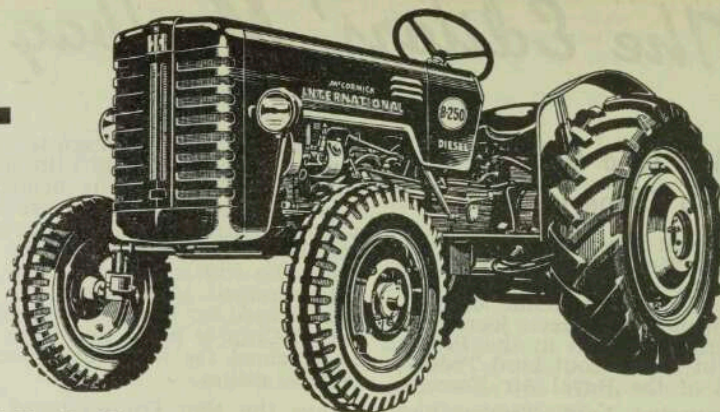
However, that was enough for Mr. Wright. He was glad to get out of it. He asks, "I wonder how many white people have been in these caves since then? I think my wife and I were among the first".

Wouldn't surprise us to learn Rob Wright has been in.

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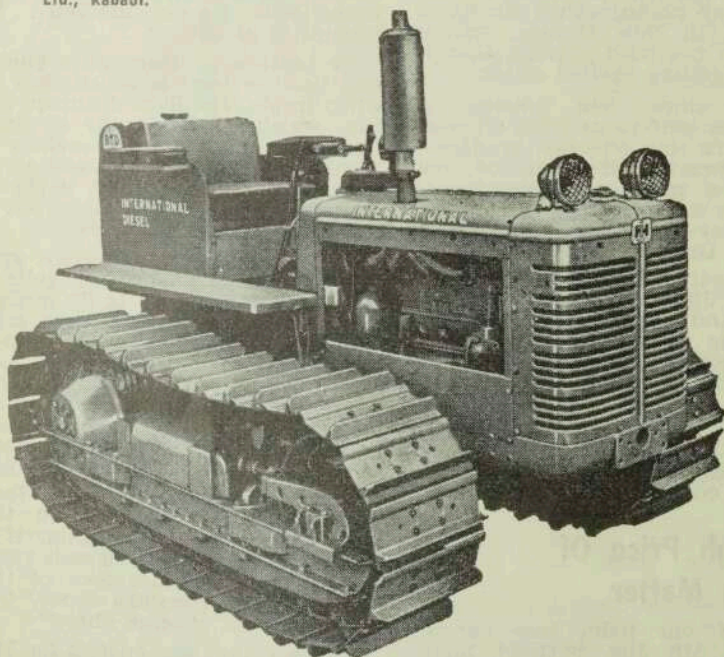
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PIM 280--

Tonga's Shipping Disaster Analysed

WHAT CAUSED THE 'TEIKO' TRAGEDY?

By PIM's Shipping Roundsman

Those who have closely followed the enterprise and initiation of Tonga over the past several years — mainly through the efforts of Prime Minister Prince Tungi — in progressing towards the establishment of a tuna fishing industry, can well appreciate the feelings not only of Prince Tungi but of the whole population of Tonga at the loss of the longliner "Teiko" in March at the very commencement of her career and the moment when the first fruits of the project were about to be realised.

Tonga mourned the loss of 22 seamen, 19 of whom were Tongans, one a Tongan-born and two Japanese. But to the personal loss was the fact that these men represented a trained crew over several years in a Auckland-purchased fishing vessel, *Alaimoana* (ex *Perlin*). When they went their Japanese skipper, Fishing Master Isamu, he was brought from Japan, and he returned there to oversee the construction of *Teiko* to command her during her career.

There were the obvious losses, but there were others.

Since *Teiko* was not officered by a skipper with certificates acceptable to the Admiralty of London, there were difficulties in obtaining insurance cover for the vessel.

It was understood to have cost not less than £50,000 delivered.

The vessel had insurance cover for the delivery voyage from Japan, but it had expired. At the time of the negotiations with interests other than the Government, it was expected that cover could be obtained.

Inquiry in Tonga

There was also an apparently reported that an undertaking whereby the Tonga Government was to arrange life insurance to the extent of £10,000 for each of the two Japanese, and this had not been done.

There is little doubt that *Teiko* was replaced, but until she is replaced by a \$10,000 American ice machine, still in the final stage, will be largely unused.

and a small motor launch was put ashore from *Teiko* when she sailed on her fateful voyage, are virtually all that remain of the costly tuna fishing

A ministerial inquiry into the loss of *Teiko* was to take place in April but hadn't taken place by early

May), but the Secretary of the Government, Mr. W. Miller, told *PIM* that he did not think that its proceedings would be open to the public.

There is no Press in Tonga. For this reason the people are totally unaccustomed to any written criticism of the Government and, generally speaking, resent it even if well founded. The Tongans are extremely loyal to their Government and leaders.

Thus there is a strong tendency in that Kingdom for any events of an embarrassing nature to be withheld by Government and people, at least so far as the outside world is concerned.

No Criticism

There is no suggestion here that the Tonga Government is open to any criticism in connection with *Teiko*, but it could be that all the facts may never be known to the general public.

The Secretary to the Government was not prepared to supply answers to all the questions asked by *PIM* pending the marine inquiry, but the

ones he didn't answer were few, and the measure of co-operation was very considerable.

From his and other information it is possible to piece together the following account of the loss of the *Teiko*, which varies in some respects from earlier reports.

No Lifeboat

Teiko, a scaled-up version of a standard type of wooden, single-screw, long-line tuna fishing vessel of which there are many hundreds of similar type in service, left the Japanese shipyard on January 28 and arrived at Nukualofa via Pago Pago on March 1.

Like all vessels of her type, *Teiko* carried no lifeboat, the explanation being that there is no place for lifeboat stowage which would not interfere with the handling of the fishing gear.

The only life-saving equipment consisted of rafts, on which some men could perch precariously while others clung to hand ropes as they floated alongside, and also life jackets.

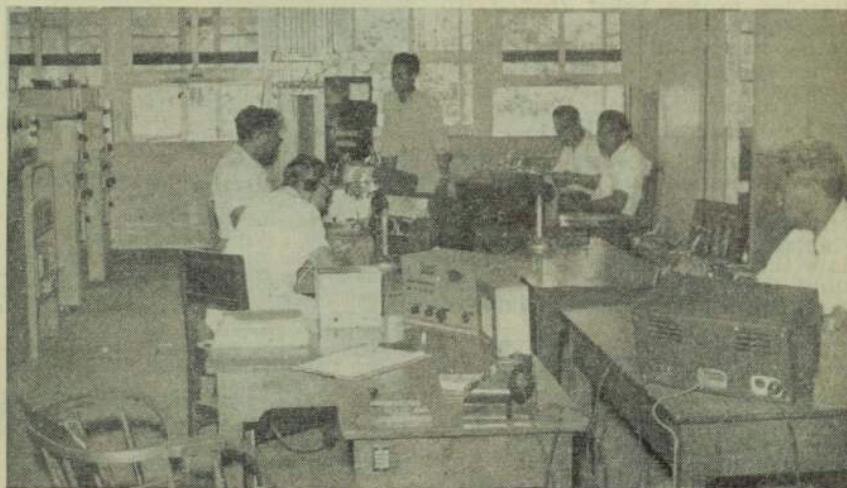
A launch with an inboard engine — perhaps required by the insurance underwriters for the delivery voyage, was landed at Nukualofa, and now sits on the grass near Yellow Pier.

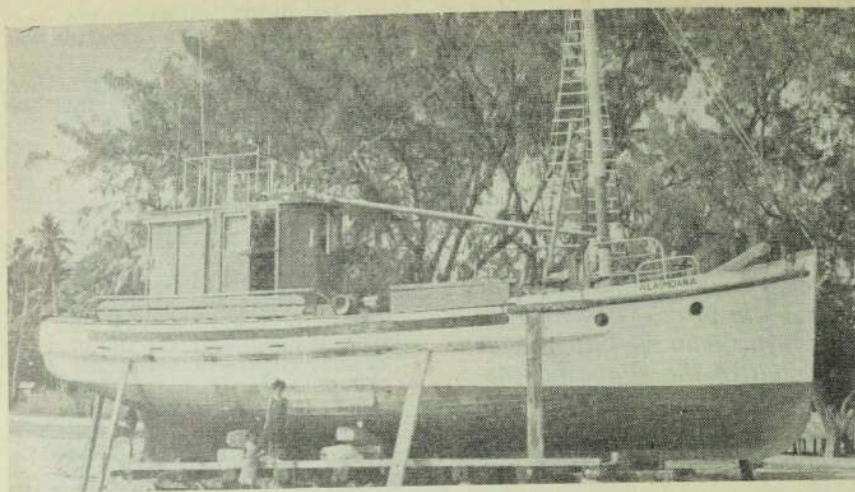
Her Route

With Fishing Master Isamu Naoi in overall command, and with Manase Latu as navigating master, *Teiko* sailed about 9 a.m. on March 17 for Pago Pago, where repairs were to be carried out to a broken shaft (which had no connection with the propulsion of the ship).

Following its repair the ship was to take aboard chipped ice from

The operating room at Nukualofa Radio, at work in April. Here contact is maintained with the local fleet, overseas vessels, and the outer islands. Messages to the "Teiko" were passed from here.





The fishing vessel "Alaimoana", in which the men who were lost with "Teiko" had undergone their fishing training. Before the arrival of "Teiko", "Alaimoana" was delivering 15,000 to 20,000 lb of fish a month to the Nukualofa market.

the Van Camp ice-making plant and then to proceed on her first fishing voyage north of Samoa. *Teiko's* fish hold was completely empty at the time of her loss.

There appears to have been radio contact with Nukualofa Radio the day of sailing from Nukualofa, and again, finally, about 31 hours after sailing. This was a routine contact, with no mention of bad weather.

It was estimated that, in her light condition, *Teiko* would be making about 7 knots, and therefore would have passed the sheltered port of Vavau towards noon on the second day, and must have been east of the active volcano of Fonualei and the nearby island of Toku at the time of her last radio contact—if in fact she was making 7 knots.

A study of the weather maps over this period suggests that the vessel must at that time have been experiencing heavy weather.

A subsequent study of weather charts and the distribution of wreckage along the north and east coasts of the Vavau and Haapai groups has led to the belief that *Teiko* must have been very near the end of her voyage—in distance if not in time—at the time of her last radio contact.

Several Questions

If *Teiko* had received the hurricane warnings issued at least twice each day from Nadi meteorological office during this period, why did Captain Naoi not order the ship into the shelter of Vavau Harbour until the storm centre—which was right on the ship's track—had moved away?

There could be several answers.

- The ship carried one of Tonga's most experienced radio operators—but he was not an experienced seagoing operator. He suffered considerable seasickness on a voyage to New Zealand in another Government vessel on an earlier occasion

and had not been able to keep some radio schedules.

- There is the possibility that he was not keeping any 500 kc/s (morse) ship watch. On that frequency he would almost certainly have picked up the storm warnings from Suva or perhaps Apia.

Tonga's Secretary to the Government said that his information was that no storm warning had been relayed directly to *Teiko* from Nukualofa Radio on the local radio-telephone frequency. The Secretary said in fact that his first information of the approach of a tropical storm from the north was received after the time of the presumed loss of *Teiko*, and the Marine Superintendent said that he was first ad-

vised of the approach of the on the morning of March 20, upon he ordered the *Aoniua Hiofua*, then in port, to the cane anchorage.

Nukualofa Radio presumably earlier information, but no ment was available from the in charge, naturally enough.

- Another explanation of vessel's failure to seek shelter be that Fishing Master Naoi estimated the violence of the or over-estimated the sea-k qualities of his ship.

- A third and probable ex tion could be that the little suddenly took aboard a ver sea which swamped the e room or seriously damaged bridge and put her out of c so that successive seas com the destruction. That could h to any small ship in heavy w even though the chances mig slight.

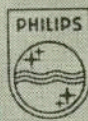
Opinions Differ

Not all shipping men in thought highly of *Teiko's* cor tion. Wreckage showed nails, had drawn. There was ment the vessel's rather small s holes through which water tal deck must drain away.

In this type of fishing vesse scuppers are small for a re so that the fish landed or prior to stowage below will no overboard. These scuppers visible in *PIM's* photo or 105. A heavy sea would ce take some little time to dr the deck and might well swar engine room and accommodat low the bridge.

The insulated hold had a hatchway with raised co

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Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Suva, Fiji Islands.
Rarotonga Wholesalers, Rarotonga.
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See also advertisement on page 136.

There was an inner insulated plug-match-cover and an outer one-match-cover with a lip. Both items were included in wreckage found. They indicated that almost certainly penetrated to the hold.

The wreckage provided evidence that the hull of the ship had broken up. Items found in portions of superstructure, fittings, or fishing gear.

It is possible that the hull might be afloat though waterlogged, as *Joyita* in her 38-day drift north of Samoa to north of New Zealand in 1955?

It was the cork insulation in the fish holds which mainly kept her afloat.

She had similar insulation. But the engine is considerably larger and heavier in proportion to the hull of the vessel than the twin engines in *Joyita*, according to the authorities, and they do not think that *Teiko* could possibly refloat.

Nevertheless, inquiries were being made with the marine architects in New Zealand about this.

Could It Drift?

Though the wind-blown, surface-floating wreckage moved south, it is probable the hull, much deeper in the water, would drift like a cork in a west-southwesterly direction along the line of the general drift in this region. *Joyita* averaged 14 miles per day in her

that speed the hull of *Teiko*, if she was afloat, would have been in the group of Fiji by the end of the week in April and perhaps there near the New Hebrides or New Caledonia by the time this is in print.

A wooden vessel like *Joyita*, *Teiko* probably represent a poor radar target and might like *Joyita*, have been missed in a careful air search.

Perhaps the most puzzling feature of the disaster was the fact the vessel was not missed until ten days after she apparently met her fate.

Nukualofa Radio maintains radio on the voice distress frequency and the morse distress frequency continuously from 6 a.m. to 6 p.m. Tonga time. Thus in the event of an emergency between 10 a.m. and 6 a.m. there would be no radio contact.

However, *Teiko*, unlike most ships, was equipped with a radio transmitter. Suva, Pago and possibly Apia, maintain a continuous watch on that frequency. The possibility of a distress call being heard by someone on this frequency would be good—if there was a call for such a call.

The evidence suggests there was a call. It was stated in Nukualofa that

Tongan vessels equipped with radio are not bound to check in with Nukualofa Radio at fixed times. The coast station does keep a particular watch for them at fixed times, normally morning and evening, but a ship may not check in unless the master wishes to do so. Thus there was no alarm when *Teiko* failed to check in.

She was due at Pago Pago about the morning of March 20. Arrangements had been made for her call there, and it appears to have been assumed in Nukualofa that she had arrived. As far as could be learned by PIM, it was not until March 29 that an inquiry came in the form of a note from Tutuila Radio (Pago

Pago) seeking information as to when *Teiko* was due.

If *Teiko* had her constructional weaknesses, they were no different to those possessed by the hundreds of similar Japanese vessels which year by year operate far from home.

Competent Master

According to Mr. Takayasu Suzuki, a representative of the Japanese agents for the Tongan Government in Japan, speaking when he passed through Suva in March en route to Tonga, the *Teiko* had caused great interest at her building yard, where she was looked on more as a yacht because of the high standard of her accommodation. The

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Tongan Government had insisted on the best of materials, and only selected timbers had been used in her.

Fishing Master Naoi, aged 49, was looked on as a most competent fishing master in his home prefecture of Japan. Pre-war he held what is known in Japan as a Second Class Master's Certificate, which permitted him to command vessels of up to 2,500 tons gross on deep sea voyages. During the war, when fishing vessels were taken over by the Japanese Navy he was in command of about 20 tuna long liners engaged as supply ships to the Philippines, New Guinea, and the Solomons. He held officer's rank.

Tongan's Experience

Manase, the Tongan navigating captain, held an unrestricted Tongan master's certificate and had a good deal of experience, including experience in the fishery training vessel *Alaimoana*.

There was some evidence, however, that Naoi and Manase had disagreed over the handling of the ship when serving together in *Alaimoana* and their relations were said to be not the best.

For that reason it has been suggested by some that Naoi might have taken an undue risk in opposition to the wiser counsel of Manase.

Manase was a man probably in his early thirties.

Teiko was subject to Japanese Maritime Board survey before entering service and was put through stability and other tests by Board's surveyors.

Naoi had been overseer for construction of the vessel on Tonga's behalf.

All-in-all, fantastic stories those associated with the loss of *Joyita* to the contrary, there appears to be no reason to suppose that the disaster was other than the result of storm damage, which, through sheer misfortune or lack of seamanship.

There seemed to be no evidence that *Teiko* had run aground at Tokou or Fonalei.

Probably the facts will never be known.

In the weather conditions at the time, it is extremely doubtful whether any lives could have been saved even if immediate news of the disaster had been received.

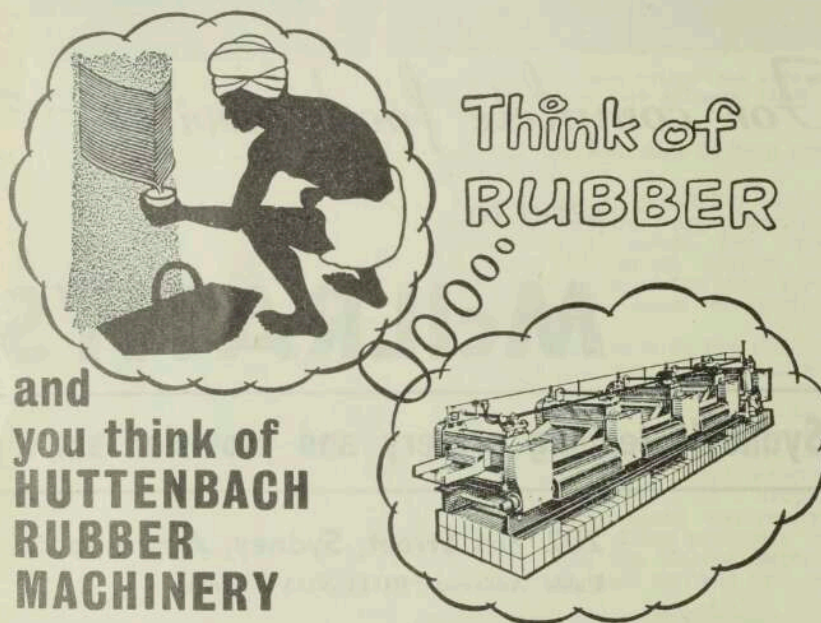
Still, such a possibility must be considered, and while there is reason to suppose that disaster could have been avoided quickly, there does appear to be much to say for maintaining regular routine radio contact with small ships, for insistence that they give position, course, and speed at each contact, and for some action to be taken when they fail to appear on their radio schedules.

There are difficulties, of course, in radio communication is sometimes impossible, so failure of a vessel to check in for one or two scheduled times is not normally considered a disaster.

Thus there will almost always be a lag between loss of radio contact and drastic and costly search and rescue, and in that interval men may die.

This is one of the normal risks of a seamen's life.

Risks may be reduced by the use of the right life-saving equipment—inflatable dinghies and food, emergency transmitters, neither of which were possessed by *Teiko*—far as could be discovered.



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They Have a Name For It Now, Thanks

New Guinea people can now rack their brains for a name for the newest of the Australian Pacific Line's cargo vessels. The Line has four in service now: *Aros*, the *Citos*, the *Delos* and the *Milos*, and PIM suggested immediately that since the Line was having trouble selecting names, New Guinea people, who know the islands so well, might like to help.

PIM has just had a letter from the company reporting that a ship was launched in Denmark on April 30 and named *Samosa*, one of the historic Greek islands. Thanks.

territories TALK-TALK

With TOLALA

It might seem appropriate that a controversy regarding the "Forces" and the "Behinds" should be waged between two exponents of "The Rabaul Times".

I am thankful to Mr. Gus Smales for his criticism (*Editors' Mail*, April) for I gather that he is not denying the existence of a "division" (which he refers to as "division", whereas my diary tells me that it is "a difference in or shade of thought, feeling, opinion, colour") sincere in a desire to eliminate difference between the old and new residents of P-NG.

For many years now I have seen the lack of unity between various sections of the European population in the Territory where there is decidedly more than a mere "division" between Administration, Police, planters, and missionaries; with more differences between intersectional jealousies and unco-operativeness between Administration departments, business concerns, individual planters and mission denominations.

These same differences exist in Australia and any other civilised country, as Mr. Smales points out. In my opinion sectionalism is more essential in a native society where Europeans form a minority group than in countries where there are no racial problems.

The same "division" is by no means peculiar to these days. I remember becoming aware of it when I first arrived in New Guinea in 1911; it became more pronounced during the Military Administration in 1914 and even more so when Australians started replacing the old German residents: the latter were envious of the status of the older residents and their interference with the natives; the latter resented their local knowledge and after years of work.

I have continually suggested that a certain year forms a division in two sets of people, then interference has been made unobtrusively and most certainly not with the intention of fostering that tension among the people.

What I have done—and will continue to do—is endeavour to counter the impression given consistently by the Aberra and Port Moresby that the welfare policy was only introduced as a post-War II measure. Little was accomplished by the Papuan or New Guinea Administrations in the pre-war insofar as native health or education were concerned.

The political reason for such a stand is obvious. It is, how-

ever, unfair to those Administration officials of the past who, working on a comparative shoe-string, did lay a very substantial foundation upon which more extensive edifices can now be built and, at the same time more or less satisfied the critics in the League of Nations.

From these remarks it may be assumed and correctly so—that, in my opinion, the controversial nuance is more pronounced amongst officials than the Man in the Street. Had Rabaul officialdom given a lead for the observation of the local ceremony under discussion there could have been another story.

I will skip the natural sentimental reaction I experienced when I read of the poorly-attended ceremony to honour the memories of my many friends of long-standing whose loss was due, primarily, to official bungling, and admit that my pen may have run away with me.

But I put the question to Mr. Smales: If nearly 300 principal citizens of Rabaul and environs today were herded together by an enemy, then lost at sea, together with some 800 troops who defended the town; what would his reaction be when a ceremony for their memory was so sparsely attended?

I hope he never has to contend with such a reality.

Educating New Guineans

There is much publicity anent the question of education in P-NG. We read inspired stories of what has been done and what will be done by our Administration and from what I can gather the target is to make the whole of the native people literate at the expense of the Australian taxpayer.

On the other hand, we read of the Dutch with a target to create an *elite* amongst the native people of NNG and then hand the whole business to them to "carry on".

Surely this seems a logical solution. Or does it?

Do we hope to inoculate every school-aged New Guinean with our particular civilisation virus, whereas the Dutch are willing to allow the *elite* to perform this act?

The Dutch method appears the more practical, while ours is an attempt to play to the UNO gallery.

Surely it will be incumbent on the native administrators of New Guinea to have some responsibilities when, and if they are appointed.

Let them bear the expense, the tears and tribulation of total education of their own citizens—if they so desire.

Modern Wat Tylers

According to reports from Rabaul the old anti-tax question has again arisen amongst a group of Tolais in the Navunaram vicinity. Let's hope, with the knowledge of past experience, there are no "incidents".

By this time officialdom should be aware of the Tolais' natural tendency to become immolators for what they consider a just cause.

Goodness only knows how such reactionaries will fare when they are under their own native government. I'm tipping they'll receive short shrift and find themselves promptly clapped in the boob without any beg pardons!

Tourists in "Paradise"

I read an interesting "plug" for tourism by PIM editor Stuart Inder in a recent Sydney Sunday newspaper, setting forth the potentialities of the South Pacific as a tourist venue for world travellers and, one assumes, in particular the folk from the USA who are generally accepted as being the best source of income.

Such an agitation is nothing new insofar as TNG is concerned. Only recently I turned up an old copy of *The Rabaul Times* in which appeared a leading article entitled "Telling the World".

The date line was March 8, 1935, and I quote the ultimate paragraph, which was preceded by reference to past visitors from tourist vessels "who were amazed at the beauties of their visit and astounded that such scenic wonders should be kept so secret".

Tourist money is new money; it is not the same old pound note changing hands continually between the local butcher, the baker and the ginger-pop maker. New money means development, expansion and progress. Do we want them, or do we not? If we do, then let us bestir ourselves and introduce Publicity and a Tourist Bureau in order to enable New Guinea to take its place in the sun and remove from beneath the "bushel" those attractions with which nature has so bountifully endowed us.

One of my favourite spots for a tourist centre is the island of Mioko in the Duke of York Group: White coral sands, swaying palms, blue lagoons and the most marvellous under-sea coral beds.

Must we wait for some enterprising Yank to start such a venture? The day will come when many of these quiet back-waters will become top-line names amongst world-wide resorts. We need a few more Inders to tell the world about them. (Over)



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ing No Punches— Wise?

The pen of that stormy petrel man, "Steve" Stephens, has only lost none of its vigour. He vacated the editorial chair of Moresby *South Pacific Post*, April, p. 135), and his provocative article in the *Sunday Mirror* of April 3 is indubitably light-creating, to say the least. It is such a true picture of the side of the coin and that, in itself, raises the question as to the aim, in this enlightened age, of candid criticism and prophetic warnings.

Opinions on this point will doubtless vary; but to my mind the error lies not so much in the ill wording of the article as the overstatements that may be placed on the writer's implications by sophisticated and semi-sophisticated native readers in NG.

One must realise that to many in the P-NG indigenes newspapers are no longer merely material for smoking cigarettes; the inky characters now hold a mass of meaning to the educated native; they contain opinions hitherto unknown to the native mind and are read on by the sophisticated, with pride of knowledge, to his uneducated fellow countrymen and too often, unfortunately, in such process of transmission the true meanings and intimations of the writer are distorted either intentionally or unwittingly by the sophisticated reader.

And therein lies the danger, in my opinion, of such articles as the one in the *Sunday Mirror*. They fan the flames of the very thing the writer is attempting to extinguish.

Forty years ago the position was different. But today with higher education, the natives' knowledge of English, their access to libraries stocked with modern books on controversial subjects and their avidity in all its forms a major topic, a certain discretion is required for by writers whose words are read in multi-racial countries.

One fully appreciates how words and meanings can, and have been, misinterpreted and purposely misused by mischievous sophists. One has only to listen to the stories told in the native dialect.

I have done—of events of which I have had personal knowledge—the distortion of facts has been unbelievable and the true picture unrecognisable. But there has, reliably, been present just that little of truth which has made the more dangerous and impossible to repudiate in entirety.

ing Malaria?

I doubt about the Public Health Department having an ambitious programme for P-NG. Its latest of spraying all buildings with

insecticide for the extermination of malarial mosquitoes certainly is a stupendous undertaking, and one which, I must admit, is a bit beyond my comprehension.

The first concerted effort to eradicate malaria in Rabaul that I remember was in the early '30's, when that funny-looking *gambusia affinis* was dropped into pools of stagnant water and a general clean-up campaign was inaugurated. But malaria still existed. However, let's hope it may receive its death-blow soon and the Territory freed from this dire pest.

A Valuable Thesis

And talking of the P-NG medical services reminds me of a thesis I have been reading lately. It is the work of Dr. Jan J. Saave, who not so long ago was Regional MO, stationed at Rabaul, since transferred to Port Moresby for some more specialised work. 'Tis a massive collection of most valuable information on "Malignant Disease in Australian New Guinea", (which is the title of the thesis), written for his Diploma in Public Health at the University of Edinburgh in 1958 and is a comprehensive survey of the whole medical set-up dealing with cancer in NG: its past history; the present methods of dealing with it and the future prospects of its control.

It is amply illustrated with coloured photographs of case histories and underlines the research work carried out by Dr. Clive Backhouse and the author amongst the Melanesian negroid community in more recent years. The period of review of malignant diseases extends from 1879 to 1958.

It is, for those interested in this research work, a most informative document. It was received with enthusiasm and appreciation by the Wellcome Museum of Medical Science in London and the National Institute of Health authorities in Washington, USA.

From The Highlands

I have just perused the second issue of the *Highlands Quarterly Bulletin*. And it makes good reading. I am glad to see published the Charter of the Association, first drawn up in July, 1956. It is really one of the best lines of policy I have ever read for a multi-racial country, and if anything tends towards harmonious simulation in this country it should bear happy results if its aims are adhered to. And there's no reason to believe that the principles enunciated therein are not honoured now.

There is a good editorial on "The Security Issue" and in its ultimate paragraph offers the solution:

New Guineans must be given the freedom of becoming Australians and New Guinea must become the Seventh State.

And, with UNO becoming less

popular every day, who is to say that this is an impossibility?

Another article, dealing with over-all conditions, and a welcome tranquiliser from an official pen, is that dealing with "Co-operation in Government. How private Enterprise Can Assist Us", by Public Service Commissioner N. Thompson.

All good reading and a pity its circulation does not reach out to carry its message to more readers.

A Welcome Note

There came to hand recently a welcome note from Rolf Cambridge, now domiciled at Robinson River (Papua), but an old friend who once ruled the roost at Soraken, Bougainville. He refers to the two crowned palm at Medina (New Ireland) mentioned in the February *PIM* and writes: "In the middle twenties there was a triple-crowned palm from the one trunk on Lever's Estate at Rua Vatu, Guadalcanal. The native name of the property being Utuni. . . . There are few who remember Berande by the old name. I wonder if Jim Campbell and Phil Shelley's ghosts ever come out in the moonlight; they could be in the form of *puk-puks* now, guarding the mouth of the Balasuna River? All these Solomons (native name for Guadalcanal) streams had a 'guardian angel' at the river mouth". Rolf will be down on leave sometime this year.

The Changing Scene

Thus from an old planter, who claims he has seen the light:

"I don't want to own any more plantations, run another labour line, fill in any more quarterly returns, give another NAB injection or sign on or off any more boys for plantation work. It's gone . . . All gone. And I have no regrets. They can make their NLOs and abolish all penal causes and order the boys to have tea and toast and enact that all boss boys shall wear bowler hats and carry gold-headed canes. Not for mine, any more . . . I do feel much relieved to be out of that part of it. Of late years it has rather "got me bloody goat" so to say. But the irresponsible, sullen, bush lawyers that were being drafted to plantations were *tres difficile*". And it weareth a Christian down!

And the end of the fight is a tombstone white,

With the name of the late deceased,

With the epitaph drear: A fool lies here,

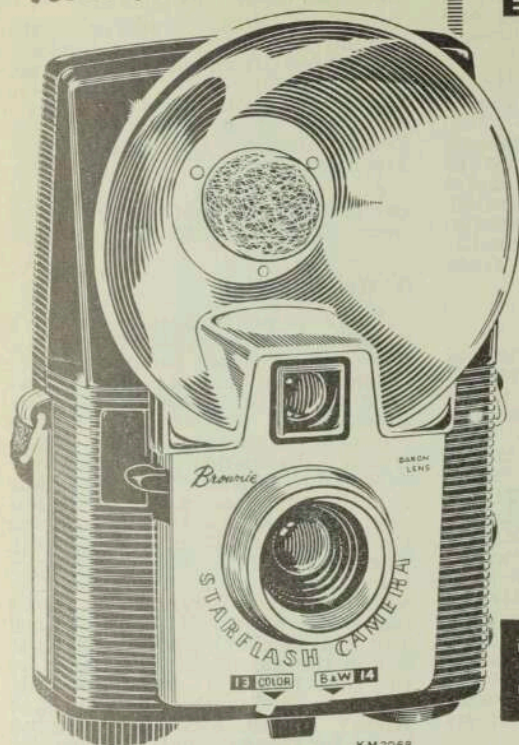
Who tried to bustle the East!"

And so passes out a New Guinea planter who feels there is little security for the future for the individual man.

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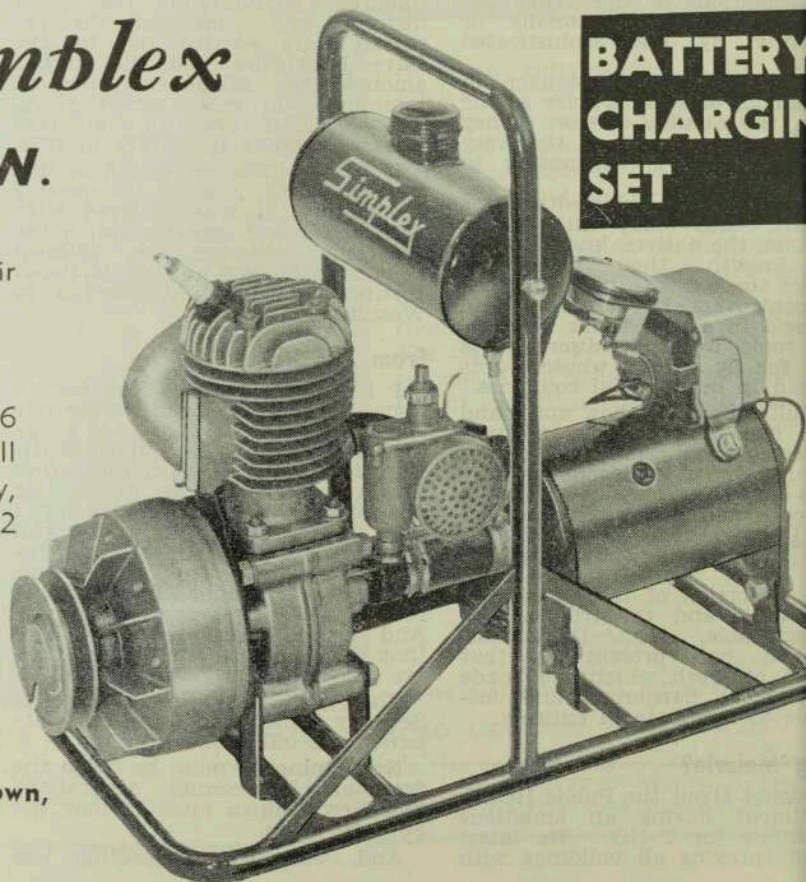


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The end of a five months trek across Netherlands New Guinea from south to north, bearded Pierre-Dominique Gaisseau is met in Humboldt Bay by Hollandia District Commissioner F. R. J. Jansen, who jumps from an out-er into the water. The Press—and s—were there in force to capture the e, for the expedition was widely pub-lished in Europe before it set off last . Below, Gaisseau and Harve de Maigret their carriers down their loads on beach on the north coast on l 2.



THREE DIE ON THE WAY

They Walked Across Dutch N. Guinea

From "PIM's" Hollandia Correspondent

An expedition for the first time has crossed Netherlands New Guinea from south to north, across one of the world's most formidable mountain ranges.

THREE native carriers died during the five months trek from sea to sea, which ended on April 2 when the combined French-Dutch expedition reached Holtekang Peninsula, across Humboldt Bay, on NNG's north coast, not far from Hollandia.

The carriers died apparently because the expedition was insufficiently equipped to tackle the difficult Central ranges.

During the trek, pilots of the local Kroonduif Airlines supplied the expedition 13 times from the air, frequently under difficult circumstances. They did a first-class job.

The expedition was mainly undertaken as a filming exploit. More than seven miles of 35 mm colour film were taken during the five months, and this will produce at least one 70-minute documentary within the next few months.

Expedition leader was French writer and amateur ethnologist Pierre-Dominique Gaisseau.

With him were four other Frenchmen, Jerard Delloye (second-in-command), Gilbert Sarthre (photographer), Tony Saulnier (photographer), and Harve de Maigret (radio man), and a Netherlands patrol officer, Jan Snee.

PO Snee took with him four native police as an escort, and also a native of the Sibil Valley, named Kotanon, as interpreter and guide. There were also 63 carriers from the Muju tribe of Southern New Guinea.

Already the native police and the interpreter have been decorated for their work.

Not the entire expedition made the full crossing. Delloye, Saulnier and Sarthre were taken out by air when the expedition had reached the Idenburg River. Patrol Officer Snee became ill with jaundice about the same time and was also flown to hospital, together with two injured carriers.

The final leg was made by Mr. Gaisseau and Mr. de Maigret with the rest of the carrier train.

Began in November

The expedition began last November, when the members boarded five rafts waiting for them at Kepi, on the Obaa River, which is inland east of the Casuarinen coast.

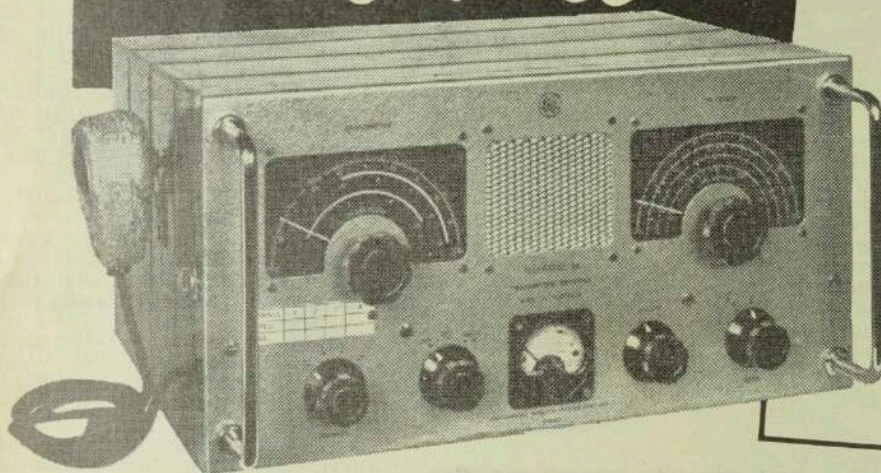
It was Gaisseau's intention to follow the various rivers north as far as possible, and for this reason the rafts had outboard motors, and could be partly towed by a motor launch.

But the raft flotilla made little progress because of logs and gravel

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eks, and Gaisseau soon decided to continue on foot.

The real trek began on November and within a week the expedition reached the hill country and began to climb the mountains of Central ranges.

They climbed one 6,000-ft peak and then cut their way through a dense moss forest on the other side, which felt like walking on a huge sponge. Then the country rapidly became more rugged. On one occasion the men covered only four miles in four days.

On this ascent, with cold, pestuous winds and rain, two of the carriers died from exhaustion within a few days. Gaisseau has reported that all were clothed in the same warm clothes as the European members.

10,500 ft. Climb

The expedition climbed to 10,500 ft before it began dropping again to the other side of the ranges. It was able to spend Christmas camped at a river which the expedition named Maryke River, after one of the four Dutch Royal Princesses. On Christmas morning they received a Christmas parcel by air from one of Kroonduif's Twin Pioneer aircraft—a Christmas cake and a bottle of cognac.

A few days later the expedition resumed the move again, and followed the Maryke River as it thundered with speed through narrow gorges. It was not until three weeks later, on January 24, that the river widened and the expedition built rafts to enable it to float downstream.

But one morning a raft was torn away from its moorings, together with three men and equipment and swept into a section of the river full of whirlpools and rapids. The three carriers reached shore safely, but some equipment was lost.

Gaisseau decided to give up the use of rafts, and they went on again by foot. Shortly afterwards a third carrier died and was buried. It is believed he had not recovered from the hardships of the Central ranges climb.

Many Skulls

The expedition reported that there were many skulls on bamboo poles along the Maryke River, though the natives were friendly, and sometimes even hospitable.

The majority of the Europeans in the expedition left for Hollandia by Beaver aircraft when the expedition reached the Idenburg River in February. The difficult part of the journey was then over. Patrol Officer Sneepe said when he arrived in Hollandia at that time that the expedition had not been sufficiently equipped to tackle the crossing of the Central ranges.

Gaisseau and de Maigret made

the last leg of the crossing to Hollandia within six weeks.

At Humboldt Bay there was quite a Press reception for them, with senior officials also present.

Said Mr. Gaisseau, "I have wanted to make this expedition for the last 10 years, and now it is finished."



Mr. Gaisseau.

COOK'S RADIO ENTHUSIASTS

Rarotonga at present possesses a small but enthusiastic group of Island boys interested in radio as a hobby, thanks to the organisation of Mr. Stuart G. Kingan, and the generosity of radio amateurs as far distant as the United States who have contributed radio parts. Club members recently held a six-day holiday camp at Titikaveka village, where they built and operated their own amateur transmitting station—and even contacted a Rarotongan in New Zealand, professional radio-man David Evaroa, who is stationed at Awarua Radio, and who was the first Rarotongan ever to qualify for a radio amateur's licence.

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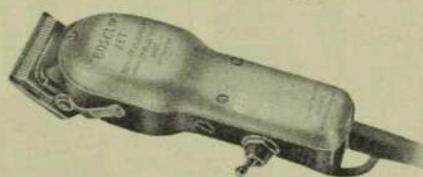
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Part of the P-NG exhibit at this year's Royal Easter Show in Sydney.

NEW GUINEA DRAWS THE CROWDS AT THE BIG EASTER SHOW

In April, for the second year in succession, the Territory of Papua-Guinea displayed a special exhibit in Sydney's gigantic Royal Easter Show—and like last year it went off with a bang. At least a quarter of a million people saw the display.

bought in thousands of pounds worth of free publicity from the press, radio and television, and Government decided it can't miss the future opportunities, and keep the display going at other Australian shows.

However, for many people already familiar with New Guinea there were some disappointments. The show was entirely a Government arrangement for the most part in Canberra—and it gave no credit at all to the work of private enterprise in the Territory.

According to its message, every worthwhile thing being done in New Guinea was being done by the Government. But this was to be expected.

Private enterprise itself will eventually have to do its own publicity to get on the bandwagon. However, some critics pointed out, that even in its own publicity the Government exhibit fell short on its job in some important respects. There was no mention of development of native Local Government and of the emergence of native women from obscurity to prominence. There was almost no mention of the tremendous Health Department campaigns and programmes; and education also got

hardly a mention. The work of many other Territory departments was also forgotten. There was no mention of the missions.

Here are some of the critics' suggestions for improving the exhibit next year.

- Bring down more native attendants so that two can always be on duty—and include native girls, perhaps nurses or guides in uniform.

- Send officials to visit the many fine shows inside the Territory so that some of the best exhibits can be earmarked for presentation in Australia (with the permission, of course, of the sponsors).

- Install at least two rear-projection screens to show endless belts of colour transparencies on Territory life.

- Provide a small theatre to show films, such as the widely acclaimed "New Guinea Patrol".

- Cater for school children with projects (the most avid researchers at this year's show were school children who begged for project material of any sort). Make up small project bags containing samples of produce, and up-to-date notes.

- Find space somewhere to sell New Guinea coffee by the cup—this exhibit to pay for itself.

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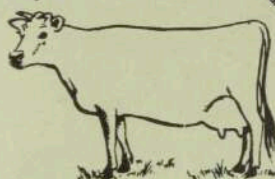
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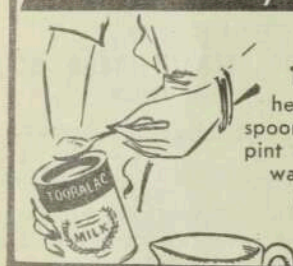
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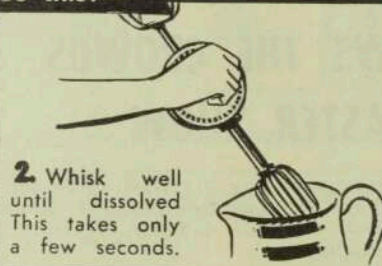
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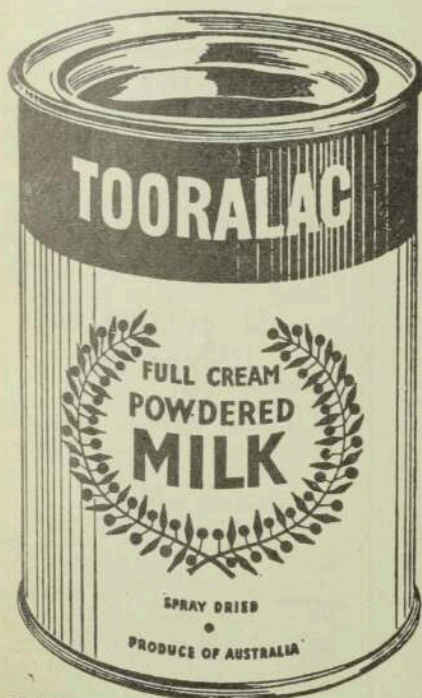
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THE NG PARADOX

Business Optimism (Of A Sort) In P-NG

in a New Guinea Correspondent

At a time when unsettled conditions undoubtedly exist in the Trust Territory of New Guinea, commercial observers are feeling a warm reassurance at the simultaneous appearance of a solid core of practical business optimism.

In their own circle, the commercial men of New Guinea have plenty of evidence of distrust.

They hear voices raised in dissent, protest, they hear opposition to Government policies, they hear gloomy prophecies. Statistics show them a recent drop in the New Guinea European population. They hear at least one speaker in the group say, "I'm a fool to stay

in this situation places a businessman in a peculiar position where he is torn between two forces. He hears of insecurity and appeal for change, but he tends to cancel out arguments by remaining in the status quo and expanding.

This situation is not unusual, and is only too well illustrated in some weeks ago by questions to the Chairman of Rabaul Chamber of Commerce, Mr. J. K. Dowling.

Dowling and other members of the Chamber had been holding discussions with officials of the Department of Trade from Canberra. Mr. Dowling in one breath drew attention to conditions of commercial uncertainty, and in another spoke of expansion and initiative.

Conflicting

Two points of view appeared conflicting that one of the Canberra officials could not help but ask the question right back to Mr. Dowling—what did he really mean, he was arguing two points at once, he expected to keep his cake and eat it as well?

Dowling's answer, unfortunately degenerated into an overall discussion among all delegates pre-occupied with the precise definition of the word "security". It is doubtful if the trade officials saw a clear picture of how the Chamber of Commerce felt the matter.

For all the position can be clarified for everyone, this conflict of

ideas will continue to exist. Australian officials will tolerantly smile when they hear commercial men calling for an overhaul of trade conditions, but little will be accomplished.

The officials will continue to imagine that the New Guinea businessman is not too badly off, and that he is calling for excessive concessions.

But here is a condensed analysis of the position which may help to clear the picture and which should illustrate the paradox of how insecurity can go hand in hand with a sound economy—for a limited time, anyway.

1. While cocoa and copra prices remain adequate and while the commercial structure of New Guinea remains much as it is today, then the economic structure of the community will continue to be very sound in itself; BUT—

2. While there is no policy definition of what is going to happen to the Trust Territory of New Guinea, or when anything is going to happen; then the Territory is not a good commercial risk for outside money and continued damage must be accruing.

Looked at in another way, this means that the people living in New Guinea realise in general that the economy of the Territory is a sound proposition; but they can produce no gilt-edge proof to justify any risk to outside interests.

Businessman X sitting in his office in Mango Avenue, Rabaul, may realise that a certain proposition has a certain basic value to ensure long-term equity. But how can he guarantee the situation to outside interests when the very title to the land on which a business is situated could (theoretically) vanish overnight?

This is the real problem.



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THE BUSY KINGDOM OF TONGA



From Staff Writer J. P. Shortall, in Nukualofa

Because Tonga has no newspapers or reporters, the world gets little of what is going on there these days, and is apt to draw the wrong conclusion that nothing noteworthy is happening in that little Kingdom. But a great many interesting development projects are under way.

They are still in their infancy and most are small, but they are, or could become, important for

the Copra Board, headed by Mr. Brown, as manager, is the largest revenue-earning organisation and provides most of the finance whereby other Government development projects are possible.

In November, 1958, a lot of its earnings have been going towards the construction of a large headquarters station at Havelu, or so inland near Nukualofa. The present stage consists of an office block, two £7,000 copra houses each capable of holding 10 tons of copra, a sack store costing over £3,000, a garage £4,000, two timber store-houses £3,500 and £2,500 respectively, a concrete block-making factory £3,000, a joinery shop worth £2,000, a machine shop worth £2,000, mining machinery worth £10,000, eight staff cottages from £3,500 to £5,000 each,

and a water tower and well costing £800.

All these buildings should be completed by the end of this year, and there are plans for further expansion at a later date.



There is plenty of activity in Tonga these days. Top picture shows the work on Tonga's new broadcasting studio, now nearing completion. It should be equipped within the next few months, and once it goes on the air nobody is likely to forget Tonga's existence. Below it is a general view of the big new project for the Havelu Copra Board headquarters. Staff cottages are in the distance. At left is Tonga's chief architect, a Japanese, Mr. K. Nitta, who is responsible for some new oriental influences on Tonga's buildings! At the bottom of the page is Queen Salote's summer palace at Kauvai.

To carry out this big construction project an off-shoot of the Copra Board, known as the Tonga Construction Company, was formed in September, 1958, and certain of the above buildings or factories will come under its direct control as headquarters for future public and private building projects.

In addition to its present main job at Havelu, TCC is currently also building three new schools for the Government, the first of a group of a dozen new schools to be built on



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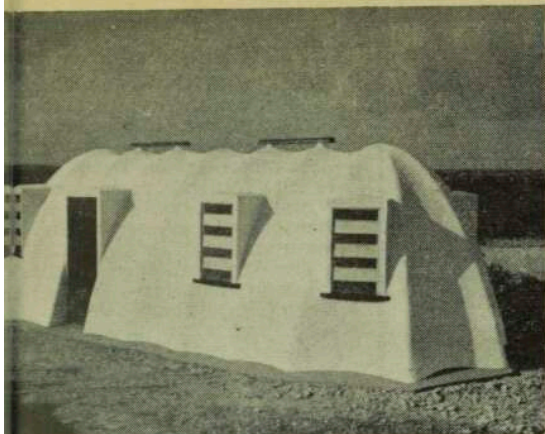
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Victoria Parade, Suva



This is a ctesiphon—Fiji has built several of them and will build more—and Tonga is now interested. One of the buildings in the Havelu project has a roof like this. Pronounce it "tessyfon".

atapu alone in the immediate
of these will be in the Mua
Mua is Tongatapu's second
centre—and a further three
under way in the Kolovai
mid-year. There are no large
construction companies in
so TCC has the field to it-

same as a surprise to me to
that TCC's chief architect is
Japanese, Mr. K. Nitta, who does
speak a word of Tongan or
Fijian and who has distinctly Jap-
anese ideas in building construction,
suggest his familiarity with
Tongans.

JAPANESE INFLUENCE

The roof structure of the big
at Havelu is extraordinarily
strong, and the sheds contain
three times the amount of
material that would be used for brace-
ing the roof of a similar structure
in, for example. In comparison,
all strengthening seems very

the cottages, too, have a dis-
tinctive style and the interior
arrangement varies a good deal
from what would be considered
normal design in Australia or New
Zealand. Bed-rooms are small
and the ways very wide, some door-
ways exceptionally narrow, the
furniture beautifully made
in the mid-twentieth century.

Communications with Mr. Nitta,
usually on technical matters, pre-
sented extraordinary difficulties!
There is apparently only one other
person in Nukualofa capable of
communicating with Japanese, Mr. Nakao, who
lived in Tonga for many years
and whose son, S. T. Nakao, is
a member of the Tonga Copra Board
(he speaks no English).

For the benefit of any Euro-
pean staff who cannot speak Tongan,
who need to communicate with
architect Nitta, two separate
interpreters are required.

The Tongan language is de-

ficient in technical terms, the
problems associated with a com-
plicated technical discussion be-
tween Mr. Nitta and, for example,
Mr. H. J. Martinus, of Holland, who
is supervising the Havelu job, can
be better imagined than described!

One of the lesser buildings in the

Havelu project has a roof of
ctesiphon ancestry, with the broad
corrugations typical of the ctesiphon
houses erected in Fiji, but its walls
are of orthodox type. This roof is
an experiment.

If it proves satisfactory, roof
sections of this type—concrete
plaster on a hessian base, in corru-
gated arch form—will be made for
sale to the general public as re-
placements for thatch roofs.

No true ctesiphon house has yet
been built in Tonga.

As elsewhere, Tonga has a thatch
problem, apart from the imperman-
ence of such roofs and the amount
of work involved in erecting them.
Cutting fronds from coconut palms
for this purpose reduces copra out-
put, and copra is all-important here.

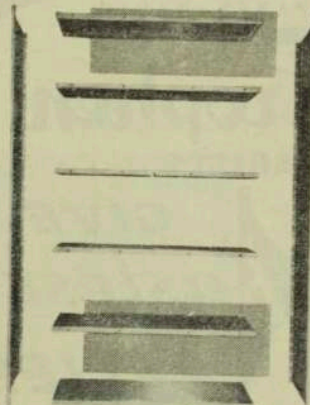
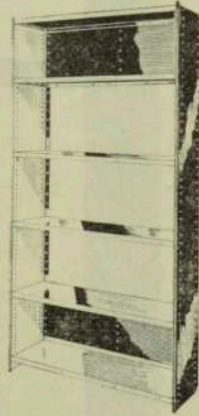
BROADCASTS SOON

Tonga's new broadcasting station
has been a good while in the plan-
ning stage, but as the photo shows,
it is in fact nearing completion.
Workmen were expected to have the
studio building—located half a

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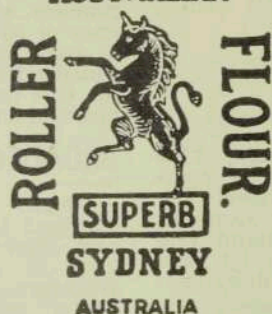
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mile inland just east of the Nukualofa town area—completed by end of April and ready for the stallation of the equipment.

Work commenced in preparing site in March, 1959, and the building was started in August.

A contract has been let for 10 k/w transmitter to Amalgam Wireless, Australia, and the equipment should arrive within the few months.

The transmitting station located about two miles east of Nukualofa, along the water road.

The exact frequency has not been settled but it will be somewhere between 600 kc/s and 900 in the standard broadcast band and no one is likely to find Tonga's existence once it goes the air.

With five times the power Suva's main broadcast-band transmitter it may well provide coverage of parts of Fiji than the FBC station. And that is exactly what Tonga is hoping.

Like the FBC service, it will be partly commercial, and Tonga is hoping to be right after advertising revenue from nearby territories, especially from Samoa, produced from Fiji, perhaps from the Cook Islands and Niue.

Special programmes as well as for this advertising will be directed to these areas with announcers in the local languages.

The station was designed by New Zealand Broadcasting Service and it is likely that a New Zealand chief engineer will be employed for a start.

The studio building bears the inscription, BROADCASTING STUDIO, NUKUALOFA, TONGA.

HE CAN DO ANYTHING

At the head of Nukualofa's wharf is the fresh produce market which has recently undergone modernisation and extensions of refrigerated storage capacity. Suva, produce vendors hire space for the display of their goods and can hire refrigerated space for storage. The ice making plant was intended to supply chippings to the tuna fishing vessel industry located here.

Presiding over the scene of activity here is Marketing Officer Dudley Blakely, who must rank as one of the most versatile and talented anywhere in the Islands today. The story of how he came to Tonga is a story in itself.

Mr. Blakely was in charge of exhibits at the Boston Museum of Science when towards the end of 1952 Dr. Tom Davis and family from Rarotonga, brought their boat, the *Miru* to an anchorage just off the road from the Museum. The conclusion of an eventful trip from Wellington, NZ.

Ideas of settling in the Islands

DECIMAL COINAGE FOR TONGA

been interrupted by the war, the interest was still there, and it was not long before Mr. and Mrs. Blakely made contact with the family.

From that association, and on the advice of Dr. Davis, they decided to take a look at Tonga, arriving in 1954, where it was not long before Mr. Blakely was appointed to his present post.

Tonga was soon to discover, however, that their new marketing manager was a man of many parts. He was certainly an artist of talent in oils and watercolours, as painted in his home bear testimony.

He also proved to be a skilled draftsman and an architect, an engineer and a sculptor.

His new pilot launch 'Unga was built in Auckland to his designs, and he will have a more lasting place in Tonga's history as the designer of the new decimal coinage.

THE NEW STAMPS, TOO

In April the finishing touches were being put to the models for the new coins. These display great skill and care.

From a photo of Queen Salote, Mr. Blakely first prepared sketches which were approved by the Queen. Then modelling tools a sheet of rolling clay eight hundredths of an inch thick and mounted on glass was worked into a relief image.

A plaster cast of this, eight inches in diameter was then made and the design incised round the Queen's head in profile.

The lettering reads, SALOTE TUPOU III TU'I 'OE OTU TONGA which means, "Salote Tupou III, Queen of all Tonga".

This design will appear on the reverse and nickel coins, but the reverse coins will bear the Crown of Tonga encircled by ifi leaves. The obverse sides will bear the denomination, the word Tonga, and an emblem of ifi leaves.

The denominations will be £1.10, £0.25 in silver; £0.01 in nickel with a fluted edge; and £0.05 and £0.01 in bronze. The smallest coin thus be roughly equivalent to the old thing.

The Tongan decimal coinage is now ready to go to the Royal Mint, but they will not go there until the Government reaches a decision regarding the establishment of a Bank of Tonga. This matter has been the subject of study by the Government and is still in the planning stage.

The new decimal coinage, to replace the existing assortment of British, New Zealand, and Fijian coins, will almost certainly appear in the near future with the establishment

Nukualofa has for some time been without a public boarding house for visitors — but now the well-known Beach House is back in use again (right) and a very pleasant place it is.



of the bank—unless it is decided not to establish a bank at this time, in which case the coins will probably then be issued in any case.

Mr. Blakely has also produced the design for a new 2/- stamp which will be issued next year. In salmon pink and blue it shows Tu'i Malili, the famous tortoise presented by Captain Cook and still alive today (though some doubts have been expressed outside Tonga as to whether this is the original tortoise), and Cook's vessel lying offshore, with the date 1777.

As with the coins, the workmanship displayed in the stamp design is of the highest.

BEACH HOUSE AGAIN

After a period, during which Nukualofa possessed no public boarding house for visitors, the well-known Government owned Beach House is again in use, and a very pleasant place it is, even if somewhat old-fashioned, in its cool location on the waterfront road looking



Mr. Dudley M. Blakely, with an enlarged cast of Tonga's new decimal coinage, the design of which he has executed. Mr. Blakely has also designed some new stamps.

out across the harbour to the reef.

Now leased by Fiji Airways, Beach House is managed by Mrs. Bella Riechelmann. Normally, there is accommodation for nine guests but five beds are reserved by the airline for the two nights each month when the Heron from Nausori stops over. Rates are £2 per day, £10 per week, and £28 per month, and meals are reputedly excellent.

Though the air service to Tonga is currently on a non-scheduled basis, the Heron normally leaves Nausori, Fiji, on the morning of each fourth Thursday and leaves Fua'amotu, Tonga, on the return flight on the following Saturday morning.

Flying time is approximately three hours, so a businessman wishing to visit Tonga by air has a full day and a half in Nukualofa.

Residents of Rarotonga, in the Cook Islands, who have been long badgering the Administration for a strip of tar-sealed road through the main township, would be very envious of Tongatapu's fine network of sealed main roads.

True, the secondary roads are sometimes very secondary, and some of the main ones are a little narrow, but compared with most of Fiji, motoring here is a pleasure.

THEIR ROADS ARE GOOD

Being flat, and mainly coral in foundation, roadmaking is easy on this island. A great deal of rain was falling on Tongatapu in early April, but between these downpours there was time for me to make a pleasant run out to one of the less publicised sights—Queen Salote's summer palace at Kauvai, on the shores of the inner lagoon and looking across towards the township of Mu'a.

The road down to this palace is closed when the Queen is in residence, but Queen Salote had left some days previously for New Zealand. The building is European style though with mainly thatched roof, but the interior decoration is pure Tongan.

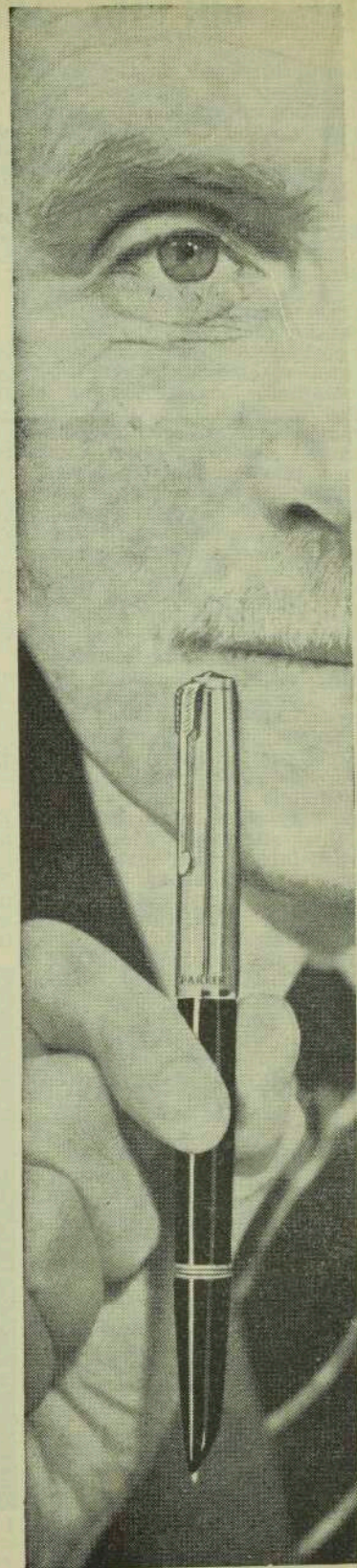
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P33b

sa's traffic police have just two of their Land Rovers with latest Pye VHF radio equipment are thus able to keep in touch at a central base station from any point on the island.

olic eating houses in Nukua- are few and not very inviting appearance, but perhaps the most notable is a curious little mer-house well along the front road towards Mafanga, n opened a few months ago and the name of Pilly India.

er a cup of tea, "Pilly"—he'd lly if there was still a "b" used ne Tongan language—told his

re of only eight Indians in atapu, Pilly was born in India went to Fiji many years ago, e he became a chef at the d Pacific. Some years later n Salote made inquiries in Suva palace chef and Pilly was the recommended.

Y FROM INDIA

to there he possessed a tricky twisting Indian name which few nga could readily pronounce, om there on he became Pilly

at was a good job and he was treated, said Pilly, but for a who puts his heart into his palace life wasn't so good. Too interruptions and too many e dropping in.

l have breakfast ready for Her sty at eight o'clock but she t not have time to eat it until when lunch would be almost , and that would have to be warm until four o'clock. You do that with good food, so a while I asked to be released." passed Pilly India's, Ta'ua har- and the Catholic Mission, is ner little harbour which is be- prepared as a bulk oil terminal

ross the road from the dredged our a gang of men were busy oril levelling the site where the anks will soon be erected. The has been delayed by negotia- between Government and oil anies, and also by a steel- ers' strike in Australia, but it not be long now before the s go up.

anwhile the oil barge *Lolo na'ia*, built in Auckland last lies idle. Towed by the ocean *Hifofua*, this barge will bring e oil from Samoa or Fiji. ring the war the Americans had oil tanks in this area for ship ering, but they were all dis- led later.

e of Nukualofa's main streets belled Railway Road. Was it in- ed that Tongatapu have a rail- at some time?

A senior Tongan official explained that Nukualofa did in fact once have a railway, or anyway, a tramway. He could not recall any Puffing Billys, in fact as far as he could remember the trucks were moved by man-power and were used for moving cargo only. Off-hand, he thought that the track had been pulled up in the 1920's—and a railway was one of the things that Tonga was not planning to establish at present!

The mobile child welfare clinic is not peculiar to Tonga, but it was in business under a big shady tree on the side of a Nukualofa road one morning in April, with Sister Mulhern, Nurse Kesaia, and TMP Fifita busy dealing with a queue of

mothers and babies.

It was an occasion for a photo and one was taken, but—now take it easy, ladies!—I just can't find the negative which seems to have been lost in the processing. I'll try again, same time, same place, one of these days.

Meanwhile, apologies.

Two classrooms of a Rarotonga school, and an entire school at Manihiki, were destroyed by fire on the same day recently. Stationery supplies and the entire school library was lost in the Rarotonga fire at Arorangi school. Some furniture was saved at the Tukou School, Manihiki, but the loss is a serious blow



Sand castles are an expression of a child's desire to build, to create something solid. Their castles in the air — their dreams of the future — will have much more chance of coming true if they learn to save while they are young.

It's always easier to realise ambitions if you have some money behind you, and the surest way of achieving this is to start saving now.

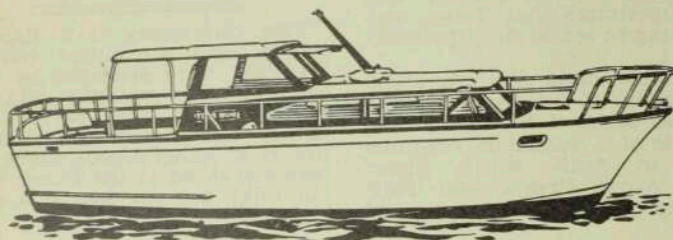
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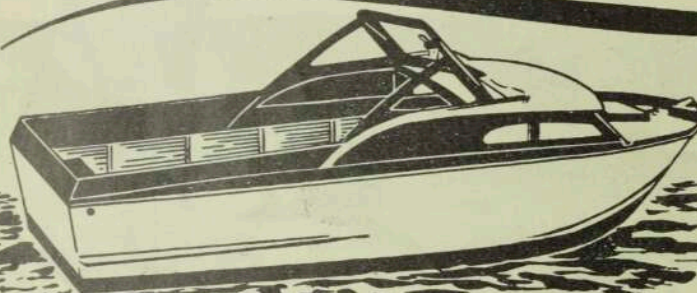
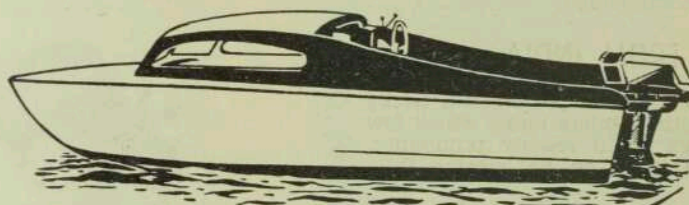


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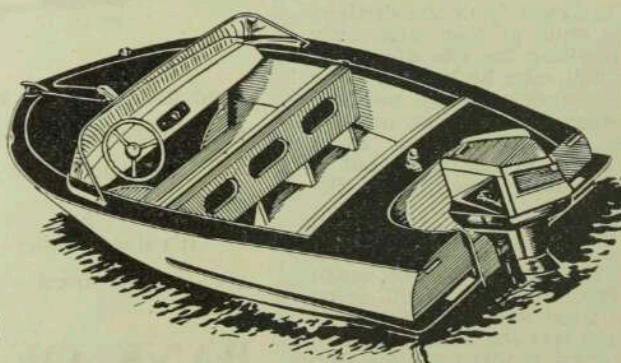


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This is the last of two articles dealing with the Burns Commission report on Fiji, specially written for "Pacific Islands Monthly" by Professor O. H. K. Spate, Professor of Geography at the National University at Canberra. Professor Spate is at present in the United States on a lecture and study visit. His first article, published in April, stressed that it was "now or never" for Fiji, and that the Fijian people themselves had to contribute their full share instead of being subsidised passengers. This now enlarges on this view.

'Time For Tapa Curtain To Be Taken Down'

By Professor O. H. K. Spate

There can be no doubt of the fact that the so-called "communal system" in Fiji presents very serious obstacles to the economic advance not only of the Fijians themselves but of the Colony: in part because of its links with the land question; in part because of the cost of the Fijian Administration which maintains it apart from its own taxing of the Fijians, it receives a subvention equal to the cost of the normal District Administration, which latter is often at least as much concerned with Fijians as with Indians; but mostly, perhaps, because it oppresses its people, to a large extent, mere passengers. The Burns Commission approaches these obstacles with all the finesse of a bulldozer.

PERHAPS only a bulldozer could shift them; still, this seems unfortunate as tact and tactics. It is too true that earnest friends of the Fijians have done them a great disservice (and still do) by continual uncritical harping on the very real virtues, with nothing on the debit side, and by a naive idealisation of the much real efficiency of the system as being an almost perfect village State, and of the separate Administration as a highly successful form of indirect rule: the fact is much more conspicuous than the success or the rule, and this is not for lack of rules.

"Pride and Self-Pity"

This attitude has fostered among the Fijians a stultifying blend of pride and self-pity; it is certainly true that the Tapa Curtain was torn down and this protective but insulating sentimentalism revealed by plain speaking. But plain speaking should give its reasons as well as its conclusions: shock therapy may be essential—I think it is not by itself it is not enough. The weakness of the Report on "public relations" side is the regrettable in that most well-meaning and detached observers—typically everybody with no personal or material vested interest in the system—will emphatically agree with most of the recommendations on Fijian affairs: they are in general radical but correct. It is not that the evidence was available or unconsidered—295 of 612 written statements were from Fijians—but that on essential points it is just taken as read.

Practically speaking, the Commission says "away with the communal system", and leaves it at that.

Away with it indeed: that was the whole point of my own Report on the economic problems of the Fijians. It is impossible to avoid this reference; for if the Commission did not spell out its reasons for jettisoning the communal system, it should at least have indicated its authority. The authority most conveniently quoted is mine; and this is not a mere personal complaint, since I am directly and generously acknowledged in places where this is less important to the Commission's aims, and where reference could have been spared.

Sick of Communal System

Many, quite likely most, Fijians in the more developed areas are sick of the communal system and its absurdly perfectionist Regulations and Programmes of Work, unenforced and unenforceable except in a spasmodic manner which adds to the irritation.

But here and now they would prefer the Fijian Administration, with all its patent faults, to multi-racial local government—even though they cheerfully demand the abolition of the office of *Buli*, the key official through whom the Administration impinges on the village (the village headman they can usually manage. . .).

They might in time accept a transition to a real local government, and indeed objectively considered the Commission's proposals are for a necessary phased transition, not a drastic stroke-of-the-pen break. But admitting that the final

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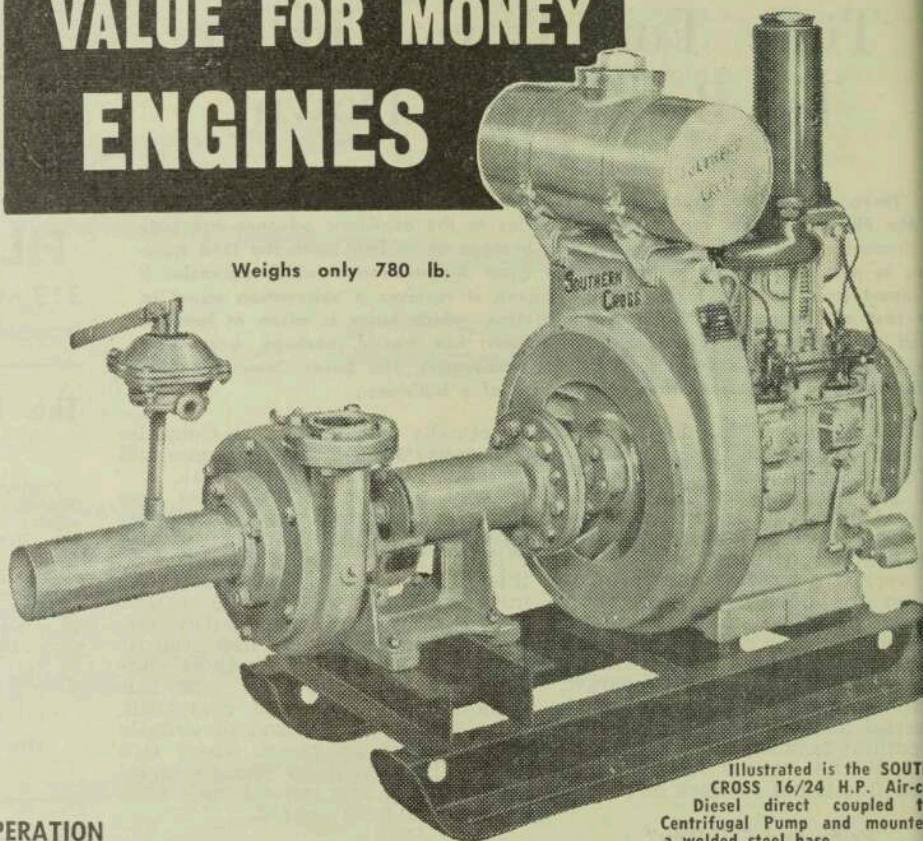
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ANOTHER PROFESSOR'S VIEWS

Professor Kenneth Cumberland, Professor of Geography at the University of Auckland, has also recently had something to say about the Burns Report. In a broadcast over the Fiji Broadcasting Commission, in April, Professor Cumberland said that while the report in its main was valuable, straightforward and practical, it was also at times a little harsh and unfair.

Particularly he thought it was "dangerous" that all the medicine should be swallowed in one gulp—either all or nothing—as the Commission insisted. "I cannot believe," he said, "that this Report—thorough and good as it is—is the last, or the only word: Or that the people of Fiji, the officers of Government, the businessmen, tradesmen, planters, farmers and villagers on the spot have nothing worthwhile to add—or deletions to make. The final decisions must be taken in Suva—and that's where the ultimate responsibility for Fiji's future lies."

It would demand much *ad hoc* tinkering out, one feels that more than with advantage have been

the same, one must be grateful for the clear-cut statement that the Administration has had its say and should cease to be, even though the case against it could have been made stronger still.

Intentions were good (but then, the road to hell . . .) but it was reduced to two incompatible aims: the more inherent, the preservation of tradition touched as far as possible by modern devices; other, modern economic development.

Tools, being mediaeval (and is scarcely a figure of speech!) fitted for the former task. It is, of course, on land questions acceptance by the Fijians is likely to be most difficult to secure.

"Pious Hope"

The Commission recognises this its grudging admission that the *matagali* system "might be allowed to continue for the time being" (I should have wished for a stronger phrase: it is certainly the worst of three possible landowning units (initially available) and in its even grudging agreement that the sale of Fijian Reserves cannot be away with "unless and until" an public opinion is in favour of such a change).

The Commissioners hope that this age of heart "will not be long delayed": as pious a hope as ever hoped.

They are on stronger ground in drawing attention to the actual running of the Reserves, especially the delays in settling them, with consequent ruinous "policy" of lease tenancies-at-will, than which anything could be less conducive to farming.

They are undoubtedly right also in insisting that leases should be for—60 years, or 99 for tree crops.

The Commissioners' whole attitude

is based on the vital distinction between *ownership* and *user*—paradoxically, a distinction which could be more easily grasped under the old Fijian system before it was codified into regulations.

In matters of drainage and conservation also it is essential that owners of land, whoever they may be, should come to realise that, in their own long-term interest, some controls should be accepted: much potentially good land is wasted because no means have been devised to ensure recovery of drainage rates due from a *matagali*, since its land, if in Reserves, is not alienable in any manner, even short-term.

Crazy Paradox

The Report draws attention to the crazy paradox that the Department of Agriculture cannot rehabilitate 40,000 acres of eroded land in Ba—it is so badly eroded that it has had to be closed to any use, and yet, forsooth, the Department would have to pay an "economic rent" to work on it!

I have seen some of this land: It is so degraded that even bracken seems to be fighting a losing battle; what is the "economic rent"? This draft legalism reduces the protection of Fijian land interests to an absurdity.

Some of these difficulties might be overcome by the adoption of the Commission's recommendation that a *matagali* should be allowed to incorporate itself. With due safeguards (e.g., reservation of a proportion of subsistence garden land, akin to the exemption of tools of trade and restraint) *matagali* land could then be mortgaged *without* affecting ultimate ownership. This would go far to offset one standard Fijian complaint, that they cannot raise money on their land "like the Indians".

In copra areas, capital for development could be raised much more easily if the Fijian Development Fund Board (italics mine) were to reverse its strange ruling

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FIJI FROM THE AIR

These photographs are part of a series of Fiji recently taken by Rob Wright, of the Fiji PRO, from the air. Others in the series were published in April. At top is the Korovou area, with the Tailevu hotel in the background. Centre is the new residential section at Lami, showing in the foreground, Mosquito island. Below is Nananu-i-ra, one of two islands off the northern coast of Viti Levu (the main island of Fiji) which have been privately owned for nearly 100 years.

that a Fijian cannot use his credit in the Fund—a compulsory saving, be it noted—to repay a loan from the Agricultural and Industrial Loans Board, which would automatically be for productive expenditure.

Cut the Rake-Off

There is likely to be general, if not Chiefly, approval of the recommendation that the rank-and-file of a *mataqali* should receive a larger share of rents, by simply cutting out the rake-off now taken by superior Chiefs.

In another direction, the suspension of the produce taxes, with which the Fijian Administration proposed to finance its own development policy, may be regarded with mixed feeling: the proposal was certainly meant as a step forward, though most observers (and probably the Fijian countryside as a whole) were not altogether happy about the prospects of anything really significant being done without much more thought and overhauling of the machinery than seemed likely.

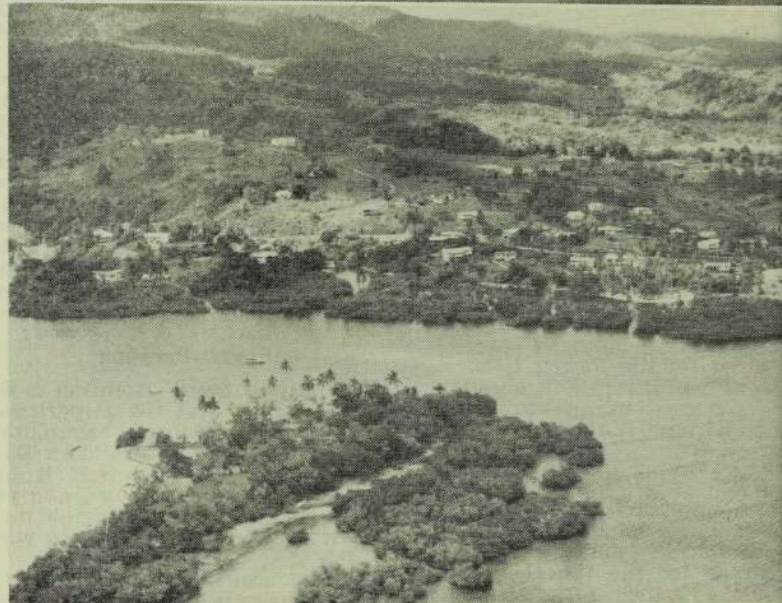
By and large, however, I feel that the Commission has not allowed sufficiently for the fact that the Reserves are regarded by the ordinary Fijian simply as a re-insurance for the guarantee of the land made, or thought to be made (and anyhow confirmed by many Governors and Secretaries of State) in the Deed of Cession; and that is quite simply the Ark of the Covenant.

Difficult to Implement

Unless, then, the distinction between ownership and user can be brought home, it may be difficult to implement the proposals for tea, coffee, cattle, and forestry: where are sufficiently large areas, for sufficiently long leases, to be found without trespassing on the domains of *mataqali*, some of which may well be recalcitrant?

Unless the Government of Fiji, which is the Government not just of the Fijians but of everybody in Fiji, has overriding powers—doubtless heaped about with safeguards—to lease land clearly needed for such a public purpose as the establishment of a new industry, it is not master in its own house: the first requisite of Government. As regards Reserves, such powers, if they exist, are not as patent and explicit as they should be.

Politically, the Commission's major



recommendation for the Fijians is
 age and overdue: that three of
 Fijian members of Legco should
 directly elected for territorial
 constituencies. There is no reason
 whatsoever (except, perhaps, in
 opinion of some self-selected
 ers) why Fijians should be con-
 sidered any less capable of direct
 ag than Indians.
 I think this change would be
 really welcome by thoughtful
 ons—and there are more
 ightful Fijians, not just in the
 es of the "educated", than is
 ally recognised. But they have
 given too few data to think
 it, and no chance to express
 thinking: lacks which can be
 only by experience.
 The question of a common roll did
 arise for the Commission; but
 time that there was some seri-
 discussion of it. The cons, from
 Fijian point of view, are glaringly
 ous; but there are some pros.
 The distribution of population is
 that they could not be com-
 ily swamped; it may not be
 ible to resist such a change for
 if so, the Fijians should learn
 ropes betimes.

Thorough Job

and large the Burns Com-
 mission has done a thorough and
 prehensive job: its recommenda-
 t, resolutely acted upon, do pro-
 some hope for a future which
 be easily, and not unrealistic-
 regarded as hopeless.
 at that depends, once more, on
 acceptance and implementa-
 not just by Government Ord-
 nances and UK grants, but by solid
 sustained efforts from all groups
 Fiji.

this, the Fijians themselves
 a key role: they can make or
 and it is their own future as
 as that of the Colony that is
 stake. They could easily become
 they fear—a stagnant disre-
 spect minority entrenched in their
 erves and their poverty.
 at many of them are already
 ous to choose what seems to
 ly all detached observers the
 forward: that of the inde-
 pendent farmers outside the com-
 mal system, the co-ops, the
 lit Unions. They need help and
 ance, more than the others;
 it is here that their own organ-

Fiji Timber As Good As Imported Oregon

Instead of importing Douglas fir
 (Oregon) softwood from Nth.
 America, Fiji consumers (and par-
 ticularly the Government) should
 local timber, urges the report
 the Board of Inquiry into the
 isation of Natural Resources,
 ed in Fiji in March. Oversea
 per is no more, and in many
 s far less, durable than the
 er local timbers.

isation, the Fijian Administration,
 has most conspicuously failed them.
 But the Burns Report could open
 new paths.

Like the Commissioners, I
 earnestly hope that "by becoming
 aware of the need of an adjustment
 in policy and in outlook, the peoples
 of Fiji may falsify these [gloomy
 but far too probable] projections
 themselves."

I would like to add one thing:
 radical change will come, freely or
 forced, for the outside pressures are
 so much stronger than the potential
 of resistance; and if forced, so much
 the more pain and loss to Fiji and

especially the Fijians.

In advocating such change, I am
 not speaking from an academic,
 doctrinaire, coldly rational stance:
 I have drunk far too much *yaqona*,
 in far too many villages, to be able
 to think of Fijians merely as ciphers
 in an economic sum.

But "the Fijian Way of Life" is
 one thing; doubtless unfortunately,
 yet inevitably, the Fijian people as
 a truly living community in the
 modern world is quite another. It is
 this latter concept which must be
 built up and preserved.

(See next page for views of
 Sir Ronald Garvey.)



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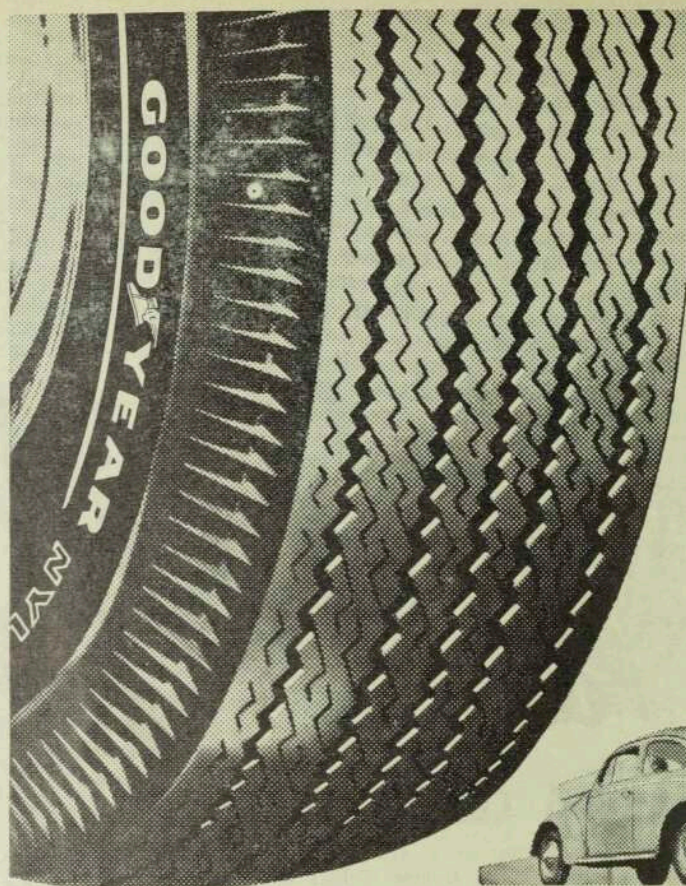
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Burns Report on Constitutional Changes: Garvey Critical

From R. W. Robson

LONDON, April 18.
One read the Burns Commission's Report on Fiji with livelier interest than Sir Ronald Garvey, retired from the Fiji Governorship and the Colonial Office service in 1958 and who, since retirement, has taken over the Governorship of the Isle of Man for a few years.

It was Sir Ronald who, as soon as he took over Fiji in 1952, pressed Mr. Maurice Scott's Legislative Council resolution (demanding an inquiry) upon the Colonial Office; it was he who kept reminding the hall of the urgency of the Fiji problem, until finally, in 1958, the Burns Commission was appointed to set to work.

Governor Garvey's hands were bound by these circumstances; but within the limits thus imposed on him—for he could really do nothing big way until the Commission reported—he did push on vigorously with measures designed to bring the administrative and land control systems into line with present-day needs.

At my request, he gave me his comments on the Report, for publication:

Garvey's Opinions

Apart from the recommendations in the Burns Report in relation to the Native Lands Trust Board, and my remarks about constitutional advice, I can give my whole-hearted support to every one of the recommendations.

But I do not agree with the brief remarks made by the Commission in paragraphs 157-161, wherein they 'they do not consider that any change in the constitutional position is desired by more than a minority of the population'. In fact, I profoundly disagree.

I infer that the Commission have fallen into the error of thinking that public opinion should govern the speed of the constitutional advice.

I believe this to be a profound error, and the crux of a good deal of the trouble we have experienced in many of our overseas territories;

I fear that some day Fiji will suffer from the fact that Government has failed to retain the initiative which it now has in relation to the development of the constitution.

The day will come when public opinion—possibly mostly Indian public opinion—will be so strong that Government will be forced to adopt a Constitution which will not be in the best interests of the

Colony. I shall always remain convinced that if we retain the initiative in our hands we could make the development gradual, peaceful and effective.

Suggested It Himself

"Having said this I should go on to say that I entirely agree with the Commission that three of the five Fijian members should be elected by the Fijian male population themselves. I made such a suggestion to the Great Council of Chiefs quite a few years ago, but it fell on stony ground, chiefly because Sir Lala Sukuna was opposed to the development at that time.

"It is a fact that I do not entirely agree with all the remarks about

the Fijian administration. At the same time I should say that even before I left Fiji I had recognised the fact that the time had arrived to move in the direction of local government embracing all races. Therefore, overall, I agree with the proposals which they make.

"As the recommendations which I endorse comprise at least 90 per cent. of the whole Report, I am prepared to shelve my own differences of view regarding the remainder of the Report.

"I think all the other recommendations completely sound—and it is essential for the safety of the Colony that the Report be accepted as a whole, and implemented with the utmost speed, energy and goodwill."



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Goes Walkabout

From Gibraltar To Scotland, From Winter To Spring



*LONDON: For the time being, anyway, this is my Euro-
pean swan-song. Within a few days we leave for what Australian
travel writer Mr. Frank Clune might call Assorted Aspects of
Asia. This Walkabout is a summing up of something like
10,000 miles of Europe, from Gibraltar to Scotland; from
winter into spring and from something like summer back again
to winter.*

LEFT you in Torremolinos, in
southern Spain, where people
were bathing in the sea in
January, and where the *lavandera*
I got that last 100 kilos of
wood that I bought, because it
only became too hot to light
in the evening.

at the Italian
tier

to thousand miles and one slip-
clutch later, we drove through
hazard and zero visibility, the
r's snow scraped into six ft
above us, into an Italian
er town north of Turin.
re Yvonne, or—in fits of Pel-
sation—Young Girls' Club; or
ording to the official docu-
—Ford Zephyr car No. YGC358,
run ignominiously onto a flat-
rail car for a 14 kilometre
ey through the centre of the
via the Mt. Cenis tunnel.

the other side was France,
spring again. This is the High
country, where France is
t to Switzerland, and the snow
run south from Mt. Blanc.
scenery is magnificent, and on
particular day the sun shone—
now-smothered peaks, rushing

streams, a blue lake and roadside
banks covered with wild violets.

Back here in London, getting
towards the end of April, we are
still see-sawing between spring and
something even colder. The calendar
says spring, the temperature outside
something else again. Fortunately
Nature seems to go by the book.

Crocuses have come and gone; the
daffodils are on their last scraggy
legs. Tulips are starting to bloom
in open ground; trees everywhere
are putting on new outfits of leaves;
and down in Cornwall, the rhodo-
dendrons are in flower.

Only the weather spoils the pic-
ture; and it is still impossible to
venture out without an overcoat.

Personal Contacts Mean Everything

It is unfortunate that the run-of-
the-mill tourist, without personal
contacts in a foreign country, bases
his judgment on the treatment he
gets from hotel staff, taxi drivers
and shop assistants.

A snarling London shop-girl (and
they come in dozen lots here), and
you condemn the whole British race.
An Italian hotel that charges the
equivalent of six bob for a thermos

After battling with Britain's ever-growing
traffic, "Sydneysider" (Judy Tudor) is look-
ing forward even more to the comparative
peace and quiet of the South Pacific, for in
the South Pacific there are SOME quiet spots,
she says. "Sydneysider" is now headed home-
wards, via Asia, and this dispatch from London
is her last from Europe.

of coffee, and the Italians are out.
A Paris taxi-driver abuses you—so
down with the French (Contrari-
wise, a Scots clerk is courteous and
friendly, and you love Scotland.)

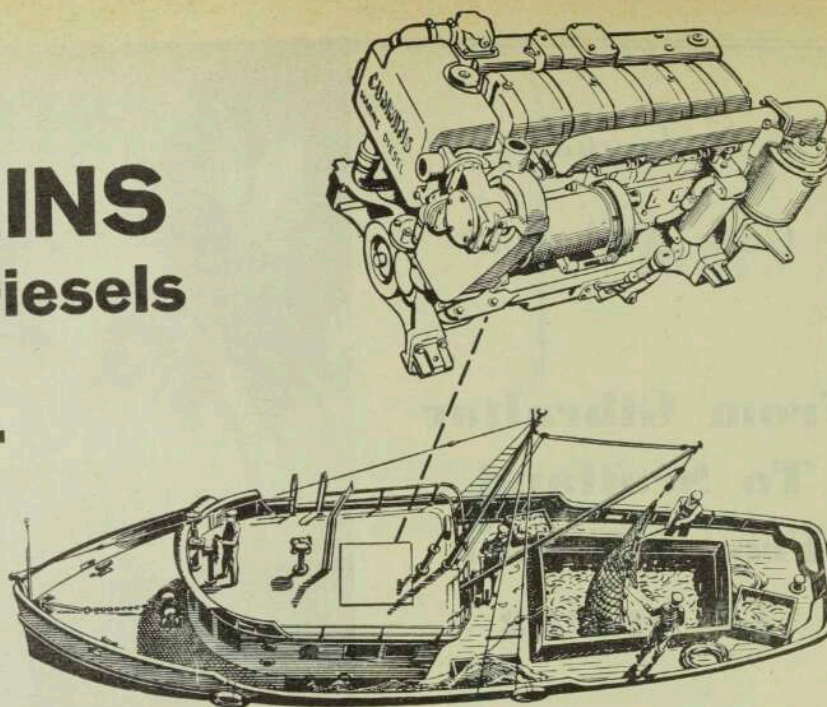
When I was in France, in 1955, I
came away with the conviction that
the French were the crustiest
bunch of cross-grained individualists
who ever ruined a good country.

This time? Not once was I ticked-
off by a taxi driver for a fancied
inadequacy of fare. Nor did I have
to fling myself in front of the
wheels to induce one to stop. The
woman who sells trinkets at the top
of the Eiffel Tower was actually
amiable (and thus encouraged, I
bought a key-ring replica of Mr.
Eiffel's life-work which I did not
want).

Is the Better France Due to de Gaulle?

Frenchmen whom you stopped in
the street to ask directions did not
treat you like a leper begging for
alms, but gave a sympathetic ear
while you murdered their favourite
language, struggled with road-maps
with you, or ran off to get a buddie
who had at least seven words of
English to his credit. (But the rot
hasn't gone to unseemly lengths—
the Paris gendarme on traffic duty
has not lost his air of savage effici-

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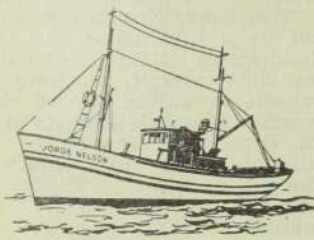
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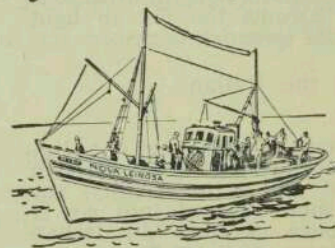
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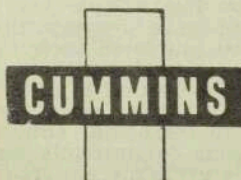
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nor does he show any inclination to emulate the Courteous ash Bobby.)

Why this metamorphosis? Is it that it's the tourist off-season? Is it something else to be attributed to That Man?

It is easy to imagine a new spirit abroad in France and to credit it to de Gaulle; but no imagination at all is needed to see the very real fact that is being made to win people back to the Church.

Paradoxically, considering France's record, the outward signs of religion manifest themselves to far greater extent there than they do in allegedly priest-ridden Italy and Spain. The wayside shrine, the huge cross, the life-sized crucifix, are part of the French scene.

Recent vintage are the newly-painted notice boards that list the names of masses at the local church. These are prominently displayed at the roadside just before you enter the villages or towns.

French Churches Packed

The big churches and cathedrals in Paris are thronged day and night, while we were there the public exhibition of the body of Saint Vincent de Paul (it was the 300th anniversary of his death) filled the Dame with a continuous stream of people.

Recently they knelt to pray or passed the high altar where St. Vincent lay, magnificent in lace, held by the top of his silver casket, and flanked by a Nun of the Order, also embalmed and said to have been one of his disciples.

I went the round myself. The religious significance of it is beyond doubt but scientifically it was interesting. Although St. Vincent was 84 years old when he died, the artist the embalmer had imprisoned over the pinkness of youth on Saint's cheeks. Unlined, untroubled, he slept serenely on, his head half-turned to the worshippers. Years after his soul had presumably ascended to heaven.

The Presbyterian in me is uppermost at times like these, but when I questioned a guide as to whether this was really St. Vincent de Paul, only an effigy, he was shocked and hurt. I murmured something about St. Vincent's youthful appearance and he pulled himself up to full height and hissed in the upper considered appropriate to churches and cathedrals: "Madame, don't you heard of Egyptian mummies?"

Any resemblance between St. Vincent de Paul and an unwrapped Egyptian mummy is just coincidental, a side-aisle in Notre Dame doesn't seem the place to argue about

Italy is Not Cheap Any More

Hotel keepers in Italy and France have now departed from tradition sufficiently to provide the guest with a microscopic sample of soap as a sort of welcome-mat, but there departure from tradition ceases. Anyone who wanders into a recognised tourist hotel must be prepared to part with everything short of his hide.

Until a few years ago, Italy was regarded as one of the cheaper countries in Europe. That was then; let's move over to now.

The cost of living in a four-star hotel in Italy is now slightly over

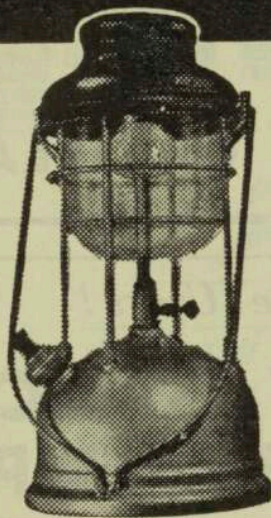
twice as much as staying in a similar establishment in the United Kingdom, and in the places that quite frankly live on tourism—such as Florence—everything else is jacked up to match.

A slice of these high prices can be blamed on Government taxes that have been worked out on the theory that the post-war influx of American tourists will continue forever. The American abroad, however, likes value for money and if there is anything calculated to make him do without Culture it is the blatant reeving from him of his dollars.

Florence will remain for me the horrible example of culture-at-a-

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It boils, seethes, screams and seems to burst wide open at the top with a mass of honking, unladen cars and motor-scooters turn the city into a maelstrom of noise that outrivals even Rome. The Italians really had tourist they would seal Florence off from the zone of silence and forbid vehicles to go within 10 miles.

The Golden Tourist Geese then absorb culture in 14th-century peace; stroll by the Arno (its "cute bridges"), without any risk of being mown down by a 10-ton truck; or examine the narrow streets without being deafened and numbed by the usual roar of revving motors.

Under these circumstances it can be worth the price of admission.

The cost of hotel living in France is a surprise; but the soap is an attraction; and the thrice-cursed parquet flooring a continuous source of amazement.

Hotel Squeaks

All

A self-respecting French builder does anything but a parquet and this is fitted together in a peculiar way so that the whole springs gloriously free from foundation. The result is that every step produces a squeak of dimension. These range from a sighing, like the working of a door in a slight sea; to a full-on crashing about like a team of ants walking in six feet of cornflakes.

As the retiring of Madame and her husband each night in the room immediately above yours holds more of its normal entertainment value, a squark, squark go the boards as Monsieur bounds off to the lavatory; squeak, squeak, goes Madame, as she trots to her wardrobe, back to her suit and seven times round the

going-to-bed antics of any couple would make a fascinating study for a time-and-motion study, but at last, long last, it is over. With a last squark from the door and a gentle sighing from the bed, they are comfortably in bed and all is peace.

At, too, sink into oblivion, only to be woken to with a start at dawn as the sun is decanted from her bed and begins galloping around her to the accompaniment of the ting cornflakes.

There are numerous rational explanations to account for these rumblings and creakings, but I leave to my view that the average

French husband chases his wife out of bed at this ungodly hour to go through a series of physical jerks and running-on-the-spot.

The UK Roads Are Improving

One day last week I drove the full length of route A1 from London to Edinburgh. About 40 per cent. of this route is under reconstruction and within a year or so there should be a complete three or four-lane highway linking the two cities. Even under present circumstances, A1 makes for reasonably comfortable driving.

The same can't be said of coming down the west coast, which I did

a few days later. The slightly over 200 miles from Lancaster to London that looked, on paper, like a morning's drive, developed into a day-long battle.

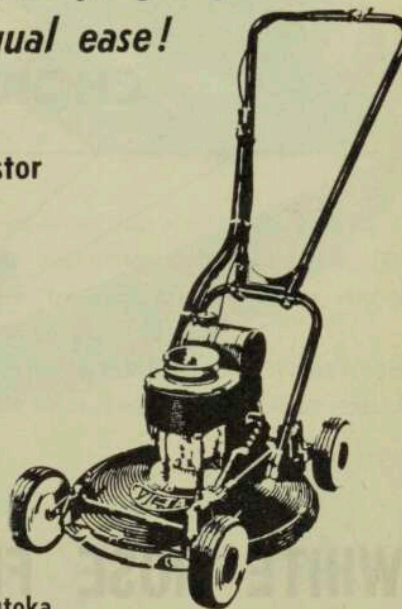
It was raining steadily and the first 5 miles of cutting across the industrial Midlands took just under four hours; the last 100, to the outskirts of London, with the help of about 60 miles of the 6-lane motorway, M1, under two hours. The 22 miles from the end of M1, across London to SW3, another two. (President de Gaulle was State-visiting us and this froze the whole West End into a panting, seething pack of vehicles for three days).

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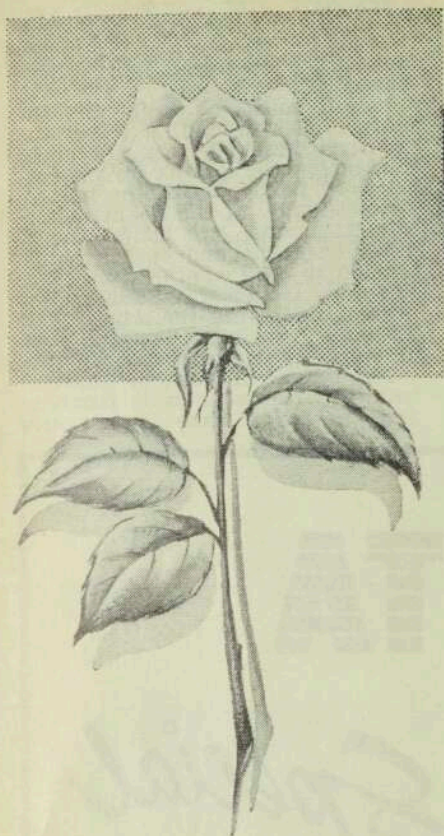


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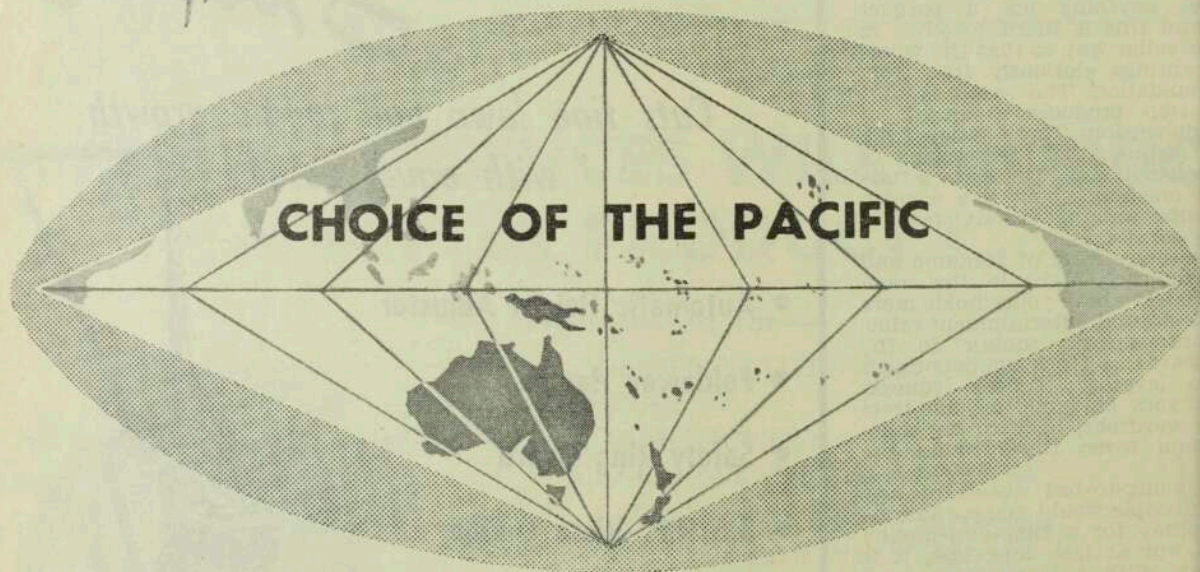
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the imagination, and even nonsense.

Those first 75 miles that morning we passed two articulated trucks, each 52 feet long, each carrying a two-engined plane sawn in pieces and placed sideways in trucks so that three feet of fuselage overhung the side towards the middle of the road. This meant that neither approaching nor overtaking could negotiate it except in favourable conditions, of which, in midlands roads, there is virtually

In addition to this menace to navigation, we were sometimes stuck in long processions of transports as they wound their way in and out of sprawling cities that have now filled so far in all directions that they merge and mingle.

passed literally hundreds of trucks and diesel tankers; trailers carrying bulldozers, ships' propellers, boilers, parts of barges, road rollers of linked mechanical devices, thousands of plain lorries hauling upwards of 10 tons of innumerate goods.

It is told that 75 per cent. of all goods is now transported by road in the UK. I can believe it.

Transport Driver Is a Gentleman

Possibly more and better MI's will solve the problem, but even this is unlikely. The only factor that has taken the situation from utter chaos is the fact that the British transport driver is still a gentleman. If there is any way for him to get you safely round him, he will

the problem in the UK is basic: too many people with too many vehicles. One of these days, we shouldn't be surprised, the whole country will sink out of sight from the sheer weight of it all, and there will be only a diesel fume bubble rising from the cold North Sea to show where X marked the spot.

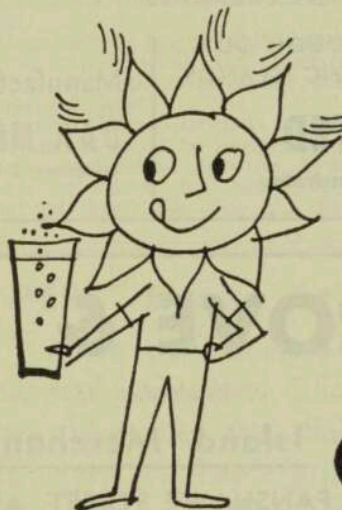
Another Bulk Depot—This One For Tarawa

Vacuum Oil Company and Gilbert and Ellice Islands Government have signed an agreement for Vacuum Oil to establish a bulk oil depot at Tarawa.

It was stated by the Resident Commissioner, Mr. M. L. Bernacchi, that he visited Suva in late April. Bernacchi said that the depot would be for diesel oil and would be sited at the end of the eastern pier at Betio. Just how soon the depot would be established would depend on the Vacuum Company.

Gilberts thus join the group of oil terminals now being planned or about to be built by one or more of the oil companies in Samoa, and the Cook Islands.

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What Is Happening To The People's Link?

How Much Control For NG Towns?

The newly-appointed member of one of Papua-New Guinea's town advisory councils was trying to have his say. What about our copra carting arrangements in this town . . . ?" he began.

THE chairman heard him for a while and then told him gently that the subject was hardly in the scope of the council's discussions. "And I rule it out of order," added for good measure.

The new member, a big man, bowed heavily to his feet. "Well, I can't talk about the things that are something to us, what's the?" he said. Then he walked from the room, and he hasn't come back. On this occasion was two meetings in one—his first and his last. This incident spotlights one of the vital issues today in the Australian administered Territory of Papua-New Guinea. The issue is

How much control of civic and social affairs in each town is in the hands of the people living there, how much control are the people asked to have, and finally to what degree of efficiency are they managing any control which they already possess?

This survey is not intended to touch the wider issue of parliamentary representation, but deals with the towns (most of which have town advisory councils) and with the 15 officially gazetted districts of Papua-New Guinea (14 of which have district advisory councils).

The Background

Here, first, is the background: There is no statutory local government of any type whatsoever in Papua-New Guinea. Some native communities have been given organisations which go under the name of local government councils, but the Assistant Administrator of Papua-New Guinea, Dr. Gunther, made it quite clear recently that these councils were not statutory local government bodies in the full meaning of the term. They are special bodies created as important stepping stones towards development, he said. With the aid of a local government expert from Queensland, Mr. Winders, the Administration a few years ago made a survey of the local government potential in Papua-New Guinea towns.

Only Port Moresby, Rabaul, and Lae were potential centres for any immediate move in this direction, Mr. Winders reported, but even they were subject to certain reservations.

The advisory council system which operates today in seven towns and 14 districts is constituted, as its name suggests, to advise the Administrator.

Its legal power to accomplish anything is non-existent. Its effective power to accomplish anything will be discussed later.

Drawing a broad parallel, an advisory council could be likened to a progress association of the type which operates so extensively throughout Australia. The big dif-

ference lies in the fact that advisory council members in P-NG are appointed directly by the Administrator from the people of the town. At the same time the system usually lends a kind ear to any particular nomination to membership which an existing council may care to make.

in February, 1950, when Colonel J. K. Murray was Administrator. Its defined purpose was "to give the townspeople a voice in the affairs of the community". Similar councils were established the following year in Lae, Rabaul, Madang, Wewak, Wau and Samarai.

The year 1951 also marked the opening of the first district advisory councils, serving the four districts of Central, Bougainville, New Britain and Morobe.

The functions of the councils are set down as follows:

1. To advise the Administrator on any matter affecting the Territory (or the town).

2. To receive from the Administrator any matter on which he desires advice, and to prepare such advice.

3. To permit any member, by notice in writing to the chairman, to bring any matter affecting the Territory (or the town) before a council for discussion.

4. To express all advice in the form of resolutions.

5. To keep minutes of all council meetings and to send copies to the Administrator as soon as possible after each meeting.

Appointment to the council is honorary, but the Administration

"PIM" Looks At P-NG Local Affairs

There is a vital issue today among the people in the towns of Papua-New Guinea. How much control should they have over the affairs of their towns, and how efficiently are they exercising any control they already have? Here, a "PIM" correspondent at Rabaul, GUS SMALES, takes a closer look at the situation.

ference lies in the fact that advisory council members in P-NG are appointed directly by the Administrator from the people of the town. At the same time the system usually lends a kind ear to any particular nomination to membership which an existing council may care to make.

First One in 1950

Another fine point of difference lies in the fact that a progress association makes the bulk of its recommendations to a properly constituted local government council (i.e., to a publicly-elected body with full statutory powers). An advisory council in P-NG recommends directly to the career public servant.

The first town advisory council came into operation at Port Moresby

directly pays for the employment of a minute and correspondence secretary.

Slightly more than 200 people are at present serving as members of advisory councils.

In appointing a council, the Administrator includes in its membership a selection of Administration officers from the area. This enables discussion on an informed level to take place when dealing with any subject affecting a particular Administration Department.

The town advisory councils elect their own chairmen, but a slightly different procedure applies in district advisory councils where the Administration District Commissioners are automatically chairmen.

Apart from any particular moves

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in the community may make through private bodies or organisations, or at specially convened public meetings, the advisory council system represents the only direct link between the people and the management of their towns.

"One Or The Other"

On the surface, the link appears very weak one.

People, including those who have stood on councils, are apt to ask: "Why can the councils accomplish nothing when they have no basic power to do anything, anyway?"

But there can, in fact, be no half measures. If a town has to have anything, it must have full status—local government, or it must have an advisory system.

It would be ridiculous, for instance, to form some sort of body which had full power to order a job done and yet had no technical staff and money of its own. And if you are going to give it technical staff and money—then it becomes statutory government.

Having established that point, we can fall back on the opinion of an expert such as Mr. Winders and say that full local government would not be workable in the average Pacific town today simply at the cost of a hat.

In other words, under existing conditions, the advisory council system appears to be the most generally applicable plan in Papua-New Guinea for providing community assistance in civic affairs. There are, of course, countless different ways of operating the system could be operated.

That is the part which the community and the Administration are working in the system as it exists today? The situation is not pretty.

Often there is apathy from council members, apathy from the public, resignations because of disagreements, discussion not always based on fact, lack of frankness on the part of some Administration officers over contentious problems, a tendency to treat meetings as parties rather than as parts of a flowing process.

Even town advisory councils at Port Moresby and Rabaul have gone through particularly stormy sessions. At Rabaul in particular most half the council resigned in the body last year. Public feeling was such, that the council was not properly reconstituted again for several months. This is not good, and points to a basic fault.

At the same time it cannot be too strongly stressed that mass resignations tend to react badly against a council rather than to stress any point of principle. The feeling is that no matter how unhappy a member may be about something,

he is not helping by dropping everything. If he deeply wanted to achieve something he would hang on and fight.

Not Attended

Meetings are open to the public, but it is indeed a red letter day when any person turns up to listen. This, too, could point to an apathy which may have deeper roots in the council system itself rather than in inherent public disinterest.

There is a noticeable tendency at some council meetings for emotional outbursts, sometimes not based on fact, which must of necessity undermine the trust which the Administrator places in the proceedings of those particular councils. This points to the observation made earlier that some council members

act the part of members only at meetings, and fail to realise that the meetings are actually incidents in a procedure which should be flowing from day to day.

The same point results in confusion during deliberations—no one remembers what has been said on a subject at earlier meetings, few have investigated a problem that was foreshadowed at a previous meeting.

And on the Administration side, there are faults. Officers rarely seem to have the courage to come out and give a definite opinion, even if they preface it with "In my opinion. . . ." This points to a basic fault somewhere, because if the meetings are to be of any value to the Administrator, straight talking is essential from his own officers, even if the talk does come off the

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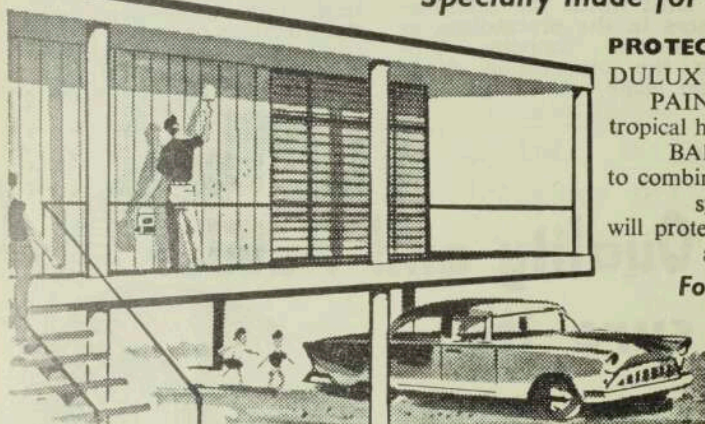
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The factor which causes this change could be that the meetings are public property. If they are in camera the real bones of the problem might come to the surface more quickly, yet it seems obvious that discussions should nevertheless be public.

In spite of all this, there is little doubt the advisory council system is mainly giving the community a voice in affairs. The Administration is under no obligation to provide anything of this nature, but has done so.

Secondly, the record shows that an appreciable bulk of Administration action has actually been implemented following advisory council recommendations.

Finally, the council system provides a big pool of community discussion which must have a valuable background towards policy as a whole in the Territory, and which at the same time has brought before the public itself issues which are otherwise cloudy.

Reason For Weaknesses

What are the reasons for its weaknesses?

One of the biggest reasons put forward by members themselves is that the Administration has often been certain lines of action without referring to consult the council concerned.

Under the terms of reference of the councils there is no answer to an accusation—the Administration does not have to bring up a single thing if it doesn't want to.

But in the interests of the smoothing of the system, the Administration would be advised to pay more care to this point if it wants to extract maximum efficiency from the council system.

Another point of criticism is that the councils will never command the full confidence of the public because members are appointed by the Administrator rather than elected by public ballot.

This suggestion is at least worthy of consideration, even to the extent of considering mixed councils—some members elected, some appointed.

A third major point of criticism is that the subjects which can be discussed are excessively restricted.

"Fiddle Too Much"

In analysing this point, reference is made to the terms of reference made earlier which appear to be quite adequate. It is suggested that many councils fiddle around the point of a discussion far too long, arguing whether or not the matter is allowable.

If they went ahead and discussed anyway they would probably be within their rights 99 times out of

100. In any case, the Administrator would probably prefer to read and act on a precise subject, even if it were outside the normal work of a council, rather than wade through two pages of minutes terminating in an out-of-order ruling.

A very basic subject of criticism which could well cause today's weaknesses in the system is that the advisory council system is fundamentally inadequate and that something different should be tried.

While the system is not fundamentally inadequate, some changes could certainly be made to good effect.

It is unfortunate that many speakers who have criticised the system have not suggested something they believe would work more efficiently.

Among members of the public outside council membership there is very little direct criticism of the present system, but there is an increasing attitude of regarding the councils too lightly. More than anything else this attitude can be blamed on the way that Administration officers and council members have used the councils, rather than to any basic weakness in the system itself.

Administration's View

So much for what the people and the members say about the councils. What does the Administration feel?

Judging from remarks made from time to time by senior officials, the Administration is disappointed at the trend which has developed in some councils. Its view seems to be that councils were set up to advise the Administrator mainly, but instead are being used by some members as a public soap box.

What is being said by some councillors, according to the Administration, does not help the Administration help the community. There is not enough constructive criticism.

It was apparently envisaged by the Administration that the advisory councils would form a type of honorary assistant Administration staff, the members of which would be selected for their value as advisers on matters of public interest.

Need Something

This interpretation of the work of the councils is a particularly enlightening one. It cannot be stressed too strongly, however, that no matter how valuable a council of this type would be, there would have to be some additional wider body.

The people need some sort of organisation in which they can publicly outline their views, and publicly criticise the Administration if they want to.

If a system could be devised

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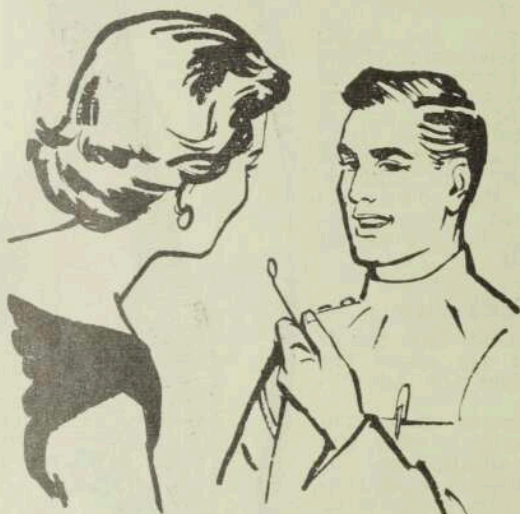


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... would combine the two
...—an inner advisory
... and an outer campaigning
...—then new life might be in-
... into the over-all relationship
... Administration and public.
... with a system deserves consid-
... eration.

... conclude this survey, here is
... summary of the situation:

SITUATION

There is no statutory local
... in Papua-New Guinea.
... The officially recognised voice
... people have in controlling the
... of their towns is through
... of advisory councils.
... The sole implementive power
... these councils is to offer advice
... the Administrator of the
... territory, who is under no obliga-
... to accept that advice.
... Membership of the councils is
... the Administrator's appointment,
... is made up of representatives
... of the public and some officers of
... Administration.

STRENGTH

Records show that an
... appreciable proportion of the
... recommendations of advisory
... councils is, in fact, implemented by
... Administration.

The council system is provid-
... a genuine outlet for expression
... of opinion on public matters.

Council discussions are building
... a valuable pool of background
... information toward Papua-New Guinea
... development.

WEAKNESS

There is some evidence of
... uneasiness towards the council system
... by the members themselves and
... by the public.

There is a general failure
... on the councils to treat the
... council system as an ever-present
... flowing process.

There is a noticeable tendency
... to use some non-factual and emotion-
... al material to enter council
... discussions.

Administration officers are
... sometimes hesitant to come right
... to the open during council dis-
... cussions.

CRITICISM

Council members suggest:

The Administration implements
... many matters without consulting
... the councils.

The scope of subjects for dis-
... cussion is limited to an unnecessary
... degree.

The system is fundamentally
... adequate because its powers are
... wide enough.

The public suggests:

There cannot be full con-
... currence in the councils until the
... council members are elected by
... public ballot.

3. The Administration suggests:

• Some councils have not
... developed in exactly the manner
... which was anticipated.

• Excessive attacks in public
... instead of reasoned constructive
... criticism are being made from some
... councils.

THE OPINION

1. Taking into consideration all
... the circumstances, an advisory
... council system best meets the civic
... needs of Papua-New Guinea today,
... but it is conceded that there are
... more ways than one in which such
... a system can be conducted.

2. The blame for weaknesses
... which have been observed does not
... lie solely with the system itself,
... but with the way in which council
... members have used the system.

3. The system is not funda-
... mentally inadequate.

THE FUTURE

1. No change is needed in District
... Advisory Councils.

2. Town Advisory Councils at Port
... Moresby, Rabaul and Lae (and
... possibly later in other centres)
... could be reconstituted, but what is
... needed is a workable scheme for
... this. So far none has been ad-
... vanced.

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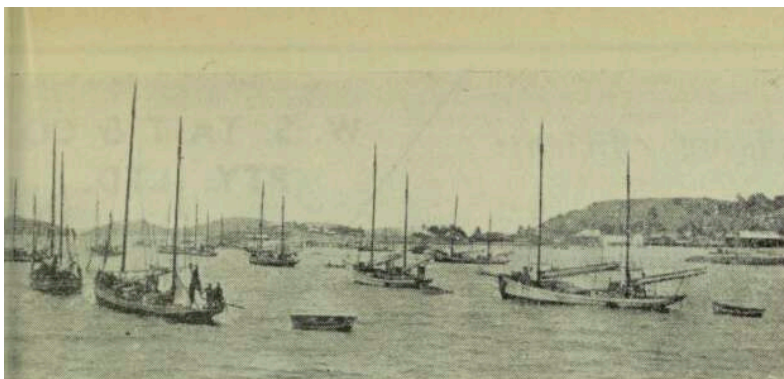
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MAY, 1960 — PACIFIC ISLANDS MONTHLY



Part of the Torres pearling fleet at anchor at Thursday Island.

Australia's Fabulous Pearl Fortune Isn't

From a Special Correspondent in London

There has been a certain amount of consternation in a modest office in Holborn, London, EC1, in recent months following publicity in American "Time", and in certain Australian newspapers, about the cultured pearl project that went into operation a few years ago in the tropical north-west of Western Australia.

ACCORDING to the newspaper prophets, Australia soon could almost be getting off the sheep's back and riding to greatness and on profits from cultured pearls. According to the Holborn office of Australian Pearl Co., which is in charge of Mr. B. A. Norman, most of what the newspapers say can be a lot of watering down: It is only in the foreseeable future that Australia will be reaping the fabulous pearl fortunes that have been conjured out of the hat by articles in question. The stories have meant a shutting out of publicity from the Australian end—whether you are selling pearls or peanuts it does no good for market when rumours of a big flood get into circulation. Nonetheless, when I interviewed Mr. Norman in his London office in April, he was able to explain a number of angles of the cultured pearl business as it applies to Australia.

Once Only The Japanese

The culturing of pearls was a Japanese preserve before the war was carried on almost exclusively in the Japanese home islands (some attempt was made to induce them in Palau, in the Philippines, and, it is believed, in Indonesia, but with indifferent success). After the war, the Australian RO conducted experiments in the northern Australian waters using techniques learnt in Japan. They produced pearls of a sort, experimentally, and were willing to pass the method on to anyone in-

terested, but no one came along to carry the business into the commercial field until, around 1956-57, Mr. Keith Dureau, of Brown and Dureau Ltd., big-time Australian import-export firm, joined American and Japanese interests in forming Pearls Pty. Ltd.

They set up their enterprise in an isolated bay on the north-west coast of Australia, where conditions were considered suitable, and brought in a team of 30-odd Japanese experts to supply the technical skill. The Australian Pearl Co., which had been in the pearl-selling business for years before they were cultured in Australia, was appointed agents for the UK and the Continent. (This company, it is understood, also has a more direct interest in Pearls Pty. Ltd.).

According to the *Time* article, what Pearls Pty. Ltd. has produced in the way of the cultured article within two years of getting into business has "the jewellers of the world agog".

Nobody's Agog

In his London office, Mr. Norman refused to be agog, or to turn metaphorical handsprings over the prize that *Time* and the newspapers have put into the syndicate's lap. Nonetheless, from some of the facts supplied, it is evident that the pearl company has every right to be pleased with operations to date, and that results, judged on Japanese home-island standards, have been spectacularly quick.

The Japanese home industry uses Martensi pearl shell in which to

(Over)

May Be a Future For It

They're Cotton Pickin' In The Markham Now

From Pat Robertson, in Lae

You can grow cotton in the Markham Valley — as good a cotton as you will find anywhere — and there's a great deal of interest in it in this area lately.

BUT there are quite a few buts between a rosy picture of rolling acres of cotton at £400 an acre and with reality. There's not exactly a quick fortune in it.

The agriculture experts don't predict any big future for it because they say mechanised harvesting would be too expensive and hand picking by natives "too dangerous".

Raw cotton is highly poisonous, they say, and the sharp pointed husk could cause cuts which could become infected very quickly in this climate.

However, there are experts who believe that cotton has a future as an alternative crop for the established peanut farmers here.

One of these is Mr. T. W. Richards, who is a surveyor and a farmer. He has written a report which says that the plant was grown in 1926 at the experimental station at Sangan and since then has grown wild in nearly all the villages of the Kaiapit area.

It requires about 36 inches of rain or more, and the growing period is about five months, but the harvest must be done in the dry.

There is a sale for cotton in Australia, but not for any shipment under 50 bales.

He quotes authorities as saying that the land along the Markham is very deceptive cotton land. Some

(Continued at bottom of next page)

New Guinea cotton—a native does a little cotton picking in a backyard at Lae.



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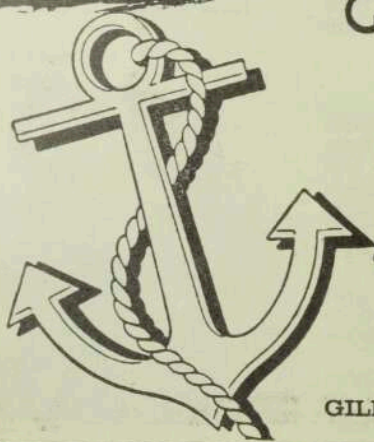
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at the seed of the future pearl. type of shell, in comparison Australian shell, is small and capable of producing a pearl of less than 11 mm.

The shell used in NW Australia is Maxima, and this has produced pearls between 11 and 15 mm. The varieties of shell are not interchangeable—the Maxima will not grow in Japanese home waters, and Martensi will not adapt itself to Australian conditions. Up to the present, the Japanese shell has one advantage over the Australian—it is "bred in captivity" and is therefore produced systematically in quantities required. The Australian shell is a "as is, where is" proposition at present and must be bred where it exists naturally. Experiments are continuing on breeding it systematically.

One most significant difference between the Japanese industry and so far developed in NW Australia is the speed with which the pearls are produced. In Japan, four days is the minimum time in which it is possible to produce a pearl of commercial size. About half that time is required to produce a somewhat bigger pearl under NW Australian conditions. And size, if not anything, is a big factor in determining the value of a pearl.

The first Australian cultured pearls went onto the London market at the end of 1958. How many have been produced and what they are is information that the company is not likely to divulge. But they are pleased with their culture up to date must be obvious. Nonetheless, there is a difference in syndicate such as Pearls Pty. producing a high-class product, the £5,000,000 cultured pearl in-

dustory that one Torres Strait pearler foresaw for Queensland in a Brisbane Sunday newspaper in late February. According to this optimist, culturing pearls could within 10 years fill the vacuum created since the war when the pearling industry folded up due to competition from plastic buttons.

It has yet to be proved that pearls can be mass-produced on such a scale under Australian conditions. But even if this is possible, it is faulty economic reasoning to suppose that a vast increase in production can be accommodated within the existing market without some adjustment to price.

At the moment, demand for pearls is somewhat greater than supply, but a sudden flood of the dimensions

imagined by the Torres Strait pearler could tip the scales very much in the opposite direction, with disastrous effects all round.

Australia has another problem that the Japanese industry never had to face—the importation of know-how. Without Japanese technical skill neither Pearls Pty. Ltd. nor any other company could hope to get past the first hurdle. Importing these people with the necessary technical skill could prove a real obstacle to large-scale development of the industry in Australia.

The original Japanese cultured pearl industry was built against a background of plentiful, cheap—and skilled—labour. And that's something that northern Australia has not got.

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Markham Cotton

(Continued from previous page)

is ideal for cotton growing but in areas a short distance away not suitable and a careful survey of the whole area would have to be made.

Mr. Richards says also there would be to be a single type of cotton the Markham because if different types of cotton go through the one gin (a ginning plant would cost at £22,000) the following years seed would be crossed.

Below 50 acres hand picking could be done, but above this there would be to be mechanical pickers.

Mr. Richards in his report has made many suggestions aimed at bringing cotton under way as a crop in the Markham.

The Minister for Territories, Mr. Luck, has promised those interested in Markham cotton that he will look into the situation to see if the Government can help.

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*Pacific Islands
Monthly*

MAGAZINE SECTION

Tropicalities

Bagwash, from Auckland, was visiting a holiday in Rarotonga. He suffered with his host, Ted Clifton, on the best method of his shopping.

"I sense in tramping around town in this heat", he said to Clifton. "You've got a phone, don't use it? Ring your orders through, get them to charge your account, and have the stuff delivered." Clifton said, "I prefer my shopping the hard way." Bagwash reached for the phone. He found a store that stocks Brunnold's Tonic is Palm Tree Enterprises. "Isn't it?" "That's right." Bagwash got through to Palm Tree Enterprises. "Hello. Have you got your tonic in stock?" "Yes," an Islands sales girl said. "You want Brunnold's Tonic?"

Bagwash beamed. "Yes, I do." "Sorry, we haven't got any. The tonic went as dead as the Bagwash. He rang another number. "Good morning," said a female voice. "Polynesian Imports here." "Good morning, miss. Have you any alarm clocks, and if so, what do they

cost?"

"What's that? How do you mean?" "Just a minute—I'll go and see."

Bagwash waited several minutes. Finally, the female voice came back again. "Sorry, we haven't got any."

Bagwash, red in the face, asked for another number. Finally he got through.

"Hello. How much do your alarm clocks cost, please?"

"What colour?" "The colour doesn't matter. I just want to know the price." "The moment please."

Ten minutes later she came up with the price. "Nine and six, and six."

Bagwash snorted. "That can't be. Alarm clocks cost more than

that." The sales girl refused to be moved by simple logic. Enunciating slowly and carefully, Bagwash attempted to explain what an alarm clock was. After several minutes he realised he wasn't getting it across. "A minute, miss," he said and showed the mouthpiece with a hairy

Pete's sake, Ted," he snarled. "I'll tell the girl what a flaming alarm clock is."

Grinning cynically, Clifton took the phone. "Allo. Na te ora e maani ite oe kia tangitangi." He continued talking—then he put the phone down and rang off.

"Your accent must be terrible. The lady was quite convinced that you wanted some 'long socks.'"

Bagwash now yelled, "Do they have any alarm clocks or don't they?"

"They don't," Clifton said. "Look—you've worked yourself into a lather and got nowhere. Are you coming shopping with me, or aren't you?"

Bagwash went.—WHP.

Too Much

PIM man Jim Shortall was in Nukualofa recently, and found himself discussing the origin of some curious words in the Tongan language. His teacher was a bright Tongan boy who, perhaps with his

eye on Jim Shortall's 6 ft 6½ in., mentioned that the Tongans have a polite word, "tulo", which he said meant something like "excuse me" or "I beg your pardon".

The Tongan added, "Most Tongans think this is a Tonga word but I heard that one of the first Europeans to come to Tonga was a very tall man. Every time he entered through the low doorway of a Tongan house he would stoop and mutter, 'Too low, too low!' and the people got the idea that he was a very polite gentleman and that 'tulo' was the proper word to use on these occasions!"

Jim Shortall doesn't vouch for its accuracy—he merely reports what was said!

That's The Spirit

WE don't know exactly how it was done but Lae correspondent Pat Robertson reported recently that a New Guinea office boy was found with a bundle of old letters and a bottle of methylated spirits. He wasn't drinking the metho—he was using it to clean the post marks from the stamps on the letters, and was then attaching them to letters for which he had been given the money to buy stamps.

Dragons In The Bottom Of The Garden

THE Papua and New Guinea Administration is considering offering a reward for capture of a "tree climbing dragon" dead or alive.

Reports of such dragons, said to grow 20 feet long with huge claws, have come from scattered coastal areas of the Territory. (See *Tropicalities*, Feb.).

One report from the Daru district of Western Papua said the dragons are known to have killed men. Many natives claim to have seen the dragons.

The reports have aroused interest in Canberra, and now the Territories Department wants proof they exist.

The Administration is to advertise in a native publication, *The Villager*, for the capture of a dragon, and possibly offer a reward.

The Administration Anthropologist, Mr. Charles Julius, says he



TURTLE SOUP. This fine 450 lb turtle, caught off Long Island, New Guinea, and brought to Lae on the "Mubo", wound up as a native feast. But shortly after Pat Robertson took this photograph, it was a sorry looking and battered turtle, for it had rolled off a truck going up Namanula Hill.

doubts very much whether the dragons existed.

"No European has ever seen one and they do not appear in native legends," he said.

"I think they are just a figment of the native mind."

Home Was Never Like This

POLICE, in April, began a search for old war-time explosives in the Trobriand Islands, off the south-east coast of Papua. This followed an accident in which two Islanders were slightly injured by an exploding bomb. Here's how:

Administration officer R. W. Blaikie reported a family in Okai-bobwa village had used a bomb as a house support.

The nose of the shell was jammed into the ground, and the hut sat on the tailfins!

Not long ago the house caught fire and heat exploded the bomb. Shrapnel was sprayed everywhere,

narrowly missing dozens of villagers watching the fire.

Two natives were slightly cut. Blaikie said police had later made a detailed search of the village and had uncovered: Fifty-four four-inch shells. Four 32-inch-long bombs!

How About This One?

IN March it was freak coconut palms. (Editors' Mailbag, p. 26). Now it's oversized breadfruit. One weighing 11½ lbs and measuring 18 inches in greatest circumference vertically has been plucked from a tree at Manihiki in the Northern Cooks. A statement was extracted from the oldest resident that he'd never set eyes on one as big—so they're claiming a record for the time being.

Not a Feather to Fly With

SISTER Mary Teresita, of Monoitu, Bougainville, writing in the US Marist journal, *Marist Missions*: The other day one of my school

boys came up to explain why had been absent. In his very bad English (I could tell he had been rehearsing all the way up the road) he began, "I am coming to tell you that I did not come to school yesterday. . . ." I knew that already. "Why?" I asked. Without flicking an eyelash he continued his interrupted speech: ". . . it was raining very hard and I didn't have a leaf".

They use the huge things umbrellas—and all this in a corner where we are surrounded by trees with leaves overhead and e underfoot! People are the same world over.

They Could Help Write A P-NG History

THE talk in the club was about Papua-New Guinea and the fact that that Territory lacked modern history. Somebody asked What Territorians, alive now, could supply information which would make the history a worth while one. Or, if it were possible to get a number of Territorians together over a few drinks one night, to a batch of tape recorders around the room, and let them talk about what they knew, who should be invited?

There were many suggestions, even a few arguments. Names came up. Some were discarded, and others added. In the end those in debate came up with the following list. All agreed that it was complete, but that it was probably a good start.

Here it is: Bob Bunting, Ivan Claude Champion, Percy Chatter, Eric Feldt, Alice Innes, E. A. J. the Leahy Brothers, Leonard Muir, Keith McCarthy, Jock Mackay, V. Oakley, Arthur Richards, J. Roberts, Bill Royal, Flo Stevens, Edward Taylor, Jim Taylor, Gordon ("Tolala") Thomas, "Cas" Townsend, Jack West and Harold Woodman.

Fiji Band Still In The News

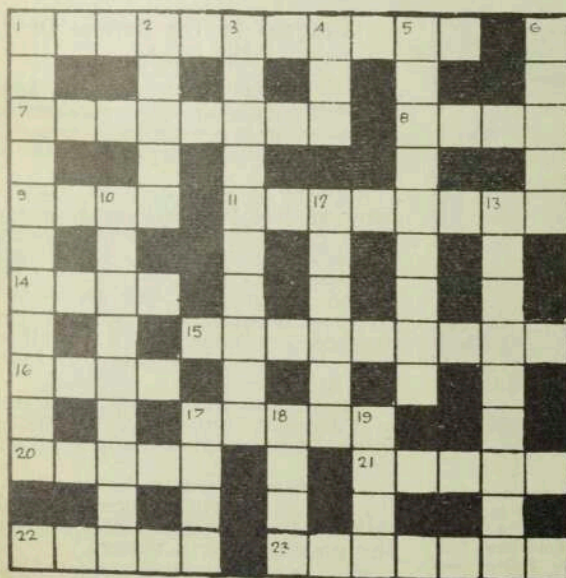
THE Fiji Military Forces band is the most important part of a 30-minute color and sound movie released in San Francisco in April to promote San Francisco's forthcoming third annual Pacific Festival, to be held September.

Bandsmen make repeated appearances in the film, a documentary made during the 1959 Pacific Festival. They are shown during a kava ceremony with San Francisco Mayor, shown at a meke ceremony in Golden Gate Park, shown during the daily recitals at Union Square and heard singing their haunting rendition of *Isa Lei* at their appearance in San Francisco. Officials planning this year's Festival don't yet know who will be visiting from the Islands.

CROSSQUIZ

— ACROSS —

- 1.—Who composed the oratorio "Elijah"?
- 7.—Which contemporary of Pavlova's is accorded the supreme place among male dancers?
- 8.—In which city is the largest church in the world?
- 9.—What is the award in television that is equivalent to film's Oscar?
- 11.—What is the enviable state of being able to pay all debts?
- 14.—Which game of Persian origin is played by the Duke of Edinburgh?
- 15.—What chain of mountains forms the backbone of Italy?
- 16.—To what kind of machine was Cartwright the first to apply power?
- 17.—In mythology, who was the Muse of lyric poetry?



(For Solution see page 95)

- 20.—What is term for the pale yellow, thin, transparent part of the blood?
- 21.—What is the capital of Switzerland?
- 22.—Which parasite insect can leap up to 200 times their own length?
- 23.—Which general was second in command to General Grant during the American Civil War?

— DOWN —

- 1.—In which city are the Falls of Minnehaha popularised by Longfellow in "Hiawatha"?
- 2.—What is the term for a cricket ball skimmed along the ground?
- 3.—What meal shared by Christ with his disciples is commemorated in the Holy Communion?
- 4.—What is the name of the tinker in "The Taming of the Shrew" who is made to think he is of noble birth?

- 5.—In English pantomime, who plays opposite Colombine?
- 6.—At which French village did Edward III and the Black Prince defeat superior forces of the French in 1346?

- 10.—Which city was the seat of the Commonwealth Government before transferring to Canberra?
- 12.—The plumage of which British song-bird changes from brown to red in the mating season?

- 13.—What Roman name for N. Britain has lingered as a poetic name for Scotland?
- 17.—The eggs of what large birds found only in Australia are incubated by the male?

- 18.—One of the minor Prophets
- 19.—Which woodwind instrument has a sweet, penetrating soprano tone?

On The Trail Of A Fiji Legend

By M. T. Pezet.

My husband came home from work one day and said, "You know that area where I used to work? Well, they have a road through there now. One of the villages is supposed to be one of the oldest in Fiji. There is a cave in the river bank, and there is supposed to be an old chief buried there.

He added, "There is also a circle of ten stones somewhere representing ten brothers or ten tribes. I can't remember the details, but there is an old Fijian there who knows the legend. Would you like to go there?"

"I'd love to!" I exclaimed. "It would be just the sort of story PIM would like."

"Well, I'll take you one Sunday," he said.

Sunday followed Sunday. There was a visit to another golf club; there was the golf open championship; there was another golf club starting ours; there were Sunday golf-offs for the members' competitions; there were mixed days; it rained. Months went by.

At last the golf season ended.

"Would you like to go to that place on Sunday?" my husband asked.

"I would," I said. "I want to get that story for PIM."

We're Off!

My husband took out the Land-Rover, our children climbed in the back, and we set off for the old place, at last.

We drove through Tavua, then the distance along the Nadarivatu road. At a turn-off, we left the road and drove along a very narrow, high one, through acres of guava trees. They had a lot of fruit on them, big, ripe guavas, hanging in bunches, shining in the sun. On our way back, we were so late for lunch that we filled the aching gaps with them.

When we came to where the road ended at the Nasivi River, my husband parked the Land-Rover and all climbed out and walked down the slope to the river. My husband carried the fishing rod and camera equipment, our eldest child carried the fishing reel, I carried my camera, drawing book and pencil, and the other three children ran along ahead.

In the distance, we could see the top of the big stone cliff that rose up from the water to some height. It was not extensive but quite striking.

Almost immediately we had to cross the river on stepping stones. We managed that without incident, though our three-year-old was very nervous about it.

My husband took him across, and Eldest just picked up the bag containing the Leica camera, telephoto lens, exposure meter, filters and tripod, and carried them across, while we watched in fear and trembling.

That safely negotiated, we walked along the rocky edge of the river until we came to where another branch of the river joined the first.



Reader Pezet finally found the cave containing the grave (top). She doesn't guarantee that the photograph below really is of the grave, but it is the best she could do.

A "PIM" reader in Fiji, Mrs. M. T. Pezet, on her own initiative, not long ago decided to go after a story for "PIM". She didn't quite make it. "PIM" publishes the result nevertheless, in the belief that it shows something of the misfortunes that await Islands readers hot on the trail of stories.

Here there was the width of two streams to be crossed on stepping stones. We walked safely across that, my husband carrying his own bag this time; then on, first following the rocky edge of the river, and then moving up onto the bank where there was a path through the rather thick growth.

On The Trail

We pushed aside bushes and walked under a creeper. It was the strangest creeper I had seen. It looked hoary with age and had a stem nine inches or so in diameter. Where it came from the ground, the stem was very thick and knotted. It went up to the fork of a tree, through that, down in a curve, and then up again into another tree. We could not see its leaves, as they were hidden in the foliage of the tree.

At last we came to a little sandy shore of the river immediately opposite one cave. It was in the cliff face, at water level, and could only be entered by swimming across the pleasant little pool in front of it.

There the river deepened and made a good spot for swimming. To the side, where the hill slope was softer, and covered with vegetation, we could see another cave.

That must be the one with the grave in it, I thought.

We could not see anything resembling a circle of ten stones.

I left my husband casting in the pool, and went off to the second cave with the children scampering around and ahead of me. The clear voices of the children carried along the valley.

Now and again we heard cow's lowing, or the sound of a cow bell. The river was very shallow again. I left my sandals with my drawing book, took my camera, and waded across.

We left Youngest sitting on a big rock, and the other three and I climbed the steep little slope to the cave, hanging onto bushes to stop us from slipping down the crumbling slope. This cave was slightly higher than the other, and looked bigger.

(Continued on page 99)

Do You Remember?

World War II was yet only eight months old, but the "phoney" part was over and the South Pacific finally was beginning to feel the effects. There was a shortage of shipping and prices were going up. Active American participation, however, was still a long way off in the South Pacific of 20 years ago.

Here are some extracts from the issue of May, 1940:

In Fiji there had been a "vigorous" round-up of opium traders, with some local Chinese caught red-handed. Suva for the past 10 years, "PIM" reported, had become an important distributing point for opium supplies from the Far East.

In Tonga the Japanese trading firm of Banno Brothers began negotiations for leaseholds along the Nukualofa waterfront and in the country. A correspondent said one of the pieces of land appeared to be almost next door to the wireless station and another was close to the new aerodrome. There were local fears about the "alarming growth" of Japanese influence.

Preliminary exploratory drilling had proved the existence of oil in Dutch New Guinea.

During May that year London copra prices fell by 7/6 a ton to £12/17/6 Sterling, and there were even bigger falls in the South Pacific. Planters were unhappy and "PIM" pointed out that there were two things that needed explaining to copra producers—one was the difference between the London price and the price to the planter and the other was the extent to which the Margarine Trust was able to influence the London prices.

There was a recent big shipment of stud cattle to New Caledonia from Sydney, where they had been bought at the Royal Show. The cattle would help build up an export meat trade, said a correspondent, who added that because New Caledonia had become more than ever isolated from France due to the war, she was looking towards Australia for the bulk of her supplies generally.

What was needed in the South Pacific was a South Seas Confederation, said missionary, M. Frater, in a special article in that issue. He said the central object of such a confederation would be the preservation of peace and the well being of the native races. It was now recognised that the development of the Islands was inseparable from the conservation of the native race, he said. This, of course, was before the South Pacific Commission.

The war was forcing many Pacific planters to investigate the possibility of balancing their budgets by cultivating cocoa. Western Samoa, the New Hebrides and Papua-New Guinea were all increasing their cocoa crops, and especially in New Guinea was cocoa being handled with enthusiasm.



The Day The 'Malabar' Was Wrecked

By Captain Brett Hilder

On April 2, 1931, which was the day before Good Friday the Burns, Philp motorship "Malabar" was wrecked at Long Bay, six miles south of Sydney Heads. Great public interest was aroused in the wreck for several reasons.

HUNDREDS of thousands of city and country people visiting the Royal Easter Show that year were able to travel to the scene of the wreck by special trams and buses which extended their routes to Long Bay to cope with the multitude of sightseers.

These vehicles carried placards inscribed, "The Wreck", or "Malabar". The latter sign gave the long-suffering inhabitants of Long Bay the idea of adopting the name for their suburb, as they were sick of saying that they lived at Long Bay, "but not in the Gaol". And so the suburb of Malabar came into existence.

I had been serving in the ship for two years as a cadet prior to her sad end, and on the very day of the wreck I was to rejoin her after some leave in Sydney. She was due at the wharf at 8 a.m., but she didn't get there. She ran ashore in fog at 6.25 a.m., damaging her bottom too badly to be salvaged.

Age-Old Problem

Malabar was only six years old, a fine vessel of nearly 5,000 tons employed on the run to Java and Singapore. She cost £250,000 then, and was sold at auction for £140. At the time of her wreck the newly-built Macdhui was leaving the English Channel to enter the New Guinea trade.

The stranding of the Malabar was

naturally the subject of an inquiry at which the captain's certificate was cancelled. Perhaps justice was done, but it did not appear (to me) to have been done.

The master's certificate had been granted to him in 1886. It had taken only a few minutes for the position of his ship to change unsuspectingly from confident safety to fatal disaster. The roots of the trouble went back for centuries, and were corrected only two years after Malabar was lost, and even then, specially on her account.

Two thousand years ago ships were steered by a sweep or steering oar on the starboard quarters, and this practice led to the right-hand side of the ship being called "starboard" or "starboard".

The other side of the ship was generally have been used for landing at a wharf, and probably led to the word "larboard" or "larboard", which was in use until the word "port" was substituted by the British Admiralty.

To turn a vessel to port, the position of the steer-oar had to be pulled to starboard; to turn her to starboard the loom had to be pulled to port, and this led to the use of words which were called "indirect" or "counter-helm" orders.

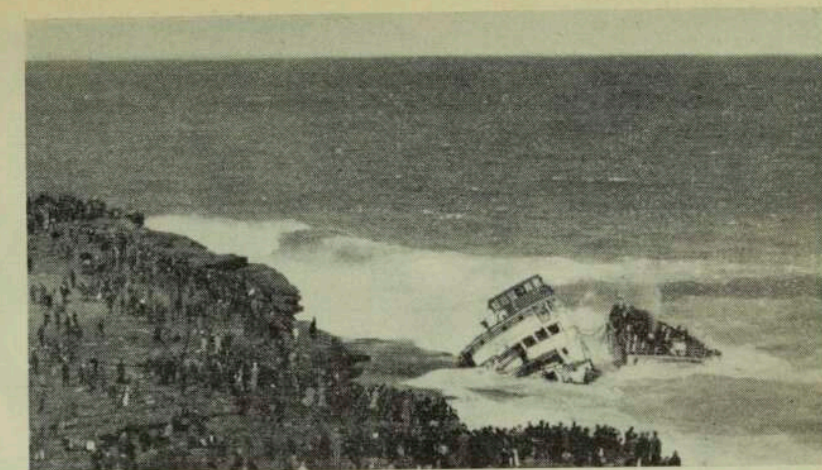
When the sweep was replaced by larger ships with a rudder controlled by a tiller, the same orders persisted.

the "Malabar" was wrecked on Sydney in 1931, thousands flocked to the coast to see the unusual sight. Within a matter of hours the ship had broken to pieces. The photo at left, taken immediately after she ran aground, shows the trawler "Charlie" at the stern trying to pull off, as in the distance the vessel "Captain Cook" tows Sydney life boats containing mails.

The tiller had to be moved in the opposite direction to the turning desired. The same still applies to surf-boats steered by an oar, and to ding-boats fitted with a rudder tiller.

Inconsistent Orders

The inconsistency of the orders was not so obvious while ships were under sail, for they were generally governed over from the force of the wind, giving them a high side and a low side, or windward and leeward sides. The orders used were therefore often "up helm" and "down helm", or "weather helm" and "lee helm", rather than "starboard" and "larboard" or "port". While the British were still using the "helm" to turn a ship to starboard, the Americans and other up-start maritime nations were using direct helm



orders like "left wheel", "right wheel".

This included the Malay sailors, who used the words "Kanan" and "Kiri" in the direct sense for right and left turns. And the *Malabar* had Malay quartermasters as helmsmen. They were always given their orders in Malay by the officers, as the Malays in those days spoke practically no English, and were uncertain about the use of the indirect helm orders in English.

When we were being piloted in an Australian port we always stood by the quartermaster to make sure the pilot's orders were carried out correctly.

On that fateful April day that the *Malabar* was approaching Syd-

ney from Melbourne, she was under the command of Captain Leslie, who spoke no Malay, being a retired Sydney pilot, and aged 71.

Our normal captain was on leave in Sydney while the ship went down to Melbourne and back. After passing Botany Bay, just before 6.40 a.m., the ship's course was taking her within a mile of each rocky headland on the usual course to avoid the southerly current..

Thick Fog

The captain appeared on the bridge and took over from the chief officer, who pointed out a line of smoke haze in the distance ahead. Then he and the cadet on watch

(Continued on page 97)

A LINK WITH THE GERMAN DAYS

Mrs. EILEEN EMERY, of Wau, New Guinea, is a very live link with the old German days in the Territory. She was born at Kavieng, New Ireland, in 1912, of German parents.

Her father was Carl Leopold Bruno Wilde, who was born in Prussia about 1876. After travelling through Persia, Victoria and Queensland, he reached Rabaul in 1911, and married Juanita Stehr, who was living with her parents at the Duke of Yorks, though she had been born in Samoa.

Soon after Eileen was born the family went to Emira (Squally Bay) and started a plantation. When Australia took over in 1914, the Wilde's were allowed to keep their plantation because it was in the wife's name and she held British nationality from Samoa. When Mrs. Wilde died she was buried on Emira (or Emirau). In 1927, the property was sold to R. Carpenter's and Carl went

to the Morobe goldfields to make his fortune. He discovered the "El Dorado" mine, and his work is described in *Gold Dust and Ashes*.

Until this time Eileen had been at school at Woolwich Convent in Sydney; she was now sent on a two-year visit to Germany and Europe. On her return to Sydney, about 1930, she married at the age of 18; a daughter from this first marriage is now Mrs. North Jacklin, of Mackay, Queensland.

Then followed ten years of adventure in marriage and in travel, ending in a Japanese war-time prison camp.

After the war Eileen married John Ransome Emery, of Lae, who had first arrived in New Guinea in 1937 to join brothers there. Eileen and John have two sons, Mark, 12, and Michael, 5, both at school in Australia. The Emerys are the owners of the Blue Mountain Coffee estate at Wau, where the Government first experimented in coffee-growing in 1928.

Eileen and her sister (Mrs. Chet. Mayfield) have opened a shop at



Lae, called the "Salad Bowl", where they sell fresh vegetables from the property at Wau, and continental delicacies.—BRETT HILDER.



America's gateway to the Pacific, San Francisco, has a growing Polynesian colony, and as each month goes by it is being added to by the people of American Samoa, who are attracted by the lure of higher living standards and bigger wages.

In the photo, above, part of the Samoan group gathers at San Francisco's International Airport at the end of last year to welcome American Samoa Governor Peter Coleman and Mrs. Coleman (with the flowers). Shaking Governor Coleman's hand is Mr. Albert Schlesinger, chairman of the San Francisco Pacific Festival.

The picture below shows a group of Samoan dancers who are part of the local Samoan community in San Francisco. They meet regularly for dances.

It's Still Samoa - If Far From Home

From Ralph Craib, in San Francisco.

San Francisco's newest racial minority group, its Polynesian colony of 1,000 to 1,500 persons, continues to grow. This may be construed as both something of a protest against present conditions in American Samoa, as well as a testimony to flexible now-pay-later travel plans!



THIS immigration-on-the-internalment-plan may possibly be the first ever financed with 100 per cent. down and two years to pay. "It's easy," a leader of the community explained. "The people already here have only to establish a credit and pay \$24.80 down to get an airline ticket which brings a relative up!"

"When the relative arrives, he takes over the payments just as soon as he gets a job."

The movement from American Samoa is prompted, chiefly, by the desire of the Samoans to obtain better education, plus the stimulus of economics of life in the States. Workers can immediately earn three to four times the wages available in Pago Pago.

The group has now grown to the point of establishing its own society, the Samoan Civic Association of San Francisco, for which more than 85 people have paid a \$5 in joining fee.

The society meets each month in the hall of the Marine Cooks and Stewards.

wards Union, in San Francisco, was formed to assist late arrivals in getting settled, to help in trouble, and "to work for the benefit of the people left back home"—which is 5,000 miles to the west.

"We don't want to help the bad ones," says Ernest Reid, the big, strong and forceful seaman who is president of the group.

But there is a lot we can do here for our people and there is a lot we can do for those in Samoa."

Their Goals

Among these goals, of course, is getting American citizenship for Samoans; getting the \$1,700,000 trust of American Samoa increased; ending the job pay discrimination of the different employees of the Samoan government; and getting home rule for Samoa.

There is little reluctance in the community about discussing the immigration has reached levels it has.

During the war, when times were in Pago Pago, I made top money as a welder for the Navy."

Ma'o Ma'o Niko. "But I knew I could do better. And I wanted something for my children. I went to Hawaii because of the schools."

Niko's oldest son, now 22, is attending the Oregon State College, a matter of some pride for him. His youngest, one year old, is certain to get better schooling in a few years in San Francisco than could be hoped for at Tutuila.

Climate No Trouble

It came up because I wanted a university education," Tavita Fitiseanu, 40, a former Apia policeman. He is now a construction worker, but his eyes are still on the college education he has yet to finish.

The Samoans' first move is to buy a house, get a job, and settle down. Many of the new people come to join relatives who are already here; get on their own as soon as

Their U.S. Leaders

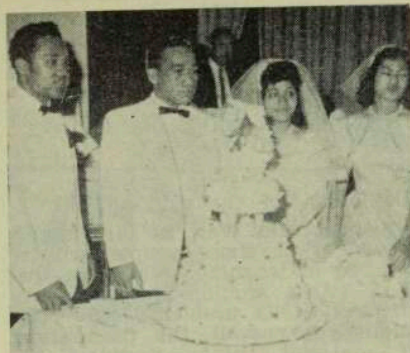
Here are office bearers of the Samoan Civic Association of San Francisco for the coming year:

Ernest Reid of Leone, Tutuila, is president.

Vice-President, Ma'o Ma'o Niko of Pago Pago; Secretary-Treasurer, Tenari Paimaono of Pago Pago; Secretary, Tavita Pisemanu of Savai'i, Western Samoa.

Executive committee members will include Sa'aga Levi, of Pago Pago; Atananiu Fonoiemoana, of Savai'i; and Caterina Ilaoa, of Pago Pago.—R.C.

Islands Wedding -in the US



The American Samoans in San Francisco carry out many activities together. Many attended the recent wedding in San Francisco of Faatagi Palega, a college student and Vaasa Fonoti, a high school student, who met in San Francisco. Among the guests at the wedding feast of the young Samoan couple were Mr. and Mrs. Ernest Reid (below). He is president of the Samoan Civic Association.

they can and, before they know it, they are helping other people to come up.

"The cold climate doesn't bother us and neither does the change in food," Fitiseanu and Niko both said. "As a matter of fact," Niko said, "I went back to Samoa for a visit in 1950 and thought it was too hot all the time!"

The Samoans say that they have found no racial discrimination here.

But they are unhappy, almost to a man, over the fact that they are American nationals, and not citizens, which some claim is discriminatory when looking for employment. Employers don't really know just what their status is.

As nationals, they have all legal rights of citizens, except that of voting and running for public office.

Like other immigrants, they must go through naturalisation procedures, comparatively simple, before obtaining naturalisation.

Not too many of the local Samoans have taken out naturalisation papers,

spokesmen for the US Immigration and Naturalisation Service say. Nor does the service know how many are here, for no record is kept of their arrival or departure.

Customs Dying

There is some concern among members of the local community that Samoan customs will die out.

"Our kids grow up going to school here and playing with American kids and they don't even speak Samoan," said President Ernest Reid.

The association, however, hopes to counter this by bringing Samoans together. And church ties help, too. There is, for instance, a Samoan church of the London Missionary Society here and another group, affiliated with the Congregational Church, has strong LMS ties. Its pastor is Reid's father-in-law, Tikeri Tavoa, who was a pastor in Papua for the LMS in the 1920's.

Formation of the local Samoan organisation was an outgrowth both of their increasing numbers, and of the desire to do something during the visit last year of Governor Peter Tali Coleman for the San Francisco Pacific Festival.

"We formed a group to perform some of our traditional dances during the Festival and to entertain the governor and his wife," Reid explained. "We thought Samoa should be represented, and the only way to do this was to get busy ourselves."

"Better Life"

With a small grant of money from the Pago Pago cannery headquarters in California, Reid and his fellow Samoans set up a booth displaying Samoan handicraft (all were items brought by local Samoans when they left home) and rehearsed dancers.

Reid is already planning to do something for the Pacific Festival this year.

Their life here is of increasing interest to those back home.

"The people of American Samoa are just not finding any way to make money at home," Aifili Lauvao, speaker of the Fono House of Representatives said on a recent visit to San Francisco.

"The subsistence economy is not enough and the people know of a better way of life up here.

"Our Polynesian society can not stand the impact of modern times. It can not compete with what people can have up here.

"The language will disappear. The Samoan ways will end. The war started the big change. More and more of our young people began to leave, and now it is hard to hold anyone back.

"More and more people will come up here or to Hawaii. All our Samoan ways will die out."

THE MONTH'S NEW READING



Australia in Asia has many advantages over many other nations, says C. D. Rowley, principal of the Australian School of Pacific Administration (through which New Guinea patrol officers pass at some time or other) in his new book, *The Lotus and the Dynamo*.

IN the eyes of most Asians, Australians do not yet stand committed to policies of advancing European interests at their own expense. Nor is Australia to be feared.

Australia's insignificance has prevented the emergence in Asia of a widely accepted stereotype of the Australian, such a stereotype as, for instance, the Rich American who despises coloured people, poverty, absence of plumbing and the shortage of soap. This stereotype appears common among Asian villagers, so that they forget that they may owe their very lives to the cleverness, industry and far-sighted generosity of the United States community. Many Asians believe that the United States, in her efforts to contain communism, is preparing war against the Communists in Asia to save her own people.

Such views may not be very sound, says Mr. Rowley, but they complicate the Asian policy of the United States and pose a real dilemma for the Australian Government.

Australia is in Asia, and the United States is not. How far should Australia play Little Sir Echo to United States foreign policy?

Must not Australia come to terms with Asia, capitalising her advantage as a small but highly industrial society, with no power to threaten but real help to give?

Mr. Rowley makes it clear he believes that Australian security depends on Asian goodwill, and that he has little patience with what he describes as Australia's isolationist and racially biased attitudes.

But he does not take his argument much farther than that, and goes ahead to give a book-length picture of what he saw in his travels in Thailand, Laos, Cambodia and South Vietnam in 1955, when he was working there for UNESCO and the International Labor Organisation.

He tells of how the farmer lives and what he wants from life, how the unions are attempting to operate, how the governments—or more particularly, the little people in the employ of the governments—are facing up to their many problems, and he offers this conclusion: Who can predict the outcome of SE Asia's struggle between the dynamo (symbolising industrialisation) and

the lotus (for the old values)?

Although the West, he says, might assume that these people are in a stage of learning to be like the West, Asia would find its own answers to its problems—the lotus might yet prevail, the fascination of material things decline, and Buddhism yet provide a basis for social integration in the complex world society, where the message of Christianity had failed.

All of what author Rowley has to say of his Asian travels is of interest and of importance to Australia, for he is a competent and erudite observer. Unfortunately his erudition in this case is something of a handicap, for it does not give him the ease of language which would have made this book better equipped to attract the multitude of armchair travellers who should be reading it.

Armchair travellers like entertainment on their travels, if only by

way of a colourful turn of phrase or an occasional illustrative anecdote, but both are as scarce in the book as in the same author's more serious *Australians in German New Guinea 1914-1921*. History or travel books don't have to be on the heavy side, as New Guinea command Dudley McCarthy showed last year with his war history, *South-west Pacific Area, First Year*.

However, this is merely an opportunity missed. *The Lotus and the Dynamo* is a book to be read nevertheless.

(THE LOTUS AND THE DYNAMO. Published by Angus and Robertson. Australian price, 30/-.)

The Ballad of a Character

MURIEL SPARK'S *The Ballad of Peckham Rye* is a very funny novel. It is fantasy of the kind too few authors attempt these days and those who do rarely combine the wit and perception that Muriel Spark provides in this ballad. Dougal Douglas, the intellectual character who comes to Peckham Rye, an English working suburb—to the discomfiture of the common folk who inhabit it.

Dougal Douglas has learned that if you want to put one over in industry you start at The Top. Less employees may soon wake up to the fact that you are not providing you

Why The Trade Store Made Money

PAPA FRISBIE must have enjoyed trading because he made a game of selling the Puka-Pukans goods that they were planning to buy anyway—but at a late date. If a customer wanted only 10 matchsticks, Papa would explain the possibility of strong winds that would use up six sticks all at once. And if the customer ran out of matches in two days, the store might not be open. So why not buy a whole box of matches, which would cost only sixpence.

One day when business was slow, Papa said to Jakey and me, "Kids, from now on I won't open any of the new smelly cosmetics (powder, soap, or hair oil), or fishhooks; but I shall pretend that the stuff I have in the store now is new. Just watch me fool old Tuapiko". Tuapiko was passing by the store on his way to take a snooze in the palm grove.

"Tuapiko! My friend!" Papa called. "How are you? Come, I have three fresh twists of tobacco set aside especially for you. Here, come out of the sun and smell its freshness. You are filled with new life the moment you smoke this particular twist. And your eyes will delight at its tremendous power to make you see well in the dark."

By this time Tuapiko was standing inside the door, still uncertain. Papa let loose his big thunderbolt. "Your sweetheart will love this tobacco. It makes her weak and you strong. Kindly feel how moist it is." Papa carefully handed Tuapiko the tobacco. "And here is smelling hair oil—it is called Three Flowers, meaning there are three different kinds of flower scents in this one bottle. It comes all the way from an unknown land."

"E, Ropati, is this the oil white women use in those lands?"

"Yes, yes! That is why they smell so good. Your sweetheart will love you for this present. Here, I shall sell it to you for only one shilling and sixpence."

Soon Tuapiko was leaving for the coconut grove to smoke his tobacco and dream of nightfall, when he would overwhelm his girl friend's heart with the smell of tobacco and Three Flowers hair oil.

When he was gone, Papa made a note under Tuapiko's name in the ledger. He knew that Tuapiko still had two shillings and sixpence left from the five shillings he had gotten for his copra sack the last time the schooner called. All the money the Puka-Pukans made was eventually returned to the trading station before the boat came back.

—An anecdote of Robert Dean Frisbie, recalled by his daughter Johnny in her new book "The Frisbies of the South Seas", recently published in New York by Doubleday and Co.

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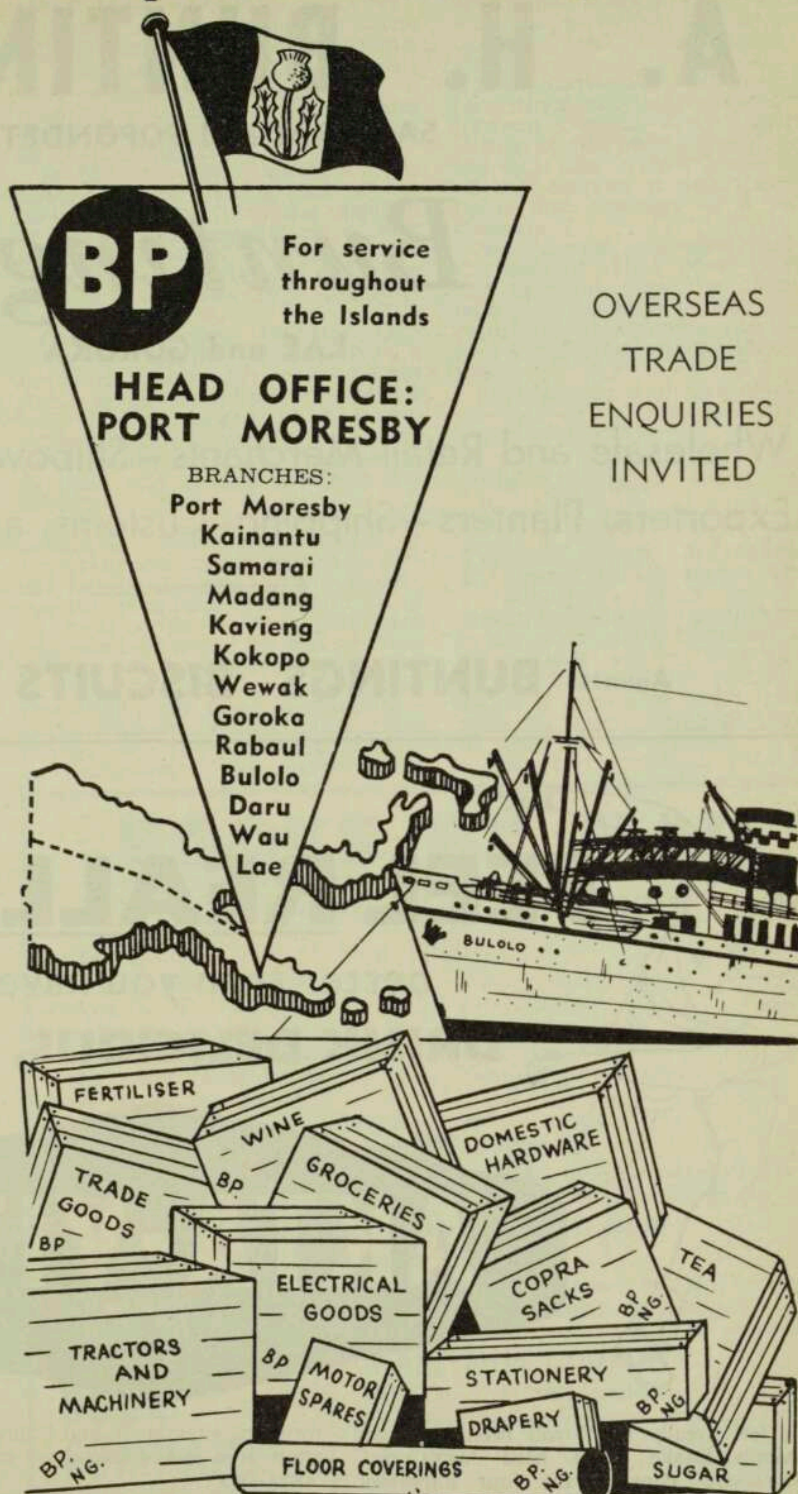
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they's worth, but so long as the outwits continue to be bewitched, doesn't matter. It is, in fact, possible to run two or three jobs at the same time if you play your cards correctly, as Dougal does.

That makes Muriel Spark's delightful story most successful is the realism with which she has painted her characters, despite the easy and humour with which she surrounded the whole canvas. There is never any doubt in the reader's mind that this is a slice of life and that Dougal Douglas himself knows it. But whether snaps he is just a little bit mad or sees only his own side of the picture, is not clear and this itself goes to extend the illusion of reality.

The Ballad of Peckham Rye can be read in an hour or two, but it will be remembered for a lot longer than that.

THE BALLAD OF PECKHAM RYE. Published by Macmillan, Ltd. Australian price, 18/9.)

First Class Novel Modern India

ANOTHER piece of first-class reading among this month's novels is *He Who Rides a Tiger*, by Bhabani Bhattacharya, who shows how to tell a story that has appeal against a background which is not everyone's cup of tea in that of India.

Bhattacharya writes of modern India and its many facets—famine, religion, graft, the caste system, politics and the place of women. He handles it all with an ease which is fascinating. What he has to say is illuminating.

The first paragraph sets the style of the book: "Fond parents often name their timid shrimp of a boy either King or Brave in Battle. Kalo, pitch-dark girls go through life with the label Lightning Streak or Lotus Wreath. But Kalo, Black, is true to his complexion, which is the colour quality of ink, and people said that when he sweated, it could collect the oozing fluid from your inkwell. Kalo carried this kindly jibe with his usual good humour."

Kalo has a daughter, Lekha, who develops to be as intelligent as she is beautiful, although in the rigid caste system she is a nobody. Kalo's life is dead and what happens to Kalo and his daughter when lean times turned their world upside down is the subject of the novel. As fate leads them into one development after another it becomes clear to Kalo that he is riding a tiger, and as the ancient saying goes, "one cannot dismount". There are some very moving passages in this book.

HE WHO RIDES A TIGER. Published by Angus and Robertson. Australian price, 19/9.)

Castles in Spain Have Their Flaws

AFTER a writing success (*The Vet's Daughter*), English novelist Barbara Comyns found herself with a small regular income, a husband who had lost his job, and a yen to escape from the fog and flu of Kensington.

As bills mounted, they sold their house (thereby getting Out of the Red), stored the furniture, disposed of most of their assortment of cats and dogs, left their grown son and daughter to sample flat life, and went off Into the Blue Mediterranean.

Ciriaco, out from the Barcelona coast of Spain, looked like a heavenly island with white houses clustered up the hillside behind the harbour and topped by a brown cathedral. But it wasn't long before they learned that they had merely swapped one set of problems for another.

Life in Ciriaco is cheap—but primitive; though the stack of pesetas almost always seemed to give out before the end of the month. Spanish plumbing is a brand all of its own; while Spanish policemen and servants would try the patience of Job. No householder is starved for long of either domestic catastrophes or local melodrama.

The "foreign colony" at Ciriaco proved to be the back-biting variety (a phenomenon not entirely un-

known even in the Pacific). The Comyns dog, Coco, and the menagerie of animals that found a home with them always seem to be in some sort of bother with neighbours or the local over-officious dog-catcher.

Most daydreams, when realised, have their nightmare passages and Barbara Comyns doesn't shirk the telling of the other side of escape-life. She uses a light touch and an off-beat humour to describe the delights and disasters of a year on Ciriaco.

Nevertheless, you can almost sense the sigh of relief when Raymond, her husband, gets the offer of a well-paid job back in England and, returning, they plunge into the task of refurbishing an old Kensington home.

(OUT OF THE RED, INTO THE BLUE. Published by Wm. Heinemann, Ltd. Australian price, 22/6.)

John Steinbeck Recalls a War

IT'S not always the reader finds himself in agreement with the publisher's blurb on a dust jacket, but what the publishers have to say about John Steinbeck's *Once There Was a War* re-introduces a series of memorable despatches which Steinbeck sent home to American newspaper readers as a war correspondent in England.

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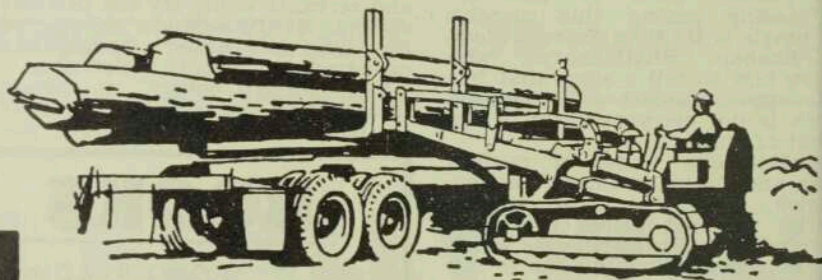
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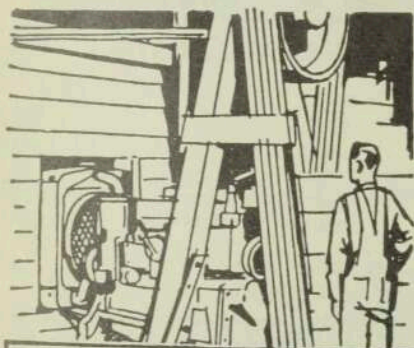
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Africa and Italy. South Pacific
ers would have read few if any
em before. As the publishers
Steinbeck conveys the wartime
phere among civilians and
ers "without fuss or super-
s", and this is refreshing in
ek of this kind.
Steinbeck's reports completely avoid
this goddamn man's army"
each so beloved of American
writers when referring to
aca's war—an approach which,
referring that no other army
had any men in it, can be
nteed to raise the blood
are of that large handful of
odiers who don't happen to
ought under Uncle Sam's flag.
Steinbeck's soldiers are unmistak-
American, but they are real
ican—straightforward, honest,
er more nor less happy to be
ved in the war than anybody
This is the real American in
at that most soldiers will know.
cursing, mixed-up, obscene
r of the lunatic fringe, which
s such as the *Naked and the*
would have us believe is the
ican norm—is a widely dis-
l novelists-eye-view, which has
ed an unfair image of the
ican combat man in the eyes
e rest of the world.
Steinbeck's simple stories should
something to dispel it, although
early as much as needs to be

this book Steinbeck writes of
on troopships, men in Eng-
men in hospital, men on the
aes and men just being men
hinking of women.
Steinbeck's stories will bring back
ories in the same way that
brought back memories
their author. As Steinbeck
in his introduction: "Once
a time there was a war,
so long and so shouldered out
e way by other wars and other
of war that even people who
there are apt to forget. This
that I speak of came after the
armour and longbows of Crecy
Agincourt and just before the
spitting experimental atom
s of Hiroshima and Nagasaki.
attended a part of that war,
might say visited it, since I went
ne costume of a war corre-
dent and certainly did not fight,
it is interesting to me that I
ot remember very much about
eading those old reports sent
with excitement at the time
s back images and emotions
letely lost."
CE THERE WAS A WAR. Published
einemann. Australian price, 20/-.)

ee Quick Crimes

Some Light Reading

interesting bunch of murder
mysteries this month, any of
which should help to pass a
urable evening.
st of the lot is Harry Carmichael's

The Seeds of Hate, which is set in
London. It's a Scotland Yard murder
investigation which also involves an
insurance inspector named John
Piper, who is about the nearest thing
to a private eye that you could ex-
pect a British writer to use without
making his novel read like one of
those fast and furious American
thrillers.

But Piper certainly knows his
stuff, and so does author Carmichael,
who weaves a masterly plot guaran-
teed to confuse even a crack cypher
expert used to complicated problems.

Carlton Keith's *The Diamond
Studded Typewriter* is one of those
fast and furious American thrillers,

but this one falls short of the best
of the American stuff. James Garvin
is murdered, and with him goes
the secret of the hiding place of a
fortune in diamonds. (It won't hurt
you to know he stashed them in his
typewriter).

Handwriting expert Jeffrey Green
has the job of finding out where
the diamonds are, and also of look-
ing into Garvin's complicated pri-
vate life, but as a private eye he
is a bit wet behind the ears. He will
have to improve if he wants to come
out on top in a fight and make
time with the blondes, just like
Larry Kent.

Donald MacKenzie, who writes

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tropical baking



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advantage of adding the rising agent when you do
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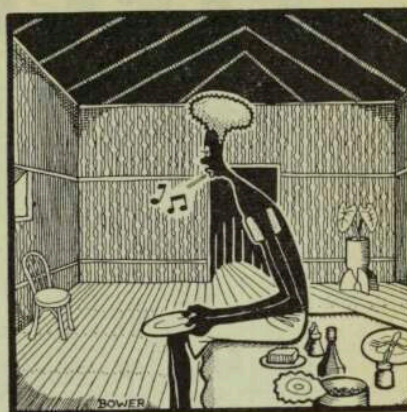
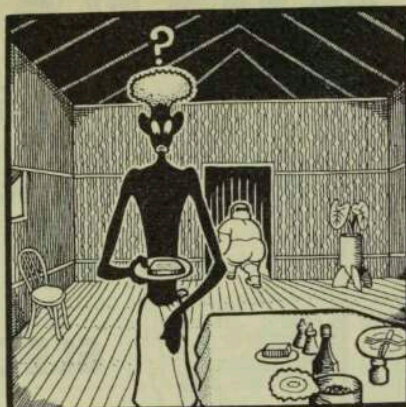
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and Buka

rous Silence, is a well known or two On The Inside himself n write about crime with n.

latest book tells the story of Kit Fraser, ex-burglar gone nt, is blackmailed into doing one last job, and the threat this brings to his happy home and his important position with insurance firm.

Kenzie builds the suspense to the end—but the ending it's a little disappointing.

SEEDS OF HATE. Published by Australian price, 13/3. THE DND STUDED TYPEWRITER. Pub- by Heinemann; Australian price, DANGEROUS SILENCE. Published lins; Australian price, 13/3.)

t's New In Paper Backs

RE is plenty of variety in the test batch—and their low prices will continue to mean big

Our copies from William s Overseas) Ltd., Sydney.

KE FOR DEATH, a mystery from Creasy, with Chief Inspector Roger reading warily. One the West fans want to miss. (GREAT PAN).

NO, by Ian Fleming. This is one of g's Secret Service thrillers, and it ppen in Jamaica. There is some stuff in it. (GREAT PAN).

BONE IS POINTED, is one of Upfield's stories of Napoleon Bona-detective of the Australian outback. l one. (GREAT PAN).

UM VENTURE, by Gerald Sparrow, ut an Eastern princess—too beautiful o sadistic to be true—who traffics in on a big-time basis. Certainly fast g. (GREAT PAN).

FLOWER DRUM SONG, by C. Y. s another story with an eastern but this time it's in San Francisco's Town, and the story is bright and (GREAT PAN).

TE FROM THE HILL, by William hrey. A Texan hunts both game and a and what happens is dramatic a to have been turned into a film Robert Mitchum. (PAN GIANT).

WAKEFIELD'S COURSE, by Mazo de la Roche, is another of the family saga dealing with the Whiteoaks, of Jalna. (PAN GIANT).

DEATH COMES AS THE END, is another Agatha Christie. This time the Queen of Crime makes use of some of the archaeology background she has picked up from her husband. An unusual mystery. (FONTANA, Yellow).

THE BLUE ICE, by Hammond Innes, is about a man who searches for precious metals beneath the ice of Norway—and the rivals who also want it. (FONTANA, Yellow).

CAMPBELL'S KINGDOM, is another thriller by Hammond Innes, but this time the search is for oil in the Rockies and the ruthless baddies are after this, too. Very good. (FONTANA, Yellow).

DEATH ON THE NILE, by Agatha Christie. One in a party of tourists, with enough emotional conflicts among them to rock the sightseeing Nile steamer they're travelling on, is the killer of a young bride, an English millionairess. Like Hercule Poirot, aboard on vacation, you'll probably pick the Who, but the How will have you guessing. (FONTANA, Yellow).

THE WRECK OF THE MARY DEARE, by Hammond Innes. A 6,000 tons freighter adrift in the Channel with only one man aboard ends up in the treacherous rocks

below Jersey. Why was she abandoned? What was her cargo? If the sea has any fascination at all for you, this tense story will keep you up late to finish it at one sitting. (FONTANA, Yellow).

A MOMENT OF WARMTH, by Francis Irby Gwaltney. Tycoon of the Deep South, Robert E. Lee Hunter II lorded it over his feudal cotton estate. This is the story of heir and heir-presumptive to his empire, their upbringing, their World War II careers—and the changing world to which they returned. (PAN GIANT).

TIP ON A DEAD JOCKEY, by Irwin Shaw. Terse, dramatic short stories, mostly about Americans in Europe, penetratingly written by the author of "The Young Lions". (GREAT PAN).

GREAT CONTEMPORARIES, by Winston S. Churchill. One of the greatest Englishmen of all times vividly writes of some of his most notable colleagues and opponents—from Bernard Shaw to Lawrence of Arabia, from Roosevelt to Hitler. Reprint of a modern classic penned first in 1937. (FONTANA, Blue, Illustrated).

MY YEARS WITH CHURCHILL, by Norman McGowan. Private life of Winston Churchill by his valet (from 1949 to 1952). Close-up portrait of "The Guv'nor" at home and abroad, as husband and father, with some entertaining anecdotes. (GREAT PAN).

A SUMMER PLACE, by Sloan Wilson (who wrote "The Man in the Grey Flannel Suit"). A deeply-etched picture of morals in a modern society that underlines the effect of broken marriages on sensitive teenage children. (PAN GIANT).

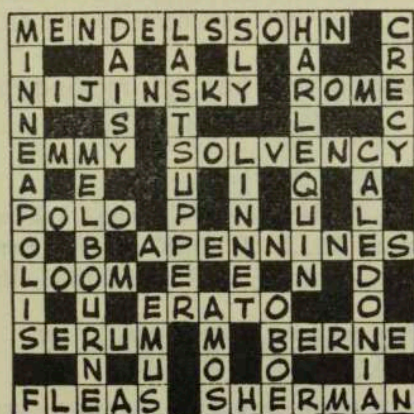
FINCH'S FORTUNE, by Mazo de la Roche. Continues the Whiteoaks saga, as young Finch inherits \$100,000 of his grandmother's fortune and goes to Devonshire, England, to fall in and out of love with bewitching Sarah Court. (PAN GIANT).

THE INVISIBLE MAN, by H. G. Wells. Herbert George Wells began life as a draper's assistant but became instead one of the great intellectual lights of his age. This is one of his best known science-fiction—what happens after a man stumbles upon the solution of the impossible hypothesis that he can be invisible. (FONTANA, Blue).

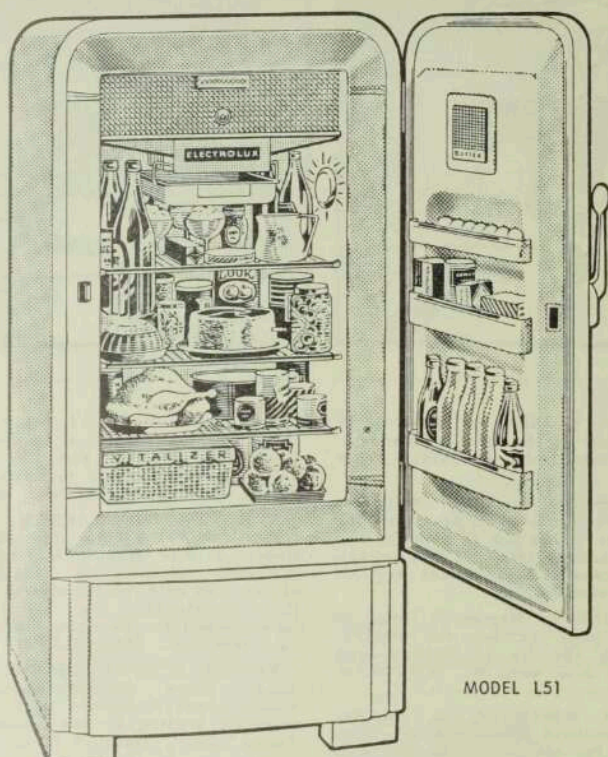
OFF WITH HIS HEAD, is another by that first class New Zealander Ngalo Marsh—one of three recent releases of her mysteries. It tells of murder among the folk dancers. (FONTANA, Yellow).

SPINSTERS IN JEOPARDY, is the second

CROSSQUIZ SOLUTION FROM P. 82



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Maio Marsh's in the latest releases. are drugs, the Black Mass, a kidnapping, a sinister castle and, of course, a good one. (FONTANA, Yellow). **MAN LAY DEAD.** A week-end house plays the game called "murder", one of the guests plays for keeps and a corpse" really becomes a corpse. This is Maio Marsh's first venture in crime (1934). (FONTANA, Yellow).

SUNDOWNERS, by Jon Cleary. Harmodys (Paddy, Ida and young son), after years of travelling around Australian outback, decide to settle in a place of their own. This is the end of the search for it. Recently made a Warner Bros. film in Australia. (FONTANA, Yellow).

SECRET SAYINGS OF JESUS, by M. Grant with David Noel Freedman. Two American professors of theology state the text of an apocryphal gospel according to Thomas. Taken from one of 3 volumes of Dead Sea scrolls found in 1945. (FONTANA, Black).

PERSON IVY, by Peter Cheney. More Special Agent Lemmy Caution's capers New York among toughs who get rough flames the same. Slickly told, fast-moving thriller stuff. (FONTANA, Yellow). **RECROW LOVER**, by Phillis Hasted. An escaped murderer hides at a out farm where live a twisted-minded man and his lonely daughter. There's an end and violence before justice is done. (FONTANA, Yellow).

Australian prices: Great Pan, 3/9; Pan Major, 5/-; Pan Major, 7/6; Fontana, 3/9. (if otherwise marked.)

The "Malabar"

(Continued from page 85)

below to get washed and for the arrival at Sydney at 7.30 a.m. is left only the captain on the bridge and the quartermaster at the wheel, which was in the wheelhouse on the bridge. The line of smoke was heavy output from Bunnerong wharf, and it was turning into a fog as it sank over the coast. It is a frequent hazard in this in fine weather, with a light breeze.

soon as the ship entered the the captain ordered "port five degrees", which was heard by the officer in his cabin. The order meant to alter course five degrees to starboard, to keep the ship a safer distance off the coast. The captain was peering into the fog to decide whether he should increase speed, or be clear again in a few minutes; so he did not see which way the wheel was turned. He could he see which way the ship was swinging in the fog. The quartermaster, may Allah give him, not only turned the wheel to port, but put on five degrees of helm, and kept it there, would be done in the Navy. Ten minutes later the bow was swinging to port as the ship ran on ledges of rock at the base of Miranda Point. The engines were put full speed ahead, but without any effect on the ship.

The tide was full, and the sea was calm, which made rescue work easy when the boats were lowered. Within an hour it was obvious that the ship was too badly damaged to be refloated.

Rescue Easy

The passengers were landed on the beach at Long Bay, where residents took them into their homes for breakfast.

Three horses which were stabled on deck were put over the side and swum ashore; some cages of small birds were opened and they flew to Miranda Point.

A vain effort to tow the ship off was made by the steam trawler *Charlie Cam*, and the pilot vessel *Captain Cook* arrived to assist.

Most of the crew were sent off and the *Captain Cook* towed some of the boats, containing the mails and some passengers' baggage, around into Sydney Harbour. The ship was finally abandoned at 11 a.m. The last boat was waiting alongside for the last two men to come up out of the engine-room, while the ship's papers and instruments, and a few personal things were lowered down with lines.

The ship was listing over to starboard, while the stern was dropping deeper into the sea, and it appeared possible that the ship might either roll over on her side, or slip stern-first into deep water.

That night a storm worked up and the ship broke up into three

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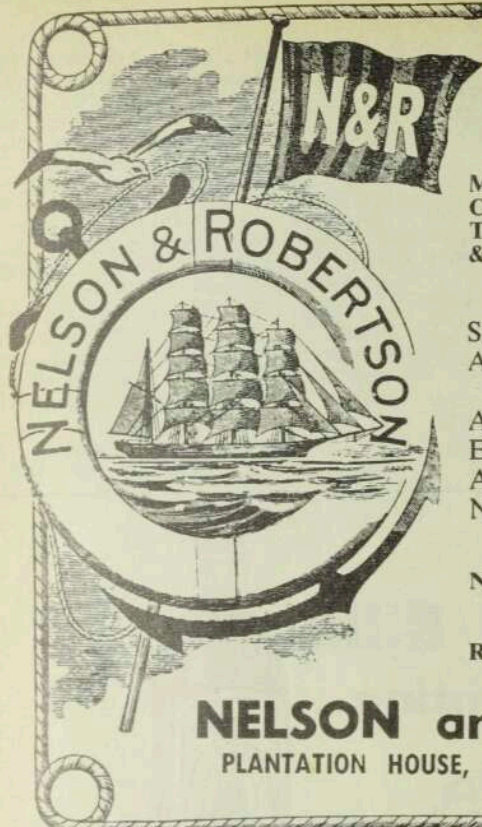
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By the morning only the part of the ship was visible, at in two pieces.

The inquiry (which I attended) was baffled by the evidence of the helm orders given. The legal man kept demanding the captain, "Did you give a helm order?" To which he replied, "No".

When they demanded, "Did you order to alter course to starboard?", he replied, "Yes, I said 'five degrees'".

The Malay quartermaster gave a mess of evidence, knowing he had done the wrong thing. Evidence had to be disregarded as of no use to anyone.

However, the ship had run aground, with the rocky coast on one side of her track and the wide beach on the other, and the captain had reduced speed in fog as required by the rules.

It was sad to see him found guilty after the blow of losing

the heavy pall of smoke from the gunnerong was partly to blame, and the fault lay in the stupidity of the old English helm orders.

They were altered to direct helm orders two years later, due to a report from an international conference. Now when they say "port helm" they mean to turn the ship to port; when they say "starboard helm" the ship is turned to starboard.

Under the old rules, even men of experience at sea would make an occasional mistake, and Heaven knows how many ships besides the *Malabar* were lost by some such error.

The Fiji Legend

(Continued from page 83)

I climbed up to it, it looked as if there were indeed a grave in the cave. At the edge of the cave floor, it fell away to the slope, there a piece of timber exposed. It was 8 feet long, and looked like the trunk of a tree deliberately placed at the mouth of the cave. Early placed stones on top of it had also been exposed by the soil's erosion.

The rest of the "grave" was covered with the loose, dry soil of the cave floor, and some rock that had fallen from the ceiling. The children wanted to go in and play, but I forbade it, in fact it was, indeed, an old chief's

book several rather distracted photographs, as Youngest had tired of waiting for us, and began to cross the little stretch of water. It was a rather stagnant little arm of the river and had mossy stones and hundreds of tadpoles in it.

He screamed when the tadpoles swam about his feet. Eldest went to help him, and in the flurry Youngest fell into the warm brownish water. The screams became more urgent.

I decided it was time to go back to my husband. As we crossed the stepping stones, my husband called out to us, "Watch for the lure will you?"

Somehow the end of the line had snapped, and the lure disappeared. We waited a reasonable time, but it did not float down to the stones. At last we decided it must have sunk, and rejoined him.

We picked up our things and began to go back. When we came to the junction of the two arms of the river, I stopped to photograph the cliff. Then I gathered up my things. Eldest wished to help Youngest across the stepping stones, so he gave me the reel.

I had the fishing reel in one hand, sandals, drawing book and pencil in the other hand, and a camera slung across my shoulder. I walked across the stones easily. Then I stepped onto a big, particularly solid-looking one. It half turned over and I crashed into the water, grabbing the camera strap and holding the camera above the water. The fishing reel in the other hand hit a rock with a loud smack.

My husband pulled me out of the water, while my three young sons shouted various appreciative and disrespectful comments. There was no sign of our little daughter. We pushed on through the bushy growth, calling her every few steps, but there was no reply. We had visions of her falling on the stepping stones ahead and drowning, or being lured into the bush. We moved more quickly. Across the last lot of stepping stones, very carefully, and up the bank to the Land-Rover, where she sat complacently waiting for us.

Eldest looked at his fishing reel. "There's some of it missing!" he exclaimed. "Look, there is only a screw showing. Mum must have lost it in the river."

"Well, it's too late to look for it," I said. "It could have fallen off anywhere. I am going to get this story for PIM."

I walked over to the few Fijian houses, where the old Fijian who knew the ancient legend lived. A younger Fijian came out to greet us. I felt silly in my sodden clothes, but I was going to get that story. I took my book and pencil to make notes.

After the preliminary courtesies, I said, "Do you know the story of the old chief buried in the cave, and the story of the ten brothers?"

"No," he said. "My father told the story to the *turaga*. He did not tell me the story. I do not know it."

"Well, then," I said, "could I see your father please?"

"I am sorry," he said, "but my father died three months ago."

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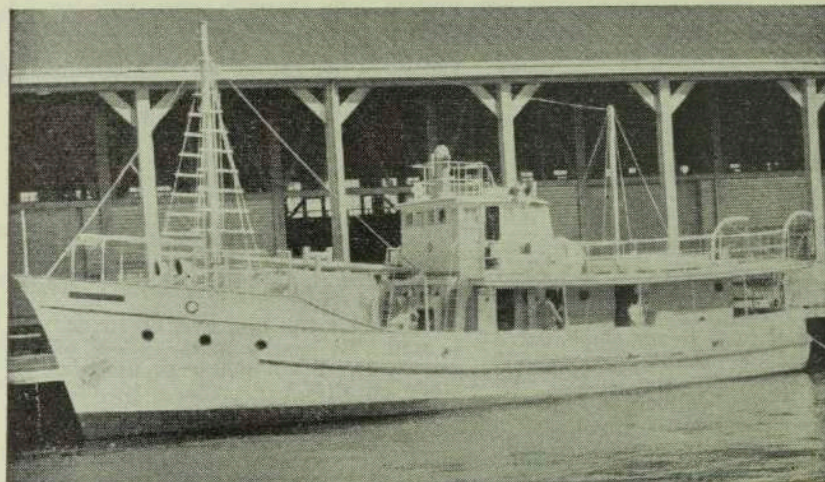
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A very real danger to navigation which might well be overlooked by ship-masters exists today in the transistor radio.

These little sets possess a powerful bar magnet in their aerial system and another set in the loudspeaker, and tests by PIM show that some of the sets can cause a considerable compass deviation when 6 feet from the vessel's steering compass. With so many of these sets now in circulation in the Islands, and the temptation for the man at the wheel to slip one into his shirt pocket to brighten up his trick at the wheel, a considerable danger exists from this source. Ship masters would be well advised to have a notice posted conspicuously on the bridge in front of the helmsman warning of the danger of these sets.

We have not yet heard of any such disaster from this cause, neither have we seen any published warnings. The deviation will vary with the type of compass, but some types of compasses used

in Islands' vessels the effect will be at a maximum, and there is no doubt at all that these sets constitute a danger in a good many cases.

• **TALL SHIP FOR MORESBY:** Russian non-magnetic research schooner *Zarya* made a call at Port Moresby en route from Wellington, NZ, to Shanghai in April. (See p. 109).

There was an earlier report that the wooden three-masted vessel would call at Apia, but when she arrived at Wellington under command of 34-year-old Captain Taras Mazhara on March 14, Professor M. Ivanov, in charge of the scientific team, gave New Guinea as the next Islands' visit.

Though Wellington reports referred to *Zarya* as of 205 tons, our information from Moscow gives her tonnage as 580 gross. This would probably be metric but it would still be much more than 205 tons British measurement. A Port Moresby report gave her as 330 tons.

A sleek, trim vessel, with low freeboard and tidily varnished masts and topmasts, and equipped with radar and radio direction-finder she created a great deal of interest during her week in Wellington, being the largest and most unusual sailing craft to put in there for many years.

Both anchors and anchor cables appeared to be of non-ferrous metals, as are all the metal deck fittings. As previously reported, the diesel motor is mainly of gunmetal, but there are a few magnetic components, the effect of which is balanced out of the scientific instruments by a system of degaussing.

A PIM correspondent said that an auxiliary diesel engine could be heard running as the ship lay at her berth in Wellington.

• **MORE RESEARCH CRUISES:** The research vessel *Spencer F. Baird* which has been seen in South Pacific waters on other expeditions in post-war years, was also out taking magnetic measurements in April on behalf of the Scripps Institution of Oceanography. She was to head into the eastern Pacific for several thousand miles west from Cape Mendocino, California.

In May a Scripps vessel will be taking ocean soundings west of Lower California in connection with a tuna migration study, and another vessel will proceed from a Cali-



IN TONGA. Capt. Sutherland, Marine Superintendent of the Tongan Government fleet, photographed by "PIM" man Jim Shortfall in April as he sat in his bright new headquarters office not far from Nukualofa's main wharf. There are more photographs of Tonga interest on page 113.

fornian port to five degrees south latitude thence north to Honolulu, taking water samples from a depth of two miles and making geological soundings near Hawaii.

This latter will be known as the Tethys Expedition—tethys being a sea nymph of Grecian mythology.

A third vessel will sail on Limbo Expedition—limbo because she will make no port of call—to take water samples over a period of several weeks at a point roughly midway between Hawaii and the US mainland.

In August, Scripps will despatch the 1,900-ton Navy *ARS-27* on an oceanographic expedition across the Pacific and Indian Oceans to Mauritius, thence home by way of Indonesia and Australia in the course of a 33,000-mile cruise to be called the Monsoon Expedition.

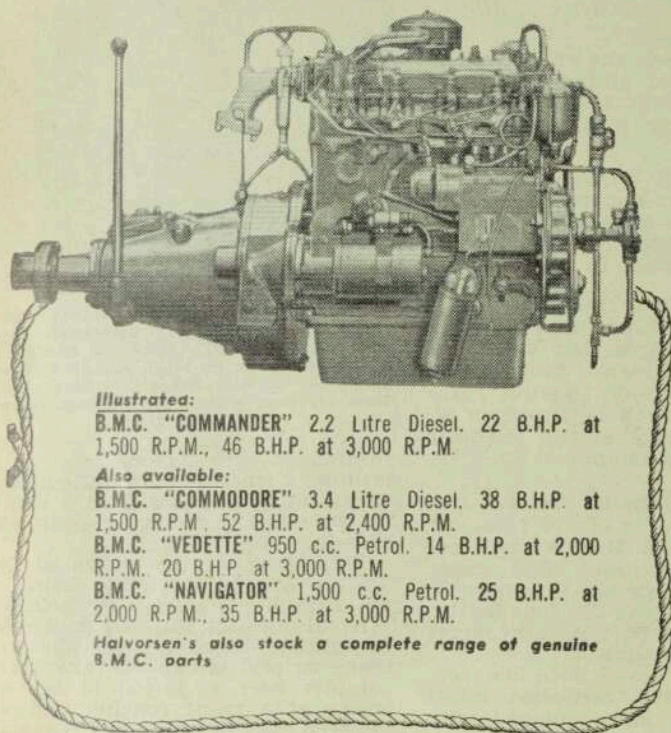
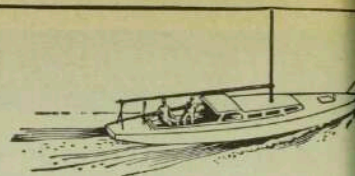
The object will be sediment

In The News This Month

Amsterdam	Moana Roa
Aoniū	Manana
ARS-27	Nirvana
Baboon	Ninikoria
Ben Gunn	Nikau
Charles H. Gilbert	Peterel
Craig J.	Reposado
Degei II	Romayne
Delfino	Samoa
Drifter	Secret
Etmor	Si Ye Pambili
Fortune	Southern Cross II
Gaunavou	Spencer F. Baird
Hifofua	Stardust
High Tea	Symbol
Horizon	Takafa
Isabel Rose	Te Matapula
John Marie	Te Vega
Karel Doorman	Teiko
Kurimarau	Tiare Taporo
Kia Kia	Trade Winds
Kanimbla	Tui Levuka
Lammerhak	Vema
L'Hirondelle	Waihape
Macuata	Yanawai
Manua Tele	Zarya
Marie Celine	

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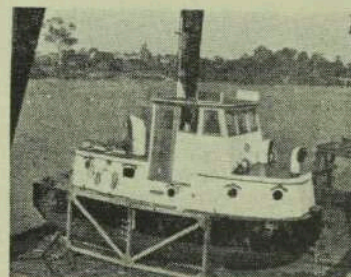
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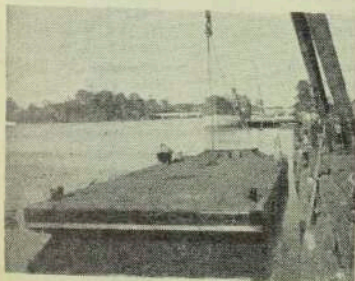
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in tropical waters and physical and geophysical studies of the Indian Ocean. A Russian will also be engaged in the Ocean study at that time. In mid-September, Scripps vessel will be studying the San Current in the far Pacific, and in November, the *F. Baird* will be busy in the Caribbean taking sediment cores.

Scripps Institution is an offshoot of the University of California and much of its work is performed on behalf of the US Government.

ON A CARIBBEAN REEF: The graceful 242-ton steel schooner *Te Vega*, which operated a passenger service between Honolulu and Papeete and made a regular voyage to Tonga and Fiji as a Cinerama film unit in recent years, was in serious trouble early in April when she went on a reef at St. Kitts, Leeward Islands, of the British West Indies.

Newsclippings from Captain Fred Heblingat, of San Pedro, indicate that the schooner is now owned by Harold A. Miller, of Portland, Oregon, in the company name American-Pacific Navigation Co.

She had only recently returned to the Caribbean from a \$100,000 round trip to Amsterdam, and was being chartered on charter-cruise work by Commander V. E. B. Nicholson & Co. of Antigua, on the owner's behalf as the most luxurious of a number of vessels similarly operated by the Nicholson organisation.

At the time of the mishap on April 6, *Te Vega* was commanded by a British ex-submarine captain who had recently sailed a 25-ft. ketch across the Atlantic to the West Indies.

The passenger list included Mr. and Mrs. Miller. There was a crew of 16 men, mostly Europeans, and a dog.

Vega sent out an SOS and the passengers were taken off by a merchant vessel. The newsclippings, dated April 10, said that efforts to reach the schooner had been unsuccessful up to that date.

She was launched in Kiel, Germany, as the *Te Vega* for Mr. P. H. Macy, of New York, in 1930. *Te Vega* was one of the finest privately owned sailing vessels afloat. Prior to her dismasting in Tahiti some years ago, when she still carried topsails, she was considered a magnificent sight under all

TUNA FLEETS FOR 1960: Indications are that Japanese tuna fishing operations are to be on a considerably expanded scale in the Pacific this year. Where last year there were four motherships and two fleets of longline catcher boats each of about 30 craft, this year there may be five motherships and three catcher fleets each comprising from 40 to 50 vessels,

according to information received from Japan in April.

• **STILL AFLOAT:** *PIM* receives its shipping information from far and wide and some of its items have necessarily to be accepted from voluntary correspondents on good faith. Occasionally those reports are "off the beam".

One such, which did not appear in this section of *PIM*, recently reported in sketchy terms that the American Samoan 258-ton vessel *Manua Tele* had foundered on a voyage between Pago Pago and the Manua Islands, apparently in December.

The facts appear to be that the

ship did go on a reef and was holed, and the passengers were taken off, but the ship was hauled off and was back in service on the Pago Pago-Apia run in April.

Another report said that the Suva-built, 126-ton ketch *Te Matapula*, owned by the Gilbert and Ellice Islands Colony Government, had been destroyed by fire at Tarawa, in December. But the vessel is still very much afloat, although there is a suggestion that from an insurance point of view she has been classed as a "constructive total loss"—which means that it would cost more to restore her to her original condition than the vessel is worth.

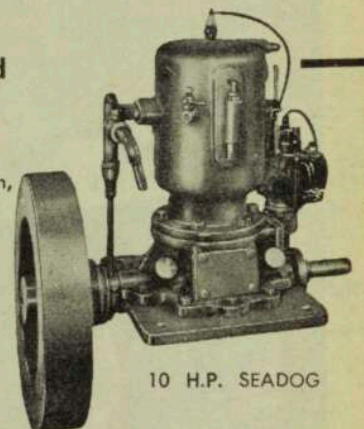
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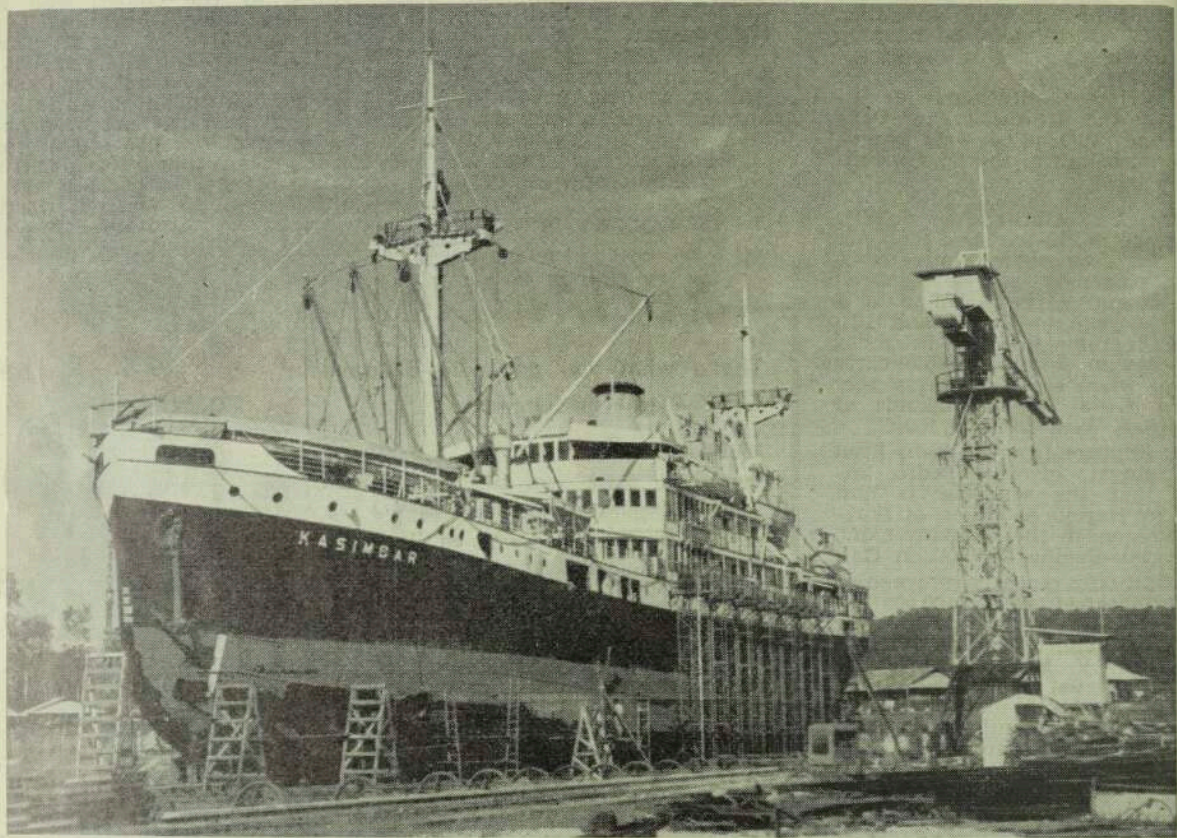
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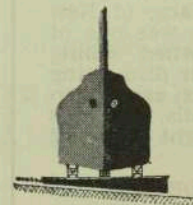
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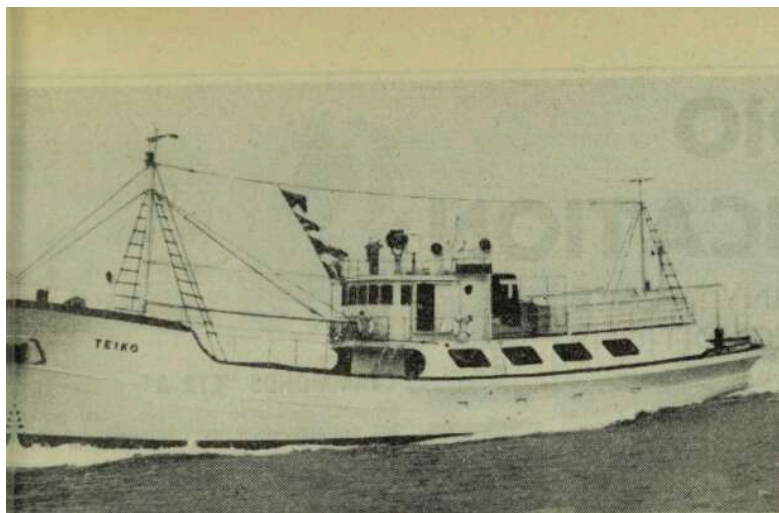
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A detailed report on the loss of the new Tongan longliner "Teiko" with 22 aboard, is given on page 29 of this issue. The report traces the "Teiko's" movements and discusses the possible cause of its marine inquiry into the tragedy was to be held in Nukualofa in See also photograph below.

was beached for full maintenance work at Betio on December 1960. A portable petrol-driven pump ignited in the hold, the spreading to the engine room. Government statement says that *Matapula* was extensively damaged but a master mariner who has been aboard her said that to have appeared to be very little damage. Whatever the facts, the ship was reported for sale in the market, and the GEIC Government is known to have been seeking a replacement.

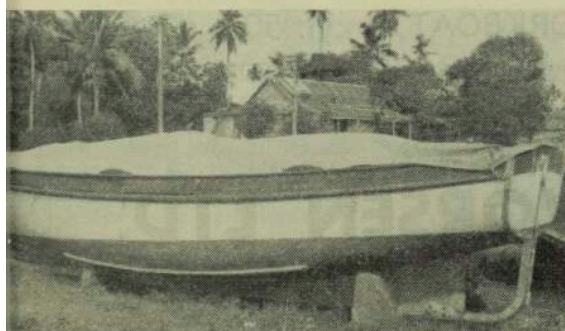
In Suva, at the end of April, Mr. J. Bernacchi, Resident Commissioner of the GEIC, said that the damage to *Te Matapula* appeared slight on a cursory inspection, it was estimated that it would cost possibly £8,000 to replace the damaged beams and make other repairs. On top of that, the vessel was now due for a general refit and the total cost might run to £18,000. *Matapula* could still be fit for short-sea voyages, but in the GEIC was required to make long passages as far east as the Pacific Islands and that called for a ship in first-class condition. It was now felt by the GEIC Gov-

ernment that wooden vessels were unsuited to their requirements, and, if approval could be obtained from the UK, another steel vessel like the Colony's handsome Hongkong-built *Ninikoria* would be ordered as a replacement. *Te Matapula* had not been sold at the end of April, but there had been several inquiries and she would be disposed of at a very reasonable figure.

• **KEEPING HER BUSY:** Tonga's Copra Board's new 512-ton *Aoni*, never long in port, will be busier still this year. The Board has just secured the New Zealand Government charter to provide sea communications between Apia and the Tokelau atolls for the remainder of this year.

She cleared Apia on April 21 on the first such voyage, and is scheduled to make others in September and November. In recent years the Suva-based *Kurimarau* has been making these voyages, but this year she was out-tendered.

• **THE TONGAN FLEET:** Outsiders are apt to think of Tonga as having very few inter-island vessels, but in fact there are 48



This is the launch from the missing "Teiko", photographed in Nukualofa in April. The launch was landed in the Tongan capital before the vessel sailed on her ill-fated voyage.

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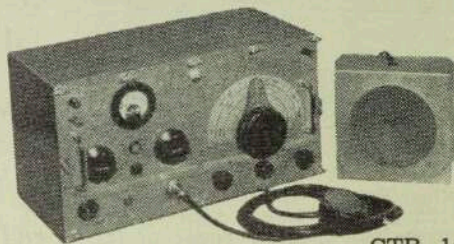
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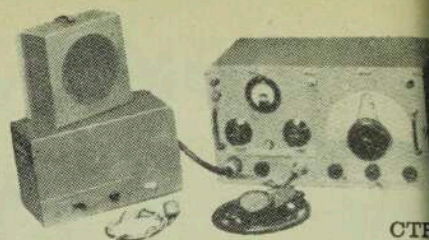
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ered craft at present, each to six-monthly survey.

ames the smallships' harbour, as Ta'ua, is decidedly crowded the little auxiliary sailing craft come down to Nukualofa the northern islands. Ta'ua r, located at Mafanga, about east of the main wharf, was lly built by American forces the war. It takes its name, means "fortytwo", from the me Pier 42 of the Americans. as been improved in recent and has a depth suitable for all Tonga's smaller vessels. and *Hifofua* use the main and each night they move a out to a harbour anchorage ar of introducing the rhino-eetle from Vavau.

ualofa also has another long oier midway between the main and Ta'ua harbour, known as Pier, which was also built by Americans but has no great alongside and is not much today, though it is still in good repair. From its end lofa's children spend happy swimming.

PROBABLE SALE: Though the was not completed when this ritten, it appeared reasonably n in April that BP's Suva-128-ton auxiliary ketch *ata* would change hands dur-e month. The Auckland buyer ed to take the ketch south, ly with a New Zealand crew, r up in his spare time, and ally put her on the market

uata, laid up in Suva's Bay and for many months past, of a family of rather similar s built by the Whippy yard after the war. *Te Matapula*, oned elsewhere, was the last e series.

FROM LAMBS TO CATTLE: Suva-registered ex-passenger *Delfino*, which made several -Pacific voyages with Aus-n lambs last year, has lately refitting in Hongkong and will ently be carrying cattle from alia to Asiatic destinations in e.

ere was opposition both in Aus-and in the United States to export and import of lambs, whether that was the reason *delfino's* withdrawal, or whether is more money to be made e cattle trade, is not known.

ne of the Fiji-based crew were riated to Suva late in March, it appears likely that Chinese lipino crewmen will take their when the ship re-enters ser-

PERIL FROM THE GALLEY: tragic death in March of one e engineers in BP's Vila-based

Nikau, and the serious illness of all hands, again emphasises the danger of eating reef fish taken at an unfamiliar locality. (See p. 117).

It is well known that a number of varieties of shallow water fish common in the tropical Pacific may be perfectly edible in one locality and highly poisonous if caught perhaps only a few miles away. The reason, apparently, lies in the diet of the fish.

It would seem that the only safe course is to check with the local people as to whether the fish are safe, or otherwise to avoid eating such fish. No such danger is believed to exist with most varieties of fish which can be taken with a trolling line, or with deep-sea fish of any kind.

• **THE STORY RECORDED:** *The Lonely Battle*, by Desmond Wettern, should be marked down as a book for the watch below. It tells the epic story of the refusal of HMS *Peterel*, a small river gunboat armed only with two 3-inch guns and a few machine guns, to surrender to a Japanese cruiser and shore batteries as she lay off the British Consulate at Shanghai on December 7, 1941.

The story is of particular interest in Fiji, where the then commander of HMS *Peterel*, Lieutenant-Commander S. Polkinghorn, DSC, RNR, is now master of BP's *Yanawai*. Those who know Captain Polkinghorn today will be amazed to learn that he is now aged 82, as few would put his age above 65 from



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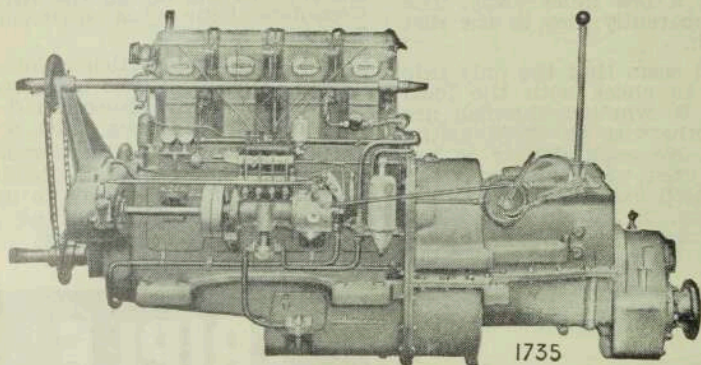
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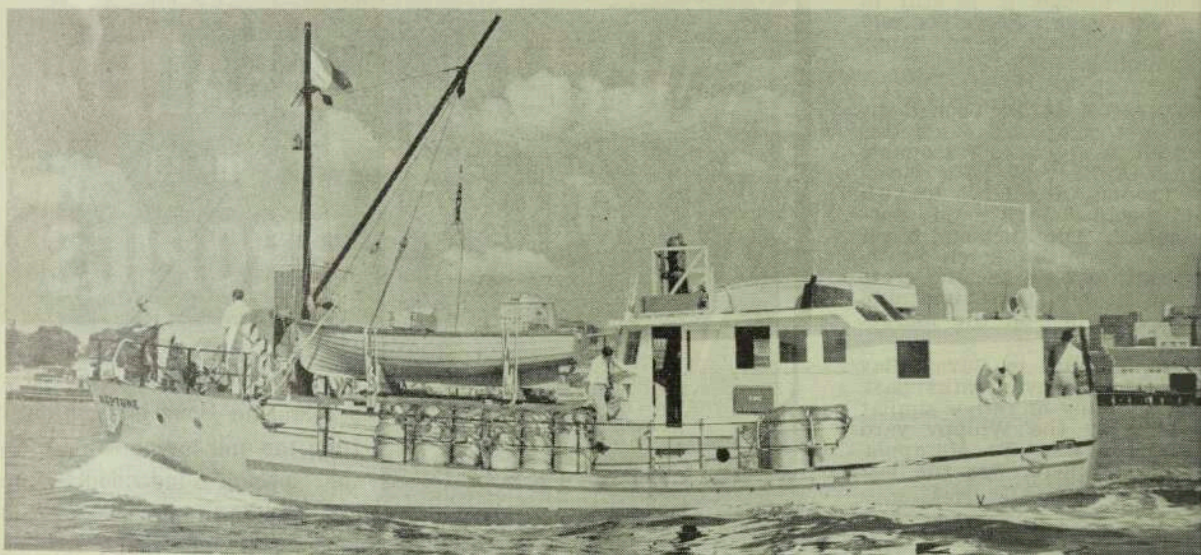
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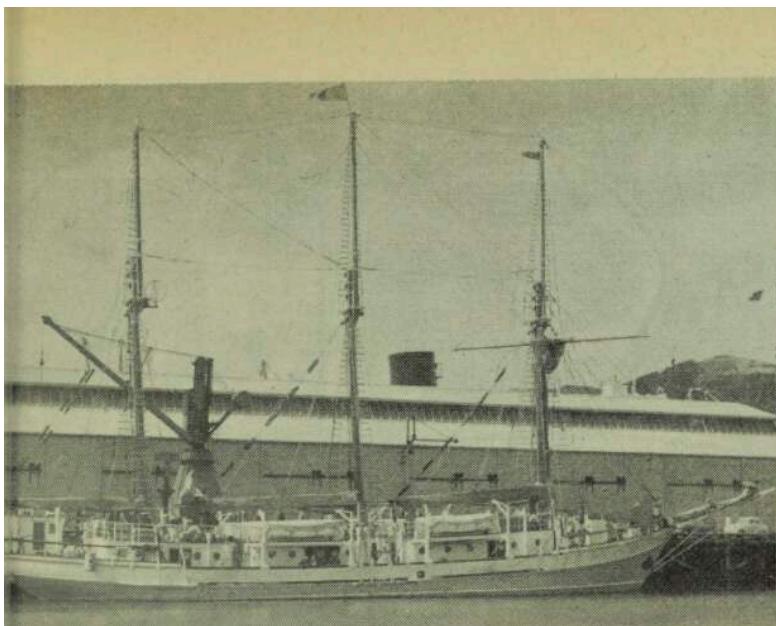
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Asian non-magnetic schooner "Zarya" which called at Port Moresby in April during the of a 40,000-mile magnetic survey cruise from Odessa to Vladivostok. This photo was taken at Wellington, NZ. See this page and also page 101.

Photo: P. Shortall.

frances. Knowing him, it is not
lt to understand why *Peterel*
ot surrender.

TROUBLE AT BETIO: For the
two years, work has been pro-
g on two new smallship har-
at Tarawa—at Betio and at
ti. Six months ago the Betio
ur work was halted and activ-
transferred to Bairiki on a
y basis.

he interim there are signs that
not well with the work at
Erosion is taking place be-
nd behind the facing of bags
crete on the harbour approach
akments, suggesting that a
deal of costly new work may
to be done to give a lasting

MORE MONEY IN TUNA: In
a we mentioned that MV
z, which for a long time was
only passenger link between
Pago and Apia, had been con-
l to a tuna longliner by a
of Pago Pago business men
as to change her occupation.
now learn that another Pago
trading vessel, *Isobel Rose*—
mer US Navy sub-chaser—is
urning to tuna fishing. It was
ed that all tuna caught by
l-fated Tongan *Teiko* were to
been sold to the Van Camp
ry at Pago Pago, and only
types of fish were to have been
n Tonga or elsewhere.

mentioned recently, the Jap-
Fisheries Agency sets quotas
ts tuna vessels supplying
n canneries, and the Japanese
supplying the Pago Pago
ry is only allowed to deliver
tons per annum at present—
s the figure has been very re-
raised. That is why there are

openings at Pago Pago for Korean
vessels and for any other comers.

Top grade albacore was bringing
\$310 per ton, delivered to the
cannery, according to our last re-
port. Japanese boats fishing far
from home reckon that they must
catch about four tons of fish per
day, including a reasonable per-
centage of the favoured albacore
tuna, to make a cruise worth while.
Good areas produce twice that
amount or more.

• **SAVED BY THE BUCKET
BRIGADE:** A. B. Donald Ltd.'s 47-
year-old, two-masted, auxiliary
schooner *Tiare Taporu* was narrowly
saved from foundering at sea in
early March on a voyage from
Rarotonga to Penrhyn.

She sprang a plank below the
engine-room in rough weather while
between Manihiki and Penrhyn. By
long hours of hard hand-pumping
and by the efforts of a bucket
brigade, with the passengers—in-
cluding the new Resident Agent for
Penrhyn, Mr. J. J. MacCauley—
assisting, Capt. Andy Thomson was
able to keep his vessel afloat and the
water below main engine level as
the schooner edged north against
head seas, and as an open boat
from Penrhyn, called by radio,
headed south to take off some of the
passengers.

The leak was reported at 3 p.m.
and it was not until the following
morning that the schooner could
enter Penrhyn lagoon.

But men from shore were able to
relieve the tired pumpers during
the night as *Tiare Taporu* moved
up to the atoll and awaited dawn
to negotiate the pass.

Penrhyn is one of the very few
places in the Cook Islands where

the schooner could be safely beached
for repairs. Had the mishap
occurred elsewhere, this Islands
veteran might well have ended her
days.

• **IN THE WATER:** NZGV *Moana
Roa*, new vessel for the Auckland-
Cook Islands trade, was launched
in Scotland on April 14 by Mrs.
G. R. Laking, wife of New Zealand's
acting-High Commissioner in the
UK. The delivery voyage is ex-
pected in October.

• **BLAME AFFIXED:** The master
of the Fiji Government vessel
Degei II was found mainly re-
sponsible for the collision which re-
sulted in the sinking of the small
vessel *Gaunavou* outside Suva main
passage on the night of September
27 last. The formal inquiry was
held in April.

At the time of the collision *Degei
II* was outward bound on the main
leads and *Gaunavou* was in-bound.
The Court found that an in-
adequate watch was being kept from
the Government vessel, particularly
in view of the fact that an un-
identified light had been sighted.
There was evidence that the kero-
sene navigation lights on the sunken
vessel were not up to standard.

The collision seems to have
occurred when *Degei II* made a
radical change of course to star-
board at the last moment. The

Russian Schooner In N. Guinea

At Port Moresby, in April, was
the Russian three-masted
auxiliary schooner "Zarya",
which is engaged in geophysical
research. Carrying the normal
fore-and-aft rig on main and
mizzen, "Zarya" had the unusual
feature of a square-rigged fore-
mast.

She arrived at Port Moresby
out of Australian ports after
clearing Odessa in August last
year, and is bound for Shanghai
and Vladivostok.

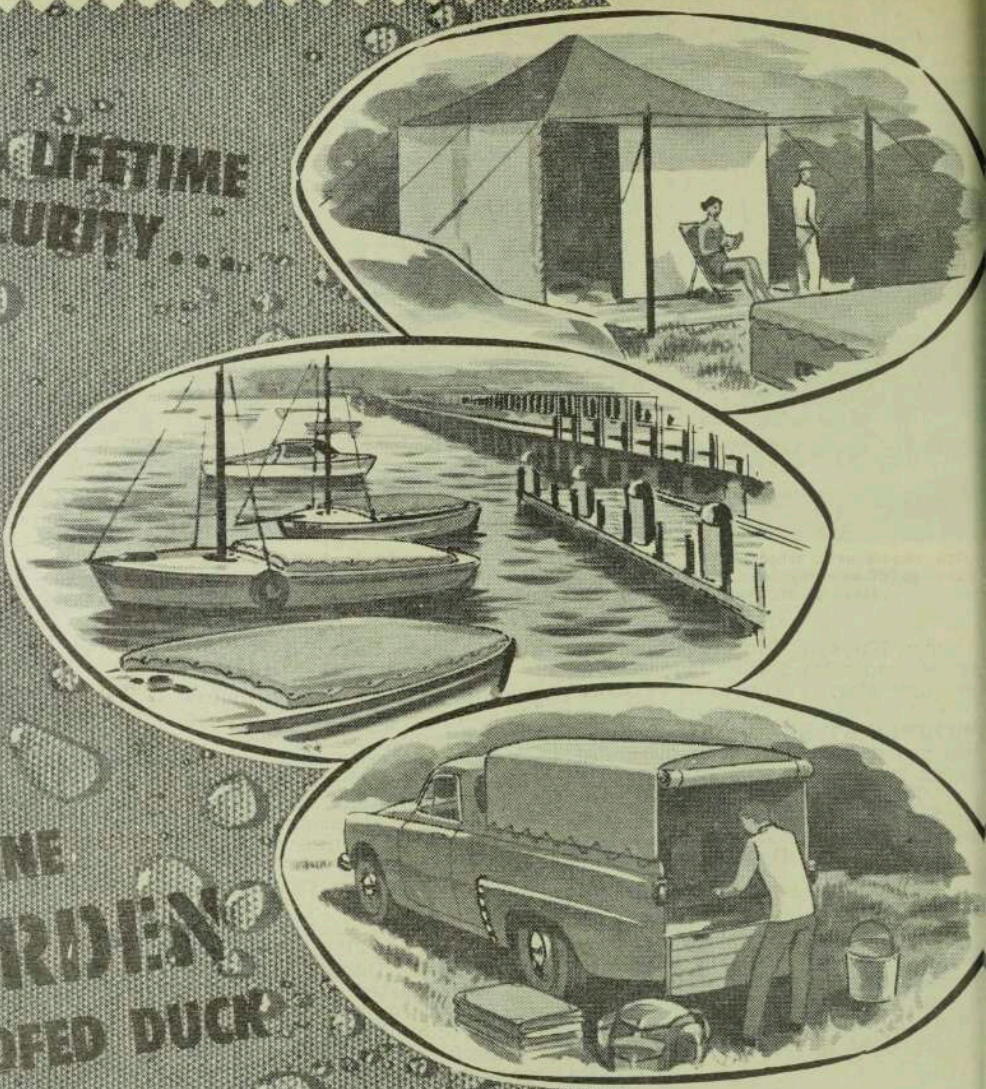
"Zarya" was carrying a comple-
ment of 34 officers, seamen and
scientists. Laboratory equipment
on board was designed mainly
for ionospheric and magnetic
meridian research.

"Zarya" was chosen for the mag-
netic research because of her
all-wood construction.

The leader of the expedition,
Professor M. Ivanhoff said that
detailed records were being col-
lected and sorted on a daily
basis.

"Zarya" was open for inspection
by the public at Port Moresby.

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made favourable comment on prompt action taken by the of *Degei II* to take off the of the other vessel. The read was not accompanied by suspension of certificate.

another case the Mate of the vessel *Tui Levuka* had his ate suspended for six months e result of a stranding on Vatu island last August. He ade a change of course with- forming the master, and had one to sleep. The vessel was vely damaged.

AN INTERESTING ONE: An iving vessel which will un- ately not now be seen in the s this year is the 700-ton, masted steel research vessel which was in Wellington April in the course of a cruise t the world eastbound.

registered in Panama, but n 1923 for the Hutton family ch Woolworth heiress Barbara of the better-known members, esel-powered vessel is today y Colombia University, New and commanded by Captain C. Kohler.

a is an attractive old-type with counter stern and clipper ith an eagle figure-head. On resent cruise she carries a fic team of 12, headed by Dr. Nafe, in addition to a crew

She sailed from New York ctober and has since called at ada, San Juan, Recife, Cape Mauritius, Fremantle and de in the course of her ocean ng and sounding and geo- tic survey cruise. She has outh as far as the ice fringe e Indian Ocean, and from gton she will also be crossing r South Pacific as she heads ape Horn and home. Once as a three-masted schooner, ries no sail today and her top- have been removed but she an attractive and interesting and may well be seen in the s in the course of some future

DST AT ROTA: Loaded with vegetables, local beef and ment equipment destined for , MV *John Marie*, 45-ft, con- NZ tug, owned by Juan Diaz, a Island, US Trust Territory, led late at night on the a of the pass at Rota, in , and sank outside the reef, n ocean. The hull surround- e keel was stove in.

per Onicimo Ogo, engineer n Taimanao and deckhand a Castro launched a life-raft, ere later picked up by a rescue

TOURIST VISITS: Nearly 400 alian tourists travelling in bla spent a day and a half in l early in April during a from Australian ports to

Japan and Hongkong. *Kanimbla* will be back in October on a similar cruise, calling also at Madang.

The Orient Line has also announced that *Oronsay* will spend a day at Rabaul in November during a cruise from Australia to Japan.

• **TANGLED TRAPS:** Native fish traps buoyed near the entrance to Simpson Harbour, Rabaul, have been getting in the way of shipping lately. Natives have complained that they have lost traps because ships strayed from the main passage and severed the mooring ropes. So far there have been no reports of damage to the shafts or screws of the ships.

Harbour authorities and native affairs officers recently held discussions with Matupit Island natives, owners of the traps, in an attempt to clear up the situation.

• **FOR SCRAP:** Tied up at Circular Quay since she returned from Papua a couple of years ago, Bern Shipping Pty. Ltd's MV *Etmor*, ex *Melinda*, has been sold to a Sydney syndicate for scrapping. Of 240 tons nett, and 154 ft length, she was in the Territory for a considerable period on charter to Australasian Petroleum Company, as a supply and transport vessel.

• **FLAT-TOP'S NNG VISIT:** HNMS *Karel Doorman*, a recently modernised Dutch aircraft carrier will visit Netherlands New Guinea ports in May to show the flag. She carries Seahawk jet-fighters and Avenger anti-submarine aircraft. Accompanying her will be two destroyers of similar type to HNMS *Amsterdam*, which recently visited Darwin and Fremantle. (Over)

Everyone admires a fine, healthy baby

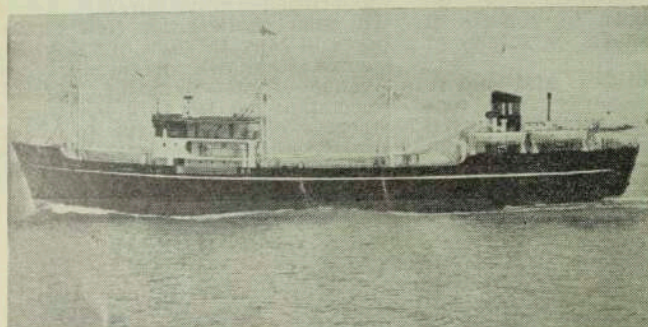
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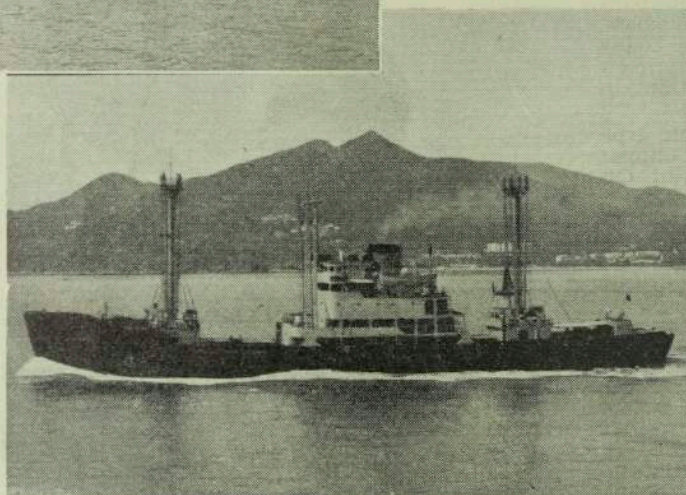
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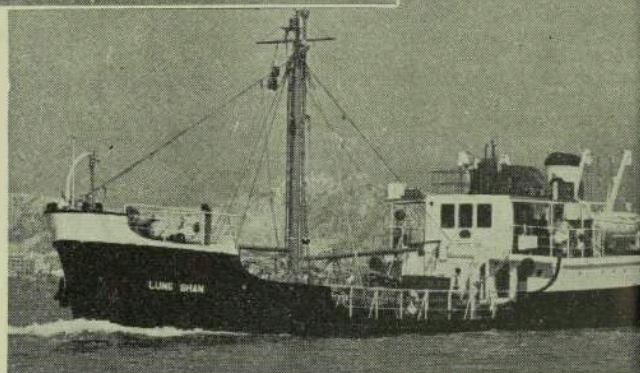


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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ALL PEACEFUL HERE: When vessels were granted for Korean to operate out of Pago for the Van Camp tuna fishery, there were some slight fears there may be incidents between Koreans and the Japanese who were also operating from that port, said in Auckland recently. Mr. Coleman, of American, was pleased to say, however, that no such friction had been apparent in the year since the Koreans arrived on the scene. There is almost constant friction between Japan and South Korea over fishing rights in the waters between the two countries, with Japan having set up an arbitrary line extending far off-shore inside of which they arrest any Japanese fish-vessels found operating.

SUPPORT FOR A THEORY: A tuna tagged and released by the Honolulu Biological Laboratory on the research vessel *Charles H. Stetson*, off San Francisco, on November 15, 1956, was hooked on March 13 this year by the Japanese tuna ship *Hayatori Maru No. 2* near Johnston Island, 1,000 miles south of Japan.

This is the longest period so far recorded between tagging of a tuna and its recapture, and was the seventh tag to be returned to the laboratory by commercial fishers.

Other tags returned have shown strong support to the theory that tuna caught in the eastern part of the North Pacific belong to the same colony as those caught in the western part. Formerly it was held that there were two or more colonies of albacore tuna which did not intermingle, and that the depletion of fishing in one area could have no effect on the other area.

ON THE BAG: Mr. Willie Schutz won the distinction in April of

becoming the first Gilberts-born boy to qualify as a Master, Foreign Going, in British ships. Mention of his service in British cargo vessels in world trade has been made in these columns on several occasions in recent years.

First qualifying as a marine radio officer, after service in the radio branch of the GEIC Government, Mr. Schutz was uncertificated master of vessels in the Cook Islands trade for a time.

Later, he returned to the Gilberts and was master of the Government's ketch *Kia Kia* (since sold). From there he went to Australia, where he served in coastal vessels for a time, then to UK vessels, from which he obtained his Mate's ticket at Southampton, and now his Master's ticket from that same port.

• **FALSE ALARM:** At the height of the search for the Tongan tuna longliner *Teiko* late in March, the ex Tonga Copra Board ketch *Aoni*—now the yacht *Trade Winds*—unwittingly caused a stir.

Bound from Auckland to Nukualofa, a landfall was made on the south-west coast of Tongatapu in the early hours of March 31 and

Nukualofa Haven

Haven for the smaller vessels of the Tonga Government's marine fleet is Nukualofa's Ta'ua Harbour. It is also the haven for visiting yachts.

the ship lay to until daybreak. Before getting under way at daylight all hands had breakfast as the ship lay drifting.

Ashore, some alert Tongans spotted the drifting vessel well off shore and passed the word to Nukualofa—where it was known, through radio contact, what ship this must be.

But for a while rumours that *Teiko* had been sighted ran wild, until the more knowledgeable ashore easily saw the difference between *Trade Winds* and *Teiko* and identified the drifting vessel, which was soon under way and at anchor in Nukualofa Harbour by 2 p.m.

News of Cruising Yachts

• **WHEN IN TONGA:** Not much is heard of the Nukualofa Yacht and Motor Boat Club, but it is still very much alive, with over 100 members, comfortable if old club house, and the usual facilities—bar services, library, table tennis, darts, a dance floor, and movie or colour-slide nights—as well as some yachting. There are about 15 boats, about half of which are launches and the remainder a rather assorted bunch, with no class-sailing as yet. Founded in 1950, the club is now in its third headquarters, located right on the waterfront a little east of Yellow Pier. The official yachting season extends through the Trade Wind season. Recently Mr. Dudley M. Blakely, originally of Boston, USA, was elected Commodore. Visiting yachtsmen are made welcome.

• **SEARCH AND RESCUE:** An American reader draws our attention to a questionnaire form which French yachtsmen are required to complete before they proceed on off-shore voyages to provide information in the event of such yachts going missing, and he rightly points out that this is a good idea.

As mentioned in these columns on various occasions the same scheme has been in operation in New Zealand for several years. The weakness of the scheme, as it has applied to New Zealand in the past, is that the completion of the form is voluntary, and that the form is not given to the yachtsman or required by the authorities for clearance of the vessel. Thus some yachtsmen knew nothing

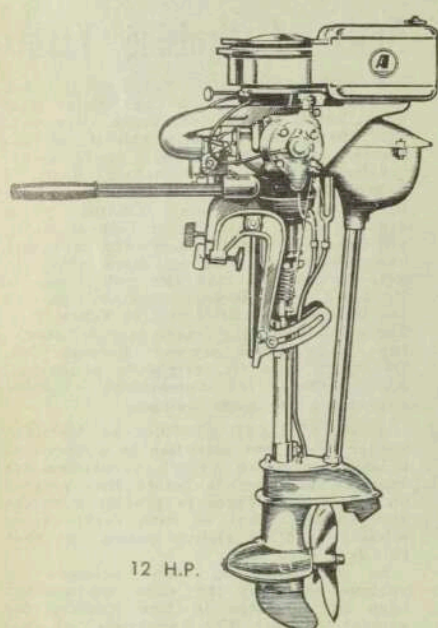
A building familiar to visiting yachtsmen at Nukualofa, Tonga, is the club house of the Nukualofa Yacht and Motor Boat Club.



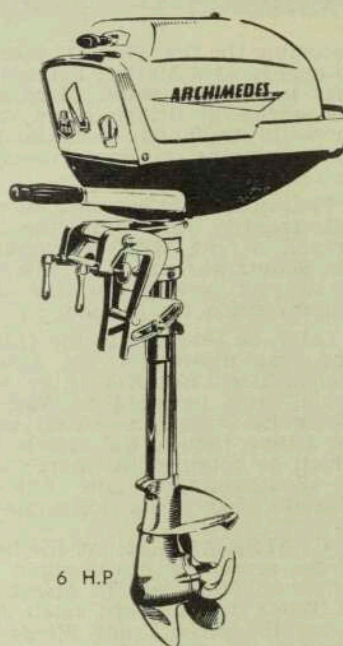
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6 H.P.

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Trade enquiries invited from other areas.

of the form's existence, and others just too tired to bother collecting one the Government Shipping Office.

We believe that this is being corrected and that the completion of a form soon be mandatory.

A few of the questions on the form could well be combined in the Zealand form—which is also available the Suva Harbour Master's office possibly in New Zealand Island territories like the Cooks and Western Samoa.

• **WAIHAPE** of Auckland, with J. Wray, cleared northern NZ March 1. Queensland, arriving Brisbane March 1. He planned to go on to the Great Barrier Reef.

• **ROMAYNE** of Vancouver, in Australia for several months, cleared again Canada April 14, first port Papeete. Mr. and Mrs. Stewart Riddell were other crew members.

• **REPOSADO**. Brian Niell, American-built motor cruiser, moved from Auckland April 5, bound Sydney. 90-ft. launch has been for sale since arrived at Auckland from Tahiti in last October.

• **L'HIRONDELLE**, which David, a man of Denmark sailed to Tonga years ago, and later presented to a Tongan prince, is now stationed in the Tonga Group of Tonga and is named TAKA.

• **BEN GUNN**, 41-ft. ketch from Connecticut, USA, with Henry Horn, his wife, and daughter Carlile, cleared early March for Australia via the Pacific ports.

• **SI YE PAMBILI**, 37-ft. ketch from England, with Southern Rhodesia policeman Roger Gowen and Bill, and two women aboard, also sailed Balboa early March bound trans-Pacific for Durban.

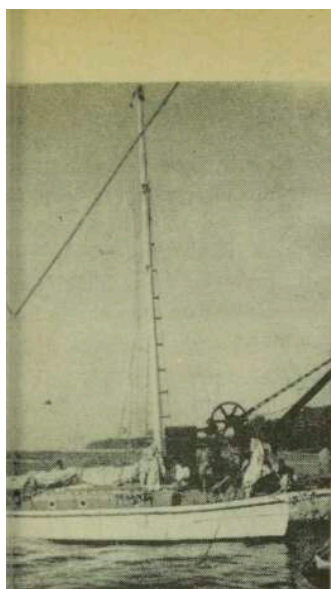
• **SECRET**, a 28-foot sloop from Virgin Islands, was preparing to westward from Balboa in March. Owner Peter Dohn was one other member.

• **FORTUNE**, a 34-ft. Seagoer type with David and Nellie Goffney as crew, was also preparing to head for the Pacific from Balboa in March. This left the home port of San Diego, California, and owner Goffney has had with the Canal authorities in the months. They plan a westbound navigation voyage.

• **SYMBOL**, home port Seattle, returned to the Galapagos in March. Owner Bud Devine is well known to many yachtsmen and to overseas amateurs. He makes occasional short voyages to Panama on vacation from engineering business at Academy Santa Cruz Island. This yacht is a ketch.

• **CRUISING YACHTSMEN** transiting Panama Canal may be interested to that a "PIM" file is maintained. Balboa Yacht Club. That file includes the first introduction to "PIM" many yachtsmen heading for the Pacific.

• **GOODEWIND** of England, 51 1/2-ft. x 8-ft. ketch, owned by Australian dental surgeon K. W. Laws, and crewman Lindsay Gillies, John, and Keith Dunkley of Australia. Michael Denny and Henry Strasburg England aboard, reached Suva April 23, having left that port from Papeete, having left that port 23. Calls were made at Moorea, Papeete, Borabora and Suvarrow. The yacht to be slipped at Suva to check for



Not Again!

Yacht "Drifter", of Wellington, (photographed above at Rarotonga), which was given up for lost. It took 202 days on a passage Rarotonga to Auckland registry ("PIM", April), was thought overdue again in April, but turned up. "Drifter", under command of J. P. Moore, sailed Auckland on April 9 for her usual destination — Wellington and turned up in that port on 26, 17 days out. Moore described it as "an uneventful passage".

when she spent several days on a Tahurei Bay, Rapa Island, in early 1928. In Germany in 1928, the steel craft then new wooden deck-sheathing at Portugal, during the present Dr. Laws acquired the yacht in England, in 1952. In 1958 he came to leave his London practice in Australia, where he purchased 11 ft. cutter NIRVANA, sailed it to the US and sold it. He then motored the US and travelled by ship to where GOODEWIND was laid up in absence. The yacht will now head off from England last year new to Australia. She flew from Suva to meet her husband again.

ARDUST, which has been in Fiji for about eight months, was pre- to move off in May for Papeete. He is to become a house-boat for a of Americans who were to arrive in a visit. They were to use the ed Fairmile for accommodation a charter arrangement. Captain crown of Suva was to join as nag- leaving his own charter ketch CO in other hands temporarily.

RADE WINDS, which arrived in from Auckland via Nukualofa on 12, sailed again for Honolulu on 13. A Canadian and an Australian, had been working in Fiji for the past joined the crew the next leg. Calls likely at Rotuma and Apia, and Pago Pago, and the Palmyra.

LAMMERHAK II, of Halfa, cleared in April for Indian Ocean ports.

Joseph Haykins, lone-voyaging owner of the 23-ft. yawl, had spent nearly five months in Rabaul working as a stevedore and road gang supervisor while he saved enough money to continue his round-the-world voyage. If his plans work out satisfactorily, he claims LAMMERHAK II will become the second-smallest vessel ever to make the voyage.

MANANA, of Sydney, was at Rabaul early in April after an uneventful (if lengthy) cruise from Sydney. Skipped by 24-year-old New Guinea patrol officer Mr. L. Hanson, the 28-ft. yawl cleared Sydney a few days before Christmas last year. Mr. Hanson had another patrol officer with him on the voyage, and MANANA called at Surfers Paradise, the Whitsunday Group, Cooktown and Samarai. The yawl will be based at Kokopo, 20 miles from Rabaul on the shores of Blanche Bay, where Mr. Hanson has been posted for the next two years.

Bay, where Mr. Hanson has been posted for the next two years.

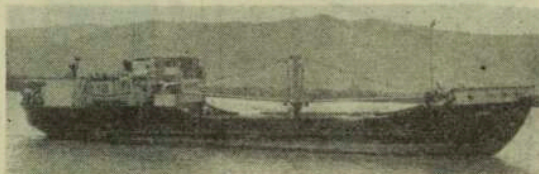
HIGH TEA, a junk-yacht which left Hongkong last year for San Francisco with Brian Platt as owner-master, was last reported in Yokohama so will presumably not be seen in the South Pacific.

CRAIG J of the US, with Dayton J. Lalonde lonehanding, left Apia westbound on March 20 after a week at that port. Next port not stated.

MARIE CELINE, a schooner of approximately 40-ft., skippered by Winston Williams—who did a world cruise in Irving Johnson's YANKEE some years ago, arrived in Papeete early March and is expected to be in French Polynesian waters for some time. Williams will be ferrying an American National Geographic Society photographer, who was to join at Papeete, round about these islands.

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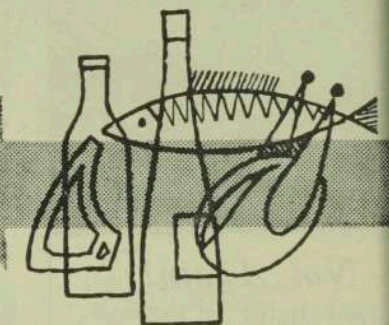
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Pacific Report

The month's round-up of news and pictures of people and places, from PIM correspondents in the South Pacific.

of Ocean Island Discussion

M. L. Bernacchi, Resident Commissioner of the Gilbert and Ellice Islands Colony, went to Canton at the beginning of May for discussions with representatives of the Australian, United Kingdom, New Zealand Governments on matters associated with the island, and on the future of the island generally.

Through the British Phosphate Commission, these three countries have the steadily diminishing phosphate resources of this and Nauru—which is administered as a Trust Territory of the Nations by Australia.

Taxation discussions are presently directed to the possibility of a copra levy, paid by BPC, being increased for the benefit of Ocean Islanders, though Mr. Bernacchi was not able to discuss matters prior to the conference, he passed through Suva.

Thinking of the future of the island after the phosphate supplies are exhausted in probably 20 years, Mr. Bernacchi said that the EIC Government's claim was to have the various capital works in the change over from a phosphate economy to some other of livelihood, established before the phosphate people pulled

There was also the matter of giving local people to take over administration of the island in branches. It was important too, that the island's reserve be built up in the remaining years of phosphate exploitation so there would be a substantial reserve available in interest from phosphate investments.

edy Followed eal of Fish

Stricken by fish poisoning, the crew of an inter-island trading boat, *Nikau*, fell ill one by one. In the end, only three men were left to handle the ship. Eleven were sick, and one of them, Smith, of Fiji, Third Engineer, died.

Sickness hit the crew after they had eaten a fish caught by hand line off Malekula, in the New Hebrides. The following morning, 11 of the men were ill. At one period only three members of the crew were available to work the ship.

Smith was so seriously ill that the ship went into Lamap, where he received medical attention from a French doctor. He appeared to be recovering, but a few nights later developed a high temperature and was the victim of hallucinations. He was so ill that the ship put in to Lamodu Bay, Epi, to seek medical assistance from the doctor at the Presbyterian Mission Cottage Hospital. But Smith was already dead when the doctor went aboard.

The name of the fish which is believed to have caused the poisoning is not known, but it was described as being "white with red lips".

The fish which caused the poisoning is possibly a type of snapper known in Fiji as *dokonivudi*.

Loss Of Southern Cross In The Solomons

Amongst the disasters to Southern Pacific smallships in recent years, Solomon based vessels have had a high rating. In April, another one—this with a famous name, the *Southern Cross*, mission craft of the

Tahiti Tourists 'A Problem'

Governor Sicaud, of Tahiti, has recently had something to say about Tahiti's tourist problem.

He said it would be some time before Tahiti's hotel accommodation, and the reception organisation, would be in a position "to offer the tourist the comfort to which he has the right to expect".

Tahiti shortly will be going all out to encourage tourists to the islands, as big plans are afoot for increased air traffic to Tahiti when the new international airport comes into operation at Papeete at the end of the year.

Anglican Melanesian Mission—met disaster, but fortunately there were no casualties.

The *Southern Cross*, No. 8 in the series, was blown onto a reef at Maravovo Lagoon, north west of Guadalcanal in a gale on March 31.

Aboard her were the Rt. Rev. A. T. Hill, Bishop of Melanesia, who is a master mariner and is in command of the vessel, and 14 crew members.

All hands got ashore and it was hoped that the ship might be refloated. But a "tidal" wave from an undersea quake later caused further damage and has apparently resulted in a constructive total loss.

Fortunately, *Southern Cross* was insured.

Like some of her predecessors, the life of *Southern Cross VIII* was short.

She was launched from the Ballina yard of S. G. White Pty. Ltd. on March 8, 1958, at a cost of £65,000, and went into service some months later. She was a wooden twin-screw diesel vessel, 71½ ft x 20 ft x 8½ ft moulded depth.

The first Melanesian Mission

A Quick Trip—With Lunch Free

When transport company director Keith Cummings, of Rabaul, shifted house from Rabaul to Raluana, about 10 miles away, he bought himself a sports car so that he could dash into work and home again.

But Raluana is on the now-notorious, unsealed Kokopo Road, which does not lend itself to good average speeds whatever the vehicle might be.

Said Keith: "It was dust one day, washaways the next, and heavy traffic the day after. If I did the trip in 12 minutes I was lucky."

So he bought himself an outboard-powered runabout, and now he comes to work in 15 minutes—with no dust, no traffic and no worries—across the waters of Blanche Bay.

The only thing that slows him down is a school of fish—and then he trails a trolling line.

"It's a dull day if I don't catch something for my lunch on the trolling line," he says.

DUNLOP

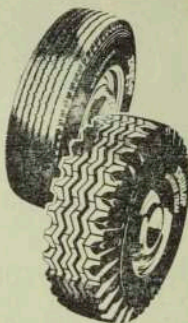
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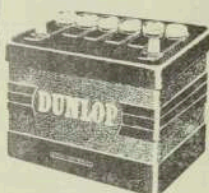
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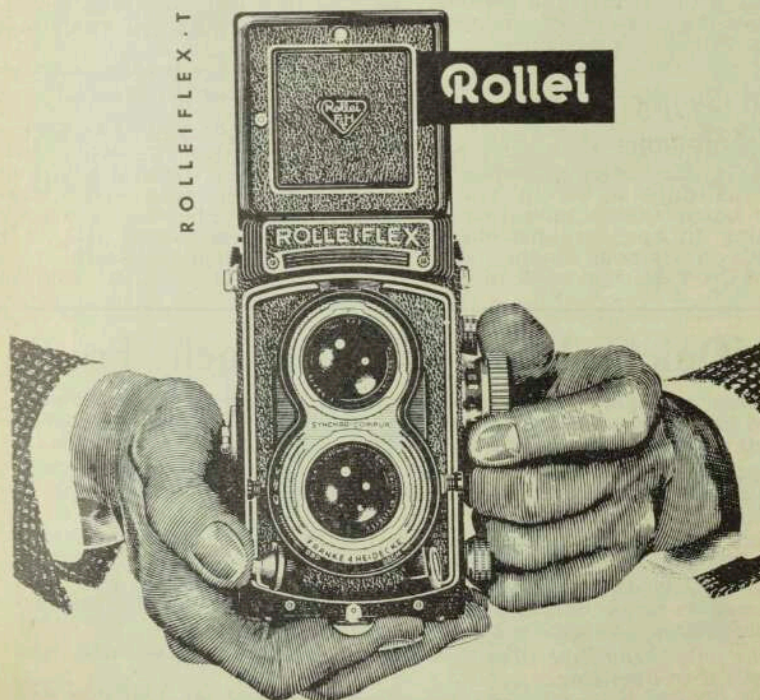
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Southern Cross was launched on 29, 1855, and was lost on the Zealand coast four years later. The first of the series was commissioned at the beginning of 1863 and disposed of ten years later. *Number Three* was launched in 1868, the first with an auxiliary engine, and was eventually sold in 1878 before she was sold. *Number Six* was commissioned in 1892, was in service in many ways, and was sold in 1900, after eight years later. *Number Five* was ready for service in August, 1903, and gave 29 years of service until decommissioned in 1932. It was the year *Number Six* was to roll—but she ended her career on Aneityum Island on 31 of that same year while on her first voyage north from the island. September, 1933, saw *Seven* in service. She was in 1954 and today operates in the Guinea waters under the name *Kilinau* for the Bougainville company, of Rabaul. The Melanesian Mission has owned or owned other vessels not in the name of *Southern Cross*, but the present has the small vessel *Y*, a 50 ft. wooden craft, in service in the Solomons-New Hebrides. It will probably not be too long before *Southern Cross IX* is to follow in the wake of her predecessors.

Wage Inquiry Soon

Investigation of the native labour pattern in Papua-New Guinea is soon.

Investigation is being conducted by the Native Employment Commission, which was established in 1954. It has heard months' evidence from a cross-section of employers and employees.

Important proposals are to be made by the Board following the investigation.

Papua-New Guinea's native work force, 70,000; 13,770 are employed in the Administration, most of them contract workers.

Students Staged Walk-Out

You say that the Chinese and the natives are better than we are, give them our school," exclaimed a group of native students in Rabaul recently. Then they took their bags and walked out. The upshot was that the District Officer, Mr. Frank Boisen, spent part of his week hunting for the missing students, smoothing them down, and asking them to come back. They are back at their studies now, and the incident highlights the

peculiar problems which face the Papua-New Guinea Administration in trying to raise the level of native culture.

It also shows that the outwardly uncaring native of New Britain can be deeply sensitive over inter-racial relationships.

The incident occurred at the Malaguna Technical Training Centre, show piece of P-NG's native secondary education system, and venue of last year's South Pacific Commission conference.

Modern, extensive, and built on a garden block, the school trains natives for the trades—mainly as carpenters, mechanics and plumbers.

But, unfortunately, the Tolai native of New Britain—and this

must be admitted—has not so far built up a very fine record as a tradesman. His skill, if he wants to work, is not questioned; but the position involves more than skill.

Native affairs officers believe that the root of the trouble lies in the fact that the Tolai has no basic economic necessity to work. He can live off the land or off his relatives. Therefore, he is likely to take any job lightly, and to walk away if not happy.

The position in Papua, as an example, is different. Real economic need exists for the semi-urbanised Papuan to earn a wage, and to earn it as soon as possible. He learns a job or a trade when he is quite young, and he gets a kick in the

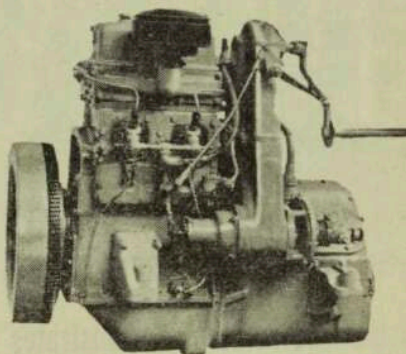
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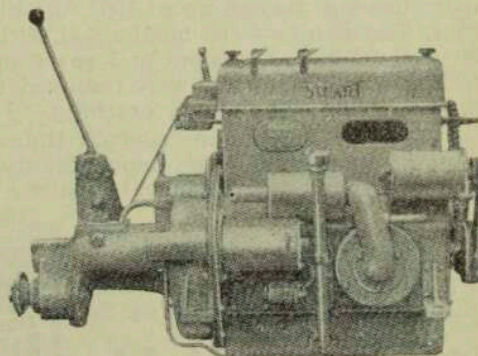


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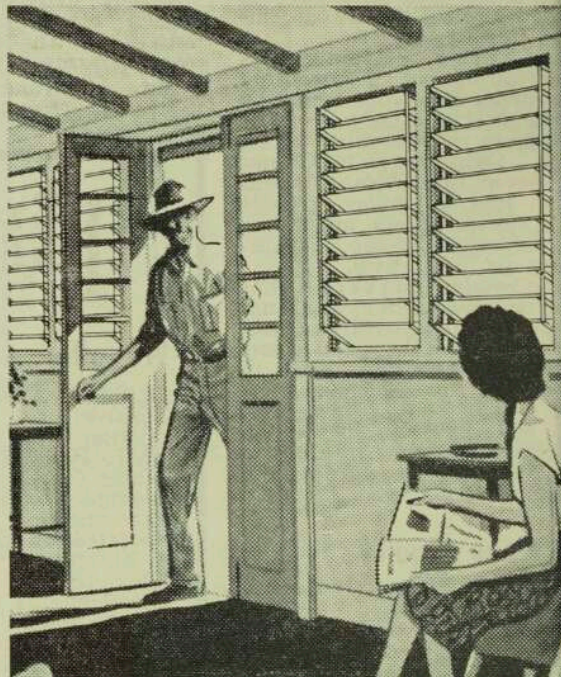
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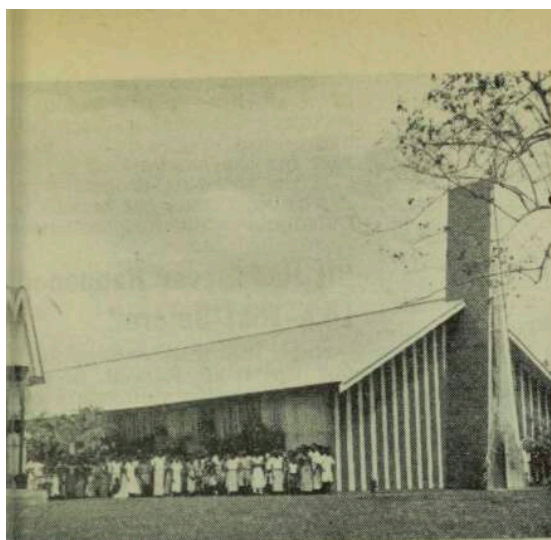
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Revelite for inside



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BUILT IT THEMSELVES

This new Lutheran church, just officially opened in the Markham Road, Lae, New Guinea, is the result of native self-help. The church, which seats 900, was built by native tradesmen and other volunteers, who also financed it. Hundreds of natives witnessed the dedication.

Photo: Pat Robertson.

from his father if he walks from the job and comes home to lounge his meals.

An opinion was expressed at a meeting recently by witnesses at a meeting of the Native Employment Committee. They agreed that Rabaul employers were not taking many apprentices or trainees from the ranks of the natives, but did not hesitate to say why. Employers said they had received no satisfaction by taking on these or half-caste lads.

The trouble at Malaguna Technical Training Centre was triggered when a small group of trainees made these statements.

That was the use of learning a trade, they wanted to know, if the employer admitted himself he would not have a Chinese or a half-caste? Why not turn the school over to the Chinese or half-caste, and go at that?

Fortunately for the system there is a solid core of responsible people among the Tolais which believe the only way to dispel the wrong feeling is to work hard and the feeling incorrect.

Accordingly, a group of native students have now formed a school committee for Malaguna. Their aim is to instill a feeling of responsibility among the students, to encourage the students in their work.

They will inspect the school regularly and will talk with students. The Department of Education hopes. In this way they hope to further dissatisfaction among students. Membership of the new committee includes the presidents of the five local government councils in the Rabaul area.

Money Lost" In Upset

According to the Papeete one-sheet, *Les Debats*, incompetence and lack of planning has

resulted in the loss of thousands of pounds in the construction of works intended to lengthen the deep water pier at Papeete. The newspaper says the foundations are sinking and will have to be taken out and relaid.

PIM's Noumea correspondent, commenting on this report, recalls that a marine slipway in Noumea Harbour, started six years ago, had to be stopped when nearly completed because of trouble with the foundations, and that the uncompleted slipway now seems to have been abandoned with the loss of much money.

Future of Big Goldmines Being Investigated

An expert investigation and appraisal of the Tavua Goldfield in Fiji is being made by Mr. Arthur Taylor, a well known mining engineer, at the request of the British Colonial Office and the Fiji Government. The question of whether the subsidy on gold production in Fiji will continue will probably depend upon his report. Mr. Taylor was in London at the end of March, in consultation with the Colonial Office.

More than two years ago, when the then Governor of Fiji, Sir Ronald Garvey, learned that the principal operator at Vatukoula, the Emperor Gold Mining Co. Ltd., had to make a choice between abandoning operations on the worked-out top-level ores, or spend a large sum on investigating the richer lodes believed to lie at deeper levels, he became a little anxious.

Fiji's gold exports represent a rather important item in the Colony's economy. So, to assist the Emperor Company in carrying on, he arranged a subsidy of £2 per ounce on gold production, for three years; and investigation of the deep levels at Vatukoula has been going on ever since.

The three years period will ex-

pire in the middle of 1961, and the Government now has to make up its mind about the best course to pursue.

The annual production of gold in Fiji is worth about £1,500,000, and the industry employs a labour force of about 1,600 and takes care of their 3,000 dependants, in relation to housing, education and similar amenities.

Japanese Interested In NC Smelting

It has been announced in Noumea that a delegation from Japan is shortly to arrive in New Caledonia to study the possibility of creating a smelting installation for nickel ore.

Mr. E. Pentecot, of the Pentecot group of industries in New Caledonia, whilst recently in Japan had discussions with Japanese industrial groups interested in nickel.

The delegation is expected to study practical plans for a smelting plant. It is thought that the position chosen will be at the northern end of New Caledonia in the region of Poum, an important nickel mining centre.

There exists interesting hydro-electric possibilities along the north east coast, some of which have been

News From That Leatherneck

Back home in the US after his six-months trek in the footsteps of the wartime US Marines through the South Pacific, Robert C. Hayes, former Marine Colonel, writes to thank all who helped him in compiling his series of articles for the Marine Corps magazine, "Leatherneck".

The magazine had a six-page article on the New Hebrides in January, and items on Bougainville, Tulagi, and the Coast-watchers, in March. There was to be one on New Caledonia in April, on Rabaul in May, on Melbourne in June, possibly one on Wellington in July, and a final one on Guadalcanal and Fiji in August. Other articles have appeared or are to appear in "Travel Agent", "Travel", and the New York "Herald-Tribune".

Since returning home, "Leatherneck" Hayes has married a Texas girl, and the couple are now living on a residential island suburb of Seattle. The address is 2414 West Mercer Way, Mercer Island, Wash., USA, and Mr. Hayes would appreciate hearing from any of the many persons he met during his recent tour.



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carefully studied. The establishment of a smelting plant would almost certainly see one or more of the hydro-electric sites utilised to supply fuel for the smelters.

If the smelting project is really it will be of immense benefit to New Caledonia's "disinherited" north.

"It Had Never Happened Like That Before"

Near the little village of Riem not far from Rabaul, a population of native youngsters crowded round a group of Japanese soldiers one morning 17 years ago.

The Japanese occupation was at its peak—the initial fighting and the final Allied onslaught not yet begun.

With time on their hands and with opportunities for entertainment limited, the Japanese were getting ready for a party by trying their skill at distilling spirits from pineapples, pawpaws and bananas.

And among the admiring native circle which pressed around was a thoughtful youngster by the name of Topidek. If the Japanese could make this spirit, he thought, couldn't he?

So he built up his own still, mashed up his own fruit, fermented and soon was on his way to success. Right from the start, his new learnt technology went with a bang. It was not long before the home of Topidek became a well known treat for the hardened drinkers of the village.

Topidek even invented a name for his product. It was indeed a week-end in Riem if he didn't drop the wink to his friends to drop for a quick one when returning from a session of hard work in the taro fields.

By this time the war was over, civil government was back, and the government was telling the natives that he was not allowed to drink (let alone make drink).

But Topidek forged ahead. He set up a secret shed in the middle of a cocoa plantation, and there he manufactured his potent drink with the aid of a couple of petrol drums and an assortment of tubes and pipes salvaged from old motor vehicles.

All went well until Saturday March 26, this year, when the Topidek Distillery Project came to a sticky end. The day started as usual with Topidek and his friends digging taro, and returning to their village late in the afternoon.

Topidek asked four friends in for a drink (a fifth joined later when the party had warmed up) and they sat round on the floor drinking spirits. They used only one bottle which they passed from one to another and "there was plenty of talk but no crossness" as Topidek described the party later.

Round nine o'clock, and still

Accidents On The Increase

Two Caledonia's motor accident cases are on the increase. Latest figures show that in there were 222 serious accidents—20 more than the previous year. Eleven of the accidents last year were fatal, almost 10 for the previous year. Two of the fatal accidents were in Noumea—the others in country districts.

ag to eat, sleepiness descended on the party. Two of the men went but Topidek and the others where they fell.

by one they woke up the next but one of the drinkers slept his friends tried to rouse him we him a cup of tea", but he without movement and breath- deeply.

moon he died, without having ed consciousness.

that night the secret of the was a secret no longer. Police ative affairs officers questioned village, seized the equipment, d away the body, arrested the ning members of the drinking

full story was told at a court a coroner's inquest at Rabaul ek later. The coroner found Tourawa, 35, of Riem Village, died accidentally from a coma ed by alcoholic poisoning.

idek made no secret of his experience as a distiller. He

"Often I have made it. I from the Japanese. I have drunk more times than I can. We have sometimes wakened the morning with our heads and our mouths dry, but there never before been other s."

and the sequel? Topidek went to or six months when he pleaded to a charge of drinking and arge of having possession of till. His friends of the drinking each received three months in when they pleaded guilty to ges of drinking.

lins Will Replace AF Sunderlands

forecast last year, the RNZAF is certain now to re-equip its g-boat squadron with Ameri- Martin Marlin flying-boats the existing Sunderlands are drawn due to obsolescence.

the RNZAF had the choice of ging to land planes, or of otting Marlins, which are virtu- the only aircraft in the world n could replace the Sunder- s. There are no large British g-boats in production today.

The Sunderland is a four-engined aircraft, but the Marlin has only two engines, though of greater power. Both are piston engined.

The Marlins will cost approximately £1,000,000 each and six are likely to be ordered. Spares will cost a further £1,000,000 for the six. They carry a crew of seven men and have an endurance of about 12 hours at a somewhat higher speed than the Sunderland. Their armament and radar equipment is more advanced.

More Gilberts Settlement In Solomons Coming

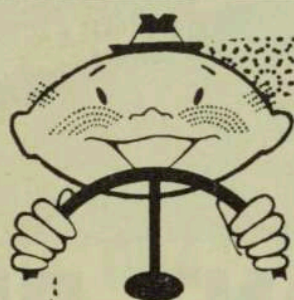
Mr. M. L. Bernacchi, Resident Commissioner of the Gilbert and Ellice Islands, said in Suva at the end of April that the resettlement scheme under which Gilberts

people had made new homes in the British Solomons in recent years had been a success and that the people were now quite adjusted. Others wanted to follow them.

Any further transfer would be delayed, however, until the BSIP Government had set up a Native Lands Trust Board. Until it was functioning, further areas could not be made available. Meanwhile, the Gilberts people were building up funds to purchase land.

Mr. Bernacchi said that the lesson of Kioa, in Fiji, where Ellice Islanders had earlier been settled, was that communal land ownership was hopeless. It crippled initiative and development. The Gilberts people traditionally enjoyed private ownership and the freedom to develop their land as they wished.

It was considered that a minimum of 5 acres per holding was



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role in Solomons resettlement, and would be owned by the of the family or group, but holding would support the family.

To Do About Sorcerers?

Sorcery is a serious problem in New Guinea—and what to do it has exercised the minds of administration officials for a time. There is a law against the practice, but that hasn't stamped it out. Recently the Gulf District Council of Papua sought positive steps. It suggested that sorcerers be compiled of reputed sorcerers and a close watch kept on them.

The council claimed that fear of sorcery was the chief obstacle in educating villagers to modern life.

In April, the Administration rejected the idea of stern measures.

It is obvious," it said, "the improvement of practising sorcerers must be expected to remove false beliefs from people's minds. It often has been said that sorcery enhances a sorcerer's prestige."

The only way to tackle the situation, it said, was by education of the native people, which would lead to understanding—which seemed to bring the problem back to full

Vanilla's Vanilla and Coming

Though Tonga is some distance from being an important exporter of vanilla, considerable progress is being made at Vavau in extending plantings as the result of a government publicity drive to encourage land owners to establish

any village and school plots as well as private plots, each of 100 ft. have now been planted with government assistance.

Tonga is still seeking the services of an experienced vanilla curing expert. Last year efforts were made to obtain a Chinese curer from French Polynesia, where this side of the industry is almost entirely in Chinese hands. The difficulty proved to be that the Tahiti Government is apt to refuse re-entry of Chinese who leave that country. Two Tongan agricultural students studied the curing process at Tahiti for a short period several years ago, but were eventually not able to master all the tricks of the trade in the time allotted to them. While overseas firms have reported most favourably on the high vanilla content of sample plants of beans, some have men-

tioned certain weaknesses in the curing.

What seems certain now, however, is that before many years Vavau will be quite definitely entering the world vanilla market with a high quality product.

The Government intends to see that the reputation of Tongan vanilla is established from the start.

Cocoa has been tried at the Vavau experimental farm but the indications are that climatic conditions are not satisfactory for this crop, due to the often lengthy droughts throughout Tonga.

Robusta coffee, however, is showing promise at Tongatapu and nearby Eua, and experience is being gained in varieties, planting tech-

niques, and necessary shelter conditions. The Government is encouraging the establishment of coffee plantations by private land owners and villages.

Seed is being provided from shrubs which have reached bearing at the Government experimental station.

Tonga Hopes to Improve Its News Service

Tonga has no newspaper yet, but there are hopes of improving the existing news service, which is restricted to one or sometimes two sheets of duplicated foolscap, with usually no local news, a brief over-

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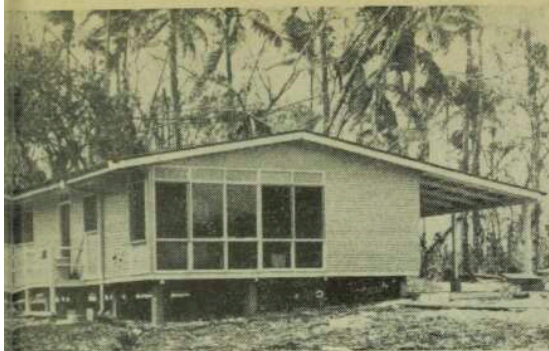
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An Australian prefab in the New Hebrides. See below.

news summary, and a few Government announcements and some misstatements.

However, a Klischograph photographic block making machine the way from Germany. As this is installed in the Government Printing Office, it will be able to include occasional local photographs in the news just as is now done in the Islands, and also use them in other Government publica-

At present, any blocks have to be in Suva, so they are scarcely available by the time they can be seen in the news sheet.

Your Hands Tom's Hens

When the English yacht *Goodeen* en route from Papeete to put in to uninhabited atoll in the Cooks in the crew were surprised to find flocks of hens running around anchorage Islet and a notice inviting all and sundry that they belonged to Tom Neale and to leave strictly alone.

It appeared that Tom Neale, of Pongia, who received some publicity in the world's Press during his stay on the atoll several months ago, had called again last year in the yacht *Tahiti*, which was owned by American Lorin Smith, based at Rarotonga. Or perhaps he had despatched his hens to some other belongings by this time.

Anyhow, there were indications that Mr. Neale would himself be turning with other equipment

Australian Prefabs For New Hebrides

A hurricane devastated Vila in the New Hebrides, slowly picking up the pieces following the blows of late October and early January, requiring a shipment of £A50,000 worth of prefabricated houses from Australia in April.

Some 15 of them—were ordered by the Compagnie Industrielle Travaux Australia, from Book Homes Pty. Ltd., of Bris-

bane, a subsidiary of the John D. Booker group which not long ago built a complete township in the Snowy Mountains area of Australia.

The prefabs were loaded on the *Polynesie*, and a 15-man team of tradesmen, headed by foreman carpenter George Parker, followed by air for Vila to complete the erection. The houses have three bedrooms.

A sample of the prefabs was built in the New Hebrides late last year, and this house came through the hurricanes a month later without any damage.

New Broadcasts From Fiji and Tarawa

A new Fiji Broadcasting Commission outlet came on the air late in April, and another one will soon be on the air at Tarawa in the Gilberts.

The latest FBC outlet is on 5980 kc/s and is to be used mainly in the English language service. It is not expected or intended that this transmitter will be heard much beyond Fiji. However, the transmitter should provide better coverage for English language listeners in the outer fringes of the Fiji group.

A month earlier FBC put a new outlet on the air on 6005 kc/s and this is carrying the Fijian and Hindi programmes.

The FBC thus now has transmitters on 3980 kc/s in the 75-metre band, on 5980 and 6005 kc/s in the 49-metre band, on 930 and 840 kc/s in the standard broadcast band from Suva, and on 890 kc/s in the broadcast band from the relay station at Lautoka.

Tarawa, which has been using a transmitter normally employed for overseas morse communications in a very limited broadcasting service, took delivery of a new 2½ K/w broadcasting transmitter in January and it should be on the air within the next month or so.

Tarawa has had a programme on the air on 844 kc/s between 0730 and 0830 GMT on Fridays intended for listeners in nearby areas, and another programme on 6050 kc/s in the 49-metre band between 0430 and 0530 kc/s on Sundays intended for

the more distant parts of the Gilbert and Ellice Islands Colony—which extends eastward to Christmas Island and westward to Ocean Island.

It is believed that the new transmitter, which is five times more powerful than the one it replaces, will be operating on 6050 kc/s or some other short-wave channel.

It should be heard in areas well beyond the limits of the Colony.

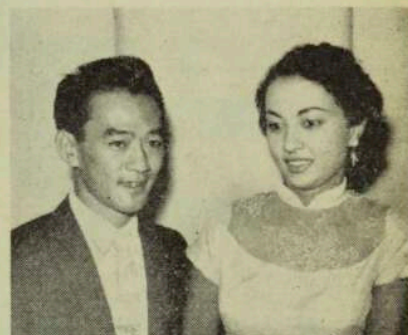
New Guinea Development "Won't Be Speeded Up"

A straight-talking appraisal of how neither the Government nor the missions could speed up development of native people in New Guinea was given recently by a senior mission officer who has lived 22 years in New Guinea.

The speaker was the Rev. Father J. Hoehne, Manager of Vunapope Roman Catholic Mission near Rabaul. Contrary to most mission and Government reports, his statements dwelt on things which had not been accomplished in addition to what had been accomplished.

Rabaul businessmen who heard him speak (he addressed a meeting of Rabaul Rotary Club) came away with the idea that Father Hoehne was firmly convinced successful self-government was a long way in the future. But Father Hoehne did not commit himself specifically on that point.

The two main problems he out-



SYDNEY VISITORS. Visiting the Polynesian Association of Sydney recently were (top) Mr. Clyde Low and Miss Lavinia Wong, both of Suva and (below) Mr. and Mrs. Geoff Nash, of Tonga and Fiji.

—Tele-Photo.



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connection with native development were:

present levels of development the native would tend to return immediately to his original state the immediate stimulus of education was removed.

many cases the native had from anti-social or illegal as not so much because of culture but from fear of consequence.

Hoehne said that visitors to Guinea saw the surface instead of a new native culture, the people who lived in New Guinea knew how much still had to be accomplished.

could be no speeding up of the present system of development, the keystones to success in the programme were time and

and at from a basic point of view the development already achieved was remarkable. Little more than 60 years ago the New Guinea native had been a primitive, but today he was already on the way to a new civilisation.

These Interest in Shells

all shipments of South Pacific shells have gone to Japan—from Western Samoa, and the others—in the past year or so, purchased by Banno and Hayashi, who have their own shipping. In April, the representative of another Japanese firm, Tayayasu Suzuki, of Shinjuku Kaisha K.K., Tokyo, was in Fiji, Tonga and Samoa, to buy copra and other Islands products. Shin Toa are agents in Fiji for the Tonga Government. Mr. Suzuki was also visiting Suva in connection with the vessel *Teiko* (see elsewhere). Suzuki said in Suva that he did not appear to be much interested in getting Fiji copra, which he had locally, but he hoped to do a deal with Western Samoa.

He said that there was still a market for trochus and other shells in Suva, though the price was not as high as it had been in recent years.

Suzuki said that his firm was to arrange barter deals, with payment in Japanese manufactured goods. He expects to be in Suva until the latter half of May, then to continue on to Pago Pago and return to Japan by way of Honolulu.

Is A Taxi, Said in Rabaul

Port Moresby plumber Bob Clarke threw away his wrenches to take bus service in Rabaul because he did not get quickly enough that there

were more big wheels in the transport industry than the ones underneath his shiny new buses.

The big wheels were the taxi operators—there are 54 cabs in Rabaul—who waited four weeks and then rose with a cry of "pirate!"

Owner-driver Clarke, they said, was taking away their trade by picking up and letting down passengers anywhere in the streets instead of sticking to specific bus stops.

They claimed he had even committed the terrible sin of picking up a fare from the very doorstep of a taxi business in Malaguna Road.

Said taxi operator James Bending, from whose magenta-coloured premises the alleged sin was committed: "A fare's a fare, but we expect a bloke to be fair."

Bending said that taxi operators

were prepared to work a couple of cabs in front of Clarke's buses to pick up any trade that was offering.

But the upshot of the argument was not quite as drastic as that—or not so far, anyway.

The taxi operators drew up a petition claiming that Clarke should stick to specific stops, and that he should not deviate from his predetermined routes. "There's room for us all, but a bus is a bus and a taxi is a taxi," one of the operators said.

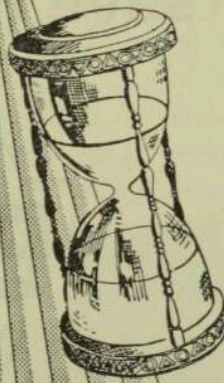
The petition was sent to the Police Department, the Department of the Administrator, the Rabaul Chamber of Commerce and the Rabaul Town Advisory Council.

And that's where the matter rests at present.

Meanwhile Clarke's buses are providing the first full-scale bus ser-



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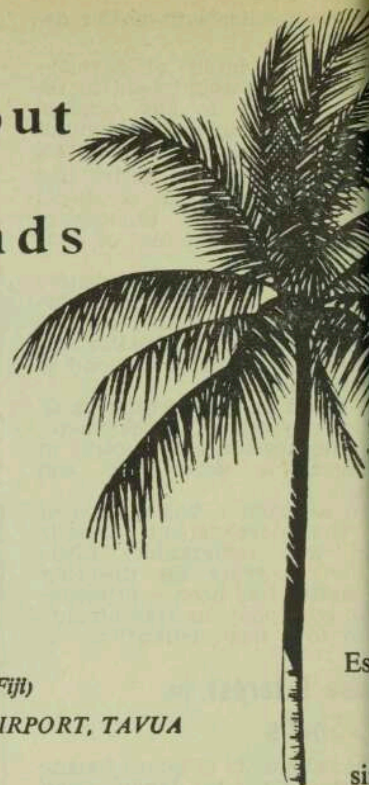


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Rabaul has known. They spell the end of liberal facilities extended to of the Administration in

New Britain District Commissioner, Mr. J. R. Foldi, said that existing transport facilities made available only because there had been no public

bus service proved satisfactory. Administration officers have to travel to work by bus, special travel facilities withdrawn.

they may have to pay their work—which is normal," Mr. Foldi added.

g Islands Teenagers Streets

est to cope with the growing problem of teenage wandering around at a is a question that has exercising the public conscience some Pacific centres. Idle too often turn to mischief, m, brawling and, at worst, eaving.

has tackled the issue by and equipping a youth under the drive of the local Club. The new amenity at Marks Park, Suva, was opened on March 18 by the (Sir Kenneth Maddocks), gymnasium and social hall, and library. Other activities, the club is in full swing, will a dozen varieties of sport, English classes, woodwork, newspaper, photography, hiki-playing, and first-aid in-

middle of April, over 150 ons had been received from Fijians, Indians, Chinese, Europeans and Europeans be- e ages of 13 and 19.

J. Ragg is warden of the under the direction of a ment committee. In time, the ill take an increasing share responsibility of running it.

s' Mother Still e Bride Price

young Karavas, from near t, in New Ireland, reached eable age she was a nice-girl, pleasant and friendly, had no shortage of suitors.

among the suitors was Mias, ng, who willingly paid the n the mother of Karavas d as bride price. They made couple, but within a few he wanderlust came to Mias travelled alone to Rabaul.

he mother of Karavas l her wise head and looked or another bridegroom for orted girl. Thomas was the

name of the young man finally chosen.

But the mother of Karavas no doubt reasoned that the girl, being more experienced, was worth more than before. Accordingly, Thomas had to dig deep and produce £15, but he did not mind because he considered Karavas was well worth it.

And then Thomas, too, felt the urge of the wanderlust, but unlike his predecessor he took his new wife with him, and they arrived together in Rabaul.

For Thomas the trip was a big mistake, because Karavas roamed the town searching for her first love—and eventually found him.

So it was that Thomas was left stranded, while Karavas and Mias took up the life they had broken

off abruptly in New Ireland.

Mias, with a secret fear niggling at his heart, hid his re-found bride in a hut in the bush.

Thomas, bemoaning the loss of his helpmate and his £15, stormed through the streets and bush tracks until he found the hideout. Mias wanted to talk but Thomas wanted to fight. Karavas giggled coyly in the background.

Friends came from all directions and split into opposing camps. The talks broke down and the shouting started. A fight was in the offing when Patrol Officer Michael Cockburn, summoned by a group which favoured arbitration, arrived to sort out the trouble. He dispersed the angry men and went home.

But Thomas had vowed vengeance. He gathered more than 150



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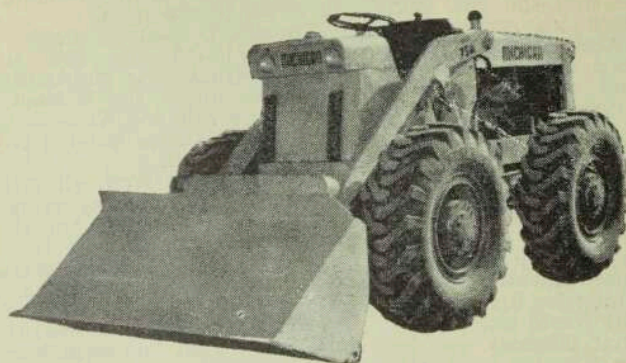
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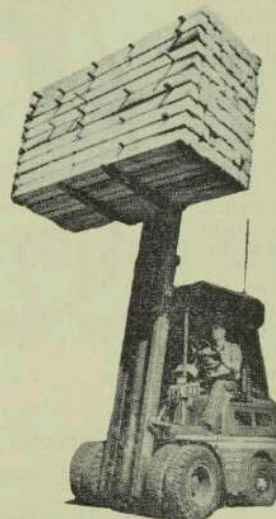
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sent an emissary to the hide-
backed in the flimsy door.

was more than ready for
assault, and had gathered
50 stalwarts of his own. Out
knives, sticks and stones. One
was stabbed in the chest,
were thumped with pieces of

l Officer Cockburn hot-
tt back to the scene, and re-
a thump of his own in the
al confusion. Sub-inspector
Young, of Rabaul Police, also
and led away one group of

a peace had returned,
ty took out its notebook and
Down the particulars to be
out in court.

court sent Thomas to gaol
months for threatening be-
two others were gaoled for
ing Patrol Officer Cockburn,
were each fined £1 for riotous
ur.

court also ruled that Mias
rightful husband of Karavas
all, he had paid the first down
nt—even if he had sneaked
om his responsibilities).

Thomas will have one con-
a awaiting him on his release
gaol—he will get back the £15
he paid for Karavas, and it
the responsibility of Mias to
e the payment.

act the only figures in the
to come out on top are
as; Karavas because she had
afternoon's entertainment,
e mother of Karavas because
ll has all the bride money.

Caledonia's Finances But Costs "High"

first few months of 1960 have
financially excellent for New
nia, with Customs receipts
erably higher than expected.
due mainly to the increased
of ore and smelted nickel.

while, however, the cost of
continues to mount, and in
eggs reached a record price—
nces a dozen, which is nearly
Australian. Recently, too,
breeders have asked for
r increase in meat prices.

ery Explosion At Home olitical Leader

nea's police, in April, were
gating the mysterious ex-
a of dynamite in the garage
oumea lawyer Georges
ay. Mr. Chatenay is leader
UNR party, which is the local
oot of France's ruling party
among other things, in the
ont of the anti-Viet move-
in New Caledonia.

explosion took place in the
hours of the morning, but

there was more noise than damage,
and Mr. Chatenay was not at home
anyhow.

A correspondent says that
dynamite explosions "are much too
frequent in New Caledonia". There
were several cases directed against
Viet Nameese a few months ago.

The Changing Face Of Fiji's Capital

New landmarks were taking shape
in Suva in May, and an old one
had disappeared.

Most prominent of the new land-
marks was a 60-ft steel lattice
tower carrying a very-high-
frequency aerial system which has

been erected on top of the new
four-storey Post Office building.
The tower is part of a radio teletype
system between Suva and Nadi.

Farther along Victoria Parade
the big new three-storey block for
the Grand Pacific Hotel will be
ready for its first customers by
June 1, though it will not be com-
pleted until the end of the year.
Exactly the same height as the old
building, it adjoins it on the Suva
Point side. Already many bookings
have been received for Christmas,
which, in pre-air-conditioned days,
was a time when tourists carefully
avoided Suva's heat and humidity.
The evidence of bookings now flow-
ing in is proof that if the right
facilities are available, tourists can

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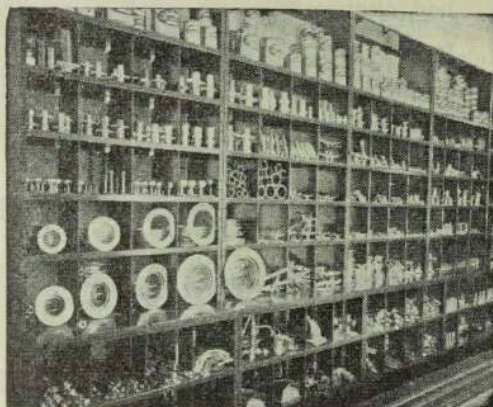
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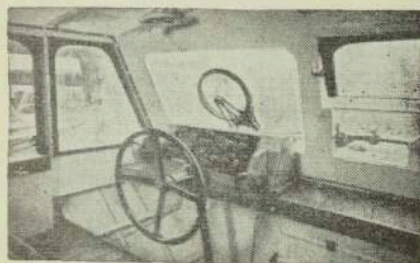
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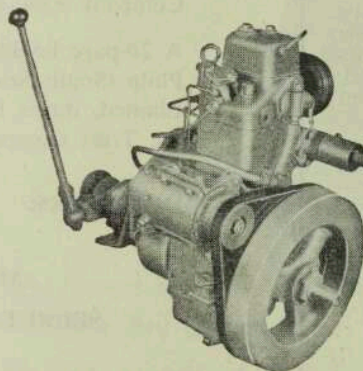
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ected to Fiji the year-round. y old landmark which has ared is the Cottage Home eedy Europeans—there are eople in Fiji—which since s stood on the corner of and Butt Streets adjoining ent *Fiji Times* building. old wooden building, which ched the end of its tether, ady being replaced by a concrete-block structure of ooms on the same site—to ed the Pearce Home. ill be largely paid for by onated by well known Suva s man A. E. Pearce and is £13,000 to erect.

Came Back On Sentimental Journey

he night that Fred Harge- went out to the US sub- *Gato* which took him away New Britain to safety, he promise to a group of Aus- s and natives who stayed in the shadows.

day I will be back. I will you properly for what you one," he told them.

was 16 years ago, but re- Hargesheimer showed that omise was not idly made. living in White Bear, ota, and marketing manager Remington Rand organisa- e wrote a letter to one of en who stayed behind, and m he was on his way back. man who received the letter att Foley, of Rabaul, who in the Islands during the d who now operates a busi- Rabaul.

er said: "The letter was like a ut of the past. When I saw ng up in the rack at the uinea Club I wondered who e writing to me from a.

pened it up, and the first hich fell out was a picture elf taken 16 years ago. It en taken soon after a party ame across Fred Harge- r hidden up in the village of mbu."

or Hargesheimer had been a my Air Corp pilot attached photo squadron in New a when one day in June, 1943, de a lone patrol in his P38 Japanese occupied Simpson ar, Rabaul. With his film ines exposed he was follow- e New Britain coast back to hen a Japanese aircraft got Hargesheimer, sick with head es probably caused by el, bailed out at 2,000 feet ne incredibly rough country.

31 days he was on his own, off two chocolate bars and of snails, before natives of mbu village took the sick man heir care and hid him for onths from Japanese patrols.



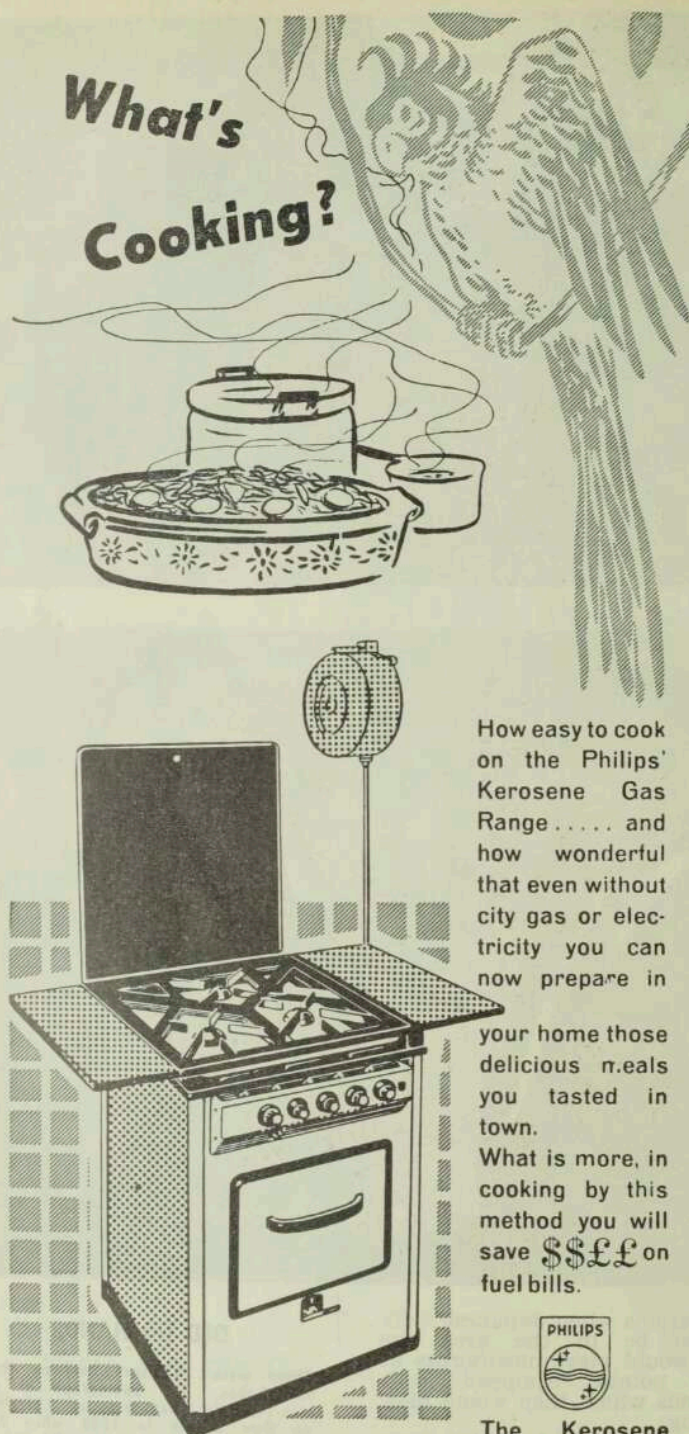
On occasions when Japanese were known to be in the area the villagers would place picaninnies at strategic points, equipped with conch shells which they would blow in warning.

Given up for dead at his base (they named a New Britain lake in his memory) Hargesheimer lived native, eating taro and shark meat with the rest, until the end of the year, when a group of Australian Coastwatchers found him.

That group, landed by submarine for work behind the lines, was led by Captain Ian Skinner, who these days is a P-NG District Commissioner, and included Lieut. John Stokie, who left New Guinea only

OLD NG HANDS

There were 16 years between these handshakes. The photograph at top was taken in Japanese occupied territory on New Britain in 1943 when Fred Hargesheimer was a major with the US Army Air Corps and Bill Townsend was a Wing-Commander with the Royal Australian Air Force. Both had been shot down. Both, after many adventures, fell in with a party of Australian Coastwatchers. Above, as Hargesheimer (on the left of the picture in both cases) and Townsend looked when they met in Sydney in early May. The RAAF took this picture, and Fred Hargesheimer supplied the top one to "PIM".



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recently, and Sgt. Matt F. together with native troops.

For three months Hargesheimer was with the Coastwatchers, by now had been joined by R. pilot Wing-Commander W. Townsend and his observer, had been shot down on the coast and looked after by a native friend of the Coastwatchers the late Paramount Lu Golpaik. (PIM, March, '59).

In February, 1944, Hargesheimer Townsend and some others taken off by submarine—Hargesheimer having spent eight months in enemy territory.

When Hargesheimer arrived Sydney in May on his sentimental journey to New Guinea he was at the airport by a grin Townsend, now Group-Captain in command of the RAAF's base at Williamtown, NSW incidentally, chairman of the Australian branch of the Royal Forces Escaping Society).

Also there in force were the TV and radio, who for an kept Hargesheimer so busy finally he exclaimed. "But, g My home town paper doesn't know I've gone!"

Within a day or two Hargesheimer had left Sydney on his last to Rabaul, where there was a welcome being arranged for Director of Native Affairs Roberts, another ex-Coastwatcher organised a special patrol to him back to his village where hoped, on May 7 he would be to spend his 44th birthday at old friends.

A New Look For Hollandia Soon

Hollandia, capital of Netherlands New Guinea, is to get a new Among developments planned.

A new two-storey police headquarters; a new building for future Legislative Council (probably built overlooking the new office the Netherlands Trading Company a new hotel, probably to be on Humboldt Bay, near the Y Club, and primarily intended transient civil servants and businessmen; and the erection of new homes beyond Noordwijk.

They'll Make A Present Of An Airplane

The youth of Germany entrained in the Society for the Propagation of the Faith will donate a twin engine, DO 28 Dornier aircraft. Bishop Bernard Schilling, SVD, 40-year-old Divine Word Missionary who in March was consecrated first Bishop of the newly formed Vicariate Apostolic of Goroka in the New Guinea Highlands.

The Vicariate covers 7,700 square miles, and has 28,000 Catholics and 290,000 non-Catholics. There are already six airfields in the area.



Bishop Schilling, of New Guinea.

will soon be built by the
maries.

oop Schilling began studying
the priesthood when he was 15,
as not ordained until 1947.
years later he was missioned
New Guinea, where he became
priest of Minj, and later was
ated District Superior.

Native Protestants Autonomy

special service was held in
ea's Protestant Church on
24 to mark the decision to
the native Protestant Church
New Caledonia autonomy. (The
ean section of the Protestant
h in New Caledonia will see
ange).

announcement of the re-
sation of the native church
brought from Paris by Pastor
ud, Delegate of the Societe
Missions Evangeliques. The
ad been prepared for this
pment over the last few

testantism is very strong in
loyalty Islands and in certain
s in the east coast of New
onia, although mostly New
onia is Catholic.

Donohugh Starts moan Uproar

gest news in American Samoa
ril was the Donohugh Case.
March, Dr. Donald Donohugh,
overnment Medical Officer in
Pago, had reported to the
can Press that the spread of
y in American Samoa had
ed "ominous proportions".
said from 42 cases in 1950,
were now 212, and this state
airs, he alleged, was mainly

due to inaction and shortage of
money. He also criticised the
building used as a leprosarium in
Pago, which he said was in such
a bad state of repair that the best
thing to do with it would be to burn
it down.

Following Dr. Donohugh's release
to the Press, which did not go
through channels, he was summarily
dismissed by Governor Coleman.

In the resultant uproar, American
Department of Interior officials
took an interest, and announced
they would send a team of
leprologists to Samoa to find out
the truth. At the same time, they
had Dr. Donohugh re-instated
pending an inquiry and the medical
report.

The inquiry was held by the
American Samoa Legislature, which
held a session of Special Com-
mittee.

Dr. Donohugh's boss Dr. Lawrence
Winter, Samoan Director of Medical
Services, made it clear that he
thought that Dr. Donohugh's
figures were exaggerated. (Diagnosis
and classification of leprosy is not
always cut and dried). He said
there was no cause to become panic
stricken; there was merely need for
more careful evaluation.

The Legislature finished its inquiry
on April 18 after eight days of
public hearings and two in prepara-
tion—the longest investigation in
Fono history.

It announced it would not publish



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its findings until after the medical team from the US had made its expert survey.

Meanwhile, in nearby Western Samoa, at present under New Zealand trusteeship but well on the way to self-government, the Donohugh case has aroused wide interest.

Explained the *Samoa Bulletin*: "It is felt that with regular air services in operation, there is greater intercourse between the two main islands of Tutuila and Upolu, and a disease that might affect the one could have very real consequences for the other".

Polynesian Land Survey Completed

The field work of a survey of the land tenure systems of the Cook Islands, Western Samoa, and Tonga was completed in April by Mr. Ron Crocombe who has now returned to the Australian National University at Canberra to spend another year preparing his material for publication.

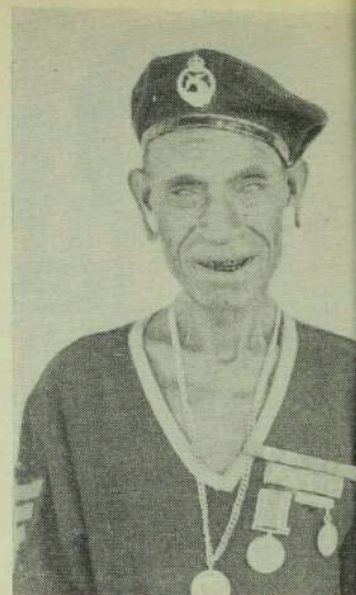
Financed by the university, the survey commenced in mid-1958 in the Cooks. Mr. Crocombe said in Suva in May that the work had consisted first of a study of the indigenous systems and how they had developed up to date, a study of land legislation and the administration of lands, and finally a field survey in each of the three territories.

Mr. Crocombe said that the major problem in the Cook Islands was fragmentation of ownership, inheritance being from both father and mother, resulting in the number of owners to a property at least doubling each generation. There were many house sites in Rarotonga with over 100 owners.

In Samoa the major problem appeared to be lack of definition of areas and rights, which were fixed "according to Samoan custom"—which in itself had never been legally defined. The security of tenure also appeared to be much less secure there than in the Cooks or Tonga.

Mr. Crocombe cited for example the case of a widow with no children or very young children who, under Samoan custom, must upon the death of her husband, hand over the property to the Matai and return to her own people, though she may have greatly contributed to building up what might now be a very valuable property. She could retain no share in this.

Tonga had gone a long way further towards a solution of land problems than the other two territories, Mr. Crocombe said. There, tenure was much more secure. An owner cannot be evicted and the land passes to his sons on his death, or if there are no children, to



VETERAN RETIRES

Sgt. Maigugu, of Sio village, Finschhafen, New Guinea, retired from Royal Papua-New Guinea Constabulary in April after 47 years of service, during which he won three medals, including one for bravery. He was captured by the Japanese during war, but escaped and helped the Co-watchers.

his brothers. Thus the tenure until the line dies out.

Every male Tongan is entitled to his 8-acre block when he comes of age, and there would appear no need to reduce this allowance for many years yet. If an area is to be taken over for public use, another area is allotted.

The blocks are allocated to individual nobles who are the traditional land holders, and they receive 1/- per acre per annum rent.

Mr. Crocombe said that there was evidence that some nobles, when approached for land, were inclined to keep the applicant on probation for some years before granting him a firm title.

Thus the probationer was naturally more inclined to be generous in his contribution of land and vegetables when custom demanded the occasion. These nobles appeared to fall markedly once they had clear title and could not be evicted! But, the lengthy probation was far from being the rule in Tonga, Mr. Crocombe emphasised.

One virtue of the Tongan system was that it kept more land in productive use. Mr. Crocombe said some 3,000 8-acre sections had recently been surveyed in eastern Tongatapu and these will be available for sharing out very soon.

congan land deeds are being filmed and duplicates stored in a Auckland vault for safe keeping.

Crocombe joined New Zealand Department of Island Territories in 1950 and was sent to the Islands in 1954. In 1957-58, before starting his survey, he was relieving Resident Agent at the Island.

His survey will provide the material for a thesis for his Ph.D. The Australian National University, through its School of Studies, has sponsored a series of research projects in the areas outside the Australian administrative areas.

Crocombe was accompanied by his wife, formerly Miss Marjorie King of Rarotonga. A son was born to them in Samoa in March.

Hotel Is Pressing Well

A number of bungalows of the Hotel Tahiti being erected mid-way between Papeete and the new airport, had been completed by May. The hotel will be ready for operation at least by the time that the airport becomes operational in the year.

The French Polynesia regulations governing the establishment of new hotels now require them to be of detached bungalow type. Sky-scrubbers or buildings which do not blend unobtrusively with the local landscape are not being approved. Hotel Tahiti is being erected by Roger Weaver, the well known Honolulu hotel operator.

Another bungalow-type hotel was opened in May in the Punaauia district between the airport and the established Hotel Rivnac in the pleasant coastal surroundings.

Owned by Mr. Ripley Gooding, Papeete, it is being managed by P. Frame, wife of chief pilot of RAI, the local airline.

Uncle Looming In Tolai Cocoa Scheme?

Some members of the Tolai Cocoa Scheme of New Britain are "threatening the stability of the scheme" by attempting to sell cocoa on the market instead of through the scheme, a Rabaul correspondent reported in April.

The scheme was set up several years ago by the P-NG Administration to encourage Tolai natives of the Gazelle Peninsula to grow, export and market cocoa. Financially it has been an outstanding success (PIM, April, p. 47).

By taking their cocoa out of the scheme to sell it, natives are avoiding a levy which covers the repayment rate on loans of £220,000

which the Bank of New South Wales has made on Administration security; and the working costs of administering the scheme.

Cocoa buyers who purchase cocoa knowing that it comes from an individual member of the scheme are breaking the law, but the native realises this and is covering up. In some cases he sends the cocoa to a buyer in the care of a "front" man who claims the cocoa is privately grown.

But the most contentious matter in the situation is the reason which prompts the native to take the cocoa out of the scheme. There are two points of view:

- An Administration officer con-

nected with the scheme said: "The native cannot understand the reason for the levy, because he doesn't realise that things like loans and management have to be paid for. He thinks we are robbing him, and turns to the open market for a better price."

• BUT, a Rabaul cocoa buyer said: "The native understands perfectly well that he has to pay back a loan and pay for management. All he wants to do is slide out of his obligation and get the extra money in his hand. He just pretends ignorance so that he can sidestep the issue. The whole thing will become uncontrollable if the Administration does not take a firm stand." (Over)

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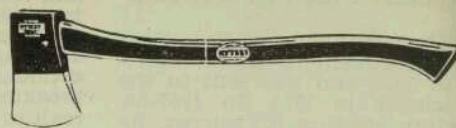
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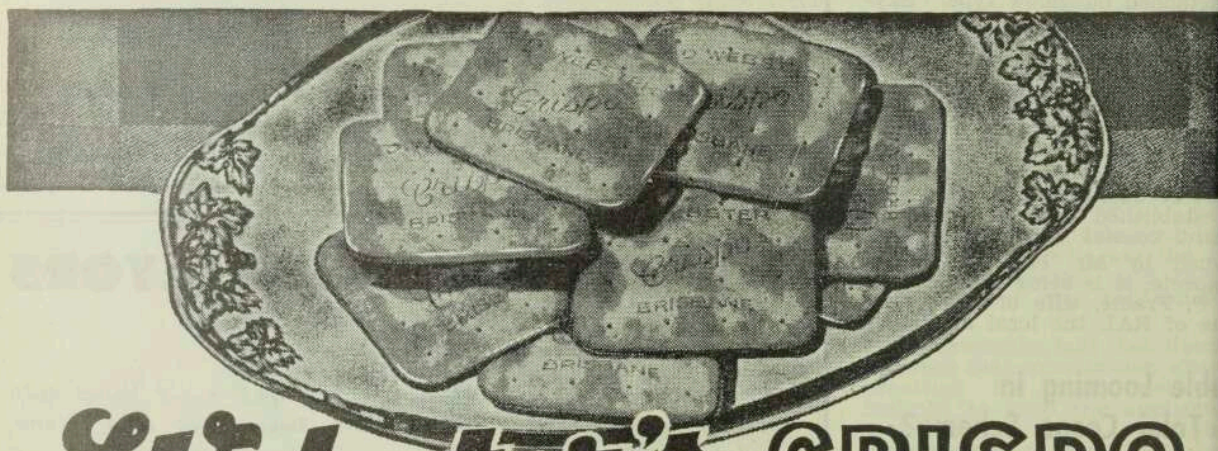
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Eddie Is Back On The Job

Reports from Tahiti say American musician Eddie Lund now returned to Papeete, where he has been busy at his recording studio at Bar Lea and number of new recordings by Tahitian band will soon appear on the market.

One of these is described as a new Fijian version of the popular Fiji song "Kisi Mai", in the "taralala" tempo.

Present Eddie Lund is back in Tahiti on the basis of a temporary permit. He had lived there for about twenty years up to the time of his departure last year on a visit to New Zealand. His subsequent difficulties in being allowed to re-enter.

there the matter rests at present.

cocoa marketing authorities that a real danger exists, and the Administration would be so take the harshest possible measures to ensure that the native cocoa meets his obligations.

Tragedy: Woman Died From Canoe

John Amess, the New Zealand rifle shooter who last year defied a ruling that he had entered New Guinea illegally, is back in the news again.

"My intentions this time are local—not political," Amess said. He turned up in Port Moresby only after a crocodile shooting competition on the inland waters of

Amess said he was considering a scale attack on crocodiles in the small Lagoon area of Papua. One native woman was killed in a crocodile attack and others were saved after crocodiles had dragged them into the water.

Amess returned only recently to the same area, but would have no intention in returning. "I would not risk there for my own good and the good of the people who live there," he said.

Three attacks which occurred recently are the first recorded incidents in which crocodiles have taken any person travelling across the lagoon by canoe.

In the first incident a young man was dragged into the water by a crocodile which surfaced near the canoe in which she was sitting. The rest of her body was found.

In the second incident, the body of a native man saved his life from death after a crocodile dragged her from a canoe into the water. The man jumped over-

board and thrust his spear into the crocodile's mouth, forcing it to release its hold on his wife's leg.

The woman recovered from her injuries in hospital at Port Moresby.

The third incident was when a native mother of five children was seized by a crocodile as she gathered mangrove berries on the bank. The crocodile took one of her legs between its jaws and tried to pull her into the river but she hit it on the snout and escaped. She also was flown to Port Moresby hospital.

Soviet Critical Of Nauru Progress

Unless the United Nations took some action "Australia would turn

the island of Nauru into a desert" a Soviet representative on the UN Trusteeship Council told the Council in April during a debate on Nauru.

Australia (which administers the phosphate island on behalf of itself, Britain and NZ) had done nothing to advance the people, and had tried to make out that the only important question was the resettlement of the population after the phosphate deposits were used up in about 40 years.

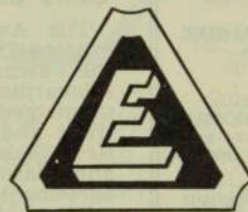
The representative suggested it was time to call for the rehabilitation of the worked-out phosphate land for agriculture.

The Indians, as usual, were also critical.

In reply, Mr. J. H. Jones, Aus-

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tralia's special representative, said the phosphate areas could never be restored for agriculture. He said Australia was sacrificing a lot for Nauru but the development of the Nauruans could be achieved only if the Nauruans played their part.

Its local council lacked initiative and, despite aid and advice from Australia, did not take advantage of all its opportunities.

They May Kill The Beetle With Electricity

Western Samoa is experimenting with an electric machine, which the Director of Agriculture, Mr. B. Parham, hopes may be effective as a means of killing rhinoceros beetles and other crop pests. The machine consists of a grid fitted with a



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Local Government For Norfolk Soon

Norfolk Island is on the threshold of Local Government. In April the Island held the final meeting of the Norfolk Island Advisory Council, which has been in existence for 25 years.

The following day, on April 7, the Norfolk Island Act of 1957 came into operation. This Act provides for the establishment of a Local Government body, taking over some of the duties of the Administrator, to be known as the Norfolk Island Council.

The Administrator, Mr. R. S. Leydin, has been reappointed under the new Act. The first election of councillors for the Island Council will be held on June 1. Later this year the Island will issue a commemorative stamp noting the introduction of Local Government.

The final Advisory Council meeting received a message from the Australian Territories Minister Mr. Hasluck, in which he paid tribute to the Council's work. The Council replied that it "sincerely hopes that the existing spirit of co-operation and good-will will continue to prevail".

"black" light in the ultra violet range. The light attracts insects from as far off as five miles and an electric current kills them when they contact the grid.

The machine has been developed by the Gardner West Coast Distributors, of Sacramento, California, and Mr. L. G. Marcus, president of the company, was recently in Apia with the machine. Results so far are reported to be "encouraging".

Plans For Pacific Cable Go Ahead

The Australian Government, as expected, has agreed to take part in the scheme to lay a large capacity submarine telephone cable, with submerged repeaters, between Australia and Vancouver. It will go via New Zealand, Fiji, Fanning Island and Hawaii (subject to American agreement).

The cable—estimated to cost more than £Stg.26 million—will be connected by land line across Canada to a new trans-Atlantic cable to be laid between Canada and the UK in 1961.

The Sydney-Auckland section of the cable will be laid immediately following completion of the trans-Atlantic cable and should be available by 1962. The remaining Pacific section is expected to be finished during 1964.

Fishing Was A Serious Business

An unusual professional fishermen's strike began and ended in Noumea in April. It began when the fishermen refused to fish because

they said week-end fishermen including some high administrative officials—had been selling catches to restaurants at low prices. They also complained that Viet Nameese were operating "contrary to the law". It was called when the New Caledonian Government promised to try to redress their complaints.

The strike caused Noumean unemployment of 10 per cent, of whom are Catholics. It was a great deal of unhappiness over the Lenten period. They were determined to do their own fishing, and there was a run on canned fish in shops.

They'll Compromise On A Rabaul Swimming Pool

A compromise expedient has been reached in Rabaul to solve the town's public swimming problem. (PIM, April, p. 42). Rabaul's pool is controlled by a club, which restricts its use to Europeans.

The Rabaul Town Advisory Council has now asked the Administration to draw up plans and specifications for a swimming enclosure to be put down in the waters of Simpson Harbour.

The estimated cost of a proposed constructed pool in the harbour (£60,000 at least) turned out to be too frightening for consideration, even the most optimistic of people who are asking for a pool.

Irrespective of whether swimmers in the town want the present pool opened to the public or left as it is, it is generally agreed that a new pool would be far too small for use. A sub-committee of the Rabaul Town Advisory Council made its point when it presented a report on the matter recently.

The council has also been asked to consider that the Administration might consider donating land for a pool, but only if the pool could be used by natives as well as Europeans.

The decision to ask for an estimate of costs for an enclosure in the harbour came from the Wesley Lutton, who is Chairman of the Methodist Mission in Rabaul.

He quoted records going

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man 40 years which described an enclosure of bamboo had set down in the harbour as a swimming pool for the Australian men then occupying Rabaul.

"Mercury" Work Starts on Canton Island

US naval ship *Frank J. Ma*, a small coastal vessel, was moved from the "mothball" fleet in California in April to begin trip. She loaded bulldozers, draglines and other equipment of a navy Seabee Battalion—Mobile Construction Battalion—to go to Canton Island.

Seabee tradesmen of the Seabees meanwhile fly to Canton, where they will build a tracking station for America's project Mercury (Jan., Mar.). This is one of the operations in the Pacific which mark the Western world's first orbital space flight. Two other operations will be in Australia.

Petrarca was brought out of the fleet because a world-wide search failed to locate a suitable transport craft vessel for the job. She has been in use for about two to three years.

Seabees will build four radar buildings to house people and generators, several miles of ground cable and extensive new

said that the scheme would initially provide free dental services to children up to Grade Three.

Later it would be extended to cover all students up to the age of 14 years.

Dr. White said that written permission would be obtained from parents before providing services to any child.

Only a few weeks before Dr. White made his announcement a Rabaul dentist in private practice had made a scathing indictment of the average dental health of non-native children.

The dentist is Mr. K. Baldwin,

who appealed for greater government assistance to overcome the problem.

Many families were unable to provide treatment for their children because of limited finances, Mr. Baldwin said. This applied particularly to mixed race and some Chinese families.

Mr. Baldwin said that the Administration had only one European dental officer stationed at Rabaul, and there was work for four or more.

Dr. White's statement about the proposed free services has not given any indication of how the staff

Dental Treatment for Schoolchildren

On the heels of a dental officer's vigorous plea for better health among non-native children has come the announcement in Papua-New Guinea that the Administration will provide free dental attention for school children. The announcement was made at Port Moresby by the Acting Director of Health, Dr. White. He

The Delegation Sees Territories Minister

A delegation from Niue Island, consisting of the Resident Commissioner, Mr. D. W. R. Bailey and Island Councillors Hiti and Robert Rex, travelled to Wellington in April to discuss the effects of the rehabilitation of the island following the February hurricane.

It is understood that the views of the Island Council on rehabilitation priorities did not coincide with those of the Territories Department. The delegation was to discuss these differences with the Minister.

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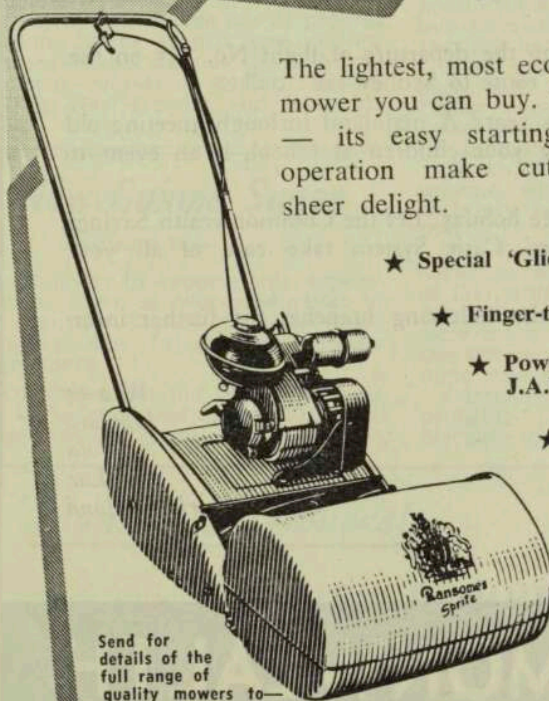
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problem will be overcome, but increased number of dentists expected to be engaged to carry the work throughout the Territory.

Japanese Will Move Guadalcanal Wrecks

The five Japanese wrecks on the Guadalcanal coast, within miles of Honiara, may finally be removed by the Japanese salvage company of Nanyo Boeki Kaisha Ltd., which has been given a contract to lift about 20,000 tons of scrap within 12 months.

Fifty Japanese are at present working from headquarters at Doma, and more are expected. They are using a floating crane, and the first shipment of scrap is expected to be sent to Japan by the end of May.

Last Minute Save Of French Prestige!

The French Minister for the Pacific has told New Caledonian parents that any of their children serving in France would be able to serve their national army in New Caledonia if a written request were made. Thus ending fears of many parents that their children might be sent to Australia to fight (*PIM*, April, pp. 18). This in turn had resulted in parents threatening to send their children to Australia for higher education, regarded apparently as a high prospect, and a serious blow to French prestige in the Pacific.

New Guinea Hams Plan To Get Together

A move is being made in the Territory of New Guinea to form a radio amateurs' club which will then act as a QSL bureau for amateur operators living in the Territory.

A QSL bureau is used by amateur operators in any one particular country to act as a postal address for receiving mail matter from amateurs in other parts of the world. The mail matter consists of telegrams, reports and cards confirming contacts.

New Guinea operators are sharing a QSL bureau with amateurs through the VK9 division of the Australian amateurs.

However, the VK9 division is now closed down, and operators in both Territories have no QSL bureau.

The move for a bureau for New Guinea is expected to come from the re-forming of the New Guinea Amateur Radio Club.

First steps for the re-forming of the club were taken at a meeting in Rabaul recently at the home of Mr. I. Fisher, an active New Guinea amateur.

Move For Individual NG Land Titles

Important statement in Australia's policy on Papua-New Guinea land tenure made in the Federal Parliament in April by Territories Minister Paul Hasluck. Following an earlier statement ("PIM", April, page 127) Mr. Hasluck said new principles were: (a) The long term objective was to introduce a single system of holding administered by the Department of Lands and providing for secure registered titles after the Australian system; (b) Only the Administration could register land titles; (c) compensation to be provided for native land converted to individual title or otherwise acquired by the Administration; (d) for the being conversion of title from native custom may take place only if most interested in the land consent; (e) the services of native land commissioners used as a first priority for investigations on land tenure problems and dis-

Hasluck said detailed proposals for these basic principles were being prepared. The principles were being adopted so that the natives would make better use of the land; so that there would be "more orderly handling" of all land transactions; and so there would be better use of the natural resources of the Territory.

Other meetings will be shortly, after which it is expected that the club will invite all Papua operators to register as a QSL bureau.

There are eight licensed amateurs at present and an estimated 10 in other parts of New Guinea. There are six potential holders in Rabaul.

ed History of rston Coming

unorthodox marital relationship of one William Marsters who, and populated, the atoll of Marston in the Cooks last have always captured the imagination of writers looking for "the Pacific, and for reason the little island is better known to the world than dozens of other of far greater importance. True facts on the history of Marston have also been greatly exaggerated in many popular articles. Correct all this, and at the same time to make a genuine contribution to Cook Islands history, John Burland, of Wellington, is accumulating a mass of documented and extremely interesting material from all over the world during the past two years. It all should come a most detailed history of the island, including its shipwrecks, its names, and the adventures of people at home and elsewhere. Who have seen Mr. Burland's can affirm that he is as thorough as to facts.

Burland went to Rarotonga to await first opportunity to the atoll. He plans to stay there for about six months, and will probably then be uplifted by a New Zealand naval vessel. At Palmerston he will be carrying out certain oceanographic work and will make some collections at the request of the New Zealand. This will be quite apart from his work on the history of Palmerston. He will also be recording samples of Marston's old-English hymns and of the islanders' accent with a tape recorder.

Malaria Out of P-NG "By 1974"

The Papua and New Guinea Administration plans to eradicate malaria from the Territory by 1974 at a cost of 2.3 million.

The Acting Director of Public Health, H. N. White, said in April that eradication of the disease would free the Territory from one of its greatest handicaps to progress.

The cost of the 14-year-programme would be far outweighed by the ultimate gain.

Malaria is the world's most costly disease. It is the major health problem of P-NG.

Control field teams are at present working in the Maprik area of New Guinea's Sepik district, the D'Entrecasteaux islands of Eastern Papua, and in New Ireland and Bougainville.

New Guinea Sugar

(Continued from page 23)

the industry by exports only, especially as there is over-production in all countries. Export quotas are fixed under the International Sugar Agreement.

Of the estimated 50,000,000 tons of sugar produced, about 10,000,000 tons are exportable by all pro-

ducers. Half of this goes from one country to another under the ISA and the British Commonwealth Sugar Agreement—and half (5,000,000 tons) goes on the free world market at a low price, usually dictated by Cuba's open market price (a little over 3 cents per lb in recent times).

The idea that P-NG might receive a share of the Australian market would be "furiously opposed" by Queensland, which virtually controls the Commonwealth industry, using European labour, according to mainland opinion. With over-production already a bogey (Australian producers' official figures showed 2,000,000 tons of cane surplus to crushing requirements in 1959), the political effect "would be dynamite" if the Federal Government tried to induce Queensland to allow native-grown and harvested sugar to competitively enter the domestic market.

No Help Likely

It is unlikely that British Commonwealth sugar-exporting countries would welcome P-NG as a separate newcomer, apart from Australia, into the tightly restricted quota field.

And it would be even less likely that the vociferous, assorted countries that beat the drum in UNO about New Guinea's "backwardness" would give up part of their quotas. It's one thing to spout in UNO's comfortable chambers in New York but quite another to make a national sacrifice back home.

Most experts also argue that a sugar mill in the Highlands, as Mr. Leahy suggests, wouldn't work because of transport costs to the point of shipment.

That's the opinion on Mr. Leahy's scheme, which could be right. It's certainly not a bright picture for P-NG.

The Germans were interested in sugar in New Guinea as far back as 1911, and in the early 1930's, under Australian administration, there were many plans afoot to establish the industry in northern Papua, but none was successful.

Current revival of interest was probably triggered by an Indian delegate to UNO, Mr. Rasgotra, who

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said in July last year that the possibility of sugar production should be explored. The matter was mentioned again in the Trusteeships Council's report and was followed up in the Australian Parliament last October, when Mr. E. G. Whitlam (now deputy leader of the Opposition) asked what action the Government had taken about establishing a sugar industry.

Typically, Territories Minister Hasluck replied that comment on the suggestion would be made in Australia's next report to the Trusteeship Council—that is, he had nothing helpful to say.

NG Air Services

(Continued from page 22)

much to bring closer the outstations."

But there was another type of reaction, too.

• In Port Moresby, businessmen claimed that airlines represented such big business that "competition" on the Australian to Papua-New Guinea service might not exist in the true sense of the word. "I wouldn't be surprised to see competition degenerate into connivance," one man said.

• In Rabaul, there was pleasure at the thought that TAA might bring in modern Fokker Friendship

aircraft to replace Douglas DC3s, but there was some fear that such a move would cut down frequencies in services. Mr. Dowling, who was quoted earlier, said: "We rely a lot on our mails here, and we wouldn't like to see them reduced."

The decision to remove Qantas from New Guinea was bad news for Australia's international airline which, for the first time since it was launched in western Queensland in 1920 (as Queensland and Northern Territory Aerial Services) will become *entirely* international.

The plans to remove it from New Guinea had been made some time ago, but Qantas fought them. It pointed out to the Government that New Guinea had developed into a very valuable training ground for Qantas pilots since the reservoir of pilots trained in the war had dried up. Most senior Qantas pilots today have had extensive New Guinea flying experience.

Qantas will now have to find new training methods at greater expense.

The New Guinea services also allowed Qantas to spread its costs better and to use its aircraft—particularly its Super Constellations.

Qantas also pointed out that it was planning eventually to run trunk routes from Port Moresby down through the Solomons connecting with Fiji, and it would be far cheaper to have its own installations at the New Guinea end rather than charter them from

someone else. But all this fell on deaf ears.

TAA and Ansett have also been aware of the costs angle. And it has been suggested that one of the reasons why the Government was willing to introduce Australian domestic airlines into New Guinea was to show the United Nations that New Guinea was not regarded merely as some kind of a colony but as an integral part of the Australian mainland, like Tasmania.

Meanwhile, the future is bright for both TAA and Ansett in New Guinea. Papua-New Guinea airlines have been taking a decreasing number of passengers the last few years.

During 1958-59, 29,859 passengers and 666 tons of freight were carried into the Territory—a decrease over the previous figure of 2,013 passengers and 666 tons of freight.

Over the same period, international traffic had increased by 164,056, and freight tonnage by 4,304 tons. These figures are exclusive of charter operations which are extensive.

TAI's Services

Other South Pacific airline developments during April were:

TAI's new round-the-world service from Paris (with Air France flying the final Los Angeles leg) commenced on May

NEDERLAND LINE ROYAL DUTCH MAIL
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of a late start, the in-flight by-passed Sydney, was due on May 4, and left from Darwin to Fiji.

Sydney weekly call by TAI's liner was on May 11, when passengers for Pacific area are lifted, including a party. The connection from Papeete to Papeete is at present associated RAI, with multi-Bermuda flying-boats.

Sebire, newly-appointed manager in Sydney, said in DC8 Intercontinental Jets used on the Paris-Noumea commencing in September. would continue from Noumea, using the new airport until it was ready to take jet in January next year, and Los Angeles. The connecting service uses Boeing Continental Jets.

TEAL Talks

Sebire said that a French mission would visit New at the end of May. It would the talks about Pacific air initiated in Paris by NZ Minister Nash on his way to Commonwealth Conference last

of the items on the agenda the future operations of its Coral route to Tahiti, maintained by Solent flying-which are near the end of useful life.

while TEAL has announced developments.

May 1 it will introduce class—in place of its class—on its trans-Tasman

Thus it will be the first in the South Pacific to introduce economy class travel, following ICA agreement earlier this (M, April, p. 138). Under agreement, airlines can carry

ses, first class and one lower tier tourist or economy. e July, TEAL will begin a Wellington-Sydney direct serving Electras. There will be flights weekly to start, and services will be made daily if services warrant it.

May 6, TEAL's Hibiscus services (Auckland-Nadi) stepped up from three return to four a week. For the first of these return services from Harewood Airport, church, in the South Island.

will resume its direct Auckland services in June, and operate them for five months season (compared with three r) with a return flight each

SPAL to Tahiti

April, South Pacific Air Lines,olulu, a subsidiary of the company, finally commenced

a weekly air service between Honolulu and Tahiti. The service, using Super Constellations, takes eight hours 45 minutes and takes 2,500 miles off the normal route.

Teams of VIP's from Tahiti and America made the inaugural flights. The service runs to Bora Bora but will go to Papeete when the new airport gets into operation.

South Pacific Air Lines holds the only American rights at the moment, but Pan American has an application in to operate from the Pacific West Coast, and expects this to be granted in time for it to commence in January, which will give SPAL some competition.

Noumea Service

In addition, TAI are now operating (see above) and Qantas will eventually go through there.

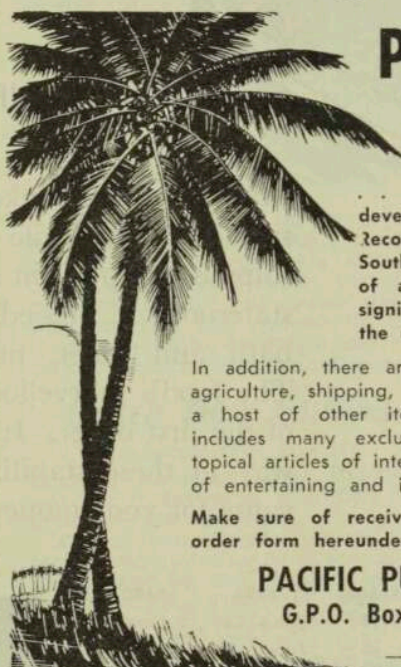
Trans Ocean Airlines has suspended most of its operations

while it tries to find money for refinancing. Its 14 Stratocruisers have been grounded and all but 50 of 1,800 employees laid off.

On May 13, Qantas will replace its Super Constellations on the Sydney-Noumea service with Electras, thus reducing flying time by a further 1½ hours. The service will be fortnightly, compared with TAI's weekly service.

Netherlands New Guinea is reconstructing the Mokmer airport, Biak, to accommodate jets in time for the first KLM DC8 in October. NNG is spending £A85,000 extending the present 7,100 feet west runway by nearly 1,800 feet and the east runway by about 2,800 feet, giving it a total length of about 11,700 ft. There will be new technical equipment installed, including a Visual Glide Path system, and new radio beacon. All the work should be completed by June next year.

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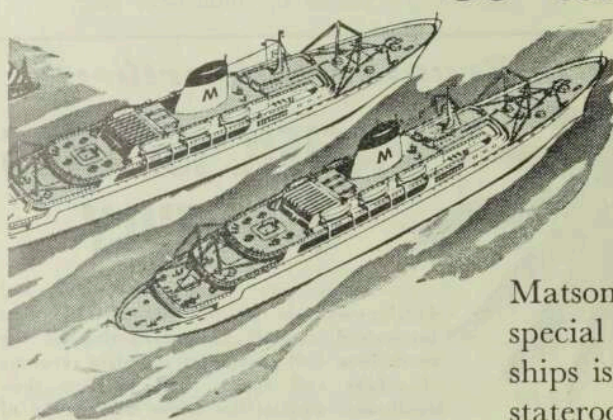
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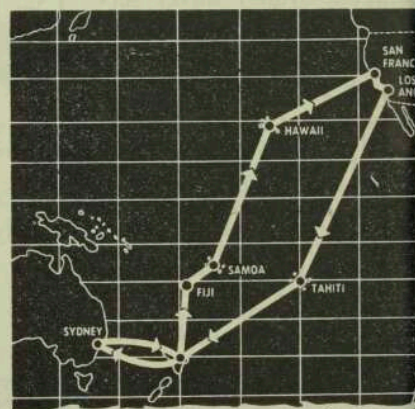
	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MARIPOSA	June 8	June 11	June 14	June 15
MONTEREY	June 24	June 28	July 1	July 2
MARIPOSA	July 22	July 26	July 29	July 30
MONTEREY	Aug. 12	Aug. 15	Aug. 18	Aug. 19
MARIPOSA	Sept. 7	Sept. 10	Sept. 13	Sept. 14
MONTEREY	Sept. 30	Oct. 4	Oct. 7	Oct. 8

and sailings approx. every 3 weeks thereafter.

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Riot Inquiry

(Continued from page 18)

A Government statement which stated that the strike should never have taken place inflamed the union. The statement was prepared by the Commissioner of Labour, who was in possession of all the facts. The statement was not wisely made.

The distribution of petrol with assistance and its availability, not only to essential services, taken by the union as Government support for the employers.

Though there was no evidence of violence or intimidation by strikers, there was clear evidence of a group of known criminals was allied to Union Secretary Anthony that this group was assisting the union by intimidation of petrol pump operators and transport drivers.

It was clear that the Government had not made careful plans for petrol distribution and essential support. Its breakdown further enraged the union to take stronger action towards bringing the union to a standstill. The police, however, had made careful plans, but had only limited manpower.

"Wide Sympathy"

The strike and the union had wide sympathy with the low-wage earners, amongst whom, the Commissioner found, there were people of genuine hardship. Sympathy for the strike was a lead because for the large assembly of people in Rodwell Road to hear Anthony speak on the afternoon of December 9.

When the police refused permission for him to speak, on the grounds that tension was building and they were right in doing so—there was resentment by the crowd. The criminal element was to "get" the police, and they used the stone throwing well because many smoke bombs were thrown.

The crowd was given ample warning that it constituted an illegal assembly—through the use of loud-speaker announcements. It refused to disperse and in fact closed in on the police. There was a real danger that if smoke bombs had then been thrown—1½ to 2½ minutes after the last warning—the police might well have been overwhelmed by the mob of up to 500 and a complete state of lawlessness precipitated.

Much of the damage to windows and property—it amounted to £500—was done at first by the criminal element who were angered at not having "got" the police. Later damage was done also by youths who were encouraged by the criminal element.

"There was a very pronounced

anti-European feeling throughout the disturbances" mainly by the criminal element, perhaps engendered by the fact that Europeans own the largest shops, and have an appearance of wealth. The police officers in control were Europeans. Most damage was done to European-owned property.

• Mr. B. D. Lakshman, MLC, was criticised for his public and untrue statement that the Government was bringing in troops from overseas, but, with others, he was given recognition for his part in restoring order.

Mr. Justice Lowe says, "the basic reason for all the trouble" was the methods employed on behalf of the union. Whilst frequently declaring publicly that he wished to keep his strikers within the law, Mr. Anthony had the support of other "strong arm" men who were prepared to break the law to assist the union.

Mr. Justice Lowe makes only an oblique reference to Communism. He says Mr. Anthony was asked during the inquiry whether he was "a Communist sympathiser", and he had answered that he was "not a member of the Communist party". The Commissioner adds the methods employed in the disturbances "are all too familiar to any reader of world news to need any comment by me".

The report concludes with this tribute to the police handling of events:

"The Police Force, which proved itself to be of very high calibre, carried out an extremely difficult duty with considerable fortitude and, indeed, the riot squads did so with bravery; the evidence in that respect is quite overwhelming."

Dutch New Guinea

(Continued from page 18)

Council. He added that Indonesia was not in favour of a unified New Guinea—east and west.

The announcements on self-determination were made in the Dutch Parliament by the Minister of the Interior, Mr. Toxopeus, and the Secretary for State for Internal Affairs, Dr. Th. Bot.

Mr. Toxopeus said it was highly undesirable to mention a "fatal period" of a target date for self-determination. The Papuans would have a say in fixing it, and thus in the meantime they would have to have a Parliament as a forum—hence the New Guinea Council.

The Government had a working programme, but did not know the minute details. However, it definitely had a limited period in mind for its plans, "which was much shorter than one generation of man". Nobody knew if the estimate was accurate, for the goal was economic as well as political.

"The Netherlands can do it," Mr. Toxopeus said.

Dr. Bot told Parliament the Gov-

ernment had a 10-year period in mind, to be divided into shorter periods, in which there would be systematic political, administrative, economic and cultural development in NNG. During this period the idea of self-determination "would come more clearly into perspective".

The questions of whether the Papuans should choose a Melanesian federation or union was for the Papuans, and for the future, "but should not be excluded".

Mr. Bot said a three-year plan now being developed in NNG would serve as a starting point for the programme, and the natives themselves would probably soon help to plan the programme.

Major details of the plan were:

(1) Exploration of the uncontrolled parts of NNG, to take four years from January, 1961.

(2) Systematic introduction of the population into administration matters, through more councils.

(3) Economic development, especially of research centres, land reclamation, and the promotion of the small farm for the Papuan family unit (combining food and cash crops), and the promotion of private investment, especially in the agricultural field, so as to create employment.

(4) Education, including adult education.

In addition, a training institute is to be established at short notice at Biak to train natives "who are or will be holding seats in representative bodies". The training will mostly be "in the ideas underlying a regional council".

The Biak-Noemfoor regional council was established last year and plans are afoot for another one in Japen Island, another in the Vogelkop area and another at Fak-Fak.

(Continued in column 1, page 150)

VESSEL FOR SALE

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Replies: "Vessel for Sale", "Pacific Islands Monthly", Box 3408, G.P.O., Sydney, Australia.

DEATHS OF ISLANDS PEOPLE

MR. ROY COLMAN EVANS

One of Fiji's outstanding local government officers, Mr. Roy Colman Evans, died at Lautoka on May 6, aged 65.

Arriving in Suva in 1921, from Dubbo, NSW, he was deputy town clerk for 11 years before becoming town clerk. He held that position until he resigned in 1943. The following year he took up the post of town clerk to Lautoka Town Board and later was one of the prime organisers in the change-over to Town Council at Lautoka.

Since his retirement last March, he had been secretary of the Sugar Price Stabilisation Fund Board. He is survived by Mrs. Evans and a daughter.

REV. ALBERT AUFINGER

Professor of music at the Divine Word Seminary, Fuerstenfeld, Austria, after a long missionary career in New Guinea, Father Albert

Aufinger, SVD, died suddenly late in April, aged 59.

Born in southern Austria, he was ordained in 1927 and sent to Alexishafen, NG. Shortly afterwards, Bishop Wolf, SVD, selected him to pioneer Divine Word mission work on the Rai Coast. He opened a school and church at Lalou, and a small store which specialised in providing neighbouring villages with the earthenware pots they used. He also conducted a small copra plantation at Gumbi to make his mission self-supporting.

With other missionaries he was evacuated to Australia in 1943, during the Pacific war, but returned to Gumbi afterwards. Leaving New Guinea in 1955, he spent three years in Marburg, Queensland, as head of the Divine Word Missionaries' Seminary. On a visit to Rome in 1958, ill-health prevented his return to the Pacific and he took up a professorship at the SVD seminary, Styria.

Rev. Aufinger was an accomplished NG linguist and ethnologist and some of his writings had appeared in the European anthropological journals *Ethnos* and *Anthropos*.

MR. W. D. MANDER

A former manager of the Union Steam Ship Co. of NZ Ltd. in Fiji, Mr. W. D. Mander died in New Plymouth, NZ, late in April. He served at Suva from 1923 until 1932, when he was transferred to Timaru. He retired in 1954.

MR. HUGH ELLIS O'KEEFE

After a three months' illness, Mr. Hugh Ellis O'Keefe, one of the best known chief engineers in Burns Philp ships, died in Sydney on April 13, aged 64.

Son of Mr. J. T. O'Keefe, engineer superintendent of Burns Philp & Co. Ltd., he joined BP's *Makambo* as 4th engineer in 1917. He served on *Induna* and *Mindini* (being aboard when she was wrecked on Mellish Reef in 1923), then on most of the "M" Islands ships. After World War II, he was chief on *Morinda* until her last voyage, then on *Mulima* and, finally, *Malaita*.

His hobbies included chess and the study of theology (which earned him the nickname of "Cardinal O'Keefe"). He is survived by Mrs. O'Keefe, two girls and four boys.

REV. WESLEY AMOS

Almost 40 years of the life of Rev. Wesley Amos, who died in Melbourne on May 8, were connected with Methodist missionary work in



The late Hugh O'Keefe, as fellow BP Brett Hilder saw him.

the Pacific. He spent from 1912 to late 1923 in Fiji—three years at Lakeba, five in Lau Group, four at Ra—then took up the post of Secretary for Overseas Missions in Victoria.

Rev. Amos retired in 1952 and died in 1958 when he died.

MR. DAVID CUNNINGHAM

The death occurred in hospital in Sydney on April 26 of Mr. D. Cunningham, a former "old-hand" in Papua and New Guinea.

He had spent many years in the Territory, at most of the main centres. Before he returned to Australia owing to ill-health a couple of years ago, he was manager of Island Products Ltd. (subsidiary of W. R. Carpenter & Co. Ltd.) at Port Moresby, Papua.

Mr. Cunningham, who retired and settled in Hurstville, Sydney, was 66 years of age. His widow, Dorothy Cunningham, son Kenneth and three married daughters (Joan, Gwenth and Dawn) survive him.

MR. GEORGE WEDGEMANN

As a result of a logging accident near Bupu River, Lae, NG, on April 22, Mr. George Wedgemann was killed instantly. A timber foreman for Lucas and Ducrow (NG) he was driving a bulldozer when the butt end of logs he was pushing crushed him. He was born in Canada, many years ago, and was a married man.

REV. FATHER C. DESTABLE

The Rev. Father Cyprien Destable, SM, died at Solomons Catholic Mission, Vanua Levu, on May 11 after more than 50 years in isolated places. For 30 years of service in the Colony, much of which was stationed at Bemana, 30 miles up the Sigatoka River in Viti Levu. He was in his mid-80's at the time of his death. Father Destable came originally from Auvergne, France.

(Continued from page 149)

The Dutch Parliament later agreed to spend 143 million guilders (£16,825,000) on Dutch New Guinea in 1960.

The flag showing trip of the *Karel Doorman* (with a crew of 1,300 men) will be part of a cruise to South East Asian ports.

The carrier, which was completely modernised between 1955-58 will bring with her the two squadrons of Hawker Hunters to be based in NNG.

"Obsolete Fighters"

NNG has only Martin Mariner aircraft, but when three of these crashed not long ago the others were grounded, with the result that NNG's present air defences depend on a couple of obsolete fighters.

There are three destroyers already patrolling the NNG coast, and the two destroyers accompanying the *Karel Doorman* will temporarily bring the number to five.

The troop reinforcement will probably be placed at strategic points around Dutch New Guinea. The Dutch say there are "growing" attempts at infiltration by Indonesia, and one incident occurred near Fak-Fak last October.

The first Papuan volunteers for the newly organised volunteer corps will enter barracks this year or the beginning of next. They will not serve for longer than three or four years, and thus NNG hopes eventually to build up a strong nucleus of trained men. The corps is also meant as part of the Papuans' education towards independence.

NEW GUINEA SCENE



Stan Cops Them All

"COPS and robbers again", has become almost a familiar catch cry at the Fiji Golf Club, Samabula, whenever Suva police prosecutor, Stan Gullidge wins a tournament, and Stan this year has taken out several trophies.

Stan, who resigned from the South Australian Police Force a decade ago to go to Fiji, is a golfer of more than average ability. In fact, "burning up the club course" is his favourite hobby.

When he is not helping the courts to see that justice is done, Stan is at the course, keeping his eye in. As anyone who knows what a Fiji summer is like, even nine holes can be as gruelling as a prison sentence, and Stan has helped to put quite a proportion of the Suva criminal element behind bars.

Stan has won his club's championship, and enough other tournaments to amass a collection of trophies which are enough to decorate all the sideboards he is ever likely to own, plus a few more.

We do not know how many opponents he has "robbed" of victory by brilliant golf, but it can be safely asserted that he has "copped" a giant's share of the honours.



Integrated Rugby Is Drawing Nearer

From Norman Baxter, in Suva

FOR a couple of years there have been murmurings in Suva about merging the separate European and Fijian rugby competitions. Most of the mutterings have come from visitors, out to give good advice and help.

But many of the local European



These sporting identities all had something to smile for in New Guinea in April. Jim Perry, at the top, is smiling because he had just won the Papua-New Guinea Golf Championship by one stroke from Billy Pearce. In the centre, attractive Mrs. Nance Lowe holds the Papua-New Guinea Ladies Golf Championship trophy, which she also won by one stroke, from Mrs. Audrey Woodland. At the bottom John Bradman, son of one of the world's cricket greats Sir Donald, is welcomed to Port Moresby by a smiling Les Michael, president of the Port Moresby Cricket Association. John himself was a cricketer but now he is one of South Australia's best hurdlers.

Photos: Pat Robertson and Papuan Prints.

Sports Review

enthusiasts, coaches and officials, throw up their hands in horror whenever a merger is mooted. They do not hesitate to voice trenchant criticism of these outsiders "who come in and tell us how to run our affairs".

The day of the conservatives could be drawing to a close for there is now a positive move to start a junior competition, with an age limit of 16, for all comers. From the juniors they would pass on to the higher grades if they were good enough.

Then at long last Suva European players, if they have the ability, will have a chance of representing Fiji.

One of the main European arguments against a merger is that their players would not be strong enough or fast enough for the top Fijian grades.

These arguments are a lot of twaddle, for many Europeans in odd mixed friendly matches have shown that they are as good as their Fijian opponents, and so far none has been left for dead on the "battlefield".

The Fijians, anyway, want integration, and they have the control of Suva rugby affairs. It is a moral certainty, however, that the European diehards will fight the move right up to the last ditch.

They Want To Outlaw League

NEW GUINEA was having a different kind of Rugby problem in April. The neighbouring native Local Government Councils of Moripi and Moveave-Toaripi, in the Gulf District, announced in their newsletter that they thought "that Rugby football should not be started again for the time being". The story behind that simple sentence was that the councils had decided that the game was just too rough, it should be outlawed as being dangerous.

Two native players have recently been injured seriously in the area and there are plenty of minor injuries every game.

As if to underline the Gulf District's views, there came news from Lae, on the other side of New Guinea, of a fierce fist-swinging brawl between native spectators and footballers in a Rugby League game there.

The uproar needed police reinforcements to quell it, and 12 natives were later fined for riotous behaviour.

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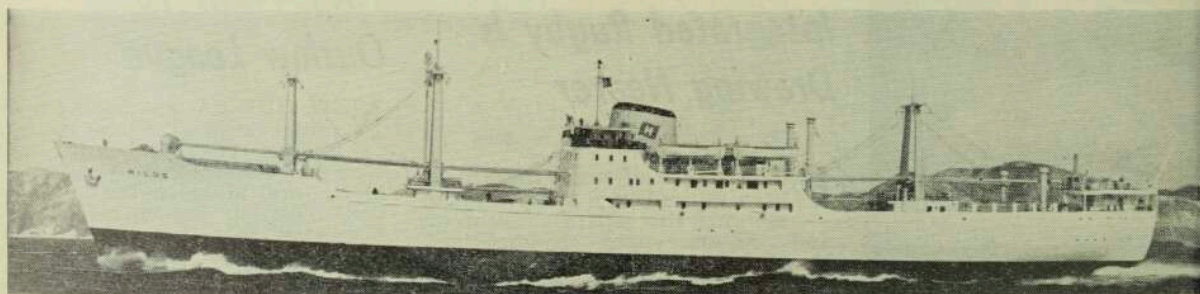
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Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)
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SHIPPING TIME-TABLES

Port Moresby-Papua-N. Guinea

Timings are approximate and may vary by as much as two weeks.

Port Moresby sails from Melbourne for Brisbane, Port Moresby, Samarai, Kavieng, Wewak, Madang, Lae, Port Moresby. Next Sydney sailings: May (include Lombrum and Lorengau).

Malakula sails from Sydney for Port Moresby, Samarai, Lae, Alexishafen, Wewak, Rabaul. Next Sydney sailings: May 24.

Malaita sails from Sydney for Port Moresby, Samarai, Rabaul, Lorengau, Madang, Lae, Samarai, Sydney. Last Sydney sailing: Next Sydney sailing: June 13 (will include NI, New Hebrides, BSI and other ports).

Port Moresby, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Last Sydney sailing: May 22, August 22, August 22, August 22.

from Burns, Philp and Co., Ltd., 4 Bridge St., Sydney.

Port Moresby: Leaves Sydney for Port Moresby, Samarai, Lae, Port Moresby. Last Sydney sailing: Next Sydney sailings: May 30, (approx.).

Port Moresby: Leaves Melbourne for Port Moresby, Samarai, Kavieng, Madang, Lae, Port Moresby. Last Sydney sailing: Next Sydney sailing: June 17 (approx.).

Port Moresby: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Wewak, Rabaul, Sydney. Next sailing: June 10.

Port Moresby: Leaves Sydney for Port Moresby, Samarai, Kavieng, (G&E), Rabaul, Lae, Sydney. Last sailing: May 6. Next Sydney sailing: May 1 (after NG will go to Central under charter to British Phosphate Commission).

Port Moresby: Leaves New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

Elizabeth Boye: Leaves Sydney for Port Moresby, Lae, Rabaul. Sydney sailing: June 1 (approx.).

Port Moresby: Leaves Karlander (NG) Line (F. Philips Pty., Ltd., agents), 176 Day Street, Sydney.

Port Moresby: Leaves Malacca and Matupi, will include the Austasia Line's new Australia-Borneo service as under:

Port Moresby: Departed Sydney May 15, May 17-19, Port Moresby May 24.

Port Moresby: May 29, Lae June 2, Madang June 5, Sandakan June 15, Jesselton June 17, Port Moresby June 20, Labuan June 26, direct to Australia, arr. Sydney (approx.).

Port Moresby: Dep. Adelaide June 11, Melbourne June 13-17, Sydney June 19-22, Port Moresby June 24-26, Port Moresby June 29, Lae July 5, Madang July 1, Sandakan July 27, Jesselton July 29, Port Moresby July 31, Labuan August 3, direct to Australia, arr. Sydney (approx.).

Details from Blue Star Line (Aust.) Pty., Ltd. (agents), 17-19 Bridge St., Sydney.

Sydney-Netherlands NG

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (with call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Last Sydney sailing: Sigli May 17. Next Sydney sailings: Sinabang June 10, Silindoeng June 28, Sibigo July 23 (approx.).

Details from Royal InterOcean Lines, 255 George St., Sydney.

Netherlands NG—Papua-NG

The Dutch KPM Line operates MV Arifak (70 tons) from Hollandia, NNG, on

the 5th of each month (approx.) to Wewak, Madang and Lae, in P-NG; and MV Karossa (2,000 tons) from Merauke (south coast of NNG) about every six weeks to Port Moresby (P-NG), Sorong (NNG), Dili (Portuguese Timor), and Singapore, with passengers and cargo.

United Kingdom-Australia-Port Moresby

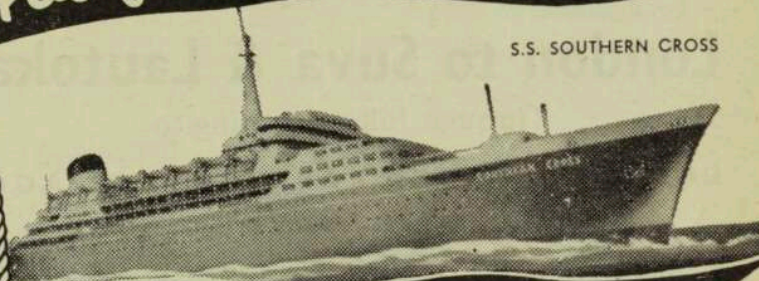
The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby. Next vessel:

Donegal: Port Moresby, arr. July 25.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

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Travel Shaw Savill

For full particulars apply —

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

Australia-NZ-Fiji-Canada-USA

Sailings of Orient and P. & O. Line Passenger Ships

		ORSOVA	ORCADES	ARCADIA	HIMALAYA
SYDNEY	depart	June 5	June 25	July 4	Aug. 2
AUCKLAND	arr/dep	June 8	thence Japan	July 7	thence Japan
SUVA	arr/dep	June 11	and Far East	July 10	and Far East
HONOLULU	arr/dep	June 16	July 19	July 15	Aug. 26
VANCOUVER	arr/dep	June 21-22	July 24-25	July 20-21	Aug. 31
SAN FRANCISCO	arr/dep	June 24-25	July 27-28	July 23-24	Sept. 3
LOS ANGELES	arr/dep	June 26	July 29	July 25	Sept. 5
HONOLULU	arr/dep	thence	Aug. 3	July 30	Sept. 10
SUVA	arr/dep	UK via	Aug. 10	thence Japan	Sept. 17
AUCKLAND	arr/dep	Panama	Aug. 13	and Far East	Sept. 20
SYDNEY	arrive	Canal	Aug. 16	Aug. 25	Sept. 23

Details from Orient and Pacific Lines, 2-6 Spring St., Sydney.

VIA PANAMA

Regular Sailings every four weeks

Through Bills of Lading to

NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific
Coast Ports of U.S.A. and Canada
and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.
 SUVA—Burns Philp (South Sea) Company,
 Ltd.
 PORT VILA—Comptoirs Francais des Nouvelles
 Hebrides.

APIA—Burns Philp (South Sea) Company,
Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

Aug. 1, Suva/Lautoka Aug. 4, thence
direct, arriving Aug. 25.

Details from China Navigation Co.
(Swire and Yuill Pty., Ltd., agents)
Bridge St., Sydney.

The Australia-West Pacific Line vessels Aros, Citos, Delos and Milos, maintain regular services between Australia and Japan. Northbound vessels at Manila, Hongkong and Japan; bound vessels call at any or all of the following: Hongkong, Manila, Samar, Madang, Lae, Rabaul, Brisbane, Melbourne and Adelaide, with quick calls at Gizo (opt.), Honiara and Koror, in BSIP; and at Santo and New Hebrides.

Delos: Dep. Japan May 22, via
kong, Nth. Borneo ports, Rabaul.
Lae June 12, Brisbane June 18,
June 22. Dep. Sydney July 12 for
direct, arriving July 28.

Aros: Dep. Japan June 8, via Hong Kong
Manila, Nth. Borneo ports, Lae J.
Brisbane July 4, Sydney July 8
Sydney July 30 for Japan direct, a
Aug. 22

Aug. 22.
Milos: Dep. Japan June 24, via
Kong, Nth. Borneo ports, Madang,
Rabaul July 12, Honiara July 15, V
July 18, Santo July 21, Vila July 2
bane July 26, Sydney July 29. Dep.

Citos: Dep. Japan July 8, via Hon-
Nth. Borneo ports. Rabaul July 10.

Aug. 2, Brisbane Aug. 8, Sydney A
Dep. Sydney Aug. 31 for Japan
arriving Sept. 18.

Details from Wilh. Wilhelmssen
Pty., Ltd., 30 Pitt St., Sydney, or
agents (Buntings, Lae; Town Tra
Rabaul; Strachan and Strachan, M
BSIP Trading Corp., Honiara; M
Gubbay and Co., Santo; Wm. Bres
and Co., Vila).

**Sydney-New Hebrides-
Bougainville, Etc.**

MV Tulagi, 10 passengers, makes a trip Norfolk Is., Vila, Santo, I and BSL ports, Bougainville ports, Sydney about once every six weeks. Sydney sailing: May 6 (extended) Tarawa, Washington Is., Fanning Is BSL and returning via Russell Group. Next Sydney sailing: July 28.

Details from Burns, Philp and
Bridge Street, Sydney.

Sydney-New Caledonia
New Hebrides-Tahiti

Vessels of Messageries Maritimes
coming from Marseilles, via West

aa, call about every six weeks
Vila (New Hebrides), Noumea
, and return by same route.
on this run are the motor-
titten and Caledonien and a
essel, Melanesien. Last Sydney
anesisien May 20. Next Sydney
ledonien June 29, Tahitien Aug.

mesie (Messageries Maritimes)
about monthly passenger sail-
sien Sydney and Noumea and
brides (Vila and Santo). Next
ings: June 3, June 24, July 15.
oom Sydney agents: Messageries
236 Grosvenor Street, Sydney.

and-Fiji-Tonga-Samoa

ia maintains a service from
to Suva, Nukualofa, Vavau,
Pago, Apia, Suva and return
H. Last Auckland sailing: May
Auckland sailings: June 14,

ia maintains a service from
to Lautoka, Suva, Nukualofa,
Lyttelton, Wellington and re-
ckland. Last Auckland sailing:
H undergo survey on return to
May 27. Next Auckland sail-
H.

from all offices of Union Steam
H NZ.

ney-Pacific Ports- Panama-UK

avill's one-class all-passenger
ern Cross makes four round-
voyages per year, two west-
on two east-bound, calling at
Tahiti every trip. Next voyage:
ampton May 26, via Capetown,
y 1-3, Wellington July 6-8, Suva
apeete July 16-17, thence via
anal to Liverpool, arr. Aug. 10.

Zealand-Cook Is.

ssenger vessel Maui Pomare
a regular monthly service be-
land, NZ, and the Cook Islands.
on application to NZ Govern-
artment of Island Territories,
or to any office of the Union
NZ, Ltd.

merica-Tahiti-Central Pacific-NG

lands Transport Line's vessels
and Thor I maintain a regular
m Pacific Coast North American
sailings over 35-40 days. Some
on on cargoes offering.

On first voyage through Pacific,
ouwer May 23, Tacoma May 24-
Bay May 27-31, San Francisco
Los Angeles June 5-7, Papeete
H, Pago Pago June 24-25, Apia
H, Nukualofa July 1-2, Suva July
ea July 6-7, Brisbane July 10-13,
or Lae July 15-18, Rabaul
pia (open), Pago Pago July
s Angeles Aug. 11-13, San
Aug. 14-15.

H Dep. Vancouver July 12, New
er July 13-16, Tacoma July 17-
nd July 20-22, San Francisco
Los Angeles July 28-30, Papeete
H, Pago Pago Aug. 16-17, Apia
Suva Aug. 21-22, Noumea Aug.
ownsville (open), Rabaul/Lae
go Pago Aug. 30-31, Los Angeles
6, San Francisco Sept. 17.

from General Steamships Cor-

poration Ltd., 432 California St., San
Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji- Australia

Matson-Oceanic Line of San Francisco
operates a regular five-weeks passenger-
cargo service from Los Angeles with the
Ventura, Sierra and Sonoma. (Alameda
is on charter to an associate company for
an indefinite period.) Southern terminal
ports vary with cargoes offering. Vessels
call at Papeete, Pago Pago, Suva, Sydney,
Brisbane and other Australian ports de-
pending on cargoes.

Next Brisbane sailings for USA: Sierra
May 30, Sonoma June 28 (approx.).

American Pioneer Line has eight ships
(Pioneer Gem, Isle, Glen, Reef, Cove, Star,
Tide, Gulf) on Australia-Panama-US
Atlantic Coast service with calls at
Papeete on southbound voyage. Sailings
approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (sub-
sidiary of W. R. Carpenter and Co.)
operate a service three times yearly with
the 10,000 ton, 98-passenger vessel Lakemba
along the above route. Accommodation
is entirely first class, two-berth cabins,
with calls at Suva, Lautoka and Honolulu.
Next Sydney sailing: July 7 (approx.).

Details from American Trading and
Shipping Co. Pty., Ltd., 19 Bridge St.,
Sydney.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney
approximately every three weeks for Suva
and Lautoka, with cargo and passengers
(first class accommodation for eight). Next
Sydney sailings: May 23 (then will go into
dry dock on her return), July 8 (approx.).

Details from Colonial Sugar Refining Co.
Ltd., 9 Bent St., Sydney.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo,
and others, operated by the Union
Steam Ship Company of NZ, Ltd., main-
tain a monthly service across the Pacific,
from Sydney to Vancouver and USA ports,
via Suva, Lautoka, Nukualofa and Apia,
as cargoes offer. Occasional calls are made
at Fanning Island. They have limited
passenger accommodation. Next Sydney
sailings: Waihana May 26, Waihemo late
July. (Waitomo is temporarily withdrawn
at Vancouver.)

The Waitemata, from NZ ports, makes
3-4 trips yearly to Vancouver (via Raro-
tonga and Papeete).

UK-Panama-Fiji

The Fiji Direct Service, with various
vessels, maintains sailings at regular
monthly intervals out of London, via
Panama, for Suva, Fiji, and occasionally
to Lautoka. Bethell, Gwyn and Co., Ltd.,
act as Loading Brokers in London, and
Burns Philp (South Sea) Co., Ltd., are
agents in Fiji. Cargo for transhipment at
Suva to Samoa and Tonga is handled on-
wards by the Union Steam Ship Co. of NZ
Ltd.

Sailing dates from London for 1960 (sub-
ject to alteration without notice) are
as follows: June 2, June 30, July 28, Aug.
25, Sept. 22, Oct. 20, Nov. 17, and Dec. 15.

North America-Tahiti-N.Z.- Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey
make round passenger trips from US
Pacific Coast ports to New Zealand and
Australia, via Pacific Islands ports.

Monterey: Dep. San Francisco June 1,
Los Angeles June 2, Papeete June 10-12,
Auckland June 18, Sydney June 21-24,
Auckland June 27-28, Suva July 1, Pago
Pago July 2, Honolulu July 7-8, San
Francisco July 13.

Mariposa: Dep. San Francisco June 29,
Los Angeles June 30, Papeete July 8-10,
Auckland July 16, Sydney July 19-22, Auck-
land July 25-26, Suva July 29, Pago Pago
July 30, Honolulu Aug. 4-5, San Francisco
Aug. 10.

Details from Matson Lines, Berger
House, 82 Elizabeth Street, Sydney.

Far East-Fiji-NZ

Royal InterOcean Lines, operate a service
from the Far East (Singapore) to Fiji,
NZ, and Australia, with three vessels call-
ing periodically at Suva and/or Lautoka.
They are Van Cloon, Van Nort, and Van
Neck. Next calls at Fiji: Van Cloon June
15, Van Nort July 31, Van Neck Sept. 16.

Sydney-Tahiti-Europe

The Nederland Line Royal Dutch Mail's
MV Johan van Oldenbarnevelt sails
quarterly from Sydney for Europe, via NZ,
Tahiti and Panama Canal, giving Sydney-
Papeete connection in eastbound direction
only. Next Sydney sailings: May 19, Aug.
12.

Details from Royal InterOcean Lines, 255
George St., Sydney.

The Italian Sittmar Line (Panama flag)
MV's Fairsea and Castel Felice sail from
Sydney for Europe, via NZ, Papeete and
Panama at irregular intervals, with east-
bound calls at Tahiti. Next Sydney sailing:
Fairsea Jan. 12, 1961.

Details from Navcot Aust. Pty., Ltd.,
58 Margaret St., Sydney.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents
for the Tonga Copra Board, operates a
regular monthly cargo and passenger
service between Nukualofa and Suva with
MV Aoni, 500 tons gross. Turn-round in
Suva is usually two days, and the Agents
there are W. R. Carpenter and Co. (Fiji),
Ltd.

Next scheduled departure date from
Nukualofa will be June 4 (leaving Suva
about four days later).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji- Hawaii-N. America

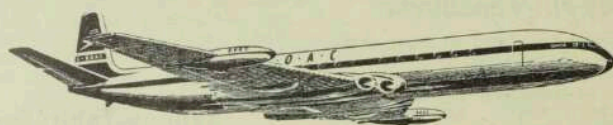
(First and Tourist Class available between
Australia and Nth. America; First and
Economy between San Francisco and UK.)

BY QANTAS EMPIRE AIRWAYS (Boeing 707 Jets)

NORTHWARDS

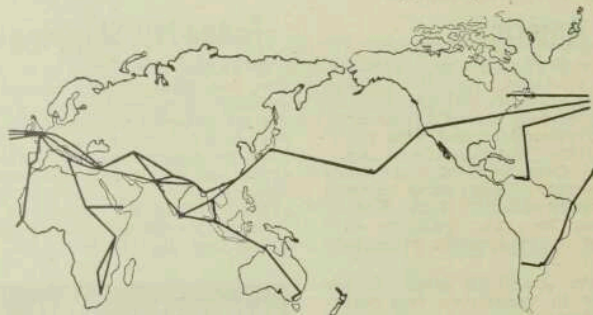
Tues.: Sydney (dep. 5 p.m.), Nadi, Fiji

It costs no more to fly by **B·O·A·C** jets world wide



From Australia Via Singapore to London, from London via India to Tokyo, from New York and Montreal to London, from London to South Africa, and London to South America . . . BOAC Rolls-Royce-powered Comets, the world's most proven jets speed across the globe, linking every continent. Faster flying times mean

hours, perhaps days more to enjoy at your destination or stop-over places anywhere you wish. Quiet . . . smooth . . . and vibrationless, the Comet is designed for speed, dependability and styled for undreamed-of comfort. For full details of *Luxury or Low-Fare Services*, see your travel Agent or Qantas Empire Airways (BOAC General Agents for Australia).



B·O·A·C

WORLD LEADER IN JET TRAVEL

BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

(arr. 11 p.m., dep. 11.45 p.m.),
lulu (Hawaii), San Francisco,
Wed. and Sat.: Sydney (dep. 5 p.m.,
(arr. 11 p.m., dep. 11.45 p.m.),
lulu, San Francisco, New York,
Fri.: Sydney (dep. 5 p.m.), Nadi
11 p.m., dep. 11.45 p.m.), H
San Francisco, extending to Var
Sun.: Dep. Sydney (5 p.m.), Nadi
11 p.m., dep. 11.45 p.m.), H
San Francisco.

SOUTHWARDS

Mon. and Fri.: London, New York,
San Francisco, Honolulu, Nadi (arr.
dep. 5.55 a.m.), Sydney.
Tues.: San Francisco, Honolulu
(arr. 5 a.m., dep. 5.55 a.m.), Sy
Sat.: Vancouver, San Francisco, H
Nadi (arr. 5 a.m., dep. 5.55
Sydney.
Sun.: San Francisco, Honolulu, Nadi
5 a.m., dep. 5.55 a.m.), Sydney.

(Note: International Dateline crosses
between Nadi and Honolulu).

Qantas Super-Constellation
under charter to TEAL, from M
and Auckland connect at Nadi on
days with Qantas northbound flight
on Thursdays with southbound
(see table 17).

TEAL Jet-Prop. Lockheed Electra
craft from Auckland, NZ, connect
Qantas northbound flights at
Tuesday, Wednesday, Friday and
and on Wednesday and Friday at
south-bound flights.

Qantas Fri. service ex-Sydney
with BOAC London service at San
cisco (dep. Sat.).

BOAC service ex-London Mon.
at San Francisco Tues. with so
Qantas service; ex-London Sat.
QEA southbound ex-San Francisco

BY PAN AMERICAN AIRWAYS (With Intercontinental Jet Clipper)

Mon. and Thurs.: Dep. Sydney 5
Nadi (arr. 10.40 p.m., dep. 11.
Honolulu and Los Angeles (a
and Thurs. 5.25 p.m.). Conne
Honolulu for San Francisco,
and Seattle.

Tues. and Sat.: Dep. Los Angeles
for Honolulu, Nadi (arr. 5
Thurs. and Mon., dep. 6.30 a.m.
and Mon.) and Sydney (arr. 1
Thurs. and Mon.).

(International Dateline is crossed
between Nadi and Honolulu.)

* Pan American B-377 (Stratocruiser)
is used on connecting services to
Nadi, Tafuna (American Samoa)
Honolulu (see table 20).

BY CANADIAN PACIFIC AIRWAYS (With Super DC-6B Aircraft)

Every Fri.: Sydney (dep. 1 p.m.,
land, Nadi (arr. Sat. 3 a.m.,
a.m.), Honolulu, Vancouver (th
Amsterdam, arr. Mon. 11.35 a
Every Sat.: Dep. Amsterdam at
for Vancouver (dep. 1.30 p.m.
Honolulu, Nadi (arr. Wed. 6 a
7 a.m.), Auckland and Sydney

(Note: Crosses International Dateline
route.)

SECTIONAL SERVICES PACIFIC

2. Sydney-New Guinea

By Qantas Empire Airways

NORTHBOUND
(Super-Constellations)

First Class

Tues.

Dep.

Sydney, 10.30 p.m. Brisbane.

Dep. Arr.
45 a.m. Pt. Moresby, 7 a.m.
Arr.
*, 7.45 a.m. Lae, 9.05 a.m.
First Class

Dep. Arr.
10 p.m. Brisbane, 11.45 p.m.
Arr.
12.45 a.m. Pt. Moresby, 6 a.m.
Arr.
*, 6.45 a.m. Lae, 8.05 a.m.
First and Tourist Class

Dep. Arr.
10 p.m. Brisbane, 11.45 p.m.
Arr.
12.45 a.m. Pt. Moresby, 6 a.m.
Arr.
*, 6.45 a.m. Lae, 8.05 a.m.
First and Tourist Class

Dep. Arr.
10 p.m. Brisbane, 10.15 p.m.
Arr.
11.15 p.m. Townsville, 2.15 a.m.
Arr.
3.15 a.m. Pt. Moresby, 6 a.m.
Arr.
*, 6.45 a.m. Lae, 8.05 a.m.
Prop. Lockheed Electra

Dep. Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class
& Fri. Wed. & Sat.
Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class

Dep. Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class
& Fri. Wed. & Sat.
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& Fri. Wed. & Sat.
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First and Tourist Class

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First and Tourist Class
& Fri. Wed. & Sat.
Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class

Dep. Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class
& Fri. Wed. & Sat.
Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class

Dep. Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class
& Fri. Wed. & Sat.
Arr.
10 p.m. Pt. Moresby, 5.15 a.m.
Arr.
*, 6.30 a.m. Lae, 8.05 a.m.
First and Tourist Class

Dep. Arr.
Pt. Moresby, 8 a.m. Sydney, 1 p.m.
PT. MORESBY-CAIRNS-PT. MORESBY
(Douglas DC4)
Dep. Port Moresby Sun. 12.30 p.m., arr.
Cairns 3.20 p.m.; dep. Cairns Mon. 10
a.m., arr. Port Moresby 12.50 p.m.

3. P-NG Internal Services

Operated by Qantas
PORT MORESBY-KIKORI-BAIMURU
(DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori:
Alt. Tues., returning same day via
Baimuru, Kerema, Yule Is. (May 31,
June 14, 28, July 12, 26, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. return-
ing same day (May 24, June 7, 21, July
5, 19, etc.).

Via Ihu, Baimuru, Kikori, Baimuru: Alt.
Thurs. (June 2, 16, 30, July 14, 28, etc.),
ret. via Baimuru, Kikori, Kerema the
following day (June 3, 17, July 1, 15, 29,
etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs. returning same
day via Balimo (June 2, 16, 30, July
14, 28, etc.).

Via Kerema, Baimuru: Alt. Wed. (May 25,
June 8, 22, July 6, 20, etc.), returning
alt. Fri. (May 27, June 10, 24, July 8,
22, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon.,
departing Port Moresby 8.15 a.m., re-
turning same day.

Alt. Wed.: Port Moresby, Samarai, depart-
ing Port Moresby 8.15 a.m., returning
same day (June 1, 15, 29, July 13, 27,
etc.).

Alt. Sat.: Port Moresby, Samarai, depart-
ing Port Moresby 8.15 a.m., returning
same day (May 28, June 11, 25, July
9, 23, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala,
departing Port Moresby 8.15 a.m., re-
turning same day (June 4, 18, July 2,
16, 30, etc.).

LAE-MADANG-WEWAK-MANUS-
KAVIENG-RABAU 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 (DH Otter)

Fri.: Lae (7.45 a.m.) to Wagab, calling at
any of: Goroka, Nondugl, Minj, Banz,
Mt. Hagen, Baiyer River, Kainantu,
Wapenamunda, Wagab. Arrival back at
Lae depending on stops made.

LOWER HIGHLANDS
(DH Otter)

Fri.: Lae (7.30 a.m.) to Goroka, calling
at any of: Gusap, Aiyura, Kalapit,
Rintebe, Kainantu, Goroka, Arona.
Arrival back at Lae depends on stops
made.

LAE-BULOLO-WAU
(DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10
a.m.

Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr.
Lae 9.25 a.m.
Wed., Sat.: Dep. Wau 9.25 a.m., via
Bulolo, arr. Lae 10.25 a.m.
Wed., Sat.: Dep. Lae 8.30 a.m., arr. Wau
9.10 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sun.: Dep. Pt. Moresby 7.20 a.m.,
arr. Bulolo 8.30 a.m.

Wed., Sun.: Dep. Bulolo 8.50 a.m., arr.
Wau 9.05 a.m., dep. Wau 9.35 a.m.,
arr. Pt. Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 10.30 a.m., via
Mt. Hagen and Minj, arr. Goroka 1
p.m., dep. Goroka 1.20 p.m., arr.
Madang 1.55 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05
a.m.

PT. MORESBY-MT. HAGEN-MADANG
(DC3)

Tues. and Fri.: Dep. Pt. Moresby 7.30 a.m.,
via Goroka, Minj, arr. Mt. Hagen 11.10
a.m.; dep. Mt. Hagen for Madang
(either direct or via airfields as re-
quired) 11.40 a.m.

MADANG-PT. MORESBY (DC3)

Tues. and Fri.: Dep. Madang 7.30 a.m., via
Goroka, arr. Port Moresby 10.20 a.m.

NEW GUINEA-NEW BRITAIN
(DC3)

Wed., Sun.: Dep. Rabaul 5.45 a.m., direct
to Lae, arr. 8.15 a.m.

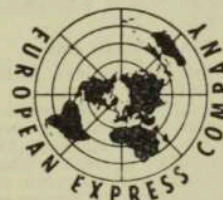
Wed., Sun.: Dep. Lae 10.30 a.m., Finsch-
hafen 11.30 a.m., Rabaul 1.45 p.m.

Tues., Fri.: Dep. Lae 10.30 a.m., Finsch-
hafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues., Fri.: Dep. Lae 10.30 a.m., Finsch-
hafen 11.30 a.m., Rabaul arr. 1.45 p.m.

* Calls Hoskins and Jacquinot Bay before
Rabaul, on request, on Wed.

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RABAU-BAUIN-RABAU (DC3)

Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, arr. Buin 10.30 a.m., dep. Buin 11 a.m., Aropa, Wakenai, Buka, arr. Rabaul 3 p.m.

RABAU-HOSKINS-RABAU (DC3)

Alt. Mon.: Dep. Rabaul 9 a.m., via Jacquinet Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (May 23, June 6, 20, July 4, 18, etc.).

**SERVICES BY MANDATED AIRLINES
(Scheduled flights with DC3 Aircraft)**

Mon.: Depart Lae at 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Lae.

Tues.: Depart Rabaul at 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Dep. Madang 7 a.m. for Minj, Banz, Mt. Hagen, Madang.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae. Dep. Madang 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Fri.: Dep. Lae at 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Dep. Madang 7.30 a.m. for Minj, Banz, Mt. Hagen, Madang.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

**LAEL HOLLANDIA (Neth. New Guinea)
Qantas, with DC3 aircraft**

Dep. Lae 11 a.m. alt. Wed. (May 25, June 8, 22, July 6, 20, etc.), calls at Madang and Wewak, and arr. Hollandia 3.30 p.m.

Dep. Hollandia 10 a.m. alt. Thurs. (May 26, June 9, 23, July 7, 21, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BLAK (NNG)-LAEL

Netherlands New Guinea Airlines,
with DC3 aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Blak, Hollandia and Lae with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government.

Dep. Blak, alt. Thurs. 6 a.m., arr. Hollandia 8.10 a.m.; dep. Hollandia, 9 a.m., arr. Lae 1 p.m.

Dep. Lae alt. Fri., 10 a.m., arr. Hollandia 1 p.m., dep. Hollandia 2 p.m., arr. Blak 4.10 p.m.

(Dep. Blak May 26, June 9, 23, July 7, 21, etc.; dep. Lae May 27, June 10, 24, July 8, 22, etc.)

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines
(Super Constellation Service)

A weekly service between Sydney (dep. Fri. 3.45 p.m.) and Holland with calls at Blak, NNG (arr. Sat. 1.05 a.m., dep. 2.15 a.m.), Manila (Philippines) and Amsterdam (arr. Sun. 3.20 p.m.). Dep. Amsterdam Sat. 6.35 p.m., via Manila and Blak (arr. Tues. 12.05 a.m.) for Sydney (arr. Tues. 12.20 p.m.).

DC3 aircraft link Blak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar and Ransiki; Beaver to Kokonao; Twin Pioneer to Seroel, Genjem and

Wamena; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuar, Ajamaroe, Napan, Wisselmeren and Wasior.

DC7C aircraft dep. Blak Tues. and Sat. at 2.45 a.m. for Japan, Alaska and Amsterdam (arr. Wed., Sun., 1 p.m.). Dep. Amsterdam Wed. and Sat. 10.50 p.m. for Alaska, Japan and Blak (arr. Sat., Tues. 12.25 a.m.).

5. N. Guinea-Solomons

Qantas, with DC3 aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara (BSI), arr. 5 p.m. same day.

Tues.: Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. same day.

6. Sydney-Noumea

Qantas, with Electra International

Fortnightly service, every alt. Fri., with tourist and first (sleeper-chairs) classes.

Dep. Sydney, alt. Fri. (May 27, June 10, 24, July 8, 22, etc.) 9 a.m., arr. Noumea 1.30 p.m. same day.

Dep. Noumea same day (alt. Fri.) 3 p.m., arr. Sydney Fri. 6 p.m.

**7. Paris-Sydney-Noumea-Fiji-
Fr. Polynesia-USA**

TAI, with DC7C aircraft

Dep. Paris every Sun., 6.45 p.m., for Athens, Teheran, Karachi, Bangkok, Saigon, Djakarta, Darwin, Sydney (arr. Wed. 6.35 a.m.).

Dep. Sydney Wed. 9.30 a.m. for Noumea (arr. 3 p.m., dep. 5 p.m.), Nadi (arr. 9 p.m., dep. 11 p.m.), Bora Bora (arr. Wed. 7.55 a.m., dep. Fri. 9.45 a.m.—connects with Papeete by RAI flying-boat, see Table 24), Honolulu, Los Angeles (arr. Sat. 6.55 a.m.).

Dep. Los Angeles, on return flight, Sat. 3.50 p.m. for Honolulu, Bora Bora (arr. Sun. 8.55 a.m., dep. 10 p.m.—connects with Papeete by RAI flying-boat—see Table 24), Nadi (arr. Tues. 3.35 a.m., dep. 4.35 a.m.), Noumea (arr. 6.30 a.m., dep. 4.30 p.m.), Sydney (arr. 8.10 p.m.).

Dep. Sydney Tues. 9.40 p.m. for Darwin, Djakarta, Saigon, Bangkok, Karachi, Teheran, Athens and Paris (arr. Thurs. 5.45 p.m.).

(Note: Crosses International Dateline between Nadi, Fiji, and Bora Bora, French Polynesia.)

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd.
with Sandringham Flyingboats

Regular return flight from Rose Bay base each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymasters

Alt. Sat. (June 4, 18, July 2, 16, 30, etc.); dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, Sun., 2.45 p.m. for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland-NI. See table 12 below.)

**10. New Caledonia-New
Hebrides**

TAI with DC4 aircraft

Tues. and Thurs.: Dep. Tontouta (N. Cal.) at 7.30 a.m., arr. Vila 9.25 a.m., dep.

Vila 10 a.m., arr. Santo 11 a.m., dep. 1 p.m., arr. Vila 2.15 p.m., dep. Vila 2.50 p.m., arr. Tontouta 4

**11. New Caledonia-
Wallis Is.**

TAI with DC4 aircraft

Monthly, from Noumea on June 10, Aug. 14, etc.

Dep. Noumea, Sun., 6.30 a.m., arr. Is. 11.35 a.m., dep. 12.55 p.m., arr. Is. 3.45 p.m. Dep. Wallis 7 a.m., arr. Nadi 9.50 a.m., dep. 11 a.m., arr. Noumea 2.15 p.m. same day

12. Norfolk Is.-Auckl

TEAL, by Qantas (Charter)

Alt. Sat. (June 4, 18, July 2, etc.). Dep. Norfolk 4 p.m., arr. land 7.45 p.m. Ret. next day (June 5, 19, July 3, 17, etc.) Dep. Auckland 10.30 a.m., arr. 1.30 p.m.

13. Auckland-Sydney

TEAL, with Jet-Prop. Lockheed

Daily (except Sun.): Dep. Auckland 11.55 a.m., arr. Sydney 11.55 a.m.

Daily (except Sun.): Dep. Sydney 7.25 p.m., arr. Auckland 7.25 p.m.

Sun.: Dep. Auckland 7.30 p.m., arr. Sydney 9.55 p.m.

Sun.: Dep. Sydney 11 a.m., arr. land 4.55 p.m.

14. Christchurch-Sydney

TEAL, with Jet-Prop. Lockheed

Mon., Thurs., Sat.: Dep. Christchurch 10.25 p.m., arr. Sydney 10.25 p.m.

Mon., Wed., Sat., Sun.: Dep. Sydney 7 p.m., arr. Christchurch 7 p.m.

15. Christchurch-Melb

TEAL, with Jet-Prop. Lockheed

Wed.: Dep. Christchurch 8 p.m., arr. Melbourne 11 p.m.

Thurs.: Dep. Melbourne 12.30 p.m., arr. Christchurch 7 p.m.

16. Auckland-Melbourne

TEAL, with Jet-Prop. Lockheed

Mon.: Dep. Auckland 8.30 a.m., arr. Melbourne 12 noon.

Mon.: Dep. Melbourne 1.15 p.m., arr. Auckland 8 p.m.

17. Melbourne-NZ-

TEAL, with Super Constellation
from Qantas

Wed.: Dep. Melbourne 7 a.m., arr. land 3 p.m., dep. Auckland 9.30 p.m. Return, see following day.

(Connects at Nadi with Qantas 707 jet service from Sydney to

18. Auckland-Fiji

TEAL, with Jet-Prop. Lockheed
and Qantas Super Constellation

Tues.: Dep. Auckland 6.30 p.m., arr. Nadi 10.25 p.m.

Wed.: Dep. Auckland 4.15 p.m., arr. 9.30 p.m.

Fri.: Dep. Auckland 11 a.m., arr. 2.55 p.m.

Wed.: Dep. Nadi 11 a.m., arr. 3 p.m.

Dep. Nadi 11 a.m., arr. Auckland 11.15 p.m.
Dep. Nadi 4 p.m., arr. Auckland

Wednesday flight ex-Auckland, and flight ex-Nadi are operated by charter to TEAL.

A. Christchurch-Fiji

With Jet-Prop. Lockheed Electra
Christchurch 3.45 p.m., arr. Nadi 5.30 p.m., dep. Auckland 6.30 p.m., Nadi 10.25 p.m.
Nadi 11 a.m., arr. Auckland 11.15 p.m., dep. Auckland 4 p.m., arr. Christchurch 5.45 p.m.

Fiji-Western Samoa

With Solent Flyingboats
Salt. Thurs., 9 a.m., crosses Dateline. Satapuala (Western Samoa) 8.55 p.m.
Satapuala Mon. at 8 a.m., crosses Dateline, arr. Suva Tues. 10.55 a.m.
May 26, June 9, 23, 30, July 31, 28, etc.; dep. Apia May 30, 27, July 4, 11, 18, 25, Aug. 1, 8.

NZ-Fiji-Am. Samoa-Hawaii

American Airways, with 747 (Stratocruiser) aircraft
and 4.45 p.m., Mon. and Thurs., Nadi 10.10 p.m.; dep. Nadi Tues. 10.30 a.m., crosses International Dateline, arr. Tafuna (American Samoa) 10 p.m., dep. Tafuna 5 p.m., Honolulu 6.20 a.m. Tues.

Honolulu 10 p.m., Mon., arr. Tafuna 10 p.m., Tues.; dep. Tafuna 10 a.m., crosses International Dateline, arr. Nadi 12.45 a.m.; dep. Nadi 6 a.m., and Mon., arr. Auckland 11.40 a.m.

21. Fiji-Tahiti

With Solent Flyingboats
9 a.m., alt. Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. Wed.; dep. Satapuala 1.55 p.m., Thurs., arr. Aitutaki (Cook Is.) 9.30 a.m. arr. (Tahiti) 2 p.m.
May 26, June 9, 23, 30, July 31, 28, etc.)
Papeete 7.30 a.m., alt. Sun., arr. Nadi 11 a.m.; dep. Aitutaki 12.30 p.m., Satapuala 5 p.m.; dep. Satapuala 5 a.m., Mon., crosses International Dateline, arr. Suva 10.55 a.m. Tues. Papeete May 29, June 12, 26, 10, 24, 31, etc.)

Fiji Internal Airways

Fiji Airways Ltd., with Heron and Drovier Aircraft
Suva: Two flights daily—morning and afternoon.
Suva-Suva: One flight daily.
Suva-Suva (via Matel, Taveuni): Sat-Mon.
Suva-Suva (via Savusavu): One flight—Thurs., Sat., Sun.
Suva-Suva: One flight—Mon. (Taveuni)-Suva: One flight—Sun.
Suva: One flight—Sat.
Suva-Suva - Labasa - Savusavu - Suva: One flight—Tues.
Suva - Labasa - Matel - Savusavu - Suva: One flight—Fri.
From Fiji Airways Ltd., Victoria Island.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

On a non-scheduled basis, with flights generally departing Nausori (near Suva) on the morning of each fourth Thursday (June 16, July 14, etc.) and departing Fua'amotu, Tongatapu, on the return flight on the following Saturday morning (June 18, July 16, etc.). Flying time is about three hours each way. Tourist Class only, with 44 lb baggage allowance. The airline leases the only accommodation house in Nukualofa, Tongatapu, and accepts reservations (£T.2 per day, £T.10 per week, £T.28 per month).

Details from Fiji Airways, Ltd., Victoria Parade, Suva.

23. N. Caledonia-Loyalty Is. Internal Service

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues. (dep. Noumea 2 p.m., arr. Mare 4 p.m.) and Thurs. (dep. Noumea 8 a.m., arr. Mare 10 a.m.).
Noumea-Ouvea: Wed., Thurs. and Sat. (dep. Noumea 8 a.m., dep. Ouvéa 10.30 a.m.).
Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.), Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.).
Noumea-Koumle (Isle of Pines): Mon., Sat. (dep. Noumea 10.30 a.m., dep. Koumle, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). Note: On this flight a call will be made at Plaine des Galacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flyingboats

Service to the Leeward Group (Isles Sous le Vent).

Sun.: One morning (dep. 7 a.m.) flight Papeete-Ralatea-Bora Bora (arr. 8.45 a.m.); and one morning (dep. 10 a.m.) return flight Bora Bora-Papeete-Bora Bora, arr. 4.15 p.m.
Mon.: One morning (dep. 8 a.m.) flight Bora Bora-Ralatea-Papeete (arr. 10 a.m.).
Wed.: One morning (dep. 6.30 a.m.) return flight Papeete-Ralatea-Bora Bora-Papeete (arr. 10.45 a.m.).
Fri.: One morning (dep. 7.30 a.m.) flight Papeete-Ralatea-Bora Bora (arr. 8.45 a.m.) and one afternoon flight (dep. 12.15 p.m.) Bora Bora-Ralatea-Papeete (arr. 2 p.m.).

Booking agents in Tahiti: Messageries Maritimes, Quai Bir Hakeim, Papeete.

25. Hawaii-Tahiti

South Pacific Air Lines, of Honolulu, with Super-G Constellation aircraft

Pending completion of Papeete Airport, SPAL aircraft lands at Bora Bora and the final 140 miles of the route is by Bermuda flyingboat of the local RAI service. (See table 24.)

Fri.: Dep. Honolulu 10.45 p.m., arr. Bora Bora 7.30 a.m., connects with RAI service for Papeete.
Sun.: Connection from Papeete by RAI service then dep. Bora Bora 10.30 a.m., arr. Honolulu 7.15 p.m.
Through fares: Single \$US390 and \$US286; return \$US702 and \$US514.80.
Tahiti agent: John Lynch, Hotel Grand Faugerat, Papeete.

26. Samoan Inter-Island Services

Polynesia Airlines Ltd., of Apia, Western Samoa, using a Percival Prince aircraft, operates a once daily service between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome).

Dep. Faleolo (W. Samoa) Mon. 2 p.m., Tues. 8 a.m., Wed., Thurs., Fri., Sat. 10 a.m. Sun. no flight.

Dep. Tafuna (Am. Samoa) Mon. 4.15 p.m., Tues. 9.45 a.m., Wed., Thurs., 11.15 a.m., Fri. 4 p.m., Sat. 11.15 a.m. Sun. no flight.

Fares: Single £S.4/4/-, return £S.7.

Agents at Apia: Gold Star Travel Service; at Pago Pago: B. F. Kneubuhl and Co.

An American Company, Samoan Airlines Ltd., which uses a DC3 Viewmaster, runs a similar service.

27. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motored amphibious flyingboats, TOA operates a lower) are available to some ports. Fares Micronesia on behalf of the US Government.

Details from Trans Ocean Airways Agana, Guam.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

NOTE: Exchange rates for equivalent of Australian currency in other Territories: Aust. £1 equals approximately 16/- Stg., NZ, or West Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs., \$US2.25.

	FROM SYDNEY (Aust. currency) TO—			TO—		
	Single	Return	Table	Single	Return	Table
	£ s. d.	£ s. d.	No.	£ s. d.	£ s. d.	No.
Moresby	51	5	0	92	5	0
Lae	62	15	0	112	19	0
Rabaul	72	9	0	130	9	0
Noumea	54	17	0	98	15	0
Honolulu	94	5	0	169	13	0
Norfolk Is.	27	10	0	49	10	0
Lord Howe	14	15	0	29	10	0
Nadi	85	9	0	153	17	0
Suva	92	0	0	166	19	0
Auckland	53	15	0	96	15	0
Christchurch	53	15	0	96	15	0
Honolulu	282	12	0	508	14	0
San Francisco	350	9	0	630	17	0
Vancouver	350	9	0	630	17	0
Apia	118	14	0	214	14	0
Papeete	178	2	0	320	12	0
Aitutaki	155	12	0	281	2	0
Biak	103	15	0	186	15	0

FROM AUCKLAND (NZ currency) TO—						
Apia	62	0	0	111	12	0
Aitutaki	93	10	0	163	6	0
Nadi	39	7	0	70	17	0
Norfolk Is.	19	15	0	35	11	0
Papeete	114	10	0	206	2	0

FROM SUVA (Fiji currency) TO—						
Apia	25	0	0	45	0	0
Aitutaki	57	15	0	103	18	0
Nadi	5	16	0	11	12	0
Nukualofa	18	10	0	43	0	0
Papeete	82	14	0	148	18	0

Fares quoted are First-Class. Cheaper Tourist Class fares (approx. 20 per cent. lower) are available to some ports. Fares to points east of Nadi include air connection to Suva by Fiji Airways, Ltd.

Pacific Commerce and Produce

Philippines Copra Flood Depresses The Market

Because Philippines copra production has recently been at a much higher rate than was expected, large supplies have reached the European market and, with considerable quantities afloat, London prices receded sharply in April.

AVERAGE price for the month was £Stg.77/5/- per ton—£Stg.7/15/- below March's quotation.

Although the decline in price was not entirely unexpected, Mr. Ian McDonald, chairman of P-NG Copra Marketing Board, commented on May 4 that selling confidence was rather shattered, as the fall "almost approached the dimensions of a collapse".

Mr. McDonald said that, with cheap Philippines copra available, European oil crushers upset the US market with coconut oil offering down to 16 cents c.i.f., New York. Consequently, US crushers reduced their price offers for copra—creating a snow-balling effect, with European crushers taking full advantage of the situation.

One bright spot, however, was that at the present lower price levels increased consumption should come about. In addition, since the market uneasiness started some two months ago, consumer stockpiles are probably by now down to a minimum. Thus, if some stability is established in the market, buying interest would return to normal.

Of the 7,000 short tons of US Government stockpiled coconut oil released in March, only 2,800 tons were sold, with little effect on the European market. Most tenders apparently were below current market values, and 4,200 tons were carried over for May release.

Higher Duty Now On Rice For Fiji

Higher duty on rice imported into Fiji has now come into effect, following a defeat of a motion in the Fiji Legislative Council. The duty is intended to protect the expanding rice industry from overseas rice, which can be delivered cheaper than Fiji can produce its own. It was

to have come into force last January but was postponed.

Mr. B. D. Lakshman, Indian member for the North West, sought a further postponement at the end of April on the ground that it would be a month or two yet before local rice was available in quantity and there might be a black market in rice in the interval, with imported rice bought at the old price and selling at the new price.

The Government maintained that importers were already overstocked and no black market was likely to develop in the short interval remaining. The move for a postponement was defeated.

Study Being Made Of Labour In The Cooks

A special committee has been set up in Rarotonga by the Administration to study labour conditions in the Cook Islands.

In an official statement, the Resident Commissioner, Mr. Nevill, said that while industrial relations over the past ten years had been good, he felt it was time that a general study of working conditions was made. The establishment of further secondary industries made it desirable to consider whether some local factory legislation was now necessary. Workers compensation should also be considered.

The committee which is to report on its findings by mid-May, consists of the Secretary to the Government, the Industrial Relations Officer, Messrs. C. T. Cowan and T. P. Makea representing the Industrial Union; Messrs. B. Houston and W. H. Watson representing the main employers, and Makea Nui Teremoana Ariki and Mr. G. Strickland, Snr., representing the Legislative Assembly.

Chief Judge Morgan was appointed Chairman, with the Secretary to Government as Deputy Chairman in the judge's absence.

Tonga Makes Plans For Surplus Bananas

Bananas are Tonga's second export, worth an average of £135,000 per annum over the past six years, as compared with copra worth an average of about £1½ million.

Tongatapu especially, with its network of good roads and its flat terrain, is particularly well placed for the export of a good-quality, undamaged grade of banana, and has the capacity for considerable expansion of the industry, though it is affected a good deal by the wide fluctuations in rainfall.

But Tonga can see that New

Fiji Dried Banana Co. Launched

Despite a Fiji Government statement that the US market for dried bananas is small, not expanding and prospects in UK and Europe were discouraging, Fiji Products Ltd. was registered in Suva in May to establish an industry.

Nominal capital is £140. Provisional directors Messrs. B. Proweller (Suva), Simpson and G. Barr (Savusavu planters), P. Hunt Sila (Nausori planter), Jioji Suguturaga (Suva), Leweni and Ram Jati S. (Nausori).

Mr. Proweller will receive £15,000 in shares for his technical know-how and for training to use his process of drying bananas. About £120,000 have to be raised for building plant and working capital.

Zealand is unlikely to be able when present import restrictions ease, to take all the bananas Tonga, Samoa, and Fiji could produce. At least not in their form. So there is considerable interest in the possibility of a banana industry or any other industry which can absorb the excess.

As the result of a good talk in Fiji about the prospects of a dried banana industry in months, Tonga lost no time in ahead and ordering drying equipment from overseas for mental purposes, and is already producing a dehydrated product also planning to produce, as product, pig food—using the and reject bananas.

Some of this pig food is used locally, and it is hoped it might be possible to establish a market overseas in competition with other kinds of pig food. The product is much easier to produce than the partly dehydrated banana only from fully ripe fruit, and for human consumption confectionery trade.

But Prince Tungi is very alive to the probable higher offering in the latter industry. In March he induced Proweller, who has been mental in creating the interest in Fiji, to go to New Zealand to discuss possibilities.

Gilbertese For New Hebrides Fishing Base

Following an on-the-spot inquiry by two Gilbert Islands representatives last year, Gilbertese labourers are now employed with South Pacific Fisheries (New Hebrides) Pty. Ltd., at the kulo tuna fishing base.

at group of 26 men was recruited from Kuria and Aranuka islands fishing company's 1,000-ton supply ship *Maru*. Pay rates are similar to the Gilberts—about £9 per month with the addition of overtime. The period is two years.

As an excess of labour in the island and the Government has been reluctant to employ them there. It is hoped that more

Pallikulo and that others may be used as labour by New Hebrides. Negotiations to this end are in progress.

In May, Mr. M. L. Bernacchi, Commissioner, Gilbert and Ellice Islands, said that the possibility of establishing a fish cannery in the Colony had been investigated but had been found impossible, due to lack of the large quantities of fresh water required. A local consumption, especially of dried fish flakes, might be possible, but a recent survey by the Pacific Commission had not been very optimistic as to the fish population of the Gilberts' lagoons.

Fishing by canoes fitted with outboards seemed to offer better prospects, Bernacchi said, and it might be possible to improve local fish supplies by this means.

FISHING AND SALT. Mr. Bernacchi said there was known to be some pearl shell in Abaiang lagoon, Tarawa, and an experimental use of diving would probably be made to investigate the possibilities of the industry.

The Gilbertese often suffered a reduction in their income from a result of prolonged droughts. Mr. Bernacchi, and SPC had hoped that a salt industry be established at Beru. It was believed that salt could be marketed in Fiji.

The industry might tide the people over periods, and it would probably be possible to produce salt in the future. There is a native salt industry in Papua.

COPRA YEAR. Discussing the copra crop, which averages about 10,000 tons annually (with wide variations due to weather), Mr. Bernacchi said that the year promised to be moderately good, after two very bad years. Over 7,000 tons were estimated for 1960. There was a delayed effect from droughts and some time for palms to recover.

A programme of replanting was under consideration, but it would be enormously expensive. Land-owners would have to be compensated for trees cut down in the land clearing and thinning of existing, self-sown plantations. A short-cut of production would result, but long run properly spaced young palms would prove their worth. Due to the cost, this would necessarily have a long-term project.

Bernacchi stated that copra was the islands' only crop, and the prospects for the future seemed bright despite progress made in soil improvement techniques by agricultural extension in recent years.

The possibility of copra crushing was investigated several years ago, but it had been decided that if there was a change from shipping copra to a local output was sold to Lever's it would be better to have it crushed in

market in Japan. Present price is about £11 per ton, f.o.b.

Australian manganese ore also has the advantage of being in large lumps, whereas most Fiji ore is of a granular nature, not so popular with smelters. Most of it is shipped by the Japanese Banno firm which has its own time-chartered vessels. Deposits are mainly on Viti Levu, with one also on Moala Is.

Bannos are still carrying out exploratory work on a copper deposit at Udu Point, Vanua Levu, to determine its extent. The company's manager, Mr. K. Nagashima, said in Suva last month that it should be possible to decide within another six months whether it would be worth establishing a concentrate plant there, in which case about 300 local men would be employed.

Bannos are at present exporting from 2,000 to 3,000 tons of medium grade iron ore per month from Tau, near Nadi, through Lautoka port. This ore averaging about 63 per cent. purity, is currently worth around £3 per ton.

Japanese MOP Fleet's Small Haul

The Japanese mother-of-pearl shell fishing fleet which has been operating in waters north of Australia in recent years, sailed from its home port of Kushimoto, Honshu, on May 2 and was due on the diving grounds on May 19. As last year, there are 11 fishing vessels and one fisheries inspection vessel.

Last year, operating in Australian offshore waters, the fleet fished 346 tons of shell valued at approximately £A131,000. It was the smallest haul since post-war diving began, but the quality was better than in the previous year.

Under agreement with the Australian

government, the diving area this year will be restricted to waters west of Torres Straits grounds. Quota is about 400 tons.

PI Mines Ltd. Will Double Its Capital

A new issue of 4,459 shares to shareholders at par, on the basis of one for one held on May 20 will be made by the recently-floated Pacific Island Mines, Ltd., Papua.

The new funds will finance expansion of operations at Misima Is., including new equipment. Operations to date have revealed promising gold mineralisation, directors report.

Payment will be £5 a share, including £4/15/- pre-paid call on application by June 24.

The old shares were sought at £10 on Sydney Stock Exchange in early May, with no sellers.

Search For Oil Abandoned In Dutch N. Guinea

Netherlands New Guinea Petroleum Co., a joint venture of Bataafse Petroleum, Standard-Vacuum, and Far Pacific Investments Inc. has ceased its oil search activities in Netherlands New Guinea. It had undertaken "an extensive and costly" exploration for oil in Netherlands New Guinea since 1935.

The end of the search follows disappointing results. Quantities of oil found at Klamono, Wasian, and Mogoi were much smaller than had been hoped.

Prospects of discovering further accumulations of oil, capable of commercial development, were such that continuation of exploration activities in the remote and barely accessible region was not warranted.

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Market For Manganese

Because Australia recently eased restrictions on manganese, Fiji is finding it harder to market low-grade ore and has been having a fairly ready

Dylup Revalue to Make Bonus Dividend of 1 For 4

Dylup Plantations, Ltd., New Guinea, will make a one for four bonus issue of shares on June 7.

The bonus dividend will follow revaluation of assets by about £55,000, to £279,000.

The chairman (Mr. F. N. Warner Shand) announced the bonus at the annual meeting in Rabaul last month.

The bonus will involve 81,500 new 10/- shares. Paid-up capital after the issue will be £203,750.

Directors expect to maintain the current 20 per cent. dividend on the higher capital. Bonus shares rank for dividend from April 12.

The company also plans to split its 10/- shares into 5/- units as from June 2.

Mr. W. T. Thomas has resigned from the board.

Burns Philp (SS) Co. Shows Increased Profit

At the annual meeting of Burns Philp (South Sea) Co., Ltd., in Suva, on May 14, the company's annual accounts to January 31, 1960, disclosed net profit of £F163,035, an increase of £F2,751 over the previous year.

Profit was after depreciation £F73,850 (last year £F75,962) and general expenses and tax of £F481,750 (£F487,911). Ordinary dividend of 10 per cent. is unchanged and absorbs £F100,000.

In their annual report directors said trading conditions generally throughout the Islands proved satisfactory. While shipping results were disappointing, a gratifying increase was recorded in merchandise sales and sundry ventures.

Accounts show fixed assets up from £F541,595 to £F562,921 (at cost less depreciation). Reserve was again raised by £F50,000, making it £F675,000.

Because of the necessity to make substantial provision to cover hurricane and other unforeseen losses, no dividend was received from the subsidiary B.P. (New Hebrides), Ltd., during the year.

Sandy Ck. Gold Sluicing Suspends Operations

In view of unsatisfactory returns over the last eight months, together with the difficulty of securing a manager and staff with the necessary alluvial gold mining experience, Sandy Creek Gold Sluicing, Ltd., NG, has temporarily suspended operations as from March 31.

The company is applying for a suspension of labour conditions on its property for six months to give it time to consider its position and make appropriate arrangements.

World Copra Production Dropped in 1959

World exports of copra and coconut oil again declined during 1959. Copra at 1,170,000 tons was 40,000 tons lower than 1958, whilst coconut oil production dropped by about 15 per cent.

Indonesian exports, surprisingly enough, improved slightly, largely the result of an increase in unregistered shipments to Malaya, North Borneo and India.

Philippines supplies suffered a setback, falling by 95,000 tons, the prolonged effect of the 1957-58 drought.

Exports from the Pacific Territories were virtually unchanged, at about 265,000 tons; but there was an unexpected increase in Ceylon exports which rose from 61,000 tons (coconut oil equivalent) to 95,000 tons.

Copra imports into Europe were generally lower, declines being most marked in West Germany and the Netherlands.

Present Papua-New Guinea production is still being maintained (24,922 tons for January-March, 1960) as compared with 1959 (24,683 tons for same period), reports the P-NG Copra Marketing Board.

APC's New Well Site Ready Soon

Preparations for the drilling of Iehi well, Papua, are proceeding satisfactorily, despite difficulties caused by the jungle-covered, pinnacled and creviced limestone terrain between Kikori River and the rig site, reports Australasian Petroleum Co.

Levelling of the area at the well site to take the drilling outfit is practically completed. Erection of the rig will begin late May.

Almost two miles of a two and a half mile pipe line has been laid from Kikori. The pipes are being laid in half-mile sections with the aid of helicopters.

New PNG Timber Co. Floated

A small, new timber holding company was floated quietly in March—Pacific Islands Timbers (Holding), Ltd. Most of the 132,000 shares of 5/- each, at par, were placed in Port Moresby.

It took over P.I. Timbers, Ltd., which conducts two sawmills, has a modern timber yard at Port Moresby, and also the only timber pressure impregnation plant in P-NG.

Government tenders in the Territory specify that timber must be treated against termites.

Pacific Islands Timbers (Holding) expects dividends of 12½ per cent. in the first year. Net assets are 5/4½ for each 5/- share. Listing on Sydney Stock Exchange will be sought.

Papuan Apinaipi Issues Million New 5/- Ords.

To help pay its share of the cost of exploration and oil search by its associated group in Papua, Papuan Apinaipi Petroleum Co., Ltd., offered 1,000,000 5/- ordinary shares (with options) to share and option-holders registered in March 25. The issue closed on May 14.

The finance will also be used to maintain the company's share in the group's Australian mainland programme.

Papuan Apinaipi's capital (before the issue) was 6,457,562 5/- ordinaries and 5,558,241 options.

BGD Restores Dividend

Bulolo Gold Dredging, Ltd., New Guinea, has raised its interim dividend.

For the period to May 21, dividend will be 25 cents Canadian. Last year the company paid an interim 20 cents and final 25 cents. Latest dividend restores the 50 cents rate paid in 1957-58.

During the nine months to February 29, BGD earned net profit of \$355,000 Canadian. Gold production rose by 2,329 oz to 17,771 oz (valued at \$621,985 US). In addition to the profit from NG operations, the company has received dividend of \$354,800 from Commonwealth-New Guinea Timbers, Ltd., and dividend of \$50,300 from Placer Development, Ltd.

Plantation Holdings Do Better Than Expected

Plantation Holdings, Ltd., NG cocoa and copra growers, announced in Rabaul last month that the first half-yearly dividend would be 6 per cent., as a result of

satisfactory trading. This indicates per cent. yearly rate.

The company was formed in June year, when directors estimated a dividend of not less than 10 per cent. a year, capital is £150,000 in 5/- shares.

It conducts the former trading by of Mr. G. B. Black at Rabaul and of three plantations on New Britain and on New Ireland. Additional cacao are being planted on the properties.

Australia's PEARLING Rights Unchanged

Proceedings at the recent Geneva of the Sea Conference would not Australia's pearling fields on the mental shelf. Sir Garfield B. Attorney-General, told the House of Representatives, Canberra, on May 3.

A proposal for a six-mile wide territorial sea over which the maritime nation concerned would have exclusive rights also an extra six-mile limit for fishing rights was defeated at the conference.

An earlier convention guaranteed Australia's right to any produce on the continental shelf, irrespective of its area.

Fiji Bananas Banned In Hawaii

Strict Hawaiian plant quarantine regulations prevented two sample cargo polythene-wrapped fresh bananas passing through Honolulu aboard the "Himalaya" en route to Canada.

The fruit was to be taken by Deputy Director of Agriculture, Lamont, proceeding on leave to U.S. the way, he planned to investigate market for Fiji bananas in Canada.

However, because of the small quantity of fruit involved, arrangements could be made for it to be sealed in refrigerated locker for the voyage—it have been carried in the ship's fresh vegetable store, which is unsealed though the bananas were to remain ship at Honolulu, quarantine regulations would not permit even this, of banana diseases known to be in Fiji being introduced. The fruit have had to be dumped prior to arrival in Hawaii.

In the circumstances, the sample could not be taken.

Economic Outlook

THOUGH London and New York prices have fallen, the Australian stock market in early May again creeping up to the all-time high last February, when index of 332.23. On May 4 it was touched 332.23. On May 4 it was (compared with 243.8 a year ago).

Market observers say the spurt current takeover boom. That any wool income, good general trading and dividends, and a fully-employed growing population.

Latest takeover, in May—and staggered the imagination of the public—was the Sydney realty firm J. Hooker's deal with Melbourne's J. Hooker's L. Buckland. Hooker acquired a 7,000,000-acre sheep and cattle empire in Northern Australia, £1,000,000 in cash and options up 8,000,000 5/- shares in the Hooker in 1967-68. The vendor's total the deal is around £5,600,000, so options have been calculated at.

Buckland started as a bank clerk at a garage at 18, and by tremendous perseverance built up a

stations and car-parts warehouses. He bought up pastoral properties. Sir Sidney Kidman's Victoria towns in NT. In other deals recently, Hooker's fight for development Sydney land-familiar to Islands visitors—Angel Holdings and the Royal Exchange, etc.

SYDNEY SALES PRICES

	Apr. 5, '60	May 9
chillp	95/6	97/6
chillp (SS)	64/-	64/6
Plantations	£78	£81/17/6
Pls	40/6	36/-
Pls	55/-	55/6
Rubber	20/9	21/9
Rubber	10/9	11/3
Is. Whaling	28/6	28/9
en Holdings	12/9	13/1
nd Insurance	9/9	10/6
nds	7/-	7/4
ac. Insurance	9/-	9/9
es	94/-	96/-
ps Trading	7/-	7/5
arpenter Hold.	no sales	28/-
il	24/-	25/-
	59/-	58/-
	27/-	27/6
	4/6	4/2

IL AND MINING SHARES

	July 9, '58	Apr. 5, '60	May 9
.	b5/9	b4/10	b5/6
.	—	b40/-	b42/-

PAPUA-NEW GUINEA

Ad. b35/-	b36/-	b38/-
ch b1/9½	b2/5	b2/7½
RG b2/6	b5/-	b4/7
b7d	s5½d	s5½
ines —	b162/6	b200/-
pin b9d	b3/8	b3/8
z. b6½d	b11d	b1/-
ev. b86/6	b102/6	b105/-
reek b4d	b2d	b2d

LANDS PRODUCE

otherwise stated, quotations are in Australian currency. Aust. £ equals 16/- Stg., NZ, or W. 18/- Fiji; 20/- Tonga, Solomons & areas; 196 Pac. Frs.; \$US2.25.)

COPRA

British Ministry of Food 9-years which governed Copra prices and New Guinea, Fiji, Western Solomon Islands, and Gilbert and Ellice Islands (and, to some extent, in Cook Islands) expired on Dec. 31, 1957; since when each Territory made its own arrangements for and marketing of copra.

NEW GUINEA:—All production referred to Copra Marketing Board, and by six members, including three representatives; and the Board distribution and sales, and makes to the producers. Production only to (a) Unilever (under covering 1960), (b) Australia (for assumption) and (c) crushing-mill. Prices generally arranged in line with ruling rate in Philippines with premiums for hot-air dried.

July 1, 1959. P-NG Copra Tentative Purchase Prices, for dried main ports: Hot-Air Dried, 1/- per ton; FMS, £A71 per ton; dried, £A70 per ton.

No Government control—producers do as they wish. Bulk of copra goes through mill in Suva, whose price in Suva, is announced each week.

On May 9 prices were: HAD, £F59/5/-; FM1, £F57/17/6; FM2, £F56/12/6.

WESTERN SAMOA:—Official Copra Board receives all production, and sells same and makes payments to producers. Large proportion goes to Unilever, at Philippines FM grade rates, plus premiums up to £S3 per ton for hot-air dried. Prices unaltered since March, 1959: Hot-air dried, £S67/13/8 per ton; sun-dried No. 1, £S65/3/8; sun-dried No. 2, £S61/13/8.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMONS:—All production marketed through official Copra Board, at prices based on Philippines market. Price declared for May: 1st grade, £A75; 2nd grade, £A73/10/-; 3rd grade, £A71 per ton, f.o.b., BSIP ports. With the prices now ruling, BSI Copra Board is making a bonus payment of approximately £A10 per ton to producers from accumulated profits.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges, etc.

E. SAMOA:—Producers receive 7 cents lb. (\$US156.8 or £A70/4/6 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—Price was approximately £A48 (9,600 Pac. francs) per ton delivered Vila/Santo on May 6. French price on May 3 was 100,500 Metrop. francs per metric ton, c.i.f., Marseilles.

COOK IS. AND NIUE IS.: Subject to the provisions of the copra contract between the Cook Islands and Niue Island shippers and Abels, Ltd., of Auckland, who operate the only New Zealand copra crushing mill, the price paid is the average London price for the previous month, less handling charges. The actual price paid to producers varies widely from island to island, ranging from £NZ30 to £NZ60 per ton.

TOKELAUS: Price is based on the average London price for the month prior to shipment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on May 9 was £Stg.266/5/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on May 10: £S225 f.o.b., Apia, grade 1; £S220, grade 2.

P.-N.G.: May 10.—Quote No 1: £260 (best quality), £250 (medium), £200-£240 (low grade, according to merit). Quote No. 2: £250-£255 (first-class, export quality).

COFFEE:—P.-N.G.: May 10, good quality A grade, per lb. 4/3; B grade, 4/2; C grade, 4/- c.i.f., Sydney.

In early May, price quoted for Tanganyika: A grade—no supplies offering; B grade £Stg.345; Undergradings, £Stg.255-£Stg.275, all per ton and c.i.f., Sydney. Uganda Robusta was offering at approx. £Stg.155 Spot, £Stg.145 June, £Stg.142 July, c.i.f., Sydney.

PEANUTS: P.-N.G., May 10, Kernels: White Spanish 1½ lb del. buyer's store; Red Spanish, 1½; Virginia Bunch, 1/7½. In Shell, 1/- lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on May 9 was: No. 1 RSS, spot, 129 Straits cents per lb (44.99d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, advised May 10: White and yellow label, processed, standard packs, 75/-; green label, 73/-, c.i.f., Sydney.

RICE (Australian):—Price from May, 1959—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61/10/- per ton, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £68 per ton, f.o.w.; under 5 tons, £68/10/- per ton. Other Pac. Islands: Dry, brown, etc., £70 per ton f.o.w. Sydney or Melbourne. New prices for 1960 will be announced after Rice Control Committee's meeting in Sydney mid-May.

PEARL SHELL:—Firm quotations for Australian White M.O.P. Shell in May by Sydney independent shell agents were: Sound £A850, D £A600, E £A300, EE £A200 (in store Sydney). Penrhyn Island: £NZ500, f.o.b., Rarotonga. Manihiki Island: Lagoon still closed until mid-1960 when position will be reviewed by CI Administration. N.G.: No supplies offering, but last Sydney sales of Black-lip M.O.P. were at £300 per ton.

TROCHUS: P.-N.G. and B.S.I.—Quote No. 1: £240 per ton, c.i.f., Sydney. Quote No. 2: £200 per ton, and falling.

GREEN SNAIL SHELL:—A continued demand, with buyers offering £460 per ton.

CROCODILE SKINS: 12 in. and over, small-scale, first quality, 12/- per in.

PAPUAN GUM: £80 per ton del. buyer's store, Sydney.

London and US Quotations

Copra: London, May 9, Philippines, in bulk, \$207.50 US per long ton, c.i.f., UK/Nth. European ports, Straits/Borneo, FMS, delivered weights, c.i.f., UK/Nth. European ports, £Stg.80 per long ton. New York, May 9, Philippines \$197.50 US per short ton, c.i.f., Pacific coast ports.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: London, May 9, Ceylon, in bulk, £Stg.118 per ton, c.i.f., UK/North European ports. Straits crude, £Stg.117/10/-, c.i.f., (May 10, RSS No. 1, Spot, 41d Stg. per lb; July/Sept. 36½d Stg.; Mar., 1961, 38½d Stg.)

Exchange Rates

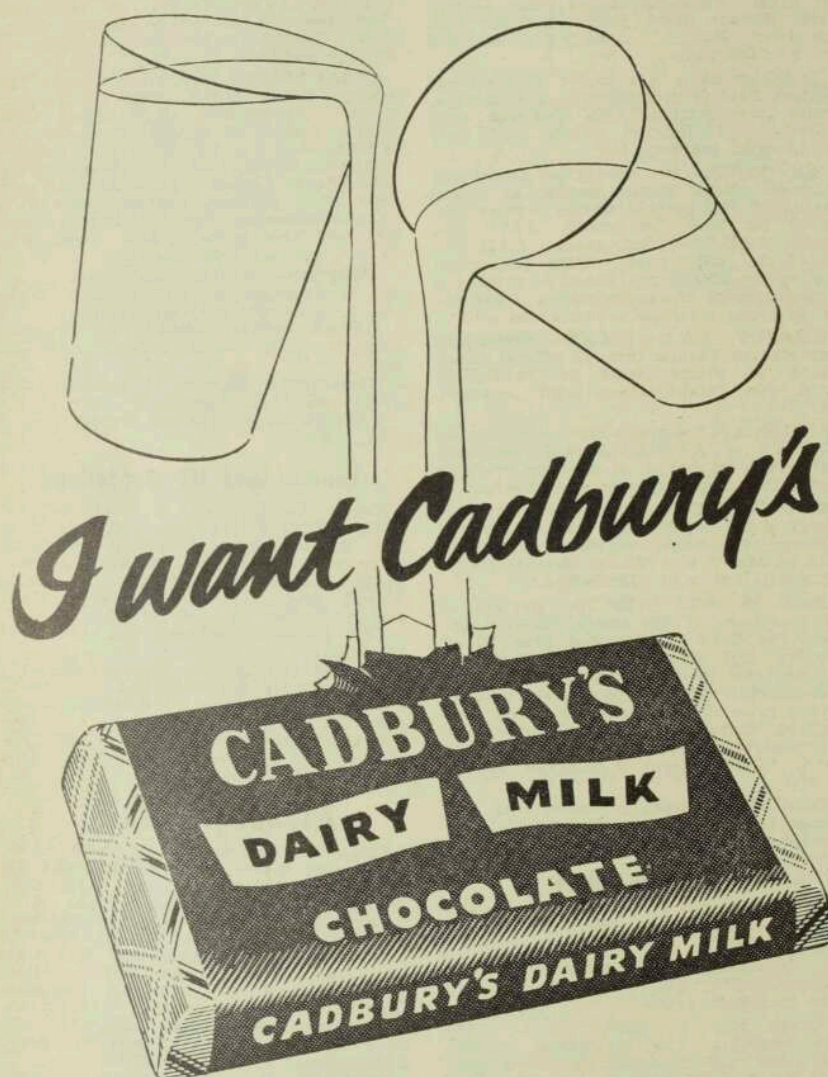
FIJI:—Through BANK OF NSW, ANZ BANK and BANK OF NZ, Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/15/-; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

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). ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF ASIA. (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES:—Pacific (CPF) francs are used in New Caledonia, New Hebrides, and Fr. Polynesia. FRENCH BANK (Comptoir National D'Escompte de Paris) in Sydney May, 1960, quotes: Selling, Noumea, 196 Pac. francs to £ Aust.; Papeete 194.35 Pac. francs to £ Aust.; 245 Pac. francs to £ Stg.; 88.55 Pac. francs to US \$; Noumea, 18 Pac. francs to 1 French heavy franc (conversion rate: 1 Pac. franc equals 0.055 heavy franc). Paris-London: Selling, 13.580 heavy francs to £Stg.



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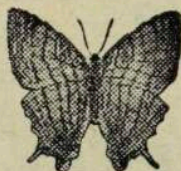
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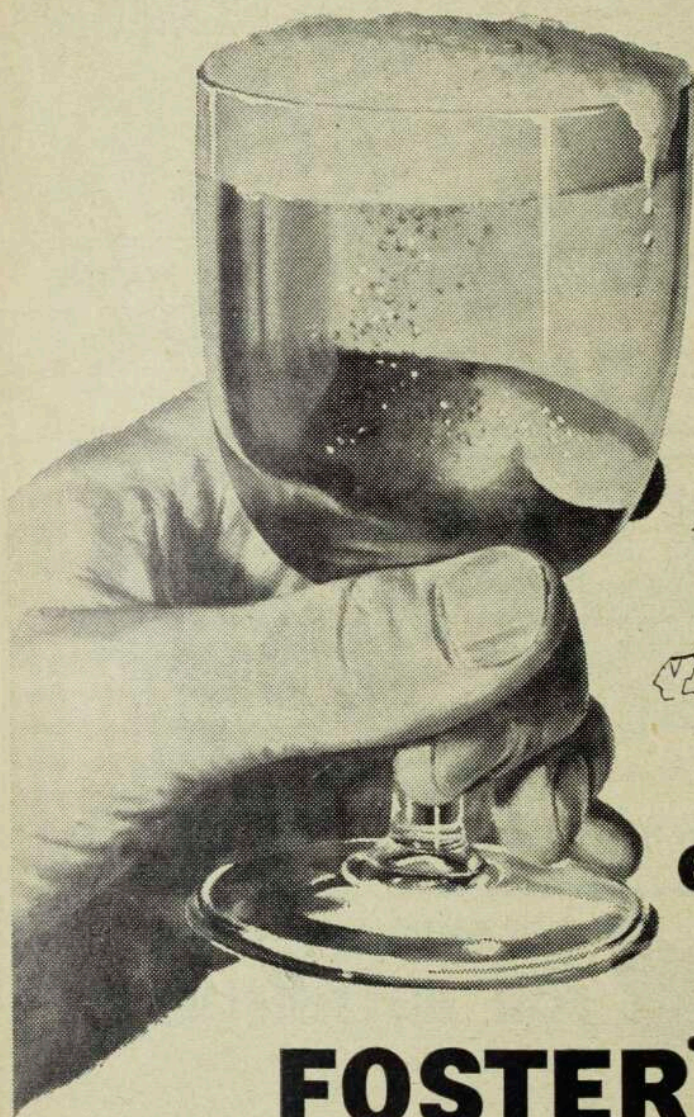
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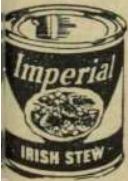
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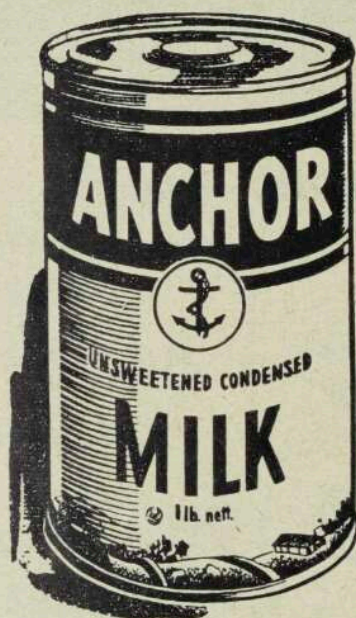








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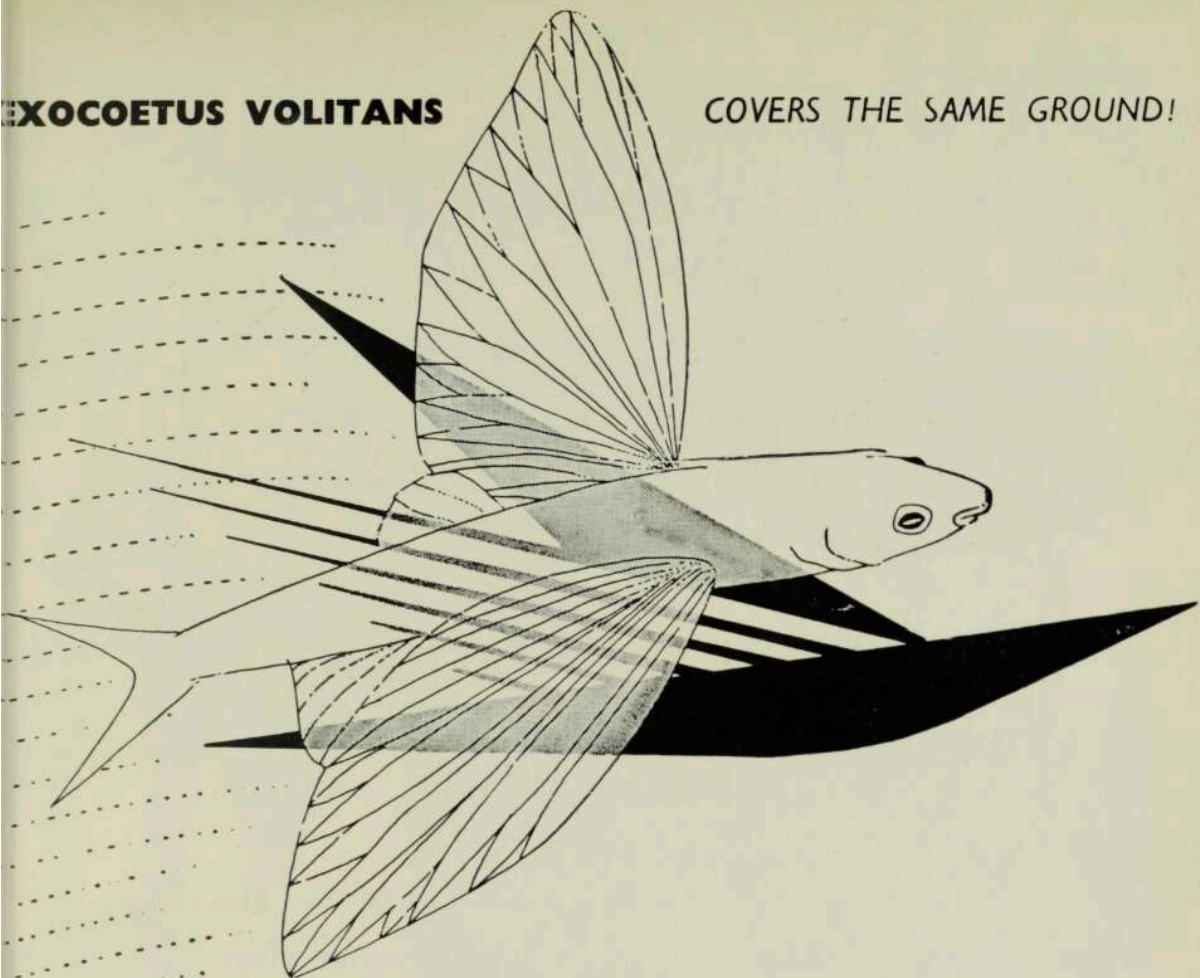
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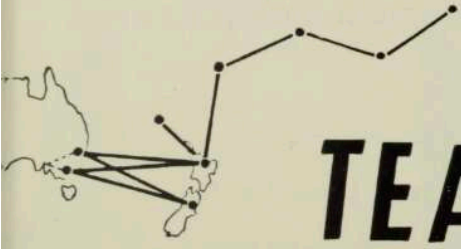
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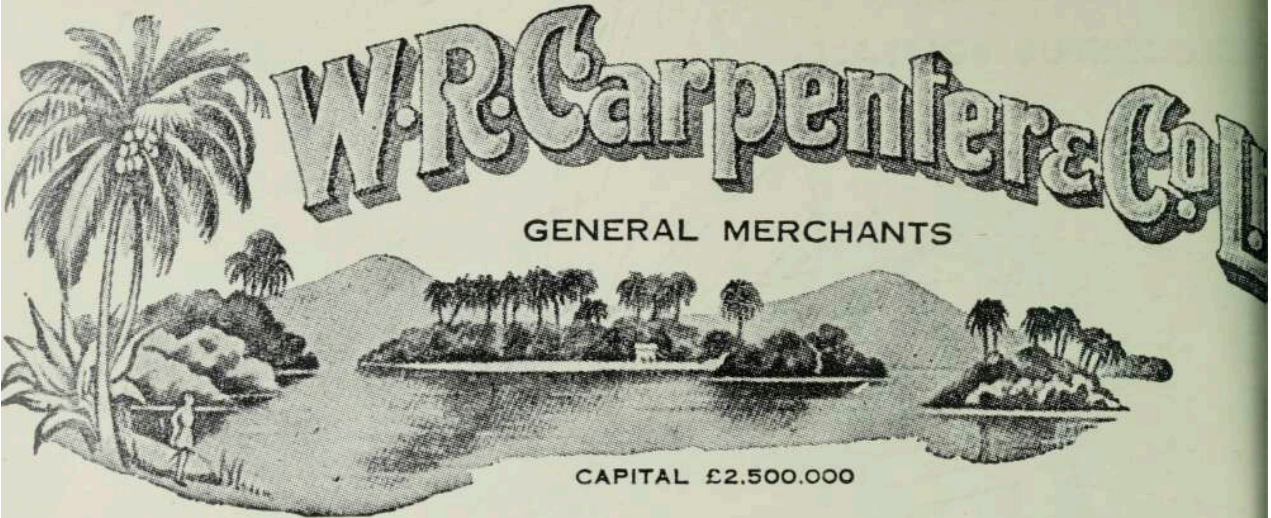
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