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Vol. XXXI, No. 2 (Sep. 1, 1960)

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PACIFIC ISLANDS Monthly

SEPTEMBER, 1960
Vol. XXXI. No. 2

A colourful period in the aviation history of the South Pacific ended in September when TEAL's last surviving Solent flying-boat made its final journey on the Coral Route. The 4,600 mile round trip between Suva and Papeete was the last regular flying-boat service of any importance anywhere in the world. Land planes will now take over. Here, garlands of flowers called heis (not leis) trail in the water as passengers say farewell to Tahiti.

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PACIFIC ISLANDS MONTHLY—SEPTEMBER, 1960

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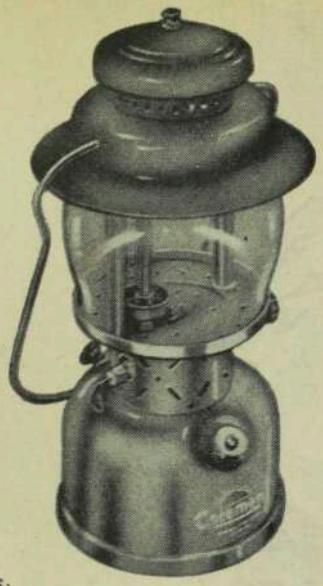

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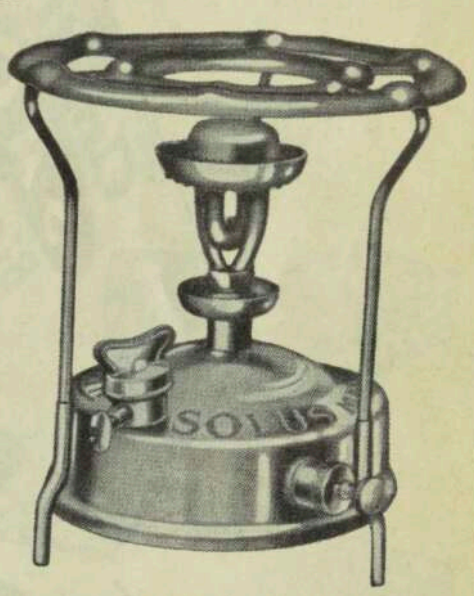

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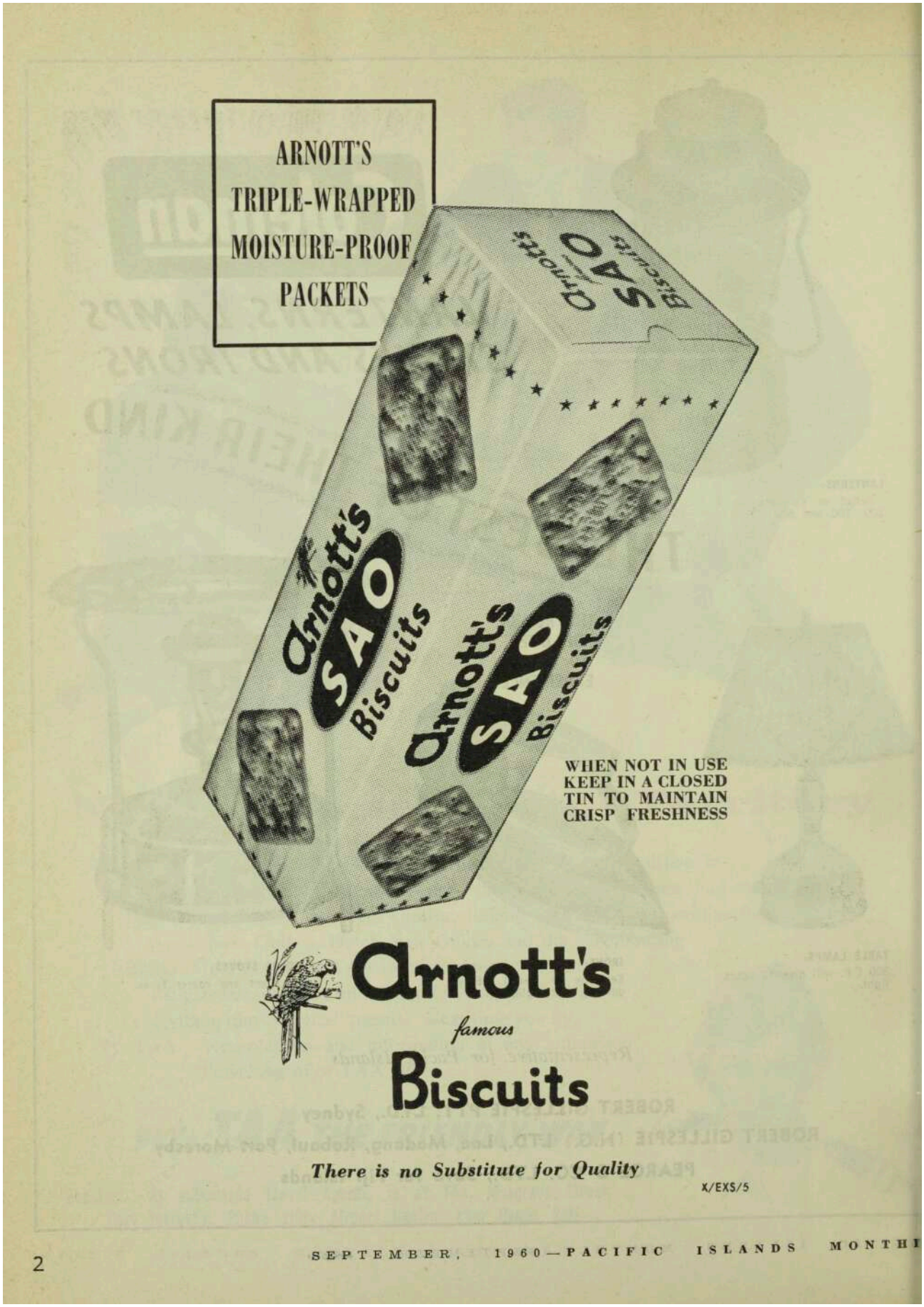

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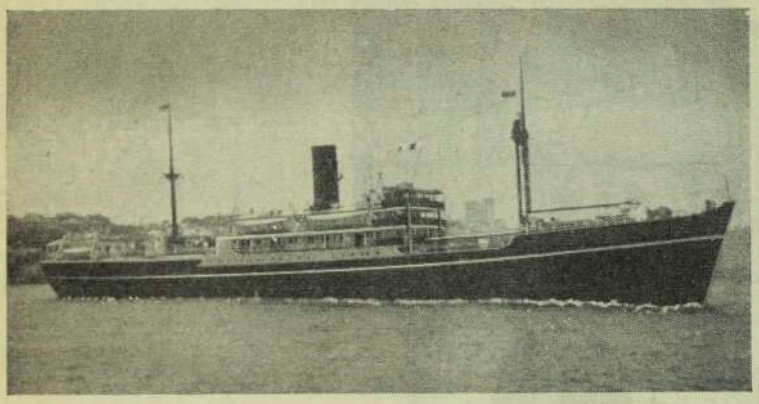

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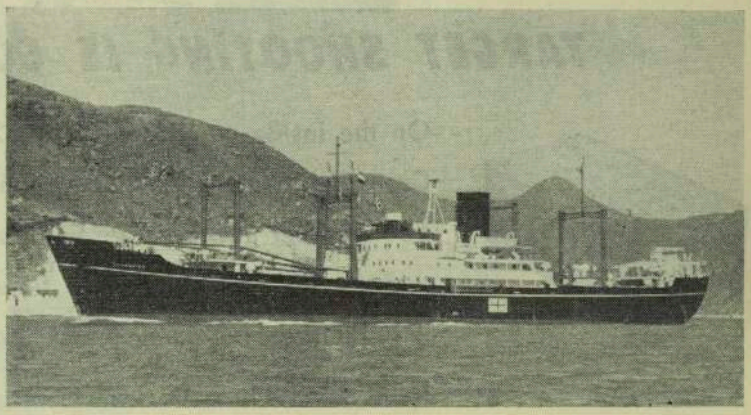

For further particulars please apply to Agents or refer to the weekly advertisements in the "South Pacific Post".

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 Road Central, Hong Kong. Cables: "Swire".

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PEOPLE

Because the 15th session of the nited Nations General Assembly ening on September 20 in New rk could produce some con- versial debates — the Trustee jects on the agenda include New inea and Nauru—a top member the Commonwealth Government, Garfield Barwick, Attorney- neral, is leading this year's dele- ion. One of the Advisers to the legation is Mr. G. W. Toogood. cutive officer of the Department the Administrator, Port Moresby. e session will last for three nths.

sland's "Gold Coast" is attempting to out- the sunny South Pacific Islands as a t attraction. They have now began send- heir representatives abroad to show the -and here's one. She's 18-year-old dental . Jean Clark, crowned "Princess of Para- City", as she arrived in Auckland by TEAL a on the first stage of a New Zealand tour as a "goodwill emissary".

ter completing his three years' in Samoa, Mr. C. H. ("Cam") ner, Director of Broadcasting, rned to NZ early in September. er his guidance, 2AP's pro- mmes developed in a realistic efficient way, particularly with oan language broadcasts. Just from a refresher training se in NZ, Mr. Frank Brunt, a member of 2AP's staff, is now ng Director of Broadcasting in tern Samoa.

* * *

get the current picture, from ilitary point of view, Colonel Murray, US Military Attache in

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PREPARED WAX
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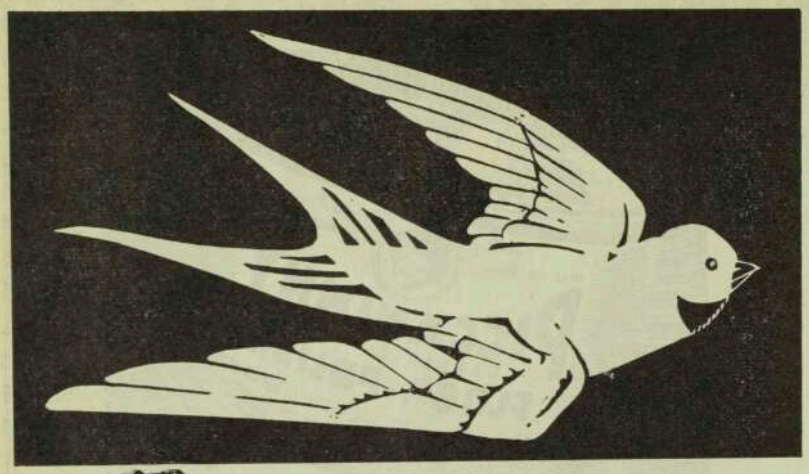


A NEW TWIST!

GOLDEN BIRD

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.

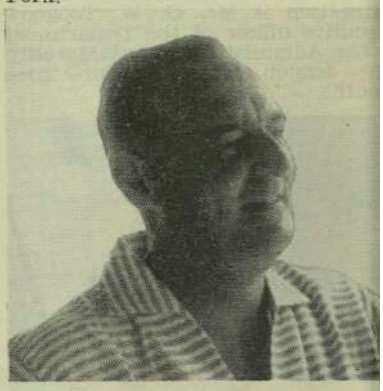
GOLDEN BIRD *fine imported twist tobacco, manufactured by*

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.

Canberra, flew up to New Guine on an inspection tour during th first week in September. He late went on to Netherlands New Guine to carry out a similar survey.

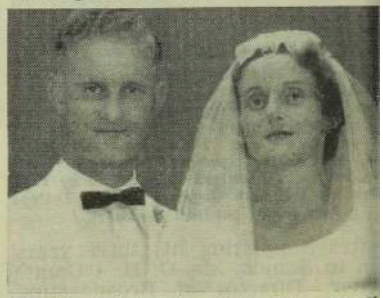
* * *

In Melbourne at the end August, awaiting a ship to carr him home to Nauru, was Re Itubra Amram, first ordaine minister of Nauru Protestar Church. Mr. Amram, who traine for six years at Camden Theologic College, NSW, has just complete a further 12 months of study at th Union Theological Seminary, Ne York.



Off to Europe on a long holiday with his w and family in August was the popular Sen Customs Officer and Sub-cashier at Santo, N Hebrides, Mr. Jack Holder. Mr. Holder, Australian, has been in the New Hebrides si 1937, the last six years of them in Santo. Santo Customs brings in revenue of £25,(a year.

Suva legal fraternity, through M R L. Munro, president of the F Law Society, gave a special welcor to Mr. Moti Tikaram, first Fi Indian appointed as magistra when he took his place on t Bench at Suva Magistrate's cou on September 1.



Married at St. Luke's Church, Suva, recenti Mr. and Mrs. Desmond Campbell. Mr. Camp is with the CSR, and his bride was form Miss Joy Knapper, tutor sister at the Cen Medical School, Suva.
Photo: C. L. Ch

Bankers, so their overdr burdened clients say, are seldi friendly people, but in Fiji o exception was Mr. W. J. ("Jim Lahore, who was first manager the ANZ Bank Ltd. in Suva. amiable personality and liv interest in people and places wh he sojourned in Fiji won him

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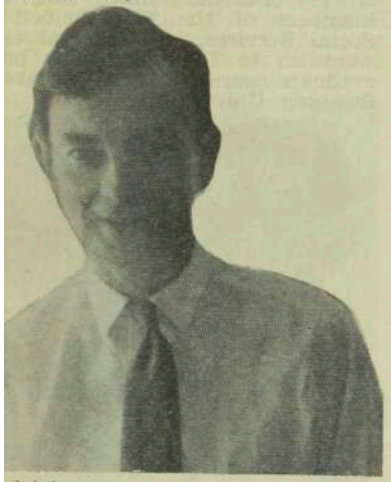
nost of friends. He was transferred a couple of years ago to the nanagership of the main ANZ Sydney branch. Last month, the ables from Suva were running hot vith congratulatory messages when ie was made the bank's chief nanager for NSW.

* * *

Mr. Robert Charles Symes, a well nown resident of the British olomon Islands and of New Guinea, and Mrs. Judy Wales, ormerly of New Guinea and widow f the late Mr. Hector Wales, who as well known in that Territory efore World War II, in August nnounced their engagement. Mrs. Vales has been a resident of Aus-alia for some time. It is expected iat the marriage will take place ext January.



aded for Noumea, but visiting Port Moresby August from Manila, where he was First retary with the Australian Embassy, was . Keith Douglas-Scott. In October Mr. uglas-Scott will take over the post of Aus-lian Consul in Noumea from Mr. Rodney dgson, who will be returning to Canberra.

A lone traveller who was seen in ew Zealand, Fiji and Samoa in cent months was Mr. Berson seph, a Marshall Islander, who s engaged in the study of educa-nal broadcasting on a six months' llowship awarded by UNESCO. Mr. Joseph has been identified th Station WSZO in the Marshalls 3½ years; in addition, he has en teaching mathematics and ence at the Intermediate School. is a full-blooded Micronesian, Wotho Atoll.

* * *

Just back in Noumea after an sence of two years is Rev. Father cob, a New Caledonian native est who spent the last two years Rome (where he gained a ological degree) and in a parish Chartres, France. Father Jacob s ordained a priest five years ago er completing studies at the minaire at Paita, 20 miles from umea. He served some time at umea's Cathedral. "It has been t to the Church to prove the rth of the New Caledonian

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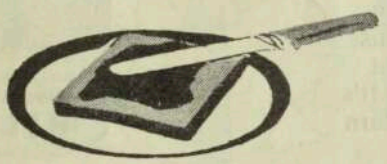
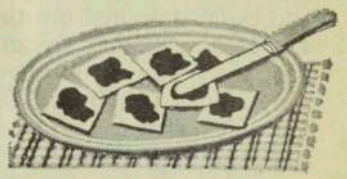
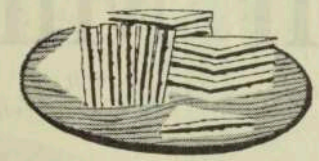


SPREADS so SMOOTHLY on toast



DELICIOUS on biscuits



SO NOURISHING in sandwiches

ENRICHES gravies

Every member of the family needs Vitamin B_1 every day for VITALITY.

Vegemite is the only pure concentrated **yeast** extract, and yeast is the **richest known** natural source of Vitamin B_1 — the vitality vitamin.

But remember! The body cannot store up Vitamin B_1 — it needs a fresh supply **daily.** So enjoy Vegemite **every day**—for Vitality.

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Pour on Carnation for the best dessert you ever tasted!

You'll love the way creaming with CARNATION MILK brings out that delicious, fruity flavour. Pure, fresh, "double-rich" CARNATION is so rich it actually whips! No wonder it gives desserts such a smooth, rich, luxury taste — a taste you can't get any other way.
And it's so simple — just punch and pour straight from the can. Try creaming your desserts this new, easy way with convenient economical CARNATION. It's the quickest way there is to turn a dessert into a treat.

Creaming with CARNATION is real economy—costs you less than half the price of ordinary cream.

Carnation Milk

From contented cows.

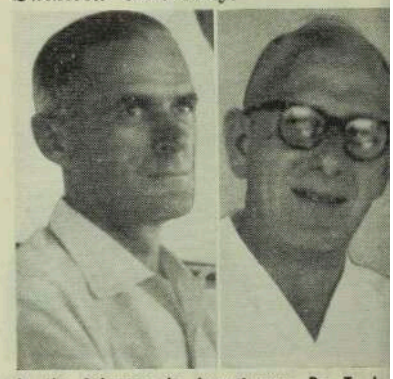
So rich, it even whips.

MILK IN ITS MOST CONVENIENT FORM

native" (comments a Noumean resi dent). "It is only the Churc which has had the courage to tak a full-blooded native and train hi for a high post. Father Jacob ha pointed the way—there is no reaso why the future should not see nativ lawyers, doctors and scholar There is actually an elite passin through Noumea's La Perous college which should do honor t the New Caledonian race".

* * *

A Fijian and an Indian repre sented the Colony of Fiji at th 8th Conference of the World A sembly of Youth held at Accr Ghana, in mid-August. They we Ratu Jone Vuiyasawa, of the Fijia Affairs Board staff and president the Viti Club, and Mr. Shankar La of the Education Department schools broadcasts unit. Both a members of the Fiji Council Social Services, and Mr. Lal lat went on to UK to take a pos graduate course in social welfare Swansea University.



In the Solomons in August were Dr. T. J. Jamieson (left) and Mr. G. F. Witchell. Jamieson, Medical Superintendent at Vil Paton Memorial Hospital, was on tour to st hospital construction and organisation in BSIP and P-NG. Mr. Witchell, travelling Co missioner for the international headquarters the Boy Scouts' Association, is on a five mont tour of the South Pacific, conducting train programmes and checking on Scouting devel ments.

New Guinea, just recovering fr a rash of VIP visitors in July a August, is about to steel itself another invasion. The president the Australian Council of Tra Unions, Mr. A. E. Monk, and t ACTU junior vice-president, Mr. Evans, will fly to New Guinea October. They are members of group reported to be "studying t economic and social position white and coloured people Papua-New Guinea". Others in t party will be representatives employers and the Federal Gover ment. It will be Mr. Monk's 4 trip overseas, and he will contin on to Geneva to attend an Int national Labour Organisation me ing.

* * *

Miss Fanaafi Ma'ia'i, first Samo woman university graduate, w recently was appointed lecturer education at Victoria Univers

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Wellington, NZ, has written a children's book, *Stories of Old Samoa*. It contains the old legends of Western Samoa in attractive form and has been well received in New Zealand.

* * *

Among 23 scientists who paid a quick visit to Papua-New Guinea at the end of August, after an international symposium on chemistry held in Australia, was a leading British professor, Sir Alexander Todd. He told reporters that, in his opinion, meat was more important than education for the Territory's natives—they appeared to lack an adequate meat supply in their diet. Education is very necessary, he agreed, but the natives cannot reach their full potential unless they are properly fed. He urged that the job of developing P-NG should be tackled by the British Commonwealth rather than by Australia alone, with her limited money resources.

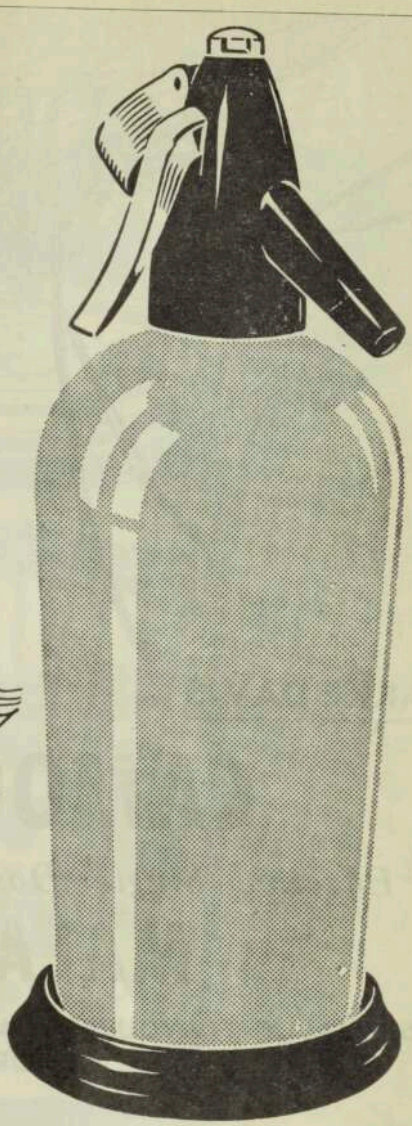
nation of a new Boy Scout Troop at Avangi, Rarotonga, in August has added interest to Scouting in the Cooks. Rarotonga previously had only one Scout troop but now there are two a keen sense of competition is expected to develop. Here is the investment ceremony of the new All Saints Troop. Scouter Tapaiau receives his scarf from Scoutmaster Ian Sullivan, while District Scout Commissioner J. D. Campbell stands by.
Photo: R. D. Moore.

Mr. and Mrs. Jacques Villeminot passed through Sydney on their way to New Guinea in August to carry out four months' anthropological work on behalf of the French Government. A lecturer at the Musee de Paris, Mr. Villeminot, was in Australia in 1955 doing research work among Central Australian tribes and he has written three books about the aborigines of Australia generally.

* * *

Energetic Miss Marjorie Stewart, of South Pacific Commission's

For a long cool drink on a long hot day



Never any risk of running out of soda-water with a Sparklets syphon. You make the soda yourself—the easy way. Just fill the syphon with water, screw on a Sparklets bulb . . . and up comes the soda, crisp and lively. And you know without doubt that it's fresh and pure.

If you keep your *new* Sparklets syphon in your refrigerator you'll have a supply of ice-cold soda always ready. There's a fine range of colours to choose from and it makes a wonderful gift.

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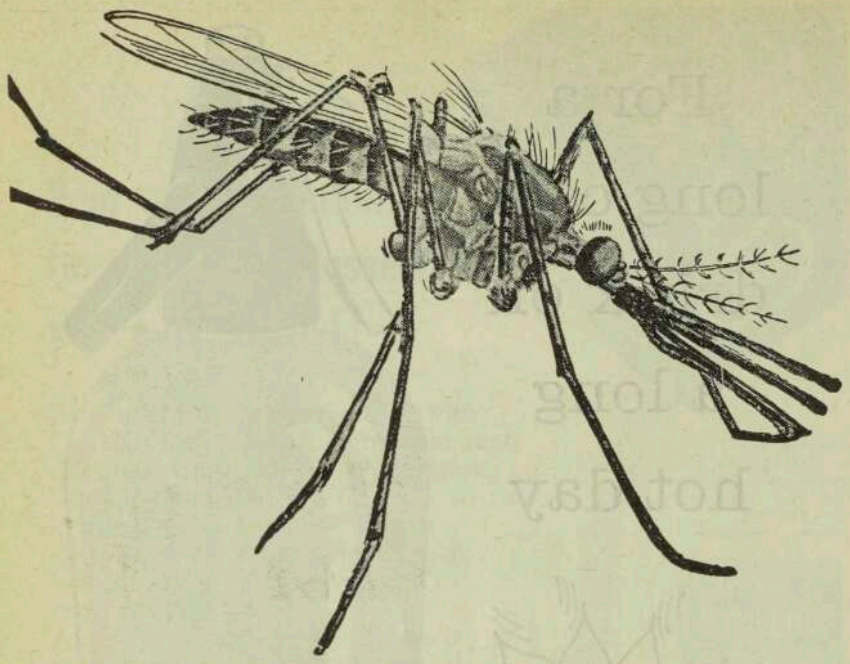

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SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

Adult Dose —2 Tablets to be taken on the same day of every week.

CHILDREN:

Infants and Toddlers—Up to 2 years of age—½ tablet (50 mgm) of INFANT FORMULA CAMOQUIN, as a single weekly dose.
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—7 to 10 years—1 ADULT FORMULA Tablet as a single weekly dose.
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IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

Obtainable from all chemists and suppliers of PARKE-DAVIS products

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Women's Interests Officer who has been in Fiji for the past six months went on to Tonga in August. Her work among Fijian women was an outstanding success—Women's Clubs have mushroomed all over the Colony, with their attendant programmes of hygiene, sewing, cooking and gardening. From Tonga Miss Stewart will move on to the US Trust Territory of Micronesia.

* * *

From the little town of Tugun in South Queensland, three former residents send kindly greetings to some of the old generation of people in Fiji. They are Mr Christopher Wager, now aged 81 who for long years was a prominent police official in Fiji; Mr Arthur Freeman, who now is 8 years of age but who still defies the withering hand of time and cherishes many memories of old friends in Fiji; and Mr. Freeman's daughter, Mrs. Jane Robertson who also made many friends in Fiji.

Married at Arorangi, Rarotonga, in August, the London Missionary Society Church—Jimm Wichman to Salome Joannides.
Photo: R. D. Moor

Mr. Ron Webb, the South Pacific Commission's administrative officer recently spent a week in Pago Pago inspecting and making plans for the next South Pacific Conference. It will be held there in July 196 and Governor Coleman hopes it will coincide with the completion of the new Tafuna international airport. The last South Pacific Conference was in Rabaul in 1959.

* * *

Commander A. W. Savage, well known in the Pacific through his command of HMAS *Tobruk* (which recently made a South Pacific tour together with HMAS *Anzac*) in September was appointed Australian Military Adviser's representative at the SEATO military planning office, Bangkok. The appointment will be for two years from next January, with the actual rank of Captain. He succeeds Group Captain G. H. Steege, also well known in the Islands.

* * *

Mr. John Wesley Coulter, Professor of Geography at the University of Cincinatti, well known writer on Pacific subjects—he wrote *Fiji, Little India of the Pacific* in 1942—was in Fiji for a week in August after spending three months in French South Pacific territories studying human geography under an Association of American Geographers' research grant.

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Conrad Dube, French Canadian
ppled cyclist who has been mak-
an extensive tour of the South
cific over the past year or so, was
en a happy send-off from Papeete
July when he departed with his
ch decorated bicycle aboard a
ssageries Maritimes liner for
nama and Brazil. Dube made
ny friends during his stay in
niti and he was bedecked with
vers on his departure.

graphed in Vila in August—well-known
Hebrides businessman Oscar Newman, who
had large plantation interests there. He
now sold his interests and in September
ts to leave the New Hebrides "more or
permanently" and live in his house near
Roseville, Sydney.

the High Court of American
oa, bank employee Ben Tau, of
ei, was sentenced to 16 months
on a charge of having em-
led $300 from Bank of American
oa funds.

O. Simpson a WHO official in Suva,
he is lecturer at the Central Medical
headed a band of enthusiasts who
ed a Suva street appeal in August for
to send a Fijian Olympic party to Rome.
Here he is, on the job.
Photo: C. L. Cheng.

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Power your flashlight with
"EVEREADY"
BRAND
D50 FLASHLIGHT BATTERIES
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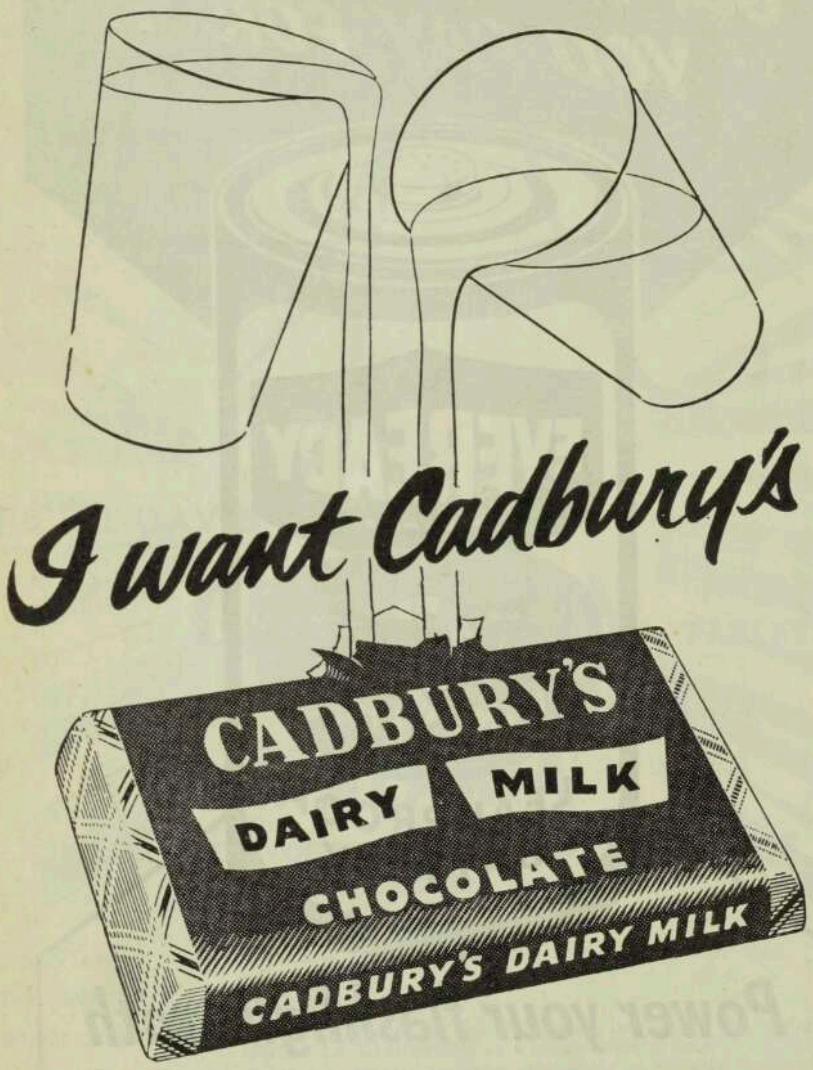

. . . because there is a glass and a half of pure, fresh, full-cream milk in every half pound of Cadbury's Dairy Milk Chocolate

MD23/2FC/9

The Qantas house flag was pulled down at Lae, New Guinea, on September 1 and TAA's run up, to show that a new era in P-NG internal air services had begun. Qantas officially left New Guinea on that date. TAA general manager Mr. John Ryland, and Mr. Cedric Oliver, Qantas Islands manager both had nice things to say about each other's companies that day at a hail and farewell luncheon. Mr. Ryland added that TAA, with its New Guinea routes, was now the biggest domestic airline in the Commonwealth and one of the world's biggest.

Bishop George Bernarding, SVD, newly consecrated Divine Word Missionary Bishop for the Mount Hagen vicariate of New Guinea. The picture was taken at Pittsburgh Cathedral during his consecration by Bishop John Wright, Bishop of Pittsburgh. The new Bishop, on his episcopal coat-of-arms, has a coconut palm perched atop Mt. Hagen. Coconuts don't grow at Hagen but the palm symbolises the two coastal vicariates of Wewak and Alexishafen from which the Mount Hagen vicariate was formed.

Former French Finance Minister Antoine Pinay passed through Noumea with his son and a private secretary so quickly that he was gone before most Frenchmen knew he had ever been in New Caledonia. Mr Pinay said he was merely making a world holiday tour—and he headed for Sydney.

* * *

It is perhaps fortunate that not everyone in the world has the conscience like Mr. Clive Cameron, MHR, who recently visited New Guinea and now is an expert on the subject.

What is troubling Mr. Cameron and a group of natives in the Sangara area of Papua, is that in 1917 the native owners sold 28,4[illegible] acres of land to the Commonwealth Government for trade goods to the

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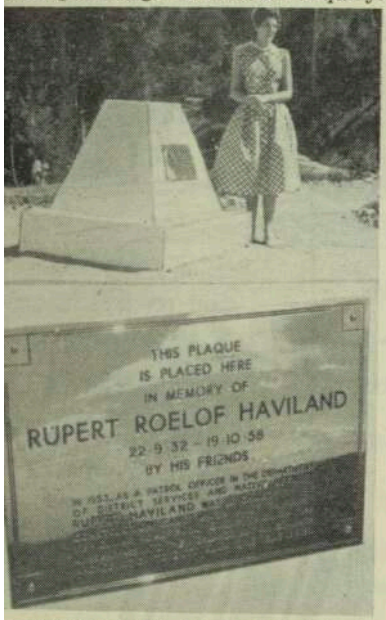
alue of £288/11/6. Both Mr. ameron and the present genera- on of natives (whose forebears sold) think it was a lousy deal and ant a judicial inquiry into it.

In Parliament in Canberra in te August, the Minister for Terri- ries explained to Mr. Cameron iat the £288 worth of trade goods including beads, tobacco, rice, es, etc.—were given as payment s was customary" then and that was apparently acceptable to the eputed owners of the land at that ne and for many years after- ards". However, in 1951, the inister said, a younger generation ade representations and had re- wed them since. He didn't see at there was any case for ap- inting a Judge to hold an inquiry.



ceremony at the top of New Guinea's m Pass in August, the widow of Patrol er Rupert Haviland (top) was present at the iling of a memorial plaque in his honour. as erected by his friends. Rupert Haviland largely responsible for the building of the lands road over the Kasam Pass. He died pectedly in October, 1958, leaving a widow and two children.

society wedding with all the mings took place at All Saints rch, Woollahra, Sydney, in ust, when Julienne, daughter of G Assistant Director of Lands, L. Anthony and Mrs. Anthony, ried Captain Adrian Cluniess, son of the late Sir Ian Cluniess and of Lady Clunies-Ross. y met in Port Moresby, where captain was with the Pacific nds Regiment. Julienne was born abaul. A month before, another aul-born girl, Janet Normoyle, ghter of the P-NG Police Comsioner, was married to Mr. Ian ertson, in Port Moresby, by the iop of New Guinea, Bishop ng who had confirmed her. Mr. ertson, well known as first er of the *Changte*, will shortly e the sea for a job in Sydney.

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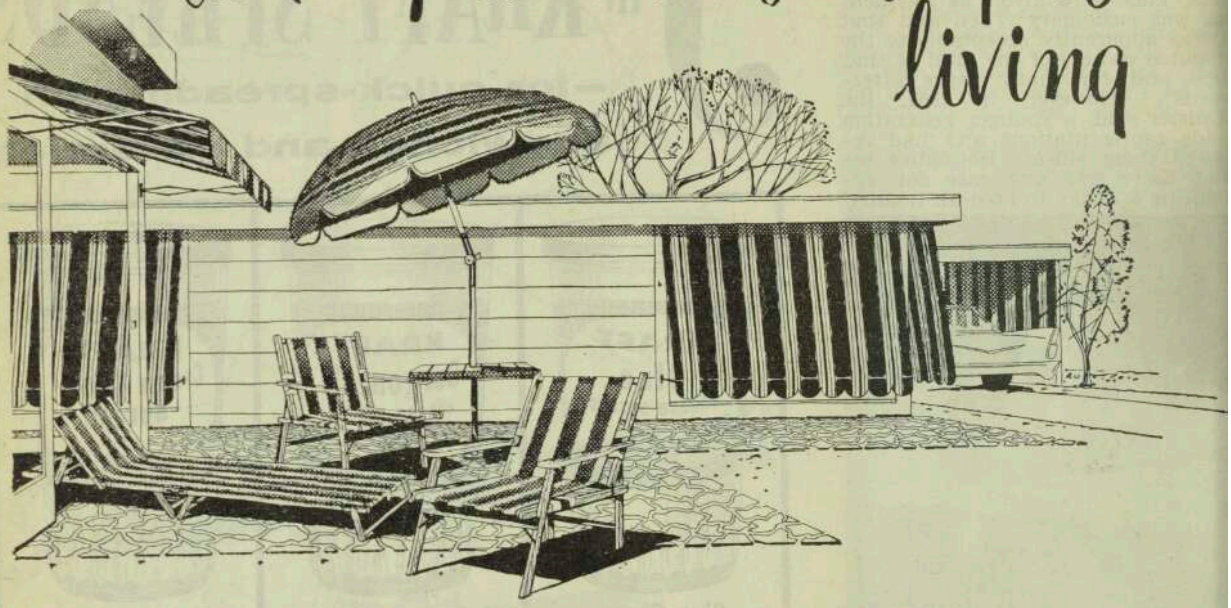
Canvas puts colour into your living



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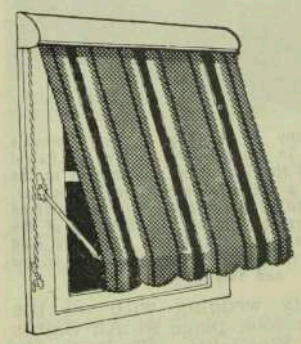

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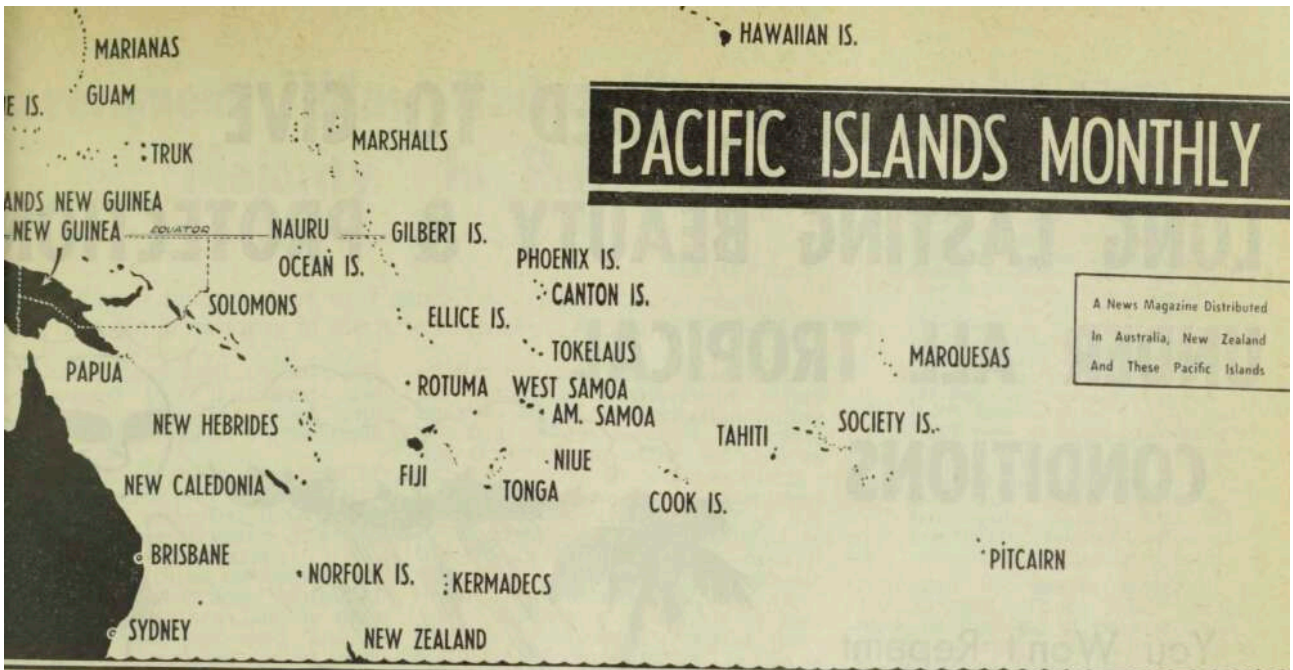

PACIFIC ISLANDS MONTHLY

A News Magazine Distributed In Australia, New Zealand And These Pacific Islands

Publisher:
R. W. ROBSON.

Editors:
TUDOR STUART INDER

Manager:
SELWYN HUGHES.

NES: General Business, Editorial, dvertising, Subscriptions:
197-8, MA 7101, MA 4369.
.O. BOX 3408, SYDNEY.
red Address for Telegrams, ns, Cables: "Pacpub", Sydney.

JAL SUBSCRIPTION RATES:
ides surface postage except where stated)

ic Is.—Papua-N.G., Samoa, Norfolk, B.S.I., Cook Is., G.&E. Grp., Niue, lebrides, and other cific Islands . ..	£1 4 0
cific Territories (N. ia, Fr. Polynesia); utch N.G.	£1 7 0
lia and N.Z. . ..	£1 10 0
British Common- th Countries, and (40/- Stg.) . ..	£2 10 0
and U.S. Pacific ies ($6.00 U.S.) .	£2 12 6
pies (postage extra)	2 6

ANCH OFFICE, PAPUA-NEW GUINEA
ublications (New Guinea) Ltd., uilding, Fourth St., LAE, New inea. Tel.: Lae 2577.
Pat Robertson, Manager.

ANCH OFFICE IN FIJI:
s Building, Gordon St., Suva. Tel.: 4043.

PRESENTATIVE IN N.Z.:
Whitcombe, P.O. Box 5179, uckland. Tel.: 22.570.

RESENTATIVE IN U.K.:
hburn, 13 Rood Lane, London, Tel.: Mincing Lane 8633.

NE OFFICE: Newspaper House, ins St., Melbourne, Victoria. Tel.: 63.7053.
All main trading firms and in the Pacific Islands.

MES AGENCY IN AUSTRALIA
ublications Pty., Ltd., is the agent for THE FIJI TIMES, of Suva, Fiji.

No. 2. Vol. XXXI. **September, 1960**

CONTENTS

PEOPLE: Personal Paragraphs of Islands' Interest 5
Government "May Relinquish Majority" in P-NG Council 17
Fijians Won't Accept Major Part of Burns Plan 17
187 Dutch New Guineans Came Home 18
Julian Amery's Visit; Future of British Pacific 18
Fiji Sugar Deadlock Broken 19
Significant Moves Against Disorder by Fijians 19
Rabaul's Wedding of the Year 19
Lively Interest in Norfolk Island Council 20
Important Change in P-NG Native Wages 20
The Copra War Livens Up 21
No Change in NNG's Status 21
Mr. David Trench is New High Commissioner for the Western Pacific .. 22
West Samoa Hammers Out its New Constitution 23
NNG Has a Political Party 23
COMMENTARY: A Look at Pacific and World Affairs 25
The Editors' Mailbag 27
The People You Meet: Stuart Inder's Islands Roundup 29
SYDNEYSIDER at Home Base 37
Death of Mr. Graham Kerr 41
TERRITORIES' TALK-TALK 45
Two Who Have Cruised a Year 51
Vietnamese to Leave the New Hebrides 53
On the Trail of the Cargo Cultists .. 57
New BSIP Wet Rice Project 65
Professor Who Collects Pacific Languages 67
How a Fiji Mill Got into Operation .. 69
Book Review: Pacific Territories Just Happened 73
The Wood Carvers of Bougainville 77
MAGAZINE SECTION: Brett Hilder's Profile, 81; Tropicalities, 81; Crossquiz, 82; Do You Remember? 82; Life with an Oil Drum, 83; How Tahiti Became French, 84; My Chinatown! 87; Book Reviews 88
This Month's News of Ships and Yachts 103
PACIFIC REPORT (Index p. 17) 119
OBITUARIES: W. H. ("Tavua") Johnson; C. B. Dupertuis; Mr. Frank Allen; Mr. Harold Adcock; Mr. John Price; Mr. Arthur Cresswell; Ratu Eroni Buresova 149
Commerce and Produce 161
Sports Review 151
Shipping and Airways Timetables 153

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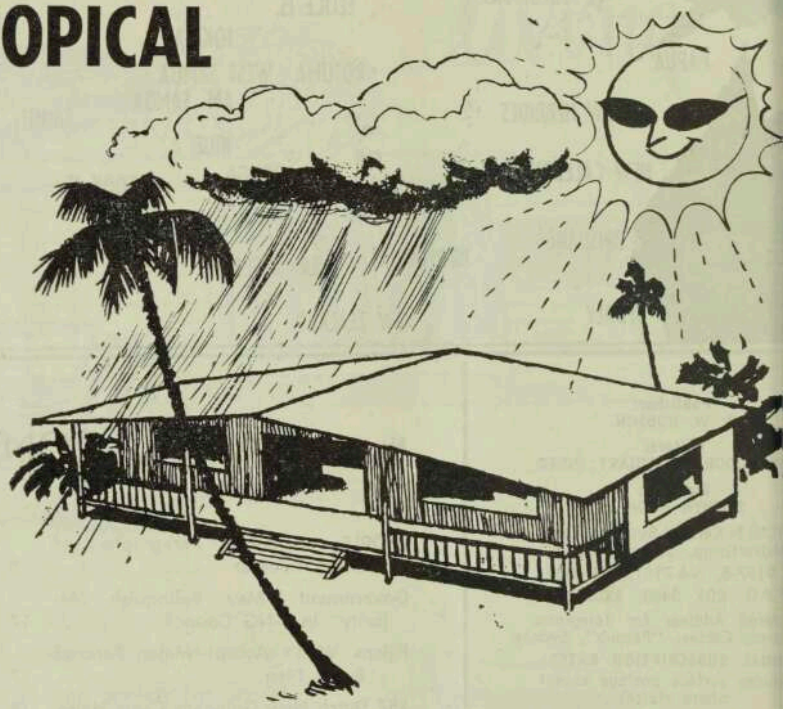

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ìovernment "May Relinquish Majority" In P-NG Council

From a Special Correspondent

CANBERRA.

The Administration of Papua-New Guinea may possibly lose its official majority in the new Territory Legislative Council.

T'S understood that Cabinet has discussed this important and most surprising proposal, and at an announcement will be made on.

A decision on the composition of e new Council will certainly give e Territory increased native and ropean representation through increase in electorates.

The present three electorates, of pua, the New Guinea Mainland d the New Guinea Islands may ch be divided into two, and a tive and a European elected from ch.

The composition of the Council is ely to be, if the plan goes through:

Twelve elected members (six native, six European).

Ten nominated members (native and European).

Twelve Government members, plus the Administrator.

The new electoral divisions are ely to be east and west Papua, New Guinea Highlands, the New inea Mainland, New Britain and New Guinea Islands.

Such a composition will mean, course, that the elected and minated members voting to-her can defeat Government legis-ion.

One of the arguments apparently forward for this important pro-sal was that the most contentious d vital legislation—that of income —had already been put through Council, and that there was no er legislation of similar import-ce that could now arrive and defeat. Such legislation that uld go to the new Council would legislation dealing with internal tters where the local knowledge members can be expected to nt—such as liquor and native our.

Legislation Foreshadowed

n any case, under the new com-ition, important legislation would bably be foreshadowed, and mbers would be given plenty of ice beforehand. Their opinions uld be canvassed behind the nes. If it is obvious the proposed legislation had no possible nce of being passed because the jority of the unofficial members uld be against it, then the legis-on would not be submited, or it uld be amended.

With a composition of at least 12 vernment members to 22 un-official members, more than half of the unofficial membership would have to agree on legislation before it could be put through, otherwise the Government would be able to use its strength to out-vote them.

No doubt also the Government could be expected to search for moderates to be nominated to the unofficial membership—men it can depend on to be sympathetic to the Government's point of view.

But whether it does this or not, such a composition would certainly be welcomed in New Guinea as a democratic one and a startling move by the Government. Mr. Hasluck, it is understood, has had much to do with the planning

Electoral College

The election of native members will probably be undertaken through an electoral college of the type now being operated in Netherlands New Guinea to help establish the New Guinea Council.

Delegates will be elected from each division, who will meet and finally choose the six members to represent the native viewpoint in the Council. There will, presumably, be nothing to prevent such a college electing a suitable European to represent the native vote.

The next Legislative Council meeting—the first of the new term—will begin in Port Moresby on October 17.

It will be in new Legislative Council chambers, formerly the European Hospital building, which has been completely redesigned and fitted with air-conditioning.

This session will be opened by the Governor-General, Lord Dunrossil.

The Council will probably be prorogued early in its sessions, and the new enlarged Legislative Council should be operating some time next year.

PACIFIC REPORT

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

Big Sea Search Fails—119; Fiji Labour Precedent—119; Death Comes to a Lone Hander; Fiji Stabilisation Fund Problem—121.
Japanese Team Busy in Tonga—128; New Fiji Store is "Islands Largest"—128; Coral Route Plans—129; Five Days as Castaways; Former Pago Pago Man on Serious Charge—133; Future of Norfolk's Air Services—135; Cooks Labour Conditions; Anthropologist Refused P-NG Entry—136.
US Will Look at Samoan Economics—139; Anti-Blood Transfusion Pamphlet; NNG Natives to Visit Holland—139; Daru Puts on a Show—142; Stores Fined for Overcharging Natives—143; Mishap Delays "Malaita"—144.

Fijians Won't Accept Major Clauses Of The Burns Plan

Little progress has been made in the adoption by Fiji of the Burns Plan, published last March, and designed to re-arrange the governmental structure so as to provide for the demands of a greatly increased—and increasing—population.

A LARGE proportion of the Report's minor recommendations have been agreed to by the Government; but the few major recommendations—without the acceptance of which the Burns Plan is virtually useless—have still to be agreed to.

The Council of Fijian Chiefs, after lengthy sessions, informed the Governor on September 7 that it would not accept the Burns Commission's report for the abolition of the Fiji Administration and the merging of its powers in the Central Administration; penal taxation of Fijian-owned lands which are not being effectively used; and other recommendations relating to the use of revenues from lands. The Council, by a small majority, accepted in principle the direct election of three Fijian representatives to the Legislative Council, plus two elected by the Council of Chiefs.

The effect of the Council of Chiefs' decisions is to stultify the Burns Commission's plan of reform. The Commission in its Report emphasised that its plan must be accepted as a whole.

Expert observers say the refusal of the Fijians to agree to the major recommendations—especially reform of administration and reform of the lands control—will probably cripple the whole plan.

The Legislative Council will meet on September 27; but several weeks probably will elapse before it will commence consideration of the Burns Report. This debate would become one of the most important and critical in the recent history of Fiji.

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These are some of more than 20 outrigger canoes, with 187 people aboard, who escaped over "the Western border".

187 Came Home

From Hollandia, NNG, in August came a report of how 187 Papuans "came back" to Dutch territory from Indonesia.

IT happened in April when the people of the small village of Torobi, on Kofiau Island, which is in NNG close to the western sea border which divides NNG from Dutch-hating Indonesia, were astonished to see a great number of outrigger canoes heading for shore. All were loaded with people, plus pigs, goats and other live stock. Soon, 187 men, women and children were walking up the beach.

They were led by a village preacher Willem Wanma, who reported the fugitives had taken four days to make the crossing from Indonesian territory and on the way a baby had been born.

Wanma told how his people had always been seagoing people who had regularly visited what were now the Indonesian islands.

In about 1936, people from the Dutch islands of Numfoor and Biak had settled what is now Indonesia's island of Obi, where they had worked with a Dutch firm. When war broke out and there was no work, the migrants moved to the small island of Bisa, and around 1945 an entire village of people from Biak and Numfoor had established itself there. The men mixed with the local Indonesian, but Christian, population.

Wanma reported that conditions had deteriorated in the last few years and Chinese shop owners were ordered by the Indonesian Government to close their shops and go to the big cities. Then the New Guinea immigrants made their plans to return home. Officially they were not allowed to go so they had packed up one night and gone.

The NNG Government has assisted the 187 fugitives with food and supplies and has returned them to villages in the Geelvink Bay area, where the elders originated.

This young mother was one of the fugitives. Obviously she has some Indonesian blood in her now.

JULIAN AMERY'S VISIT

Future Of British Pacific Islands Under Examination

There could be considerable significance in this month's unexpected visit to the South Pacific Territories of Mr. Julian Amery, Parliamentary Under-Secretary of State for the British Colonies, who will be accompanied by Mr. H. P. Hall, head of the Pacific and Indian Ocean Sections of the Colonial Office.

MR. AMERY will arrive in Sydney on September 15, and fly directly to New Zealand; and in Wellington he will have discussions with representatives of the Australian and New Zealand Territories Departments, in relation to the South Pacific countries where Britain has joint interests with the Dominions.

From New Zealand, Mr. Amery and Mr. Hall will fly to Australia; and thence they will fly north to visit Papua and New Guinea, as guests of the Australian Government.

Mr. Amery will proceed from New Guinea to the British Solomon Islands (due in Honiara on September 26); and thence to New Hebrides, and on to Fiji.

Important Tour

Mr. Amery will be in Fiji in the early part of October; and the indications are that, from Fiji, he will visit Tonga and the Gilbert and Ellice Islands Colony.

He and his party are due back in London on October 30.

It is considered certain that Mr Amery will examine, not only the local administrative conditions in the several Territories and Colonies which they will visit, but also—

- The future interests of New Zealand and Australia in relation to Fiji and Tonga.
- The future defence of South Pacific Islands against growing anti-West power in South and East Asia.
- The future interests of Australia and the Territory of Papua and New Guinea in relation to the British Solomon Islands and the New Hebrides Condominium.
- The future of Fiji in relation to (a) the implementation of the recommendations of the Burns Report (b) the extent of Australia's economic interests in Fiji and (c) the need for some degree of constitutional reform in Fiji, to provide for rapidly changing population and community changes there.

The outstanding post-war factor

(Continued on page 150)

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ugar Deadlock Broken : All Mills Now Working In Fiji

The four Colonial Sugar Refining Co. sugar-mills in Fiji were in full operation, in mid-September, and the nine-months' war between the company and the Indian cane-farmers was over. Nevertheless, difficulties still lie ahead.

EITHER side won a victory worth boasting about.

The company finally got its lls going, but under conditions ich probably will show little ofit in the 1960 season.

The growers will cut and sell ough cane at the 1959 price (con-ded to them by the company in e June) to keep them off the adline; but they will get noth-g to compensate them for the s they sustained when, instead beginning to cut on June 21, they lowed Messrs. A. D. Patel and ya into a wilderness of mean-less argument and screaming y against the CSR.

The company had planned to pro-ce, between June 21 and early nuary, enough raw sugar to fill quota of 199,000 tons allowed i under the international agree-nt. Even that would have left a ge proportion of the cane stand-in the fields, unwanted and un-.

Big Losses

Now, with 2½ months lost in ument and idleness, it is doubtful ether the quota can be produced. The growers stand to lose, not y the cane grown in 1959-60,

(Continued on page 150)

THE HISTORY OF THE DEADLOCK

nuary-June.—Numerous conferences fail to reach agreement on 1960 rates and other conditions governing sale of growers' cane to CSR Co.

ne 21.—Instead of opening on this date, four crushing-mills remain closed, and put off many hundreds of millworkers.

ly 24.—Verbal agreement reached between company and growers on July 23—but minority of growers, directed by Patel group, refuse to sign.

te July.—Definite split between "moderate" and Patel-led cane growers.

ugust 10.—Vanua Levu growers began cutting and Labasa mill started crushing on August 11.

ugust 12-31.—Patel group strives to maintain cane-growers' strike, but—

ptember 1.—Rarawai (Ba) mill begins crushing.

ptember 10.—Penang (Raki Raki) mill begins crushing.

ptember 9.—Lautoka mill begins crushing.

Forces Against Disorder

SIGNIFICANT MOVE BY FIJIANS IN FIJI

By a Staff Writer

There are clear and growing signs that the Fiji community, believing that the Fiji Government has failed to protect the Colony against "irresponsibles", is preparing to provide its own protection.

THE Fiji community (Europeans, Fijians, Indians, Chinese, Euronesians) in recent months has seen these things—

- Riots last December, caused by mishandling of a strike called by irresponsible young labour-union leaders. Much damage was done in Suva.
- Deadlock in the sugar industry, extending over months, caused by a small group of Indians apparently motivated by hatred and prejudice, and some of whom are suspected of subversive associations.
- Strong attempt made at end of August by youthful union-leaders to call a general strike, "in protest against the despatch of Police and Army detachments" to the sugar areas. (The attempt failed—rank and file of workers ignored the call).

Demonstration of Loyalty

A significant thing happened late in August.

A meeting of ex-servicemen was called in Suva, to celebrate something or other. A couple of hundred were expected—but no less than 2,000 Fijians, with some Europeans and Euronesians assembled from all over Fiji, and gave an impressive demonstration of loyalty to the country's Government, and hatred of disorder.

There also have been some private demonstrations.

The Governor has been told repeatedly, by the Fijian leaders, that he has only to say the word, and he can have all the men he wants to cut sugar cane, or to protect the cutters.

Early in September, there were reports current of the formation among Fijians of a new political party, to take a larger share in the government, and in the maintenance of order.

It is said that this movement is among the younger Fijians, but that it is being approved by the chiefs and the older Fijians, who

WEDDING OF THE YEAR

This was Rabaul's wedding of the year—that stopped the traffic, postponed a race meeting, and dragged an estimated 1,000 white Rabaulites from their homes to see the couple leave the Methodist Church and 400 more into the church to see the Rev. Wesley Lutton perform the ceremony. The District Commissioner, Mr. J. R. Foldi, was among the guests.

It happened on August 20 when Mr. Patrick Roberts, a planter, married Bougainville girl, Miss Victoria Mah. Our photo shows the couple leaving the church to enter the £2,500 Chevrolet sedan that was the bridegroom's gift to the bride, and ride off to the reception where champagne flowed like beer usually does in Rabaul.

This isn't the first time that a European has married a native girl in the Territory—but mostly it has been on the Papuan side, and there has never been a fuss like this, which was made all the more surprising by the fact that, although Mr. Roberts has been in the Territory for many years, he has never shown signs of being "social".

Some reactionary types (native and European) disapproved the match, but most white Territorians have got themselves nicely adjusted to the world of 1960 and just couldn't care less.

Photo: M. R. Hayes.

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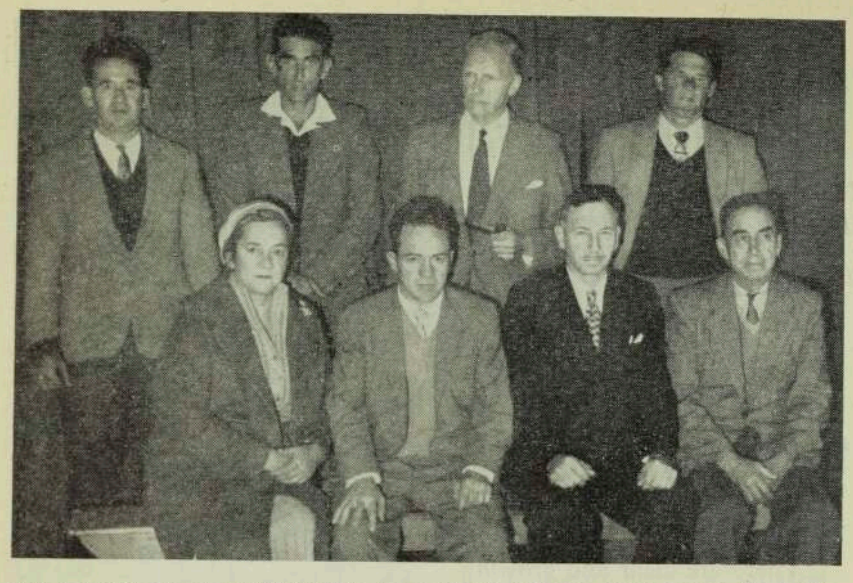

Here is Norfolk Island's newly-elected Council. Back row, from left: Mr. G. Quintal, Mr. L. Nola, Mr. W. S. Newbald, Mr. S. Nobbs. Front row: Mrs. C. Donkin, Mr. F. C. Christian, Mr. F. J. Needham (President), Mr. T. Bailey (Deputy President).

Photo: P. R. Hoare.

NORFOLK COUNCIL'S STAND IS A LIVELY ISSUE

The Norfolk Island Council's sit-down strike, begun in July, developed into a lively issue in August after the Council had publicly snubbed visiting Australian Minister for Civil Aviation, Senator Paltridge.

Fijian Moves

(Continued from previous page)

hitherto have given their support to the Fijian Administration, rather than the Central Government.

Position of the Indians

This new spirit and political activity among the Fijians is, to some extent, anti-Indian. In the view of some old hands here, it could extend far and dangerously.

That development is to be deplored. Although Indian agitators held the centre of the stage during the long sugar deadlock, they did not represent Indians generally. The great majority of Indians, both rural and urban, are as much opposed to disorder and violence as the other communities. But they do lack leadership, and a voice in affairs.

There is no reason why the majority of Indians should not be aligned with Europeans and Fijians in orderly and progessive government. It is mainly a matter of wisdom at the top, and suitable constitutional machinery in between.

THE Senator, who wasn't offended at the snub, but just "a little surprised", later offered the Council some advice about getting on with the job it was elected to do. So did a big public meeting which was called by the islanders to discuss Norfolk's political goings-on.

The troubles of the eight-man Council began after it was elected in June as Norfolk's first experiment in local government. Previously, Norfolk had an advisory council.

The new Council revolted before it had even begun.

It shot off a petition of sorts to Australian Territories Minister Paul Hasluck, insisting that the new Council wasn't what the people wanted; Norfolk was tired of remote control and had to have power to make its own laws (to be approved by the Commonwealth) and to have complete control of the budget among other things (*PIM*, August, p. 20).

Caused a Split

The Council said that until the Norfolk Island Ordinance was amended to give it these and some other things the Council intended

(Continued on page 150)

P-NG Wage Fixing

New Wage Will Have Wide Effec

A recommendation for an in crease in native labour wages i Papua-New Guinea, which is ex pected to be approved shortly, wi mean an important change in Terr tory wage fixing methods.

FOR thousands of Territor natives the Native Labour Ord inance will cease to have th influence it has held for them ove many years, and the way is opene for wage fixing by negotiation. I may mean a scramble for highe wages, as in Australia.

The recommendation, for a mini mum cash wage of £3 per week fo urban workers in Port Moresby Rabaul and Lae, was made to th Native Employment Board by em ployers' and employees' represent atives. It was recommended fo single workers only, as an alternativ to the system of a weekly wage plu rations, other issues and accom modation, and is to come into effec from November, if approved.

The Proposals

Proposals were that the new wag not be applied to workers in primar production or in domestic duties that deductions be made by em ployers of certain amounts for foo and accommodation if it is supplied that overtime be paid, at one-and a-half times the regular rate, i excess of eight hours in a day or 4 hours in a week (double time o Sundays and holidays); that thes rates not be applied to existin agreement workers; and that em ployees' associations would under take not to seek an extension o the cash wage to other centre within two years (but this woul not affect their right to seek a re view at any time for the thre centres).

The recommendations were mad by the Kerema Welfare Associatio and the P-NG Workers' Associatio (both representing employees), an for the employers, the Port Moresb Chamber of Commerce, Planter Association of NG, Papuan Planter Association, Morobe District Planters' and Farmers' Associatio Lae Chamber of Commerce an Rabaul Chamber of Commerce.

The recommendation was mad at the end of a long public in quiry into native wages by th Native Employment Board. The in quiry began last September an concluded in July. Evidence fille nearly 1,800 typewritten pages.

The Board has drafted an overa

(Continued on page 150)

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Copra War Livens Up

Fiji Planters Are Beginning To Have Second Thoughts

Frcm Our Fiji Correspondent

There are now clear signs that the Fiji copra-crushing mill, operated by a subsidiary of the W. R. Carpenter Co. organisation, is facing a copra supply situation a good deal more restricted than that of recent years, when little or no competition existed in the buying field.

S of August, at least three other buyers had entered the field—Banno Oceania Limited; the Japanese Mitsui organisation rough a New Zealand agent, an Trading & Wholesale Co., of llington); and a London buyer n apparently no direct repre-tation in Fiji.

n the surface it appeared that Suva mill-owners and the Banno ple—buying on behalf of Jap-se principals—had reached an eement regarding prices in May, owing a week or so of openly petitive trading after Bannos entered the field.

ntil then, Carpenters had ularly issued prices each Monday ning for the three grades of ra for the week ahead.

hen Bannos started buying, e prices were withheld for a k. Then again they were issued a joint, agreed price; and they regularly published, as such, n Monday morning.

ut it is now no secret that both e organisations are offering er than the published terms to least the larger producers, and the entry of additional buyers e May it is clear that competi-has become very keen, indeed.

That Other £14

is now known that at least two he overseas buyers—Bannos and London firm—are ready to buy Suva prices, or better, on the rf at Savusavu, subject only to cient quantities being available nake it worthwhile for an over-ship to load there

vusavu has a wharf capable of dling such vessels, though at ent it would only permit work-two hatches at a time. Addi-al copra storage space might to be established there before shipments could commence, but would not seem to be a seri-problem.

the differential in the copra-ng price between Savusavu and a is at present between £F13 and , it is obvious that the Suva ers are going to be faced with ajor problem.

Since the British Ministry of Food's buying contract ended at the end of 1957, some Fiji plantation-owners have maintained that the Fiji mill has not been paying the best price—however that price might compare with that being paid in other territories.

The Producers' Association has been in regular receipt of the London prices; and the planters maintain that, although the local mill stated about the end of 1957 that Fiji producers would receive at least £3 more by selling locally, this has not been the case.

They claimed in August that the differential between the Suva mill price and the London price had recently been about £F25, which far exceeds the charges that would be involved in shipping direct to the UK.

They have stated that they wish to support the Suva mill, provided the mill is prepared to pay the price that outsiders are offering.

The situation now appears to have reached a showdown insofar as the big Savusavu-Buca Bay-Taveuni producers are concerned — and probably one-third of the Colony's copra is produced by these planters.

Want Copra Board

The Fiji Copra Producers' Association held a committee meeting at Diloi Plantation, Savusavu area, in

(Over)

NO CHANGE IN NNG'S STATUS

The Netherlands caused some confusion among its friends in early September when it announced that it "favoured placing Netherlands New Guinea under international supervision" through the UN. This appeared to contradict NNG's 10-year plan towards self-government.

The statement was first made in The Hague, reportedly by the Prime Minister, and seemingly was confirmed by the Dutch Foreign Minister, Mr. Luns, just before he left for New York. The suggestion was that a UN commission of Australian, Indian and US representative be formed as an advisory body to the Dutch administration.

Nevertheless, in Sydney on September 10, the Netherlands' new Ambassador to Australia, Dr. J. G. de Beus, denied that any such scheme was in the air. "The Press has somehow mixed it up," he said. "There have been no changes. We still have a 10-year programme to build up NNG towards self-government. Naturally we will still keep in close contact with the UN."

A day later, an official statement was released from The Hague saying exactly the same thing.

The £ s. d. Of Selling Copra

By a Staff Writer

The most important thing to be deduced from the report on Fiji's current copra situation is that Fiji planters are about three years behind other British Pacific territories in thinking that it is a good idea to have more egg-baskets than one. But judging by some of the ideas that are currently circulating in Fiji about copra, it seems evident that local producers have something to learn about selling overseas, too.

SINCE the end of the UK Ministry of Food contract, in December, 1957, Unilever has entered into firm contracts each year with most of the British copra-producing territories in the South Pacific for a proportion of their copra production.

This company would have entered into a similar contract with Fiji; but at the time Fiji producers could not agree on a means of doing this, nor did they wish to retain a copra board. After months of argument, nothing was done about selling a proportion of the Colony's copra overseas, and it consequently all went to the local mill, which has now geared itself to this intake of copra.

Someone to Make Contracts

As has been suggested lately, Unilever would, no doubt, still be prepared to make an annual contract with Fiji; but there is no authoritative body with whom the company could make such a contract. This, no doubt, is why the Savusavu planters feel that a Copra Board would not be such a bad thing after all.

It has also been suggested that this difficulty might be got over by forming a copra planters' co-operative. But whatever the body was called, the requirements would be more or less the same. It would need to have a legal status for mak-

(Continued on page 146)

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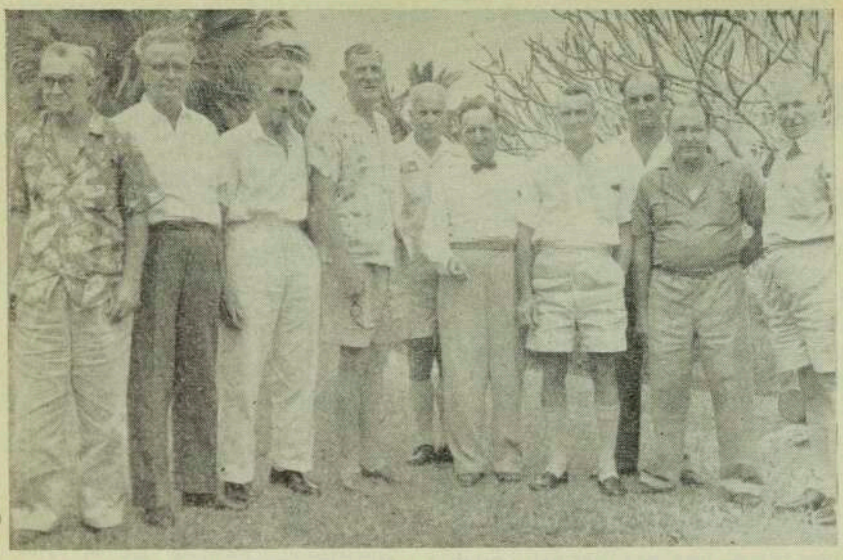

This photo was taken after the Fiji Copra Producers' Association committee had held an important meeting at Diloi Plantation in August. Those present are, from left: S. H. Wilson, L. H. Simpson, B. Kesteven (vice-chairman), C. G. O. Parr (secretary), J. Fenton, H. B. Gibson (legal adviser), R. G. McGowan (chairman), G. Barratt, D. M. MacKenzie, W. G. Halstead. Absent from the committee meeting were A. G. McCown (vice-president), Ratu Kabakoro (Tui Naweni), and Amara Singh.

Photo: J. P. Shortall.

August, to discuss the recommendations of the Burns Report in relation to the copra industry.

After the meeting the president, Mr. R. McGowan, said that it had been decided that the best interest of the industry and of the producers in Fiji would be served by the establishment of a Copra Marketing Board, similar to the boards in other Islands territories. Another approach will be made to the government.

One of the reasons given for rejecting the establishment of such a board on an earlier occasion was that it would be creating a monopoly, and that in any case it was not really necessary.

The producers now believe that its necessity has been demonstrated, and say it could co-ordinate the marketing and stabilise the situation which is now developing with the entry of new buyers.

The Producers' Association at present has 89 members, including Fijian and Indian members. The president would make no comment on prices now actually being offered, or say whether these differed from the published weekly prices; but he agreed that the situation was developing in favour of the producers and away from the situation under which they had to accept the terms offered by the Suva mill.

The copra grading system under which the local millers and Banno Oceania Ltd. purchase copra, was changed on August 29 from a three-grade system which has operated since December 30, 1957, to a two-grade system, with the moisture allowance for the top grade—still known as HAD—increased from 6 per cent. to 8 per cent. and the price differential 30/- between the two grades.

Previously the price differential between HAD and the lowest grading, FM2, was £2/12/6, and the difference between the top and middle grade prices was 27/6.

The new arrangement offers less incentive for the use of expensive copra driers, and is opposed by planters who have invested in them.

P-NG Airlines Have Settling-in Pains

LAE.

Machines break down and humans make errors, no matter whether they work for Qantas, TAA, or Ansett-ANA. And those New Guinea Territorians who spent a lot of time complaining about Qantas and who anticipated a modern miracle by way of a perfect time-table from the new companies when they took over are due for a disappointment.

TAA took over the internal network officially on September 1, and the transition period during take-over has underlined the many problems—large and small—with which Qantas had learned to deal efficiently, and the new companies hope to do, eventually.

But at least they've got two big blunders over, and probably won't repeat them.

Were they embarrassed when the captain's satchel and documents were left behind at Rabaul the other day and the plane had to return for them! And more than embarrassment was felt one day in August when the southbound plane went off from Lae without the mail! It was pretty serious because there was no service the following day so all New Guinea mail for south was delayed in Lae for two days.

POPULAR APPOINTMENT

Mr. David Trench High Commissioner For Western Pacifi

Mr. David Trench, Deputy Colonial Secretary, Hongkong, will be Britain's next High Commissioner for the Western Pacific.

HE succeeds Sir John Gutch, wh retires early in the new yea He is expected to take up h appointment soon after Sir John departure.

The official announcement mad by the Queen in August, said th Mr. Trench would be appointed be a Companion of the Distinguish Order of St. Michael and St. Joh

Mr. Trench has had long exper ence in the British Solomons an his choice as High Commission will be welcomed as a happy one. H went to the Protectorate as a cad in 1938. He saw military servi from 1942-1946, and attained th rank of Lt.-Colonel.

Human Touch

He is a man with the huma touch and a sense of humour th shows in the twinkle in his e and a laugh that is never far awa

The Western Pacific was a tes ing ground for a lot of young a ministrative officers during the wa

Following his pre-war Solomo experience he had been posted Tonga as Secretary to the Gover ment.

But after the recapture Guadalcanal, he was sent back the BSIP as District Officer f Guadalcanal and given the job "pulling the district back into shap

The way in which he did it described in Harold Coope *Among Those Present* in the terms:

"He reopened the Distri Treasury, although for ma months it consisted merely of t safes standing on a trestle in t open air. As the end of the figh ing on Guadalcanal drew near a coastwise schooner journeys co against be undertaken for oth than military purposes, he beg to visit distant areas to see h the natives were faring.

"He was agreeably surprised the manner in which they had sto up to the strain of war. Nowh was there any sign of a collapse morale. During a period when Go ernment control had inevitably be relaxed, no inter-tribal feuds h developed and there had been serious crime.

(Continued on page 147)

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Vest Samoa Hammers Out Its New Constitution

From "PIM's" Apia Correspondent

The Constitutional Convention of 174 members (10 of them representing the European population), began on August 16, the marathon 2½ months task of giving the soon-to-become-independent State of Western Samoa a written constitution.

HESE 174 men who, as the New Zealand High Commissioner, Mr. J. B. Wright, said in his ning speech, will go down in tory as the Fathers of the Con- ution and thus the guardians of civil rights of the people, have deliver the completed, voluminous document to the General As- bly of the United Nations by ember.

or their guidance they have the ft Constitution that was drawn by a Working Committee of the islative Assembly of Western noa with the help of Prof. J. W. idson, of the Australian National verity, and Professor C. C. Aik- n, of Victoria University College, llington, NZ.

roceedings got off to a creaky t, and the first three days were oted to debating the rules of cedure to be followed during session.

Involved Work

uring the first week's discussions became evident that many of members of the Convention d it difficult to understand the etimes intricate and involved ns of the constitutional and l clauses in the draft in spite he additional explanations given Dr. Davidson and Professor man.

gain and again speakers appealed more time for members of the vention to express their views; not to rush proceedings in e of the limited time available re the constitution in its final n has to go to the United ions.

engthy debates centred on two icular subjects which were of ial interest to the Convention on which many speakers were to express views.

hey were the traditional ority of the "Ali'i and Faipule" village Councils of Western oa) which were not specifically tioned amongst the important ponents of the new State in the t constitution; and the ques- of whether capital punish- t should be continued or ished.

motion asking for the authority he Ali'i and Faipule to be set and safeguarded in the final stitution was later withdrawn. rge number of members of the Convention seemed greatly concerned to have the rights of these councils of village chiefs—the traditional representatives of villages and districts—expressly protected and anchored in the constitution but a compromise motion was later agreed upon. The definition of the authority of the Ali'i and Faipule will be referred to the Legislative Assembly for consideration and early legislation.

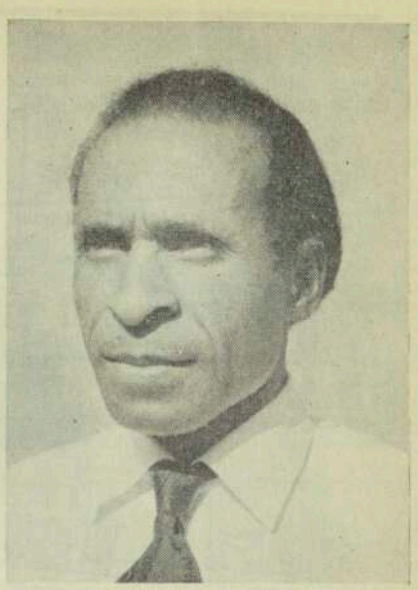
PM Quotes Bible

The question of capital punishment in the new independent State was another controversial subject which was discussed at length and on which widely divergent views were expressed.

While many speakers—and in fact a majority of members—demanded on religious grounds that the death penalty should be abolished altogether, others pointed out that consideration must be given also to the victims and their families.

The debate on this point culminated in an impassioned address by the Prime Minister, Mr. Fiame Mataafa, who pleaded with the

(Continued on page 148)



President of NNG's new National Party—Mr. Hermanus Wajoi.

Dutch NG Has A Political Party

Mr. Frits Kirihio, a 26-year-old student at Holland's Leiden University, in Hollandia in August where he was on vacation, formed NNG's first political party—the multi-racial National Party.—It is abbreviated to "Parna".

PARNA's programme includes removal of discrimination between races; possession of all ranks of the NNG Public Service by Papuans by 1970; the opening of the interior with roads; foundation of a People's Credit Bank which will give loans to Papuans; and leave with pay for all Government officials, whatever colour.

About 500 Papuans, some of them cheering wildly at times, attended the party's formation meeting at Hamadi. Parna's president is Mr. Hermanus Wajoi, from Serui. Mr. Kirihio (who comes from the same region) will be Parna's representative in Holland and abroad.

P-NG View

In Port Moresby, Papuan Reuben Taureka, president of the newly formed P-NG Workers' Association, said he didn't think P-NG was ready for political parties yet. Political consciousness would develop as the standard of living improved. At the moment, wages and housing were the most acute problems.

Papua's Reuben Taureka, President of the P-NG Workers' Association, with his wife, a Fijian. They met in Fiji while Taureka was studying at the Central Medical School, and she is a great support to him in his activities.

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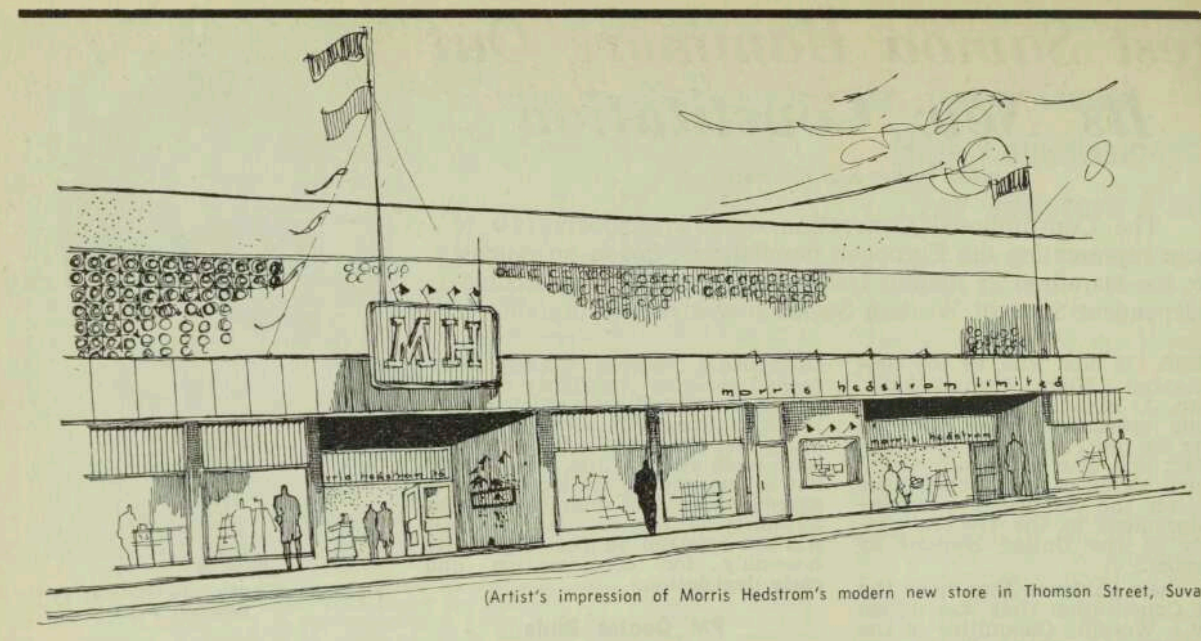

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COMMENTARY

Minister Hasluck Sorts Out The Tangle

T has been given a lot of publicity, so there is no need to publish here the re-statement of Australian policy in Papua and New Guinea, made by Australian Territories Minister Hasluck on August . Most of it had been said before, recent months.

Mr. Hasluck's real purpose—in hich he succeeded very well—was straighten out the tangle of inions and comments broadcast June and July (see page 17 of ly *PIM*), wherein confusion has en made more confounded by a s-reading of a statement made Prime Minister Menzies at Mas- Airport on June 20.

Mr. Menzies was made to say at, in his view, Australia should part from P-NG sooner rather an later. The PM actually said t that; but in a context that anged the meaning somewhat. t the tireless commentators took as a flat contradiction of views t expressed by Mr. Hasluck. Mr. Hasluck had been saying, in rope and America, that Australia st remain in New Guinea for other three or four decades—or erations—if New Guineans were be left there in a condition where y could govern themselves.)

o the newspapers, and the iticians and the UN visionaries—ose knowledge of P-NG can best expressed with the minus sign—l a really merry time in July-gust, planning the imminent de-ture of Australia from P-NG, l the kind of government that ht come into power.

oth Prime Minister and Terri-es Minister were greatly irri-d.

n examination of the full text what Mr. Menzies said on June showed that his meaning was represented. On the contrary, as explained in a speech on July there was no conflict between views and those of Mr. Hasluck. had already pointed this out its July issue

late August, to get the record ight, Mr. Hasluck issued phlets in a flood, giving the text arious statements made by him- and Mr. Menzies. It is a re-ring flood. Taken in conjunc- with speeches made by Opposi- and Labour leader Calwell, it d satisfy property-owners in ua and New Guinea that their stments are safe for many ades yet to come.

owever, it is a pity that Mr. luck could not himself have this, in so many words His re-statement of policy of August 23 contains nothing calculated directly to cheer and encourage private enterprise — one gets comfort only by inference.

Anyone who has studied history and observed conditions in New Guinea over the last 50 years knows that planters and traders do at least as much as Administration and Missions to Europeanise the natives, and encourage them to adopt less primitive standards of life.

But Mr. Hasluck, the conscious Socialist, always avoids that particular point. In recent times, he has met P-NG planters and traders with a show of affability and goodwill; but in none of his public statements is there any real acknowledgment of the debt the Administration owes to private enterprise, or any expressed hope that, in the future, there will be closer co-operation between official and non-official classes.

☆ ☆ ☆

New Moves In Native Education In P-NG

AFTER decades of dithering, the Australian Government now is making a sweeping frontal attack upon the problem of introducing literacy to the widely differing Melanesian communities which make up the Territory of Papua and New Guinea.

Although Australia generally is exceedingly short of school-teachers, the Department of Territories is now offering special inducements to Australian teachers to go to New Guinea for a brief period of years, to train selected natives to be village school teachers.

The Christian Missions, which have undertaken so large a part of the education task in P-NG for 50 years, are co-operating with the Department in this extension of activities. The Methodist Church, like the Department, is advertising widely for white teachers to train brown teachers.

This combined effort is entirely praiseworthy. Its effect will be to greatly hasten social progress among the native peoples, from most primitive village life to a condition where they at least can be prepared for some degree of real self-government.

But why was the effort so long delayed? As has been pointed out dozens of times in this journal, over the last quarter-century, it was impossible to really lift the standards of life in this country unless the natives were provided with some means by which the Administration could instruct and direct them.

In a one-language country, the task is simple—the Administration learns the language. But what could be done in Papua and New Guinea, where a vast agglomeration of mostly primitive tribes speak at least 500 different languages?

There obviously was only one thing to do—namely, provide machinery through which hundreds of selected natives can be taught simple English, and given enough education to allow them to go out and teach in the village schools. It was obvious, yet it took 15 years of time, and a lot of screaming by United Nations and other instrumentalities, before the Administration really got around to it. However, better late than never.

The next thing to ensure is that all this preliminary training of teachers is done in the Territory, and not in Australia.

The system of sending Melanesians to Australia for special education, and then returning them to their villages, is cruel and mischievous, and indefensible so long as these people are unable to become permanent residents of Australia.

It is gratifying to see, throughout the Territory, increasing evidence that the whole scheme of native education is being linked with technical training.

Age limitations give Mr. G. T. Roscoe only a short term as Director of Education; but, already, he has more than justified his appointment.

☆ ☆ ☆

A Cyclone in the Gluckman Teacup

THE refusal of a permit to enter New Guinea for Professor Max Gluckman of the Department of Anthropology at Manchester University (he has been "visiting" the National University in Canberra for some months) has set off this month's New Guinea fuss in Australia, and has ended—as New Guinea fusses usually do—with almost everyone involved making fools of themselves. (See *Pacific Report*, this issue).

All countries, of course, reserve the right to refuse a visa, even for a tourist visit, and without giving reasons; but even if P-NG was doing only this in the Gluckman case, this might have been an occasion, in view of the shortness of the visit and the other circumstances, when an ounce of commonsense would have been worth a ton of moral right.

The refusal of the permit cut every academician to the quick; but when neither the Minister for Territories nor the Administrator of P-NG (who is nominally the person who "refuses" permits), would give any reasons for it, Australian newspapers got into the act. Led by *The*

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Sydney Morning Herald — whose "We Hate Hasluck", or "Pooh to Paul" policy obscures most of its New Guinea thinking these days—they deplored this travesty of British justice which could damn a man without saying why.

The Professor himself, after initially saying that as a guest in Australia he wouldn't dream of criticising the Government, went on to give daily "statements" to the Press and to appear in a TV interview. The Australians must have acted in good faith, he said, on reports from British Security or Northern Rhodesia which "must have been full of lies", or "only malicious gossip", or (worse still) "compiled by politically immature people". He was not anxious to have this "false information made public".

The Territories Department or the P-NG Administration, could possibly have taken the wind out of the Professor's sails at this stage by saying why they didn't want him in the Territory—but they didn't. They kept silent, and made another peg for their critics to hang them on.

There have been rat-bags and no-hopers a-plenty who have slipped through the screen and established themselves in the Territory, so it is hard to see how a three-weeks' visit by an expatriate South Africa Professor—who has strong views on racial matters there and elsewhere—could make much difference, one way or another. Even if he had gone away and said later that Australians treated the natives worse than dogs or that they were unfit to administer a primitive country, it would have been no worse than what Australian politicians, newspaper reporters and other critics have already said, *ad nauseam*.

The professor and his permit are, of course, only symptoms of the disease; the disease itself is the permit system, and *PIM* has been saying so for 15 years. While the system does not prevent the entry into the Territory of undesirables who are guaranteed to give Europeans a bad name, it does allow others to be kept out for no other reason than that bureaucracy does not like them.

It transpires, from all the recent turmoil about Professor Gluckman, that 15 other people have been refused permits in the last 10 years. *PIM*, of course, can remember back further than that. During the Labour Government and Mr. Eddie Ward's term as Minister for Territories, Mr. R. W. Robson, *PIM's* publisher, was refused permission to go to Papua-New Guinea. No reason was given except that it was "not possible, at present, to grant permission". Shortly after the last refusal, another member of *PIM's* editorial staff applied for permission to visit the Territory and this was granted immediately — from which we concluded that the Robsonian sin was simply that of being *persona non grata* at that time.

The matter was regarded as inconvenient but slightly amusing—not a national calamity or a Party political weapon.

We doubt whether Professor Gluckman's troubles are national in scope, either. There must be few things left in P-NG that a 40-years procession of anthropologists hasn't dealt with. But, on the other hand, it is unlikely he would have done much harm, either. The Territory has, in its time, received and digested stranger visitors than the professor.

☆ ☆ ☆

Danger! Need For Reform in Fiji

THE end of the sugar deadlock in Fiji, while a great relief to Government and citizens, does not mean the end of the Colony's troubles. On the contrary, they are just beginning.

Already, they had appeared in the fields of administration and economics, but they have been obscured by the quarrel between mill-owners and cane-growers—a dispute that has been unduly prolonged by an Indian coterie whose motives are not clear, and deeply suspect.

Fiji's troubles come basically from the fact that Fiji's administrative system has failed dismally, heretofore, in providing for a rapid population increase, complicated by community unbalance and the difficulty of gearing the land-owning Fijians' village-communal way of life to the practices and demands of the now more numerous, non-land-owning Indians.

The stark problems created by increased population and Colonial Office incompetence now have been presented—at least ten years late—by the Burns Commission. Internal reorganisation is demanded, most urgently; the people apparently are reconciled to the idea of far-reaching changes; but there is a pitiful lack of the machinery needed to shape the necessary reforms, and carry them out, as part of an integrated plan.

The present machinery consists only of a Governor with wider powers than perhaps is generally recognised; and a Legislative Council completely dominated by the Governor's nominees—Departmental heads and selected non-officials. In view of what clearly is coming, that is not enough.

Because they have social and economic grievances which are not adequately taken care of by the present governmental system, the Fiji-born Indians are developing a political consciousness which may not be ignored. In fact, it must be provided for, and soon.

Meanwhile, and unexpectedly, a new generation of Fijians is likewise developing a political consciousness. The events of the past year have greatly stimulated its growth, and sharply shaped its direction and its thinking. It is not too friendly to either of the other two dominant races, Europeans and Indians—and especially the latter.

If the policy of drift and unguided political growth goes on there easily could be disaster in sight, in the shape of racial conflict. It would be madness to ignore the signs.

The Burns Report dodged the constitutional issue — argued that the present worn-out system would serve for a while yet. That is fallacy. The call is for action before trouble develops—not afterwards.

Mr. Julian Amery, due very soon in Fiji, has dealt successfully with some very difficult trouble-spots in his Colonial Empire in the past two years. We believe that he will recognise in Fiji the need for constitutional change that will be wise, swift and firm.

A benevolent autocracy probably is the very best form of government for Fiji, under present conditions. But that calls for wisdom, experience, benevolence and strength in a degree difficult to find. Anyway, how can a Colonial Office autocracy be maintained in a world that now has gone crazy on the subject of self-government for indigenous races?

They've Censored Errol's Book

The English edition (published by Heinemann) of Errol Flynn's book, "My Wicked, Wicked Ways", is available this month in Australia, and will be reviewed next month in "PIM". We can, however, put you out of your suspense now about the passages on the imaginary hangings of natives in Madang district ("PIM", June, page 113) which appeared in the US edition and which incensed old Territorians and caused Mr. Ted Taylor, now living in retirement in NSW, to seek legal advice some months ago: These passages have been left right out of the UK edition.

The whole section on P-NG is so ridiculous it is hard to take any of it seriously. Flynn has deliberately scrambled names and places, of course, but apart from that his geography is haywire, his knowledge of elementary things about the Territory is poor, and some of his own alleged adventures so fantastic that if we didn't know he had been there, we would have said he got it out of a novel about some other place.

Probably about the first and last thing you can say about Flynn and his approach to New Guinea was how he regarded the native girls. To him they were all "golden" coloured; with skins "like satin". The shape of their breasts drove him to ecstacy—on one occasion to saying that one girl, in this department, was shaped like a "ski-run".

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The Editors' Mailbag

...ji's Drum Is Not ...eaten Loudly Enough

...A blast of protest is in from ...va's Mayor, Mr. Charles A. ...inson, who, as chairman of the ...ji Visitors' Bureau and Tourist ...rvice, feels that our Publisher's ...te, in August (to the effect that ...ji's tourist traffic seems less than ...ual, and that more should be done ... stimulate tourism) was less than ...r to the Bureau.

...He says that the tourists in Fiji, ...us far in 1960, exceed those of ... same period in 1959 by 15 per ...nt. That certainly does not in... ...ate shrinkage, and we stand ...rrected.

...On behalf of the Bureau, he ex... ...sses resentment of the state... ...nt: "There does not seem to be ...y authority or agency in Fiji with ... necessary power, or imagination, ... funds, to really sell Fiji's tourist ...ractions to the world."

...This never was intended as critic... ...n of the Bureau. The citizens who ...e the Bureau so much of their ...rsonal time and thought are pro... ...ing valuable service and, if given ...f a chance, will do a bigger and ...ter job for Fiji in the future. ...n Lane's work as Secretary ... earned nothing but praise.

...The criticism was aimed much ...her At the time it was written ... June) there seemed to be only ...rickle of tourists through Suva; ...ereas Fiji in all respects is ...rthy of the cool-season streams ... holidaymakers and sunshine... ...kers seen in Ceylon or Hong... ...g or Hawaii. But those countries, ...advertise their attractions, really ...nd lavishly—and cunningly—and ...ir publicity hits one in the eye ...many places.

...ydney and Melbourne, today, ...ry stirring messages to potential ...vellers to visit Queensland, New ...land, Tasmania; but one looks ... vain at hoardings and news... ...ers to see anything much or ...suasive about Fiji's appeal. (Ex... ...t occasionally and indirectly ...ough an airline or steamship ...pany advertisement).

...n other words, Fiji—like other ...ntries with something really ...uable to sell in tropical beauty ... pleasure—should have, not a ...eau on a limited budget, but a ...-blooded Tourist Department ...n funds adequate for the adver... ...g messages likely to bring the ...tors. There are three things ...ch Fiji's Government must re... ...nber.

Fiji's attractions are equal to those of any other tropical country likely to interest travellers.

- Travellers will not go to Fiji unless they really know about Fiji.
- When selling anything under competition, it almost always is necessary to spend money in order to make money.

Concerning Equality and Freedom in N. Guinea

Paul Mason, Bougainville planter, honoured as a wartime Coastwatcher, says his piece:

This winter-time flood of politicians to New Guinea is again notable for the flow of rot being pushed down the throat of the Australian public.

I met a politician I knew, who had just landed in New Guinea—where he had never been before—and he spent a hour telling me all about the place and its problems. I could not get a word in edgeways.

We can only hope that events in the Congo will make people think, and see things in a different light.

Now we have a school of thought which says we should be doing what the Dutch are supposed to be doing—namely, educating the few to be the ruling class in New Guinea. Although I cannot see anything to recommend this, I have for years advocated full citizenship rights for all indigenes *who are capable of exercising them.*

For many years, our Territory natives will have to be protected against non-indigenes and against themselves; but this restricts the freedom of the few who are—or should be—capable of looking after themselves. If we were now to accept such people as our equals they would have no cause to feel we were treating them as inferiors. Frankly, I think they would be with us, and against their own colour, if they were accepted by us.

Around settlements, and European towns, there are natives who have given away their village community life and have accepted ours, but they are frustrated and irritated by the restrictions which are necessary to protect the more primitive people. Then, again, there are those who have been educated—for example, in Australia—who cannot return to primitive living conditions.

We all know the story. Some of them became leaders, and blame us for the primitive and backward state of their people.

If we accept these people—as they should be accepted—we will find them on our side, and against their own people, if and when necessary.

Our Territories Minister, and his Administrator, are more race-conscious than the average long-time white resident of the Territory. For some reason, the egalitarian and the sentimental "do-gooder" are usually more race-conscious than the practical person.

Why should Government native officers of ability get less pay than the European, for the same work? Admittedly, under the system where the public servant is a member of a protected class, there would be an anomaly. But why keep him a protected person?

The drink question raises its head again. I have repeatedly pointed out that, although it is a major matter to many, as a symbol of inequality, to me it is one of the less important freedoms denied those people who are unnecessarily protected.

I was one who fought hard for the Chinese to be permitted to take out Australian citizenship, if they so desired. Before that, things were getting unpleasant in Rabaul. Today, you have to go to a Chinese "do" to be in the social whirl.

("Mailbag" continued on page 35)

As an addition to our collection of magical monoliths, masalis and tambarans (**Mailbag**, August) Mr. Bill Moore sends this photograph of a carved stone tambaran at Taliligap near Rabaul, New Guinea. The figure is about 2 ft. 3 in. high, and local natives say that it has been there, wedged in the root of a tree that was exposed in a washaway, longer than men can remember. "The local people say that he is 'poison true'," writes Mr. Moore. "One of the local big-wigs claims he is the custodian of the 'poison' and charges a fee of 5/- for anyone wanting to lay a curse; or if you suspect that a curse has been put upon you, 5/- will buy protection."

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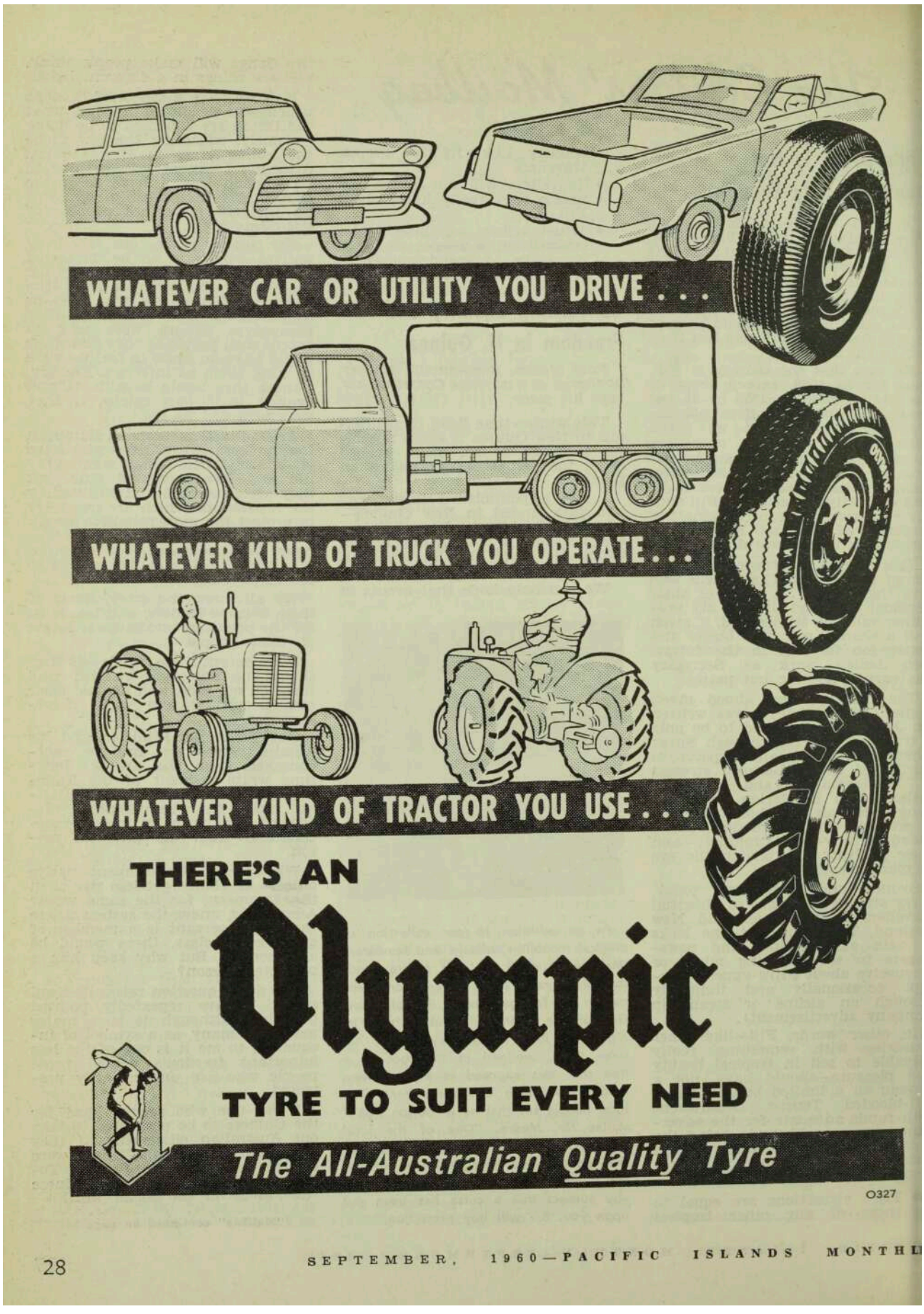

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The Places You See . . .

AND THE PEOPLE YOU MEET

Some Notes Made by STUART INDER Round-and-About the Islands, but Mostly in the Solomons.

"It's a cow of a river!" said BSIP Public Works Department works supervisor John Schenk, tossing a pebble into Guadalcanal's troublesome Lunga. "We have had 34 rises of more than three feet in the last three months of building this bridge."

ND what's more—in another three months period they had to put 11 temporary bridges er that river, because the Lunga parently made up its mind it dn't want anything permanent, d kept sweeping the bridges away nly one was lost—otherwise the me bridge was recovered and re-aced as soon as it was swept ay).

The Lunga seems to be getting mething permanent, now, how-er. I saw a steel bridge going with a main span 210 ft, with a condary span of 160 ft, and a 27 clearance from the centre of the er. One concrete pier goes 19 under the river.

The builders insist that this bridge really going to stay there—spite the view of some of the als who say the piers will be dermined.

This attitude reminded me of at the New Guinea locals used say when the Markham River dge was being built near Lae. e Markham would change course and leave the bridge out on its own, they said—but the Markham Bridge was still intact when I drove over it a fortnight after I worshipped at the banks of the Lunga.

The Lunga Bridge is important because it connects Honiara with the coastal road, and also the big Henderson Field. This last year the missing bridge has been very inconvenient, and one of the sore points of life for many BSIP people.

To get across the river now you have to wait on the bank while a makeshift pontoon is laboriously hauled across by six boy-power engine, guided by a pulley arrangement. The boys merely haul on the rope (cost of the boy-power—£42 per month). It's a slow business, although it must be deadly dull work for the locomotive power, too.

Since the aircraft have been landing at Kukum, at the Honiara side of the river, Henderson is getting to look a bit neglected—note the photograph. But it shortly should come back into its own.

Honiara people are hoping for really big things when Fiji Airways begins its projected Fiji-Honiara service, even if it is only a fortnightly one. There has been great enthusiasm engendered at the announcement (I understand there has been a hold up because of some technical argument but the scheme will certainly go through).

This much-needed Pacific link, which will open up an entire new travel route, would have gone through much earlier if not for some prickly international problems that have been associated with the New Hebrides part of the chain.

I predict both the Solomons and the New Hebrides as an up and coming tourist attraction in the South Pacific. Apart from the BSIP's war story (for some details see *Tropicalities*, p. 81) it has the kind of upspoilt charm which was the reason why Rarotonga was voted Number One by those sophisticated American ships' passengers over the last couple of years.

I always thought Honiara people were supposed to be inclined towards stuffed-shirtiness, but wherever I heard that, it was a monstrous slander. Perhaps, if anything, Honiara might collectively have a slight inferiority complex,

Malaita's Sister Pamela Crawford.

Honiara's main street, Mendana Avenue, with its flame trees, is one of the prettiest streets in the South Pacific. Honiara deserves to rank as a tourist attraction—and probably will soon, when Fiji Airways begin regular services from Fiji. No doubt Honiara airport will get a spring-cleaning before then (below).

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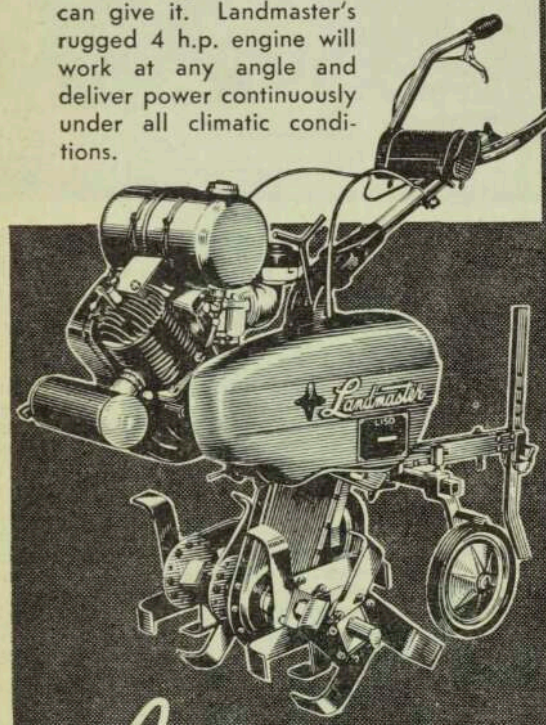

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The Lunga River's six boy-power pontoon ferr in operation in August. The rope they a hauling on spans the river.

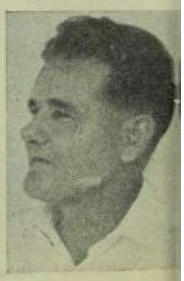
but that will go when more peopl begin to travel through there.

Mendana Avenue, with its line of flame trees, is one of the pretties streets in the South Pacific, an the views from the nearby ridge are superb. And if the standar of design already seen in one c two of Honiara's new Governmer buildings is going to be the norm then Honiara will be hard to bea The old quonset-hut look is on th way out.

One personal criticism: Bulk fu installations are rather necessar especially when they mean cheap petrol, and they also have to b accessible. But they shouldn't b allowed to take over the pick c the beauty spots, and it might n yet be too late for Honiara t keep its approaches free of the kin of eye-sores that ruin so man other places.

AT Honiara I found one of th most modern little broadcastin studios in the Islands—hea quarters of the Solomon Islan Broadcasting Service.

It's all air-conditioned, and th standard of the programmes is su that Port Moresby's VLT6 seems be losing many of its evenin listeners to it—mostly in the No Britain and Bougainville area Honiara Radio also covers the No



Honiara's radio man Ron Calvert.

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is Honiara band is performing in the early ys of the BSIP's "Shoestring Network". ere was no real studio then. They broadcast from a nearby verandah.

ebrides, to the south. Its only ndicap at the moment is that the ation has very restricted broad- sting hours—2½ hours each even- g, beginning at 6.55 Solomons ne.

But I gather that moves are afoot increase the hours, and to in- ude commercial programmes.

The man who runs VQO Honiara still the man who started it off Ron Calvert. As Chief Wireless ficer with the BSIP Posts and lecommunications, Ron, in 1952, ought it would be a good idea give the locals a radio station their own.

With a war scrap 400-watt trans- itter pulled out of the bush, he arted in business, using an 8 ft by ft room in the wireless station his "studio". Ron virtually made the programmes as he went ong—it was a just a hobby any- w—and on the occasions when wanted to put on a live broad- st from a local native band the udio" would be moved to a nearby randah.

Miss Kay Poole, a South Aus- alian who was and still is formation Officer, used to help a in those days of the "Shoestring twork", as they called it, and lay Calvert and Miss Poole still rk closely together. He now has e title of "Broadcasting Officer" d is occupied full time.

Kay Poole handles the news and rangements for talks. She com- es a five-minute bulletin nightly ept Sunday, plus a pidgin lletin, a weekly news summary in viana and a 15-minute weekly trict story.

"People sometimes say to me, 'You ven't much to do, compiling five nutes news a day' ", observed Kay. ut it isn't as simple as that". t certainly isn't. Nobody who s not tackled the job can really ow how difficult it sometimes can be to fill a bulletin when the news isn't there, and in handling the many other matters that come up. Kay Poole obviously has her work- ing day filled.

SOMEBODY on the roundabout somewhere suggested that since the Australian Government was not averse to using charming models to sell apples in Britain, the missions really ought to consider using charming missionaries to sell the work of the Islands church to the public. He meant the European public, of course—and why not?

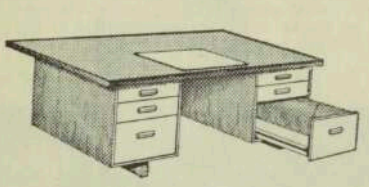
Everybody needs a bit of public relations work these days if they are to get their message across, and if what was claimed in the Aus- tralian Parliament recently is true —that the Communists are planning to wage a hate campaign against Islands missionaries — then the missions could do worse than think about it.

Anyhow, my nomination for a public relations officer is Sister Pamela Crawford, nursing sister in charge of the Melanesian Mission's Fauabu leper colony, on the west coast of Malaita, BSIP. Originally from Wanganui, NZ, and still only 34, she has nevertheless been with the mission in the Solomons for 10 years—six of them with the lepers.

Even as a girl Sister Crawford always wanted to be a missionary —and furthermore—she wanted to look after lepers, too. She certainly has her work cut out at Fauabu, with 74 in-patients and 70 out- patients, but she manages to remain both cheerful and attractive and she has no complaints except one.

It seems that neither the chapel at the colony (St. Luke's) nor at the mission's general hospital (St. Francis) not far away, has a decent bell. The bell at the hospital, which chimes the daylight hours and calls twice a day for church and rings for attention in maternity cases has long been cracked. The bell at the colony, used for meetings, for church and to call the people from the gardens, is simply a bomb casing which is struck by a piece of iron.

(Over)



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Says Sister Crawford, "It would be nice to have two real bells again —an old ship's bell, a fire bell— anything!" The mission hasn't any money to spare for bells.

THE name of Tsunesuke Tashiro, the Japanese who worked in New Guinea from 1917 right up to the outbreak of the Pacific war, has entered *PIM's* pages a lot in the last few months. Wau (NG) identity "Mum" Bowring told the story of how Tash had turned up on a Japanese warship at Kieta in 1942 and tipped off his pre-war friend Bishop Wade that he should clear off while the going was good.

A discussion followed in the *Mailbag* columns about whether it was indeed Tash or a Japanese named Yatoshi, another NG old-hand, who had later gone back to Japan. Bishop Wade himself, now in Boston, USA, settled the argument in June by saying that the man in question had been Tashiro.

One would think that was the end of it. Yatoshi, somebody wrote, was dead, and Tashiro was living in Tokyo. Yet I heard quite a lot about Tashiro on this trip for his story had been recalled to many Bougainville readers because of *PIM's* references. I heard there the story of how Tashiro (who was generally regarded as a "good bloke") had helped popular Chinese trader Wong You off lightly at Kieta. Wong (who is now an Aussie, incidentally) was being questioned by a Japanese abou Coastwatcher Paul Mason an wouldn't give any information Tashiro had interrupted the in terrogation by saying to th Japanese interrogator "He ha known Mason for 20 years; he ha known you for only five minutes".

Buka's popular Chinese-born trader Wong You

Paul Mason told me when I sa him on this trip that he ha no doubt that such was Tashiro knowledge of the natives that h could have located Mason.

"In other words," said Paul, " think Tashiro could have got me he had wanted to."

All this was the more interestin because by accident I locate Tashiro at Santo, in the Ne Hebrides, in August.

Getting on in years, yet remark ably active, he has for the last fou years been construction manage with the South Pacific Fishin Company—which operates the tun freezer there.

Santo dentist, Ken Bridges, a Aussie, drove me out to mee Tashiro, although Ken had no mor idea than I did that the popula Japanese at the fisheries was th same Tashiro of Bougainvil memory—although Ken certain had been wondering.

Tashiro recalled that he had gon back to Japan from Rabaul in Feb ruary, 1941, and that he had bee called up with the Japanese Nav in 1942 to be sent to New Guine with the Japanese forces as a interpreter and native affai officer. He had been in Rabaul righ throughout the war, and was the when Rabaul fell to the Allies. H said he didn't pass on the messag to the Bishop in person—he did through a French priest, because h "didn't want to cause the Bisho any embarrassment".

Footnote: Yatoshi ("Tosh") w unfairly killed off by that *PI* reader. According to Tashiro, h is living in Nagasaki. They st

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

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rite to each other and Tashiro ill keeps in touch with Bishop ade.

AUL MASON, incidentally, is the president of the recently formed Bougainville Improvement Association, which appears to ve a lot of local backing and ks like going places. This is because membership is not confined ly to the European planters, but has native. Chinese and mission mbership. It is, as secretary F. R. Killop pointed out, "non-tional, and working for the general good of Bougainville".

And Bougainville, as a whole, certainly needs some general good done it. It gets a disgustingly poor al from the Administration—rely, I suspect, because it's too from anywhere, and too busy ducing things, to be heard. The ole 4,100 square miles of Bougainle (which produces more copra n Papua, and which has one rticular 40-mile stretch of eastern stline growing more than 5,000 of produce a year) has no arf, no real roads and is given equipment or men to keep the t tracks it *has* got in repair. I 't suppose there is a foot of bitun in the whole of Bougainville, at Boroko, part of Port Moresby's t-expanding suburbia, I saw one le strip of sealed road near the pping centre that appeared quite ecessary. How Bougainville could e used it!

The difference in the amount of ney being spent in Moresby comed with the rest of the Terri-y, and Bougainville in parlar, is now so great that suddly, this time, the position seemed be indecent.

Santo's Tsunesuke Tashiro.

Bougainville planter F. R. McKillop has other interests besides the Bougainville Improvement Association—orchids. At his plantation a few miles north of Kieta he has thousands of orchids growing —the trees are almost swamped with them. He exchanges them with orchid lovers all over the world, and is himself regarded as an expert on the New Guinea varieties. Here he is in his hothouse showing some species to a visitor, Miss Jean Keeton.

It's painful to have to report as an ex-Moresbyite that what New Britain and the islands have been so bitterly insisting these many years is at last coming true. The islands earn the cash—Port Moresby spends it. On itself.

THE reference to Honiara's hospitality reminds me of the genuine hospitality that is also Norfolk's. On "boat days" the island is a busy place, and there is plenty of work going on as the islanders attempt to beat Norfolk's foul seas and unload the *Tulagi* with the minimum of loss. Despite this, nothing is too much trouble for the lighterage men in helping out *Tulagi's* passengers who attempt to put foot on Norfolk soil from a madly heaving small boat. Often passengers get ashore unceremoniously with the aid of a cargo sling, as I did, but there is always a helping hand from the islanders.

Thus, it's all the more surprising that the Norfolk Island Council should have snubbed Senator Paltridge so obviously the other day (see news pages) and then decide to apologise. The snub was not typical, certainly.

When I called, I was struck by the fact that although there was certainly a strong difference of opinion on how the Council should conduct its affairs, with some rip-snorting arguments going on in the best tradition, there were no real personal animosities. I got the most polite attention from both sides of the fence.

A humorous sidelight to the present argument is the way *Norfolk News*, the Administration's roneoed weekly news-sheet, has been given a thorough pounding by some of its disgruntled readers—mostly Council members.

The editor of the *News*, I understand, is Administrator Leydin, who, no doubt, is learning the hard way what it's like to be an editor and to attempt to please all the people all the time.

Most frequent complaint is that it allegedly quotes out of context parts of Council minutes, which thus can be "misleading". Others also insist on full publication of various pieces of intelligence, and

Norfolk Island's Mr. F. Needham, Council president.

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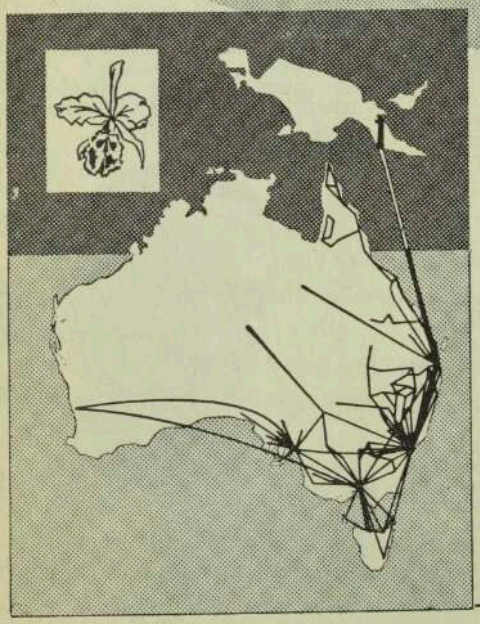

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mplain when they can't be fitted to the *News'* pages. There isn't editor who hasn't heard all that fore.

Norfolk News dutifully reports ost of the complaints of its critics ne main story for the issue of gust 25 is headed "Council Not eased with *Norfolk News*") and nly attempts to point out that is doing the best it can with its ited resources and that it is king every effort to be impartial. And it *is* being impartial, and erally doing a good job, but one imagine that the Administration Norfolk is hoping fitfully that day may come when private erprises will take from its ulders the burdensome respon-ilities of newspaper ownership!

ncidentally, I heard the same t of thing in the New Hebrides l the Solomons—both newspaper-territories, whose Administra-ns say they would welcome a vspaper if somebody would offer start one.

Editors' Mailbag

(Continued from page 27)

o Independence From d Native Custom"

New Guinea Highlands sionary, who asked us not to use name, also has something to say month about what he terms the ices that can be heard clamour-for the independence of New nea". He writes:

hey are voices of foreigners—ple who are foreign to the ritory who know New Guinea ough a blitz visit by air but who surely foreign to the conditions e. They judge by generalising n the hot house samples they t at Hanuabada, or on the ik or among the Tolais. But be-there is any talk about in-endence, some injustices have e eradicated.

me of these flourish as pro-ed flowers under the great an of Native Custom. They are to be found in some unknown village but in quite frequented s with a dense population.

here is the selling of little girls marriage—not, mind you, a e marking. The selection of the nts is not influenced by the ities of the future husband but the possessions of his father—icularly by the number of his . The biggest bride payment is e before there is a bride.

long time—often years—before girl enters womanhood she is sed up and told to go to the sband". If she refuses there will endless nagging and beatings. never there is a good feast the will get a bone—No meat until heeds the decision of the nts. Should the girl test the ence of her people too long she be dragged to the husband's house—sometimes on a pole, like a pig.

If she is lucky to have some friends she will escape again and again, to take refuge with them. In any case she has to live like a hunted animal, or else she will live with one real and one hidden husband as best she can manage. All this happens even a few yards off the main road, where jeeps and trucks shoot past. Luluais usually stick to the old slogan of Native Custom.

If a married woman is divorced or leaves her husband, often on account of mental and bodily cruelty, she is again at a disadvantage. According to Native Custom she has to leave her children with her husband.

Visits of UNO officials or Parliamentarians are not such that they see the real life of the people. They are entertained by colourful dances—performed by the natives in obedience to "orders" to entertain some white chief, or performed out of mere curiosity to see a wandering white circus.

AUTOMATIC PHONES FOR SANTO

Luganville, Santo, in the New Hebrides was expected to have its automatic telephone system working in late August. The equipment and telephones came from England, and the new exchange building is not far from the Sarakata Bridge.

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Old Territorians' Night on Sydney TV station ATN. From left, Graham Kingsford-Smith, Bob Bunting, R. W. Robson, Mick Leahy.

Sydneysider At Home Base

Taking Time Out For Television

It was Old Territorians' night at Sydney television station ATN on the last Sunday in August, when four men braved the glaring white light of this medium to try to prove to Mainland Australians that horns and forked-tails are not currently being worn by all Europeans in Papua-New Guinea.

HE brave men were Messrs. Mick Leahy, R. F. Bunting, R. W. Robson and Graham Kingsford-ith. Mr. Kingsford-Smith used e a coffee planter at Goroka, but v is a Sydneysider and arranges se discussion panels profession-. He therefore deserves all he s.

lick Leahy, one of the discoverers the New Guinea Highlands in early 1930's, and now the owner the biggest cattle station in the ritory, has been crossing swords ly with all the experts who have n tossing the Territory back to natives. He was filled with sionary zeal, and would have d a den of lions to get over his t that some reassurance for the opean settlers in the Territory ld be in order before Australia ked out.

was the other two who were the ctant dragons—mostly, I suspect, use they both live for a fair t of the year in Sydney, and as lar television viewers have seen t of the prominent figures of time cut down to size by the orting process of the TV camera.

he previous week, in that same ion, there had been the spectacle the Commonwealth Treasurer, old Holt, defending his Budget inst the barbs of Federal Opposi- Leader Calwell.

hat the Treasurer said may have n pure wisdom; but I swear that t viewers were more diverted by the Holt profile, with which a pixilated TV camera completely filled their screens, and even more so by the Holt ear that, by some third-dimensional trick, appeared to be drawn out of the Holt face like a wind scoop, and actually wiggled and twisted like an animate creature in its own right, as its owner drove home his points.

Mr. Holt is a reasonably good-looking man and is still on the right side of 60; but, according to that malevolent camera, he could have been 90, and with that great mane of silver hair brushed back he looked like a kookaburra with ears.

What then would the cameras do to our Territorians? Would they pull their otherwise normal noses out into bird-like beaks? Or flatten the backs of their heads like lizards? Or crumple up their faces like old rubber dolls? Magnify each whisker and wart or freckle? Or by some juxtaposition of features and a 100-to-one chance, might one or other of them turn out to be actually telegenic?

Being human, this is probably what they thought as they sweated out the preliminaries in that huge barn-like studio with its miles of trailing wire, its cameras and its pendant microphones, and its white arc-lights beating down on the table where X marked the spot.

The whole place had something of the atmosphere of a hospital theatre before a major operation.

Looking as though they might suddenly take fright like stallions and paw the floor and neigh, they are led off, one by one, to where a phlegmatic, small female encases them in sun-tan pancake make-up, paints their eyelids green and the tips of their noses something else and, thus finally prepared for the ordeal, they seat themselves at the table beneath the lights.

Robson Discovers The Highlands

The three cameras move in for the kill, and Mr. Kingsford-Smith goes into his introductory remarks, followed smartly by a short section of film on New Guinea that is supposed to get viewers in the right frame of mind. The three other participants brace themselves for the trials to come.

The film speeds on, native pot-makers dissolving into what looks like natives digging a hole and then the whole lot dissolving into a seismographic explosion as the film hops the sprockets of the projector and jazzes and leaps to a full stop.

The floor manager yells "cut"; the cameras draw back; and Mr. Kingsford-Smith produces what could be described as a calming smile. The others look blank.

Fortunately this is being put on video-tape for showing later in the night, so no great harm is done, and after a few minutes they get going again. Mr. Kingsford-Smith again makes his introductory speech, the newsreel takes over and, with only a small shudder at the critical moment, manages to stay on its sprockets; Messrs. Leahy, Bunting, and Robson tense themselves again for the introductions.

Two of them might have tensed themselves a bit more if they had known that at that very moment the cameras were getting their wires crossed, and that Mr. Robson, who obviously didn't know the gun was loaded, was employing the disinterested look of an Egyptian mummy

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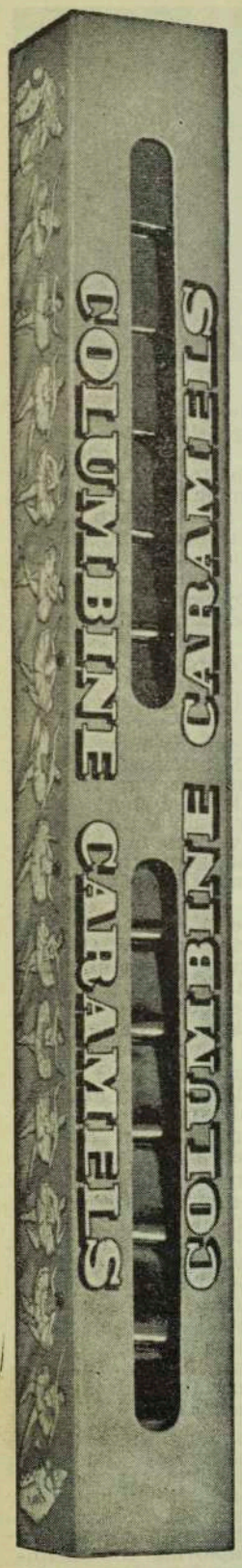

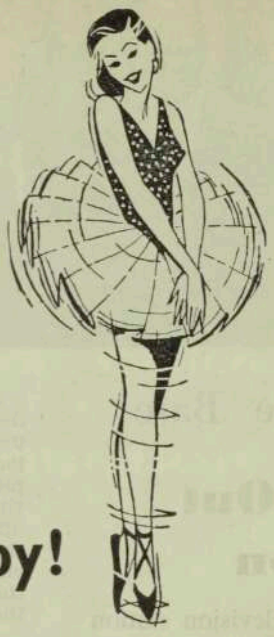

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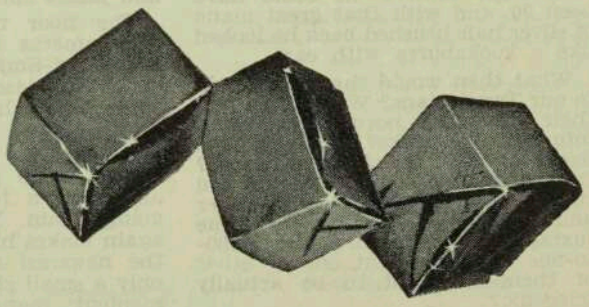

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while being introduced as "Mr. Mick Leahy, who discovered the New Guinea Highlands".

And Mr. Leahy, who didn't know the camera was on him, either, while suitably composing his face into the right expression for tearing strips off theorists, was being shown to the unseen audience as "Mr. R. W. Robson, the founder and publisher of the *Pacific Islands Monthly*".

But, after this final sortie, the gremlins departed and the four men settled down to a calm and reasoned discussion of the place of European private enterprise in New Guinea and why Australia can't just do a Congo and pull up stakes and flit.

The minor miracle of these things—at least as far as the interested bystander is concerned—is that having spent half of the afternoon in a dozen apparently unconnected fiascos, the whole thing should be delivered later that night—suspended between shaving-cream advts., certainly—but for all that neatly packaged into a 25-minute programme that hangs together and actually makes sense.

The $64 question so far as New Guinea is concerned, of course, is whether all the trouble which this entailed for the participants really pays off. The answer is that it could hardly fail to do so—so far as it went. There should be more of this sort of thing, better timed and dished up in various sugar-coated ways for today's viewer or listener.

Ten o'clock on a Sunday night when Sydney Suburbia—the section that most needs educating about P-NG—is likely to be preparing for bed is not the best time for this type of programme. Nor is 30 minutes including the sponsor's soap or fly spray, the introduction and the warming-up period, sufficient time for four men with ideas to produce the kind of verbal bombs that are likely to jolt viewers from their chairs.

Nonetheless, those who deliberately set out to see it, and those who lingered on after the Sunday movie and survived the advertisements that attended it, could not help but observe that these men who defended the rights of private enterprise in the Territory had no smell of brimstone about them, but spoke and acted and (in spite of the worst that television cameras could do) looked like normal men, and that their arguments were logical.

Picking 'em Up
Putting 'em Down

Marathon walking is just like any other kind of walking said ex-postman George Lockwood, when he plodded into Sydney during the month after walking 2,800 miles across the Continent from Fremantle since mid-March.

According to George, it's just a matter of picking 'em up and putting 'em down, until you get where you want to go—not that the

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Polynesian Restaurant For Sydney

London's got one and the United States has some—now Sydney is to follow suit with a Polynesian Restaurant. Sydney's version has a fair chance of being more authentic than the others because Mine Host will be John Hunter, Pacific cruising yachtsman ex "Nirvana" and more recently of "Goodewind" (both owned by Australian-born London dental surgeon K. W. Laws).

"Goodewind" reached Sydney from the UK via Panama and Pacific ports in June, and since then Mr. Hunter, who has been interested in the restaurant business as well as yachts for some time, has been looking around for suitable premises.

He's found them at King's Cross but does not expect to be in business there until about February, 1961—and when he is, we'll be telling you more about it. Sounds like the sort of place that would make the same kind of rendezvous for cruising yachtsmen as Usher's New Guinea Bar used to be for Territorians.

"Goodewind" meantime is anchored in Pittwater, Sydney, and will be an entrant in the Montague Island Yacht Race and the Christmas-New Year Sydney-Hobart classic.

me hasn't been ruined, but! orge had a lot to say about these l girls that natter about eating ass, and not drinking beer, and ving babies at 100.

At about the same time, the old l in question—Dr. Barbara Moore vas giving the Australian fruit lustry a big boost in America. In course of putting on a tantrum the San Francisco Air Terminal, pelted Customs oiffcials with the stralian fruit they wouldn't let take into the States—amongst assortment, "two of the biggest nges" this fruit-and-veg conisseur had ever seen.

About a day later (such is the age), she was storming the US bassy in London with six Auslian lemons and two Australian tles which had somehow escaped US Customs net. What happened the flora and fauna is not reded, but Dr. Babs ticked every- off properly about the San ncisco do.

The modern phenomena of the Barbara Moores are something ponder about in idle moments. t of the darkest period of last glish mid-winter, she sprang ly-fledged onto the front pages the sensational Press with the ertion that she would walk from m O'Groats to Land's End on nothing more inspirational than honey, nuts and carrot juice.

No sooner had the doctor proved her point, than a teenager took up the challenge and mowed some days off her time; and then holiday-camp tycoon, Billy Butlin, weighed in with handsome cash prizes for the fastest time for the same route. No less than 500 people staggered off into the February mists, snows and gales of northern Scotland to prove that the Second Elizabethan Age did not find the spirit of adventure entirely dead in Englishmen (or women).

For weeks they strode or limped down the length of the UK, and even at the end of March stragglers were checking into the bleak hotel at the tip of the long nose of Cornwall. These were not, of course, fuelled by carrot juice alone; most of them were doing about 10 miles to the gallon of mild-and-bitter.

That Long, Long Trail

But though others might better the doctor's walking, she was always one hop ahead in publicity. She went quickly off to the United States to walk across the North American continent, and when the small centre called Blacktown, on the fringe of Sydney's metropolitan area, had some sort of anniversary in July, it was Dr. Moore who came all the way out here to provide the *piece de resistance*.

For the edification of Blacktownians she promised to walk the 400-odd miles from Albury in a week. Such a stroll, she said, would be a flea-bite. But this was the flea that turned and bit; and as the good doctor plugged on, complaining bitterly of the hard bitumen roads, her poor, sore feet and our ghastly winter weather, one week lengthened into two. Not that she didn't get a flattering amount of attention: whole towns along the way turned out to see her pass, and panting radio and TV reporters interviewed her on the run.

She had, she claimed, definitely halted the ageing process by her diet of honey and nuts. At 57 she was still capable of having a baby (by which one assumed that she was still—though why go into gynaecological details), but just for the heck of it, she would wait until 100 before she let motherhood overtake her.

She was born in Russia, at one time was Russian champion female motor-cyclist, was currently married to an Englishman, and expected to live to 200.

Her recipe for a long and healthy life included a lot of walking (obvious), nuts, honey and fruit—*and no meat, alcohol or sex.* It seems to me like the made-to-order remark to bring forth the classic retort: Under those circumstances, you don't live longer—it only *seems* longer!

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. . . Margaret Merril

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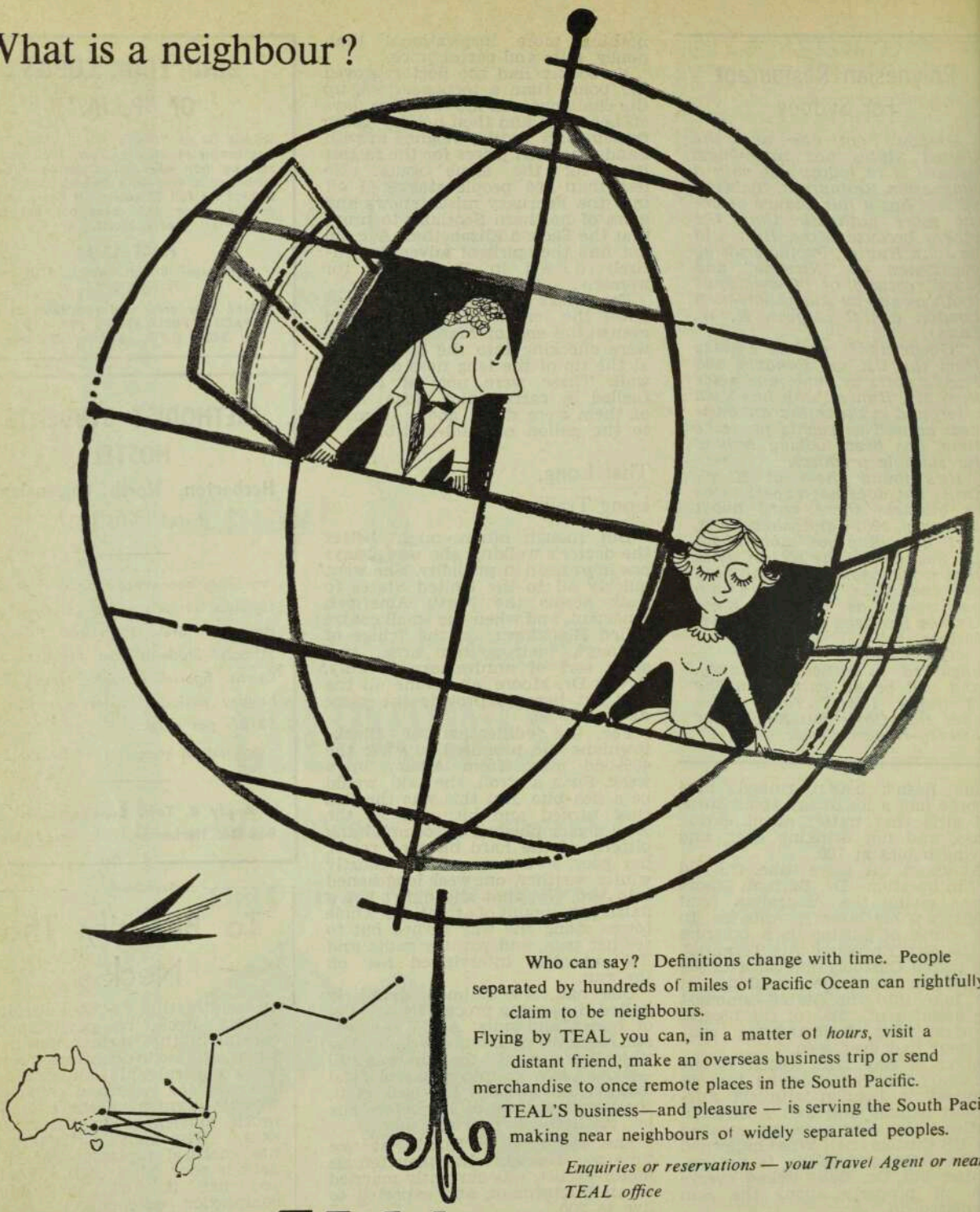
What is a neighbour?



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Veteran New Hebrides trader Graham Kerr, who died in Noumea in August, was the nephew of pioneer trader Captain Donald McLeod. He took over McLeod's business in Vila when McLeod died in 1894. This old photograph shows McLeod's original store at Vila, with McLeod himself at right, holding cap.

Graham Kerr's Death Breaks A Link With The Old Days

For many years, up until a few eks ago, the tall figure of Mr. aham L. S. Kerr, snowy-haired and ddy of complexion, had been a niliar one amongst the regular immers at Anse Vata beach, oumea. But his death in Noumea spital at 87 on August 16 removed t only a well-known local resint but also one of the last human ks with the pre-Condominium w Hebrides.

E was born in Whangarei, New Zealand, of Scots parents— James Walter Kerr and his wife ra. Flora Kerr's maiden name s McLeod, and she was a sister the famous Captain Donald Leod, who had established him- in the New Hebrides as a powner and trader in the 1860's. n 1894, Captain McLeod died and aham, who was then about 21, nt from New Zealand to Vila take over the business. In the lowing year he was joined by his er brother James; and some rs later by his sister Flora and brother Hugh. (Mr. Hugh Kerr d about three years ago in Syd-).

t a later stage two younger ers, Mary and Agnes, also took interest in the business, mostly the Sydney end, at a time when women had much influence in business world.

The Kerr brothers and sisters at first carried on the business under the name of McLeod and Company; this later became Kerr Brothers & Company and in 1909, Kerr Brothers Ltd. was registered in Sydney, where a branch office had been opened in 1902.

Between the death of McLeod and World War I, the company, essentially a family one, was specially interested in trading in the group, where they founded several trading stations.

Important Fleet

From Vila, a small but important fleet radiated out, reaching as far as Noumea and Sydney.

Among the vessels carrying the firm's flag were: *Mary Anderson, Tamarina* (built in New Zealand), *Countess of Ranfurly* (bought from the New Zealand Government)), *Tathra, Flinders, Polynesian, Aoba, Toa, Rosabel, France, Lunawanna,* and *White Heather.*

The *Tathra,* a fast twin-screw vessel of 600 tons, perfectly adapted to the transport of passengers, met with a tragic end during a hurricane on the night of January 3-4, 1912, on the coast of Ambrym, when 24 people lost their lives.

Amongst those on board were Mr. and Mrs. Graham Kerr and their first child, Muriel, and Kerr's sister, Flora, who had married Mr. James Nicol. Mrs. Kerr was saved, and Mrs. Nicol was also picked up; but Mr. Kerr, with the child in his arms, and a native drifted for 12

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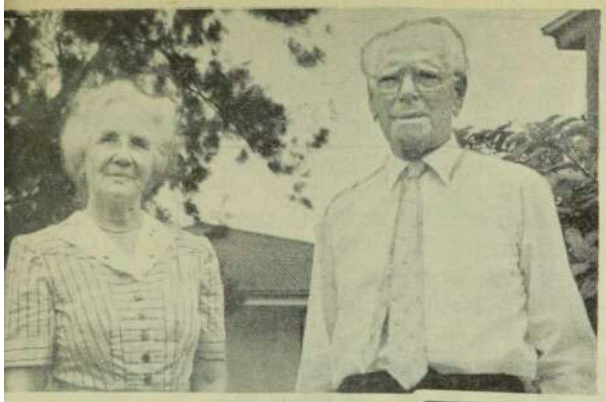

The late Mr. Graham Kerr, with Mrs. Kerr—a recent photograph.

don; Muriel (1916), now Mrs. Bogg, of Sydney; Katherine (1917), now Mrs. Cawsey, of Melbourne; Margaret (1919), now attached to the South Pacific Commission in Noumea; Graham (1922), of Sydney; and Nancy (1929), now Mrs. Eling, of London.

Mrs. Kerr, who is still living in Noumea, and all the children with the exception of the first Muriel, survive him. None of the children entered his business.

Mr. Tearii Marsters, a Cook Islander living in Auckland and recently married, won the first prize of £5,000 in a sweepstake in August.

ours on a spar, during which time e child died. The native was killed the surf when the spar finally ashed up on the reef of a small land off the north coast of Male-ula, but Mr. Kerr, though cut to bbons on the coral, managed to t ashore. A French planter looked ter him.

Vast Plantation

The company had also, at this ne, established a vast plantation Turtle Bay, on the east coast of nto, and with its agency business Sydney continued to prosper. In 27, however, the company sold all New Hebrides property to a ench company and ceased for a ne to exist. It was Agnes Kerr, very capable accountant, who in dney attended to the liquidation. The name Kerr Brothers (but this ne Pty. Ltd.) was taken up again d re-established in Sydney shortly terwards, with a trading branch Vila. This company dealt as okers for New Hebrides planters d traders, and in this capacity ll, of course, exists.

Its first managing director was aham Kerr and although he ade his new headquarters in Syd-y, he travelled extensively in the w Hebrides and elsewhere for his m. He claimed that he had velled more than 1,000,000 miles Europe and America, by sea and air before he retired in 1946.

Seven Children

Because he liked the New Cale-nian climate, he went there to e with his wife Muriel and their ughter Margaret and after 1948 came a well known resident of umea. Old residents of the New brides will remember him not only a straight-shooting business-n and pioneer, but as a first-class nis player, a bridge player of ne note and as an enthusiast who joyed his swim every day.

He was very active until only a weeks before his death.

Of his marriage to Miss Muriel tton in Sydney in 1909 there were en children: Muriel (1910), who d in the *Tathra* disaster; Joyce 13), now Mrs. Gillespie, of Lon-

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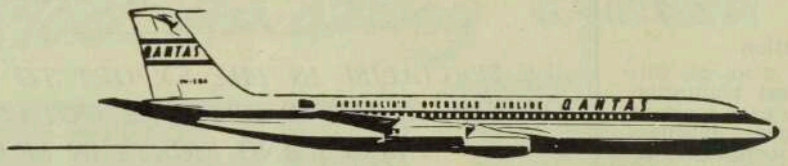

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With TOLALA

It was somewhat of a coincidence that a friend handed me a copy of *The Catholic Weekly* during the second week in August last and drew my attention to the start of a serialisation of Bishop Scharmach's book, "This Crowd Beats Us All".

N August 19, 1945, I, with my fellow internees, was transferred from the Jap dug-out city of mare (which lay somewhere be- id Kurakakaue plantation on the rth Coast of New Britain) to the tholic Mission "Protectorate curity" camp at Ramale—some- ere behind Tobua plantation.

Occupation

Rabaul

And now, just 15 years later, I d of His Lordship's record of at happened to the Sacred Heart ssion at Vunapope in those first s of the Jap occupation. I shall k forward to the time when the k is published.

n a foreword, Bishop Scharmach plains the title as being taken m a remark of a Jap. He writes: owards the end of our battle panese) General Staff officers nitted their own defeat in these ds: 'Bishop, we have discussed and your missionaries many, ny times. We cannot make you . This crowd beats us all' ". hat explains the title.

ut whether Bishop Scharmach duly emphasise the great task, h which he and his executives e faced when the Japs came in, ains to be seen.

spent a month in the Ramale p—from a few days after the nistice until the Aussies came New Britain in the middle of tember—and during that period ealised what a stupendous task with which the Bishop had to cope. Not only as spokesman with the Japanese, but maintaining happy relations between missionary workers from many countries. (And if ever tempers become ragged it is certainly during days of long internment and nights of incessant bombing!)

But the Valley of Ramale when I arrived was a haven of happiness —as far as possible. German, French, American, Australian, Belgian, Poles, English—all missionaries from these various countries lived in perfect harmony.

There were in all 331 inhabitants of the Valley on September 1. I got the figure from Father Muller, the so-capable business manager, and these included such internees as the Rundnagels, the Tills, Mrs. Kaumann-Juker (who died there on September 2), Mrs. Muller, Bischoff, the Hoerlers, Padre James Benson (who wrote *Prisoners Base and Home Again*).

The recordings by the Bishop should bring before the reading public the outstanding bravery and tenacity of these missionaries in remaining at their post, during the worst years ever experienced in New Guinea.

The Nusa's Sister Ship

I was interested in reading about *Nusa* ("Shipping", August *PIM*, p. 107). She has had a varied career. If I am not mistaken she was captured over in the Duke of Yorks by the Australians in a small concealed harbour with a coconut palm stuck in her funnel! I have an idea Jack Thurston owned her at one time and that later in the '30's she was sold to a syndicate that operated around Samarai.

Her sister ship, *Buka*, was used by the Kiap in Kieta (Capt. Doellinger) in pre-War I days and was run on firewood. Native villages at appropriate anchorages were required to have supplies of cut wood available for the Kiap's periodical visits. (What a saving in running expenses!)

When war was declared, *Buka* was taken from Kieta harbour and sunk in deep water a few miles north at Rorovana.

Reports that she had a quantity of bullion aboard prompted the Administration to attempt a salvage and Capt. Komine (the Rabaul Japanese ship-builder and accredited consul) was on the job but there was too much Pacific Ocean around the spot and nothing was ever accomplished.

That POW Mail

John Watson ("Editors' Mailbag", August *PIM*) would probably get the low-down on the POW mail in Rabaul and dropped over Port Moresby in 1942, from war historian Gavin Long in Canberra. I remember handing in letters on two occasions. I cannot recall the date the first time we were given the opportunity

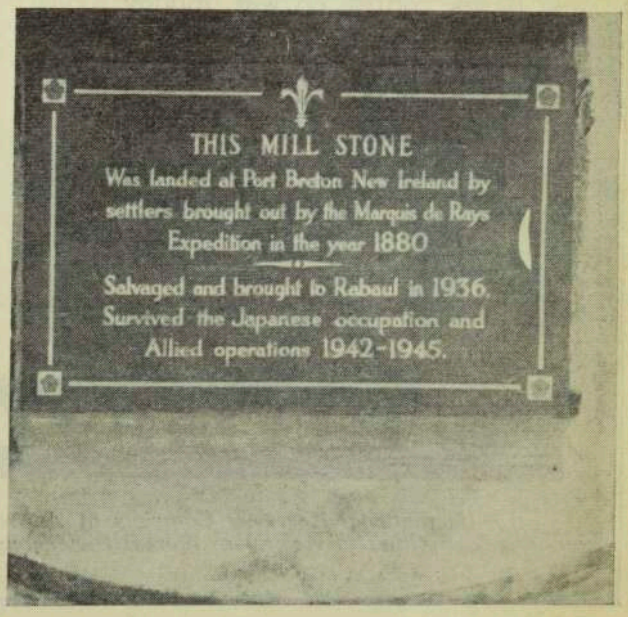
It's Got a Plaque at Last

e Marquis de Rays' mill-stone has got a plaque at last.

ought out by the ill-fated colonists to the Marquis' settle- t at Port Breton, New Ireland, in 1880, to grind the corn never grew, it was salvaged and taken to Rabaul in the 'Thirties and erected outside the Works Department build-

survived the war, although the original plaque was lost Australian soldiers who relieved Rabaul in 1945 took it e some Japanese memorial (it had Japanese writing on it hat stage). It was re-erected and a new plaque ordered it, but this somehow managed to get itself lost in the rinths of Canberra or Port Moresby. Now it has its in- tion which, brief though it is, may encourage visitors (or lents) to do a little research into early New Guinea history.

—Photo Gordon Bladen.



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Police Cyclist Is Radio Controlled

Sub-Inspector Roy Monaghan, of the Royal Papua-New Guinea Constabulary, in Rabaul in August operates the first two-way radio to be fitted to a police motor cycle in the Territory. Other police cycles are likely to be fitted if this set is successful. Six cars are already fitted with two-way radio in Rabaul. The transmitter on the cycle replaces one of the saddle bags, and a loud-speaker is also attached to the crash bar so the cyclist can be called up while on the move. He pulls out the hand telephone to reply. Sub-Inspector Monaghan is on traffic duty in Rabaul.

sometime in March or April when were under Army control. The ond occasion was "towards the d of May '42" (according to my published MS on Rabaul Boob ys), when a Navy officer told us could write to our people in stralia and gave us careful inuctions what to put in our letters. We were sceptical of their ultimate rival in Australia. But I later ard that some of the letters were eived by relatives, although mine ver made the grade. I also heard ey were dropped over Moresby but ne bags fell into the sea and were t. I do not know what Jap iadron made the drop.

As for the old air companies he ntions I cannot recall "Papuan ways" operating from Salamaua that time. Could he be referring the Pacific Air Transport (PAT) rted by Ray Parer and operating m Salamaua to Wau? Arthur llins started an air company in baul some time in '33, I think, t it didn't last long.

nence the Tolais?

Cecil Hobler, in Port Moresby, kes some comments on the par out the Tolais coming from New Ireland (June "Talk-Talk") and mentions that in parts of the West Coast of Southern New Ireland the Blanche Bay dialect is spoken. "Further, when the Methodist Mission holds its annual 'Waratibar' (sic) at Watnabra Mission station some men from New Ireland attend."

The New Ireland area referred to by Mr. Hobler used to be (and may still be) know as Topai and, when I was at Watnabra back in 1911, was part of the circuit with headquarters at Watnabra, where the George Brown College was located and all teachers both from New Britain, Duke of York and New Ireland were trained. The common language used was the Blanche Bay dialect, all New Testaments and hymn books were printed in the Tinata Kunua and became a *lingua franca* amongst Methodists in all districts. The New Ireland and Duke of York natives have their own distinctive languages and dialects. At least they used to have; for I am speaking of nearly 50 years ago.

Mr. Hobler's reference to "Waratibar" should be Waratabara. The prefix *wara* before *tabara* (to give) creates the word "giving" in the Tinata and refers to the annual Methodist May meetings, when the villagers made their gifts in cash for the Good Cause.

In my time on Duke of York they were held at various centres where

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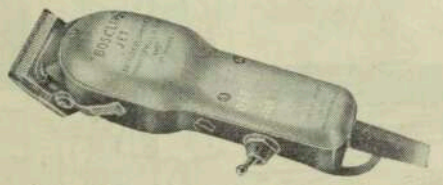

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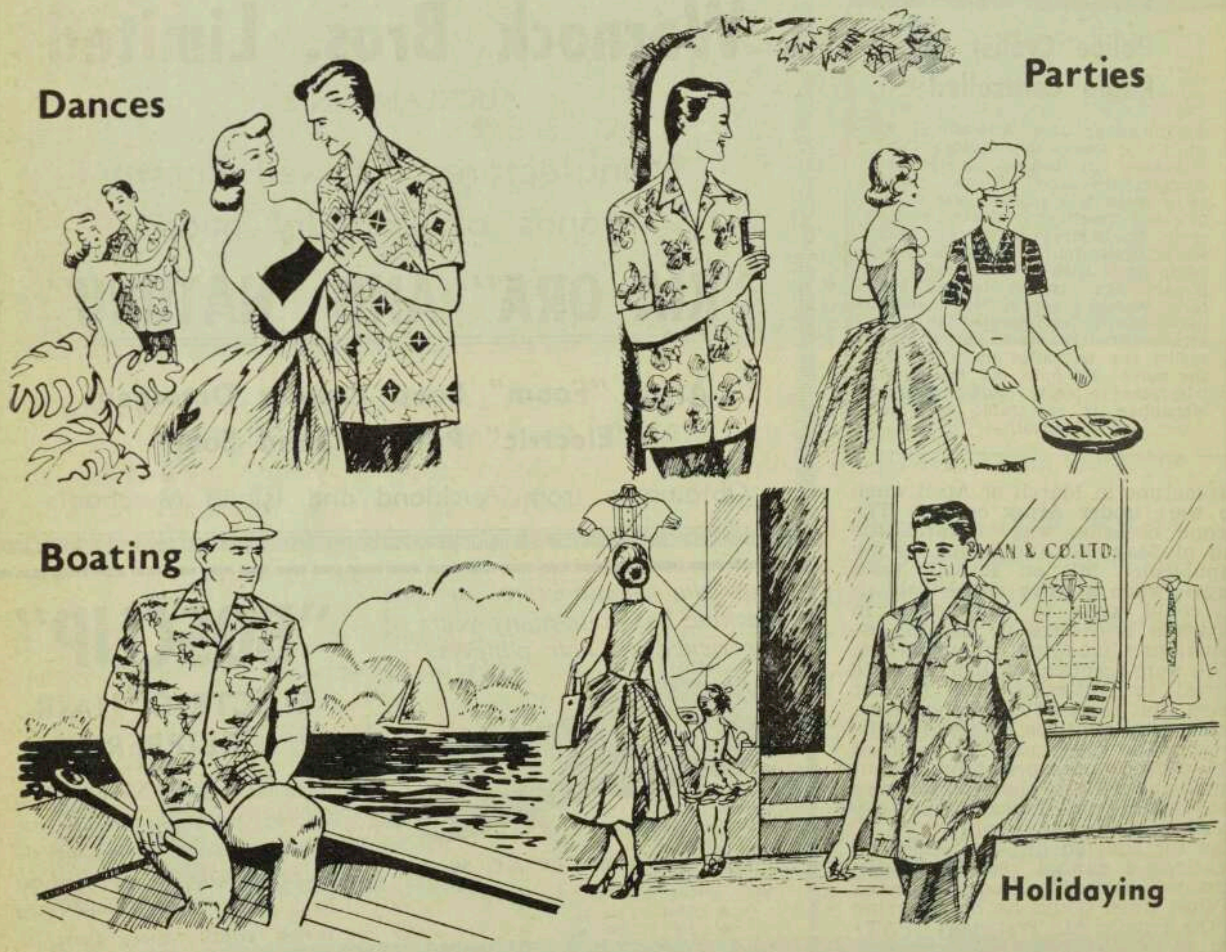

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veral villages would assemble, stage borate dances, feasts and then ch Church member would donate offering by depositing the needful rman marks (equivalent to about in those days) in a large white amel basin.

Often several villages would keenly npete with each other and this ntest almost reached blows ongst some of the more fanatical mbers. Needless to say, this alry was not discouraged by the ite missionaries.

Vell do I remember the task of nting the harvest of these enamel ins. It amounted to many ndreds of pounds.

was always careful to pick out bird-of-paradise marks of the New Guinea Kompagnie, and the English shillings, of which re was a goodly number.

he writer also seeks the deriva- of the word Tolai, stating that word *Taulai* meaning "married" pronounced in the same way.

lthough Tolai is pronounced "tol as he asserts, *taulai* is pro- nced "tow" (to rhyme with Wau) ".

cannot say whence *Tolai* comes. is certainly prefix for a male ne. There might be a link up the word for friend *Talai*, but t is only a guess.

have no Blanche Bay dictionary e but there must be many a sionary of New Britain who can ply the answer. My knowledge he Tinata has become hazy with effusion of time. I have no one whom to use it in this neck he woods!

Roberts-Mah

tials

he Public Relations Bureau dling the "Wedding of the Year" Rabaul last month, certainly did od job. It made the front pages oth Sydney morning newspapers TV fans had the satisfaction of ng the bridal outfit at their re. (See elsewhere).

regrettable feature surely was the caterers were unable to ply a sufficient number of npagne glasses, and beer glasses to be substituted. Oh, dear. very non-U! But at least ocratic.

should at least be apparent now he Afro-Asian members of the that racial discrimination in New Guinea Trusteeship Terri- does not exist. Australian our politicians should feel less rehensive that a repetition of go incidents might be staged in Territory.

ut just exactly what impression spasm of leaning over back- ds by the whites in regard to gration has on the native's mind nybody's guess and personally I can't see that it will be too favour- able.

If nothing else, the New Guinean —and particularly the Tolais—are born psychologists.

To paraphrase an old adage: He doth lean back too much!

A Query

With P-NG now being accepted as an integral part of Australia by the introduction of income tax, would it not be appropriate to dispense now with customs tariffs, permits for landing and so forth?

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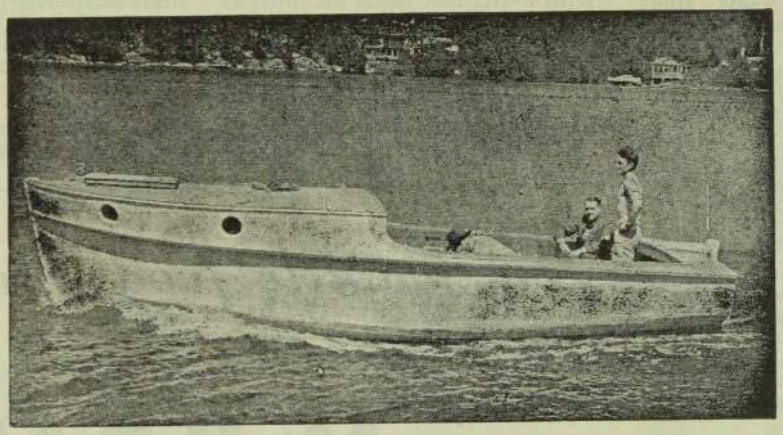

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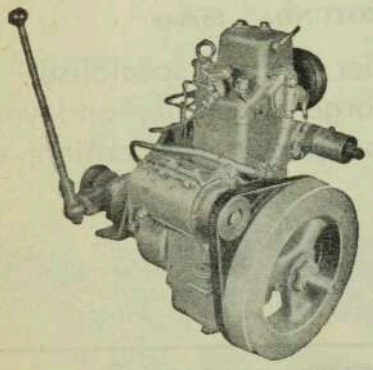

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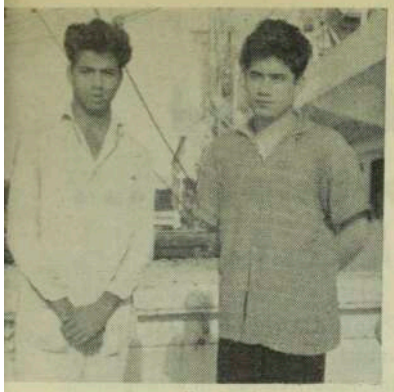


men on a never-ending cruise — Samuel ullah (left) and Joseph Vaz, photographed ird the "Strathnaver" in Suva in August "PIM" staff correspondent Jim Shortall.

hey've Cruised A Year—But Not For Pleasure

nknown to the 800 Australians on ood-time Islands cruise in the r "Strathnaver" in August, there e two other passengers securely ed in a dark artificially-lit four- h cabin in the crew's quarters were travelling under less happy umstances—as stateless persons.

HE two men, Samuel Abdullah, aged 24, and Joseph Vaz, aged 22, have been shuffled round the ld in various P and O Line ships the past year, since they first ved away in *Strathnaver*.

hey were found in that vessel r it had sailed from Colombo Bombay. Though they claimed to of East Punjab origin they had papers to prove it. They were sed entry to India and were sferred to another ship for re- to Colombo.

t Colombo, the authorities there ed all knowledge of them and med that they must have already in *Strathnaver* before her val at Colombo.

hus commenced a life of mobile risonment.

From Ship to Ship

ney have been moved from ship hip in port, or held in shore s temporarily, and taken on ses in the direction of countries h might accept them.

ne shipping line was hoping erately that their story that they lived in Fiji for a time would ccepted and that they would be wed in, but the Suva Immigra- authorities, after closely tioning the men, were convinced they had never been to Fiji re and that they had no claim ntry.

Unless someone, somewhere, is prepared to sponsor them and that particular country is prepared to grant them compassionate entry, the outlook now is not particularly bright for either the men or the shipping line. The line would be liable for forfeiture of a substantial bond in most countries if the men gained illegal entry.

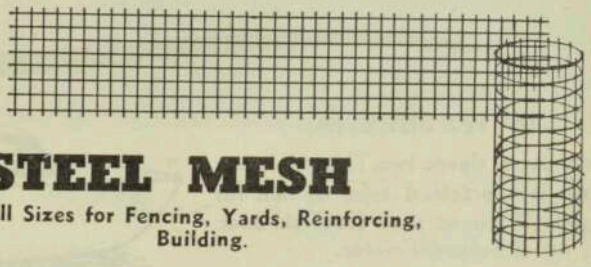
According to their own story, told through a barred porthole at Suva, the men were put in a ship trading round the Persian Gulf and over a period of eight months they could have taken the opportunity to slip ashore—but the Persian Gulf looked even less hospitable than a locked cabin so they declined the privilege.

Earlier this year, while in another P and O ship, they got loose in Marseilles—no doubt to the delight of the company—but a few days later they were in London, again awaiting the hospitality of the shipping line. They had been promptly sent off by air to London under restraint.

They commenced their second sojourn in *Strathnaver* early in June.

Officers in *Strathnaver* think that the men probably are Pakistanis. Possibly they left just prior to the partition of India, with no evidence of nationality. They would have been young boys then.

Now they seem to be a genuine case for United Nations attention.



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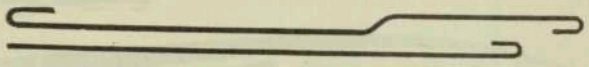

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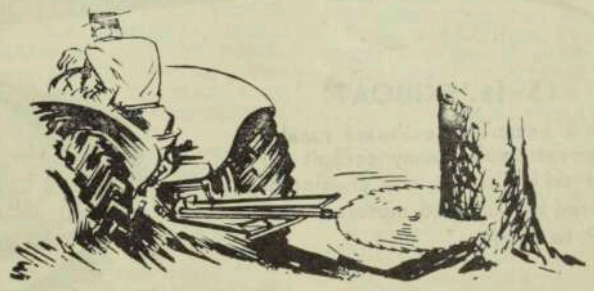

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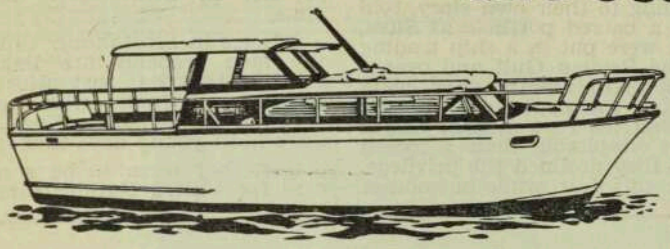

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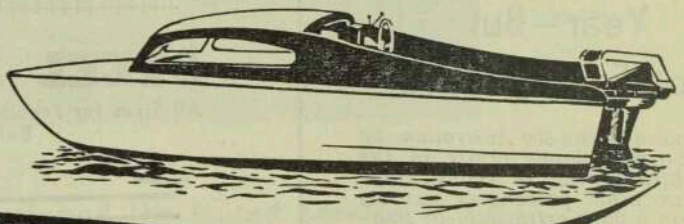

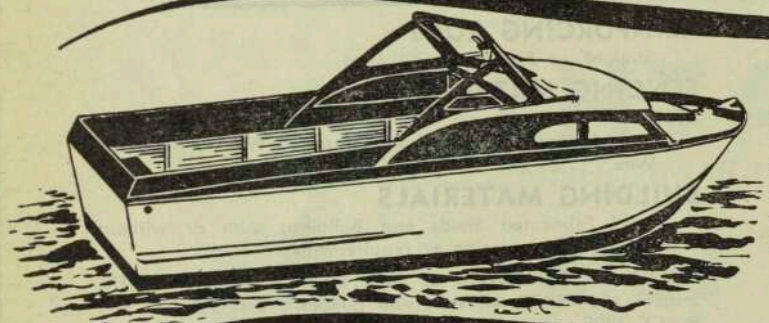

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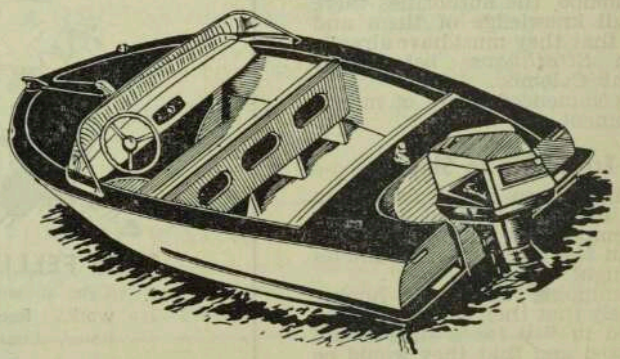

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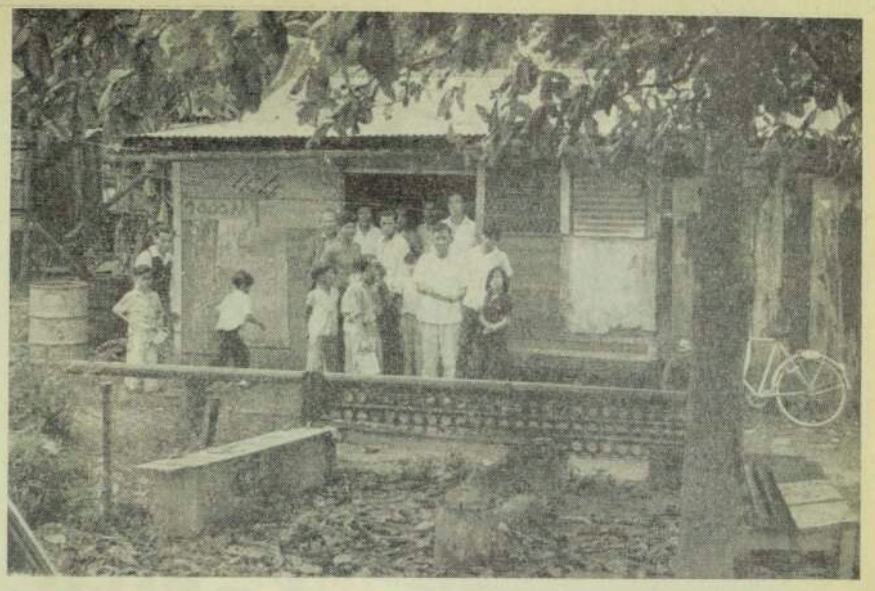

This group of Vietnamese was photographed in August in their shanty town camp just outside of Luganville, Santo. Most of the Viets in this camp come from North (Communist) Vietnam, and will probably opt to be repatriated there.

The Viets Are On The Way Home

From a Correspondent in Santo, New Hebrides

Market-gardening and the operating of taxi cabs look like being two businesses wide open for the asking in the New Hebrides soon. Both are in the hands almost entirely of the Vietnamese — and the Vietnamese are going home.

WANTED IN NEW CALEDONIA! It's hardly vable. This 17-year-old Vietnamese lass of nea expects to sail in the first repatriate ship to Vietnam in October.
Photo: Fred Dunn.

THE decision to repatriate them has been made recently after lengthy and involved negotiations between France and Vietnam. The New Hebrides' Viets come under the same repatriation scheme as those in New Caledonia, for they all came to the Pacific under the same indentured labour scheme pre-war.

They were brought from French Indo-China (now Vietnam), under five-year contracts, and the repatriation schemes were working satisfactorily until the war, when they broke down. The Viets were allowed to remain as free citizens.

Comparatively few have been repatriated since the war, again because of political conditions. North Vietnam is now under Communist control, and most of the Viets in both New Caledonia and the New Hebrides come from the north.

In July, the New Caledonian Government announced that agreement had at last been reached for the Viets in New Caledonia and the New Hebrides to choose (1) To be repatriated to Haipong (North); (2) To be repatriated to Saigon (South); or (3) Remain where they are. If they choose to remain they lose any rights to be repatriated and must conform to all the requirements of other foreigners.

There are no definite figures available at the moment, but probably about 5,000-6,000 Viets will be repatriated from both Territories, which is most of them. And virtually all will go to Haipong. There are at least 2,000 Viets in the New Hebrides.

The first repatriates are expected to leave New Caledonia in October, aboard a British ship chartered at Hongkong. That vessel will carry 550 passengers a voyage, at a reported cost of £A50,000 a voyage, the cost to be met by the French Government.

Canned Veg. Again

The ship will sail right to Haipong, and a French and Vietnamese delegate will accompany each voyage to iron out any difficulties.

The New Hebrides probably hasn't realised yet the effect the Viets withdrawal is going to have, although people are telling themselves that since they once lived on canned vegetables, they can do it again.

Perhaps they can, but fresh vegetables are pretty good, too, and it is not likely that anything like the past supply is going to be available, since the Viets virtually *are* the market gardens.

Similarly, where are all the plumbers, carpenters, painters, concreters and odd-job men going to come from after the Viets leave?

Everybody complains about the quality of their work—which is pretty rough work—but at least it gets done and there is nobody else to do it. For a wage of £2 or £3 a day a Viet will turn his hand at just about anything.

Being mechanically minded, it was probably not surprising that they took on local work as motor mechanics and that this led to their interest in the taxi cab business. Nearly all of New Hebrides' cabs are run by the Viets. They operate 86 of them on Santo alone.

(Over)

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Pied Pipers of Pentecost

Rats have become a menace n many parts of the South Pacific, and they are a par- icular problem in the Lanmawat area of Pentecost, n the New Hebrides, where Mrs. J. Smith (above) and er husband are missionaries ith the Church of Christ. he rats will attack anything nd eat anything, but the local ats have become so inbred hat they are now useless at eeping the rats down. When Mr. and Mrs. Smith returned Pentecost in August after ave in Australia they took ith them two cats from ydney, in the hope that they ill put new blood—and new ourage — into the Pentecost at population, and thus en- ble them to tackle the mpaging rats.

ere is, however, one type of ess usually blamed on the Viets, h hasn't won them any credit. is the supplying of sly grog, at itant prices, to New Hebrides es.

e natives aren't legally entitled rink, but like most Islanders where, they do, and their est source of supply has un- tedly been the Viets, who are led to buy liquor.

Good Citizens

t all-in-all, the Viets are hard ers who get into little trouble, hey are regarded here as useful ns in their own quiet way.

ey don't have any land of their but live in camps for the most -ugly eye-sores of tin and Their conditions are probably heir fault so much as that of authorities who have allowed to build to such a poor ard.

e New Hebrides' Viets appear to appy, and thus their decision repatriated is all the more ising to local people.

y should they want to return to a Communist Government? mmented one local business- "They'll get a shock. Out here are all small capitalists them- selves, and they can't really know what life is like under Communism. It will probably be too late when they find out."

But the Viets became homesick like anybody else, and there doesn't seem to be any doubt, into the bargain, that they have been read- ing a lot of Red propaganda.

It comes in through their home newspapers, which many of them get sent out, and also by radio.

When a Viet buys a radio in the New Hebrides he usually insists that it should be powerful enough to pick up one of his own stations. Further- more, more often than not, he'll in- sist that the radio set prove that it can do the job, and he will want a free demonstration before he leaves the shop.

Without the Viets, the New Hebrides will certainly not be the same.

Hawaiian Airlines will begin on October 1 the operation of weekly DC-6C flight schedules between California and the Marshall Islands, via Honolulu, under terms of a one- year agreement signed by Hawaiian Airlines and Western Electric Com- pany, Inc.

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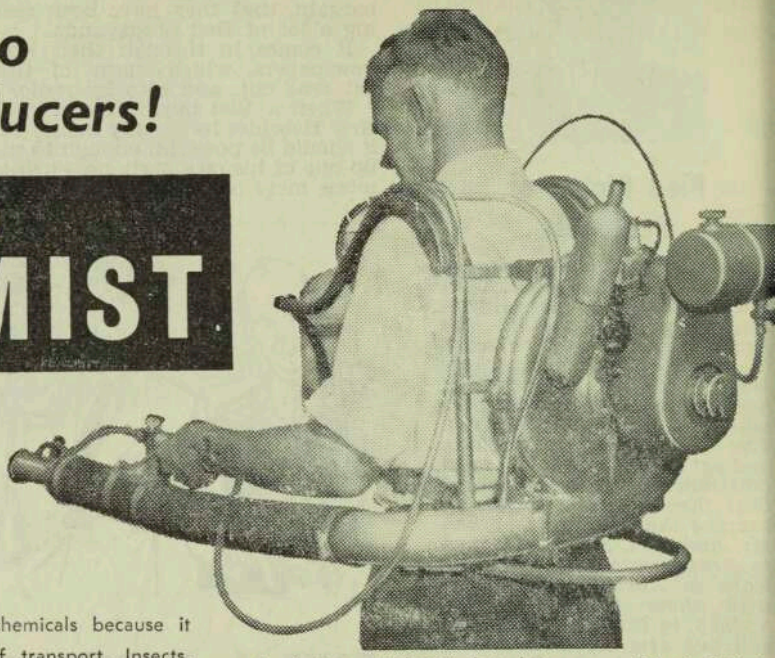

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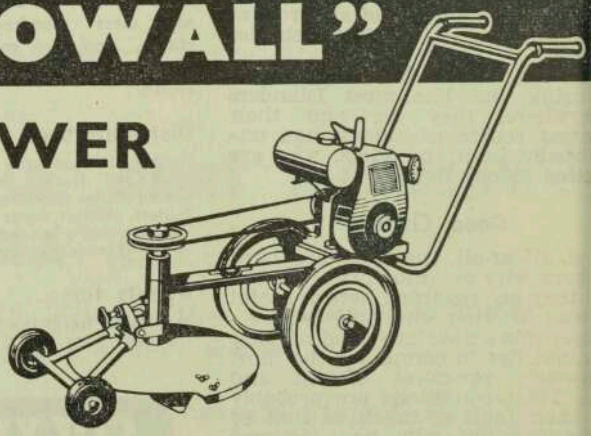

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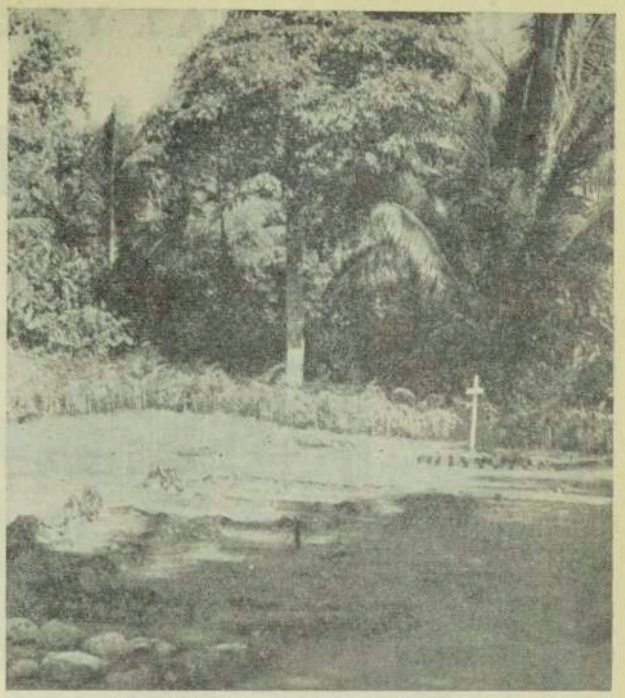
)n The Trail Of The Cargo Cultists

With STUART INDER

Vho Adds a Note About Fellows Being Buried Alive



"A native uprising on Bougainville is imminent!" he Administration officer said in an urgent report o his superior in Port Moresby. "Is it true that hey buried a Bougainville native alive last week?" asked the planter. "It's Cargo Cult—the worst outbreak since the war. There is a nationalist novement growing on Buka," said the priest.

OUGAINVILLE, New Guinea's rich yet neglected eastern island, certainly appeared to be in the of *something* in August when I sed that way, so I stopped off ave a look.

argo Cult is what they were ing it, but that phrase always covered a multitude of native ; not all of them related to the ve belief that the good things he world from the white man's ories are about to arrive for n by the shipload.

nly a couple of weeks before, n in the New Hebrides, others been telling me, again, about Jon Frummers, of Tanna—the rgo Cult" movement which was -government and which, they , was spreading again. Maybe as, but I didn't go to Tanna so n't know.

nd in the Solomons they told again, about the "Marching " of Malaita, and how it was ming active once more. That's t *some* of them said, anyhow.

thers told me about the natives Southern Guadalcanal who were g in holes in the ground or ething; and about that fellow on Santa Ana who was guided the spirits and was anxiously ing to be ordained "Bishop of ta Ana". That fellow (they said) with the Melanesian Mission, the Methodists had been hav- their Cargo Cult troubles, too.

Hot Gospeller

ney told me of the Methodist chist on the north-west coast of Georgia named Silas Ete, who set himself up as a Hot Gospeller had built a model village for his hymn-singing adherents. It was supposed to be a spotlessly clean and well ordered village, beautifully laid out with streets and fences, and he called it Paradaisi.

They said Ete was a problem, but since I never visited Paradaisi—or Malaita, or Santa Ana for that matter, I don't know. But I did later visit Rabaul, where they told me some of the Tolais had been watching for a few nights for a submarine off the coast that was to bring them cargo, or take them to America, or something.

And what *was* all this about Cargo Cult on Bougainville?

The natives had been cleaning up the cemeteries, they told me when I arrived at Kieta, on Bougainville's east coast.

They had been removing all the crosses and the flowers, so that their ancestors would not be plagued by the new fangled religion, and thus the ground would be prepared for all the cargo that the ancestors were to place in the cemeteries.

September D-Day

The cargo would arrive some time in September, and the Catholics would receive most of it. (Up the coast a bit later, they told me the Catholics had told the Seventh-day Adventists that *they* could have some of the cargo when it came, but that they would have to pay for their share.)

There was talk that the natives were saying nasty things about the whites, but nobody had actually heard them saying them.

Some native labour wasn't turning up at work, they told me. It was expected this might have something to do with Cargo Cult, but when the planters asked their boys why they had been absent, they always seemed to have a reasonable explanation.

One solitary cross marks a grave in this native cemetery just outside of Kieta, Bougainville. It was photographed in August. All the other crosses had been removed by natives as part of some Cargo Cult activity, so that their ancestors would thus be able to help them master the white man's technique.

"The trouble is," said one planter, "that while there may not be anything much you can exactly put your finger on at the moment, you never know where these things might lead."

Three native cemeteries near Kieta had been cleaned up. I had a look at one of them. It was bare—except for one solitary white cross like a shining light in the distance.

"Why has that one been left there?" I asked.

"That's the grave of a native that a Catholic Brother in this district thought a great deal of. When the Brother heard the cemeteries were being cleaned, he made it quite clear that if that particular cross disappeared they'd just better watch out, that's all! It seems they took the hint!"

Anton Kearei

And for the last three weeks, I heard, some natives had been turning up to greet Thursday's DC3 from Sohano. The natives had explained that they were waiting for Anton Kearei—a "big man" from Sohano, who, it was assumed, had something to do with the cult. Kearei, they said, was a native leader who now worked for the Administration as a kind of unofficial patrol officer.

(Over)

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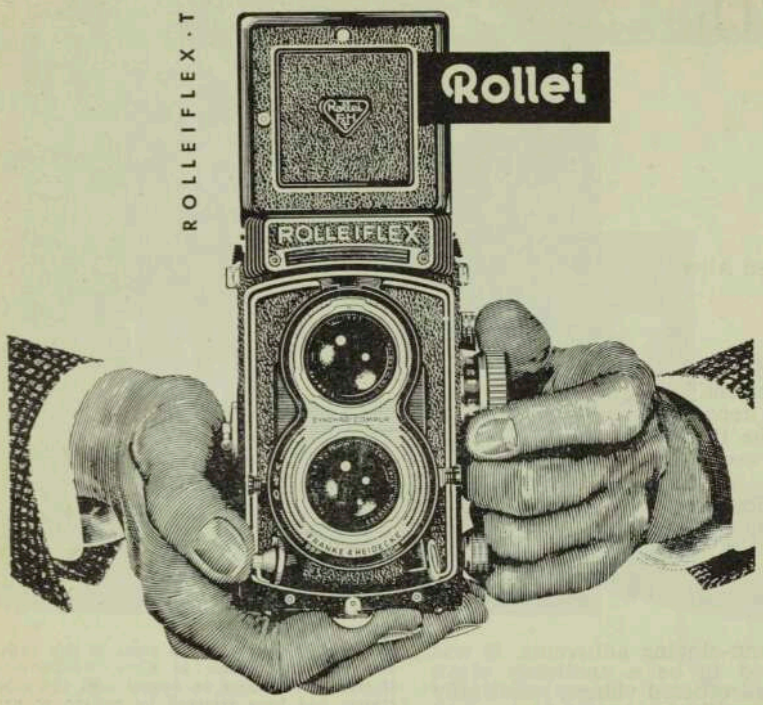

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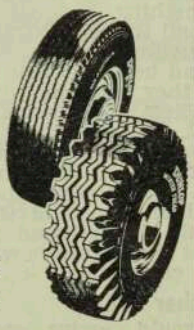

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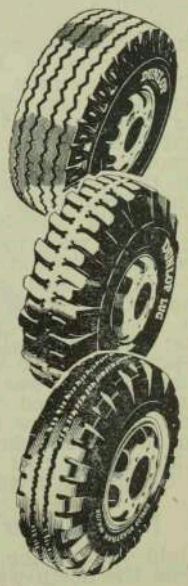

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"The White Man Gets His Cargo For Nothing"

n the third Thursday, with 100 ives waiting at the airfield and no Kearei, the Kiap went out ordered them to stop acting like bags and to keep away from the trip.

he welcoming committee never ied up again, and most people eed that the Kiap had done the t thing, since the Cargo Cultists earlier spread the talk that Kiap wouldn't do anything to them because he was really in area as the secret emissary of rei.

heard at Kieta a report that a ve gentleman had been buried e so that he could take the ortunity of rising again on the d day. But he hadn't got up, ough when they saw him again had turned pure white.

hat's the story I heard—and arently it had happened a th previously, although nobody he Kieta area could tell me just re.

"Johnno Knows"

ee Johnno, up the coast," they "He's in the middle of it. He vs about the burial, and all rest of it at first hand."

the coast a day or two later w Johnno. (Johnno isn't his e, but what do names matter?) matter of fact, Johnno didn't v anything.

rtainly, about 20 of his boys had missing and there was some it was because of the cult. There been a meeting or two at night he bush, but so what? Johnno heard the report of the fellow had been buried alive, but he rstood it had happened not a th ago but a fortnight ago, and s up the coast somewhere; not . Charlie, farther up, would .

hen I got to Charlie a couple of later he greeted me first, with, at's all this about Cargo Cult the other end? They tell me erious and we will all get our ats cut".

on't *you* know anything about

e? There's some talk. Supposed ave buried a bloke up the coast other day but I don't know e. It's all down the Kieta end, p around the top. That chap ei is running the show, from I hear."

the top of Bougainville, Father knew something about Cargo and he also knew about Anton ei, who had joined a Catholic nary before the war, and had afterwards because he decided asn't suited to the vocation.

t there was nothing happening he top end exactly. There were just reports of things happening down at Kieta, like burials for instance.

"The natives up here are frustrated," said Father Tom. "They get like this occasionally, but they have been mucked around a lot in the last few years. They are doing some thinking these days, but they are still ignorant and get things mixed up. Some of them want to know why they have to pay for the cargo.

No Real Unity

"What they mean is they see us walk into the store and then walk out again with a box of something without any money having changed hands. We put it on the bill, but they don't know that. They've had to pay cash across the counter. There is something going on, but there is nothing organised, because there is little native unity on Bougainville. They are all bits and pieces."

Did Father Tom know anything about a native being buried alive?

Yes—it had happened down the end recently, and he couldn't understand why the Administration hadn't investigated it.

So I asked the Administration about that.

"We certainly did investigate it," they said. "The report is several months old now, and it came from a village in the north. We sent a man out. The chap they buried was dead at the time they buried him, so it's the best thing they could have done!"

Yes, certainly there was Cargo Cult talk on Bougainville, they said.

They had been hearing about it for months, and had been reporting on it, but there was nothing really special happening that anyone could do much about. These things took their time but there was no cause for alarm. But things always needed watching in case anybody got too silly.

At an Administration office in Sohano I spoke to Anton Kearei. Officially, he is a clerk. He speaks excellent English.

"The Administration once asked me if I had anything to do with these reports of some nonsense going on down the Kieta end," said Kearei. "It's all stupid thinking. I have nothing to do with that kind of talk, which is only being carried

This is the pleasant little harbour that is Kieta's. Kieta was occupied by the Japanese during the war and the monument in the foreground is a war memorial. The small stone that can be seen in front of it is a memorial to a loyal luluai, Baros of Sirovi, who gave his life in January, 1943. He was beheaded by the Japanese for refusing, to the last, to give information about the whereabouts of Australian Coastwatchers hidden on Bougainville.

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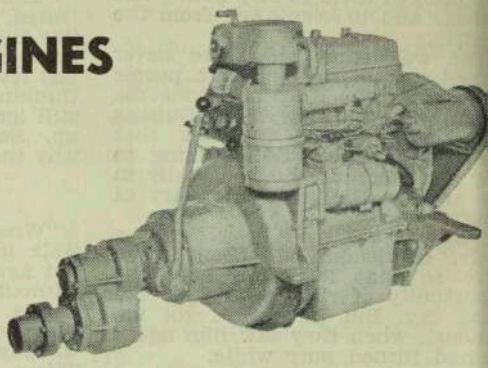

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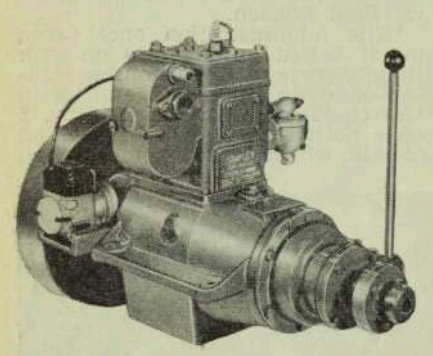

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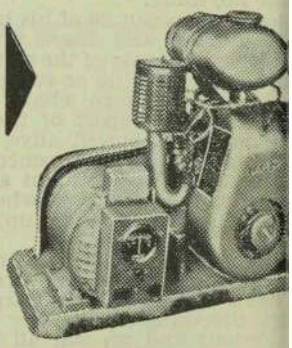

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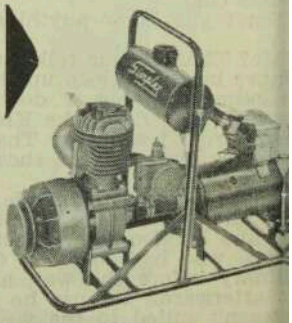

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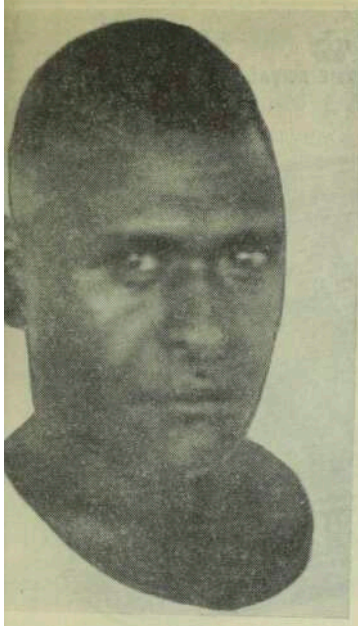

Kearei—a leader of the Bukas. See below.

y a few people anyhow. Most
e laugh about it."

Lopped Their Heads

ring the Pacific War, added
i, there had been an outbreak
argo Cult on Buka. But the
iese had fixed that.
ey brought the ringleaders over
o Sohano and beheaded them.
Buka people haven't forgotten

on Kearei is an interesting
nality. One way or another we
l hear more of him.
Rabaul a few days later a man
ad heard I had just come from
inville grabbed me by the arm
xclaimed, "I heard they buried
ive alive over there the other
Will they slit all our throats

e other day!" I exclaimed.
they have been burying
s alive on Bougainville for
s now—from one end of the
to the other!"
didn't take me seriously. This
just how ignorant some
are.

---

m Hinina Kearei is a Buka,
the village of Lonahan,
inville, and is probably aged
mid-thirties.

s married, with two children,
7, and Bruno, 2, and is em-
as a clerk with the P-NG
istration at Sohano, Bougain-
lthough he says, "I don't think
the point. The idea is to get
rking like a patrol officer."
Guinea officially has no native
officers, although conditions
which some may be appointed
hortly expected to be an-
nounced, but Kearei certainly does a certain amount of field liaison work for the Administration, contacting and addressing native groups and generally assisting European patrol officers in the advanced Buka area.

Trained as Priest

He has been doing this work since the beginning of 1959, and it is his second appointment with the Administration—his first being not long after the war.

He originally trained for the priesthood. He began his education as a boy in 1938 with the Chabai Catholic Mission, Bougainville, and went to the Vunapope Sacred Heart mission, near Rabaul, in 1941.

With the advent of the Pacific war that year, and the Japanese occupation of Rabaul in 1942, Kearei spent the next few years, until 1945, at the mission.

They were not allowed to move about much, but there was little or no interference with him or the 27 others in training with him because Vunapope was under the administration of German priests.

At war's end, he went to a seminary at Torokina, Bougainville, but he left there the following year, in 1946, without having completed his training.

"I decided I didn't like it," he says.

(Over)

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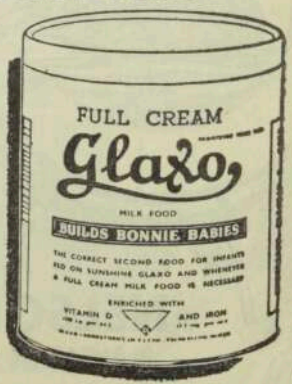

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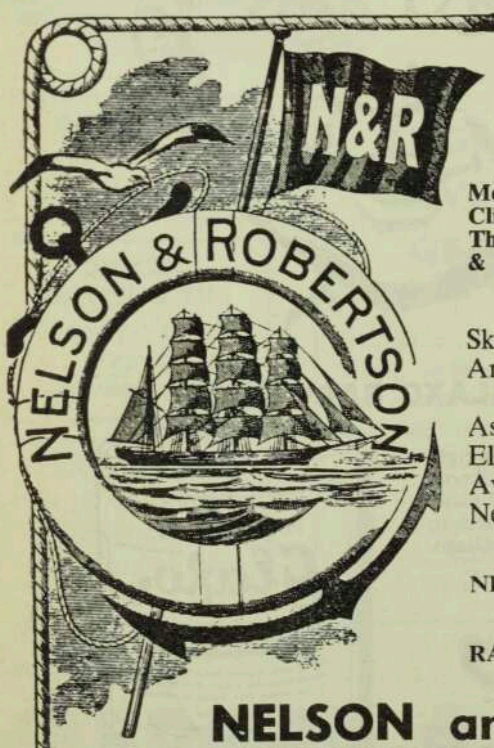

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is a hard life and I wasn't
ed. Priests have nothing to do
n the world."
y that, he means he could not
me reconciled to life without
ien.
earei went back to his village,
in 1947 he began work as an
inistration clerk with the
gainville education officer, Mr.
nk Boisen, who for many years
has been in Rabaul.
helped Boisen produce a roneoed
spaper in pidgin for Buka natives
rk which interested Kearei a
t deal and he says he is hopeful
vill get the opportunity to pro-
something of the sort in the
re.

Need for News

he native people need to be
" he says. "They read what they
in the New Guinea newspapers,
listen to the radio, but they
hear enough. Sometimes they
and read things which they
onfused or distorted. They have
y wrong ideas."
arei, one imagines would like
much to become a publicist
to correct these wrong ideas.
already has a "name" in Buka.
ctivities there over the last few
, between his two periods with
Administration, have won him
followers and enemies. Un-
tedly he has more followers
enemies.
was involved at one stage with
rganisation of a kind of un-
al native co-operative, which
hrough and he was also said
in the background of some
le on Buka a couple of years
when some villages refused to
axes to the Government.

Still Sensitive

s matter was fixed but be-
of this and other reasons
is still regarded by the Ad-
tration as a sensitive area and
ldom has been adopting a
policy of hastening slowly.
a natives are shrewd and in-
nt. Although the New Britain
are most often publicised as
the shrewdest and most ad-
d (and thus being a potential
al problem) the Buka natives
many ways their equals and
e cases superiors and as Buka
, so thinks Bougainville
y Catholic priests and many
rs on Bougainville make no
to conceal their belief that
are not happy about the in-
e that Kearei has got with his
Bukas, and that they distrust
(The attitude of the priests,
er, seems to have mellowed
)
re are others who insist that
dministration is taking too
al an interest in Kearei, and
this is because some senior
s have taken a personal in-
in him.
iously the Administration is endeavouring to make use of the many talents that Kearei has. It has given him a seat on the Bougainville Advisory Council and has sent him to Rabaul and Port Moresby on sponsored trips.

He attended the South Pacific Conference in Rabaul last year, and was also one of the native delegates who spoke to the Territories Minister, Mr. Hasluck, recently about the political future of New Guinea. (Kearei says his view is that New Guinea must be in the hands of the Australian Government for many years yet, because it is not nearly ready for self-government, and won't be for a long time.)

The fact is that Anton Kearei is a man in transition.

Nobody—private or official—really knows what the future holds for him, and that—at the moment—includes Kearei himself.

The Cook Islands—with a population of 18,000—had £237,000 in 8,000 separate accounts in its Post Office Savings Bank at the end of last June. There are no trading banks in the Cooks.

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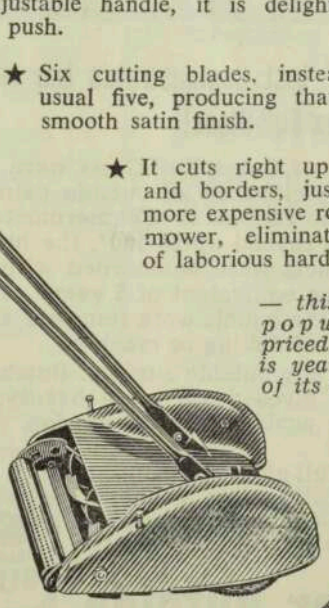

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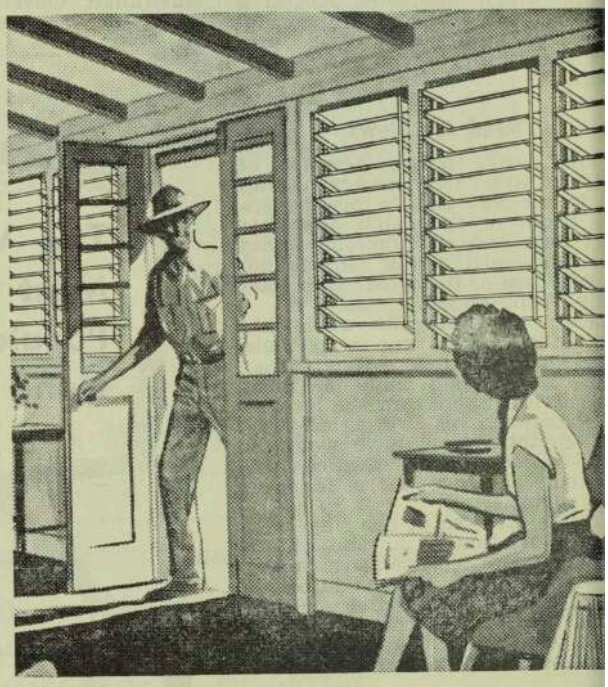

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BSIP GETS GOING ON A VET RICE PROJECT

From a Honiara Correspondent

ecause somebody discovered the Nalimbu River, Guadal-l, is 25-ft above the level of ain two miles away, Guadal-l has a very good chance of olishing a successful wet rice ct.

E project will use water directly rom the river, brought there hrough a canal and a system tes. The channel is now being through two miles of thick e, which was cleared after great ulty by a bulldozer and a team en.

e rice project is being carried n Ilu farm, outside of Honiara, is owned by K. Dalrymple Hay. anager is Mr. Charlie Lawrie, s well known on New Britain e he was with a timber concern. s is a case where private prise is working hand-in-hand h the BSIP Government. mple Hay has supplied the and the Government has sup-most of the initiative and the ing. The Government has been d a "test area" to play with. e scheme is successful both d benefit.

ernment soil surveyor Dr. r Ballantyne is the man be-the scheme. He's surveyed the and found that the Nalimbu was well above the level of ains at Ilu farm. He estimated at least 2,000 acres could be d at the beginning, and there robably a potential of at least) acres.

All Enthusiasts

Ballantyne, Field Officer John eimer, and Charlie Lawrie all combined in their enthus-ver the project, and they think hree to five years will prove belief that wet rice can be in the Solomons economically.

ROTONGA TOPS THE POLL

engers who made this year's cruise in the Norwegian liner *Bergensfjord*, for the year in succession voted nga as the most memorable njoyable port of call of the r e round-the-world cruise. *sfjord* is the only cruise liner g calls at this island, but nga is endeavouring to induce iners to call.

Along this line, cleared through thick Guadalcanal jungle with the aid of a bulldozer and a team of axemen, a canal is being excavated which will tap river water for a rice-growing experiment.

They think they may be able to plant rice just before the beginning of the wet, take advantage of the wet for the growing period, and reap it in the dry—thus making full use of mechanisation to cut labour costs.

Their first plantings they hope to begin by November, to take advantage of the first wet.

Charlie Lawrie says he hopes to import a number of varieties to begin with; and the Agricultural Department will conduct its own experiments.

Simple System

In late August, work was just about to start on the actual excavation of the channel, in a 9,000-feet line from the river.

The area each side of the channel had already been cleared, and the channel itself had been painstakingly pegged out and all the levels taken. The deepest cut in the channel (which will be about 4 ft wide) will be 9 ft 6 in., but in some spots the ground will have to be built up a few inches.

A very simple system of gates will control the flow, according to the planners. The channel will run directly alongside the field.

Meanwhile, Guadalcanal is showing a great interest in the scheme which, with its cheap water, seems to be off to a good start.

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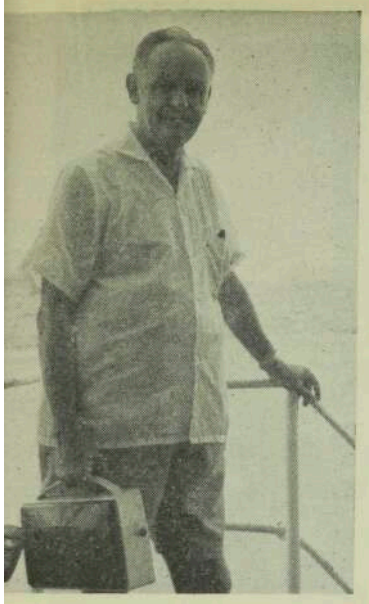


He Collects Pacific Languages

e Pacific peoples, say most orities, came down into the c from Asia and travelled east. rdahl's theory that the Poly- ns migrated west from South ica is not popular. There is helming evidence in support e theory of eastern migration, ugh it hasn't been fully proved

NTY of experts are still on ne job, tackling the question om various directions. Dr. A. l, reader in Oceanic linguistics at Sydney University, has been moving about the Pacific for the last few years studying the relationship of peoples to each other by investigating their languages.

He particularly specialises in Melanesian languages, and has set out to get a full record of all the Melanesian languages spoken.

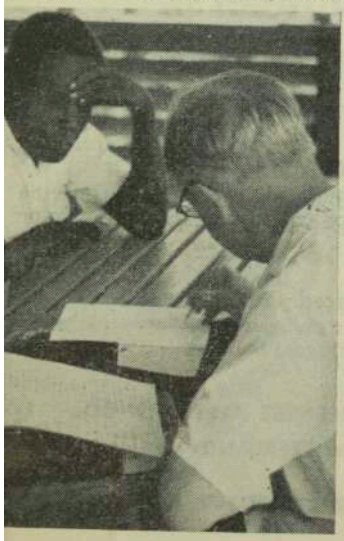
On the job he carries a standard word list and a tape recorder, and manages to get into some out-of-the-way places in his search for new material. Small boats and canoes are more familiar forms of travel to him than ships and aircraft.

Recently Dr. Capell has been working in the British Solomons, and he took some time off on his way back to Sydney in August to collect some material around the Kieta area of Bougainville, P-NG.

In the Solomons he found three languages quite distinct and separate and not related to each other—and there is a fourth there that is already known.

When Dr. Capell gathers all his material he will align it alongside that already gathered or still being gathered by others in different parts of the Pacific.

But he expects his work may take him a few more years yet.



THE PHOTOS SHOW. Dr. Capell, with his portable tape recorder, sets off from the "Tulagi" in August to gather some more material for his studies. Lower picture shows him interviewing a native informant. He first checks a word list, and then gets the informant to read a passage into the recorder.

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How a Fiji Sugar Mill Got into Operation

From J. P. Shortall, "PIM" Staff Correspondent in Fiji, who was an observer on the spot in Vanua Levu.

I watched the Labasa sugar mill at work at the end of August. watched it with a great deal of interest, for while crushing was going n here, pro-Patel agitators were concentrating their attention on the nuch larger community of cane-growers on Fiji's main island of 'iti Levu, with the result that at the end of August the three mills here (Lautoka, Ba and Penang) were idle. (See news sections).

UT the mill was not idle here on Vanua Levu. It began operations on August 11, and by end of the month had an ndant supply of cane in sight apparently would continue shing for the remainder of the son (until late January). uble certainly had been expected mid-August, but nothing had pened and more and more ners began cane-cutting. Why this?

he fact is that while it has not n easy, it has certainly been sible to arrange a breakaway on ua Levu, because the sugar munity here is isolated from Patel and his cohorts at Nadi Lautoka. It is more difficult Viti Levu where the sugar areas in one another, and where there thousands of farmers along the miles of coastal strip from toka to Penang.

large proportion of these ners would no doubt begin cut- if given a free choice. They not allowed a free choice—they in terror of those of their hbours who are under the ct influence of Mr. Patel. ie CSR company probably wishes the Fiji sugar industry was tered over more islands!

was clear that even in the asa mill district, in the first weeks of operations, it was thing for a farmer to declare wish to cut his cane, and her thing for him to pluck up necessary courage to actually t cutting, while neighbours id about were not prepared to

Farmers' Fear of Fires

ie Labasa mill started up after farmers—about two-thirds of farmers in the district—had cated to the CSR district super- s that they were ready to cut. in the first few days after the started up there were probably than 100 men actually cutting, a very few farms.

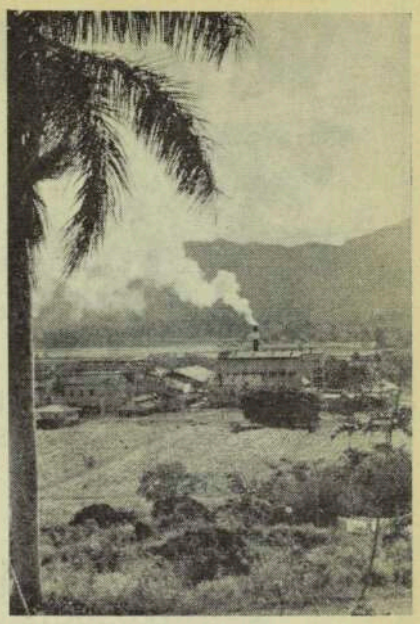
or was the cutting on a racial s. Of the 60 Fijian cane farms, cane was being cut on only one in the first week. The Fijian farmers do not have a separate union on this island.

All of which seemed to indicate a definite fear of victimisation, even on this island. That fear could probably be magnified several times on Viti Levu where union pressure and exhortation against cutting are much greater. The fear was not so much of violence—at least on Vanua Levu—but that the farmer's cane, or his house, might be set on fire, perhaps not this year, but next year or at some later date.

There is nothing easier than to set a cane-field alight without fear of detection—a candle set to burn down and start the blaze an hour after the culprit has vanished; or a mongoose soaked in petrol and released with its tail afire to streak off through the cane-field setting acres alight within minutes.

Even in good times these things happen through feuds or jealousy. But, in such times, priority is usually given by the millers to the acceptance of this cane, which must be crushed within a week or so of

Mr. Girwar Prasad, president of the Vanua Levu Farmers' Union, which in August was still opposed to cane cutting. He's a country storekeeper.



The CSR mill at Labasa stokes up the morning that the crushing commenced. The farmers had begun cane cutting.

fire going through it. In normal times there is, in fact, a certain amount of deliberate firing, in the hope of gaining such a crushing priority from the millers.

Fighting With Their Tongues

In the days following the commencement of crushing at Labasa (Thursday, August 11) there was little outward sign of any tension.

There were no public meetings in Labasa. Union representatives opposed to cutting travelled about and held small country meetings, presenting arguments as to why the "strike" should continue.

Union representatives in favour of cutting held similar meetings, and a CSR district supervisor also held meetings.

All of these were on private properties and usually in the open.

Police patrols drove unobtrusively through the countryside — so unobtrusively in fact that in many miles of travelling through the sugar areas in the days following the mill opening, I saw the patrols on only two or three occasions.

Still, they were there; and if any farmer had any fears or wanted to report anything he had only to flag down the police Land-Rover. The police in fact had—and have—a dusty, tiring job, lightened perhaps by the beautiful scenery of this Vanua Levu countryside.

A curious feature of the early cutting was that many of the men engaged in the cutting gangs were farmers who were not prepared "yet" to allow their own cane to be

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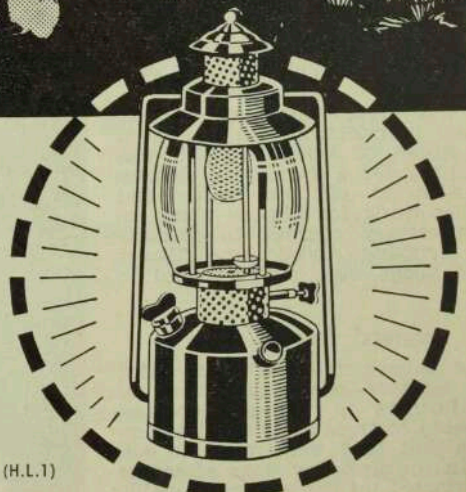

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abasa in August, a police patrol has a roadside talk with the cane-cutters. Police were always on hand—but unobtrusively—in the days that followed the opening of the mill.

These men simply said that would wait for the majority to de to cut, before they would cut r own cane.

nother feature of the first few s was that the union in favour cutting was arranging for ners from distant areas to be ight in to Labasa to actually the mill operating, and to sfy themselves that the propa- da by those opposed to cutting untrue.

Millworkers' Grim Outlook

armers in distant areas were g told that the mill was not ating at all, or that little if cane was coming in. In fact, e was a steady and uninterrupted of cane which kept the mill hing at the rate of at least 50 per hour, right from the start August 11. The mill can handle lt 75 tons an hours at full sure.

ijay Singh, MLC, president of the Labasa Sangh—the farmers' union which decided cane. He's a lawyer in partnership with Mr. H. B. Gibson.

About 12,600 acres are under cane in the Labasa area this year, and about 2,400 farmers are involved.

But the people who are hit hardest by the hold-up, in this district, as elsewhere, are the mill-workers.

One good effect of the strike—if it could be so described—is that farmers this year are growing many food crops which they always could have grown, but did not.

The millworkers, however, in the main, have no land for such subsistence gardening. Many of them here, even in early August, were suffering real hardship; and in Viti Levu it seems certain that these people, who are not members of the striking (or growers') unions, will require assistance from some quarter before long.

Although there were signs late in August that almost all the Labasa farmers would decide to cut their cane in the weeks ahead, the strongest opposition, in August, was coming from the CSR tenant farmers, probably because they are generally better off than other farmers. They occupy land at nominal rents. They can better afford to remain idle.

Incidentally, the manager of the CSR mill at Labasa, Mr. A. S. Hermes, has a very close link with New Guinea. He was a member of that gallant little RAAF Wirraway unit which was destroyed when attempting to defend Rabaul from Japanese invasion in 1942, and he was taken prisoner there.

Spencer Weaver's new Hotel Tahiti, a cottage-type hotel between Papeete and the new airport, is now in full operation, though work on the central building is still not completed.

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Not Planned as Nations

Pacific Territories Just Happened

s most people know, the colon- ion of the South Pacific Europeans was wholly unplanned, uitous, haphazard.

ENCE, the present-day adminis- trative and political problems which now are roosting in and nd the Islands, to the frequent arrassment of the "South Pacific —Britain, France, USA, Aus- a, New Zealand and The herlands

r example, there is the clamour t the future of New Guinea. ticians, and so-called experts of us kinds visit the Territory, and talk portentously about "our ciousness of this emerging onalism". What nonsense!

"Political Accidents"

w—if any—of these people ever pointed to the historical fact this line of archipelagoes never planned by nature or by man self-governing nation, nor to ethnological fact that it con- s a wide variety of Melanesian l groups, speaking no less than separate languages.

pua and New Guinea came to- er as an administrative unit be- e of a series of political lents, caused mostly by trade ries and European wars.

is difficult enough to make a d nation out of a one-language, lly united people like the oans—it is far more difficult an area like Papua and New ea, where there is little com- ity of interest.

ese reflections are induced by a ing of a valuable new book, *in in the Pacific Islands*, just leted after many years of re- h by Professor W. P. Morrell, he University of Otago, New nd.

Tells How and Why

e author's purpose was to show and why Britain became in- d in Pacific Islands responsi- es; and, in doing that, he, of e, examined the earliest records uropean penetration of these merable archipelagoes—as he ibes it, an "intrusion that was outcome of the overflowing ies of European civilisation". us we get from him not only count of how Britain came into South Seas, but also an ex- dinarily useful record covering rrival, activities and designs of ce, United States, and Ger- .

ere now are a score of Inde- ent Colonies, Territories, Pro- rates, etc., in the Pacific, all stling with administrative lems, and none of them really planned in the beginning for nation- hood. This book shows how most of them were created by such things as missionary enterprises, thrusting traders, and war settlements, and it explains all kinds of anomalies. These anomalies, for example:

- Why should the Southern and Central Solomon Islands be administered on a shoestring by distant Britain, while the northern Solomons are included with New Guinea to enjoy Australia's annual gift of £15 million per annum?
- Why should the Samoan archipelago—all one people and one language—be split in two, one administered from Washington and one now attaining independence under the care of New Zealand?
- Why should the large, rich, desirable archipelago of the New Hebrides languish as a "Condominium", simply because neither Britain nor France will surrender to the other its tenuous, 50-years-old claim to these islands?
- Why should all the problems and headaches of governing modern Fiji remain with Britain, while the whole of the Colony's economy is owned by Australia, which does not contribute one penny piece to the Colony's tightly-drawn budget?

Britain, France, Australia, and the Netherlands especially are now faced with some first-class administrative problems among the Territories they hold in the South Pacific. Professor Morrell's new book does not supply any solutions; but his research has been carried out so thoroughly, and his records presented so clearly, that his carefully documented and indexed *Britain In the Pacific Islands* becomes a "must" for all those serious people who, today, are trying to arrange the political and economic future of this growing and clamorous Island world. —RWR.

(BRITAIN IN THE PACIFIC ISLANDS. Published by Oxford University Press, Melbourne. Australian price, 89/3.)

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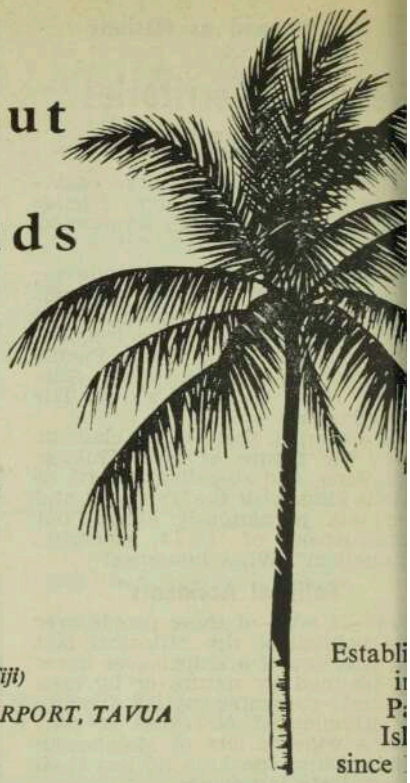

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Rewa Rice Results Not So Bright

From a Staff Correspondent

ue to a combination of circum-ces the new CSR rice mill at sori, Fiji, processed only 80 tons ce up to the end of harvesting uly. There had been hopes of lling perhaps 3,000 tons.

ASONS given for the poor re-sult were resistance by the farmers to a change-over from r cane to rice following the ure of the CSR cane mill last mber, and consequent late ting; less acreage than had hoped; a severe nitrogen iency due to the plowing in of and rotten trash; a drought a period of six weeks in uary-March when rain was needed; and hoarding of paddy by the farmers due to the un-in outlook, plus higher con-otion due to a poor rice harvest e district in the 1958-59 season. e grower-resistance to planting partly the result of a hope another cane milling company h had been formed would find inance to get itself established. did not happen. The rice crop ld have been in the ground by November. Most of it was not ed until February.

March 18 the Commissioner ral issued a statement through Public Relations Office which inter alia "over 8,000 acres of had been planted" and forecast od harvest.

Less Than Announced

August the Department of ulture admitted to *PIM* that act only 5,536 acres had been ed in all. The normal rice ing in the district is about acres and there has been 10,000 acres under cane. So about 2,500 acres of cane land converted to rice growing this

e manager of the CSR rice diary, Rewa Rice Limited, said ugust that those farmers who decided to change over to rice ear had co-operated fully with advice given them by the any and the Department of ulture. The possibility of a e nitrogen deficiency of the esulting from plowing in cane however been overlooked. This ency should be less next n, but fertilisers would be re-d.

e average yield per acre was bly well below the 16 cwt. ted, though it varied widely farm to farm.

ere seemed to be no immediate s of knowing just how much was actually produced this n. Some of the crop had inly gone to one or other of 20-odd small Indian-owned mills in the district, and some of these were known to be paying £35 per ton for paddy—that is, £5 in excess of the CSR price. It was also likely that a lot of unmilled paddy was being held by the farmers, and some of this might be brought out next season.

Of the 80 tons actually milled by the CSR, about 50 tons came from a group of Fijian farmers in the Tailevu Province who had been urged to grow rice by Ratu George Cakobau (Roko Tui Tailevu). These Fijians were not previously growing sugar cane. Next season they intend expanding their rice acreage.

According to a circular issued by the CSR prior to the establishment of the rice mill last year, the company would consider closing down the new mill if the supply did not reach 2,000 tons in 1961. The mill manager said in August that there were hopes that a very much better result would be achieved in the coming season as there was no reason why planting should not take place at the right time this year. It was also considered that many more farmers would change over to rice.

Apart from rice, there were signs that the farmers were also changing over to other crops.

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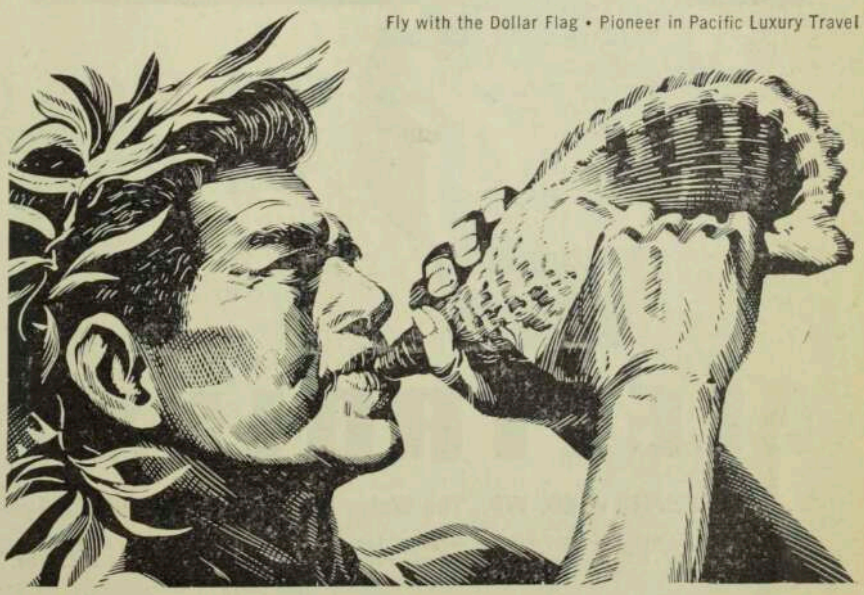

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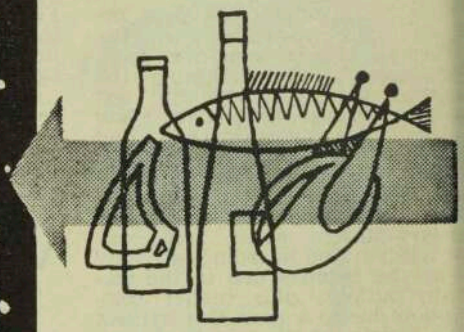

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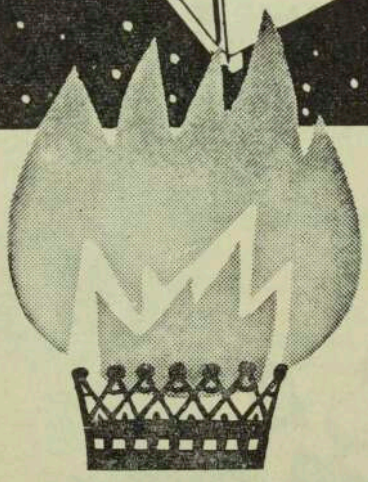

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Wood-Carvers of Bougainville

GENU MAY BE THE LAST OF HIS KIND

By BRETT HILDER

Examples of primitive South Pacific art are scattered all over the world in famous museums and private collections, and in a few years that is where Pacific Islands dwellers will have to go to see them. The art of sculpture in all islands is dying out.

THE wooden figures of Buka boys and meris from the village of Rorovana are about the only sculpture from Bougainville that one ever sees. This can hardly be called local native art, for the Rorovana people settled in the district only about two generations ago.

They came from Fauro island in the Shortlands, and a few generations before that, from Mono or Treasury Island. I suspect that they came originally from Roviana lagoon on New Georgia, the centre for a fierce race of people who built large war-canoes and raided all the surrounding islands of the Western Solomons, just as the Vikings did in Western Europe.

This was also a centre of sculpture in ebony, mainly of ancestral figures such as those that graced the prow of each war-canoe. The ebony was inlaid with mother-of-pearl, and as the natives are as black as ebony, the figures can look very realistic.

The legends of the Shortlands tell us that about 1840 the islands of Alu and Fauro were invaded by Poreisi, second son of Telekana, chief of Mono. The present land tenure derives from grants made by Poreisi.

The invasion of the coastal strip of Bougainville just north of Kieta occurred about 1900, and was mounted from Fauro Island. The invaders called their new home Rorovana, possibly with some reference to their ancestral Roviana.

One version of the story of this last invasion is that the Fauro warriors were invited to the area to help fight the hill-men who were raiding the coastal strip, and that after the ensuing war, the Fauro men attacked their allies and occupied the land themselves.

Another version is that the invasion was in revenge for the killing of a white trader.

Some examples of the work of Genu of Bougainville. At top is one of Genu's rare imaginative pieces. It represents a story of a man and a woman who intended to kill a snake as it came down a tree-trunk. At the critical moment the woman gets scared and wants to run away, while the man stands his ground. The base of the carving is supported by what look like two sets of police-boys' legs. The club carried by the man is called a "bakau." The story is not that of Adam and Eve (who are referred to as Matam and Eva). The snake appears to be a python or a tree-snake.

Left, are three figures by Genu. The one on the right, wearing a small string apron, is of polished hardwood and both older and better than the later examples.

Copied the House Posts

The present leading wood-carver of Rorovana is a man of 50 or 60, named Genu. He once told me that his father, Mauki, was born on Fauro, but he now says that he was born at Rorovana, although this would not accord with the date of the invasion.

Genu tells me also that the only old carving he knew was on the posts of the open war-house built at Rorovana, from whence the warriors were sent to battle.

These posts had a man's head carved at the top where they supported the roof. The war-house had no walls. Genu was first inspired to carve similar heads on posts, and he later extended the carving to include the body. The original posts of the war-house were taken by the Germans, who sawed off the heads and took them away in a ship. They might be still in some collection in Europe. There are no speciments of old Rorovana carving in the district today.

There were several wood-carvers amongst the Rorovana about the 1930's, but Genu is now the only survivor. There are two younger men, Auwuko and Matua, aged about

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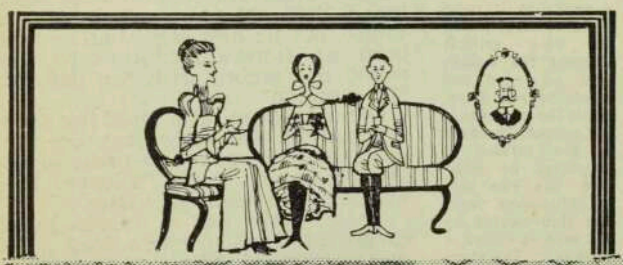

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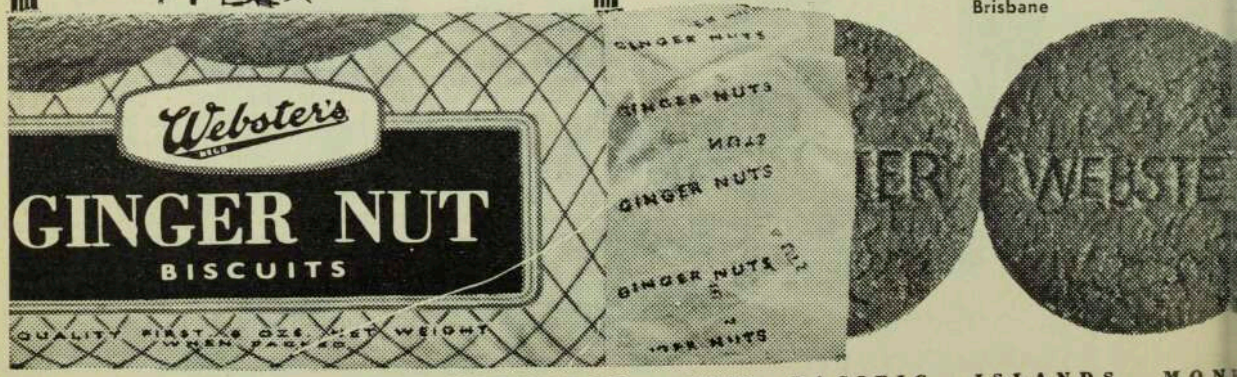

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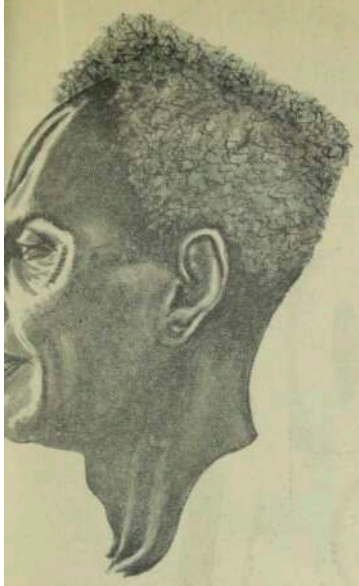

Profile of Genu, by Brett Hilder.

ho are disciples of Genu, and do similar carving.
e style of the carved figures is n in the photograph of the specimens of Genu's work. eyes, teeth, belts and arm- s are cut in and painted white, n the older style these items i have been inset with nautilus

e coiffure and the bases are red with red powder, which off, and the bodies are painted to resemble the local skin r. The wood used now is said Tollis—a light wood of the r of pine. The old figures were lished ebony, or of other hard- stained black by immersion angrove swamps.

Built-in Skirts

figures are generally erect feet apart, and are sometimes i by the addition of a child d by a woman, or standing in of a man. Most of them are but not phallic.
y are often given a small of cloth or grass when on in European houses, and some m now have a similar covering d in the wood.
heads and faces of the figures little difference between males males, so their nudity is really d to identification.
se little wooden figures have erage height of 18 inches, none less than a foot and none three feet. They might be black dolls, though they are too n pose to be thought cuddle- They look more realistic when ged in a row, or in a group, hey strike a distinctive note in ection of native art.
u tells me that he doesn't use models for his carving, as the Balinese do. The figures do not approximate human proportions of anatomy—the legs are too short for the torso, and the torso too short for the head. This tendency may be inherited from the older ancestral figures on the Roviana war-canoes, in which the head is nearly as big as the rest of the body.

The Rorovana people are just as dark as the rest of the Bougainvilleans, indeed this blue-black skin colour extends to Choiseul and New Georgia in the Solomons. All these black people have finer features than most Melanesians, suggesting a link with the Ethiopians rather than the negroids.

Genu's parents were both of Rorovana. His only brother was Kikila. Genu married Akokani and they have two sons, both of whom are now married with children, but with no interest in wood-carving.

Genu has lived most of his life as a Kanaka, equivalent to a yeoman farmer in England. His only period in European employment was in the early 1930's when he was a house-boy to General Wisdom, then the Administrator of New Guinea, with his home in Rabaul. Genu has never worked on plantations, nor has he served in the Police as has often been suggested.

He is now, for a native, an old man, a bit temperamental, and he finds the younger generation disinterested in the traditional lore and art of the tribe. Wood-carving may disappear from Bougainville when he dies.

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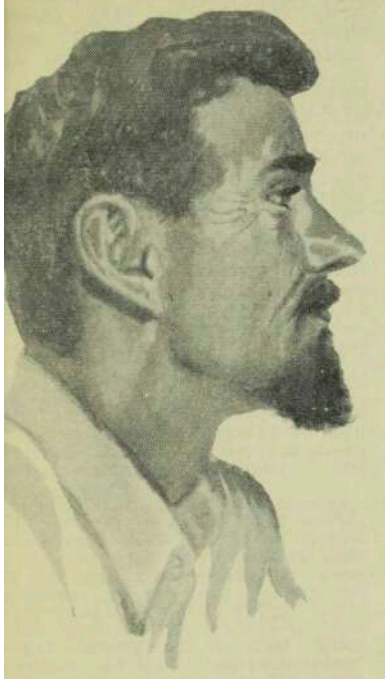

HE YACHTSMAN

DERICK FAWCETT-KAY is a ring yachtsman who filtered into Western Solomons in the yacht " about 10 years ago. After a few he was persuaded by Michael tti, of Vella Lavella, to exchange " for an ugly scow named "Loma". the charm of this vessel and her s had worn off, Fred sold her to Palmer as a work-horse, and set off another yacht to live aboard while ted around the islands.

Rabaul he found the yacht "Kath- up for sale and finally bought her Chinese owners. "Kathleen" was a like "Quest", but larger, and was nown in Australia after her voyage the world about 1950.

new owner returned to his former loat in the Western and Central ns, and has renamed her "Mort- Fred recently spent three months Santa Cruz group shooting croco- ith Nich Winter on Nono, and now taken up two small plantations unda on New Georgia. One of these dar and the other is the nearby of Banga.

hails from Victoria, where he was business. He spent several years win after the war, in various types mmercial activity, but when the " arrived in Darwin and was put sale, Fred bought her and set sail w Guinea, leaving all his cares Although he looks like a poet. a fiercely independent soul who is to classify. He likes drifting but objects to being pushed around. e he will now settle down happily ding up his groves of coconuts.— HILDER.

"Do You Know Where The Solomons Are?"

HONIARA businessman A. C. Blair would like to see that phrase used as a tourist slogan for the British Solomon Islands Protectorate. He would like to see it writ large on tourist publicity overseas, particularly in Australia and New Zealand.

Mr. Blair, an Australian who is a member of the BSIP Advisory Council and vice-chairman of the Honiara Town Council, is merely one man who thinks that the BSIP has a first-class tourist potential, and who is hoping for big things from the projected Fiji Airways link between Fiji and Honiara, and from the Trans Australia Airlines takeover of the NG-Solomons service in September.

"We have a lot to offer here," he says. "The war history alone in the Guadalcanal-Savo Island area would bring people in. And Honiara is a very pretty town, and growing.

"But when you talk about the Solomons outside, they haven't any idea where it is. I have had so much experience of that in Australia, that whenever I am there I make sure I carry a small map in my pocket —and when the question comes up I whip it out and *show* them where the Solomons are!'"

Another Honiara businessman, Mr. Alvin Blum, plans to run a tourist bus around the war-time sites that can be seen by road, including, presumably, some of the wrecks piled up in view along the Guadalcanal coast. However, these wrecks are fast disappearing as a Japanese salvage team continues to make headway in that area, and there is a good possibility of there being nothing left to see. Some Honiara people, as a matter of fact, would like at least one wreck left there as a kind of memorial of the war, as well as tourist bait.

And, of course, there is plenty of hidden history left near Honiara—especially in the 20 miles of sea that separates Honiara from Savo Island which can always be clearly seen from the mainland.

One of the big sea battles of the war was fought there in August, 1942, and in 60 fathoms in what is now known as Ironbottom Sound, there rest the Australian cruiser *Canberra*, together with the US cruisers *Vincennes*, *Quincey* and *Astoria*. Many members of their crews no doubt still lie down there with them.

War history or not, Honiara and places like Gizo can more than hold their own for scenery and general interest, and there is no reason why the Solomons can't be one of the big tourist areas of the future.—SI.

PM's First Car Engine Would Not Lie Down

THE first motor-car into Port Moresby was second-hand, and arrived in 1915. Its owner was very proud of it; but when other cars arrived in 1916-17, he decided it was too shabby, and sold it to a merchant, who had it converted into a delivery truck.

The wooden body, made by a local carpenter, fell to pieces in 1919, and the car went to tough transport work outside the town.

In 1923, the chassis collapsed; but the motor still was good, and was installed in a launch. It failed the launch-owner at a critical time, and he was nearly drowned; so he sold the machine to a sawmiller, who installed it in a shed, to drive something or other. It was "unreliable", so the sawmiller sold it to a planter. It did some work there, and then it was bought by "an engineering experimentalist".

Finally, after some years of rest and neglect, it was taken over by an ambitious prospector; and in December, 1937 (reported the *PIM* of that date) it was merrily pumping water from a creek in a remote corner of Papua.

The Plastic Palms of a Restaurant to Remember

Following last month's Tropicality about the proposed Polynesian restaurant (The Beachcomber) in London, we have now had an on-the spot report from Alan Fitzgerald, who has actually been there:

FROM the moment you step between the Totem Poles at The Beachcomber entrance you walk into another world, according to the Public Relations Officer—a tropical island paradise of over 50 tons of heavy-duty, reinforced plaster.

Dazzled by sufficient bamboo to stretch from London to Brighton,

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and bewildered perhaps by the sight of rare Nile crocodiles (brought at "great expense") you step gingerly over 25 miles of cable and wire, gazing all the time at Terrapins from the Everglades of Florida, and multi-coloured shells from "the four corners of the Pacific".

Thus May Fair Hotel—the place where a white man's burden is more likely to be his surtax—announces its £145,000 pastiche of the "lush, heady atmosphere, informality, romance and magic of the South Seas", which it claims to be the first Polynesian Restaurant in Europe.

Should you by any chance be nostalgic for the old Polynesian triangle, the sound of a friendly Macaw "nodding his greeting" as you make your way to the Castaway's Corner ought to overwhelm you.

The most philistine of us should be moved to shed a tear over the 40,000 flame-proof plastic leaves and tropical flowers, pondering all the while on the stringent London County Council fire regulations which caused much of this Pacific to be manufactured, from corner to corner, from Cinemoid, a Celanese plastic.

At the Aloha Bar, where the management "extend the traditional greeting of the islands" (everybody duck!) you may sample a Missionary's' Downfall, while keeping a friendly, Christian eye on the "native girls wearing tradtiional Muu Muus", running bare-foot through the Chicken Po Lo Kai and Kahanamoka Salad.

Take your time to consider the panorama of the far-off plastic islands . . . the palate-pleasing Chinese dishes . . . the Angel fish from the Amazon . . . the alligator-filled lagoons . . . the 2,000 Honolulu utensils made by the best craftsmen in the 50th State of the Union . . . the seashells, tropical palms, fishermen's net—consider all these things, but for God's sake try and forget those NILE crocodiles.

CROSSQUIZ

(For Solution see page 101)

— ACROSS —

1.—Around what commodity is the whole financial structure of the island of Nauru built?

7.—What stone is highly valued for cameo-cutting?

8.—Who was the author of "The Last of the Mohicans"?

9.—Which British air ace has since the war become prominent for his unceasing philanthropic work?

10.—Borodin composed an opera about this Prince?

11.—In which region did the explorers Franklin and Amundsen lose their lives?

12.—What title has been borne by 13 different popes over the centuries?

17.—Who created the character, Freddy Eynsford Hill?

21.—What is the term for a Chinese temple of worship?

22.—" . . . . is love"?

23.—What emblems were used by the Houses of York and Lancaster?

24.—The waters of which river have been harnessed to supply electric power to almost the whole of Eire?

— DOWN —

1.—Who composed "La Boheme"?

2.—What is the largest fresh water lake on the globe?

3.—Which Greek hero had to perform "12 labours"?

4.—What is the term for transference of thought from one person to another?

5.—Which Greek dramatist of the 5th century BC wrote the tragedy "Oedipus Rex"?

6.—What is the term for a victory gained at too great a cost?

13.—Of which country is Stockholm the capital?

14.—What is the title of an officer ranking between a captain and a lieutenant-colonel?

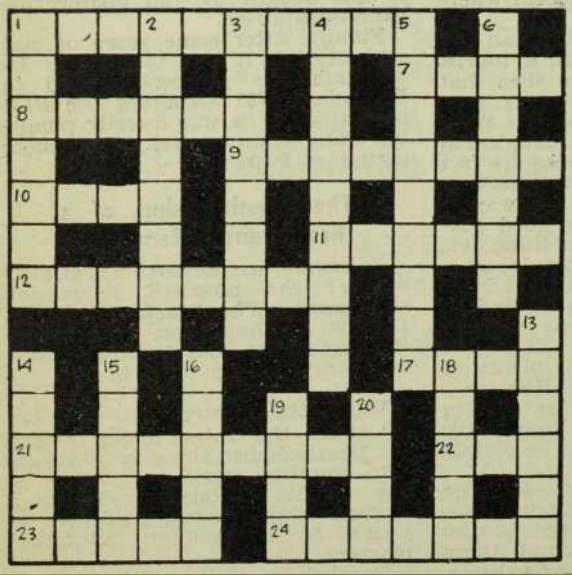
15.—To whom has been ascribed the first five Old Testament books?

16.—What have Australia and England been fighting for since the famous In Memoriam notice of 1882?

18.—Which golfer won the British Open Championship in 1953?

19.—Whom did Damon Runyon team with "Dolls"?

20.—Who, in company with a swan, was frequently the subject of ancient art?



Do You Remember?

In the European summer a early autumn of 1940, Germa threw 1,000-plane raids again Britain, and the RAF went up knock them out of the sky. T daily score of RAF triumphs w the nearest thing we had to T cricket that year, and as Septemb lengthened fear of a Nazi invasi of Britain faded—at least for th year. Here are some other extra from "PIM" of September, 1940:

In the Pacific, while "war" still mea "Europe", there were fateful events the French Colonies which had been off from the homeland by the events June. By September, and led by M. He Sautot, who had been French Reside Commissioner in the New Hebrides, th had all rid themselves of pro-Vic elements and had declared for Free Fra and General de Gaulle. (The plebec held in Tahiti and French Polynesia sulted in 18 votes for Petain's governme and an overwhelming 5,564 for de Gaull

* * *

Editorialised "PIM": "It is becoming parent that the whole of the Brit Empire east of Suez—India, Ceyl Malaya, Burma, Australia, New Zeala South and East Africa and the Pac Islands—are going to be organised Great Britain into a tremendous machine that will attack Italy and G many through the Middle East Northern Africa." Wishful thinking p haps; but the interesting thing is t then Britain had an Empire, and cal it such. If a backs-to-the-wall call w out today who would be in it? Austra New Zealand and, of course, the Pac Islands.

* * *

Pan American Airways' giant Boe Clipper flying-boat was making regu fortnightly flights across the Pacific—S Francisco, Honolulu, Canton Is., Noum and Auckland—carrying passengers, ma and freight. It was "a development great historic interest".

* * *

There might have been a war for h the world, but things went on norma elsewhere. Australian tourists actua cruised to Tahiti in the Matson li "Monterey" where they were met by "Mariposa", cruising with Ameri tourists from San Francisco. The tour then changed ships, returned to their spective homes, leaving Tahiti a v welcome 15,000 dollars better off.

* * *

Many were the ways in which plant and other coconut experts in the So Seas tried to get the copra industry—j about down-and-out because there was European demand and no ships to ma it, anyway—onto its feet. Mr. G. Loudon of Papua came up with the i of getting a copra factory-ship that wo service the territories of the SW Pac and at the same time produce oil other by-products. It was pointed that factory ships attached to whal fleets did precisely this.

* * *

News had been received from Tal that proved that the age of chivalry—honour—was not dead. Two local Fren men fought a duel, not over a fair lad reputation but because one had called other a Fifth Columnist. After the lat had been punctured twice in the a honour was considered satisfied.

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DOUGLAS ASKEW, of Madang, TNG, who has spent a Lifetime in the Southwest Pacific, Says . . .

Life Would Have Been Tough Without Drums And Tins

Na wanaim tok-tok long dispela bigpela drum belong kerosene.

Ol man e savee im e gutpela—ol man e laikim tumus taru. Im e ɔkim planty gutpela someting longim. Orait!

Na mipela laik toklong gutpela long taim before—gutpela taim taru!

Taim ol kerosene more bensin im e come up long bokis bilong . Bokis im e got liklik tin e stap long im. Nau dispela tin e tpela more long ol Masta more boi—im a gutpela tumus taru.

Nau yupela harim tok belong liklik tin—olgedder harim!

AT burst of Pidgin was brought ɔn after reading an article in ɔraise of the ubiquitous 44-n drum (July *PIM*). But per- you would rather have it in ish, anyway.

e writer of the article remarked maybe some of us in the Terri- could recollect other uses to n the drums were put.

e of the most useful that comes ind was their adaptability in ing culverts—across main roads over the Territory—and on ations. I think you would still them filling that purpose not r out of Lae, for instance, along Nadzab Road, and no doubt in r other places.

en how about their use as lining wells? And also for latrines? ie way from Darwin to Borneo!

garding the latter I have had rather painful memories eir use as such by the RAAF ne Section in the Darwin Area rly 1943. The idea was good— e row of drums lined up with ppropriate opening and every ing the Hygiene bloke would r some Diesoline in, followed piece of lighted paper.

The Hot Seat!

e only catch in this was a hot seat for the unwary early rs—and sometimes, to the ernation of the operator, a down" owing to too liberal use el!

ny thousand drums have also utilised as containers for ex- g small scrap metal.

l how about pontoons and Early in the war, we un- d a Liberty ship off Drysdale n, in the far Nor'-West. Her was 2,000 drums of high- e fuel, plus a big load of aerial s. With the Nips just across on r—and very hostile—it was a ot at that time, and the Yanks ot waste any time hanging d!

the drums were heaved over the side to drift ashore—tide willing—and maybe two-thirds of them did reach the beach. But we got all the bombs ashore on large rafts made from empty 44-gallon drums, plus several big trucks.

However, useful as they were—and still are—I still think we all derived more personal benefit from the pre-war, humble, 4-gallon tin. We must have used millions of them throughout the Islands in those days. Two 4-gallon tins in a nicely-planed case, or 8 1-gallon tins in the same size case, either Vacuum or Shell, and look what we did with them.

Anything, Just Anything

First, the cases were carefully opened and the tins taken out. Then one could join the cases together in rows, either horizontally or vertically, and you had a set of cupboards, or book cases, or store shelves—in fact with a bit of ingenuity one could make all kinds of household fittings.

I even floored a native-material house once with case timber. A lot of work, but I "had the wood" on my neighbours with their old Limbom floors!

The tins had many uses. With the top end cut out and a fencing-wire handle they served as buckets, boilers for clothes, and for cooking. One removed the laundry and then put in the corned beef or leg of mutton.

With one side removed lengthwise, and the edges rolled, they made good wash-up dishes and wash-basins.

And how about the 1-gallon tins? With the side cut out they made excellent bread tins—and I am sure that many old Time Befores will recall using them as such.

Cripes! I nearly forgot one other important service they rendered. Cut right open, and carefully flattened out, one could roof a building, and make walls also.

And one of the unique ideas I saw put to use was out in the Kimberleys, on the Ord River where the Army had a roving patrol unit early in the war, ostensibly looking around for Jap spies, etc.

These coves had an over-abundance of 50-lb tins of Army biscuits, so they built a four-walled barracks with the full tins, with spaces for windows and doors, and then roofed it with flattened tins. It was quite impressive, out there in the mulga. God knows how many biscuits it contained!

Finally—getting away from drums and tins— let us not forget two other very important things which made our rehabilitation of the Territory so much easier after the war ended, when we all had to start off again from "tors". These were our old trusty friend the "Mighty Jeep", and Marsden Matting. The latter had about as many uses as the 44-gallon drums.

He's A Man Of Many Parts

Mr. Howard Farnsworth is seen here aboard the "Tulagi" at Norfolk Island in late July watching a sling go over the side into a waiting boat. At this moment he happens to be engrossed in his job of lighterage manager for Norfolk, but at other moments he can be found somewhere about fulfilling one or other of the post's of Police Officer, Prosecutor, Sheriff, Bailiff, Customs Officer, Deputy Registrar of Motor Vehicles, Inspector of Boarding Houses and of Food Sales, Inspector of Stock, and a few others. Mr. Farnsworth has been Norfolk's man of many parts for three years. As a British policeman in the Midlands, he visited Australia for a holiday in 1951, liked it so much that he decided to stay. He was with the Commonwealth Investigation Service in Canberra for eight years until he went to Norfolk on secondment. He and his wife both like the island life.

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This pen sketch of Pomare III, "the boy king", was made by an LMS missionary who was one of his teachers. He succeeded to the throne in 1821, when only a child in arms, and he died six years later. The drawing was discovered and photographed by the late Mr. W. W. Bolton, MA, in 1937.

How Tahiti Became French

A Sectarian War Destroyed Pomare's Throne

Gathered From Old Records By R. W. ROBSON

Never had Tahiti appeared more beautiful than on that morning of August 28, 1838, when the French 20-gun frigate "Venus", expertly handled, moved slowly to an anchorage in the sheltered lagoon opposite Papeete town.

THE brilliant sunshine emphasised the colours of the tropical verdure around the little town. The bare mountains behind stood out sharply against the blue sky.

Tahitians, English and French gathered lazily along the waterfront, to stare at the newcomer. Teams of youths and excited girls manned the canoes, to row out and, in traditional fashion, welcome the visitors with Leis and sweet-smelling garlands of *tiare*.

But there was no cordiality on the warship. Under orders from the snarling commander Commodore Du Petit-Thouars, the sailors reluctantly drove off the vivacious *vahines*, while a ship's boat was sent ashore.

The officer in the boat sought and found a Belgian merchant, M. Moerenhout, and took him aboard.

Within the hour a French naval man, in full uniform, was rowed ashore and, guided by Moerenhout and supported by an armed party, he marched to the impressive residence of Queen Pomare IV. There, he handed over a formal document, bristling with seals..

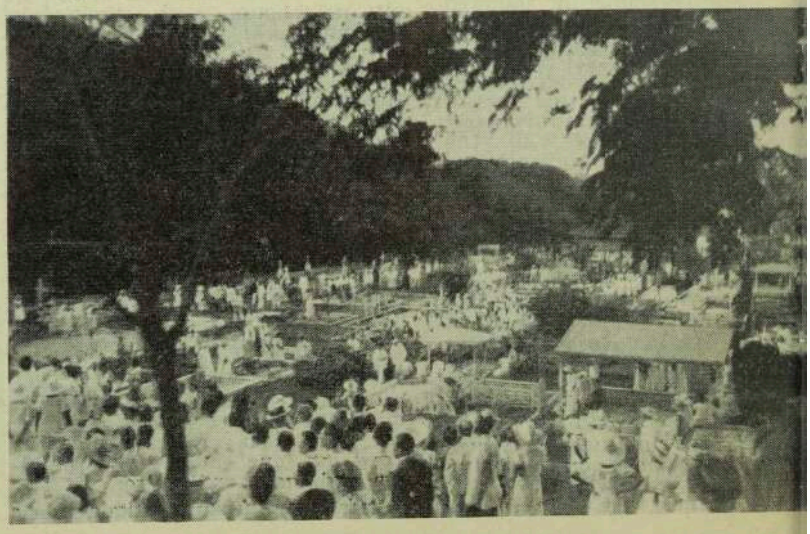
The Queen was abed. Only a few hours before, she had given birth to a son. She, and her associates, had only a fragmentary knowledge of French—she had been educated by the Englishmen of the London Missionary Society, who tried consistently to shape her habits towards Protestantism and her policies towards Britain.

The naval party presented arms, about-turned, and marched back to the waterfront. The young Queen—she was only 25—greatly puzzled by these formal and seemingly unfriendly proceedings, sent urgently for George Pritchard, formerly of the English mission organisation, now Acting British Consul, a trader, and her constant adviser. Pritchard brought an interpreter.

The document was signed by Du Petit-Thouars and, in the name of His Imperial Majesty, King Louis Philippe of France, he demanded that the Queen, within 24 hour

• Pay to him the sum of 2, Piasters (approximately, 2, Dollars) as compensation for insu and injuries received by the Fren Roman Catholic missionar Fathers Carret and Laval, who h been forcibly removed from Tah in December, 1836. (They had co from the Gambiers in Novemb 1836, and been landed surreptitiou from the little schooner of Capt William Hamilton, at Tautir opposite side of Tahiti—and th launched a campaign against English Protestant "heretical" m sionaries.)

• Make to him a formal apol for the wrong done to citizens France.



This was the scene in the cemetery at Paurani, Papeete, when Marau, the last Queen of Tahiti, was buried on February 4, 1935 . . . Marau was the daughter of Princess Taimai (described in this article) and Alexander Salmon, and she married King Hinoi, son of Queen Pomare IV, who was dethroned by the French in 1843. Pomare was restored by the French soon afterwards; but thenceforward she and Hinoi were merely figureheads, and the monarchy disappeared when Hinoi died.

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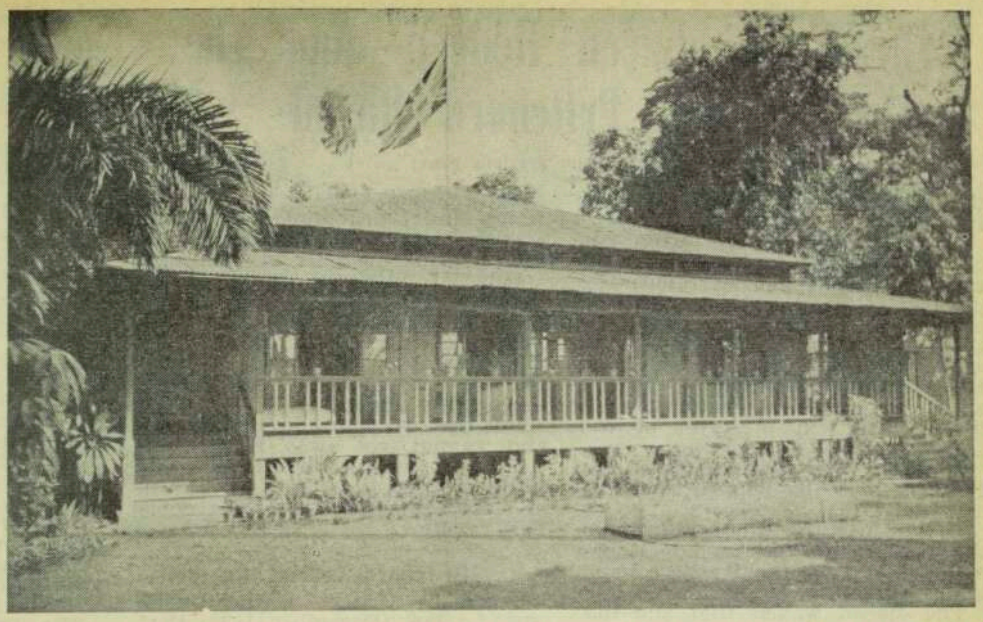

137, when Pritchard be- British Consul in i, Pomare IV built for a large residence on site. It was there she refuge when she was d out by the French 843. The building re- ed intact for nearly a ry, but was recon- ed in the 'Twenties or ies. This photograph The British Consulate" taken about 1936. Pomare's palace was a little way from this (beside what after- became the French ency and the Treasury) it practically collapsed disappeared 80 years ago.

Salute the French flag with 21 s.

nless these things were done, town of Papeete would be barded.

The Bigoted Mr. Pritchard

r. Pritchard was an aggressive, table man. It was he, rather n Queen Pomare, who had led fierce campaign against the in- ing "Papist" missionaries in 1836 1837; he who had appealed sionately, but in vain, to Britain, "protection"; he who had com- ned so bitterly to Washington inst the pro-Roman Catholic vities of Moerenhout (who had ltered the French missionaries in house in Papeete in 1836), that shington had sacked Moerenhout n the coveted job of United tes Consul in Tahiti.

ritchard had fought ceaselessly a i n s t Moerenhout—and the ally bigoted Moerenhout, in con- uence, had kept the LMS- nan Catholic quarrel constantly ler the notice of Paris. Hence arrival of *Venus*, and the Petit- uars ultimatum.

ritchard was no coward. He t straight aboard the French ate, and furiously pointed out cruelty of Petit-Thouars' de- nds.

The Queen and her new-born y are ill," he cried. "She has got 2,000 dollars. She cannot mon her chiefs to a meeting hin 24 hours. She has not got a nch flag. She has only one gun nd powder enough for only five rges. She cannot carry out your nands."

The Commodore was icily polite l completely unyielding. If his nands were not met by 11 o'clock next morning, he would bom- d certain places, and land troops.

French bluejackets lined up at the gangway, and formally saluted, as the raging Pritchard departed.

Back at the palace, Pritchard found a troubled gathering of the Queen's relations. Close beside her was the very beautiful young Princess Te Riirire Oturau Ma Toarai Ariioehau Taaroarii Ariita- mai. For the purposes of this story let us call her Taimai.

The Princess Taimai

She was of Tahiti's bluest blood. Her parents represented two of the area's most aristocratic families—so noble that the Pomares, by com- parison, were parvenu. When Tu somehow became Pomare I just be- fore the LMS missionaries arrived in 1797, Tati (who was Taimai's grandfather) already was a senior chief of ancient lineage, and pro- tected Pomare.

To appreciate Princess Taimai's place in this family, perhaps these dates should be noted:

1797—"Duff" disembarked the LMS missionaries in Tahiti and, soon after, Pomare I embraced Christianity.

1803—Pomare I died. His son Tu, aged 23, became Pomare II.

1812—Daughter, Aimata, born to Pomare II.

1821—Pomare II died. His infant son, became Pomare III. In same year, Princess Taimai born, and taken into Pomare family, and reared in close intimacy with Princess Aimata.

1827—Pomare III (still a child, who was being cared for and educated by LMS missionaries) died. His sister Aimata, aged 16, also trained and educated by LMS missionaries, succeeded as Pomare IV.

1836—French Roman Catholic missionaries arrived and challenged prestige and influence of LMS missionaries.

Always, Aimata (Pomare IV) and Princess Taimai had been close friends, practically sisters; and it was natural that Pritchard should find the two clinging to each other when he reported back from the French warship on August 28, 1838.

There was despair in the royal palace.

But in the town, the Belgian merchant Moerenhout rejoiced—and certain leading Tahitians re- joiced with him. At last, they felt, they had curbed the power of the English missionaries. The aggressive Mr. Pritchard had enemies a-plenty, and naturally they became also the enemies of the pliant young Queen.

Enter Alexander Salmon

Into the gloom of the palace there walked a handsome young English Jew, Alexander Salmon. He was the well-educated, world-wandering son of a London banker. He had landed in Tahiti a couple of years before this, and had fallen in love with the place.

Also, he had fallen in love with Tahiti's most beautiful daughter, the Princess Taimai.

I cannot ascertain whether he had married her in 1838, when she was only 17; but he did marry her, and she still is remembered in old Tahiti as the handsome and well- beloved Madame Salmon. She died in 1897, aged 76.

Learning of their distress, Salmon went immediately to the aid of Queen Pomare, and his Princess. He sought urgent counsel with Pritchard.

Pritchard was of little use. His judgment was dominated a n d coloured by his hates; and his top priority hates, in order of intensity, were "Papists", Frenchmen, and Tahitian fornicators

Salmon, on the other hand, had no such deep prejudices. He had f r i e n d s everywhere—especially among the polyglot traders along

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The Young Queen Hedged—And The Fanatical Pritchard Raged

(Continued from previous page)

the "beach"—and he took life joyfully.

In Salmon's view ,the crisis was of Pritchard's making. If the missionary had not so fanatically pursued the Roman Catholic missionaries, and persuaded the Queen to deport them, the French would not have reacted like this. He naturally had little sympathy with Pritchard's determination to protect the rich preserves of the LMS in Tahiti.

However, the Queen and his Princess must be helped, and immediately.

"Better pay the fine and placate the Frenchmen," he said. "Otherwise, you'll have them ashore here, taking possession."

The Queen wailed that she did not have the money. Pritchard confirmed it. "I am sure that England will not permit this outrage," he declaimed. "But we must have time to appeal to London."

"You will have to buy time," snapped the young Londoner. "Get rid of this Frenchman, and then make your appeal."

"But there is no money."

"You must make a loan to Her Majesty," said Salmon. "The LMS must have funds—you have had it all your own way here for 40 years."

Pritchard protested; but finally he agreed to provide part of the 2,000 dollars, if Salmon would find the rest. Salmon went down among his trader friends on the beach, and raised his share of the "fine" in an hour.

Commodore Loaned the Guns!

Then came the problem of the 21-guns salute. The Queen had neither guns, nor powder, nor flag.

Pritchard was Acting British Consul. Salmon, carrying the 2,000 dollars, took Pritchard with him to the warship, and was able to talk to Du Petit-Thouars, while persuading the missionary not to fly at the visitor's throat.

Salmon arranged it all. The Commodore loaned the Acting Consul five guns, and donated enough powder to load them 21 times, on the understanding that the Consul made them available to the Queen. He undertook to send ashore a Tricolour.

The flag was displayed; the borrowed guns were fired 21 times; the Commodore received an apology for the manhandling of the priests, written in Pritchard's best hand, and signed by the Queen. Gallic honour was satisfied.

A few days later the *Venus* departed. The Commodore carried with him a copy of a Convention between Tahiti and France, under which any law-abiding Frenchman at any time might establish himself and his business in Tahiti.

Political intrigues now moved swiftly in Papeete—where Moerenhout had become French Consul and Pritchard full British Consul. They were appealing respectively to Paris and London, each for "protection" against the other.

But the two young lovers, Salmon and Taimai, got away from it all when they went to live in a lovely home on the other side of Tahiti, in close association with the noble Tati families.

Pritchard Carries On

Urged by Pritchard, the Queen passed a law (November, 1838) that the Gospel as taught by the LMS was the religion of the State—and there would be deportation for any foreigner, and labour on the roads for any native who challenged it.

Lord Palmerston was too busy trying to get possession of New Zealand for England before the French got there to bother about Tahiti, and refused to intervene.

Egged on by Moerenhout, France sent Captain Laplace, with the frigate *Artemise*, to Tahiti in June, 1839, to point out very firmly that the law of November, 1838, set at naught the Convention of September, 1838.

While the poor, badgered young Queen hedged, and the fanatical Pritchard raged, Captain Laplace gave presents generously to the anti-Pomare chiefs now being organised and influenced by Moerenhout; and "his officers feted the Queen's maids-of-honour".

The November law was repealed, and there was added to the September Convention a clause giving to RC missionaries all the freedoms enjoyed by those of the LMS.

In 1840 and 1841, the Pritchard-Moerenhout feud kept the hell's-broth stewing in this earthly paradise. The French, seeing their colonising plans defeated by the English in Australia and New Zealand, concentrated on Polynesia. The British could not have cared less—all, that is, except Mr. Pritchard. In 1841, Mr. Pritchard headed for London.

In 1842, Consul Moerenhout complained to Paris that, owing to the preponderance of British in the country's economic life, and the position of British Consul Pritchard as chief adviser to the Queen Pomare, the French community (actually, a mere handful) were forced to undergo humiliation and arbitrary ill-treatment.

Some high French officials sa they would prefer a British pr tectorate there, rather than the ru of Pritchard, who was motivated hatred of the French and the Roma Catholics.

As London remained indifferer Paris moved in again.

Petit-Thouars Returns

Back came Du Petit-Thouars (nc a Rear-Admiral) in September, 184 in a warship. Because there ha been ill-treatment of the Frenc community, France demanded a pa ment of 10,000 piasters within hours, or else naval forces wou occupy strategic points.

According to history, there we not a dozen French families livi in Tahiti at the time. There is r record of anti-French outrages. Tahitian constable had had a ro with a Frenchman over a do fight, and another official ha seized some French brandy, alleged illicit—the Rear-Admiral's deman seem to have been based on thin of that kind.

The Queen was over in Eim Island, having another baby. H chiefs—now strongly influenced b the Moerenhout faction—could n pay the fine. They communicate their plight to the Queen, and urge that they seek a French protec orate. Reluctantly, Pomare agreed

Du Petit-Thouars instantl accepted the request, and Frenc administrative machinery was intro duced forthwith. Paris ratified th "Treaty" in March, 1843.

Pritchard, meanwhile, had bee battering his head against White hall's indifference to Tahiti's plight but when rumours of the Frenc protectorate began to circulate, ther was alarm in the new British Colon of New South Wales, and the Gov ernor sent the warship *Vindictiv* (with Mr. George Pritchard aboard! to Tahiti in February, 1843, to en quire.

Reaction to Protectorate

The Tahitians were now awaken ing to the character of the Frenc invasion, and displaying hostility.

The Queen had returned t Papeete. Pritchard was back, agai her "counsellor". British warship called more frequently. Troubl brewed.

The *Vindictive* lay for som months in the lagoon, opposit Papeete. The British refused t acknowledge the French "adminis tration" and treated Pomare as a independent sovereign. Tahitian gathered in camps in the interio valleys and made war-like gestures Pomare and Pritchard bombarde Sydney and London with appeal for help.

Princess Taimai was frequentl with her foster sister, the distressed Queen. Alexander Salmon, sympa thetically English but shrewdl Jewish, kept in the background neutral.

(Continued on page 99)

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ıt Must They Lose Their Tradition, He Asks?

CHINATOWN — MY CHINATOWN

By LEW PRIDAY

The Chinese community of New Guinea has least to say, works the ırdest and in recent years has prospered most. The writer of this ticle looked Rabaul Chinese community over last year, and gives ere his own very personal views.

ER since 1910, when the Germans made their administrative centre on a drained swamp inated by volcanoes. Rabaul has its Chinatown.

ıe Germans had brought in) coolies for plantation labour, their descendants remained as ekeepers, traders, restaurant ers, tailors, laundrymen and dressers, shipowners and planta- managers.

ıe first Chinatown was well vn to Australian troops who took in 1914. Captain J. Lyng, who a member of the Australian e, and wrote a book about it, de- ed it as a tiny East-Asiatic ıship transplanted to New ain, a place for these parts both and wicked.

day it is still busy, but it is not icked any more.

ıe old-type Chinese, according yng, wore his umbrella-like hat; women wore pants and carried babies slung on their backs. re were Japanese women, too, over-virtuous; and grop shops, bling and opium dens, and a house.

rote Captain Lyng: "To the h-born Adam treacherous Eves the land of the chrysanthemum out open arms."

hile waiting for that victory never came, some of the Ger- officials and planters sought lence in Chinatown. They were to be repatriated until 1921.

ıere followed the Rabaul of be- n the wars, the place some old itorians look back on with algia. Magnificent, like cathedral s, were the shady avenues of ıarina Avenue and Malaguna d; while the verdant Botanical dens running up towards the lings of the high-up officials on ıanula Hill were, rightly, of more local fame.

War Again

ıe shops-cum-dwellings of China- ı still gave off their whiff of Orient, but thrift, hard work long working hours were the lot ıe inhabitants.

ıen the blow fell. World War wiped out Chinatown with the of Rabaul. The place was so ened by Allied bombing that you couldn't see even where the streets used to be.

Gone were the Gardens, gone were the trees along the avenues, gone were the people. The Japanese brought in to work for them Chinese from Canton and Indians from Singapore and Malaya. A memorial on the outskirts tells how many hundred local Chinese died then or were executed during the Japanese occupation.

Some of them, accused of helping Australian soldiers make their way down the coasts, were tortured or beheaded. Others went bush, to live as best they could, to start life again when the Japanese capitulated.

A temporary Chinatown grew up in another part of Rabaul (the Matupi Farm area a make-shift place of old iron, so that when the wind blew it set the corrugated sheets flap, flap, flapping). After every big blow in the north-west monsoon season, which lasts from November to March, few nights passed without at least one family having to move in on already overcrowded neighbours, because their shack had collapsed on top of them.

However, as the rebuilding of Rabaul got underway, the old Chinatown was rebuilt according to building regulations, and at the same time, the shack area near Matupi Farm, gave place to a new suburb, "New Chinatown".

The peculiarity of Rabaul Chinese building, as in other Pacific Chinatowns I could name, is that every dwelling is a potential shop; the administration has to see that living rooms are not used as cocoa or copra stores. Children abound; neatly dressed, they cycle to and from school, and play around the houses in the evening.

The administration has not been half so kind to Malaytown next door, nor to Rabaul's many excellent mixed-race families, who though they are intelligent, good workers, and speak good English, have not been allowed naturalisation.

How Much for a Bike?

Chinatown shops are open to a late hour, and rely, in the main, on native trade; but the Gazelle Peninsula is rich and the Tolais flourishing. Unfortunately, price discrimination against the natives has not come to an end. (Europeans once took similar advantage of native ignorance, but this is far less marked today).

Short-weight is frequently given by the Chinese trader in such necessities as sugar and rice, sold over the counter in made-up bags. If you send a native to buy a bag

(Continued on page 99)

Rabaul's new Chinatown—a change from the flapping tin.

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THE MONTH'S NEW READING

With JUDY TUDOR

There's A Raj Close Behind

It is only to be expected from a foreign correspondent of such a high-born publication as the London "Daily Telegraph"', that even when writing what he calls a "light political travel book", he should, at times, slip onto the ponderous plane; and that his old typewriter should bash out a sonorous phrase or two where it does least good. But by and large, Gordon Shepherd's "Where the Lion Trod" does what he says he designed it to do—it "primarily entertains".

IN the course of his duties, Shepherd spent four months in India 11 years after the British Raj had departed. If he expected that a decade of independence could oust, neck and crop, the several hundred years of British influence he was disappointed. He found that although skin pigmentation no longer protects the white man from the consequences of his folly or bad judgment; although the Burra Sahib has been replaced by the grammar school boy; and that although everything in the metaphorical shop window is Indian, the old Imperial imprint of the British Lion is still there, manifesting itself in ways that are paradoxical, amusing and sometimes pathetic.

That's not to say, of course, that official India does not now try to give the impression that the British occupation was only a short incident in the long and glorious history of the sub-continent. (Which, considering that there have been Indians in India for as long before BC as BC goes, is of course quite true).

Mr. Shepherd begins his wanderings (so far as this book is concerned) in the extreme SW of the peninsula, which used to be Travancore Cochin but in more recent years has been absorbed in Kerala. Kerala, since partition, has had a more than normal up and down political career, including a spasm of Communism.

Sirs Versus Masters

Our traveller, however, was more interested in what was once the very British tea planting community—strictly Burra Sahib—of the Travancore hills. Here names like Brooke Bonds Tea remain to remind us of the glory that was; while the managers and assistant managers are more likely now to be Indian, or foot-loose products of the technical and grammar school, interested in earning a quick and honest buck and moving on, rather than products of public schools who, in past generations, dedicated themselves to raising tea bushes and carrying the white man's burden in far Travancore.

There were, too, the Russians who had horned in on the once British preserve of buying tea at the fortnightly Cochin tea sales. Dressed in open-necked shirts and duck trousers, they still acted as though they were fur-hatted sentries in Eastern Europe, as they outbid the British for the best chests of tea to blend with the twigs they mowed off their own tea bushes back in Georgia. There was, of course, that anachronism, the club, conceived of British planting tradition and carried on in the same tradition—with recent Indian admixtures.

Under a portrait of the Queen, both sections ate in harmony—but remote, one from the other, roast beef and Yorkshire pudding for the one; curry for the other. The Indian servants had already coped with the situation: They called the British members "Master", and the Indian members "Sir"—with no difference in the inflection of the voice.

In the Men's Bar were displayed the holy relics of the time now departing: Sporting trophies and photos galore crowded the walls and then, proudly, beside the bar, a unique display of hats—topees, felts, pork pies, and even a bowler—ea marked with the name of some te tending veteran of the British bre who had sweated out the qualifyi 30 years.

Shepherd ponders on the future this graveyard of hats. Few vetera remained in the district who wou qualify in the next decade; and f of the grammar school types wou stay ten years, let alone 30.

Would the Indians pre-erve like the bagpipes in their Ar bands? Shepherd doubts it: "Or the native barman, a veteran many 'hanging events' still regard them fondly with the unswervi wet-eyed loyalty of the colone batman. It was touching to pictu him in the early 1970's, defendi the sahib's dusty topees, nail nail, from desecrations of an arr of 'Sirs'".

"Ousting English"

But Kerala is probably not t best spot to view the lasting i fluence of the Raj. The travell moves swiftly northwards into t disputed province of Kashmir; a to Sikkim, the gateway to Tibe and lingers long in the heart of t new nation, Delhi.

He discusses at length the strugg of the Indians with their langua problems and their official effort oust English as an official langua —particularly in Parliament—a foist upon all India the limite language called Hindi, artificial enriched by deliberate injections ancient Sanskrit. [According to th "schedule", Hindi is to replace En lish in India's Parliament by 196 but the betting on this when you reviewer was in New Delhi thre months ago, was that it neve would].

(Ove

The hat graveyard, result of many "hanging" ceremonies. A drawing from "Where the Lion Trod" reviewed this page

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ur traveller looks into one of most extraordinary of modern ian paradoxes—the British public ool, transplanted to the lofty hts of a Himalayan foothill. s particular school was founded 1823, for the sons of Euro- ns; today its students are ost entirely otherwise—yet the ol goes through the old motions, uding an Anglican morning ser- in the chapel for a "congrega- of pint-size Hindus, Buddhists, ists and Sikhs".

fficially, this school and others it, are marked down for early ngulation (as "anachronisms in India of today") while at the e time high Indian officialdom mbles to enter its sons for them minute they are born.

Wandering American Widows

hepherd is told, as all visitors to ia are told, that there are more tish in India today than ever. sibly, so, but what sort? Mostly nicians in the new industries, inessmen and salesmen. Estim- in their way, but certainly not Burra Sahibs of the past, and is a matter for regret on the t of both Indians and our author. d your reviewer.)

his vacuum, unfortunately, has been filled by British tourists leave India strictly to the ericans who overrun this field—a ural staging point, says Shepherd, ween the pagodas of Bangkok the pyramids of Egypt.

he result is that the Indian on tourist beat is likely to judge Western world today on these rgetic globe trotters and come the conclusion that it consists nly of women over 60, all addicts pills, potions and preventive licine.

he standard candidate for these erican tourist parties is the ow of the business executive nsigned to an early grave by ss, strokes and stomach ulcers"), a couple of the opposite sex have survived the rat race, nding out like tall poppies— gnificent in flambuoyant hula ts.

hey seemed embarrassed to be re, and silent, too. . . "While the nen chattered away about whether t emerald in Rangoon was glass whether the water in Calcutta boiled . . . they just fingered ir cameras, filters and light chines that festooned them, like adhu selling his beads".

ur traveller's description of the erican tourist invasion of every ce between Cairo and Hongkong t has a decent hotel, is so bitterly using and so extraordinarily urate that these passages alone e, for me, worth the price of the le book.

WHERE THE LION TROD. Published Macmillan and Co., Ltd. Australian e, 29/9.)

Tigers Came When He Called

AFTER Shepherd's story of India today, there is no better book to read—in order to get your ideas completely into perspective—that Jim Corbett's *Man Eaters of Kumaon*. This story, with one of his other Indian stories, was recently added to the Oxford University Press' World Classic series.

Corbett was the living example of these Burra Sahibs that Shepherd concerned himself about, and with whom today's tractor assembly-plant foreman, in India on two years contract, is like a creature of another species.

Jim Corbett was born in Northern India in 1875; he had five brothers and three sisters; two half-sisters and four half-brothers. Both his parents were survivors of the Indian Mutiny.

In the summer, this large, mixed family, went to the mountains; the rest of the year they lived in the foothills below, at Kaladunghi, and it was here that Corbett learned his first jungle-lore and from an elder brother how to shoot. Even as a small boy he went into the jungle and camped alone; he learned the bird and animal calls and could call up tigers to within a few feet.

He was a prodigious hunter and marksman, and all of this book about man-eating tigers is based on personal experience. He was continually under pressure to rid one district or another of some man-eater, sometimes credited with hundreds of victims, and he continued this gratuitous service until the outbreak of World War II.

He occasionally hunted for sport, but when in later years he was presented with a 16 m.m. Cine-Kodak, he gave it up in favour of stalking game with a camera. He is credited with some of the best Indian and African wild life films. (Now in the Natural History Museum, London).

For over 20 years Corbett earned his living by transhipping goods across the Ganges for one of the railway companies, and in the 1914 war he raised a labour force of 5,000 in Kumaon and took 500 of them to France. He brought 499 of them back, resettled them in their villages, and spent his gratuity building a canteen for the troops he later fought alongside in Afghanistan. During the Second World War he raised and trained more troops..

Corbett loved India, its people and even, probably, its man-eating tigers, but after partition in 1947 he and his sister went to live at Nyeri, in Kenya, where he had an interest in a coffee estate. It was Corbett who was with Princess Elizabeth and the Duke of Edinburgh during the fateful night of February 5-6, 1952, which they spent at Tree Tops—the thatched hut in the branches of a tree in the Kenya forest. During that night, the Princess became Queen Elizabeth II.

He wrote six books—five of them about India—and all in his latter years. Together they tell the story of his life and all, in their way, are classics.

His last book, in 1955, was *Tree Tops*, an account of the Royal visit to the unique hotel in the trees. In April of that same year Corbett died of a heart attack.

(MAN EATERS OF KUMAON. Published by Oxford University Press. Australian price, 12/9.)

The Navy and Others in Samoa

THE United States Naval Institute has published more than 100 books in its time, most of them relating to Naval history of the United States and other Powers, or to scientific and biographical matters that have a Navy flavour. But their latest publication, *Amerika Samoa*, by Captain J. A. C. Gray, although hitched to the Navy by virtue of the fact that American Samoa was for half a century administered by the USN, is a straight-out history of the American Territory. The Navy's part in Samoa (covering the period between 1900 and June, 1951), is apportioned its rightful place in this scheme of things.

Captain Gray was the last Senior Naval Medical Officer stationed in Pago Pago, and although he was in the Territory for only a couple of years, he obviously has kept his interest in Pacific affairs since, as well as being something of a student of earlier Samoan history.

A considerable amount of literature exists, both in German and English, on the early struggles of World Powers to get a foothold in the Samoan islands, and there is no

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of literature on missionary
ts there. But most modern
ers about these islands have
pushing a theory, or have
anthropological axe to grind,
there have been few attempts
a comprehensive history, and
fewer from the American point
iew.
hen the Samoan islands were
ly apportioned between Ger-
y and the United States at the
of last century, the small islands
ie American share, in compari-
with Western Samoa, were
omically poor to the point of
g useless. Between 1900 and
when the Navy handed over
vil Administration, the economy
ie territory was based on the
that it was a Navy base. The
enous inhabitants, who had
somewhere around 6,000 in
ber when the US Navy took
and who had increased to
0 by 1950, made their living by
ing for or supplying services to
Navy.
is reviewer was in Pago Pago
ie time the Navy was pulling
and can remember the con-
iation that was felt when it was
sed that the fairy godfather
had operated in Navy uniform
o long was really leaving; and
they would have to get on as
they could with an agricultural
omy of which most of them
nothing, and with the pro-
on of arable land far too in-
uate for the now increased
lation.
wever, the Samoans were not
ys pro-Navy, and Captain Gray
tes quite some space to the
ities of the American Samoan
that, in combination with a
administration, caused dis-
on in that Territory through-
nost of the 1920's.
e activities of the American
oan Mau got under way before
Western Samoan Mau, although
s been generally eclipsed by the
r which was much more vigor-
and had far more serious and
eaching consequences.
st of the Mau troubles in
rican Samoa were aggravated if
directly inspired by people who
not live permanently in the
itory and by others who had no
ection with it at all except
igh half-baked theories—much
ustralian academic do-gooders
abuses in New Guinea today
e, in fact, they don't exist.
one stage the Samoans were
l to take the view that Samoa
really "free" and that the
ds had never been ceded. The
oans themselves, at this time,
a whole string of petty griev-
s ranging from the charges
e at the Navy dispensary to the
that US sailors could not marry
oans without the consent of
commanding officers.
is is a good, straight-forward
ry with just one mystery—why
in heaven's name the author should have called it *Amerika* Samoa. So far as we know there is no valid reason for this, nor does the writer use this version of "America" in the body of the book.

(AMERIKA SAMOA. Published by the US Naval Institute, Annapolis, Maryland, USA. Price, $6.)

The Great Three Ringed Circus

THE cynical view of politics and politicians taken by most people these days is probably some indication of how far Democracy has slipped its cogs. The popular notion of politics is that they stink; and that politicians don't smell much better, either. And this attitude is not helped by the kind of novels Americans write about their own brand of political democracy.

Presumably, there are American novels that set out to show that theirs is the best of all political systems, but they are harder to recall than the many others based on political graft, influence, or misplaced ambition.

Even when the goodies ultimately triumph over the baddies, it leaves a nasty taste in mouths of readers who don't understand the ballyhoo techniques of the American electoral system.

A Fever In the Blood (by William Pearson), is a case in point. And even if it has appeared opportunely in Presidential Election year; and

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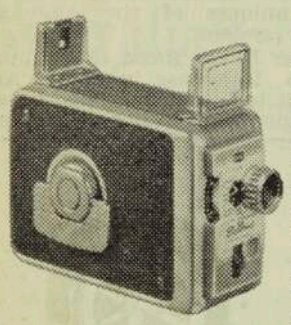

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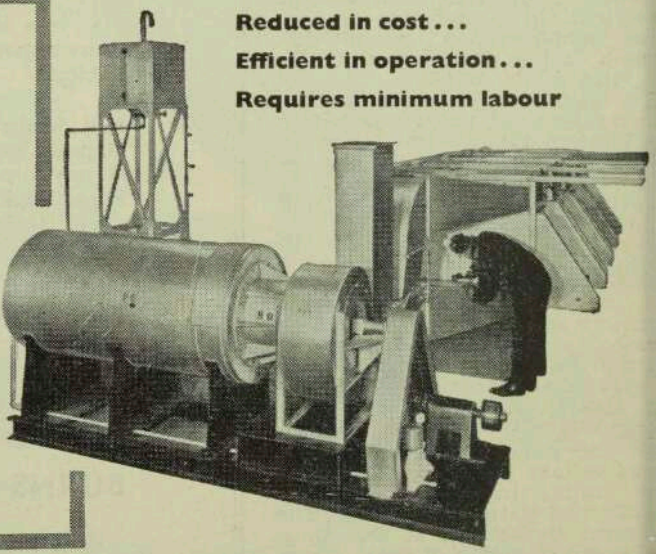

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n if the connivers don't always mph, it is sufficient to make the -American wonder how the ural leaders of the community ever rise through the ruck ake their rightful place leading reat nation. Things being as are, the choice of American tical leaders interests more than Americans these days.

he central figures in Pearson's el are three men who want to a State Governor—two of them, how, as stepping stones to the idency.

ne of the candidates was the h and honest District Attorney; second was a slightly dipso- iac State Judge, and the third aged Senator who had already one stroke but wanted to finish career in the gubernatorial seat. was the Senator who had the anisation" and he set about his hibited way of removing his nents. The whole campaign was plicated by the fact that a local alite was to be tried for murder. he District Attorney could get nviction before the "primaries", would be in. If, however, the trial d be delayed until after the pre- tion, the delegates by some ex- rdinary American type of reason- would favour the Senator. It is Senator's pressure on the Judge, only to withdraw as a candidate, to somehow foul up the trial promise of a Federal Judgeship, is the crux of the novel.

his is an extremely well written but presumably would be more rtaining and comprehensible to erican readers than to other terners who are more likely to rritated or befuddled over the ne.

FEVER IN THE BLOOD. Published Macmillan. Australian price, 22/6.)

crutable East, ca 1908

this travel-mad world of 1960, when about every tenth person is dashing into print with his ressions of life on foreign nds; and experts on every odd ect under the sun are a dime a n, you wouldn't imagine that it ld be necessary to bring out her (the seventh edition) of a el book that first drew breath 911.

way back before the First World , before most of us had drawn th ourselves, a young doctor a job on a tramp vessel as its ical officer. The voyage was n Liverpool, through Suez to aya, Singapore and Japan and a deviation to the (then) nerlands East Indies, back along same route.

he Doctor was J. Johnston aham, and when he got back to land he wrote a book about what ad seen, and where he had gone. as called *The Surgeon's Log*, and n it was launched on an un- sophisticated world back in 1911 it was a thundering success. The publishers, thus encouraged, have been churning out new impressions and new editions ever since, and the doctor has not only gone on to become a successful London surgeon, but has become the author of an imposing string of novels and factual works.

Any resemblance between the South East Asia of 1908 and Mr. Abraham, and South East Asia, 1960, is purely geographical. In the light of two World Wars; the invention of flying machines, and radio; the wave of nationalism that has swept SE Asia in the last two decades—what he wrote now seems like a museum piece.

But travel was real adventure in those days—something enjoyed by the privileged few—and we have lost a lot of the fresh approach that generation had to it. Junior typists and freshly graduated nurses did not then, as a matter of course, take a trip across the world with the Grand Tour chucked in. There were no 85,000-ton passenger liners; no stabilisers to smooth out the raging main; no seasick pills; no planes to hurl you about the globe at just under the speed of sound. No mass produced, package deal tourist trips.

The Chinese crew on the doctor's ship wore baggy pants and pig-tails; spoke a brand of Pidgin that sounded like something out of a bad movie; and when he got to the East, the rickshaws amazed him, the hissing Japanese confounded him; the colour and exotic life overwhelmed him; the stinks at first appalled him.

These days, of course, we all know that Japs hiss, that rickshaws are just tourist bait; that the colour and exotic life are no more than the travel brochures promised us. Only the stinks remain the same.

All in all, it appears to me, travellers have lost a lot since they became sophisticated and blase and the East gave up being Inscrutable.

As a travel guide for 1960 we wouldn't recommend *Surgeon's Log;* but as an exercise in nostalgic read-

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and the living proof that the has changed (but not always he best) it's worth a place on bookshelf, even though it seems that the cost of edition seven out four times that of edition

E SURGEON'S LOG. Published by Heinemann, Ltd. Australian price,

at Work

ERE are more things in Madrid's heaven and earth than ver dreamed of in the tourist's sophy, and *Paco Never Fails*— its French version, *Paco Le ique*—tells you why.

author is Andras Laszlo, a arian who now lives in France who once lived in Spain long h to write seven novels in sh.

s the tradition in Madrid (or ie author says), for young nt girls who have erred to come from the country and hire elves out as wet-nurses to ny families. Apart from the al sin, it is, we are to believe, pectable and lucrative occupa- Unfortunately, nature usually les only sufficient lactic hment for one child, and after tain period the milk supply up. There is only one way to going again, and this is where comes in.

he time we meet him, he is a in middle age, and has been sing his profession for many He brings to it the calm, otional approach of a plumber drain pipes, and his wife keeps ppointment book and receives ients. Sometimes Paco obliges centric tourist who is looking o more than diversion, but lly his work is amongst the irses.

ible for Paco starts when his begins to have a child, when ing to Paco's theories and matics it could not be his. eads the story to end in what dust-jacket calls "dramatic n".

is a book about sex, sex of an rdinary kind, but presented h a fashion that apparently ven Australian book censors eir susceptibilities disarranged. made clear that it is the dis- ce in Paco's mind that is the l theme of this novel; not the g description of how he earns ing.

O NEVER FAILS. Published by and Warburg. Australian price,

llection Called

Love

ALD KERSH, who might be garded as some sort of latter- y O. Henry, is back again with lection of long short-stories, which make their bow to the world under the encouraging title of *The Ugly Face Of Love*.

The book, however, does not, as you might imagine, set out to give 11 versions of the seamier side of sex. It just happens that one of the stories is about a bloke called Love who had an ugly face, and the collection is cannily given its name from that.

The author has his own brash, American style of writing—although many of the pieces in this book have a London background. If you are fond of short stories—and not everyone is—you might do worse than invest in Mr. Kersh.

(THE UGLY FACE OF LOVE. Published by William Heinemann, Ltd. Australian price, 18/9.)

Blessed Are Those Who Are Happy

ALTHOUGH Evangelist Billy Graham has spoken several million words in his young life, he has written only two books, and *Secret Of Happiness* is the second.

In this small paper-backed book there are in all, ten essays on how one may get to grips with oneself, with life and with God, and eight of them are based on the Beatitudes.

Graham writes with ease and obvious sincerity in getting his Christian message across.

(THE SECRET OF HAPPINESS. Published by World's Work, Ltd. Australian price, 6/-)

Youth Department

YOUNGSTERS who have improved their geography and their knowledge of sailing craft in other of the Green Sailor series (by Gilbert Hackforth-Jones), will welcome a new adventure, *Green Sailors In the Galapagos*.

This story is an extension of *Green Sailors In the Caribbean*, in which Uncle George, the four Green children, their Canadian friend Loopy and schoolmaster Ted are all involved in defeating a diamond smuggling racket.

They are allowed by their parents to go on with Uncle George to visit his old friend in the Galapagos, providing they do their lessons and don't have any more excitement. But, of course, they do—plus learning something about these strange islands 800 miles south-west of Panama.

(GREEN SAILORS IN THE GALAPAGOS. Published by Hodder and Stoughton, Ltd. Australian price, 13/3.)

Also Read . . .

THREE novels that we have conscientiously tried to read this month, and on which we have made little impact, are herewith listed for your judgment—without comment:

DEAR BEAST: by Nancy Hal. (Published by Macmillan, Australian

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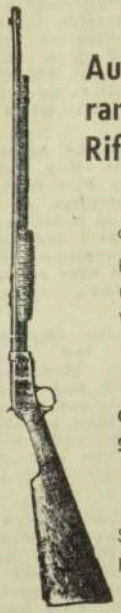

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price, 22/6): A new twist on the country mouse who anonymously writes a novel about the community in which she lives. The twist is that it creates little comment when it is learned who did the dirty deed, and she whizzes off to New York to join an arty-craft set who at first lay on the VIP treatment and waft the authoress along on rosy-pink clouds of delusion.

MALCOLM: By James Purdy. (Published by Secker and Warburg, Australian price, 18/9): A pixy creation that delves so far into the realms of fantasy that it leaves your poor, prosaic book-reviewer for dead. The thing is that if you liked other novels written by Purdy, you will probably like this one, too. Dame Edith Sitwell (not surprising) and Dorothy Parker (surprising) did.

LUST FOR INNOCENCE, by Dianne Doubtfire. (Published by Peter Davies, Australian price, 18/9): This is the story of the anguishes of an eight-year-old moppet who pushes her sadistic mother under the wheels of a London Underground train, and then is blackmailed into an association with a man who saw it happen and whose ideas are more related to the first word in the book's title than the last.

What's New In Paper Backs

COME IN SPINNER, by Dymphna Cusack and Florence James: The novel of war-time Sydney which is pretty well unique in Australian literature. It is not about wide open spaces nor gum trees, but manages to avoid the arty-craftiness that most Australian novelists imagine is the only alternative. The collaborators produced a good, sophisticated novel that could have happened against any big city background, but yet allowed it to have its genuine Australian overtones. (PAN GIANT, 5/-.)

THE SECRET ADVERSARY, by Agatha Christie: A vintage Christie, first published in 1922, published by Pan Books, Ltd., in 1955, with six printings since. There should be no surprises in it for anyone. It concerns the post-War I and pre-marital adventures of Tuppence and Tommy (whose collective ages were around 45), the earliest of Agatha's sleuths. (GREAT PAN, 3/9.)

N OR M?, also by Agatha Christie: Twenty years and about two dozen thrillers after the preceding adventures of Tuppence and Tommy we find them, their combined ages now being twice what they were, relegated to the shelf by both the British Secret Service and their children. Nonetheless they had a World War II adventure just the same. (GREAT PAN, 3/9.)

FATAL WOMAN, by Patrick Quentin. What can happen (and fortunately doesn't often) when your wife takes her sick mother to Jamaica and you befriend a poor, little wallflower at a cocktail party. Peter Duluth's poor little wallflower hung herself from his chandelier—and it made for complications, and not only with his wife. (GREAT PAN, 3/9.)

THE STRANGE LAND, Hammond Innes. When this book was written—less than 10 years ago—this part of Morocco was still French. Apart from its thriller aspect, it is an interesting account of the little-known land between the Atlas Mountains and the Mediterranean, and of its people. Of course, the strangest people in Innes' tale are not the Arabs and the Berbers, but the importations who are engaged on the usual skulduggery. (GREAT PAN, 3/9.)

THE SAINT CLOSES THE CASE and **THE HAPPY HIGHWAYMAN**, by Leslie Charteris. According to a recent newspaper article, Charteris (real name Yin) had a Chinese father and an English mother; his current wife is his fourth; and he is reputed to be a millionaire. The last fact proves that there is money in writing thrillers, especially when as now they are reprinted an infinitum. A good thriller is never "finished". (Or so publishers seem to think.) These first saw the light in 1930 and 1933 respectively, when Simon Templar was presumably a good deal younger, but even then engaging in the same Robin Hood kind of adventures that he has today. (GREAT PAN, 3/9.)

A PENKNIFE IN MY HEART, by Nicholas Blake, which is a pseudonym for "one of the foremost poets of the day". But Blake doesn't write thrillers like a poet, and in his example he has two men contracting together to commit a murder but for entirely different reasons. What seemed to both a way out turns out to be something quite different. (FONTANA, 3/9.)

HOUSE OF NUMBERS, by Jack Finney: In California a prisoner can get the de sentence for just hitting a gaoler. Th what Arnie Jarvis did, and that's what was up against. There was just one out—escape—and this is the story of it was planned. (GREAT PAN, 3/9.)

THE WIND CANNOT READ, by Rich Mason: The story of a young RAF off taking an Intelligence course in India ing the war and falling in love with Japanese teacher. It was made into a m a few years ago, but unlike Mason's be known novel—"The World of Suzie Wo —this one doesn't have a happy end (GREAT PAN, 3/9.)

FORTUNE IS MY ENEMY, by Rich Pape. This "grips the reader in a stran hold of suspense"—horror weapons suicide club, espionage, murder an beautiful girl, all spread out against background of Hitler's last days in bunker. (GREAT PAN, 3/9.)

JUTLAND, by Captain Donald Macint Back to 1916 and another war, and wh now regarded as the biggest naval ba of all time, when Germany's entire n might met 148 warships of the British to decide who had control of the s (GREAT PAN, 3/9.)

RED FOR DANGER, by L. T. C. R No one expects these days to die i railway crash (although some still but at one time it was the novel

A New Series For Connoisseurs

The first half dozen books in a new series, from the publishing house of William Collins Ltd., has recently become available in Australia. This series is called The Fontana Library, and each volume in it is an important work, hitherto available only in expensive editions.

These books are for the student and for those whose tastes in reading go beyond the superficial. The first six in Fontana Library cover a variety of subjects, and new additions in preparation are even more diverse. The first six are:

GRACE AND PERSONALITY, by John Oman. The author was born of humble crofter parents in the Orkney Islands, but managed to go to the Edinburgh University and later to Heidelberg where he was greatly influenced by the German school of theology. He was later ordained in the Church of Scotland but is mostly highly regarded now as a writer on theology. This work, published first in 1917, is probably his most important. It analyses two approaches to life — one by the man who thinks he is captain of fate; and the other who feels he has a total dependence on God — and attempts to reconcile them. (8/9.)

THE ROMANTIC AGONY, by Mario Praz: A study of the Romantic period in literature and in particular the Decadent Movement at the end of last century. In this the influence of the Marquis de Sade (from which we get our word "sadistic") is correctly ap portioned. (11/-.)

LECTURES IN MODERN HISTORY, collection of lectures that Lord Acto delivered during his six years as Pro fessor of Modern History at Cam bridge. Acton had an extraordinar background, was out of step with hi own times and has been mor honoured since his death (1902) tha in the 68 years of his life. (8/9.)

THE ITALIAN PAINTERS OF TH RENAISSANCE, by Bernhard Nerenson who is considered the most know ledgeable art critic and connoisseu who has ever written in the Englis language. He died in 1959.

The four sections of this book covering the Venetian, Florentine Central Italian and Northern Italia schools of painting were originall published separately. They were re vised and combined for this volum which is illustrated with example from each school. (8/9.)

A HISTORY OF EUROPE, by H. A Fisher. This is published in tw volumes — the first covering th period from the earliest times on thi continent until 1713, and the othe from that time until 1935. Fisher die in 1940 after a distinguished ac demic and political career — a unusual combination. This history wa completed in 1935, published th same year, and immediately pro claimed a great work, in the traditio of Gibbon and Macaulay. (Each volume, 14/-.)

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rite way of removing unwanted
eters from the scene. This is a
l account of what was behindd the
sts' gimmick—a survey of Britain's
railway disasters between 1840 and
and the lessons learned therefrom so
British railways are the safest in the
(GREAT PAN, 3/9.)

r copies from Wm. Collins (Over-
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My Chinatown

(Continued from page 87)

vo and weigh them at home
will find they only contain 12
oz.

ropeans who buy bicycles from
Chinese for their New Guinea
oyees pay from £17/10/- to £18.
f the native does his own shop-
he is asked £20 to £21.

e natives are becoming alive to
situation, and ill-feeling is
ng. It is a short-sighted policy
e part of the Chinese. It would
hem to treat the native fairly,
cularly as they are permanent
nts in a way that most Euro-
s are not.

other illegal activity that has
eradicated in Chinatown is
ale of sly grog to the natives—
no", and watered-down Aus-
n whisky at £2 a bottle.

paul's European stores give the
es fair and honest weight. Their
ke, in the business sense, is to
European customers first and
f turn, so that the natives get
nd and dilatory service. Yet
native trade brings wealth—a
pean store which went out to
he native real service sold out
small fortune.

nerally, the European and
ese in Rabaul get on well to-
r. Many of the local-owned
se ships have European masters
engineers. It is only the noise
r that drives Europeans away
the fringes of Chinatown.

reaking the Sound Barrier

e assumes the Chinese to be
ly deaf. They shout to each
throughout the day and night,
unted by the blaring of gramo-
es, radios at top strength, the
ng of roosters, and the barking
gs. In places dogs rush out
ark at every car; their howls
s white neighbours all night
they are at their worst when
noon is full.

vas told of a Chinese woman
had 24 dogs. She traded them
New Guinea boys going back to
villages after working out their
act. Should the air company re-
to take a dog because it was
properly crated, then the dog
to be left behind, to make its
ack to the only home it knew,
of the original owner, who
then sell it over again.

e other characteristic of the present-day Chinese areas in a town where vegetation flourishes, and the green-lined avenues are flourishing again, is the almost complete absence of trees. Should a tree stand near his fine new house, the first thing the Chinese occupant seems to think to do is to cut it down.

The saddest thing before I left was to see a bulldozer knocking down what must have been Chinatown's last magnificent grove of bamboos.

One had hoped for the reverence, reflected in the work of Chinese poet and painter through the milleniums, for these lovely, waving feathery adornments of the year.

In becoming Australian citizens, must the Chinese lose all their traditional poetry?

Tahiti's Troubles

(Continued from page 86)

In the absence of positive moves by either France or Britain, there were many incidents, and increasing hostility between the French and British communities. The majority of Tahitians were with the Queen, pro-British. A small minority supported the anti-Pomare (actually, anti-Pritchard) chiefs.

Du Petit-Thouars, in Valparaiso, learned in October, 1843, that his "Treaty" had been ratified by France He dropped anchor at Papeete on November 1, and on November 3, defying the Queen and the British warship lying there, he

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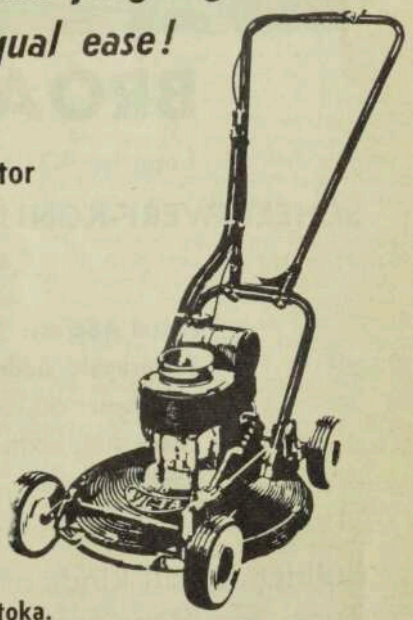

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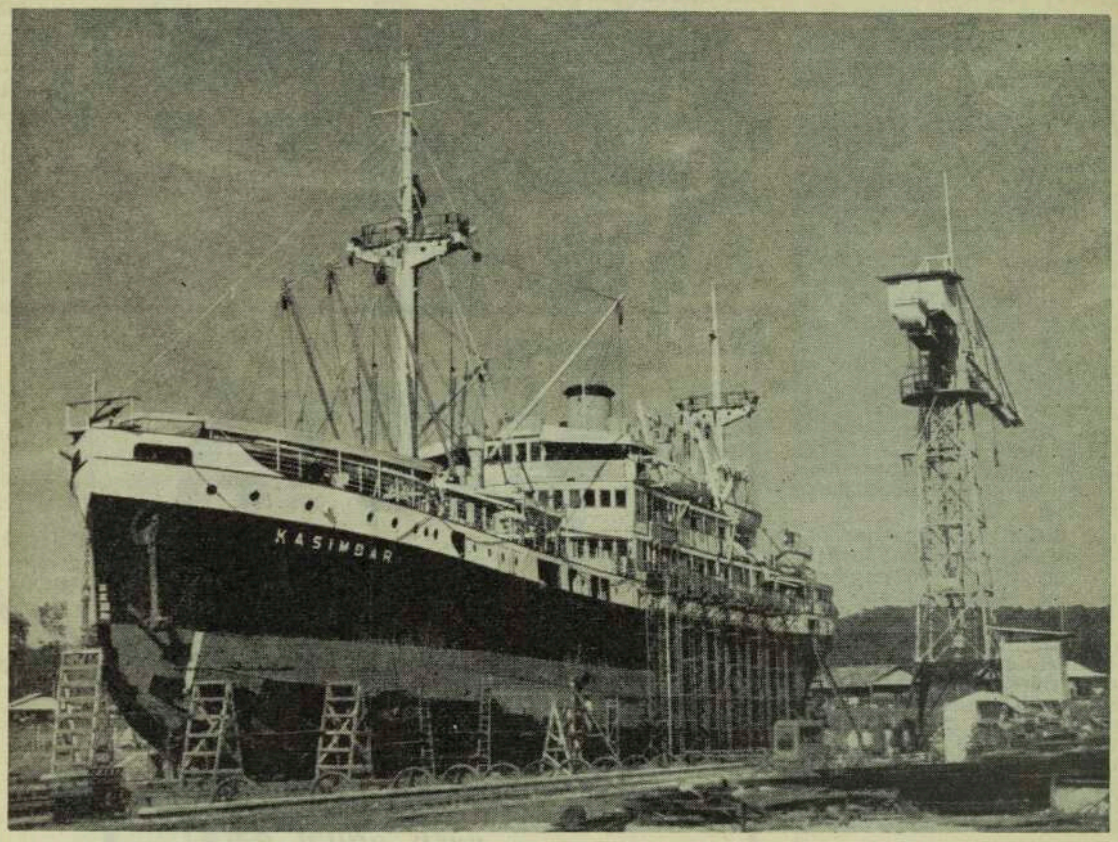

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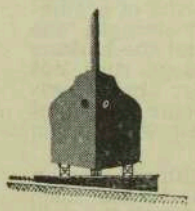

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d the French flag at several
ts in Tahiti.
November 4, the new French
rnor, Captain Bruat, arrived.
pare went to British Consul
hard's house, and from there
d the French.
itchard demanded help from
British warship (now HMS
in); but Captain Tucker, hav-
no instructions, would not in-
re. On November 6, the French
ally took possession of Tahiti,
sed Queen Pomare, seized her
te property, and took full
ge of government.
itchard ceased fighting, pulled
the British Consular flag, and
me a merchant again. Pomare,
simply a terrified Tahitian lady,
placed aboard a British ketch,
isk, where she lived for several
s.
nen news of the seizure of
ti reached London and Paris
ebruary, it caused an inter-
nal sensation. France dis-
ed the high-handed annexa-
by Du Petit-Thouars, and re-
d the "protectorate"
ile the Chancelleries bickered
argued through 1843, 1844 and
there was confusion and some
ing in Tahiti.
Tahitian seized and disarmed
rench sentry, whereupon the
ch arrested and gaoled
hard, and four days later sent
aboard a British warship, with
s not to return. He never did
n afterwards, he was a trader
British Consul in Samoa. He
no longer a missionary—one
oses that the LMS had "had"
The French paid him, later,
0 compensation.
itish public opinion was in-
ed against France in 1843 for
y years, and the seizure of
ti worsened the situation. There
public meetings in London and
ydney—the latter on June 7,
being very ferocious, and
al of Whitehall.
een Pomare went into hiding
Raiatea—still part of her own
inions—in 1843. Although the
ectorate was restored soon
wards she remained there. She
never accepted the Protectorate,
said—she would not live under
ch domination.

The Princess Intervenes

e pro-British and pro-French
tians gathered in two hostile
os—civil war was imminent.
rnor Bruat gathered his forces
prepared for action—which
nt an attack upon the Pomare
ons.
adame Salmon—the 22-years-
Princess Taimai—was persuaded
her husband to interview the
ch Governor. Bruat listened to
lady, and agreed to delay his
k for three days.
nen, with her husband, she was
n to the various camps; and
did persuade the angry groups
disperse and return to their

CROSSQUIZ SOLUTION FROM P. 82

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R	O	S	E	S		S	H	A	N	N	O	N		

homes. It was the charming voice of Taimai; but it was the judgment and force of Salmon which prevented slaughter.

But still the Queen would not return to Tahiti. There were more than political reasons.

As a child, Princess Aimata had been betrothed to High Chief Tapoa and, as a very young Queen, she was married to him by an LMS missionary. She bore him two or three children. She did not like him much; but, despite her well-known amorous temperament, she was kept generally on the path of domestic rectitude by the unflinching Mr. Pritchard.

But Tapoa hated Tahiti, and the arrogant Europeans and, when the international squabbles started, he cleared off to Bora Bora, and remained there.

When Pomare fled to Raiatea, in 1843, she was mate-less. On Raiatea lived her cousin Tenania, a high chief, and—it has been said—her teen-age lover. Within a few weeks they were married (one presumes the union with Tapoa was somehow dissolved); and, experiencing married love for the first time, Pomare was reluctant to leave Raiatea.

Search for a Queen

All now being quiet in Tahiti, and the French having restored the Protectorate, the Tahitians wanted their queen back in Papeete. The French asked Pomare to return. Her reply was highspirited and undiplomatic.

The French really needed a titular monarch. They talked quietly to Salmon. Would Taimai accept the throne? Salmon referred them to the chiefs. In Tahitian eyes, Taimai ranked higher than Aimata. Yes, they would accept Taimai.

There was a dramatic scene when a delegation of chiefs offered her the Crown. Already, Salmon had warned her of what was afoot

"Never!" she cried. "Aimata is my sister and my Queen. Never will I betray her. Her place is here."

One can imagine the harassed chiefs saying that that would be fine, if only she would come here.

Madame Salmon then went to Raiatea, and urged Pomare to return. But Pompare refused again. She was happy in Raiatea. She hated the French. She still believed that her repeated appeals to her fellow-Queen, Victoria, would bring the British to her side.

In 1845, in continuation of Anglo-French squabbling, Governor Bruat extended his "protectorate" over the islands of Raiatea, Bora Bora and Huahine, and raised the French flag in each. This move was not confirmed for some years; but it was violently resisted in 1845 by the inhabitants—including Pomare.

Princess Taimai and her husband went to Raiatea to help Pomare, in 1845. She now was so poor (the French had seized all her possessions) that the British Government planned to provide her with funds. The Salmons helped her to flee from Raiatea to Moorea, where again she sought asylum.

The Raiateans suspected that the Salmons—who still were urging Pomare to return to her throne—were under-cover agents for the French. The Princess was not—but one is not so sure of Salmon. They were in danger of assassination, for a time. The Raiateans were bitterly anti-French.

Pomare did not like Moorea. Maybe, the first fever of her love-match with Tenania had faded.

They were together, on Moorea in 1846 when messengers came again from Princess Taimai. She said the Tahitians desperately needed a Queen, to stand between them and the thrusting and arrogant French.

There was a long message from Alexander Salmon. It now was plain, he said, that the British would not intervene in Oceania, and that France was there to stay. If Pomare returned, she would be treated as royalty, with all her privileges and adequate allowances.

Pomare IV, penniless and without London aid, admitted defeat, returned to Papeete, accepted the hated Protectorate, and went back to her throne.

Thenceforward, until her death in 1877, she was merely a puppet in the hands of the French; but she remained to the end a gracious and much-loved leader of the Tahitians.

Princess Taimai's friendship with Pomare IV endured all their lives. The daughter of Salmon and Taimai, Marau (who lived until 1935), married the son of Pomare, who became Pomare V and the last king of Tahiti.

In 1855, Taimai Salmon succeeded her grandfather Tati and was chiefess of Papara for 35 years. She died in 1897. She was a gifted administrator—making the district "one of the richest and most prosperout in Tahiti"—and was succeeded by her son Tati as chief of Papara in 1890.

Alexander and Madame Salmon enjoyed always the confidence and warm friendship of the French.

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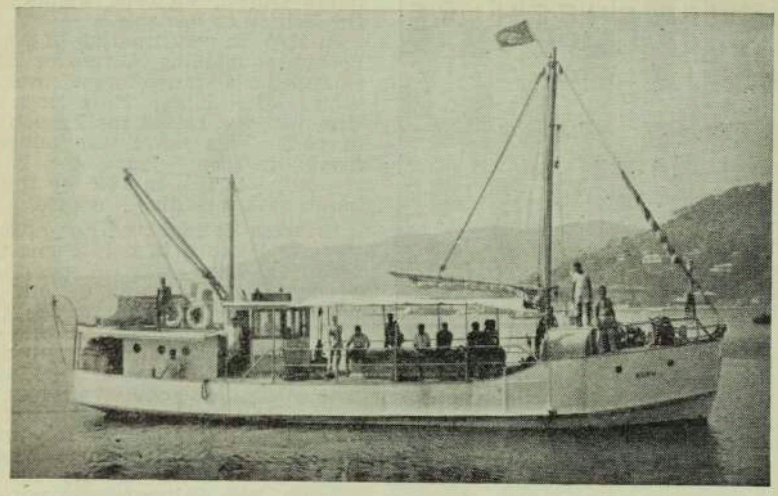
CARGO VESSELS



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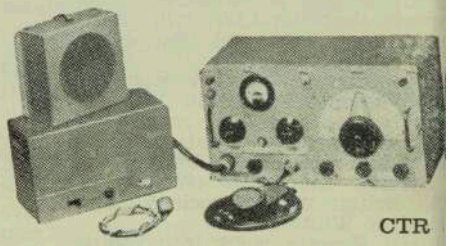

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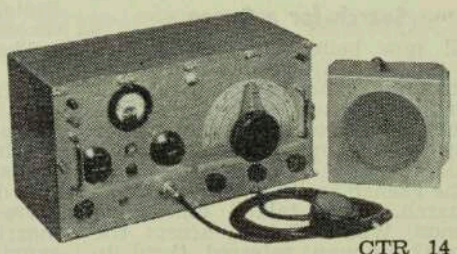

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PACIFIC SHIPPING AND CRUISING YACHTS

Last month we mentioned that the one-time Fiji Govern-ent vessel "Viti" was to be chartered for an oceanic survey uise to French Polynesian waters. On September 1, HMNZS Endeavour", New Zealand's Antarctic supply ship, was also to ve Auckland with four DSIR scientists to visit Raoul, Suva, iue, Apia, Palmerston atoll, Aitutaki, Rarotonga and Mangaia the course of a scientific cruise, involving work afloat and hore.

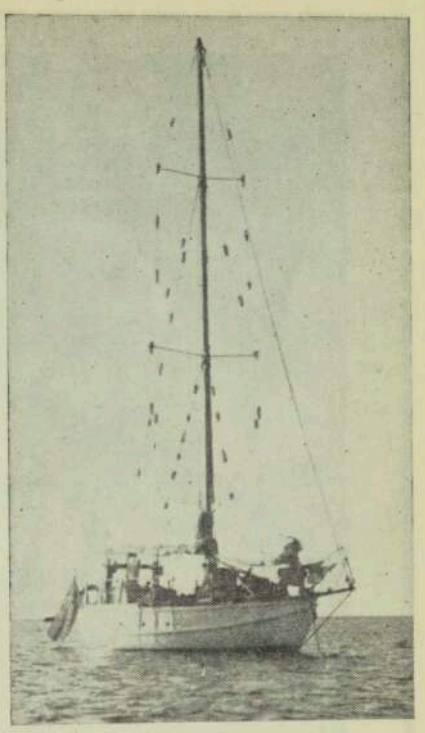
GNETIC measurements were one of the sea projects. Obsolete naval ammunition to be landed at several islands eef-blasting purposes.
m San Diego, California, the -ton 213-ft former US Navy e-and-salvage ship *Argo*, now r control of the University alifornia's Scripps Institution ceanography, was to sail late st on what is known as the oon Expedition to the Indian n via the South West Pacific. 20 vessels of several nations ding the USSR will be engaged e Indian Ocean section of this lition in a major drive to as-le every kind of information his little investigated ocean. o has a crew of 31 and a tific party of 24.

ON THE WAY: Off on an lition of another sort in st, the former Union Steam-Company 11,037-ton passenger *Monowai* was heading for a kong ship-breaker's yard. The , whose last commercial voyage was an Islands cruise in June, was manned at Wellington on August 11 by a Chinese crew of 47, and a European delivery master, Captain S. M. Barling. The ship will probably have completed her final voyage when this appears.

At the other end of her life span, the New Zealand Government vessel *Moana Roa* for the Cook Islands service was scheduled to commence her delivery voyage from the UK on August 29, arrive at Rarotonga via Panama and Papeete on October 3, and at Auckland on October 12.

It was announced in August that the post of Purser will go to an Australian, Mr. M. L. Boyle, who has spent six years in the supply and secretariat branch of the Royal Australian Navy. He is 28 and has been with a government department in Wellington for the past two years. He was to make a voyage in the retiring vessel *Maui Pomare* to acquaint himself with the job before joining the new ship.

Mr. Dan McMahon mentioned in July *PIM* as possibly joining this ship as Radio Officer for the delivery voyage, reports that he has in fact now joined. At the time of writing from the Grangemouth shipyard he said that he and Mrs. McMahon—who went to Europe on a holiday trip—had "just done England, Paris, and Ireland, and are now being 'done' by the Scots!"



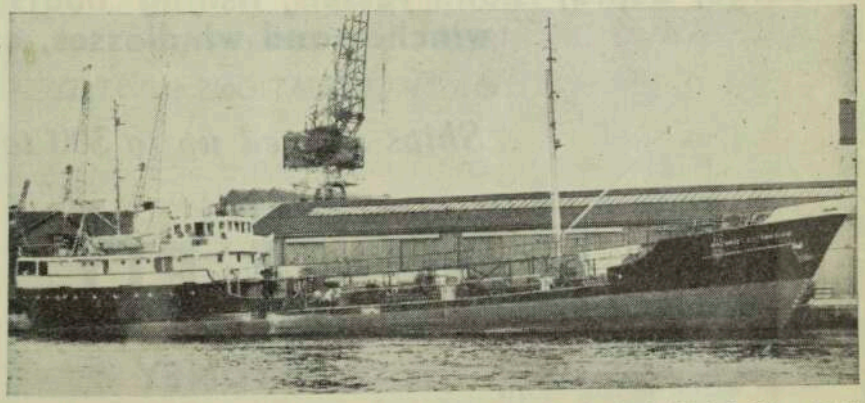
The 35-ft cruising yacht "Arewa", photographed here in Nukualofa, Tonga, in July after a hard passage from Whangarei, NZ. Aboard were owners, Gerald and Mary Hunter, and crewmen Cliff Cook, Dennis Bolton and Robin Candy. After Tonga they expected to make calls in Samoa, Fiji, New Caledonia, before returning to NZ.
Photo: Blakely.

Apart from the cramped radio station Mr. McMahon reports enthusiastically on the new ship and her amenities and general finish. Over 6,000 visitors toured the vessel when she was open to the public upon completion. She has a cruising speed of 11 knots. The 40 passengers for the run out were mainly single men immigrants for New Zealand.

• LUCKY CATCH: When the 1,215-ton *Maui Pomare* hove in her

The News This Month

ula	Moana Roa
inian Reefer	Maui Pomare
en Anzac	Melanesien
ti	Margaret
	Marie Celine
	Northumberland
ee	Nina
	Pacific Enterprise
Dolphin	Penella
hita	Rejoice
Manus	Romayne
our	Stardust (Yacht)
light	Stardust (Fairmile)
a	Slevik
a	Staghound
	Si Ye Pambili
	Shamrock
	Silver Cloud
	Sea Fever
	September Song
van Olden-	Tovata
evelt	Te Matai
vai	Tiburon
b	Tahoe
mi	Viti
Margrethe	Venture
	Wild Goose II
	Wanderer
Su	Wanderer III
vai	Whence



The "Pacific Enterprise", a new tanker soon to be seen in the South West Pacific. Details are on page 109.

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g Watch, 1960

he Annual Dog Watch, 1960 el, was published in August the Shiplovers' Society of oria for the Shiplovers' eties of Australia. It con- s, as all the previous issues e done, an interesting collec- of yarns and articles gned for and written by e who are interested in the and in ships, ancient or ern.

he indefatigable Captain t Hilder, of BP's "Tulagi", ributes to this issue, too, on article on "Shellwork Hobby".

is is the 17th Dog Watch. No. ade its appearance in 1943 roneoed job with a printed r but no pictures. The 1960 tion to the family is a vastly rior effort—well printed, full pictures, and of course, rtisements. But like every- g else, the price has got er, too. Five shillings is the e this year, and not after such a vast amount for a azine of this sort in 1960. ies may be obtained from tsellers or direct from the olovers' Society of Victoria,), Box 1169K, Melbourne,

on departure from Aitutaki ly she brought up another r and cable, believed to be one ost herself seven or eight ago.

ig anchor which has not so been recovered is that lost side the Suva main wharf on t 13, 1959, by the 19,787-ton liner *Johan van Oldenbarne-* s she was heaving up prior to ture. A diver attached a pilot o the anchor immediately to its position, but it was deeply lded in mud and the cable not be reshackled so the liner without it.

subsequent days the 8-ton r sank steadily deeper in the nud, and by the time that the writers had instituted salvage tions it was so deep that no nent available in Suva could r it. It is now thought to be low the mud surface and may be recovered. The replace- value was estimated at £500.

TRAWLERS AND LONG- RS: With Japanese fishing s very much in the news in Pacific and Australasian s a great deal of confusion is d by many of the leading papers referring loosely to all vessels as trawlers.

e vast majority of Japanese g vessels operating in these s are tuna longliners. They ut their floating lines on the high seas in very deep waters, and, except for shelter for some particular reason — such as to transfer fish to a mothership—they have no need or inducement to fish inshore. Their best earnings lie in tuna-type fish which are available on the open oceans far from land. They do not carry trawling equipment and most of them could not possibly find room for such gear in addition to their longlines, buoys, and bamboo marker beacons. They range from about 80 to 150-tons in the case of boats working with motherships, to 250 to 600-tons for vessels sailing independently from Japan.

Trawlers on the other hand have appeared in New Zealand and Australian nearby waters only since the beginning of 1959 and there are very few of these operating. These are the only vessels which are likely to want to fish within territorial limits, as their operations are carried out to a maximum depth of not much more than 200 fathoms, using nets which either drag along the bottom or are hauled along at some shallower intermediate depth as mid-water trawls.

They are also the only vessels seeking fish of types caught by New Zealand fishermen—though blue-fin tuna fishing is done round Australia by Australian fishermen.

Ranging from 1,000-tons upwards they are considerably larger than the longliners.

In short, it is the operations of

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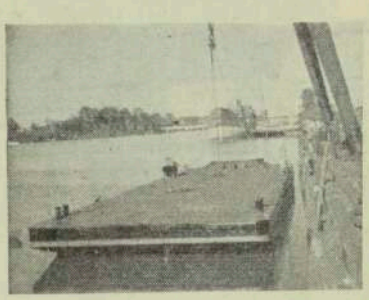

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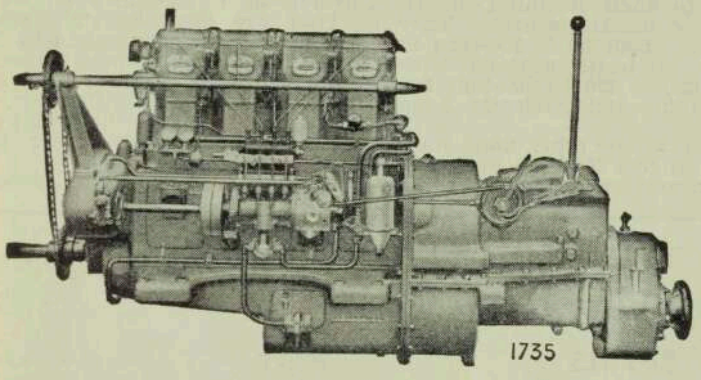

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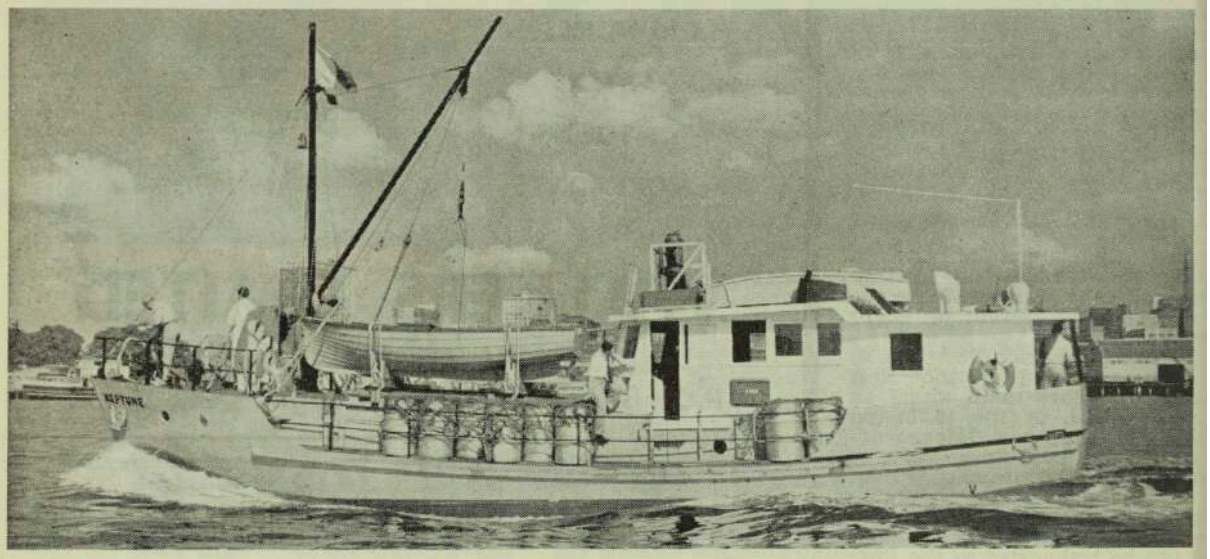

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ob Grant, who suffered severe burns in , 1957, in a fire aboard the trading "Ve Tega" in the New Hebrides and er flown to a New Zealand hospital, ports from Honolulu. He married a nurse, Marie Calvert, and the pair, n Auckland yachtsman, sailed from d for Samoa, Tahiti, and Hawaii in , 1958, where they are settled with Bob ob, but still living aboard "Typee". w has a 14-month-old son, seen here m. The Grant family is likely to be the South Pacific again some day.

These were the men manning the ia yacht "Babboon" which cleared Suva e late July. From left: Maxwell Hoeflich, MacPherson (sailing master), Charlie n (front), and Gene Laughlin (navigator).

trawlers—the shallow-water s fishing for non-pelagic types sh—which the Australasian men need watch. There is no iary inducement for long- to fish for other than tuna, if they were equipped to e other types of fishing; and are not sought in inshore s.

gliners may, and do, fish close the coasts of many Pacific is, however, because these is are almost all devoid of oastal shallows which form the ental shelves and the best ng grounds of Australia and Zealand. Tuna, a migratory ar-ranging fish, will be found inshore under these conditions.

THE WEEK-END RUSH: The e branch of Fiji Customs rtment—the Harbour Master's on—is not very happy about ng conditions. Unlike the Customs section proper, they receive no overtime but work on an all-in system—and are in fact quite literally all-in after a rush of overseas shipping, when they are up at all hours for days on end piloting and berthing, handling lines, etc.

To add to the grievance, all the big rushes seem to come at the week-ends. There were some particularly busy periods in July and August when a large number of calls were made by Japanese motherships and by fishing vessels with damage or sickness, together with other overseas ships.

• SALVAGE LIEN: According to a New Zealand report, the "surviving" barge of the pair which the Tonga Government's tug *Hifofua* attempted unsuccessfully to tow across the Tasman some time ago, was released to its owners, Cleveland Bridge & Dorman Long Ltd., after an insurance company had posted a bond to cover a salvage claim made by the Tonga Government.

The salvage claim arose from the fact that after the tug lost the barge in heavy weather in mid-Tasman, it relocated it and took it in tow again as salvage—the original towage contract being considered void through Act of God. The owners can now make other arrangements for the delivery of the barge from New Plymouth, NZ, to Tasmania. But there will presumably still be legal argument

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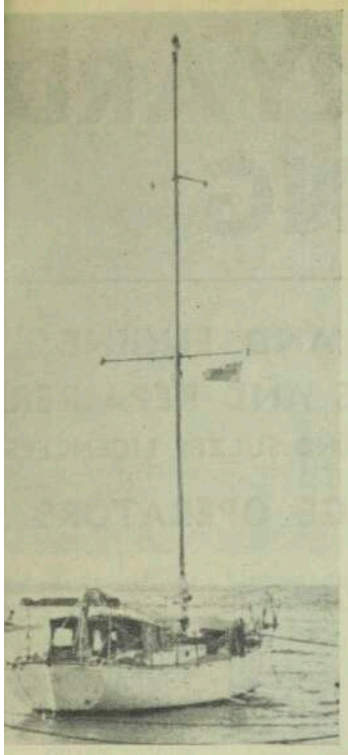

…cht "Wanderer", which was in …a in August. See story on page 117. Photo: R. D. Moore.

whether salvage can be …d by the tug owners.

…'S THAT MAN AGAIN: …d Johnson seems to be head- …r salt water again—and that mean news, for Mr. John- …name has always been quite linked with maritime …nts. The ex-subchaser in he drifted from near Hawaii …ar Fiji, now stripped of all …s, lies at the Whippy boat- …in Suva, but the last vessel …ch Johnson put to sea from …y in March, 1956, the Hong- …built fishing junk, ended in …small pieces a few hours after . Since then Johnson has …n the war-surplus business at …ale, NSW.

…now hear that he has acquired …d hull 41-ft x 13-ft and is …ng to fit it out in his spare …o who knows! The Solomons …re he delivered two other …trading craft and sold them— …e him again. An argumentive crew provided some diversion …niara on the occasion of his …sit.

…OR VILA: The Whippy yard …a was to launch in September …t x 10-ft launch of sturdy …uction for Burns Philp (New …les) Ltd. It was to have a carrying capacity of 5-tons 20-hp Simplex petrol engine power unit. The launch will …pped to Vila as deck cargo.

• ON THE BEACH: Towed to the breakers yard together with the Johnson boat *Tovata* (ex *Purple Sea* ex *SC-671*) last January, the hull of what was the 140-ton Carpenter vessel *Komawai*, made another sea voyage in early August which will almost certainly be her last.

The hull has changed hands several times this year and is now owned by Captain M. Whippy, master of the Fiji vessel *Ai Sokula*. He has had the hull towed by a Levuka launch to his Yanutha Island property where he will break it up and make use of the good timber.

• MASTER SOUGHT: The British Administration in the New Hebrides was advertising in August for a master, Foreign Going certificate for preference, for its 68-ft patrol craft. Burns Philp were acting as agents for receiving applications.

• TANKER FOR SW PACIFIC: A newcomer soon to be seen around the SW Pacific will be the tanker recently acquired by the S. Berg Shipping Pty. Ltd., of Sydney, which will be operated on behalf of the Vacuum Oil Co. (The Berg Company operates the 297-tons *Kurimarau* out of Suva, mainly in the drum oil trade to nearby groups).

The tanker has been renamed *Pacific Enterprise*. (Since she was launched eight years ago she has been operating as *Harold* and registered in Rotterdam). (Over)

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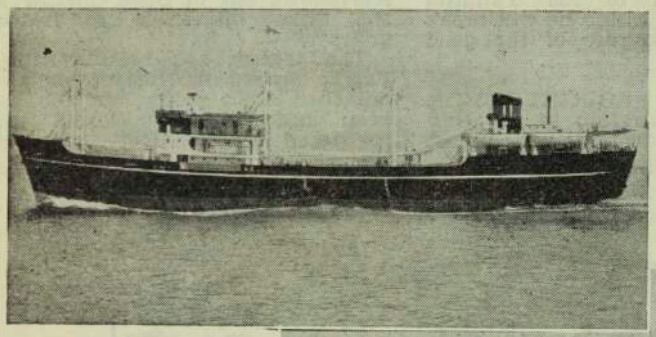

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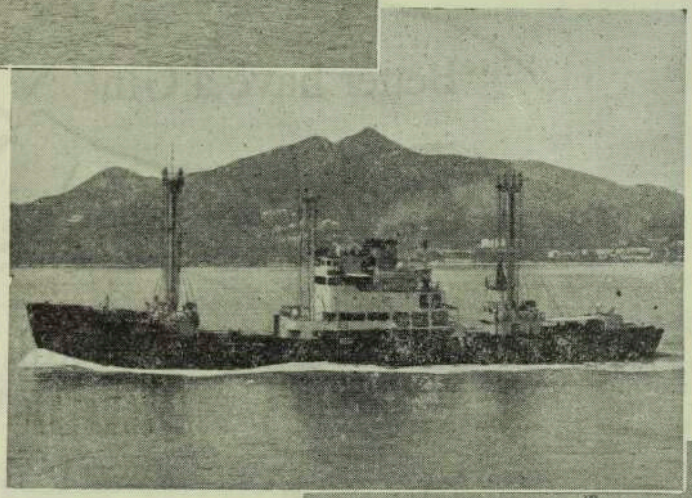
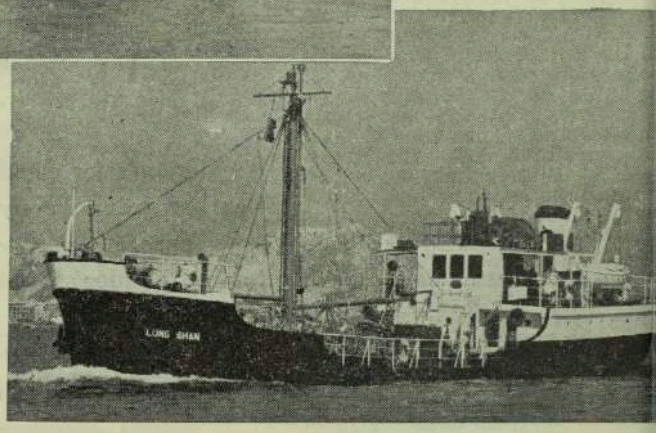
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Lelf: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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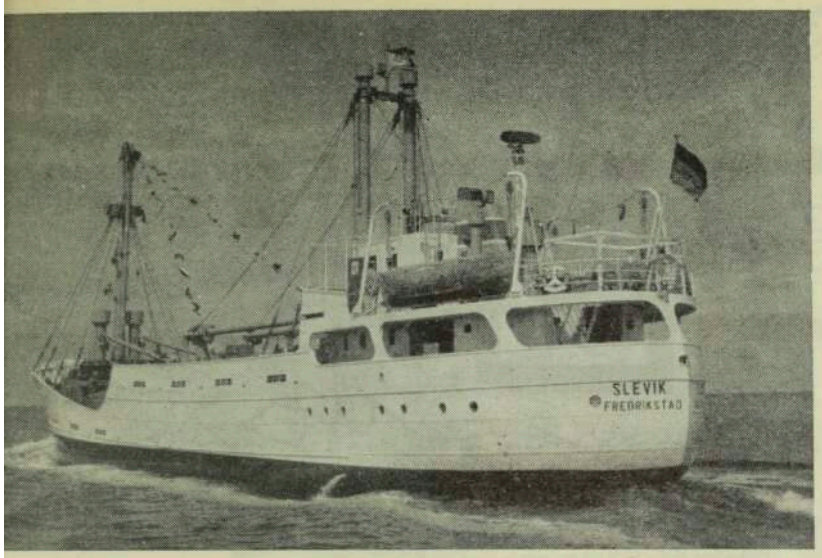

The new "Slevik", which has been in New Guinea on her maiden voyage. See page 117.

The tanker will be based at Lae, w Guinea, and will service a nber of outport terminals now ng built in the Islands by uum. She will carry supplies motor gasoline and distillate in k to centres in New Guinea, Gilbert & Ellice Islands, the v Hebrides and the British omon Islands.

he is 193-feet long and has a ed of 10½-knots. She can carry -tons of petroleum products in cargo tanks and is ideally suited the job because she draws less n 12-feet of water. She carries rew of 12.

acific Enterprise arrived in gapore from the United gdom in mid-August for a final t. For a shakedown voyage, she carry a cargo of petroleum ducts from Palembang to Wyndham in the north of Western Australia, before inaugurating the Pacific Islands branch inter-island tanker service in late September or early October.

In the initial stages she will carry fuel in bulk to outport terminals now being built at Wewak and Kavieng in NG, at Tarawa in the Gilbert & Ellice Islands and at Vila and Santo in the New Hebrides. She will also service bulk installations at Gizo, Munda and Yandina in the BSIP.

Pacific Enterprise will call at the outport terminal about once every three months and, to maintain the service, she will probably lift supplies from the Vacuum ocean terminals at Lae, Suva and Ducos (in New Caledonia).

The outport terminal at Wewak will have four bulk tanks—two for aviation gasoline with a capacity of 70,000-gallons each; one for motor gasoline with a capacity of 70,000-gallons and the fourth for distillate to hold 35,000-gallons.

The Kavieng terminal will have two tanks — 70,000-gallons for distillate and 35,000-gallons for motor gasoline; there will be one tank at Tarawa—87,500-gallons for distillate.

In the New Hebrides, Vila and Santo will each have two bulk tanks for motor gasoline and distillate.

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n Slovacek of the Sydney yacht "Janis" is on a lone-handed cruise through the nds. Mr. Slovacek was employed on a -known Papuan rubber plantation a few years ago.

• BUSY TIME AT RAROTONGA: When the *Argentinian Reefer* and the *Maui Pomare* sailed

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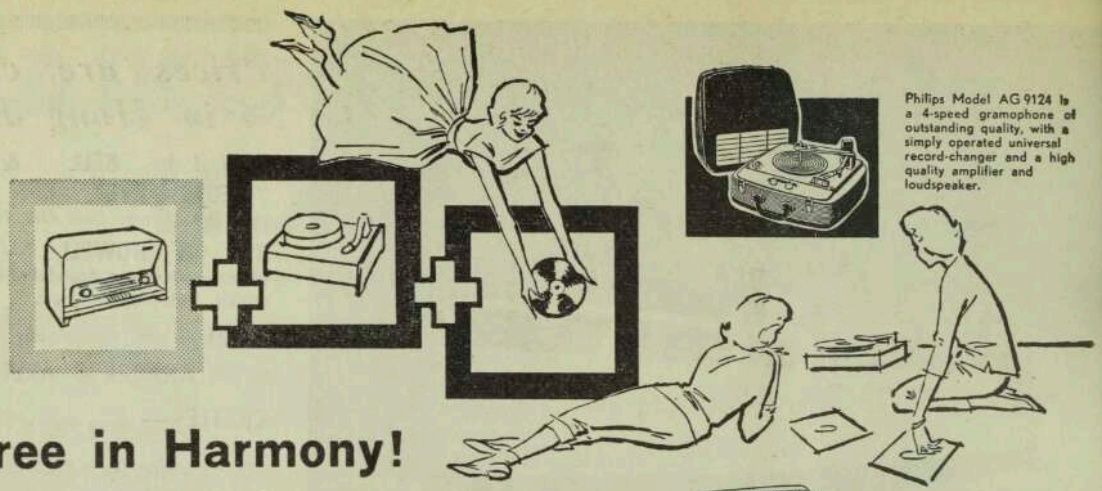

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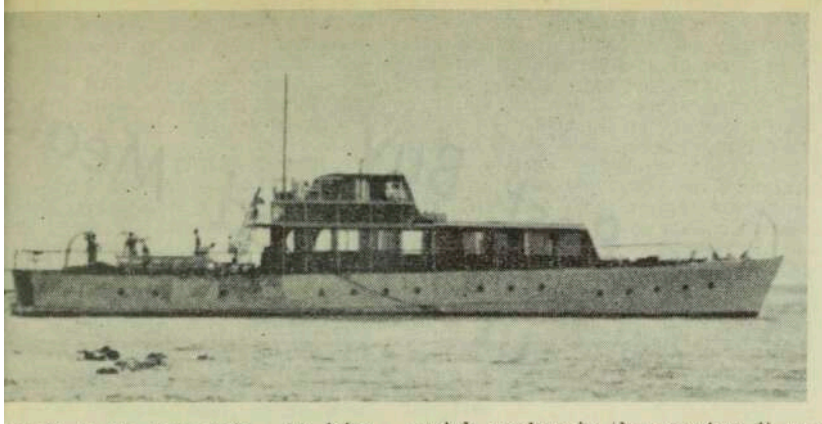

ardust"—in the news again. See below. Photo: R. D. Moore.

m Rarotonga on August 13, they d loaded between them a total of 525 cases of citrus, 23,939 cases tomatoes, and 382 cases of other its.

At first it was thought that the ps would not be able to take as ch cargo as they did, and as at present time there is an ndance of citrus and tomatoes the Cooks, the Rarotongan Radio d for some days been trying to ice passing ships to call for natoes.

USS *Northumberland* very nearly swered the call, but at the last ment, after numerous messages ween the owners, the captain d Rarotonga, decided not to part from her schedule.

Fruit picking was restricted, but at was picked was able to be pped.

MORE TROUBLE FOR *ARDUST*: This Fairmile, owned d skippered by Mr. Richard ith, of Sydney, which first ered *PIM's* pages in mid-1959 en it was announced that a crew amateurs would cruise in her to West Indies from Sydney (she spent most of the time since Fiji), was in trouble again in ly August in the Cook Islands. Leaving Pago Pago on July 22 nd for Tahiti, *Stardust* ran into d luck as well as bad weather. avy seas loosening her top super-ucture and short of fuel and sh water, and 400 miles off rse she headed for Aitutaki, then ntinued on to Rarotonga.

She arrived at Rarotonga late ednesday afternoon, August 3, d immediately faced difficulties. ing short of fuel, she could not nply with the Cook Islands Plant arantine Regulations, in that a sel coming from an area where inoceros beetle was known to be, st stand a mile off shore for e period from 15 minutes before set until 15 minutes after sun-e. After an anxious couple of urs Mr. Smith was able to obtain el and stand off shore as he was quired to do.

Thursday also brought its oubles, for when attempting to weigh anchor in the evening, it was found that it had fouled on the harbour bed. It was suggested that the skipper leave his anchor marked by a buoy, but reluctant to put to sea without it. Mr. Smith continued his efforts to free it. Finally, at 8 p.m. the anchor was abandoned and the vessel put out to sea.

Friday afternoon found Mr. Smith appearing in the High Court charged with a breach of Quarantine Regulations, in that *Stardust* did not stand at least a mile off shore for the required period the previous night, and as a result he was fined £3. An Agricultural Officer giving evidence said that at the present time Rarotonga was free of Rhinoceros beetle, and breaches of the regulations which could lead to the entry of the beetle into the Cook Islands had to be regarded as serious.

Saturday afternoon, after recovering its anchor from the Avatiu

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rbour bottom, *Stardust* sailed for hiti, taking a cargo of tomatoes behalf of the Rarotonga Co-rative Marketing Society. Mr. Smith's impressions of the ok Islands can well be imagined.

TRAWLER DELIVERED: A year-old standard 45-ft wooden ttish seine-net fishing trawler nned by 10 persons arrived at kland on August 16 from thwick, Sussex, having left the er port last November 24. After sing through Panama Canal the sel called at the Galapagos, rquesas, Papeete and Rarotonga. owner-skipper, Lester Royle, Australian, was accompanied by wife Pamela and eight men cted from 300 applicants for the very trip.

he trawler is equipped with a cylinder 300-hp diesel motor well as auxiliary sails and is being offered for sale at £15,000. Originally named *innyfold*, the craft was renamed *rdeen Anzac* when purchased the Royles.

FOR DISPOSAL: The Fiji ernment was calling tenders in August for its vessels *Adi* and *Venture*. The former was t by the PWD at Suva in 1927, asures 53¼-ft x 14¼-ft x 6¼-ft and wooden vessel, copper sheathed, a 72-hp Gardner diesel. She a gross tonnage of 49 and a net nage of 34 and has been used for eral government transport of ials and cargo.

enture, a smaller vessel measur-45-ft x 12½-ft x 5½-ft, was built Auckland in 1936 and is of 27-s gross and 13 nett. Both craft e been laid up for some months.

INTERESTING ITALIAN ITOR: An interesting visitor to ualofa, Suva, and Noumea in ust, on a cruise from Melbourne Sydney, was the Genoa-stered one-class passenger liner *elia*, first Italian vessel to ear in the Pacific Islands cruise le in post-war years—and sibly the first ever, though ian vessels regularly call at eete on the regular Australia-ope passenger run.

urelia was built in Germany in as a cargo-and-passenger el for German owners and ned *Huascaran*. When war broke she was converted to service as U-boat mothership, and was ioned in Norwegian waters after way fell. At the end of the she was seized as a war prize became the Canadian vessel *verbrae* in 1947. In 1953 she purchased by her present ers, Cia. Genovese d'Armamento, Genoa—known as the Cogedar e for short—and completely re-t to the most modern standards. is a handsome vessel both in ward appearance, with white l and moderately streamlined file, and in her internal appoint-ments. A feature of the decorations are the huge photographs of scenes on the Italian Riviera in the public rooms and companionways.

The ship was commanded by Captain Alessandro Tortora. He said in Suva that the company owns two other similarly converted vessels. One, the 8,000-ton *Flaminia* (ex *Genova*), is on the Australia-West Germany run with *Aurelia*. The other is chartered to Messageries Maritimes and operates under the French flag between France and Australia via Pacific ports as *Melanesien* ex *Bianca-C*, ex *Assuncion*, ex *Indrapoera*, built 1925. She was completely modernised on purchase by the Italian company in 1958.

Captain Tortora said that his company plans to build two new ships and to place one of its fleet entirely in the cruise trade. Another Islands cruise will probably be made next year.

Fares for the present 16-day circuit from Melbourne ranged from £A125 to £A150. She carried 650 passengers, mainly Australian, and 185 ship's personnel, almost all Italian but including a few Germans.

• IMPROVED SAFETY IN SAMOA: All Home Trade ships and Inter Island trade ships registered in Western Samoa are now required to be equipped with radio transmitters and receivers. Western Samoa thus probably becomes the first South Pacific territory legally requiring this safety measure.

The necessary radio equipment has been made available by the Government, so there can be no default on that score.

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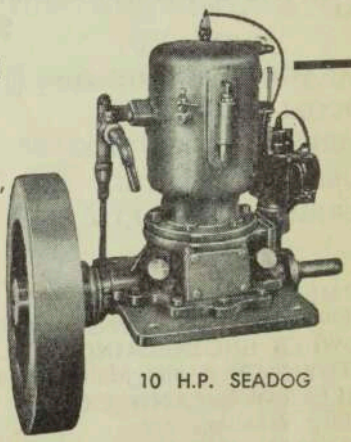

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• MAIDEN VOYAGE OF NEW *LEVIK*: The new *Slevik* completed r delivery voyage from Europe to ibaul in August, picked up some s from the Thompson and right timber lease at Cape skins and took them to Sydney. the end of the month she was eparing for her first north-bound vage—this time to Lae, with 100 ad of cattle.

The smart new vessel was built Germany, can carry 1,000 tons of ight and has been specially de-ned for carrying cattle (north-und) and logs (southbound). nen and if required she will also ry some general cargo. Her cers are Norwegian and crew inese. The vessel is owned by rlander (NG) Line and F. H. ephens Pty. Ltd. are Australasian neral managers. *Elizabeth Boye*, the same line, is already operat-in New Guinea waters. (The ginal *Slevik* was under charter Eriama Estates Ltd. of Papua some time and was also engaged the cattle and timber trade; but was sold to South Australian erests about a year ago).

At present there is one timber mpany operating at Cape skins, New Britain, but recently Administration put another ge timber lease in the same area for tender. The availability of ship that can go right in and k up logs for transportation ect to Australia would be a big tor in the plans of any spective tenderer.

ws of Cruising Yachts

WILD GOOSE II, the big Seattle motor ht which was in Papeete recently, is arently a converted American naval S type, similar to the French naval t now stationed in the South Pacific similar to the Pago Pago vessel NU'A TELE. (For later news of a mis- to this vessel see Pacific Report ion.)

ADIOS and the Steeles, who passed ough the Islands some time back, were Darwin in August and likely to remain re for some time.

STAGHOUND, which cruised westward ough the Islands as far as Noumea ier this year, was doubling back from re to Papeete in July-August.

MARGARET, the New Zealand yacht ch was reported overdue last month, arrived at Papeete.

INA, GALATEA, MARIE CELINE, AHNEE, IWA, KYALAMI, TE MATAI, SI YE PAMBILI were all reported at eete early in August.

TE MATAI mentioned above, was re-ted from the Cooks to be owned by Mr. ert Fraser of Honolulu and of 78 tons s. Prior to arriving at Penrhyn the ht had blown out mainsail and jib.

PENELLA, of England, with Group-tain W. E. Rankin, RAF, and Mrs. kin aboard, arrived at Suva August 9, to do several weeks of local cruising, n head for New Caledonia. The yacht 40 ft. x 11 ft. x 5 ft. staysail schooner. up-Captain Rankin trained as a RAAF t at Point Cook, Victoria, in 1930 the next year transferred to the RAF ere he served until retirement in 1958. He married in England and he and his wife Dorrie have five children—two sons in the RAF, and three daughters married and living respectively in Montreal, Melbourne and Capetown. That's the object of this cruise—to visit the children. Cruise was started from UK in December, 1958, and Pacific was entered at Balboa this January. Since then they have visited Galapagos, Marquesas, Society Islands, Samoa and Fiji. Next port will be Noumea and then Australia for six months before leaving for South Africa.

• SHAMROCK of Wellington and SILVER CLOUD of Auckland departed for Noumea and Vila respectively from Suva on August 9.

• NINA of Auckland cleared Suva August 16 for Noumea. Her owners, the Buck-thought family, had £40 stolen from them while at a Fiji beach resort.

• AREWA also cleared Suva August 16 for Vila. This 34-ft. cutter with Gerald and Mary Hunter, Clifford Cook, Denis Bolton and Robin Candy aboard, had called at Nukualofa, Pago Pago and Vavau before arriving at Suva. Gerald Hunter cruised to Norfolk Island from Auckland as a crewman in MANAWANUI in 1948.

• TIBURON of the US, with Ed Vessey and his new wife aboard, arrived at Suva August 22 when inquiries were about to be made regarding his whereabouts. He had advised Suva from Apia under date of August 8 that he was leaving there within two or three days of that date, so was considered overdue. He had called at Niuafoou, Tonga, en route.

• REJOICE, schooner of Santa Barbara; TAHOE of Vancouver; KAREN MARGRETHE, ketch of San Diego; LANG SU of Newport; and BORRACHITA of Santa Cruz, Mexico, were all in Papeete in mid-August according to a brief report.

• WANDERER arrived at Rarotonga on August 15 from Tahiti. Tom Buchanan (skipper) and Pat Ganley, both of Auckland, are on the last stages of their journey home to NZ. The yacht carries one passenger, R. McCarthy, an American.

The yacht intended to leave Rarotonga near the end of August, and will visit Tonga and Fiji before returning to Auckland. Mrs. Buchanan, the skipper's wife, has flown up from Auckland and will join the yacht in Suva.

• WANDERER III, of England, with owners Eric and Mrs. Hiscock spent a week in Nukualofa mid-August and last report was that they were then heading towards Suva.

• KELPIE, 63 ft. schooner from Newport, Calif., arrived Honolulu July 25, 13 days out of Bora Bora. Skipper George Minney and crew of six plan on heading back home shortly. Left August 16.

• CARLA MANUS departed Honolulu midnight July 27, bound for San Francisco via Kauai.

• FREE FLIGHT, 34 ft. Atkins ketch of Newport, Calif., arrived Honolulu 22 days out. Ron Linderman and crew of Allen Desatoff, Pete Smilie, and Bob Silver plan on heading south.

• KOAE, ketch, of Seattle, Washington, with Mr. and Mrs. Taylor and Chuck Kennedy aboard arrived Honolulu 30 days out of Bora Bora on July 28. They left for home on August 15.

• SEA FEVER, 42 ft. Ed Monk-designed ketch, Larry and Margaret Alexander, son John, 6, and two crewmen aboard, arrived Honolulu July 28. They made the run from San Diego to Hilo in 17 days. Eventually will continue on to Tahiti and New Zealand.

• BLACK DOLPHIN, 40 ft. ketch of San Diego with Bill and Marion Rumsey and sons Tommy and Billy arrived Honolulu 24 days out of San Diego, on July 28.

• KOCHAB, 40 ft. ketch of London, with Dr. John Evans and crew Dick Pohe departed Honolulu bound for San Diego on July 31.

• ROMAYNE departed Honolulu for Vancouver, BC, on July 31.

• STARDUST, 34 ft. ketch of Santa Barbara, Calif., with Louis and Jesse Bendixsen and crew Kenneth Bendixsen, arrived Honolulu August 9—22 days out of San Diego. Stardust will remain in Honolulu for the present. (But there is sure to be some confusion between this one and the converted Fairmile of same name, now in Papeete—see page 113.)

• SEPTEMBER SONG: This 33 ft. sloop sailed by an American couple, Dr. and Mrs. W. M. Lee, which has twice in recent months been reported overdue, was in Madang, NG, on August 22. The sloop was the subject of a search late June when she was thought to be overdue in Wewak from Hollandia. It was called off early July when Hollandia reported that the yacht was headed for Fiji. In early August, ships in BSIP waters were asked to keep a lookout as the vessel had not arrived in Fiji. It appears that after leaving Hollandia, the yacht ran into a 12-day storm off the New Ireland coast and was swept by westerly currents. The Lees decided to turn south-west to Wewak and from there were sent on to Madang which has a couple of slipways. It seems they may be there some time while repairs are made. They bought the yacht in Hongkong and left there in April, 1959. Their route after leaving Madang is expected to be through the Barrier Reef to Australia (where they have a daughter), then Fiji, Tahiti, Honolulu, down the US coast, through Panama and across the Atlantic to England.

• WHENCE of Florida, left Suva, August 9. for Beqa and Vila, in continuation of the westbound cruise.

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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Lost: Big Sea arch Fails

NZAF Sunderland flying-boats n Laucala Bay, Fiji, and from sonville, Auckland, made a wide unsuccessful search for a vessel the Japan Marine Products hership tuna fleet south of Fiji the end of July and the begin- g of August. She carried 22 men. ue to some misunderstanding in request for the search made to RNZAF by the Japanese Gov- ment, it was wrongly reported t two fishing vessels were miss-

hen the mothership *Nojima u*, came in to Suva for bunkers August 2 it was learned that the sing vessel was the modern, steel, on *Chitose Maru No.* 1, com- ed only in April.

he had sailed for the South ific from her home port of hama on June 9, had discharged rgo of fish into the mothership t of Fiji on July 18, and had n headed south to an area about miles south south-west of Suva 400 miles roughly north of New land.

o radio contact with the vessel been expected by the mother- for the first 24 hours, but some cern was felt when she failed nake contact on the second day. he longliner was also supposed ave a regular daily contact direct n her home station in Japan.

he business manager of the hership fleet, Mr. Yukio Kato, in Suva that there was no ex- nation of the loss. The vessel equipped to the most modern ndards. She had separate main emergency transmitters, and n if these failed she was equipped n three or four radio beacon- ys with low-power transmitters. weather at the time of the arent loss of the ship was fine n only very light breezes.

he chief refrigeration engineer he mothership said that the only sible explanation of the loss eared to be an explosion, and t the only likely cause of such explosion seemed to be from nonia gas used in the refrigera- machinery.

hitose Maru No. 1, unlike many er fishing vessels, had such [redacted] equipment. Such explosions, he said, were extremely rare, but they might explain this and other similar losses.

Last season the same mothership lost the 99-ton, six-year-old *Kasugu Maru* south of Ocean Island under almost identical circumstances—she failed to make radio contact after leaving the mothership. This did not explain the complete absence of wreckage over both the search areas, unless perhaps a big hole was blown in the bottom of the ship causing her to sink very quickly with all her glass floats and other floatable gear still securely lashed so that it could not break adrift.

This would be logical in the case of a vessel not actually fishing.

It Was Nice To Be Without The Bedbugs, Too

The BSIP has begun a malarial eradication programme after the same style as the mosquito spraying programme now going on in Papua-New Guinea. The entire Solomons will be done eventually.

First work has already been completed in the Shortlands, which are close enough to be seen from the New Guinea territory of Bougainville. There is quite a lot of native movements between the two areas, despite difference in Government, so the BSIP and P-NG Governments got together on a combined scheme to help both areas at once.

Spraying teams will work through the Western Solomons to the other areas. They spray the inside walls of houses.

After the Shortlands spraying was finished, a local Government newsletter commented, "The villagers in the Shortlands noticed some very good things soon after the spraying finished, because the medicine killed a great many flies, cockroaches and bed bugs These will come back but it is nice to be without them, even for a few weeks."

Important Precedent For Fiji Labour

Following some months of quiet negotiation between the Fiji Public Works Department Employee's Union and the PWD, an agreement involving important improvements in labour conditions for the Department's workers was announced on August 6.

As a result of the dispute in the oil distribution industry last year, and the subsequent award of improved conditions in that private

SANTO SCENE: Work has begun on a new store for Burns Philp, at Santo, New Hebrides. It will replace one destroyed by fire last year, and has a pleasant outlook across the harbour. It will cost about £60,000. Burns Philp in the New Hebrides is also spending another £30,000 to build five new homes for employees in the Condominium. One at Vila, was lost in the hurricane at the beginning of the year.

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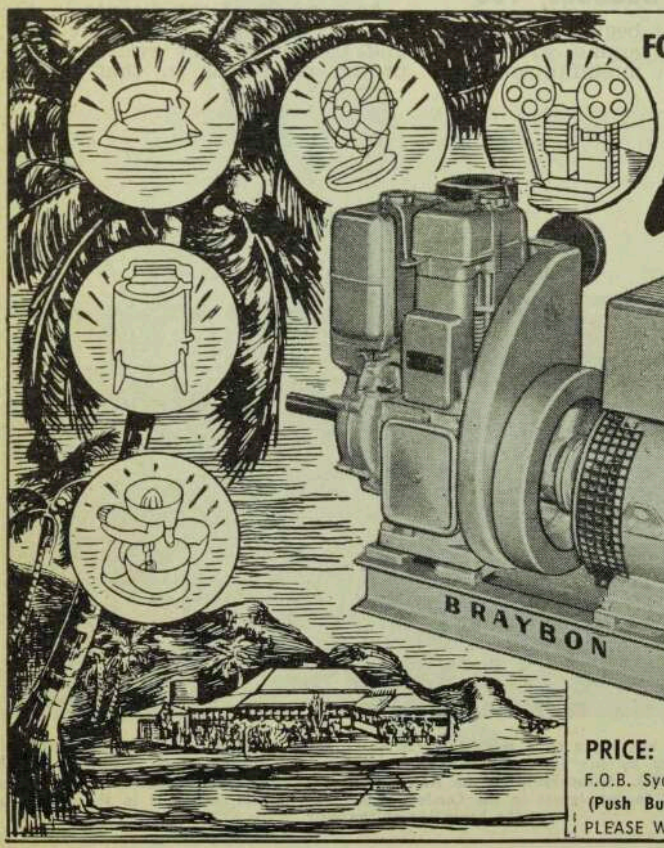

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ustry, the PWD agreed to an rease in the basic rate of pay its employees. Such improve- its were inevitable. The PWD kers were seeking other im- vements in conditions and, owing lengthy negotiations, have been granted some of them.
erhaps the most important ad- ce is the introduction of imulated sick leave for hourly l workers. Where formerly such orker became an in-patient in ospital he received no compensa- at all.
nother clause covers pay rates workmen who are transferred n one job to another within the artment.
bonus rate has also been intro- ed for men working under wet or cially dirty conditions, and e is a similar bonus rate for handling certain special tools. he new concessions can be ected to have their repercussions rivate industry.

ks Co-operatives "An mple To Others"

r. V. D. Stace, economist for South Pacific Commission and t author of the economic and al survey of the Cook Islands, e together with Professor Bel- v in 1955, revisited the group in , mainly to study progress in sing and in co-operatives.
r Stace said before leaving otonga that the sound basis and dy expansion of co-operatives in Cooks under the wise and ex- enced leadership of Mr. J. L. kes (now retired) had already vn other territories that co- ation has a very important part lay in the Pacific Islands.
feel I should mention especially enlightened attitude of some of trading firms in the Cook nds towards the development of peratives," Mr. Stace said.
his attitude is refreshingly dif- nt from the entrenched opposi- sometimes encountered else- re."
r. Stace also noted that this is only Pacific territory where the ciples and methods of co-opera- were taught in the schools.
r. Stace expressed the hope that re many months the first steps ld be taken to establish the De- pment Committee in line with recommendations made in 1955, reby there could be closer liaison ween government departmental ls in co-ordinating policies and lopment activities.
r. Stace was also making a gen- survey of capital formation in SPC territories.
part of this he has been in- igating the promotion of savings investment among Islanders by ial methods; the provision of term loans for productive pur- s; the use of development ls, marketing boards, special s for development purposes, etc.; special help to Islanders in agriculture; methods of encouraging investment in local industries to promote employment for Islanders; co-operative societies, credit unions, etc., and the direct use of labour in capital formation on plantations.

French Naval ratings carry the coffin of lone-hander, Guy Clabaut, from Noumea's Roman Catholic Cathedral in August.
Photo: Fred Dunn.

Death Comes to a Lone Hander

Guy Clabaut, doughty French "lone-handed yachtsman" who sailed from Morocco to New Caledonia alone in his tiny *Eole* via Tahiti and Rarotonga, in Noumea in late August sailed on his last voyage. He passed away at the Noumean hospital where he had been a patient for two months. Death was due to the privations of his voyage.

Guy Clabaut during the war fought with the Free French naval forces and was badly wounded. He spent three years in hospital and never regained his former good health.

In Morocco he built a small vessel, 30 feet by 9 ft, called it *Eole* (God of the Wind) and decided to sail around the world alone.

He crossed the Atlantic and arrived at Tahiti last year where ill health forced a stay of eight months.

After convalescence Clabaut set sail for New Caledonia touching at Rarotonga on the way.

On June 24 he landed at Mare Island, southernmost of the Loyalties, gravely ill.

He was flown urgently to Noumea where in hospital he showed signs of improvement. However the strain and hardships of the lone voyage was too much for his war broken health, and he died on August 22.

Clabaut's body was temporarily laid to rest in the Noumea cemetery until it can be sent home to Morocco. His funeral service was attended by French Naval ratings and officers and also delegations from New Caledonian sporting clubs.

Eole strained at her moorings in the yacht club bay near Noumea, under the first stirrings of the Trade Winds.

Controversy Over Stabilisation Money?

When the CSR Company's Nausori sugar mill closed down at the end of the 1959-60 cane season, there arose the question of refunding moneys which had been deducted from the cane proceeds

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enjoy it !

FOSTER'S LAGER

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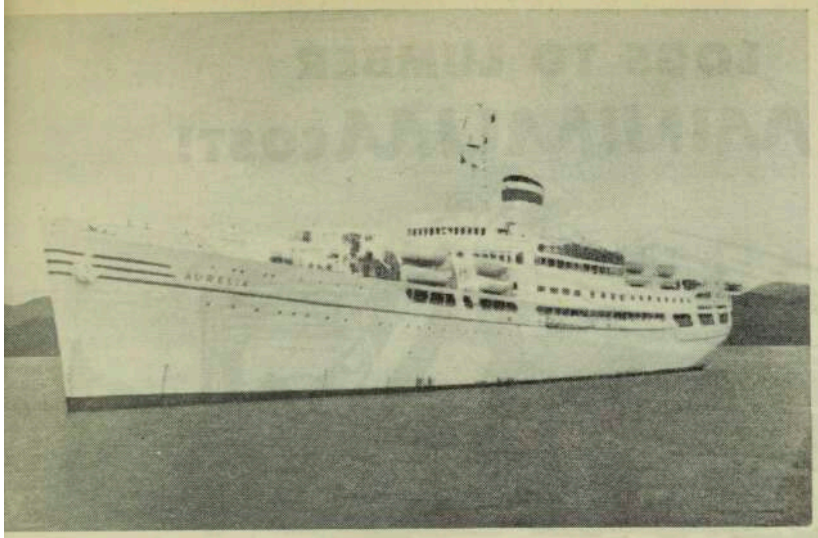

ITALIAN CRUISE SHIP

The first Italian liner to appear in the Pacific Island cruise trade since the war—the Genoa-registered "Aurelia" was in Nukualofa, Suva, and Noumea in August. During the war she was a U-boat mothership, but since then she has been completely modernised. Her Italian owners intend to make more Islands cruises.
See page 115.

contributions to a stabilisation
d over a number of years. There
signs that a controversy may
building up over the system of
nd which has been adopted by
government.
all there is about £102,000 for
nd and 750 farms are involved,
ing an average payout per farm
about £58—according to figures
n in the Fiji Legislative Council
he Financial Secretary in April,

he point at issue is that while
e are 750 farms involved, there
apparently a good many more
ners. Farm have changed
ds during the period, and others
rted to Native Land reserves on
ry of lease. Thus varying
unts of the fund belong to the
essive lessees. The government
d that to investigate the situa-
for each of the 750 farms would
out of the question and the
sion was made to pay the full
to the farmer actually in
session and registered with the
ers as a cane supplier on
ember 10, 1959.
his could mean that in some
s a farmer who had taken over
ediately before this date would
entitled to receive the full £58,
his predecessor of a number of
rs who supplied most or all of
cane would receive nothing.
correspondent reports that in
's present political and industrial
ate this could represent the
kings of yet another dispute
n the payout commences in
ember.

tuku Gets a dical Once-over

he high island of Matuku in the
group of Fiji was the object of
intense medical survey in August,
ry man, woman, and child being
sely examined, blood-tested, and
erally given a thorough health
ck.

A team of medical practitioners and medical students from all parts of the Pacific who are based at the Central Medical School at Suva, made the survey. It was the third survey of its type in the Fiji Group. The island of Gau was surveyed in 1958, and Naviti, in the Yasawas, was selected last year.

In addition to checking the health of the population a careful survey of housing, sanitation, and the general environment was also being made.

It is expected that a good deal will be learned when the individual islands are re-surveyed after a lapse of several years.

Tourist Consultant Takes a Look

An American economic consultant, Mr. John F. Child, Jnr., a director of the associated firms of John Child and Co. of Honolulu and Child and Waters Inc. of New York, who specialise in the development of tourist resorts, was taking a look through the South Pacific in August.

Mr. Child was mainly interested in Australia and New Zealand but he was taking the opportunity to hold discussions with government and private interests in Fiji, New Caledonia, and Tahiti and to look over possibilities in these areas.

Mr. Child's firm, which has acted as consultant for some of the largest American tourist interests, has now opened an office in Sydney.

TV Importers Receive A Short Circuit

A good many people returning to New Zealand from Fiji have been buying English television receivers under bond at Suva and landing them as personal effects at a cost far below that of the New Zealand made sets.

The sets have been subject only to three per cent. import duty. They could be purchased in Fiji for only £70-£80 Fijian currency. Other sets were being purchased in the duty-free stores aboard the big passenger liners by New Zealand passengers.

The "leak" raised a howl from the New Zealand manufacturers and in July parliament passed a revision to the Customs regulations raising the duty to 33-1/3 per cent. and charging a 20 per cent. sales tax. In addition all such sets are being impounded unless their owners produce a New Zealand import licence, which would presumably only be granted if the sets are bona fide personal effects and perhaps of a certain duration of ownership.

To cap it all, as from August all TV set owners in the Auckland area have to pay an annual licence fee of £4. The TV service there is on very restricted hours, and as the hours are extended the fee will also be increased.

(Advertisement)

Wonder Beautifier

Exciting news! Wonderful new complexion beautifier used by cosmeticians can give you soft, new, milky, line free skin. This wonder milk 'Entration' purifies the skin, brightens the complexion and melts out all facial dullness. Entration Milk smoothed onto the skin penetrates deeply and on contact with moisture flows out in a gentle milk carrying away all harmful impurities such as blackheads, stale cosmetic pigments and grease plugs, leaving a finer textured, softer, smoother, more beautiful skin than you have ever known.

You will be amazed at the remarkable difference in your complexion after entration treatment, your skin will no longer be dull and patchy but will have taken on a complete new appearance, full of life, wonderfully soft and velvety smooth.

Entration does not leave an oil film or dry your skin and it can be used as often as you wish, on all types of skin and by women of all ages. Your chemist or cosmetic supplier has entration milk.

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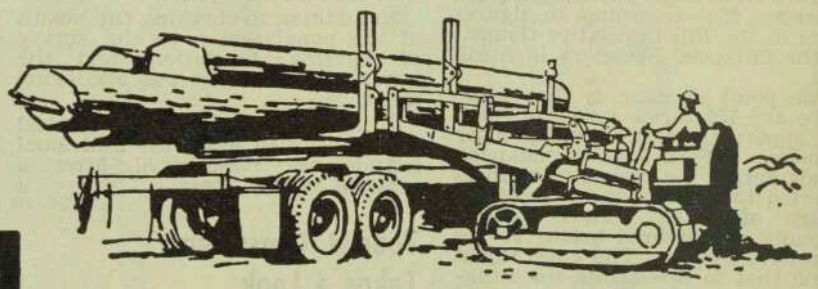
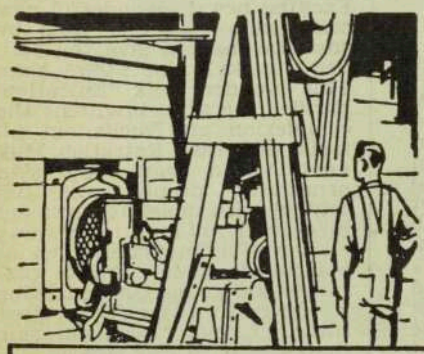
LOGS TO LUMBER AT MINIMUM COST!

All Caterpillar track-type Tractors are available with Hyster Towing Winches, for increased pull and easier logging even across hills or swamps. The further addition of a Hyster Logging Arch allows a greater volume to be hauled faster and cleaner.





For loading logs, Caterpillar builds log and lumber lift forks, interchangeable with the buckets of its Traxcavators. The buckets are useful in road building, sawdust handling and many other jobs.

Whether powering a tractor or a sawmill, a Cat Diesel Engine is a real profit-maker. It burns non-premium fuel without fouling, and it responds quickly to load changes. Its component parts are made for the most severe duty.

The proper choice, application and maintenance of machinery help the logger to operate at minimum cost. Our equipment specialists will gladly supply the facts for your consideration.

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co., U.S.A.

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(NEW GUINEA) PTY. LIMITED

- Milford Haven Road, Lae, New Guinea
  Box No. 61 Telephone: Lae 2487
- Port Moresby, Papua
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HASTINGS DEERING

HD437

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hey'll Make Their Own Transistors

Surely the only co-operative f its kind in the South Pacific, ie Cook Islands Radio Manu-acturing Co-operative Society td. was registered at Rarotonga July.

Prime mover in the co-opera-ve is Mr. S. G. Kingan who has erated classes in radio theory, actice, and operating over the st year or so and has had me keen support by Cook landers.

Some of this group have now cided to go into business with r. Kingan in producing a low-st type of transistor receiving t suitable for listening to the arotonga broadcasting station id overseas shortwave stations id within the financial means the average Cook Islander. lans are to produce 200 of the ts, which operate on five andard torch cells, this year. The co-operative will also rry out general radio servic-g work.

rlon Turns The ads in Tahiti

ahiti's prettiest and most nted girls have been swooning over the place lately, hoping to h the eye of the ex-GI film star rlon Brando who has been there cing a leading lady for the new *iny of the Bounty* film.

me preliminary shooting was g done and researchers were busy at the home of the late man Hall of the Hall and doff team which wrote a trilogy he mutiny upon which the most ous *Bounty* film to date was ed. Mrs. Hall owns an extensive ary of books on the mutiny ected by her late husband.

is understood that a model of S *Bounty* will be brought to iti for the shooting of the main es next year.

eople who met Brando in Tahiti July-August were surprised to him a much blonder type than films have lead them to believe. y also found him pleasant and roachable. He was stopping at ley Gooding's new Hotel Lotus Punaauia.

ue's Woven Goods ade is Expanding

here is every indication that the nufacture of baskets, table mats, other similar woven goods at ie Island is at last headed for ie degree of prosperity.

ome months ago, through the initiative of a government official in taking samples of goods directly to New Zealand firms and in subsequently organising a Niue Weaver's Association to control production, marketing, and quality of goods, a valuable connection was established with a Christchurch, NZ, firm.

The firm gave a trial order for £250 worth of goods a month. It is anticipated the order will be increased in the near future.

Other outlets are being investigated in New Zealand and also in the United Kingdom, where samples have been taken by another salesman for the Island's goods who was travelling there on vacation.

Apart from the shopping baskets, sewing baskets, clothes baskets, and table mats which have long been produced by Niue there would seem to be definite openings in other lines like waste-paper baskets, office correspondence trays, fern-stand baskets for Islands hotels to give an Islands atmosphere. Woven screens for use in cafes or restaurants and large woven lampshades might be other possibilities.

Two enterprising young men in Fiji have established a profitable business in wrought iron furniture sold largely to hotels. There may be equal opportunities there and perhaps even in Tahiti, for the Niue weavers.

(Over)

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

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

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

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If it's your deal lead with a bottle of Gilbey's Gin and take tricks for the rest of the evening. There's something about the clean, fresh taste of Gilbey's that goes with the game. In the tall bottle or the cool glass —that's Gin!

order the GILBEY'S!

THE INTERNATIONAL GIN

Free! Gilbey's Guide to Cocktails and long drinks that break the ice. Write to Gilbey's Limited, Rosslyn Street, West Melbourne, Australia, for your copy.

DON'T SAY GIN—SAY GILBEY'S

by the bottle . . . by the case

7445

Saw the Error Of Their Ways

At the Seventh-day Advent outstation at Hambuari, in t Southern Highlands District Papua, there was a celebration mark the decision of this "figh ingest" of the Huli clans to fini with war. The chief had asked Past L. T. Grieve of the Mission arrange for the Assistant Distr Officer, Mr. W. Crellin, to be prese and witness the destruction of the bows and arrows as a public r nunciation.

In his speech, the chief, Pingi, to the gathering that for a long tir he and his people had been wea of their former ways, especially the constant alarms of war and consequences. They had by this tir learned something of the laws of t white man and wanted to abide them. For this reason they h chosen the mission to provide the with a teacher to help them chan their ways and become law-abidi people.

Responding with appropriate r minders of the benefits of peace a the keeping of the law, Mr. Crell congratulated the people on the decision to renounce war, and e pressed the hope that many oth groups would follow their example

The bundle of weapons, includi women's arms, was then taken in the centre of the assembly and young man who had undoubted joined in many battles and probab enjoyed every one of them, pr ceeded to cut them up with tomahawk.

When all were rendered usele they were placed in a forked sti by the side of the main road, which the station is built, for passers-by to see the sign of th people's renunciation of war.

This is a sign apparently we understood by the Huli people mean that no armed man can by or through that area; arme men now go around by devious jung tracks in obedience to the messa of the sign.

Big New Grants For Fiji Institutions

Two substantial grants for F from the Colonial Development Fun have been made by Britain—£162,0 for additions to the War Memori Hospital in Suva, and £152,000 assist in building the new tech nical school in Suva (total estimate cost £169,000).

Fiji is going ahead with plan for training its own local-born high class technicians, and discouragin the introduction of trained per sonnel from abroad.

The new grant brought a wa from Lautoka, where a new hospit is urgently needed. The Goverr ment replied that provision woul

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May Build His Own Hovercraft

Fiji may have the South Pacific's first hovercraft next year—somebody hopes.

Mr. Peter Allan, of Suva, who constructed his own Benson-designed gyroglider early this year, was off to the Farnborough aircraft display late in August (it takes place in September—and he said that he would be taking a close look at aviation's latest arrival, the hovercraft, with the idea of building one of his own.

Mr. Allan, who is head of International Aeradio Co. in Fiji—the company which provides radio communications at Fiji's smaller airports—said that the laws governing the flying of aircraft had considerably limited his gyroglider operations. He was only permitted to make tethered flights.

The gyroglider derives its power from a towing vehicle, but if the pilot is properly qualified he can release the tow at sufficient altitude and carry on in free flight.

Mr. Allan thinks that the hovercraft, which only rises a few inches above the water surface, will be free of limiting regulations and will offer more sport to an unlicensed pilot.

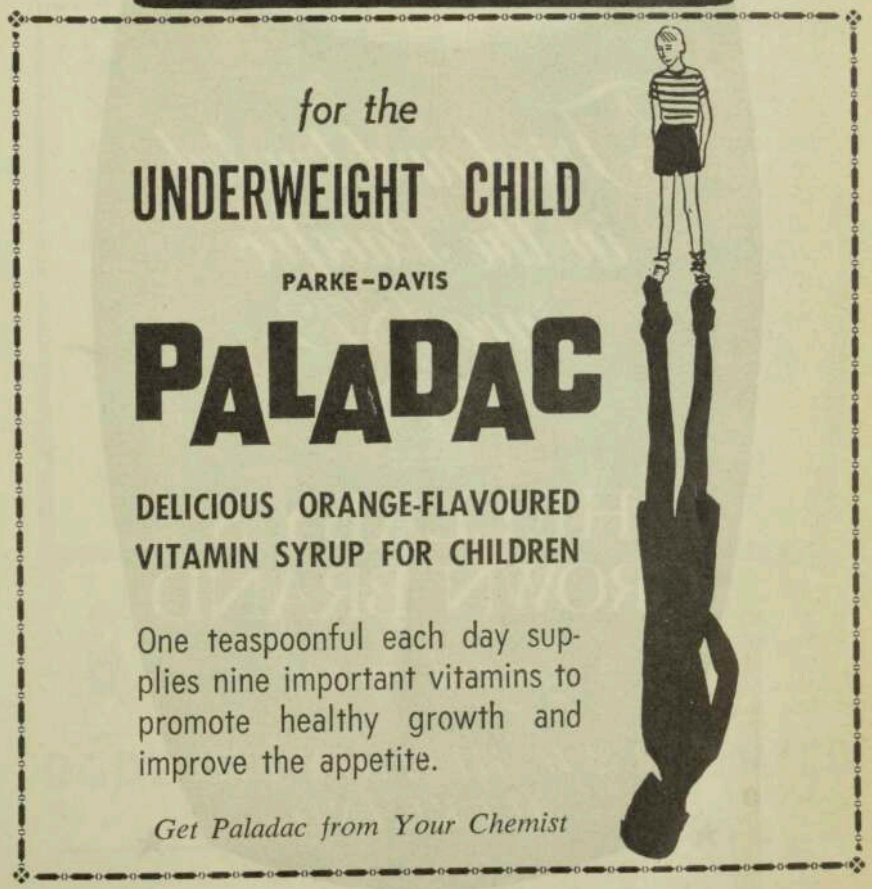
However, he may be wrong there, as the hovercraft pilot will probably need to be licensed.

made in the new developmental ns for 1961-70 for a new hospital Lautoka to cost £500,000.

ıa Company Seeks reased Quota

The Taiyo Gyogyo (Ocean hery) Company of Tokyo, largest ing company in the world, ch operates one of the two tuna thership fleets in the South ific each year, has applied to Japan Fishery Agency for an reased South Pacific tuna quota year.

The business manager of the thership *Tenyo Maru No. 3* said Suva on August 24 that the pany was seeking an increase of 0 tons to its permit. The quota present stands at 11,400 tons for s company and a similar amount the opposition Nippon Suisan pan Marine Products) Company. *Tenyo Maru No. 3* was to hand r her fishing fleet to the pany's mothership *Koya Maru* the end of August and return to pan, but if the additional quota is nted she will probably return the Fiji area on a second assign-nt in November.



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Japanese University Team Busy in Tonga

A seven man Kyoto University Explorer Club research team which arrived at Nukualofa on July 10 is busily engaged in its research project in Tonga.

According to a Tonga Government statement the programme calls for research into land usage, the collection of botanical specimens, marine life, and archaelogical specimens, the study of folklore, traditional ceremonies, community productivity, arts and crafts, and the Tongan educational system.

In addition the anthropologist in the group, Mr. Yosinaru Huziuka, is to conduct a survey of human weights and heights using what is known as the Rorshach technique.

The project will include a large number of the Tongan islands in its scope, and is expected to be completed by early October when the students will return to Japan.

The party is headed by Professor Yoshihiki Yabuuchi, Professor of Geography, and includes the anthropologist mentioned above, also Mr. Takashi Hasegawa, B.Ag. (specialising in agricultural engineering); Mr. Mitsuru Hotta, B.Ag. (specialising in botanical subjects); Mr. Hiroshi Iida, student of geographical subjects; Mr. Naomichi Ishige, archaeologist; and Mr. Bin Okada, educationist and sociologist.

Tonga Broadcasting Soon, Plus Radio Aids

The 200 ft. aerial mast f Nukualofa's first broadcasti station was being erected in Augu and the 10 k/w transmitter whi had arrived from Australia w being installed.

When the station comes on t air with test transmissions in t near future it will be heard 1,020 kc/s in the broadcast band.

A bill to establish a Ton Broadcasting Commission was i troduced in the Legislative Assemb in August.

Meanwhile, the Tonga Gover ment has ordered from the Unit Kingdom a medium-frequency rad beacon transmitter and a mob radio telephone transmitter to a in the safe navigation of aircra in the Tongatapu area.

The beacon will be used by eith flying-boats or land aircraft locating the island in poor visibili and the mobile transmitter can used either in a control launch f flying-boats, or in a Land-Rover Fua'amotu Airport for landplane

Fiji Council of Chiefs Considers Burns Report

The Fiji Council of Chiefs met session from August 16 to Augu 27 and a statement was issued lat which said that five days had be taken up in considering the Bur Commission recommendations. Oth subjects listed included the sug industry crisis, housing, and educ tional problem.

All resolutions are submitted the Governor and are eventua published as a Council Paper. A sessions of the Council are in pr vate.

New Suva Store Is "The Islands' Largest"

Claimed to be the largest sto in the Pacific Islands, Morris He strom Limited's new Suva sto was opened on September 1.

Under construction for the pa two years, the store occupies t site of the old Carpenter premis on the Thomson Street fronta and extends back through the blo to occupy what used to be t Walter Horne drapery premises Renwick Road.

The new building thus adjoi the old MH building which exten along the bank of the Nubukal creek to provide the subject matt for the "Venice of the South Sea photographs. This old building w now be rebuilt to form part of t one large new building.

The new structure is a two-stor building, with offices and bulk sto age on the upper floor, and t ground floor laid out with num ous display counters and racks

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BSIP'S Copra Advice: Go On With the Cooking

With the copra market falling, a sign of the times that will bring back some unhappy memories of pre-war planters is this recent announcement in the "Western News", a monthly newsletter published by the Government in the Western District of the BSIP, mainly for the benefit of the native people:

"Now that the price of copra has come down to £65 a ton for Grade I and £61 a ton for Grade II (August price was £60 for Grade I), many people are asking why the price changes so much, and why it was necessary to alter it in the middle of the month. Some even say that the present price is no good, and that they will not cook much copra until it is worth more. This is foolish talk, because at £65 a ton the price is still quite good. Try to remember how much a ton was paid for copra before the war, or ask some of the older men, then you will see today's price is very much better. . . .

"Nobody complains when copra goes up, and everybody complains when it comes down, but remember, even at £60 a ton you can still make a lot of money by cooking copra."

The Western District last year produced 41 per cent. of the Protectorate's entire copra output, and 72.8 per cent. of this district's production was grown by the natives.

modern department-store style. The new store incorporates a new jewellery department, Morris Hedoms having bought out the well known business of Mr. T. C. Widdowopposite the post office and nsferred the stock to the new re.

The sales girls wear bright yellow iforms—saris in the case of the dian attendants.

The new building was designed by rrick and Derrick, and built by Reddy Construction Company of va.

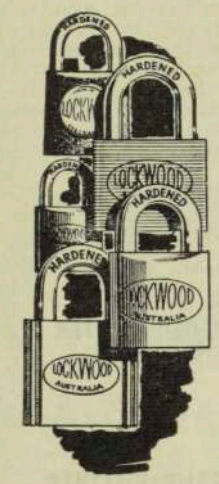
ral Route Moves: Latest The Airlines

TEAL'S last surviving Solent fly-boat made its final flight ng the Coral Route from Fiji to hiti via Western Samoa and the oks on September 1.

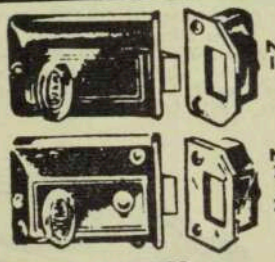
Thereafter until Electras are ailable for this route about next arch, the old DC6's, brought out mothballs (where they were

LOCK UP WITH Lockwood

for top security..



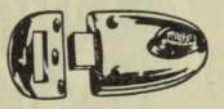
Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security".
Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and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



No. 100

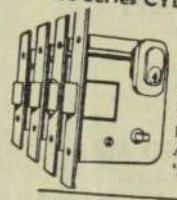
No. 201 & 206

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



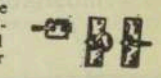
STREAM LATCHES. Many popular durable finishes. No. 211 illustrated. No. 200 "Narrostile" also available.

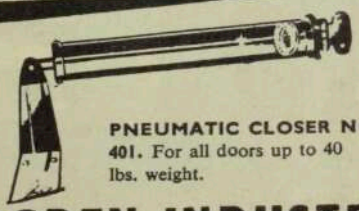
570 Series CYLINDER MORTICE LOCKS. Precision, dependability, security! Moving parts solid brass. Over 30 applications in all. Available as a 'master-key' system.



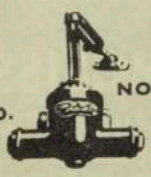
307 SCREEN DOOR TOUCH LATCH. Just push door to open, pull it to close! Easy to install and features strong snib.

NO's 300, 300/101 LATCH. Sturdy. Attractive. Can be snibbed from inside. 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.

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HERE'S A QUICK SOLUTION TO YOUR MEALTIME PROBLEMS

Imperial

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

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

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

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

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

CANNED FISH
12-oz. Flair Fish Cutlets.

MUSHROOMS
8-oz. Sliced Mushrooms.

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

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

PEEK FREANS BISCUITS
In 4-lb Tins and 8-oz Packets.
Caramel Crunch, Cheddar Crackers, Digestive Ovals, Ginger Slice, Honey Snaps, Lattice, Vita Wheat, Wafers, Dairy Milk Arrowroot, Wheat Crunch, Dainty Creams, Mocha Creams, Custard Creams, Coquette Creams, Petite Creams.

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

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

DRIPPING
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NZAF Sunderlands Until 1962

The RNZAF Sunderland ying-boats stationed at Suva nd Auckland will be in service or at least another two years, ccording to a New Zealand re- ort, and the aircraft to replace hem then has still not been hosen.

The choice lies between an ircraft with the best military haracteristics and one with the bility to carry out the many seful peacetime duties that the underlands are capable of oing.

The second of these choices eans a flying-boat—and the nly available flying-boat with nything like the same apabilities is the American lartin P5M.

Of the landplanes, types that ight find favour include the ilitary version of the Electra, he Canadair Argus, the Avro hackleton Mk. III, and the eptune P2V.

Even if ordered immediately, is considered that the order or any of these could not be lled before some time in 1962.

ced following breakdown of a r sale to an American airline lier in the year) will fly from kland to Bora Bora via Nadi. alls will be made at Aitutaki in Cooks on the return flight only, rmittently. No calls will be made Samoa.

emoval of the flying-boat from route will mean that seven air- w and 27 other staff, plus families, lling in all about 43 persons liv- in Fiji, will be transferred to v Zealand.

nly a very few TEAL people will stationed at Nadi. Staff equip- nt and some buildings will also involved at Faleolo (Western noa) and Aitutaki.

lthough the new Papeete airport xpected to be ready for Electra rations in October, the TEAL ctra fleet has to undergo modi- tions in line with recommenda- ns made as the result of over- s air disasters, and this will mean t aircraft will not be available the TEAL Coral Route sooner n March. The DC6's will also be rating trans-Tasman services for ime.

Until August, it appeared that stern Samoa's only air connec- n with the outside world after withdrawal of the flying-boat, uld be by way of the two local er-Samoa air services to Tafuna, erican Samoa, where there is at sent a regular Pan American ways connection with Nadi and nolulu and beyond. On August 22, wever, Fiji Airways announced t they were making application permission to operate a Nausori-Faleolo Heron either fortnightly or weekly, flying to Samoa on one day and returning the next in daylight flights. The permit was sought to cover a period of seven years.

Fiji Airways also has made application to operate scheduled services from Suva to Tonga and Honiara. The intention to seek permission was published on July 14 but up to August 23 the applications had not been dealt with by the licensing authorities. The nominal commencing date had in these cases been given as August 15. The airline is already operating a monthly non-scheduled service to Tonga.

It is possible that one or other of the local Samoan airlines might oppose such an application though they do not appear to be in a position at present to offer a similar air connection. In August, in fact, both were temporarily grounded.

Polynesian Airlines' pilot, Captain R. Barnewall, had suffered a stomach injury when he fell from a ladder while making an aircraft inspection, and Samoan Airlines Limited's sole DC3 suffered an engine breakdown. The absence of an air link between Western Samoa and Fiji would presumably boost traffic loadings on the Tafuna-Faleolo route.

The Heron aircraft would be capable of carrying eight adult passengers and their baggage quota on the Nausori-Faleolo route, with the possibility of higher loadings under certain conditions.

Fiji Airways said late in August that it was probable that their application for the Solomons, Tonga,

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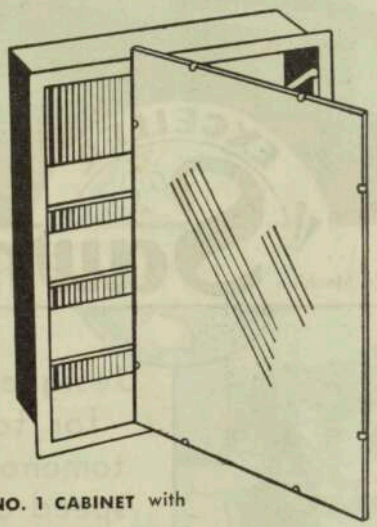
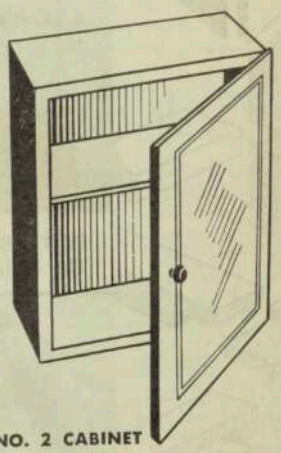


NO. 1 CABINET with ALL-ANGLE MIRROR



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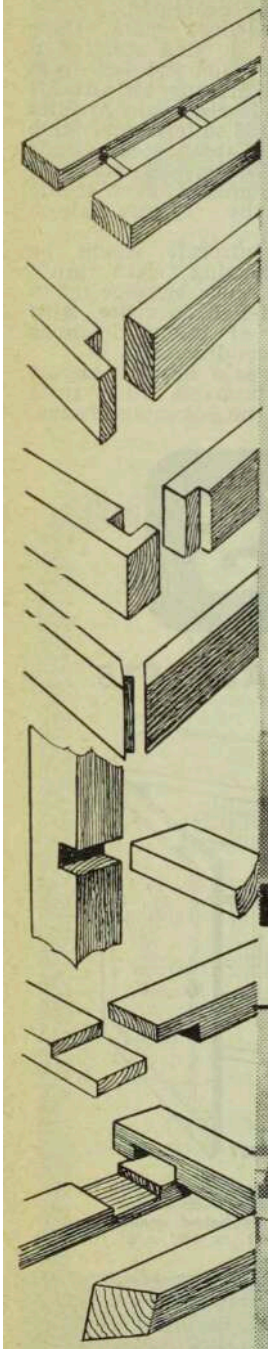

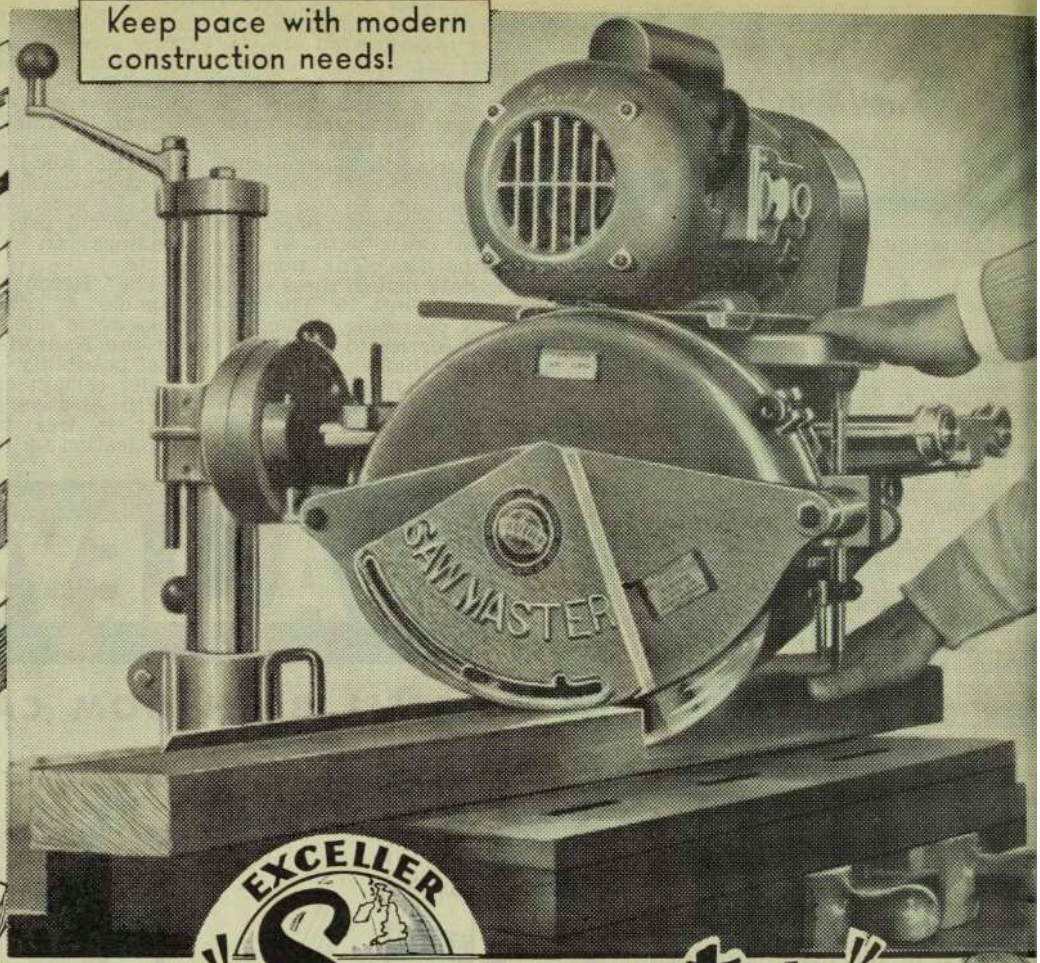

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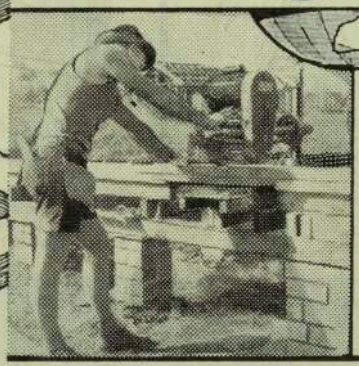

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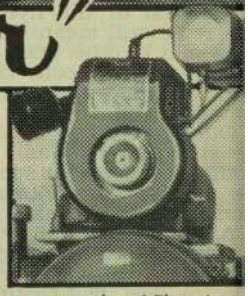

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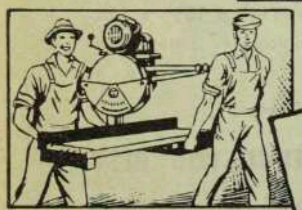

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d Samoa services would all be nsidered at the same session of licensing authority.
With the removal of TEAL'S e establishment from Fiji, Suva l be missing some well known es, and none more than that of ptain "Joe" Shephard, DFC, who s been on the Coral Route service m start to finish.
He piloted the last flying-boat on Tasman service in June, 1954, d he made the last Coral ute flight and the last flight from i to New Zealand.
Captain Shephard is understood have put in about 14,000 hours flying-boats; he flew Sunderlands d Catalinas in the RAF and ZAF during the war.
He is now "converting" to Electras, ; in future will be alternating ween Tasman and Islands routes d will not be stationed in Fiji.

moa Doesn't Want lvice on Birth Control

The West Samoa Legislative Assembly in August debated at length important report by Dr. P. Dill-ssell, Inspector-General of the uth Pacific Health Services, aling with a long term plan for estern Samoa's health services.
Dr. Dill-Russell's report criticises esent conditions of Samoa's health vices, particularly the organisan of the Apia Government spital. It makes concrete recomndations for improvement.
During the debate, some members d that some of the recommendans were not applicable to conions in West Samoa. It would t, for instance, be possible to ild a completely new hospital at ia in the near future. There was ll great difficulty in obtaining ior medical staff from overseas, d there were only four senior dical practitioners on the staff at esent.
The Assembly passed a resolution posing the suggestion by Dr. ll-Russell for the Health Departent to give advice on family nning and birth control to those o wanted it.

ve Days As stastaways

A terrifying story of castaways s revealed from the Catholic ission Station at St. Louis, 10 les from Noumea, in August.
Three natives from the Isle of en, a small island on New ledonia's southern tip, left the and in an outrigger canoe at 5 n. on August 14 to attend ligious ceremonies at St. Louis e next day.
Two hours out, the canoe psized, and the outrigger was st. The three men clung to e upturned hull all through that ght, through the next day and to the morning of the 16th—the prey of winds and currents. Once they found themselves near a lighthouse but too far off to attempt to swim. Finally on the morning of the 16th they risked swimming to a small reef—and found they had just sufficient strength to make it.

The reef is uncovered at low tide, but at high tide it is covered by 4 ft of water.

From the morning of Tuesday 16th, to Friday 19th at midday, the three natives remained on the reef —sleeping there in a crouched position at low tide, and subsisting on shell fish. At high tide, they were compelled to stand in four feet of water. Finally, the half dead trio managed to attract the attention of a fishing boat.

The Catholic parish newspaper *Semeur* in reporting the details, said that only faith in God had kept the natives alive. They had prayed continuously, and had encouraged each other.

US Motor Yacht In Trouble

The big twin-screw wooden converted US Navy "Yard Minesweeper" (YMS) motor yacht *Wild Goose II*, of Seattle, USA, was reported leaking badly 290 miles south of Honolulu en route from Papeete to Honolulu via Penrhyn on September 1.

A US Coastguard plane from Hawaii dropped pumping equipment to the yacht and she was later reported to be in no danger and continuing her voyage.

Wild Goose II, commanded by Captain J. Blackburn, and with owner Max Wyman and crew and guests totalling 17 persons, called at Christmas Island, Penrhyn, and the Societies south-bound from Honolulu in May. Northbound in August the yacht had picked up the four-year-old adopted daughter of Mr. and Mrs. M. MacCauley, of Penrhyn —Mr. MacCauley has been Resident Agent there since March—to undergo a heart operation at Seattle.

Former Islands Man On Serious Charge

In the Court of Petty Sessions in Sydney on August 31, Alfred Vercoe, 43, photographer, now of Newcastle, NSW, pleaded guilty to a charge of having attempted to obtain by false pretences about £25,000 from the father of the 8-year-old boy, Graeme Thorne, who was kidnapped on July 7 and subsequently found murdered. Vercoe was committed for sentence at the Sydney Quarter Sessions on October 4.

Vercoe is an Australian by birth but worked as a photographer in Apia, Western Samoa, for some years after 1949; and subsequently, in the same capacity in Pago Pago,

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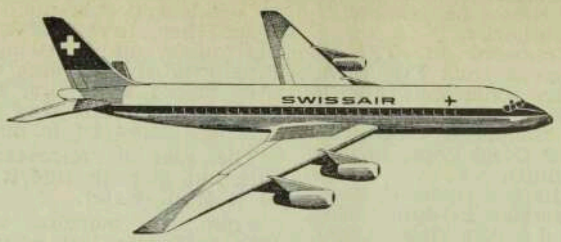

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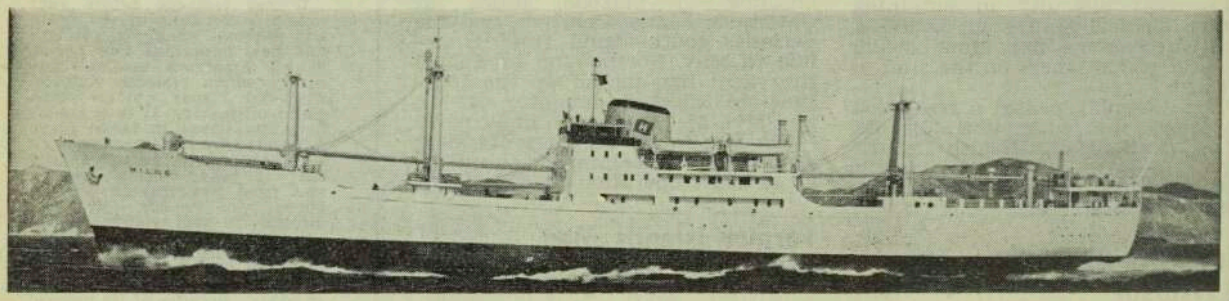

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merican Samoa. He left there last
ar.
At the Sydney court, a statement
leged to have been made by Vercoe
s tendered by police. A great
l of this had nothing to do with
Thorne kidnapping case but was
extraordinarily involved account
Vercoe's alleged attempts to
uggle watch parts and opium into
stralia after he arrived back
re.
Vercoe said that a man named
usen had paid him £1,300 to get
ch parts and opium and he had
i e d unsuccessfully to do so
ough the Fijian and Noumean
ws of certain ships.
When Clausen began pressing him
the opium, he stalled by telling
n that he had some floating in
air-tight tin in the Hunter River
Hexham (Newcastle). He went
re with Clausen in the latter's
, but had first tipped off the
stoms Department in the hope
t the appearance of police or
stoms officers would scare Clausen
l give Vercoe more time to pro-
e the opium (according to
coe's alleged statement).
The boy, Graeme Thorne, was
napped shortly after he left his
ne for school on July 7. Within
ouple of hours, a man contacted
mother by phone, demanding
,000 for his return, but by this
e Mrs. Thorne had already in-
med the police of the boy's dis-
pearance and a police-sergeant
s with her. The sergeant spoke
the phone to the kidnapper and
s may have caused those con-
ned to panic. The Thornes were
er again contacted by the kid-
pper—or kidnappers—but t h e
tly-decomposed body of the boy
s found about a month later on
vacant piece of bush-covered
d.
This kidnapping case was the

orfolk Air Service Will Remain

*Qantas has decided not to de-
rive Norfolk Island of its
ortnightly DC4 service between
Australia and New Zealand. It is
ow unlikely that either TAA
r Ansett-ANA will be invited
o take over the service.*

*This possibility was on the
ards because of the increased
urden placed on Qantas with
he removal of its DC4 services
n P-NG. It is uneconomic for
Qantas to operate only one
ortnightly DC4, although the
ompany is already b e i n g
ranted a £20,000 a year subsidy
o keep the NI service going.*

*The Minister for Aviation,
Senator Paltridge, told the Nor-
olk Island Council in August,
n answer to a question, that he
id not think either PAA or
TAI would be interested in ex-
tending their services to Norfolk.*

AT THE BEACH

According to the lines which came with the photograph from Honolulu, this is one of the most charming new additions to the Waikiki Beach scene. She is Miss Penny Hunt of Hawaiian Airlines Waikiki sales office, who is well known in Fiji where she was born 20 years ago. Her father is Harvey Hunt of Suva. The attractive Miss Hunt was runner-up in Fiji's Miss Hibiscus c o m p e t i t i o n in 1958. But what is she doing with the ukelele?

first of its kind in Australia and has shocked Australians in the same way that the Lindbergh kidnapping once shocked Americans.

During the month that the search for the child went on, the Thorne family was plagued not only by eccentrics of various sorts, but by others who sought to extract money from them by pretending they knew the whereabouts of their son.]

According to the statement presented in court in Sydney, Vercoe said he read in the papers about go-betweens in the Thorne case. At first he did not think about getting m o n e y from Thorne; he just "wanted to make myself big in confronting Thorne". He was actually at home in Newcastle the day the boy disappeared and did not even know where the Thornes lived.

He went to Sydney and contracted Mr. Thorne through a newspaper office. They met outside the Newtown station on August 4 (a few days before the child's body was found). He told Thorne that he had been in the street when two other men, relatives of his, had taken the boy. He said that the boy was alright, except for a cut on the face, and that he was in Queensland. Vercoe is alleged to have said in his statement:

"I told him that he would need to have £5,000 in American dollars which would have to be handed to the Catholic priest at Cessnock and when he paid the other £20,000 to the priest his boy would be taken to Cessnock and handed to the priest."

A statement made by Mr. B. H. P. Thorne, father of the boy, was also tendered to the court. In the course of the statement, Thorne said that conversations he had with Vercoe at their meeting caused him to doubt that Vercoe knew anything about the boy. He drove Vercoe back into the city and asked him to ring him at his home that night. Vercoe did not ring.

Vercoe appeared in the Newcastle Court on August 19 and was remanded on bail until August 26 when his counsel caused a sensation by alleging that Vercoe had been beaten up by police; the Court adjourned while photographs could be taken of his alleged bruises and injuries.

When the case was resumed in Sydney on August 31, Vercoe said that he had not been beaten at all, but that the story that he had was "entirely a fabrication" on his counsel's part.

Just an Old Dreamboat, After All!

An outbreak of Cargo Cult in the Rabaul area of New Britain in August was really a "submarine cult" but in the end it turned out to be a "dreamboat cult".

It all started when a young Tolai, named Leonard, lured 200 men 40 miles from Rabaul to board the submarine, and left the party stranded and hungry. The submarine, which Leonard had told his followers would take them to America, wasn't where he said it would be.

Leonard collected his followers

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after a vivid dream about the submarine. Most of his followers didn't believe him exactly but they went along anyhow on the chance that something might turn up.

But all that happened was that they went hungry, were forced to buy food from local natives at high prices or steal from market gardens.

When a Government patrol, headed by ADO Jack Emmanuel with PO M. Cockburn left Rabaul to follow the dreamboat force, they found them alright—disillusioned in a temporary camp on the coast.

But Leonard was missing. He had escaped into heavily timbered country only a few hours before the patrol arrived.

(See "On the Trail of the Cargo Cultists", page 57.)

Report on Cook Is. Labour Conditions

The results of an investigation into labour conditions in the Cook Islands made by a special committee set up by the Administration some months ago, were made available to the Legislative Council in July.

The main points of the report were:

- As the system of industrial agreements operating under the Cook Islands Industrial Union Regulations, 1947, had worked satisfactorily no major changes in the machinery for the settlement of industrial disputes was necessary or desirable.
- A single union had operate satisfactorily in the past an appeared more suitable for loc conditions than a number separate unions.
- A recommendation that the should be a minimum wage fixed b law to apply to all workers over years of age.
- A recommendation for legisla tion covering a 40-hour wee holiday pay for regularly employe workers on more than three month engagements.
- A recommendation for legisla tion laying down minimum requir ments for safety, health, an welfare of workers.
- A recommendation for legisla tion regarding conditions employment of women and childre
- The desirability of Worker Compensation and the impracti ability of it unless employers cou cover their liability by insurance

Moving the adoption of the re port, the Treasurer of the Coo Islands said that it was felt in som quarters in New Zealand that th Cook Islands did not have adequa legislation dealing with th employment of workers. The in vestigating committee had foun that New Zealand laid down con ditions of employment by law whi the Cook Islands laid them dow by agreement between employer an employee. The committee had foun that the Cook Islands system wa the best for local conditions. It was agreed that Worker's Com pensation and minimum wag should be covered by legislation

The report was adopted.

They're Cracking Down On Noumea's Motorists

Noumea is still cracking down o negligent motorists. In the secon quarter of this year, 75 more licence were suspended—the period o suspension ranging from one wee to periods up to a year, with eigh licences suspended indefinitely, an one for life. In the first quarter o the year, 85 driving licences wer suspended. Thus this year's tota already is 160 compared with 140 fo the whole of 1959.

Anthropologist Refused Entry to P-NG

When, in August, Professor Ma Gluckman was refused a Permit t Enter Papua-New Guinea for three-week visit, it caused consider able comment in Australia an elsewhere. (See Commentary). It was alleged that (a) he was thu unable to carry out important wor for the National University in Can berra; and (b) that because n reason was given for the refusa the Professor was put in an invidi ous position.

Professor Gluckman is a Sout African, but is now attached to th

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Driving Under The (Betel Nut) Influence

Traffic police in New Guinea ave an added hazard to con- nd with—natives who drive otor vehicles under the in- uence of betel nut.

The whole thing was dis- ssed learnedly at a Rabaul own Advisory Council meeting cently, when medical opinion s given that over-indulgence betel nut could have similar fects to that of morphia—it owed up the reflexes and illed the senses.

Most NG natives chew betel t, of course, and it seems to little harm one way or other, but employers of native bour know what it is like on a onday morning when the bour turns into a line of mbies after a week-end betel t jag.

But how the local police are ing to change an ingrained tive custom into a must-not cording to the traffic code, unds like quite a problem.

artment of Anthropology at the versity of Manchester. He holds ng views on South African and r African racial policies and rently has had a great deal to about these things in the past. says he isn't a Communist.

r some months he has been at- ed to the Australian National versity in Canberra but is soon eturn to Manchester.

pplications for Permits to Enter ua-New Guinea are nominally rred to the Administrator of ua-New Guinea. The Minister Territories and the Prime Min- of Australia have both stated the Administrator turned down essor Gluckman's application. three have refused to comment he reason for refusal, although as hinted by the Minister for itories that it was on grounds ecurity.

he Commonwealth Government ntains a security officer in the itory. It is understood that the ent officer is an Englishman has had previous experience in of the African colonies.

September, Professor Gluck- applied for a visa to visit herlands New Guinea, but this ed another minor international dent, this time behind the scenes, Prof. Gluckman withdrew the ication presumably to save and and Australia from an ment.

anese "Floating Fair" the South Pacific

Japanese "floating fair" might at Rabaul early in November the course of a trade-seeking cruise to 13 ports in New Zealand, Australia, and South East Asia.

The 7,733-ton twin screw motor vessel *Aki Maru* of the Nippon Yusen Kaisha fleet has been chartered by the Japanese Industry Floating Fair Commission to show off Japanese machinery, electronic goods, cars, textiles, jewellery, and other wares.

Twelve officials will accompany the display, and about 80 salesmen representing the companies displaying goods will follow the vessel as air passengers.

This will be the third such exhibition ship that Japan has sent overseas in recent years. One went to South East Asia and another, last year, to Central and South America.

Aki Maru's first scheduled South Pacific port is given as Wellington, where she is due to arrive on November 14.

Electric Power For Labasa Soon

Labasa, largest town on Fiji's second-largest island of Vanua Levu, has no public electric power supply, but the indications are that it might have one soon.

Mr. H. B. Gibson, MLC, who operates the town's Grand Eastern Hotel and is partner in a leading legal practice, was the successful tenderer for an electric power installation which until recently was supplying the requirements of Nadi

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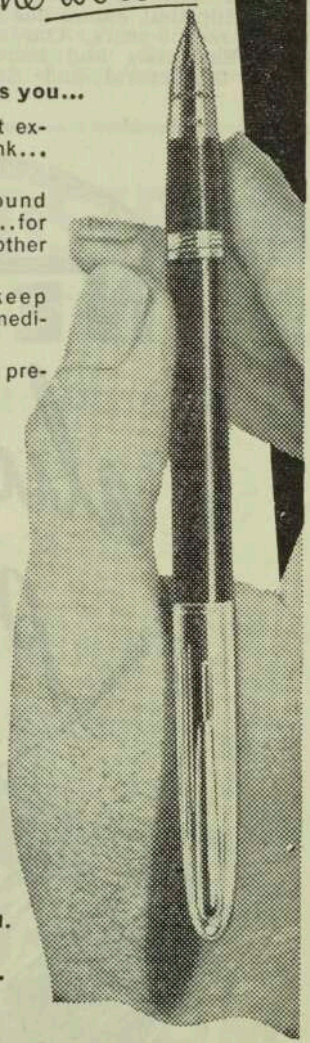

* Remember: any pen writes best with the world's largest selling writing fluid, Sheaffer's Skrip

Gift-boxed ensemble includes matching pencil.
Identified by the White Dot of Distinction.

Available from all Leading Stores

Airport and its expanding co
munity. Tenders were called
the six diesel alternator sets by
Civil Aviation Administration.

Mr. Gibson is now faced with
problem of getting the mass
equipment off the airport within
reasonable time and delivered
Labasa.

The new installation should
very welcome, if only to sup
street lighting.

New P-NG Plan to Speed Up Education

The P-NG Administration
early September announced det
of a five-year plan to speed
native education in Papua-N
Guinea.

The plan aims at boosting by
times the present number of A
ministration-trained native teache
increasing native school enrolm
by 53,000 and setting up 608
schools.

The Director of Education,
G. T. Roscoe, said the scheme
a major step forward in the ter
tory's development.

The main feature of the plan
the recruiting from Australia ea
year of batches of unqualified m
primary school teachers.

Applicants need have only
intermediate or junior certific
and be aged between 18 and
They will be given a six mont
special training course and
placed in charge of native prima
schools.

He Wants To Work In Australia

Fijian-born Indian Ram Jat
got some support from Sydn
workmates when the Australi
Immigration Department in Aug
threatened to deport him as
prohibited immigrant.

Jatan, 23, came to Australia fr
New Zealand about 15 months a
and has been working in Sydney
a carpenter—his present job bei
on the construction of a buildi
for the University of New Sou
Wales School for Wool Technolo

The Immigration Department t
Jatan that he could remain in Au
tralia only as a student, but Jat
said he wanted to work.

Jatan's union made approaches
the Immigration Department o
several months in the hope
stopping the deportation, witho
success, so his workmates decid
to lend their weight.

In early September they a
pointed a carpenter and a pain
to accompany Jatan and a uni
official to Canberra to see t
Minister for Immigration
Downer himself.

Jatan told the Sydney Pr
meanwhile that his two brothers
Fiji had offered to support h
during his studies in Australia t

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JAPANESE LEFTOVERS

Rabaul fire officer Ken Bonnett examines a cache of Japanese aerial bombs recently found in an old Japanese tunnel about a mile from Rabaul. Bombs like this frequently turn up in that area.

Photo: M. Russell Hayes.

id not want to accept their help they had enough to do with r money. It was a "bad time" Fiji at present and he didn't t to go back there.

e added that he was a British ect, but if he wasn't allowed to in Australia he would try to to England.

Will Look More sely at Samoan Economics

ne US Senate in July agreed to aside $20,000 to finance a study n e d at improving American oa's economic position.

nator Murray told the Senate little or no effort had been e to develop a self-sustaining omy, l i v i n g standards and rity in American Samoa since administration of the islands ed from the US Navy to the artment of the Interior.

e added, "The political situation nade more acute by the fact in neighbouring West Samoa, l self-government a n d the omy have developed to the t where the West Samoans attain full and complete in-ndence in 1961."

w Guinea Residents Being oed Through the Mail Box

ustralia's Minister for Terri-es, Mr. Hasluck, is apparently ting back in an effort to con-e New Guinea residents that e is no insecurity in the ritory for them. Residents, of se, have been saying, with good on, that they *do* feel insecure.

late August, two 15-page phlets setting out Australia's cy for the political future of Guinea began appearing in the l boxes of Territory residents.

he pamphlets were printed by Commonwealth Government ter, and one of them bears the ds "Issued under the Authority of the Minister for Territories".

The pamphlets emphasise the need to clear away misunderstanding and they carry excerpts from statements by the Prime Minister and by Mr. Hasluck in recent months. One of the statements was made by Mr. Hasluck to native leaders in Rabaul, Lae and Port Moresby in July, when he said, "So long as you want us to stay you can depend on us not to desert you".

The second pamphlet presents the full text of the statement of Australia's New Guinea policy made by Mr. Hasluck in Parliament last month.

Anti-Blood Transfusion Pamphlet Upsets P-NG

A pamphlet condemning blood transfusions and sponsored by the Jehovah's Witnesses sect, caused some trouble in Papua-New Guinea in August. The pamphlet, published in Sydney and outlining the sect's usual arguments against b l o o d transfusions, has recently been distributed among natives by sect members in Port Moresby. It was doubtful whether most natives who read it could understand it; nevertheless the Administrator, Brigadier D. M. Cleland, roundly condemned it as stupid and dangerous and issued a request to natives to ignore the arguments put forward.

The President of the P-NG Red Cross, Mr. C. Normoyle, w h o happens to be the Police Commissioner, also issued a warning about the dangers of the pamphlet.

P-NG's Crown Law authorities agreed they were unable to take any action against the pamphlet.

(The authorities are, in fact, unable to take any action against members of the sect on some of their other activities. There have been reports that natives at picture theatres have been recently refusing to stand for the National Anthem, and that this has something to do with the teachings of the sect. However, there are others who think that the explanation to this is that the natives have simply not recognised the Anthem or realised the picture being flashed on the screen at that moment happens to be the Queen.)

Following Brigadier Cleland's condemnation of the pamphlet the matter was mentioned by some members of the New South Wales Parliament. Members described the propaganda as "mischievous" and suggested NSW should do something about the pamphlet.

Natives Jump BGD Claim

Five New Guinea natives got gaol sentences of between two and six months each in August for a determined effort at claim jumping. The "claim" that they jumped happened to belong to Bulolo Gold Dredging—in fact, was part of a BGD lease in the Bulolo River.

The natives were warned several times after they began operating there about six months ago, but persisted. They were arrested in June. At one time they had 13 sluice boxes working and were employing about 50 native labourers at 30/- per month.

During the court proceedings it was stated that it was impossible to say how much gold had been taken out by the claim jumpers, but that it had been estimated from bullion records that it was worth at least £1,200.

NNG Natives Will Have A Look at Holland

Seven outstanding native officials from various Government departments in NNG will leave there on September 13 on a two months visit to Holland. All except one speak Dutch fluently. This is part of Holland's plan to speed up Papuan development in NNG.

(Over)

(Advertisement)

Beautify Your Complexion

Every time you wash you drain off valuable skin oils. The result is a gradual tendency for the skin to develop dry wrinkles. This loss of skin oil and moisture is so easy to stop. To check this, every day and all day see that your complexion is well protected with your oil of ulan. It will check further wrinkles and do much to smooth away past damage. Your store or chemist will have oil of ulan.

. . . Margaret Merril

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They tried to tame Lightning!

to save the wealth of the South Pacific

It takes *fifteen years* for a coconut palm to become ful productive. It takes less than a *second* for lightning reduce it to a charred stump.

This lesson was quickly learnt by the Lever men, wh pioneered the copra industry in the South Pacific. Cons quently, wherever possible, they planted their palms in sc containing ironstone. They worked on the theory that th ironstone would help to disperse and tame the tremendo electrical charges and thus save the trees.

Of course there were many other hazards — plant diseas insect pests, and the devastation of war.

But through the years, hazards and uncertainty, particular economic uncertainty, have been pushed steadily into th background. This is due in great measure to the role playe by the Unilever organisation in developing the economy of th islands. By promoting the world-wide sale of products mad from copra, Unilever is working to make the future of th area more secure.

Each year the bulk of all copra exported from the Pacific bought by Unilever. And each year, ships that take out th copra bring in a wide range of famous Unilever product ranging from toilet soaps to packaged foods . . . produc synonymous with good health and better living the world ove

Unilever's simultaneous export and import, a uniqu two-way traffic, assures for the Pacific area continue prosperity and future progress.

These famous Unilever products are available throug wholesale, retail and indent houses in all areas —

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LUX TOILET SOAP	PERSIL	PEPSODENT
LUX FLAKES	SURF	REXONA
LUX LIQUID	VELVET	CONTINENTAL SOUP
LIFEBUOY	PEARS SOAP	MELLAH DESSERTS

Representatives for the Unilever Organisation, Leve Brothers Pty. Ltd., J. Kitchen & Sons Pty. Ltd. an World Brands Pty. Ltd.

JK.62FPI

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LOPEVI IN ERUPTION

The Lopevi volcano in the New Hebrides was still rumbling away in August after its violent eruption of July, during which the entire population of the island—about 250 people—had to be evacuated. They will not now return but will be given land elsewhere. The initial explosion sent up a mushroom cloud to 30,000 ft., visible from Vila, 85 miles to the south. By the greatest good luck a lethal nuee cloud—(probably the most terrible of all volcanic manifestations, consisting of glowing cinders and ash supported in a cloud of hot ashes)—missed one village by a matter of a few hundred yards. The lethal cloud killed goats and cattle. Eruptions of Lopevi have been reported since 1864—the previous one being in 1939. This photo shows the nuee rolling down from the top of the main crater of Lopevi.

Photo: Reece Discombe.

ıe men were chosen because of r close contact with the native ılation. The natives will be the ıts of the Dutch Government, will show them around to- ıer, and then give them an ɔrtunity to study in the dif- nt fields in which they have rest.

ıe men are Marcus Kaisiepo, ıericus Poana, Aquila Krey, mon Jufuway, Hendrik Joku, eb Taran and Ismail Bauw. Mr. ıway is the first Papuan author ave contributed in the scientific ıthly *Nieuw Guinea Studien* w Guinea Studies). He wrote tory on the forbidden native ritual.

Meat-and-Veg. Troubles New Caledonia

ew Caledonia was having a lot ood troubles in August. By that it was obvious that the Colony's ıto crop was going to be an ost complete failure this year, to excessive rain that had caused potatoes to rot in the ground.

o do something for the growers, Government decided to increase subsidy it usually pays on seed ıtoes (which are purchased Australia or France) from four ıcs per kilo to nine francs. Funds this subsidy come from one of many local taxes on liquor.

ost other vegetables are in poor ply this year in New Caledonia though in the cool months there usually excellent local cabbages, liflowers beans and tomatoes.

fficially, New Caledonia's meat strike is still dragging on, too—although most people seem to be getting meat anyway. Quantities of Australian mutton and lamb are coming in on ships trading between Noumea and Australia.

Graziers stated earlier in August that they wouldn't supply beef to butchers under 60 francs a kilo—which is 20 francs above the Government fixed price. However, there were indications that some of the smaller producers were supplying some Noumea butchers with meat at near the fixed price, and later, when the biggest pastoral company, that also owns the biggest butchery business in New Caledonia, found that it was losing customers, it also followed suit.

NZ Scientists Begin Research in the Pacific

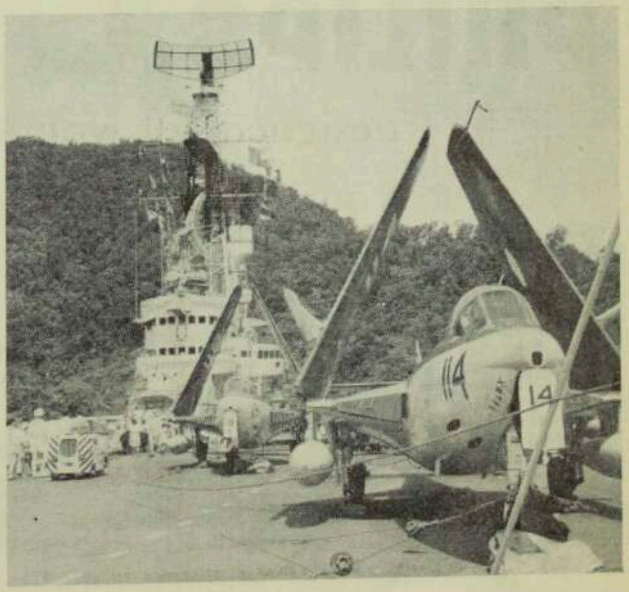
Research officers from four branches of NZ's Department of Scientific and Industrial Research made up the scientific team in HMNZS *Endeavour* when it sailed from Auckland in September to make calls at islands over a wide area of the South Pacific.

Endeavour's missions will include carrying explosives to Western Samoa, Niue, Aitutaki, Mangaia and Rarotonga to blast gaps in coral reefs, delivering medical supplies and mail to remote islands, and landing scientists on research missions.

The four research officers are Mr. J. M. Hoy, principal scientific officer, Entomology Division, Palmerston North; Mr. J. C. Schofield, scientific officer, Geological Survey, Otahuhu; Mr. A. Hanley,

CARRIER AT HOLLANDIA

The Royal Netherlands Navy's aircraft carrier "Karel Doorman" drew many visitors in Hollandia last month during its show-the-flag visit (which caused some repercussions in Indonesia). Natives in particular thronged the ship's flight-deck and studied the Seahawk jets.



scientific officer, Geophysicial Survey, Wellington; and Mr. C. G. Vucetich, senior scientific officer, Soil Bureau, Christchurch.

Mr. Hoy will collect scale insects from various islands. Scale insects are believed to be a menace to established citrus plantations throughout the Pacific. The collection of specimens will enable wider comparisons to be made.

Mr. Schofield will investigate terrace levels on islands where there is evidence that suggests there have been world-wide fluctuations of sea level with major stand-stills at various heights above sea level.

Mr. Hanley will carry out a reconnaissance gravity survey while the ship is at Suva, complete the gravity survey of Samoa, and take measurements on other islands.

Mr. Vucetich will examine soil types and collect samples of soil for classification, and will take measurements of soil radioactivity.

New Guinea Show Exhibit for Australia

An extensive exhibit prepared by the Administration of P-NG and the Australian Department of Territories gained much attention and flattering comments at t Brisbane Show in August.

It was so arranged as emphasise the progress made in sections of the Administration especially native affairs—in rece years. Two native officials of the A ministration (Messrs. Buani Ke and Kamea Gabe) were among t officials who explained the exhib to spectators.

On August 17, in the Australi Parliament, Senator Scott appeal to the Minister for Territories arrange that the exhibit shou appear at the principal Agricultu and Industrial Exhibitions in t other capital cities of Australia; a the reply was that the requ would be sympathetically co sidered.

See also advertisement on page 112.

Daru Shows It Can Do It, Too

Daru, capital of the Weste District of Papua, joined the ma other districts in Papua-N Guinea by putting on a Show 1959. In late August this year— show that it was no fluke, but like to remain an annual event— staged its second Show which 3,0 people attended.

The Western District, as t Administrator who opened the Sh said, in an area of contrasts. its southern seacoast, it has be longer in contact with Austra than any other part of the Ter tory. But at the same time, it an area of vast swamps and u inhabited regions, and in parts the mighty Fly River and tributaries, and in the mountai some of the most primitive peo dwell.

The Western District does n produce large quantities of cop or rubber or cocoa or coffee—pr ducts that made many of the oth districts of P-NG rich; nor has any goldfields or other miner resources.

Nonetheless it managed to p on a display that no one in t District needed to be ashamed Most of the other Shows in t Territory are dominated by wh Europeans can produce; the Da Show, however, was predominant a native affair—showing what th can do with European guidan even when their environment pretty much against them.

Native artifacts from little know regions, crocodile skins (and on e hibition, one live baby croc.), de antlers from the Morehead Distri and building and cabinet maki timbers from the Oriomo sawm were features of the Show.

P-NG Thinks Canberra Grant Is Too Small

After the publicity that Ne Guinea has received in Aus tralia and elsewhere recenti and the great pressure that is c

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Natives Overcharged

The P-NG Prices Commis-ner, Mr. H. H. Reeve, in gust launched prosecutions inst ten Port Moresby trade res for alleged irregularities dealing with native customers. Fifteen summonses against e stores were set down for aring in Port Moresby Petty ssions Court.

Eight of the summonses eged short weight. Four that ods were sold at a higher ice to natives than to Euro-ans

The other three alleged over-arging. The items involved re sugar, rice and butter.

The prosecutions followed the ense investigation by prices spectors in July of reports at natives were being ex-ited by trade stores.

Some of the cases were dealt ih in court on August 30, and a result three trade stores d two native employees were ed a total of £44. The stores re owned by Steamships Trad-g Co. Ltd.

Two charges against the Motu ading Company were with-awn and charges against ven other stores were pend-g, a spokesman for the Crown w Department said after the aring.

ralia to develop the Territory ediately—and if possible even er—Territorians were generally ppointed in the grant that Aus-a made to Papua-New Guinea 1960-61.

his grant of £14,500,000—£1,500,000 e than in 1959-60—was an-nced by the Federal Treasurer, H. Holt, when he presented his get in Canberra in mid-August. it although some Territorians e disappointed, and said so, rs pointed out that P-NG has ly been able to spend in one the revenues that were avail-and that at the end of June year, those moneys remaining ent in that 12 months, simply t back into Australian consoli-d revenue.

he grant was out of tune with ent-day demands, Mr. H. H. bbs, vice-president of the Port esby Chamber of Commerce, there on August 17.

The grant is unrealistic when the is for a speed-up in develop-t," he said. "It should have a lot higher if progress is to head in the Territory."

r. Stubbs said the rise would nly just high enough to cover e Administration's increased es bill for the year.

e was supported by Papua's ted member to the Legislative Council, Port Moresby solicitor, Mr. C. P. Kirke, who said that the grant is hopelessly inadequate.

"The Territory needs much more than that to meet all things which need doing now," he said, but added that he believed, however, that the Administration was not geared to spend large sums of money on development. "It's no good outlaying a lot of expense on schools if you can't get enough teachers, and that mainly is how things stand in the Territory at present."

Legislative Council mission member, the Rev. D. Ure, said the grant was "most disappointing."

"Most people in the Territory expected an increase of at least £5,000,000," he said.

Former MLC, Mr. E. A. James, emphasised that although the increase was small, the Administration would probably not have been able to handle a larger increase without having planned for it.

Messrs. Kirke, Stubbs and James all agreed that the Administration should try to "spend to the limit" this year to avoid last year's position where the grant was underspent by about £500,000.

Ridding P-NG Administration Of Sorcerers

The District Advisory Council of the Gulf District of Papua has urged that a drive against sorcerers

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should be made at an elementary level—in the primary schools.

The Council has recommended that courses of instruction explaining disease and natural phenomena (which sorcerers claim they can control) should be added to the school syllabus.

A member, Mr. P. Preece, said this would be one of the most effective ways of fighting sorcery, "the Territory's most paralysing force".

The Council's recommendation has gone to the Administration for investigation.

Another member, Mr. J. Cribb, told the Council that the view that education was a long-range cure was correct. "But some immediate preventative action to lessen the effects, and not so much the belief, is essential," he said.

"Dismissing reputed sorcerers from Administration employ will not lessen public belief in their powers. But it will help to remove the fear that people have of bringing evidence against such sorcerers and would help to align the Administration as obviously against sorcery in the eyes of the people."

The Council chairman, Mr. K. Jackson, said he had heard of a native Court Interpreter at Kikori who was renowned as a sorcerer.

"Local people have often joked with me about his being a sorcerer," he said. "But I think a serious attitude should be taken by all people, particularly the Administration. If this man has practised sorcery he should be dismissed from his employment"

A Council proposal urging more positive steps to eradicate sorcery was turned down by the Administration earlier this year.

The Council had suggested that a list be compiled of known sorcerers and a careful watch be kept on them.

In a statement, the Administration said this had "undesirable possibilities" as it would give people who dislike a man the opportunity of a "persecuting witch hunt".

Education bringing understanding was the only real solution to sorcery, the statement added.

"Malaita" Mishap: Long Delay Expected

As this issue went to press, the Burns Philp Line motor-vessel *Malaita* was coming slowly down the Australian coast to Sydney. She broke down in August in Port Moresby harbour while moving from her anchorage to the wharf. She is carrying passengers, 1,000 tons of cargo and is using six of her eight cylinders.

The breakdown was caused by a mishap to one cylinder which threw the crankshaft out of alignment. She is expected to be about three months in dock in Sydney.

The BP ship *Tulagi* broke a cylinder lining while at Gizo, BSI, in August, and was delayed at Kieta for several days while her engineers worked round the clock to replace it.

New Hebrides Will Look At Its Liquor Laws

The New Hebrides Condominium in August held the first meeting of a special inquiry into the New Hebrides liquor laws.

The inquiry, which sat in Vila, has been appointed by the Resident Commissioners to examine and report on the liquor situation as it affects New Hebrideans and to advise on any measures which appear desirable.

The committee consists of four New Hebrideans (all members of the Advisory Council), three British and three French citizens, and is presided over by the Registrar of the Joint Court, Mr. Edmond Buter.

Mr. Lloyd Hurrell Wins Morobe Seat

As Minister for Territories Haslu is fond of pointing out, Papua-New Guinea is politically apathetic—but residents were more than ordinari so when it came to choosing th three European elected membe for the next Legislative Council.

Only one candidate nominat for each of the Papuan an New Guinea Islands Electorat

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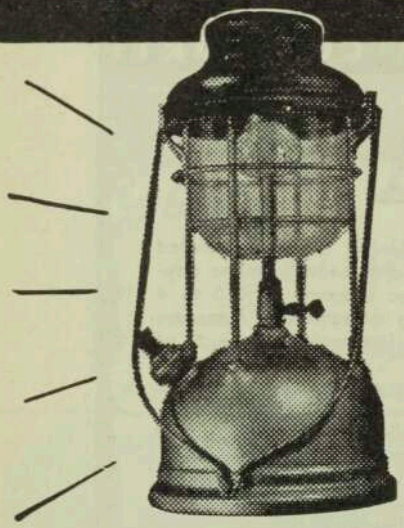

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emorial to Director of Coastwatchers

A committee has been set up Australia to commemorate e memory of Commander R. M. Long, OBE, who was rector of Naval Intelligence ring World War II and as ch had so much to do with e South-West Pacific Coast-tchers.

Commander Long died in dney on January 8 this year. The memorial to him will take e form of a portrait painted well known Australian artist ther Paterson. This will be inted from photographs ich are in existence. In dition Lt.-Commander George rmon Gill, the Royal Aus-lian Navy historian, has reed to write a biography.

Donations to the memorial nd should be sent to the Hon. cretary, R. B. M. Long emorial Fund, 201a George reet, Sydney.

The committee, of which the airman is Commander J. C. B. cManus, OBE, has asked nors to send also, any ecdote or incident connected th Commander Long that they ght remember. This will help e biographer in his job.

Every subscriber will receive a py of the biography; the por-it will hang in a place where can be seen by the majority his friends.

ssrs. C. P. W. Kirke and D. ett respectively) and these therefore elected unopposed. the New Guinea Mainland elec-te, four candidates were nomin-—but there the enthusiasm ped. Only 1,313 people had nselves put on the electoral roll of these only about 38 per cent. ally voted on August 27.

ne general attitude was "What it matter who gets in—no one take any notice of him, any-." This attitude, which has ys been in evidence in P-NG, been intensified over the last nonths when, after two lots of gnations of elected members the income tax issue, the Coun-has been limping along like a e duck. It is known, too, that the High Court has decided income tax laws in the Terri-are valid, the life of the new ncil will be brief and that tly the Minister for Territories announce its recomposition.

one the less, the election of Mr. d Hurrell, well-known Wau ner, as member for the New nea Mainland was very popular. Hurrell, who was at one time Assistant District Officer, left Administration some years ago and since, through sheer hard work and initiative, has built up one of the best agricultural properties in Wau.

Mr. Hurrell polled 304 votes; Mr. Paul Hyman polled 109, and Messrs. S. Barker and K. C. Watkins will probably be lucky to get their deposits back.

The new Legislative Council meets in Port Moresby in the new Legislative Council Chambers (it used to be the old European Hospital) on October 17.

Western Samoa in Copra Trouble

The Western Samoa Copra Board has been in serious trouble since June due to a fall off in the rate of deliveries of copra. So severe is this fall off that the Territory is having great difficulty in fulfilling its firm contracts with the UK and NZ, and has had to turn down offers from South America at better than world price.

Samoans are not cutting the usual amount of copra and although there are several contributing reasons, the main one is thought to be the drop in world price.

At the same time, the publication of a financial statement covering January-August, 1960, by the Board in August, shows how the Board has been caught in a vicious circle.

The statement shows that during that period, the Board took in

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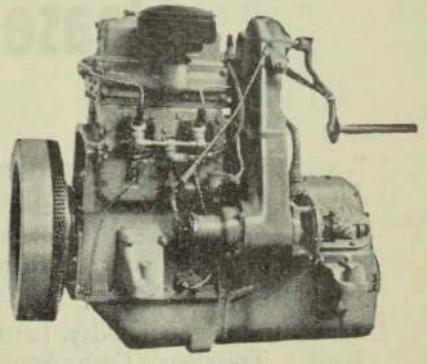

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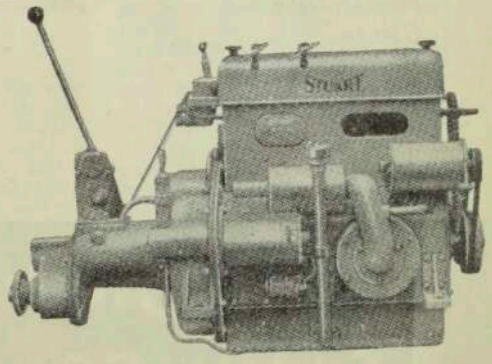

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copra to the f.o.b. value £Stg.725,000, and dispersed eve penny of it. Nothing at all h gone into reserves this year, a had it not been for interest investments and sale of 2,500 to on the open market (mostly South America) the Board wou have eaten into the reserves bu up over previous years.

The two factors (falling pr duction and falling price) probab explain the mystery that has be remarked upon by planters in F elsewhere—why the Samoan Boa in August was paying a f.o.b. pri to producers that was within a f £'s of the London c.i.f. price, wh producers in other Territories we getting from £18 to £20 less.

Apparently the Samoan Boa feels that if it does not pay pr ducers at the highest possible ra over this difficult period (th leaving nothing at all for adju ment at the end of the accounti period) copra deliveries will fall even more.

Cooks Almost Free Of Yaws Now

The Cook Islands have be successful in controlling a virtually eradicating yaws over t past three years through a co certed drive by the medical depa ment with the aid of mode penicillin compounds.

This was stated by Dr. Friedri Tross of the World Health O ganisation, who made a perso survey of most of the inhabit islands of the group in July. Tross said that the improveme had come about through the who hearted co-operation between t people and the Administration.

£ s. d. Of Copra

(Continued from page 21)

ing firm contracts overseas locally, and to have the necessa stores and office accommodation a personnel for running what is, aft all, a very big enterprise.

All Unilever copra is shipped fro South Pacific territories in Ba Line ships. Naturally, these shi would not call at Savusavu or els where for small quantities of copr and this means that consideral storage space would be necessar

The price paid by Unilever unc its contracts is current Philippin or world, price. And that, presumab would be the price it would p for Fiji copra—"Suva price, better", wouldn't come into calcul tions.

The reported £14 differential b tween Savusavu price and Suva m price is difficult to break down in component parts. The mill does n buy in outports, but only ex-wha Suva, and how the producer g his copra there is his own busine

Apparently only about £4 of t

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P-NG CONTROL PUT OFF FOR ANOTHER THREE YEARS

Reasons for the postponement of the date for bringing the whole Papua-New Guinea under control—new target in end of 1963—has en put down to "unexpected difficulties" and the desire not to acrifice sound and prudent action for the sake of a plan," according a Ministerial announcement from Canberra on September 1.

The first plan for bringing the whole of the Territory under control as announced in 1956, and the target date then set was end of 1959. the time that this plan was announced, there was some criticism the target in the Territory on the grounds that there was no point leaving some border areas unconsolidated in order to push on into w areas just for the sake of putting up a good show for Australia's itics.

The new target that the Minister has announced (December 31, 63)—which will require the setting up of 18 new patrol posts—is obably a much more realistic one. But the postponement underlines e complete unwisdom of setting target dates for anything in a Terri- ry of the size and primitive nature of Papua-New Guinea.

There is no real point in spreading existing P-NG facilities—com- unications, personnel, health, education and other services—even ore thinly than they are at the moment, simply in order to be able tell the United Nations that, at last, Australia has done it and at every man, woman and child in the Territory is in direct line r receiving all the benefits of our style civilisation.

It is expected that in this financial year, five new patrol posts will established and 36,000 people in 5,900 square miles of country brought der control in 1961-62, 31,800 people and 6,450 square miles of country ll be similarly benefited; and in the following 18 months, 13,765 square miles of country and 53,000 people

is freight, and the rest comes r about 24 other heads ranging the twine that is used to sew bags to beetle-tax—some items hich might, it seems to us, more erly be included in cost of pro- ion.

pra Boards have worked thly enough in other Terri- s, but Fiji planters would be ng themselves if they imagined planters in these places had no s. Each board has its own way orking and fixing prices that paid producers, as a glance at 's monthly produce prices will .

August, for example, the P-NG a Marketing Board was paying ntative price of £A65 per ton top grade copra at main ports; BSIP Board was paying £A60 top grade; Western Samoa was ng £Stg.67/13/8 per ton. It is ous that the Samoan Board was ng this price from accumulated its (see p. 145) while P-NG, for nple, was merely paying an trary sum, the final amount to djusted at the end of the year's ing.

he only way to compare the es paid in various territories is ake them over a long period, bring into consideration such gs as local taxes (some still pay rt tax on copra), stabilisation deductions and the like.

Difficult Comparisons

1959, when copra boomed, P-NG ducers were consistently paid a tentative price; but when unts were finally adjusted in April this year, P-NG producers ended with an average price of £A90/14/7 per ton for top grade over the whole of 1959.

During that same period, *PIM* quoted the price that the Suva mill was paying in the first week of every month (although the Suva prices were, in fact, adjusted weekly). Using these figures, the average mill ex-wharf Suva price over 1959 was £F78/6/5 per ton for top grade—equivalent to approximately £A88 per ton. It seems likely, therefore, that in the long run, P-NG planters did a little better than Fiji planters; but Fiji planters had some advantage in that they were paid the total amount promptly, while in some cases, P-NG planters had to wait nine months for a final settling up.

Charges Vary

The charges involved in shipping copra in bulk from Pacific Islands ports to Northern Europe varies according to the world price of copra. The cost of a 3 per cent. shrinkage when copra is £100 per ton is naturally more than when copra is £60; the same rule applies to insurance. However, the current cost of shipping copra from New Guinea (for example) to UK is certainly less than the very generous amount allowed for getting Savusavu copra to the wharf in Suva.

For those who like doing sums it is interesting to compare the Fiji and Philippines prices as quoted for August 8, 1960, in the *PIM*.

On that date the Suva mill was paying £F57/7/6; the Philippines c.i.f. North European price was $193.50—equal to about £F75.5 At a wild guess, say the freight and other charges amounted to around £F13—that leaves around £F5 per ton more than the mill was paying—not £25, as some people in Fiji seem to have claimed.

'These figures, of course, are so full of unknown quantities that they can be regarded as only approximate. Nonetheless, where thousands of tons of copra are involved in the aggregate, even a pound or two adds up to a considerable sum.

One factor that is consistently overlooked in the current Fiji copra situation is that the mill, once having extracted the oil from the copra, has to get it across to the other side of the world before it can benefit from it—and this is not done for nothing. World price can swing considerably between the purchase of the copra at Suva wharf and the arrival of the coconut oil in Europe.

The immediate nigger in the woodpile seems to be that large amount of £14 which producers in Fiji say it costs them to get a ton of copra to Suva. It is a sum in excess of the current cost of getting the same copra in bulk, all the way from the Pacific to Europe, and therefore is a figure that needs investigating.

New WPHC

(Continued from page 22)

"Local chiefs, although deprived of the official support and guidance on which they formerly relied, had everywhere succeeded in preventing disorder.

Dealt With Shortages

"One of Trench's chief headaches was the shortage of food in areas formerly occupied by the enemy. The Japanese landed on Guadalcanal with orders to live on the country and wherever they went they engaged in wholesale looting of gardens.

"Trench set out to get the gardens back into production as quickly as possible, but in the meantime part-rations (readily provided by the Americans on a lease-lend basis) had to be issued in one corner of the island where stocks of food were particularly low. The rations were doled out by police patrols, which released them only to families able to produce evidence that they had begun replanting their gardens.

"Perhaps the gravest result of the Japanese invasion was the virtual cessation, over large areas, of that routine medical work which is of such immense importance in tropical territories.

"The Mission doctors and their staffs had done what they could to keep the work going, and had achieved prodigies, but they could scarcely have been expected to set up their trestles and offer injec-

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tions in villages adjoining Japanese encampments.

"A pre-war campaign which had promised to bring the Protectorate's Public Health Enemy No. 1—yaws—under final control had been interrupted and there had been a fresh outbreak of that disfiguring and debilitating disease. Trench assembled all the natives he could find who had had some experience as dressers or hospital wardsmen and sent them out as a sort of 'shock' battalion, with such drugs as were available

"His duties as a District Officer having been forcibly increased by the demands of war, Trench sought to divest himself of lesser responsibilities. Many of his judicial powers he delegated to headmen, who were given authority to hear certain classes of criminal and civil cases on condition that the parties concerned were willing to submit to their jurisdiction.

Happy Experiment

"This experiment produced extremely satisfying results, as Trench was confident it would, in view of the excellent record of the headmen when left to their own resources during the occupation.

"The simplest of Trench's 'war duties' was the arranging of lectur on native customs, and the pr paration of pamphlets on nati languages, for the enlightenment American troops; the most interes ing was the selection, from t bridges of American warships, bombardment targets along t enemy-occupied coast; and the mo hazardous was the operation, wi the help of Kennedy and oth officers stationed in the weste islands, of a rescue service f crashed American airmen."

In 1950, Trench was transferr to Hongkong, and his reputati as a practical, down to earth a human administrator continu there.

He will find it a change to from the free-spending atmosphe of wealthy Hongkong to t Treasury-controlled Western Paci High Commission, but he can r member when things were mu worse, and all concerned can sure that whatever he does will firmly grounded in practic common sense and good humour.

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Samoa's Constitution

(Continued from page 23)

convention to sanction the co tinuance of capital punishment the only effective deterrent to pr vent the unwarranted taking human lives.

The Prime Minister cited t Bible to support his arguments a stated that it had been proved th imprisonment in Western Sam could not be considered a satisfa tory deterrent to murder, as pris life there was quite acceptable many offenders who considered it kind of holiday.

Though no vote was taken on t issue, a resolution to refer t matter to the Legislative Assemb for early consideration and if nece sary, legislation, was passed by large majority of the convention

Election in February

The general elections to the n Legislative Assembly of Weste Samoa, which were to be held November, have now been postpon to February 4, 1961. The prese Legislative Assembly will formally dissolved by the Coun of State on November 11, and t present Cabinet Ministers will ca on as a "caretaker" Governme until the day preceding the appoi ment of the new Prime Ministe

The Legislative Assembly held special meeting commencing August 31 to consider the Suppl mentary Estimates and oth legislation. The Assembly sat du ing the evening hours, while t Constitutional Convention sat du ing the day. The Supplementa Estimates provided for an additio expenditure of some £95,000 for t current year.

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DEATHS OF ISLANDS PEOPLE

W. H. ("TAVUA") JOHNSON

e of the old pioneers of Fiji, William Henry Johnson, known tionately by all as "Tavua", at his home in Suva on August n his 99th year.

rn in Lake Erie district, Canada, rew up in a hard school, fol- g a variety of professions and s, among them cigar-making. migrated to Australia in 1891, in the tobacco industry in n Queensland and in Sydney, threw it up to go to Levuka, to grow tobacco.

Levuka, he married an Aus- n girl, Miss Blanche Wadeson. n he left Ovalau, he took up ng at Tailevu, on Viti Levu, rtnership with Rev. Floyd the ter at his wedding.

ving to Tavua, in 1893, the prising Mr. Johnson obtained ge area of land, leased most to Indian farmers for growing its and maize, and then opened rge general store. Another taking was maintaining boat unication with Levuka, for were no overland roads on Viti in those days.

ause of his championing of little northern settlement he for himself the nickname ua", and it stuck to him all fe.

1907 he sold much of his land ngs to the CSR, his trading sts to Picker Bros. and went Canada with his wife and son William Granger, on a holiday.

er returning to Fiji, he settled e growing township of Suva, had superseded Levuka as al, and he engaged in the de- ment of residential property. he end of World War I, he reached middle-age and as a rty-owner and investor took nore easily, devoting much of ime to the civic activities of Municipal Council and his e hours at Suva Bowling Club. igh the years, he maintained nterest in public affairs.

is survived by his only son, V. G. ("Tui") Johnson, who is ging director of W. R. Car- r & Co. (Fiji) Ltd and allied anies. His wife died in 1938.

MR. C. B. DUPERTUIS

arles Bernard Dupertuis ended g and distinguished life in the e of his adopted country, the Hebrides, in August. He was 81.

Charles Trautwein, he was in Switzerland in August, 1879, was educated there and in . He was ordained in 1904 and same year went to the Gilbert Ellice Islands Colony as a onary.

left the mission in 1918 and married, taking at the same time the name of his mother's family as Charles Bernard Dupertuis. For some time he and his wife lived in Australia, where their only child was born. The family then went to live in the New Hebrides, where Mr. Dupertuis opted for British nationality and where he held numerous positions. For a time he was interpreter at the Joint Court, and for a short time a teacher of agronomy in New Zealand, and at another he was British Resident in one of the New Hebrides Districts.

His main interest, however, was in entomology and his great contribution to New Hebrides economic life was the study of the insects that ravaged the coconut trees, particularly that of Promethoca, a sort of stick-insect that skeletonises the fronds of this palm and causes loss of production.

In 1935, he was in consultation with two British entomologists in Lau, Fiji, where the same coconut problem was being experienced, and in 1937 he went to Java to visit the famous Dutch institution of Buitenzorg. He took with him back to Vila, parasites that were known to attack the Promethoca insect.

In 1939, Dupertuis visited New Guinea and the Solomons at the time that the latter was having a great deal of trouble with premature nutfall in its plantations.

The war interrupted his research, and for some years before his death he was living in retirement in Santo.

He is survived by his daughter, Cecilia, wife of Mr. Jean Ratard, of Santo.

MR. FRANK ALLEN

Mr. Frank Edwin Allen, who died while visiting relatives in Western Australia on August 8, was well known in Fiji, where his association with the Colony went back to 1906.

An accountant, he was with CSR Co. at Sigatoka in the period before World War I; then he was stationed at Lautoka until 1920. He married a local girl, Miss Queenie Berry, niece of Sir John Thurston, then Governor of Fiji, and they had one son, Peter.

Later, Mr. Allen, was CSR manager at Adelaide, then at Melbourne. He retired in 1942; but joined the Australian Ministry of Supply in Queensland during the war.

Finally, in 1952, he returned to Fiji and made his home at Lautoka, where his residence became a garden show-place.

MR. HAROLD ADCOCK

An Englishman who had lived in Fiji for over 30 years, Mr. Harold Adcock died suddenly in Suva on August 11, aged 70.

Going to Fiji from Australia in the late 1920's, he followed his trade as a draper at Levuka, with Burns Philp (SS) Co. Ltd. Then, he went to the drapery department of Morris Hedstrom Ltd., Suva, for some years. Apart from a period with Fiji Customs Department, at Suva wharf, he was employed by one or other of the Big Firms in Fiji all his life.

A skilful and keen bowler, he lived at the Suva Bowling Clubhouse and was SBC's publicity officer for some 20 years—his reports and comments on bowling in the Colony, written under the pseudonym of "Jack High", were a regular feature of the *Fiji Times*.

MR. JOHN PRICE

The death of Mr. John Price occurred suddenly at Savu Savu, Fiji, on August 6, at the age of 73 years.

In Mr. Price the district has lost one of its oldest and best-regarded residents. He had lived at Savu Savu for about 36 years.

Mr. Price was born in Wales and, as a young man, migrated to New Zealand and made his home at Morrinsville. There he met and married Miss Rosella Knight, of Fiji.

In 1924, Mr. Price moved to Fiji to take over "Qaranikula" copra plantation at Savu Savu West, and the property has remained the family homestead to this day. Travellers on the roadless coast of that portion of Savu Savu Bay will recall the hospitality extended to them over many years by the Price family. Mr. Price was renowned as a vocal entertainer.

He is survived by Mrs. Price; son Jack (second-officer on MV *John Williams*); and his daughter, Mrs. Lema Low (of Norfolk Island). His younger son, Teddy, was killed in action in North Africa while serving with the NZ Forces in World War II.

ARTHUR H. CRESSWELL

As this issue goes to press, word comes from USA that Mr. Arthur H. Cresswell, of Rabaul, aged 60, died on September 6, at the Mayo Clinic, after an operation for a double tumour of the brain.

RATU ERONI BURESOVA

A Fijian who had a notable career as a Native Medical Practitioner, Ratu Eroni Buresova, died at Rewa on September 3, aged 87.

He was among the first Fijians chosen to train in hospital work and, after qualifying as an NMP, served for 36 years in the Medical Department.

Ratu Eroni was NMP delegate to the Council of Chiefs and, after he retired from the Government in 1924, he continued to serve the Council as representative for Rewa Province.

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N. G. WAGES

(Continued from page 20)

recommendation on native wages which is now being considered by the Administrator, but it is expected the £3 wage will be approved because it has been made by agreement.

Nevertheless, the new wage raises many sticky problems.

What effect will it have on Administration native employees in other big centres, who will also probably insist on the higher wage? And what effect will it also have on private industry?

The present agreement worker's minimum wage is 25/- per month, plus rations and accommodation.

Before the war it was 10/- in Papua and 6/- in New Guinea. In 1946 this was raised to 15/- per month in both Territories and in May, 1956, the wage was increased to its present 25/-. The Board will make proposals on this figure.

Norfolk Council

(Continued from page 20)

to take over none of its powers except those of an advisory nature.

This attitude caused quite a split on Norfolk—and within the Council itself.

When Senator Paltridge and Mrs. Paltridge turned up on the island for a four day visit, Council president F. R. Needham declined an invitation by the Administrator for the Council to be represented at the airport during their arrival.

After this snub, the Council asked the Minister to meet it to discuss business later in the week. At this meeting, the Council's one woman member, Cr. Lavinia Donkin said she apologised for the Council's seeming rudeness at the airport, and added: "As a Norfolk Islander I say that as a people we have always been noted for our courtesy, hospitality, friendliness and loyalty. It was a very poor show, and for my part absolute ignorance".

Senator Paltridge said he had never heard of a case before where a community had refused powers it was offered. He suggested the Council take these over before asking for additional ones.

Hot on the heels of these activities, 21 islanders—with island women in some strength on the list—called a public meeting to discuss the snub, but more particularly the refusal of the Council to take over the reins.

Feelings were high, and fireworks were expected, but the meeting was orderly. A resolution was moved that the Council resign if not prepared to act. This was amended, for the motion to be held until the Council conferred with the convenors of the public meeting.

An announcement on what happened at this later meeting was expected on September 12.

Meanwhile, the Council resolved to send an apology to Senator Paltridge, who, no doubt, was still wondering how he managed to become involved in colleague Hasluck's headache.

Sugar Deadlock

(Continued from page 19)

surplus to requirements, but also the cane that should have been cut between June 21 and mid-September, but was not cut because they were led down the garden path by Messrs. Patel and Koya. However, with luck, the growers and the mills might put through the 199,000 tons quota by February 26, which would reduce losses generally.

There was excuse for the attitude of the growers in the first half of 1960.

They had planted up a lot of cane in good faith. Naturally they were resentful when they learned that the company not only could not accept all their cane, but proposed to purchase the 1960 cane at a lower price than that of 1959.

The company itself apparently had been misled by the world's sugar situation; and it showed some appreciation of the grower's feelings in June when it agreed to pay the 1959 price, and made other concessions.

On that basis, an agreement, and the commencement of cane-cutting, seemed possible in June, and again on July 24; but the bitter anti-CSR influence of the Patel group, although dwindling, kept the cane-growers idle all through July and (except for Labasa) through August, until early September.

Patience Paid

During late August and early September, the Patel group tried repeatedly to induce the Governor to intervene between the CSR and growers. Sir Kenneth Maddocks conscientiously heard each plea—showing so much patience that in the end he was sharply criticised for not showing the firmness and brutality that, in the opinion of many citizens, the Patel tactics really called for.

But patience paid off. While each argument was being carefully considered, the farmers were showing discontent and distress, and growing weariness with the Patel tactics. The Government mobilised all reserves and some civilian volunteer troops, to protect growers who decided to cut. *(See p. 69 for a report on Labasa position).*

Finally, Fijian growers, and contract cutters on CSR-owned farms, began to cut cane for the mill at Ba, and on September 1 it began crushing, with supplies coming in from all the areas, from Penang to Lautoka.

This was the break-throu Within 48 hours, the trickle of ca became a flood. Within 10 days, c ting was in progress from Sigat to Raki Raki, and all three m on Viti Levu were in operation

It was overwhelming defeat for Patel gang, and some of its me bers reacted in a very ugly w Certain "leaders", in meetings cane-farmers, urged the farmers a final resort to destroy their ca and use their land for vegetab and other subsistence crops.

Fearing arson and violence, authorities alerted their gua everywhere.

The 1960 season's troubles over, for the moment; but gr difficulties lie right ahead. I affected Indian groups almost c tainly will try to—

- Interfere with cane-cutt between now and January.
- Induce strikes among the m workers.
- Discourage planting of c for the next and following seas
- Wreck pending conferences discuss next year's cane prices conditions.

In these matters—especially last two—there is need for grea co-operation and clearer und standing between the Governm the CSR, and the organised ca growers.

There also is need for authority, or new laws, to curb va ous union organisers whose activit while ostensibly for the good of wage-earners, are generally ir sponsible and, at times, apparen subversive. The Fiji commun must be protected against th gentry—otherwise, the commun will take steps to protect itself.

Mr. Amery's Visit

(Continued from page 18)

in the South Pacific Islands is growth of Australia's strength influence, and this will be am the matters discussed by Mr. Am during his Pacific visit. T subject includes the future Solomons and New Hebrides, wh —although an expensive resp sibility of the British Colo Office—is increasingly under influence of Australia.

Developments in the N Hebrides have been such t Britain and France will shortly h to get together and decide j where the Condominium is heac

Mr. Amery is a young man, of the Right Hon. L. S. Amery. had a very colourful World W II record—he carried out s dangerous secret missions in Balkans area; was wounded a he had been parachuted i Albania to lead a force of esca Russian prisoners; and he was w Churchill's personal representat in the Far East with Chia Kai-shek.

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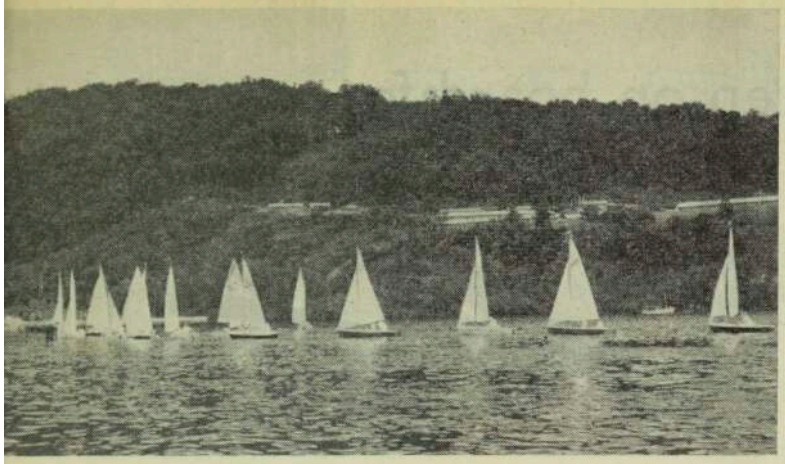

Sports Review

ther Fiji Honour "Kam"

Ir. K. C. Gajadhar has fallen e honour of being the first dian to manage overseas an es Fiji sports team. Mr. nar, "Kam" to his friends, is and practical sports admin- r, and managed the Fiji team August-September tour of nd province.

s the secretary of the con- g bodies of hockey and cricket , still plays cricket regularly dopts the role of hockey during the winter.

for his initiative in making proach to NSW, the January- ry Fiji cricket tour may have taken place.

was represented at the Olympic s as usual. And, also as usual, public found a lot of the money to the delegation, thanks to a devoted of sports enthusiasts. Mr. L. O. son organised a Suva street appeal creditable results. Here a Fijian medical student gets a contribu- from Geoff Kemp, Suva business- who is also prominent at bowls. Photo: C. L. Cheng.

He worked hard behind the scenes with president Hugh Bromley to ensure the hockey tour would be a success.

It is a tribute to his popularity that even though he won the hockey managership by one vote only, his selection was warmly acclaimed by all races.

"Kam" obtained his law degree at Victoria University College, Wellington, NZ, in the early 50's, and on tour of the Dominion, when managerial duties permitted, he renewed many acquaintances.

Till recently in private practice, he is now a Crown Counsel in the Attorney-General's Department, Suva.

They Don't Give It To Jo, Now

From Norman Baxter, in Suva

JO LEVULA, long-striding rugby wing three-quarter, as well known in the Eastern States of Australia, as well as in his homeland of Fiji, has lost the kick which made him a warm favourite with crowds wherever he played.

Now nearing the end of his tether as a footballer, Jo still plays at Nadi, and this season had the honour of captaining the representative team from that district.

But, sadly, gone are those thrilling runs down the wing which used to bring the crowds to their feet, screaming encouragement.

Crowds fickle in their admiration, now have new heroes, and no longer does the cry, "Give it to Jo", echo from the sideline.

In his heyday, Jo toured Australia and New Zealand twice, and Tonga once, as well as playing as far afield as Hongkong and Bangkok while he served in Malaya with the Fiji Battalion.

Jo, as boyish and likeable as ever, can look back on his career with satisfaction.

But for concentrating on rugby, he may have made a big name for himself as a sprinter. He did run seriously for a season or two and clocked better than even time for the 100 yards.

Sports fans will regret that his spectacular career is now drawing to a close.

Hollandia Yachts In Action

Hollandia's Yacht Club, in Netherlands New Guinea, is one of the most progressive in the South Pacific—and its clubhouse certainly the most modern. Photographs of it appeared before in "PIM". Visitors receive honorary membership. The club has 16 yachts—and here are most of them out for a day's sailing on the broad waters of Humboldt Bay.

The Best Men Won (Undoubtedly)

A TONGA rugby man, who wants to be referred to as "Fair Play" for diplomatic reasons, in a letter to the Sports Editor, goes scone hot over a July *Sports Review* item, which he says suggests that Tonga's victory in the recent Maori test in Tonga could possibly be credited to Maori injuries.

He says, "We won it fair and square—Tonga defeated the Maoris by being the better side."

"Fair Play" says that during the four matches in Nukualofa only one Maori player left the field through injuries and thus only in one match did the Maoris not have their full complement because of injury.

Fair enough, "Fair Play", Tonga rugby players are the greatest.

NO SKILL NEEDED!

Norfolk Island one day in August held a progressive triples bowls tourney, for trophies presented by the General Manager of the Norfolk Whaling Company, Mr. E. Coles.

Play was still in progress when night fell—and it found four teams still battling in a play-off. Matches were struck to see who was holding the shot, and similar vital factors. This proved rather fruitless.

Finally it was decided to draw the winner from a hat!

Norfolk bowlers say they can't see it happening again. The club hopes to have lights on the green shortly!

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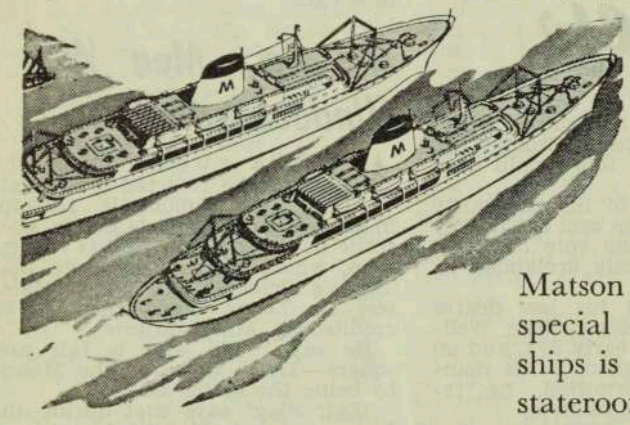

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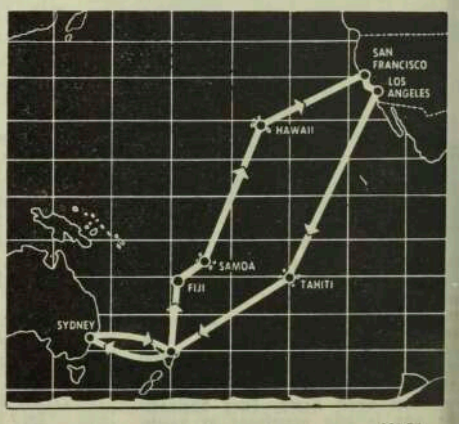
Sailing Dates Northbound

	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MARIPOSA	Oct. 26	Oct. 29	Nov. 1	Nov. 2
MONTEREY	Nov. 18	Nov. 22	Nov. 25	Nov. 26
MARIPOSA	Dec. 9	Dec. 13	Dec. 16	Dec. 17
MONTEREY	Jan. 7	Jan. 10	Jan. 13	Jan. 14
MARIPOSA	Jan. 25	Jan. 28	Jan. 31	Feb. 1
MONTEREY	Feb. 24	Feb. 27	Mar. 2	Mar. 3

and sailings approx. every 3 weeks thereafter.



See your Travel Agent or

Matson Lines

Sydney: 82 Elizabeth Street • Fiji: Morris Hedstrom Ltd., Suva
Auckland: 73 Queen Street • Samoa: B. F. Kneubuhl, Pago Pago
Tahiti: Etablissements Baldwin, Papeete

Y151

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IPPING TIME-TABLES

dney-Papua-N. Guinea

ailings are approximate and may ary by as much as two weeks.

Montoro sails from Melbourne for Brisbane, Port Moresby, Samarai, Kavieng, Wewak, Madang, Lae, oresby. Last Sydney sailing: Sept. xt Sydney sailing: Nov. 11.

Malekula sails from Sydney for e, Port Moresby, Samarai, Rabaul , Wewak, Alexishafen, Madang, ydney. Next Sydney sailings: Oct. 29.

Malaita, usually on Sydney, Bris- Port Moresby, Samarai, Rabaul, m, Lorengau, Madang, Lae, Samarai, e, Sydney run, developed engine early in Sept., at Port Moresby, and has been withdrawn from until 1961.

Bulolo sails about every six weeks: Brisbane, Port Moresby, Samarai, Madang, Lombrum, Rabaul. Last sailing: Sept. 21. Next Sydney sail- ct. 31, Dec. 12.

s from Burns, Philp and Co., Ltd., e Street, Sydney.

Soochow: Leaves Melbourne for Brisbane, Pt. Moresby, Samarai, Kavieng, Madang, Lae. Port , Sydney. Next Sydney sailings: , Nov. 10 (approx.).

hansi: Leaves Melbourne for Sydney, e, Port Moresby, Samarai, Lae, , Wewak, Kavieng, Rabaul, Port . Sydney. Next Sydney sailings: Dec. 2 (approx.).

Sinkiang: Leaves Sydney for Bris- Port Moresby, Samarai, Honiara Rabaul, Madang, Lae, Port , Sydney. Next Sydney sailings: Dec. 21.

s from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 St., Sydney.

Elizabeth Boye: Leaves Sydney ive weeks for Port Moresby, Lae, Last Sydney sailing: Sept. 13. dney sailing: Oct. 17 (approx.).

levik: Leaves Sydney monthly for owe Is., Port Moresby, Lae. Next sailing: Sept. 26.

s from Karlander (NG) Line (F. hens Pty., Ltd., agents), 176 Day ney.

Malacca and Matupi maintain a service between Australian ports, New Guinea, and Borneo.

pi: Dep. Sydney Oct. 19, Brisbane Port Moresby Oct. 27, Rabaul Nov. Nov. 5, Madang Nov. 7, thence an and Borneo ports. Returns o coastal Australian ports for turn t Adelaide.

ca: Dep. Sydney Nov. 23, Brisbane Port Moresby Dec. 1, Rabaul Dec. Dec. 10, Madang Dec. 12, thence an and Borneo ports. Returns to Australian coastal ports for und at Adelaide.

s from Blue Star Line (Aust.) Pty., gents), 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. Next Sydney sailings: Silindoeng Oct. 8, Sibigo Nov. 4, Sigli Nov. 25, Sinabang Dec. 20.

Details from Royal Interocean Lines, 255 George St., Sydney.

Netherlands NG—Papua-NG

The Dutch KPM Line operates MV Arfak (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 vessels:

MV Middlesex: Port Moresby, arr. Oct. 6.

MV Durham: Port Moresby, arr. Dec. 31 (approx.).

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings every four weeks

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Through Bills of Lading to

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NUKUALOFA - VAVAU - NIUE

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London E.C.3

BURNS PHILP
(SOUTH SEA) CO. LTD.
Suva

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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.

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Europe - Tahiti - BSI - Papua-NG - Netherlands NG

A direct service from the Continent and London, via Panama Canal to Tahiti, BSI, Papua-New Guinea and Nertherlands New Guinea is operated jointly by Nederlands Line Royal Dutch Mail and Royal Rotterdam Lloyd. There is an approximate four weeks schedule.

MV Bintang: From Continent dep. London Sept. 17, due Papeete Oct. 21, Honiara Oct. 31, Port Moresby Nov. 4, Rabaul Nov. 6, Lae Nov. 8, Madang Nov. 10, Hollandia Nov. 12, Biak Nov. 17, Manokwari Nov. 20, Sorong Nov. 23; thence Europe, via Singapore.

MV Schelde Lloyd: From Continent dep. London Oct. 15, due Papeete Nov. 15, Honiara Nov. 23, Port Moresby Nov. 27, Rabaul Nov. 29, Lae Dec. 1, Madang Dec. 3, Hollandia Dec. 5, Biak Dec. 10, Manokwari Dec. 13, Sorong Dec. 16; thence Eu via Singapore.

MV Batu: From Continent, dep. Lor Nov. 19, due Papeete Dec. 22, Honiara 1, Port Moresby Jan. 5, Rabaul Jan Lae Jan. 9, Madang Jan. 11, Holla Jan 13, Biak Jan. 18, Manokwari Jan. Sorong Jan. 24; thence Europe via Si pore.

Details from Royal Interocean L 255 George St., Sydney.

Australia-NZ-Fiji-Canada-USA

Sailings of P. & O. and Orient Line Passenger Ships

		ORSOVA	IBERIA	ORCADES	ARCADI
SYDNEY	depart	From	Oct. 8	From	Dec. 10
AUCKLAND	arr/dep	Japan and	Oct. 11	Japan and	Dec. 13
SUVA	arr/dep	Far East	Oct. 14	Far East	Dec. 16
HONOLULU	arr/dep	Sept. 27	Oct. 19	Dec. 2	Dec. 21
VANCOUVER	arr/dep	Oct. 2-3	Oct. 24-25	Dec. 7-8	Dec. 26-2
SAN FRANCISCO	arr/dep	Oct. 5-6	Oct. 27-28	Dec. 10-11	Dec. 29-J
LOS ANGELES	arr/dep	Oct. 7	Oct. 29	Dec. 12	Dec. 31
HONOLULU	arr/dep	Oct. 12	Nov. 3	Dec. 17	Jan. 5
SUVA	arr/dep	Oct. 19	thence Japan	Dec. 24	Jan. 12
AUCKLAND	arr/dep	Oct. 22	and Far East	Dec. 27	Jan. 15
SYDNEY	arrive	Oct. 25	Nov. 30	Dec. 30	Jan. 18

Details from agents: P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydr

Far East-Sth. West. & Cent Pacific

The China Navigation Co., Ltd., ve Chefoo, Chekiang and Chengtu mainta 5 to 6 weeks' service from Japan to H kong thence southwards through P ports, BSI, New Hebrides, Fiji and Caledonia; usually return to Japan di

Chengtu: From Japan, via Hongk due Rabaul Sept. 24, Madang Sept. 27, Sept. 30, Port Moresby Oct. 7, Santo 11, Suva/Lautoka Oct. 14, Noumea Oct thence direct to Japan, arr. Nov. 9.

Chefoo: Dep. Japan Oct. 3, via H kong, Kavieng Oct. 20, Rabaul Oct. Madang Oct. 26, Lae Oct. 29, Port Mor Nov. 5, Honiara Nov. 8, Santo Nov. Suva/Lautoka Nov. 15, Noumea Nov. thence direct to Japan, arr. Dec. 22.

Chekiang: Dep. Japan Nov. 1, via H kong, Rabaul Nov. 19, Madang Nov. Lae Nov. 26, Port Moresby Dec. 3, Hon Dec. 6, Santo Dec. 10, Suva/Lautoka 13, Noumea Dec. 21, thence direct Japan, arr. Jan. 13.

Details from China Navigation Co., (Swire and Yuill Pty., Ltd., agents) Bridge St., Sydney.

The Australia-West Pacific Line M Aros, Citos, Delos, Milos and Samos m tain regular services between Austra ports and Japan. Southbound vessels f Japan call at: Hongkong, Manila, San kan, NG ports, BSI ports (quarterly), Hebrides (irregularly), Brisbane, Sydn Melbourne and Adelaide; northbo vessels from Sydney call at Manila Hongkong.

Aros: From Japan, via Hongkong North Borneo ports, due Lae Sept. Brisbane Oct. 6, Sydney Oct. 10; Sydney Nov. 2, Lae Nov. 9, Rabaul Nov thence Manila and Hongkong. Dep. H kong Nov. 25 for Lae Dec. 11, Brisb Dec. 17, Sydney Dec. 21; dep. Sydney 11 for Japan, arr. Jan. 28.

Milos: Dep. Japan Sept. 19, via H kong and North Borneo ports, Mac Oct. 7, Rabaul Oct. 9, Honiara Oct.

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toro Oct. 14, Santo Oct. 17, Vila Oct. risbane Oct. 23, Sydney Oct. 26; dep. y Nov. 12, for Japan, arr. Nov. 30.

nos: On first voyage in Pacific, dep. y Oct. 29, arr. Japan Nov. 13; dep. Nov. 21, via Hongkong and North o ports, Madang Dec. 4, Rabaul Dec. niara Dec. 9, Vanikoro Dec. 12, Santo 16, Vila Dec. 18, Brisbane Dec. 21, y Dec. 24.

s: Dep. Japan Oct. 4, via Hongkong. Borneo ports, Rabaul Oct. 26, Lae 9, Brisbane Nov. 11, Sydney Nov. 14; Sydney Nov. 28 for Japan, via Manila Hongkong, arr. Dec. 25.

s: Dep. Japan Nov. 5 for Lae Nov. risbane Nov. 29, Sydney Dec. 3. Dep. y Dec. 31 for Japan.

ails from Wilh. Wilhelmsen Agency Ltd., 30 Pitt St., Sydney, and Islands s.

ydney-New Hebrides-BSI-Bougainville, Etc.

Tulagi makes a round trip Norfolk ila, Santo, Honiara and BSI ports, inville ports, leaving Sydney about very six weeks. Next Sydney sailings: 0, Dec. 5 (approx.).

ails from Burns, Philp and Co., 7 Street, Sydney.

Sydney-New Caledonia-New Hebrides-Tahiti

els of Messageries Maritimes Line, g from Marseilles, via West Indies Panama, call about every six weeks peete, Vila (New Hebrides), Noumea Sydney, and return by same route. esent on this run are the motor-Tahitien and Caledonien and a red vessel, Melanesien. Next Sydney s: Melanesien Sept. 28 (at Noumea -5, Vila Oct. 6-14, Papeete Oct. 21-Caledonien Nov. 7 (at Noumea Nov. Vila Nov. 14-22, Papeete Nov. 28-), Tahitien Dec. 15 (at Noumea Dec. Vila Dec. 22-30, Papeete Jan. 5-10).

Polynesie (Messageries Maritimes) ains about monthly passenger sail-between Sydney and Noumea and ew Hebrides (Vila and Santo). Next y sailings: Sept. 23, Oct. 21, Nov. 11, .

ails from Sydney agents: Messageries imes, 36 Grosvenor Street, Sydney.

Europe-Sydney-Noumea

cargo vessels of Messageries Mari-Line maintain a regular monthly e between Dunkirk (France) and ea (New Caledonia), via French East , Ceylon and Australian ports. Each ccommodation for 6 to 12 passengers. Sydney, vessels go to Brisbane and ea; then return to France via Aus-n coastal ports.

t sailings from Sydney for Noumea: ery Oct. 14, Vosges Nov. 7, Vivarais .

ails from Sydney Agents: Messageries imes, 36 Grosvenor Street, Sydney.

Zealand-Fiji-Tonga-Samoa

Tofua maintains a service from and to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return ckland. Next Auckland sailings: Oct. . 1, Nov. 26.

Matua maintains a service from and to Lautoka, Suva, Nukualofa, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailings: Sept. 23, Oct. 21, Nov. 18.

Details from all offices of Union Steam Ship Co. of NZ.

Sydney-Pacific Ports-Panama-UK

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip. Present voyage from Southampton, via Capetown: Sydney Oct. 14-16, Wellington Oct. 19-21, Suva Oct. 25, Papeete Oct. 29-30, thence via Panama Canal to Southampton, arr. Nov. 23. Next voyage: Dep. Southampton Dec. 6 (Papeete Dec. 30, Suva Jan. 5).

Details from Shaw Savill Line, 8a Castlereagh St., Sydney.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a monthly (approx.) service between Auckland, NZ, and Cook Group islands.

Details from NZ Government Department of Island Territories, Wellington, or any office of the Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain a regular service from Pacific Coast North American ports, with sailings every alternate month. Some ports depend on cargoes offering.

Thor I: Dep. San Francisco Oct. 6, Los Angeles Oct. 7-11, Papeete Oct. 21-24, Pago Pago Oct. 28-31, Apia Oct. 31- Nov. 2, Suva Nov. 5-7, Lautoka Nov. 8-9, Noumea Nov. 11-14, Vila Nov. 15-16, Townsville (opt.) Nov. 20-21, Rabaul/Lae (open), Apia (open), Pago Pago Nov. 28-30, Los Angeles Dec. 12-14, San Francisco Dec. 15.

Thorsisle: Dep. San Francisco Nov. 30, Los Angeles Dec. 1-3, Papeete Dec. 14-17, Pago Pago Dec. 21-23, Apia Dec. 24-27, Suva Dec. 30-31, Noumea Jan. 4-6, Apia (open), Pago Pago Jan. 11-13, Los Angeles Jan. 27-28, San Francisco Jan. 29.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Ventura, Sierra, Sonoma and Alameda, Southern terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane and other Australian ports depending on cargoes.

Next Sydney sailings from USA: Ventura Oct. 7 (approx.), Alameda Oct. 19 (approx.).

American Pioneer Line has eight ships (Pioneer Gem, Isle, Glen, Reef, Cove, Star, Tide, Gulf) on Australia - Panama - US Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Late Nov.

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). Last Sydney sailing: Sept. 14. Next Sydney sailing: Oct. 13 (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., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailing: Waitomo Sept. 22.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga 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 onwards by the Union Steam Ship Co. of NZ Ltd.

Sailing dates from London for 1960 (subject to alteration without notice) are as follows: 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.

Mariposa: Dep. San Francisco Oct. 2, Los Angeles Oct. 3, Papeete Oct. 11-13, Auckland Oct. 19-20, Sydney Oct. 23-26, Auckland Oct. 29, Suva Nov. 1, Pago Pago Nov. 2, Honolulu Nov. 7-8, San Francisco Nov. 13.

Monterey: Dep. San Francisco Oct. 22, Los Angeles Oct. 23-24, Honolulu Oct. 29, Papeete Nov. 4-6, Auckland Nov. 12, Sydney Nov. 15-18, Auckland Nov. 21-22, Suva Nov. 25, Pago Pago Nov. 26, Honolulu Dec. 1-2, San Francisco Dec. 7.

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 calling periodically at Suva and/or Lautoka. They are Van Cloon, Van Nort, and Van Neck. Next calls at Fiji: Van Cloon Lautoka Oct. 15, Suva Oct. 16; Van Nort Lautoka Nov. 27, Suva Nov. 28; Van Neck Lautoka Dec. 13, Suva Dec. 14.

Details from Royal Interocean Lines, 255 George Street, Sydney.

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Sydney-Tahiti-Europe

The Nederland Line Royal Dutch M
MV Johan van Oldenbarnevelt and
Oranje sail irregularly from Sydney
Europe, via NZ, Tahiti and Panama Ca
giving Sydney-Papeete connection in e
bound direction only. Next Sydney s
ings: Oranje Oct. 11 (Papeete Oct. 18-
Oranje Jan. 15 (Papeete Jan. 22-23).

Details from Royal Interocean Lines,
George St., Sydney.

The Italian Sitmar Line (Panama f
MV's Fairsea and Castel Felice sail f
Sydney for Europe, via NZ, Papeete
Panama at irregular intervals, with e
bound calls at Tahiti. Next Sydney sail
Fairsea Jan. 12, 1961.

Details from Navcot Aust. Pty., I
58 Margaret St., Sydney.

Tonga-Fiji Shipping Servic

The Tonga Shipping Agency, as ag
for the Tonga Copra Board, operate
regular monthly cargo and passe
service between Nukualofa and Suva
MV Aoniu, 500 tons gross. Turn-roun
Suva is usually two days, and the Ag
there are W. R. Carpenter and Co. (F
Ltd.

Next scheduled departure dates f
Nukualofa are: Oct. 8, Nov. 5, De
(leaving Suva about four days later
each case).

AIRWAYS TIME-TABL

TRANS-PACIFIC SERVICE

1. Australia (or NZ)-Fiji-Hawaii-N. America

**(First and Tourist Class available betw
Australia and North America; First
Economy between San Francisco and U**

**BY QANTAS EMPIRE AIRWAYS
(Boeing 707 Jets)
Effective October 1**

NORTHBOUND

Tues. and Sun.: Sydney (dep. 5 p.
Nadi (arr. 10.55 p.m., dep 11.40 p.
Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 5 p.m.), N
(arr. 10.55 p.m., dep. 11.40 p.m.), Ho
lulu, San Francisco, New York, Lon

Thurs.: Sydney (dep. 5.30 p.m.), Nadi (
11.25 p.m., dep. Fri. 12.10 a.m.), Ho
lulu, San Francisco.

Fri.: Sydney (dep. 5 p.m.), Nadi (
10.55 p.m., dep. 11.40 p.m.), Honol
San Francisco, extending to Vancou

SOUTHBOUND

Mon. and Fri.: London, New York,
Francisco, Honolulu, Nadi (arr.
a.m., dep. 6.40 a.m.), Sydney (arr.
a.m.).

Tues., Thurs. and Sun.: San Franci
Honolulu, Nadi (arr. 5.45 a.m., dep
a.m.), Sydney (arr. 9.20 a.m.).

Sat.: Vancouver, San Francisco, Honol
Nadi (arr. 5.45 a.m., dep. 6.40 a.
Sydney (arr. 9.20 a.m.).

(International Dateline is crossed
tween Nadi and Honolulu.)

Qantas Super-Constellation aircr
under charter to TEAL, from Melbou
and Auckland, connect at Nadi on Wed
day and Friday with Qantas northbo

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, and on Thursday and Saturday outhbound flights (see table 17).

L Jet-Prop. Lockheed Electra air- from Auckland, NZ, connect with s northbound flights at Nadi on ay and Saturday (from Christchurch) t Nadi on Wednesday (to Auckland) unday (to Christchurch) for south- flights.

tas Fri. service ex-Sydney connects BOAC London service at San Fran- (dep. Sat.).

C service ex-London Mon. connects n Francisco Tues. with southbound s service; ex-London Sat. connects s southbound ex-San Francisco Sun.

BY PAN AMERICAN AIRWAYS
(h Intercontinental Jet Clippers*)

nd Thurs.: Dep. Sydney 5 p.m. for li (arr. 10.40 p.m., dep. 11.55 p.m.), olulu and Los Angeles (arr. Mon. Thurs. 5.25 p.m.). Connections at olulu for San Francisco, Portland Seattle.

nd Sat.: Dep. Los Angeles 9.30 p.m. Honolulu, Nadi (arr. 5.10 a.m. rs. and Mon., dep. 6.30 a.m. Thurs. Mon.) and Sydney (arr. 8.50 a.m. rs. and Mon.).

rnational Dateline is crossed be- Nadi and Honolulu.)

n American B-377 (Stratocruiser) d on connecting services Auckland, Tafuna (American Samoa), and lu (see table 20).

CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)

Fri.: Sydney (dep. 1 p.m.), Auck- d, Nadi (arr. Sat. 3 a.m., dep. 4 .), Honolulu, Vancouver, (thence by annia aircraft on to Amsterdam, Mon 11.35 a.m.).

Sat.: Dep. Amsterdam (by Britannia) 11 p.m. for Vancouver (dep. by DC- 1.30 p.m. Sun.), Honolulu, Nadi . Wed. 6 a.m., dep. 7 a.m.), Auck- d, Sydney (arr. Wed. 5 p.m.).

e: Crosses International Dateline en

CTIONAL SERVICES IN PACIFIC

. Sydney-New Guinea

s Australia Airlines and Ansett-ANA from Sydney to Lae and return C6B's. TAA runs the service Satur- Tuesdays; Ansett-ANA Mondays, ays. Each operates the Friday alternately.

NORTHBOUND

First and Tourist Classes

Sat. (TAA)

Dep.	Arr.
, 9.45 p.m.	Brisbane, 11.45 p.m.
Sun.	Sun.
p.	Arr.
ne, 12.45 a.m.	Pt. Moresby, 6 a.m.
p.	Arr.
resby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes

Mon. (A/ANA)

Dep.	Arr.
p.	
, 9.45 p.m.	Brisbane, 11.45 p.m.
Tues.	Tues.
p.	Arr.
ne, 12.45 a.m.	Pt. Moresby, 6 a.m.
p.	Arr.
resby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes

Tues. (TAA)

Dep.	Arr.
p.	
, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed.	Wed.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes

Thurs. (A/ANA)

Dep.	Arr.
Sydney, 8.20 p.m.	Brisbane, 10.20 p.m.
Thurs.	Fri.
Dep.	Arr.
Brisbane, 11.20 p.m.	Townsville, 2.15 a.m.
Fri.	
Dep.	Arr.
Townsville, 3.15 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby, 6.45 a.m.	Lae, 7.45 a.m.

First and Tourist Classes

Fri*

Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Sat.	Sat.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Dep.	Arr.
Pt. Moresby, 6.45 a.m.	Lae, 7.45 a.m.

* TAA: Sept. 30, Oct. 14, 28, Nov. 11, 25, etc.; A/ANA: Sept. 23, Oct. 7, 21, Nov. 4, 18, etc.

SOUTHBOUND

First and Tourist Classes

Sun. (TAA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

First and Tourist Classes

Tues. (A/ANA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

First and Tourist Classes

Wed. (TAA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

First and Tourist Classes

Fri. (A/ANA)

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Townsville, 2.15 p.m.
Dep.	Arr.
Townsville, 2.55 p.m.	Brisbane, 5.40 p.m.
Dep.	Arr.
Brisbane, 6.25 p.m.	Sydney, 8.30 p.m.

First and Tourist Classes

Sat.*

Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.

* TAA: Oct. 1, 15, 29, Nov. 12, 26, etc.; A/ANA: Sept. 24, Oct. 8, 22, Nov. 5, 19, etc.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-CAIRNS
TAA, with Fokker Friendship
(First Class Only)

Alt. Mon.: Dep. Cairns 3.10 a.m., arr. Pt. Moresby 5.30 p.m. (Oct. 3, 17, 31, Nov. 14, 28, etc.).

Alt. Tues.: Dep. Pt. Moresby 7.35 a.m., arr. Cairns 10.05 a.m. (Oct. 4, 18, Nov. 1, 15, 29, etc.).

CAIRNS-PT. MORESBY-BRISBANE
A/ANA, with DC4 Airfreighter
(Air Cargo Only)

Alt. Mon. (Sept. 26, Oct. 10, 24, Nov. 14, 28): Dep. Cairns 6.30 a.m., arr. Port Moresby 9.25 a.m. Dep. Port Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m.

3. P-NG Internal Services

Operated by TAA

PORT MORESBY-KIKORI-BAIMURU
(DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori: Alt. Tues., returning same day via Baimuru, Kerema, Yule Is. (Oct. 4, 18, Nov. 1, 15, 29, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (Sept. 27, Oct. 11, 25, Nov. 8, 22, etc.).

Via Ihu, Baimuru, Kikori: Alternate Thurs. (Sept. 22, Oct. 6, 20, Nov. 3, 17, etc.), returning via Baimuru, Kerema the same day.

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs, returning same day via Balimo (Sept. 22, Oct. 6, 20, Nov. 3, 17, etc.).

Via Kerema, Baimuru: Alt. Wed. (Sept. 28, Oct. 12, 26, Nov. 9, 23, etc.), returning alt. Fri. (Sept. 30, Oct. 14, 28, Nov. 11, 25, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

Alt. Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Oct. 5, 19, Nov. 2, 16, 30, etc.).

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Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Oct. 1, 15, 29, Nov. 12, 26, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Sept. 24, Oct. 8, 22, Nov. 5, 19, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DH Otter)

Fri.: Lae (7.45 a.m.) to Wabag, calling at any of: Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, Kainantu, Wapenamunda, Wabag. Arrival back at Lae depends on stops made.

LOWER HIGHLANDS (DH Otter)

Tues.: Lae (7.30 a.m.) to Goroka, calling at any of Aiyura, Kaiapit, 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, Minj, and Banz, arr. Goroka 1.30 p.m., dep. Goroka 1.50 p.m., arr. Madang 2.25 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05 a.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Tues. and Fri.: Dep. Pt. Moresby 7.30 a.m., via Goroka, Minj, and Banz, arr. Mt. Hagen 11.50 a.m., dep. for Madang (either direct or via airfields as required) 12.20 p.m.

Sun.: Dep. Pt. Moresby 12 noon, Goroka arr. 1.50 p.m., dep. 2.20 p.m., Madang arr. 2.55 p.m.

MADANG-PT. MORESBY (DC3)

Tues., Fri. and Sun.: Dep. Madang 7.30 a.m., via Goroka, arr. Port Moresby 10.20 a.m.

NEW GUINEA-NEW BRITAIN (DC3)

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues., Wed.*, Fri., Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul arr. 1.45 p.m.

Wed., Sat. and Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

* Calls Hoskins and Jacquinot Bay before Rabaul, on request, on Wed.

RABAUL-BUIN-RABAUL (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.

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Mon.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (Sept. 26, Oct. 10, 24, Nov. 14, 28, etc.).

SERVICES BY MANDATED AIRLINES (Scheduled flights with DC3 Aircraft)

Mon.: Depart Lae 7 a.m. for Goroka, Madang, Wewak. Madang, Rabaul—remaining overnight.
Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Lae.

Tues.: Depart Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.
Dep. Lae 7 a.m. for Goroka, Wau, Pt. 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, Pt. Moresby, Wau, Goroka, Lae.

Fri.: Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.
Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.
Dep. Madang 7 a.m. for Minj, Banz, Mt. Hagen, Madang.

Sat.: Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea) TAA, with DC3 aircraft

Dep. Lae 11 a.m. alt. Wed. (Sept. 26, Oct. 12, 26, Nov. 9, 23, etc.), calls at Madang and Wewak, and arr. Hollandia 3.30 p.m.

Dep. Hollandia 10 a.m. alt. Thurs. (Sept. 29, Oct. 13, 27, Nov. 10, 24, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BIAK (NNG)-LAE

Netherlands New Guinea Airlines, with DC3 aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government.

Dep. Biak, alt. Thurs. 6 a.m., arr. Hollandia 8.10 a.m.; dep. Hollandia, 12.30 p.m., arr. Lae 4.30 p.m.

Dep. Lae alt. Fri., 10 a.m., arr. Hollandia 1 p.m., dep. Hollandia 2 p.m., arr. Biak 4.10 p.m.

(Dep. Biak Oct. 6, 20, Nov. 3, 17, etc.; dep. Lae Oct. 7, 21, Nov. 4, 18, etc.)

NNG INTERNAL SERVICES

Netherlands New Guinea Airlines

DC3 aircraft link Biak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar and Ransiki; Twin Pioneer to Seroei, Genjem and Wamena; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuan, Sorong, Ajamaroe, Napan, Wisselmeren, Kokonao, Wasior, Inawatan, Nabire, Arso, and Kokas.

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 Biak, NNG (arr. Sat. 1.05 a.m., dep 2 a.m.), Manila (Philippines) and Amst dam (arr. Sun. 3.20 p.m.). Dep. Amst dam Sat. 6.35 p.m., via Manila and B (arr. Tues. 12.05 a.m.) for Sydney (Tues. 12.20 p.m.).

DC7C aircraft dep. Biak Tues. and S at 2.45 a.m. for Japan, Alaska and Amst dam (arr. Wed., Sun., 1 p.m.). Dep. A sterdam Wed. and Sat. 10.50 p.m. Alaska, Japan and Biak (arr. Sat., T 12.25 a.m.).

5. N. Guinea-Solomons

TAA, with DC3 aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, Bu Munda, Yandina, Honiara (BSI), 5 p.m. same day.

Tues.: Dep. Honiara 7 a.m. for Yandi Munda, Buka, Rabaul, Lae, arr. p.m. same day.

6. Sydney-Noumea

Qantas, with Electra International

Fortnightly service, every alt. Fri., tourist and first (sleeper-chairs) classe

Dep. Sydney alt. Fri. (Oct. 14, 28, Nov. 25, etc.) 9.15 a.m., arr. Noumea 2 p same day.

Dep. Noumea same day (alt. Fri.) p.m., arr. Sydney Fri. 6.30 p.m.

7. Paris-Sydney-Noumea-Fi Fr. Polynesia-USA

TAI, with DC8 jet and DC7C aircra

Dep. Paris by DC8 every Mon. for Ath Teheran, Karachi, Bangkok, Sai Darwin, Sydney (arr. Wed. 7.30 a dep. 9 a.m.), Noumea (arr. 12.35 p.

Dep. Noumea by DC7C every Wed. p.m. for Nadi (arr. 8.30 p.m., dep. p.m.), Bora Bora (arr. Wed. 6.25 —connection with Papeete by flyingboat, see Table 24), Honolulu, Angeles.

Dep. Los Angeles by DC7C on return fli 4.50 p.m. Sat. for Honolulu, Bora B (arr. Sun. 9.05 a.m., dep. 10.30 a. connecting with Papeete by RAI flyi boat—see Table 24), Nadi (arr. W 3.20 a.m., dep. 4.20 a.m.), Nou (arr. Tues. 6.30 a.m.).

Dep. Noumea by DC8 every Thurs. a.m. for Sydney (arr. 11 a.m., 12.30 p.m.) for Darwin, Saigon, Ba kok, Karachi, Teheran, Athens Paris (arr. Fri. 1.30 p.m.).

(Note: Crosses International Dateline tween Nadi, Fiji, and Bora Bora, Fre Polynesia.)

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd with Sandringham Flyingboats

Regular return flight from Rose Bay t each Tuesday and Saturday (with ex flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft

Alt. Sat. (Sept. 24, Oct. 8, 22, Nov. 5, etc.); dep. Sydney 8 a.m., arr. NI 2 p.m.; dep. NI next day, alt. Sun (S 25, Oct. 9, 23, Nov. 6, 20) 2.45 p for Sydney, arr. 6.45 p.m. (Flight tends NI-Auckland-NI. See table below.)

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0. New Caledonia-New Hebrides

TAI with DC4 aircraft

and Thurs.: Dep. Tontouta (N. Cal.) 7 a.m., arr. Vila 8.55 a.m., dep. 9.30 a.m., arr. Santo 10.45 a.m., 12.15 p.m., arr. Vila 1.30 p.m., dep. 2.05 p.m., arr. Tontouta 4 p.m.

1. New Caledonia-Fiji-Wallis Is.

TAI with DC4 aircraft

ly, from Noumea on Oct. 9, Nov. 13, 11, etc.

Noumea, Sun., 6.30 a.m., arr. Nadi 5 a.m., dep. 12.55 p.m., arr. Wallis 3.45 p.m. Dep. Wallis 7 a.m. Mon., Nadi 9.50 a.m., dep. 11.10 p.m., Noumea 2.15 p.m. same day.

2. Norfolk Is.-Auckland

L, by Qantas Skymaster (Charter)

at. (Sept. 24, Oct. 8, 22, Nov. 5, 19,). Dep. Norfolk 4 p.m., arr. Auckd 7.45 p.m. Ret. next day, Sun. pt. 25, Oct. 9, 23, Nov. 6, 20, etc.). . Auckland 10.30 a.m., arr. Norfolk) p.m.

13. Auckland-Sydney

, with Jet-Prop. Lockheed Electras

(except Sun.): Dep. Auckland 9.30 ., arr. Sydney 11.55 a.m.
(except Fri. and Sun.): Dep. Sydney) p.m., arr. Auckland 7.25 p.m.
Sun.: Dep. Sydney 10 a.m., arr. kland 3.55 p.m.

13A. Auckland-Brisbane

., with Jet-Prop. Lockheed Electra

Dep. Auckland 8.30 a.m., arr. Brise 11 a.m.
Dep. Brisbane 12 noon, arr. Auckd 6.30 p.m.

14. Sydney-Christchurch

., with Jet-Prop. Lockheed Electras

Thurs., Sat.: Dep. Sydney 1 p.m., Christchurch 7 p.m.
Thurs., Sun.: Dep. Christchurch 8 ., arr. Sydney 10.25 p.m.

Christchurch-Melbourne

., with Jet-Prop. Lockheed Electra

Dep. Christchurch 8 p.m., arr. Melrne 11 p.m.
Dep. Melbourne 12.30 a.m., arr. ristchurch 7 p.m.

16. Sydney-Wellington

L, with Jet-Prop. Lockheed Electra

Wed., Fri., Sat.: Dep. Sydney 9 ., arr. Wellington 3.10 p.m.
Wed., Fri., Sat.: Dep. Wellington 0 p.m., arr. Sydney 7.10 p.m.

17. Melbourne-NZ-Fiji

with Super Constellation chartered from Qantas

Fri.: Dep. Melbourne 8.15 a.m., arr. ckland 4.15 p.m., dep. Auckland 5.15 ., arr. Nadi 10.30 p.m. Return, same ite, Thurs. and Sat.
nnects at Nadi with Qantas Boeing t service from Sydney to USA.)

18. Auckland-Fiji

TEAL, with Jet-Prop. Lockheed Electras and Qantas Super Constellations

Tues.; Dep. Auckland 6.30 p.m., arr. Nadi 10.25 p.m.
Wed., Fri.*: Dep. Auckland 5.15 p.m., arr. Nadi 10.30 p.m.
Fri.: Dep. Auckland 11 a.m., arr. Nadi 2.55 p.m.
Wed.: Dep. Nadi 9.30 a.m., arr. Auckland 1.30 p.m.
Thurs., Sat.*: Dep. Nadi 7 a.m., arr. Auckland 12.15 p.m.
Fri.: Dep. Nadi 9.30 p.m., arr. Auckland 1.30 p.m.
* Wed. and Fri. flights ex-Auckland, and Thurs. and Sat. flights ex-Nadi are operated by Qantas under charter to TEAL.

19. Christchurch-Fiji

TEAL, with Jet-Prop. Lockheed Electra

Thurs.: Dep. Christchurch 7.15 a.m., arr. Auckland 3 p.m. dep. Auckland 4 p.m., arr. Nadi 8.55 p.m.
Wed.: Dep. Nadi 9.30 a.m., arr. Auckland 1.30 p.m., dep. Auckland 2.30 p.m., arr. Christchurch 4.15 p.m.

20. NZ-Fiji-Am. Samoa-Hawaii

PAA, with B377 (Stratocruiser) aircraft

Dep. Auckland 4.45 p.m., Mon. and Thurs., arr. Nadi 10.10 p.m.; dep. Nadi Tues. only 11.30 a.m., crosses International Dateline, arr. Tafuna (American Samoa) 3.50 p.m. Mon.; dep. Tafuna 5 p.m., arr. Honolulu 6.20 a.m. Tues.
Dep. Honolulu 10 p.m. Mon., arr. Tafuna 9.05 a.m. Tues.; dep. Tafuna 10 a.m., crosses International Dateline, arr. Nadi Wed. 12.45 p.m.; dep. Nadi 6 a.m., Thurs. and Mon., arr. Auckland 11.40 a.m.

21. Fiji-Tahiti

TEAL, with DC6 aircraft

Effective in October

Sat.: Dep. Nadi 11.59 p.m., crosses International Dateline, arr. Papeete (Faaa airport) Sat. 10.25 p.m.
Sun.: Dep. Papeete 1 a.m., crosses International Dateline, arr. Nadi Mon. 7.45 a.m.
(**Note:** Will turn round at Bora Bora (Fr. Polynesia) on Sept. and early Oct. flights until Faaa airport, Papeete, is in use.)

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drover Aircraft and Beaver Amphibian

Suva-Nadi-Suva: Two flights daily—morning and afternoon.
Suva-Labasa-Suva: One flight daily.
Suva-Labasa-Suva (via Matei, Taveuni): One flight—Mon.
Suva-Labasa-Suva (via Savusavu): One flight—Thurs., Sat., Sun.
Suva-Savusavu-Suva: One flight—Mon.
Suva-Ura (Taveuni)-Suva: One flight — Wed., Sun.
Suva-Matei-Suva: One flight—Sat.
Suva - Savusavu - Labasa - Savusavu - Matei - Suva: One flight—Tues.
Suva - Matei - Labasa - Matei - Savusavu - Suva: One flight—Fri.
Suva-Levuka-Suva: Return flights Tues. and Thurs.
Suva-Kadavu-Suva: Return flights alternate Mon. mornings (Oct. 3, 17, 31, Nov. 14, 28, etc.) and alternate Fri. afternoons (Sept. 30, Oct. 14, 28, Nov. 11, 25, etc.).

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 (Oct. 6, Nov. 3, Dec. 1, etc.) and departing Fua'amotu, Tongatapu on return flight on the following Saturday morning (Oct. 8, Nov. 5, Dec. 3, etc.). Flying time is about three hours each way. Tourist Class only.

Details from Fiji Airways, Ltd., 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. Ouvea 10.30 a.m.).
Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.), Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.).
Noumea-Kounie (Isle of Pines): Mon., Wed., Sat. (dep. Noumea 10.30 a.m., dep. Kounie, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). **Note:** On this flight a call will be made at Plaine des Gaiacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with Bermuda flyingboats

Service to the Leeward Group (Isles Sous le Vent).

Sun.: One morning (dep. 7 a.m.) flight Papeete-Raiatea-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-Raiatea-Papeete (arr. 10 a.m.).
Wed.: One morning (dep. 6.30 a.m.) return flight Papeete - Raiatea - Bora Bora - Papeete (arr. 10.45 a.m.).
Thurs.: One afternoon (dep. 3 p.m.) flight, Papeete-Bora Bora (arr. 4.15 p.m.).
Fri.: One morning (dep. 7.30 a.m.) flight Papeete-Raiatea-Bora Bora (arr. 8.45 a.m.) and one afternoon flight (dep. 12.15 p.m.) Bora Bora-Raiatea-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

Effective in October

Weekly service by American airline, South Pacific Air Lines, from Honolulu to Faaa International Airport, Papeete.

Fri.: Dep. Honolulu 10 p.m., arr. Papeete Sat. 7.30 p.m.
Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun 7.30 a.m.

(**Note:** Until Faaa airport is in use, SPAL will operate from Honolulu to Bora Bora, and the final 140 miles of the route will be by RAI Bermuda flyingboat to Papeete and return; see Table 24.)

Details from South Pacific Air Lines, Rue Collette, Papeete, Tahiti.

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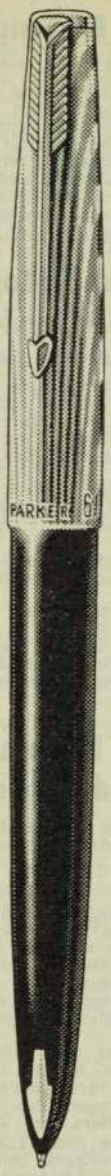

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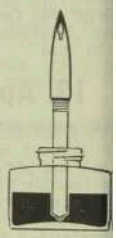

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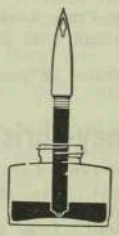

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Pacific Commerce and Produce

Caledonian Oil French Experts

The search for oil in New edonia has been abandoned the large French Company, iete de Reserche en Nou- e Caledonie, formed a few rs ago to carry out explora- and research.

RECENT announcement from 'aris stated that no indica- ons of oil had been found here in the group and it can ken as practically certain that il deposits will ever be dis- ed in the French Colony. e company had a capital of 50 n francs (£250,000 Aust.), n of which was subscribed by New Caledonian Government. xperts conducted an extensive n for oil indications and made vey of the Noumea foreshores. Noumea businessman, Mr. Rene eux, has been appointed ator to wind up the company.

w Co. To Enter i Copra-Buying ade

NEW company, Uno Limited, as registered in Suva, Fiji, at ne end of August, with the ts listed as "merchants and ntal", but it is understood that nportant branch of its activ- will be the purchase of copra. e registered capital is £100,000 l shares, and directors are as Tom Luey, of Suva, 500 s; Linda Luey, 300 shares; s Luey, of Wellington, NZ, 100 s; and Leslie R. Martin, of 100 shares. The registered is in Victoria Arcade, Suva. Tom Luey is a director of n Trading Company of Well- n, NZ, agents for the big Jap- Mitsui organisation, on whose f, it is believed, the new com- will be operating in the Fiji market. Mr. Martin is a well n Suva businessman with wide nercial interests.

i trade statistics for 1959 pub- l in August, show that the y produced 29,932 tons of , 1,064 tons of which was ex- d and the remainder processed ne two Suva mills.

ne per cent. was graded HAD, r cent was FM-1, and 44 per was FM-2. The remaining 22 ent. was graded sub-standard.

CI Growers Want Copra Board

Cook Islands copra producers wish to revert to marketing copra on a six-monthly price basis, rather than on the monthly arrangement which came into force with Abels, Ltd., the NZ crushers, at the beginning of 1960.

That appeared to be the unanimous view of speakers at the recent CI Legislative Council.

There also appeared to be firm support for the establishment of a Copra Board, as in other Island Territories, which could fix a minimum buying price and make an adjustment with producers later, on the basis of the actual price received—if the present monthly price adjustments are to continue.

The CI Treasurer said that at present local buyers do not know exactly what to pay and the growers are not sure what they are entitled to receive. This could have an adverse effect on the industry.

Emperor Buys Out Loloma and Dolphin Mines

The "big three" of Tavua goldfield, Northern Viti Levu, Fiji, in 1935-36 were Emperor, Loloma and Dolphin mines. The latter two ceased production some years ago but Emperor has continued to win gold (and pay good dividends) ever since. Now Emperor Mines, Ltd., is to buy the remaining mining interests (stores, plant, housing and mining leases) of Loloma (Fiji) Gold Mines NL and Dolphin Mines, Ltd.

The purchase is to be made through the operating subsidiary, Emperor Gold Mining Co., Ltd.

Cost will be met by the issue of 1/- shares in Emperor Mines, Ltd., at a premium of 4/- a share. On this basis, Loloma will receive 234,000 shares, and Dolphin Mines 78,000 shares. At 5/- a share the total deal is worth £78,000.

Face value of the allotments will raise Emperor paid up capital by £15,600 to £111,350.

NI Whaling Station Is Filling Its Quota

Of the season's quota of 170 whales for its NI station, 150 have already been taken, stated directors of Norfolk Is. and Byron Bay Whaling Co., Ltd., early in September.

Operations from Barrier Is., NZ, have been "disappointing and below expectations", though 135 whales were captured. Byron Bay station, NSW, has accounted for 101, with 49 of the quota still to be taken.

Steamships Trading Co. Maintains 12½ Per Cent. Dividend

Steamships Trading Co., Ltd., old-established merchants and shipowners of Port Moresby and Samarai, Papua, made a net profit of £197,405 to June 30, 1960—a rise of £16,218 over 1959 results.

Profit was reached after providing for income tax for the first time (£45,000) and for £61,500 depreciation (up £1,278).

Ordinary dividend, held at 12½ per cent. on capital increased by bonus and cash issues, requires £117,973. Preference charge, 10 per cent., is £5,000.

Reserve gains £64,365, making a total of £1,100,000.

Of the two directors due to retire, Messrs. D. M. Spence and L. A. Willis, Mr. Spence will not seek re-election at the annual meeting on October 10. Nomination has been received for the appointment of Mr. N. V. Johnson to the Board.

Enterprise of NG Refused Oil Prospecting Permit

Enterprise of New Guinea Gold and Petroleum Development NL has been refused a petroleum prospecting permit for an area covering about 3,600 sq. miles in Northern New Guinea (adjacent to the Dutch border).

Directors say that the Administrator refused the permit because the company was unable to satisfy him that it had the necessary financial resources.

They added that reference to the financial resources was apparently based on the limited support by shareholders to the last capital issue.

The company applied for the permit on May 8, 1959, and was then required to comply to a number of conditions—one of which was adequate finance for the tasks involved. The company had previously abandoned its Permit Area 21 on the Sepik River because of the difficulty of access and the large amount of capital required for thorough exploration.

Grounded Helicopters Hold Up APC's Oil Drilling

Australasian Petroleum Co.'s Iehi well has been deepened from 2,432 ft. to 4,612 ft. and has entered cretaceous mudstones.

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NEW GUINEA.—Manager for the Territory of Papua and New Guinea, R. D. Kennedy.

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Resident Officer at Rabaul: K. Johnson.

Resident Officer at Lae: D. J. Granter.

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13⅜ in. casing has been cemented at 2,428 ft.

Drilling operations were temporarily shut down in early August due to bad weather and because the helicopters which supply the drilling rig's requirements of bits, mud chemicals, fuel and casing were grounded until new rotor blades were air-freighted from USA.

Netherlands NG Trade Gap Narrowed

The excess trade balance of imports over exports from Netherlands New Guinea was tightened from 26 million guilders (£A3,058,820) in 1958 to 7 million guilders (£A823,530) in 1959. The 1959 trade figures were released in Hollandia in August.

Major outlets for NNG products were: Australia, mostly crude oil, valued at 6 million guilders (£A705,880), Japan 5 million guilders (£A588,250), Holland 4 million guilders (£A470,590). Chief products exported were crude oil, 13 million guilders (£A1,529,410), copra 3 million guilders (£A352,940), and nutmegs 2 million guilders (£A235,290).

Naturally, Holland was the main supplier of goods, worth 39 million guilders (£A4,588,240), with Singapore next at 11 million guilders (£A1,294,120), then Australia with 7 million guilders (£A823,530). Principal imports were foodstuffs, grains, cereals, petrol and lubricants.

Plantation Holdings Acquire Two More Valuable Estates

Plantation Holdings, Ltd., Rabaul, last month paid Rowe Bros. (NG), Ltd., £40,000 cash and 85,000 fully paid 5/- PH shares for Matanatar and Ravalien copra plantations at Kokopo. Par value for the sale was over £60,000 but, with Plantation Holdings shares at a market value of 7/6 on Sydney Stock Exchange, the deal was then worth over £70,000.

To finance the cash portion of the purchase price, Plantation Holdings will issue 160,000 new 5/- shares to existing shareholders in proportion of one for one.

The new plantations have an excellent potential for copra production. The company already has Tobera and Matala plantations, New Britain, and Mageh estate, New Ireland. It also owns a large general store in Rabaul.

Fiji Exports, Imports Down Last Year

Fiji's exports in 1959 totalled £13,822,232, according to figures just released. This was £729,725 less than in 1958 (£1,892,167 less than the record year, 1957).

Imports were valued at £16,856,088, second highest figure ever recorded. Value was £746,639 less than the record figure of 1958, but exceeded 1957 by £1,640,082. Increase in imports is an indication of the considerable development work carried out in the Colony during 1959.

The Colony's unfavourable balance of visible trade was £3,033,856 compared with £3,050,770 in 1958, and a favourable trade balance of £498,393 in 1957.

The Colony's total trade for the year amounted to £30,678,320—£1,476,364 less than in 1958.

UK, Canada, NZ, Australia and Western Samoa, in that order, remained the principal customers, with Japan next. The latter country more than doubled its imports from Fiji—£387,344 as compared with £172,353 in 1958. Next in order in 1959 came Tonga, USA, G.&E. Colony, Western Germany, and Hongkong with many other lesser destinations following.

Vacuum Co. Extends Its Oil Terminal Services

A vigorous programme of oil terminal building in the Pacific has been undertaken by Vacuum Oil Co. to tie in with its inauguration of a tanker service, based on Lae, New Guinea, carried on by the "Pacific Enterprise" (see Shipping Section, page 109).

Wewak's new installation in northern New Guinea will cost £70,000 and work has started on a six-acres site (formerly swamp land), 1¼ miles south of Wewak township. It will be completed early next year.

On New Ireland, Kavieng terminal, with two bulk storage tanks, will be built on the southern outskirts of the town at a cost of £29,000.

A Fiji building firm, Bish Ltd., has the contract to erect a terminal and ancillary facilities at Tarawa, Gilbert and Ellice Is. It will be situated on Tarawa atoll, along the eastern foreshore of Betio Harbour, and will cost £15,750.

Other terminals will be located at Vila and Santo, New Hebrides.

No Export Duty On BSI Cocoa Until 1968

Introduced commercially to BSI in 1952, cocoa-growing is an industry that the Protectorate Government is putting a lot of faith and effort into. As a measure of assistance, the Colonial Office in 1956 agreed that no export duty would be levied on cocoa for a minimum of eight years from January, 1957.

Although the duty-free period does not end until December, 1964, the matter of an extension was raised and discussed in BSI Advisory Council last November. The Government agreed to take up the question with the Secretary of State.

At the end of August, the Western Pacific High Commission announced that no export duty will be levied on BSI cocoa for a further three years—until December, 1967. After that, export duty will be on a sliding scale for six years. Minimum and maximum percentages and the f.o.b. price range to which they will apply will then be fixed on the basis that there should be a fair margin of profit to producers before duty becomes effective.

Gold Exploration on Misima

Active exploration operations on Misima Island, Eastern Papua, by Pacific Island Mines, Ltd., are still going on satisfactorily. The chairman, Mr. G. W. Noe, in the third report to shareholders, says:

"The operations, since the last report to shareholders on May 20, have been concentrated in the East Imgubinaina area, and have located further extensions to the three lode structures mentioned in the report.

"Since the commencement of the company's current operations on Misima in December, 1959, some 15,500 ft. of costeaning have been completed. This entailed the excavation of approximately 7,000 tons of ground at the very favourable direct labour cost of 2/3 per ton.

"Continued testing in the oxidised zone has shown that the combined surface length of the three lodes is at least 2,700 ft., with exposed widths ranging from 5 to 45 ft. Most of this work has been concentrated on the No. 1 lode—a well defined structure which has now been traced over a horizontal distance of some 2,200 ft. and vertical range of 300 ft.

"The results of these operations have indicated that the three lodes together contain prospective reserves of 200,000 to 300,000 tons above creek level, all of which could be cheaply developed by adits. The bulk of the gold content of the lodes occurs free as fine gold, whilst the mainder as inclusions in small amour residual base metal sulphides in q The grade of these reserves will be mined under operating conditions b pilot plant. Given reasonably favou weather conditions, sections of the plant should be operating towards th of the year.

Economic Outloo

HOWEVER apprehensively Mr. Av Man views such indications a current decline in wool pric around 50d (58d last year), a £104 m import bill in August (highest since and an expected drop of close to million in Australia's internationa serves, the Sydney Stock Market doe share his anxieties.

Its assessment of the present situ was another boom peak on Septemb when the ordinaries index rose to on September 13 (it was pushing year ago).

On 'Change, it has been a mon take-over bids (Woolworths have o to buy out McIlrath's grocery chain, counter to Coles' recent purchas Mathew Thompson's 200-odd food s and the conservative department Farmer's, has bid for Western S richest country store chain in N There have also been good profits showed £2.3 million profit and h dozen other industrial leaders anno record results), and bonus share (notably BHP, with 1-for-2).

Investors, generally, are riding with no thought of a September sa answer to the critics, they point t undeniable fact that there is certain slackening in industry's expansion pla

SYDNEY SALES PRICES

	Aug. 8, '60	Se
Bali Plantations . .	14/6	16
Burns Philp	96/6	94
Burns Philp (SS) . .	64/-	62
C.S.R.	£83	£81
Dylup Plantations .	12/6	12
Fiji Industries . . .	18/-	16
Hackshalls	16/-	16
Kauri Timber	22/-	21
Kerema Rubber . . .	11/-	10
Koitaki	30/-	36
Lolorua	12/-	11
Mariboi	10/9	11
Norfolk Is. Whaling .	7/7	6
Pacific Is. Timbers .	8/-	7
Plantation Holdings .	9/6	7
ditto, Rights . . .	—	1
Queensland Insurance	97/-	94
Rubberlands	7/6	7
Sthn. Pac. Insurance	25/9	25
ditto, New	23/-	22
Steamships Trading .	55/3	56
ditto, New	—	55
W. R. Carpenter Hold.	30/9	29
Timor Oil	4/6	4

OIL AND MINING SHARES

FIJI

	July 9, '58	Aug. 8, '60	Se
Emperor . .	b5/9	b3/9	b
Loloma . . .	—	s43/9	s4

PAPUA-NEW GUINEA

Bulolo . . .	b35/-	b41/-	b
N.G.G. Ltd.	b1/9½	b2/3	b
Oil Search .	b2/6	b5/-	b
Ent. of N.G.	b7d	b4d	b
Pac. I. Mines	—	s120/-	s1
Papuan Apin.	b9d	b3/10	b
do. opt. .	b6½d	b8½d	b
Placer Dev.	b86/6	b115/-	b
Sandy Creek	b4d	b3d	b

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ANDS PRODUCE

ess otherwise stated, quotations are stralian currency. Aust. £ equals timately 16/- Stg., NZ, or W. ; 18/- Fiji; 20/- Tonga, Solomons & areas; 196 Pac. Frs.; $US2.25.)

COPRA

British Ministry of Food 9-years ict, which governed Copra prices ua and New Guinea, Fiji, Western , Solomon Islands, and Gilbert and Colony (and to some extent, in and Cook Islands) expired on De- 31, 1957; since when each Terri- as made its own arrangements for ion and marketing of copra.

UA - NEW GUINEA:—All production ivered to Copra Marketing Board. led by six members, including three rs' representatives; and the Board distribution and sales, and makes nts to the producers. Production nainly to (a) Unilever (under con- covering 1960), (b) Australia (for consumption) and (c) crushing-mill baul. Prices generally arranged in ance with ruling rate in Philippines . with premiums for hot-air dried. July 1, 1960, P-NG Copra s Tentative Purchase Prices, for delivered main ports: Hot-Air Dried. per ton; FMS, £A63/10/- per ton; -Dried, £A62/10/- per ton.

:—No Government control—producers here they wish. Bulk of copra goes ishing-mills in Suva. On Sept. 12 were: HAD £F51/2/6, FM 12/6.

STERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. proportion goes to Unilever, at pines FM grade rates, plus pre- up to £S3 per ton for hot- ied. Prices since March, 1959, have Hot-air dried, £S67/13/8 per ton; ied No. 1, £S65/3/8; sun-dried £S61/13/8.

GA:—Sales are under Government l. Part of production goes to Europe, arrangement with Unilever con- by Philippines prices, and part open market.

OMONS:—All production marketed h official Copra Board, at prices on Philippines market. Price de- as from Sept. 1: 1st grade, £A65; rade, £A58/10/-; 3rd grade, £A56 n, f.o.b., BSIP ports.

BERT AND ELLICE:—Production ted in Europe through official Copra , at prices based on Philippines less "stabilisation fund" charges.

AMOA:—Producers receive 7 cents lb. 56.8 or £A70/4/6 approx. per long Periodic bonus, if average proceeds Govt. buying price and expenses.

HEBRIDES:—Price on Sept. 9 was (8,000 Pac. francs) per ton de- Vila/Santo. French price on Sept. 88,750 Metrop. francs per metric .i.f., Marseilles.

K IS. AND NIUE IS: Subject to pra contract provisions between Cook d Niue shippers and Abels, Ltd., of and, who operate the only NZ copra ng mill, the price paid is average n price for previous month, less ing charges. Actual price paid to ers varies widely from island to , ranging from £NZ30 to £NZ50 n.

KELAUS: Price is based on the e London price for the month prior pment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on Sept. 14 was £Stg.217/10/- per ton c.i.f. Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Sept. 12: £S215, f.o.b., Apia, grade 1; £S210, grade 2.

P.-N.G.: Sept. 12.—Quote No. 1: £255-260 (best quality). Quote No. 2: £250 (medium grade).

COFFEE:—P.-N.G.: Sept. 12, good quality A grade, per lb, 4/2 to 4/3; B grade, 4/1; C grade, 4/- c.i.f., Sydney.

In early September world coffee market reports showed: Tanganyika—no supplies available; Kenya A, £Stg.390, B, £Stg.355; Uganda Robusta, £Stg.137; all per ton, c.i.f., Sydney.

PEANUTS: P.-N.G., Sept. 12, Kernels: White Spanish 1/6 lb del. buyer's store; Red Spanish, 1/4; Virginia Bunch, 1/7. In Shell, 1/- lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Sept. 8 was: No. 1 RSS, spot, 99½ Straits cents per lb (35.24d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, advised Sept. 12: White and yellow label, processed, standard packs, 43/6; green label, 42/6, c.i.f., Sydney.

RICE (Aust.): Prices as from May 1960—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £63 per ton, f.o.w.; under 5 tons, £63/10/- per ton. **Other Pac. Islands:** Dry, brown, etc., £66 per ton f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian White M.O.P. Shell** in Sept. by Sydney independent shell agents were: Sound £A850, D £A600, E £A300, EE £A200 (in store Sydney). Demand reported to be falling off. **Penrhyn Island:** Approx. £NZ500, f.o.b., Rarotonga. **Manihiki Island:** Lagoon closed.

TROCHUS: Quote No. 1.—**Papua-N.G. and B.S.I.**—£170 per ton, c.i.f., Sydney. Quote No. 2: £175 per ton.

GREEN SNAIL SHELL.—Buyers are offering up to £475 per ton, but supplies are lagging.

CROCODILE SKINS: 12 in. and over, small-scale, first quality No. 1 quote: 12/- per in. No. 2 quote: 11/6 per in.

PAPUAN GUM: £80 per ton del. buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote 2/- to 4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer 3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: London, Sept. 9, Philippines, in bulk, $177 US per long ton, c.i.f., UK/Nth. European ports. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.66/10/- per long ton.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: London, Sept. 9, Ceylon, 1%, in bulk, £Stg.100 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.95 c.i.f.

Rubber: London, c.i.f., Sept. 8, RSS No. 1, Spot, 30½d Stg. per lb. 28¾d Stg. lb. Oct./Nov. 28d Stg. lb. July, 1961, 28½d Stg. lb.

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Index to Advertise

Adams Industries 39, 91, 123, 139
Amal. Dairies . . 80
Angliss, W., & Co. 130
Ansett-A.N.A. . . . 34
Arnott, Wm. . . . 2
Aust. Canvas . . . 14

Ballina Slipway . 104
Bank of N.S.W. . . 32
Bank of N.Z. . . 74
Berec Ltd. 90
Bethell, Gwyn . . 153
Blau, Robt. . . . 79
Blaxland-Rae . . 115
B.O.A.C. 156
Bosley Clipper Co. 47
Bradford Cotton Mills Ltd. . . 166
Braybon Bros. . 120
British Dairies 74, 108
British Paints . . 16
Brunton & Co. . . 73
B.P. . 89, 93, 115, cov. iii

Cadbury 12
Carlton Breweries 67, 122
Carpenter Ltd. . 76, 96, cov. iv
Carnation Milk Co. 8
C'wealth. Bank . 146
Colonial Meat . 114
Colyer Watson . . 55
Crammond Co. . 102
Cystex 41

D.A.K. Meat Packers 62
Donald Ltd. . . . 73
Douglas, W., Co. 113
Dunlop Rubber . . 58

European Express 157
Everyday Products 143

Filmo Depot . . 111
Firth Cleveland . 30
Franke & Heidecke 58
Frigate Rum . . 142

Gardner Eng. . . 106
Gilbey, W. & A. 126
Gillespie Bros. . . 72
Gillespie, R. . 1, 167
Glaxo Lab. . . . 61
Goodyear Tyre Co. 92
Gordon's Gin . . 109
G.P.H. (Suva) . . 54
Greenson Photographics . . . 42
Grove Ltd. . . 70, 90

Halvorsen, B. . . 102
Hardman & Hall . 60
Hari, G. B. . . . 48
Handi-Works Co. . 70
Hastings Diesels 124
Hellaby Ltd. . . 128
Hemingway Robertson Institute . 108
Hockstadt, J. . . 97

I.C.I. 3
International Harvester . . . 46

Kanimbla Hall . 165
Kennedy, Capt. . 121
Kerr Bros. . . 35, 168
Kitchen, J. . . 140
King & Yuill . . 163
Kiwi Polish . . . 35
Kodak 94
Kopsen & Co. . . 50
Kraft Food Co. . 7, 13

Lawrence, A. . . 66

McIlrath's . . . 49
Mac. Robertson . 38

Malleys Ltd. . .
Manning, J. . .
Manokwari Slipway . . . . .
Marino Products
Matson Lines . .
Mendaco . . . .
Methodist Hostel
Millers Ltd. . . .
M. H. Ltd. . 24,
Mungo Scott . .

Nathan & Wyeth
Nautical Services
Nestles . . . .
N.G. Co. . . . .
N.G. Aust. Line
Nile Products . .
Nixoderm . . . .
Norman, Leonard
N. & R. . . . .

Ogden Industries
Olympic Tyre Co.

Pacific Islands Transport Line
Parke Davis . 10,
Parker Pen Co. .
Penfold, W. C. .
Philips . . 112,
Phoenix Ship. Co.
P. I. Society . .
Piccaninny Wax

Qantas . . . . .
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Sthn. Pac. Ins. .
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Tait, W. S. . 112,
Tatham, S. E. .
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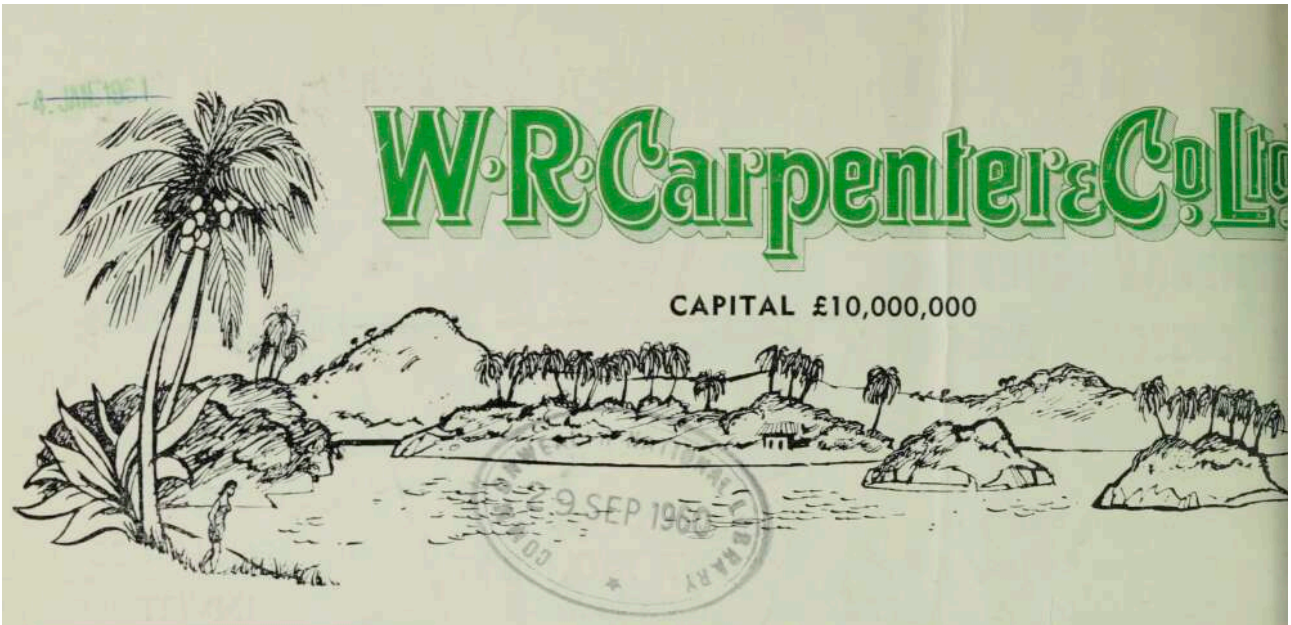

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