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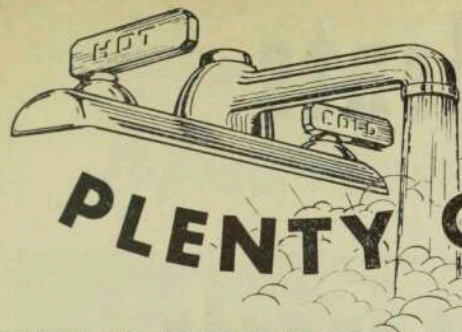
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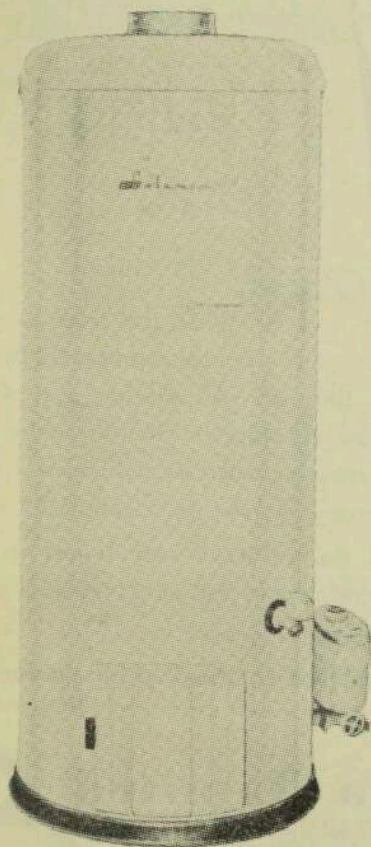
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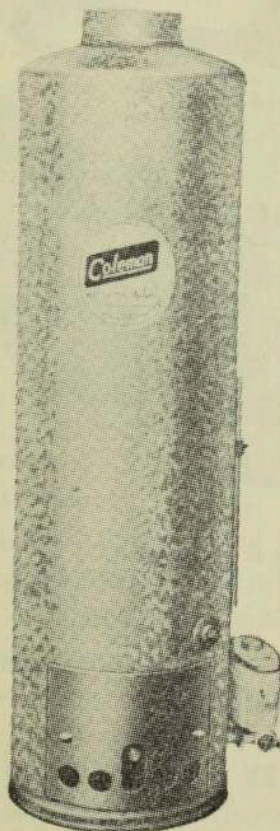
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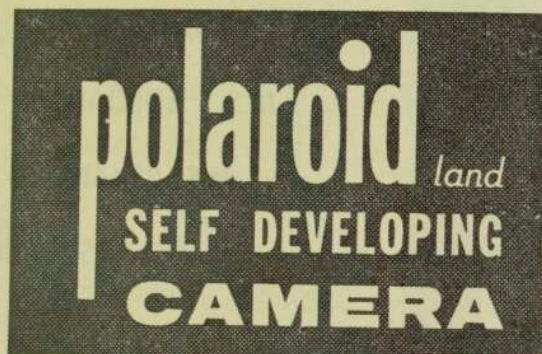
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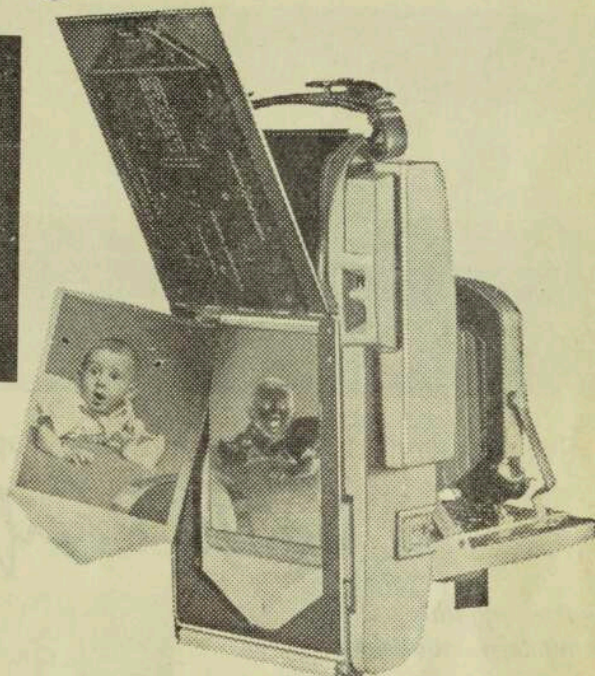
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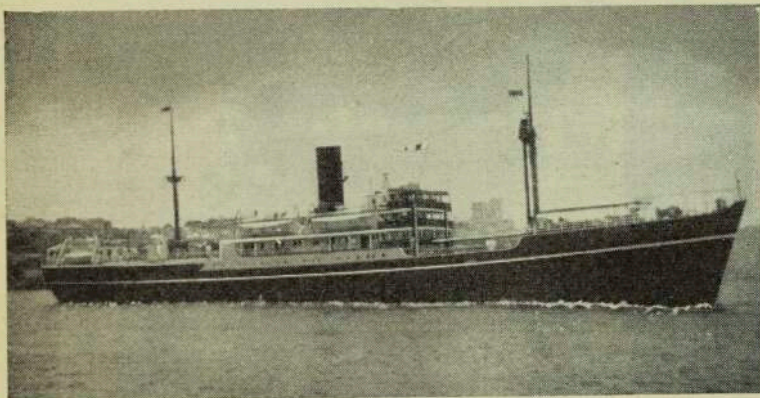
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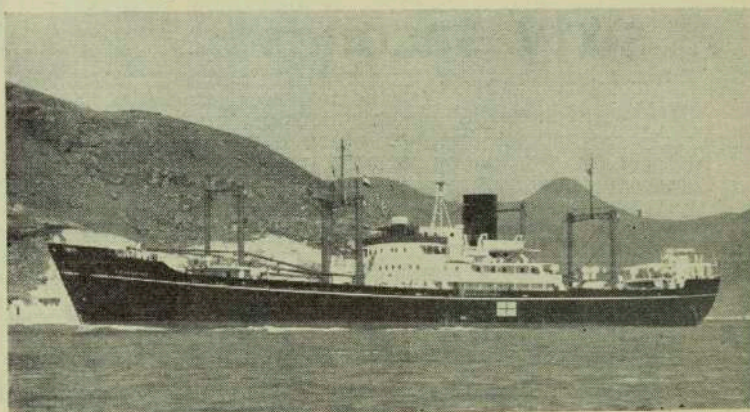
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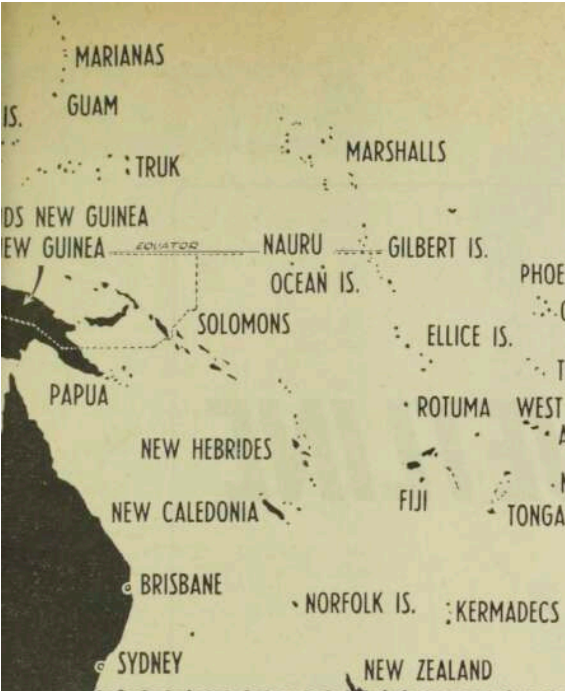
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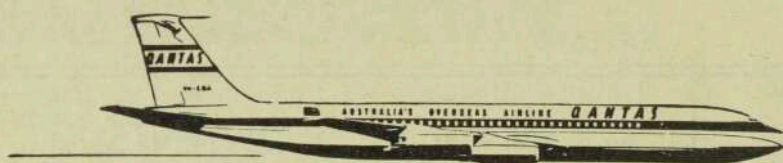
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PEOPLE

To succeed Mr. K. D. Bhasin as Commissioner for the Government of India in Fiji, the Government of India has announced the appointment of Shri J. K. Ganju, at present Deputy-Secretary in the Ministry of External Affairs. Mr. Ganju was born on April 24, 1904, and educated at Lucknow University. He was appointed to Indian Foreign Service in 1948 and has served successively as First Secretary, Rangoon Embassy, 1948-50; Chief Controller of Imports, 1950; First Secretary, Tehran Embassy, 1950-53; First Secretary-Charge d'Affaires, Mexico City Embassy, 1954-58. Mr. Bhasin returns to Delhi in January. His next appointment has yet been named. It is not yet known when Mr. Ganju will arrive in Fiji.



Appointment of Mr. David Clive Trench to post of High Commissioner for the Western Pacific in succession to Sir John Gutch is a major one in the Western Pacific, even though it could be difficult for anyone to have to step immediately in the footsteps of Sir John, who has been a great success. Mr. Trench, at present Deputy Colonial Secretary in Hongkong, will take up his new post at Honiara in the New Hebrides, BSIP and GEIC.

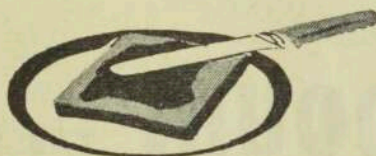
Mr. Percy and Lady McNiece, of Singapore, arrived in Suva in October, on a three months' visit. Sir Percy is one of the heads of Cathay Pacific, Limited, which owns the Grand Pacific Hotel in Suva, and the new South Pacific Hotel, now approaching completion in Lautoka, Fiji. Lady McNiece is a daughter of Mrs. Loke, who has superintended the renovation of the Grand Pacific Hotel since it was purchased by the Union Pacific Co. Ltd. in 1959.



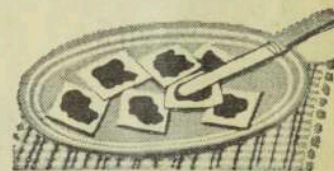
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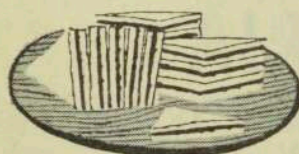
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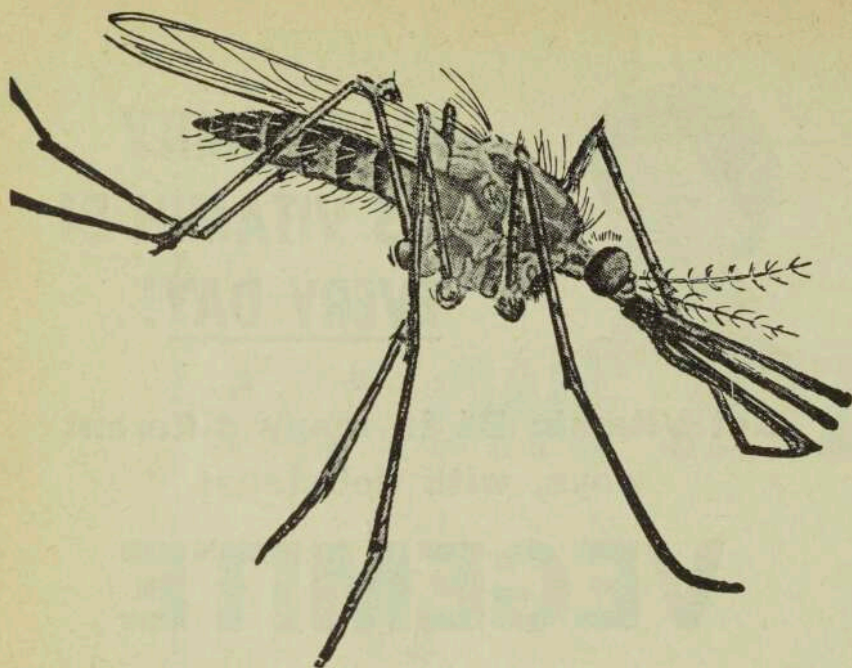
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Sir Percy said in Suva that much more investment in hotels and accommodation was needed in Fiji to develop the tourist industry. He said, was "quite underdeveloped in this way at the moment". He said Cathay hotels intended further investment in the future but no definite plans had been made.

* * *

Mr. Norman Cowan and Mr. Murray recently paid a visit to Western Samoa to gather material for a musical opera to be based on the life of Robert Louis Stevenson in Samoa. The production is being sponsored by the Los Angeles Civic Light Opera Association, and is to be staged about September next year in Los Angeles, San Francisco, and possibly New York. Mr. Cowan, the director, is writing the libretto and Mr. Murray is the composer.



Applauding the Australian acrobats at monster carnival that was part of New Caledonia's birthday celebrations are, from left, the Mayor of Noumea, Mr. Laroque; Governor of New Caledonia, Mr. Pechoux; and the president of the committee which organized the celebrations, Mr. Numa Daly.

Photo: Fred Du

"The Fair Dinkum Posada" the name chosen for a hotel for Australians which Yugoslav boss Mick Stravs hopes to establish in Spain soon. Mr. Stravs now an Australian citizen, left Rabaul, New Guinea, in September for Europe after several years working in Rabaul as a chemist. He said he wanted to start the hotel in Spain because many Australians visited there and he thought they would like a ceremony in an hotel.

* * *

The people of Sugu village, Wanderer Bay, Guadalcanal, will receive a gift as a result of a recent visit by an expatriate. Wanderer Bay is where Benjamin Boyd was killed in 1861, and where his great-nephew, Viscount Boyd, the former Secretary of State for the Colonies, visited there earlier this year. He heard the story of Benjamin Boyd's death from an old man of the village.

who had heard it from his (ther).
Now Viscount Boyd has presented sum of money to commemorate his visit and it will be spent on installing a piped water supply to the village.

Controversial South Australian labour member of Federal Parliament, Mr. Clyde Cameron, who made a controversial visit to P-NG a few months ago, had three writs of defamation, each for £10,000, sued against him in the Papua-New Guinea Supreme Court in October. The writs gave no details. Rabaul solicitor Dudley Jones engaged them on behalf of Mr. T. Barrett, of Varzin Plantation, and Rabaul businessmen John Dowling and Arthur Brown. Mr. Cameron, who visited Rabaul during his tour, has 45 days to answer them.



Japanese wife of an engineer employed by Nickel Company of Noumea was among pretty women who took part in the splendour of elegance which was part of New Caledonia's annual birthday celebrations this year. She makes a pretty picture.

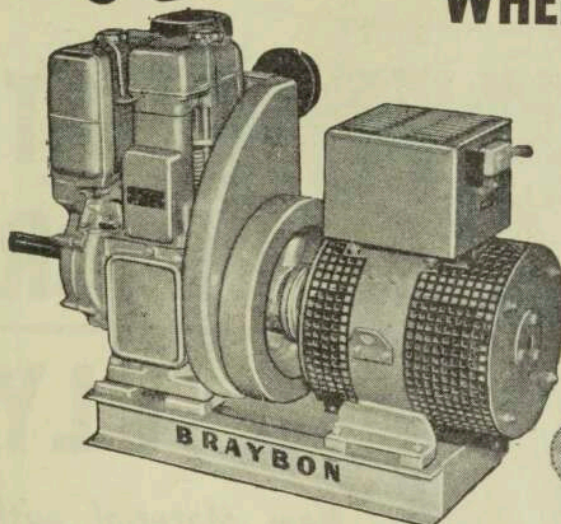
Photo: Fred Dunn.

The Most Reverend Leo L. Lemay, STD, lately Provincial of the Benedictine Fathers in the South Pacific Islands area, was consecrated a Bishop in Sydney in September. He now takes up the post of Vicar Apostolic of the North Solomons in succession to Bishop Wade, who returned to America because of ill health last year.

Loaded with botanical specimens, a team of exposed movie film, tape recordings and bulging note books, a seven-man Kyoto University botanists' Club research team which has been working in Tonga since early July was homeward bound in October. Said the expedi-

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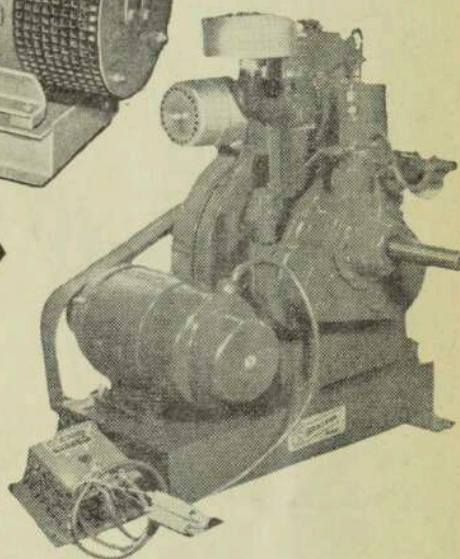
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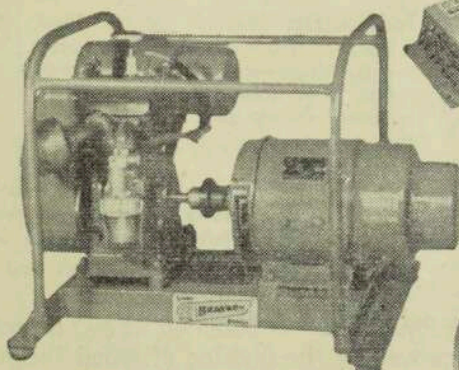
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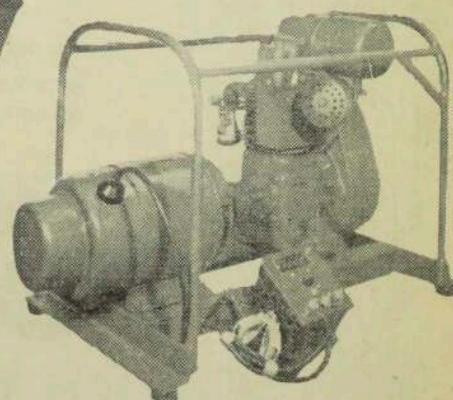


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more P-NG families were linked when John married Adele Wood at St. Mary's Catholic h, Lae, in September. The bride is the er daughter of Mrs. Stella Wood of Lae, he late Mr. Davis Wood of Wau and Lae. Kelly brothers are hard-working farmers e Markham Valley. Brother Laurence, who best man, married a local girl last year.

esidents of Papua-New Guinea e for a long time been interested the possibilities of having a in the Commonwealth Parlia- t—as the Northern Territory In October a Liberal member he House, Mr. Swartz, asked Minister for Territories, Mr. luck, whether he would con- r such a seat for an elected ve member. The Minister id that no consideration was g given at present to allowing G to be represented.



ent wedding of interest in Suva was the age of Emelie Morris, of Rotuma, to ent L. Senior, RNZAF. The Rev. Father n officiated at the ceremony at Sacred Cathedral, and the reception held at F base, Laucala Bay, was attended by 200 guests. Here are the bride and room with bridesmaid Agnes Morris, sister of the bride.

Photo: Stinsons.

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The quote belongs to Mr. Roderic McDiarmid, appointed earlier this year as Director of Public Relations for Western Samoa, as printed on the front page of the *Samoa Bulletin* in September. Mr. McDiarmid, who among other things, launched the Government paper "Savali" and was editing it had just handed in his resignation. It had been accepted.

In Fiji, the Fiji Broadcasting Commission was meanwhile appointing its first radio news editor—an Australian journalist, Mr. Rhys Campbell.



Leading Apia, Western Samoa, businessman and former managing director of E. A. Coxon & Co., Ltd., and director of Samoa Newspapers Ltd., Mr. Kurt von Reiche, left with his family on the "Tofua" in September for New Zealand. They are to settle on a large farm at Waitangi, North Auckland, New Zealand. Left to right: Mrs. Ainsley von Reiche, Ainsley, Jr., Sandra Barry, Mr. Kurt von Reiche, and Rayma. Other children, Ingrid, Michael and Luana are already in New Zealand.

Photo: Samoa

"Papua-New Guinea's economic development is just as urgent as its political development," said the president of the New Guinea Highland Farmers and Settlers' Association, Mr. Ian Downs, in Sydney in October. Mr. Downs had returned from a world trip of nearly three months in time to hear the news of P-NG's political development (see p. 17). But while away he and fellow planter, Mr. J. Leahy had taken a close look at development in East Africa, Jamaica, Venezuela, Colombia, Panama, Costa Rica, Guatemala, Mexico and Hawaii. They also looked at coffee selling techniques in Rome, Hamburg and London.

"Even in the most remote and backward areas we found such things as power, water and good roads everywhere," said Mr. Downs.

made us realise how under-
developed New Guinea is. Other
countries are making better use of
their natural resources. We can
do more. In Jamaica, for instance,
they encourage new secondary in-
dustry by granting it seven years
of taxation." Mrs. Downs and
Leahy's daughter, Jon, also
joined the tour, which was a private



Mary Leo, a member of the Missionary
Society of Mary, visited Sydney
after doing post graduate work in
gynaecology and obstetrics in the USA. Sister Mary
was returning to New Guinea where, on
the island of Milne Bay, she has been in
charge of an infant and maternity and training
centre. She is a qualified surgeon.

C. R. Rivers, formerly Post
master of Apia, West Samoa, in
the Apia High Court in September
was convicted of having smuggled
taxable goods by mail and was
fined a total of £150. The case
attracted considerable attention.
Rivers, acting post master of Pago
Pago, American Samoa, was a wit-
ness for the prosecution. Judge
Barnard said Rivers had used
his position to default the country's
treasury, which had been his duty to
protect.

A Noumea newspaper reported in-
terviewing Senator H. Lafleur,
a Caledonian mining magnate,
who probably will acquire the big
cattle raising and meat canning
company of Societe Ouaco. This
established company, originally
founded with Australian capital in
the dawn of New Caledonian



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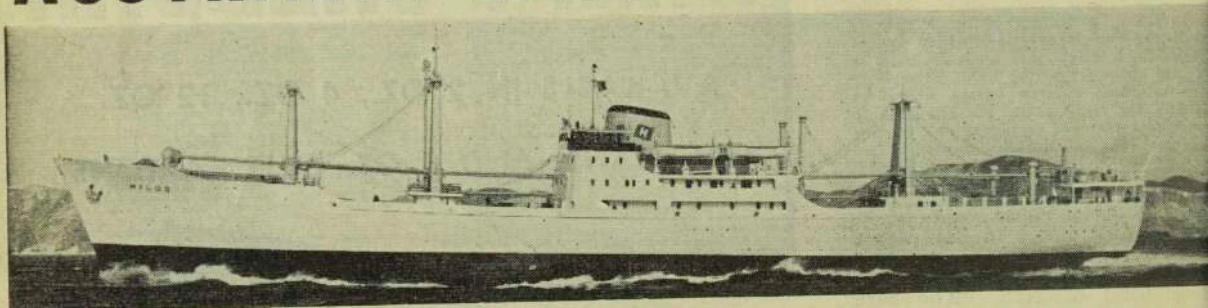
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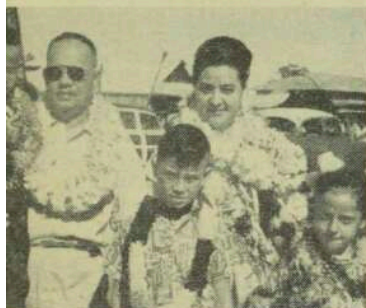
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ttlement, has big grazing areas
the north-west coast of New
ledonia and possesses a modern
nning plant. Before the last war
aco processed a great deal of
eat for the French army.

Some of the Fijian crew of the
ighter *Delfino* won themselves
ne publicity in Sydney in October
en they got involved in a real
time brawl with British sea-
n at Circular Quay. Police re-
ended Kaliova Kadanavatu, 22,
later in the month, on a charge
having caused actual bodily harm
one seaman, at whom, police
eged, he threw a partly filled
bage tin, breaking his nose,
ashing his teeth, and causing
ernal injuries.



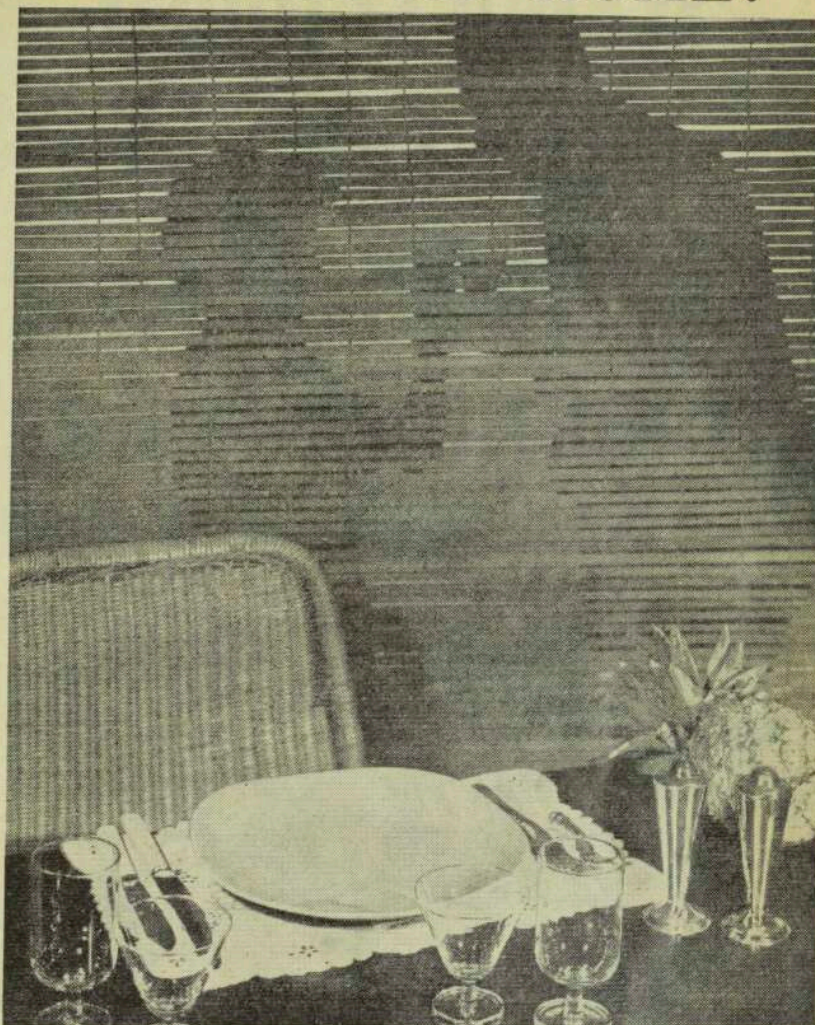
d from Apia, Western Samoa, for New
nd aboard the "Tofua" to settle on a farm
aipu are Mr. A. (Lucky) Netzler and his
y, Jimmy (being carried) Carl, Mrs. Netzler
Noeline.
Photo: Samoana.

iji's "Miss Hibiscus 1960" was a
antly happy Emma Whitcombe,
employed as a secretary with
ns Philp (SS). The mayor of
a, Mr. C. A. Stinson, announced
win on October 15; with Tuela
adt in second place, and Pamela
ch third. The pretty Miss
tcombe receives a flight to San
ncisco as her prize.

New Guinea native named
r Ilapo was given a month's
in Port Moresby on October 14
having flourished a knife at a
ve meeting for Australia's
ing Governor-General, Lord
rossil (who was making his first
to the Territory). Ilapo was
of 6,000 natives at the Sir
ert Murray Memorial Park
n he was seen by a police in-
tor with a knife raised high
e his head. Ilapo said he had
arguing with somebody else
his wife.

reli Naborisi, general secretary
he Fiji Stevedores Union, is
ding three months in the
ed Kingdom on a work-study
se organised by the Trades
n Congress. The visit is
aced by the British Council.
li trained as a schoolteacher in
and taught for several years
re joining the Stevedores Union
951.

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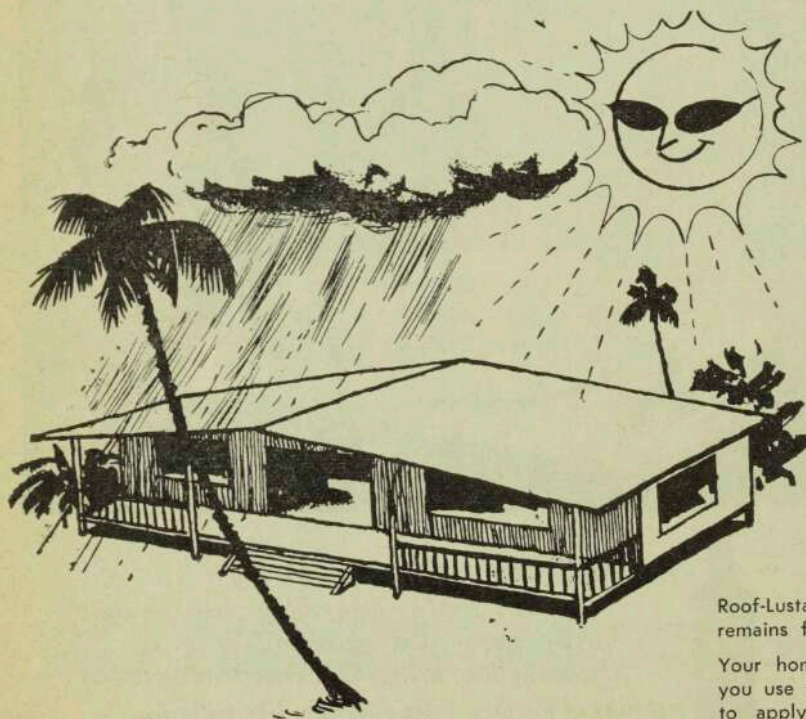
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The Natives Will Soon Have a Vote

Papua-New Guinea On The Road To Autonomy

From New Guinea and Canberra Correspondents

There were two major reactions when Papua-New Guinea people received the long-awaited details in September of how Australia planned to recompose membership of the P-NG legislative Council.

The first reaction was one of satisfaction that elected representation was to be increased.

The second was amazement at the present loss of the official Administration majority in the House.

In a paper, the elected and appointed membership, drawn from the public, will have sufficient strength to out-vote the official membership drawn from senior Administration officers.

However, Australia still has control over legislation through the Papua-New Guinea Act and through a number of other processes.

The composition of the Council was announced in Federal Parliament by the Minister for Territories.

Mr. Hasluck, on September 22. The details basically are those foreshadowed by *PIM's* Canberra correspondent in the September issue (p. 17). The Government hopes to hold elections next February or March, and the new Legco will begin operating soon after.

Total of 37

The new Council will have a total membership of 37, with the official membership in the minority by seven; compared with a total of 29 members in the old Council, with official membership in the majority by five.

Natives are to be elected for the first time—through a system of electoral conferences in each electorate—this method to be used only during a transitional period.

Mr. Hasluck said the Government intended to establish a common roll and preferred to see a change direct from the electoral college method to a common roll, rather than a change to another intermediate stage in which there would be two rolls for the two races, even for a brief period.

When native nominations are received, an electoral officer in each electorate will summon a conference in which Local Government Councils will send delegates. Discussion will be held at these conferences, candidates will be invited to make addresses and then a vote of the delegates will be taken by secret ballot—delegates voting individually. In some cases groups other than Local Government will be able to send delegates.

The details of these conferences and voting will be set down in regulations yet to be made.

The present three P-NG electorates are to be doubled and the new

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What Mr. Menzies Told UNO—134. Noumea Moves Towards Five-Day Week—136. New Hebrides Airways Moves—137. Norfolk's New Hotel; SPC's 21st Session—138. PIR Natives to be Trained as Officers; Fiji Sugar Payments—139.

Norfolk Island Council Developments—143. Bougainville Will Get a Wharf; Qantas New Guinea Departures—145. Mick Leahy Tick Case—146.

divisions will be (as reported in *PIM* in September) East and West Papua, the Highlands, the New Guinea Mainland, New Britain and the New Guinea Islands.

The table on this page gives the new Council compared with the old.

Need Support

Apart from the elected members it will not be known until the names are announced how many of the new Council will be natives. The Government has announced that all the appointed membership, whether official or non-official, will be open to natives as well as non-natives. There is a stipulated minimum of 11 native members—six elected and five appointed—but this is merely a minimum. It is, for instance, likely that at least one of the official members will be a native in next year's Council, Dr. Reuben Taureka, a civil servant. Dr. Taureka was in September appointed to the present Council.

Mr. Hasluck told Parliament that because of the loss of the official majority the Government would have to obtain the support of some of the elected or nominated members in order to have a majority in the Council.

As *PIM* reported in September, this will mean that the Government will be searching for moder-



HOME IS THE WATTLE

French gardeners in Noumea, New Caledonia, are planting increasing numbers of Australian wattles, whose blooms are much sought after. Metropolitan French suffering from home sickness say the little reminds them of the French wattle cultivated in Southern France.

Photo: Fred Dunn.

Membership	Old	New
Official:	17 (no natives)	15 (native membership not known)
Non-Official:		
Elected:	3 (no natives)	12 (six natives)
Nominated:	9 (three natives)	10 (at least five natives)
Total:	29 (three natives)	37 (at least 11 natives)

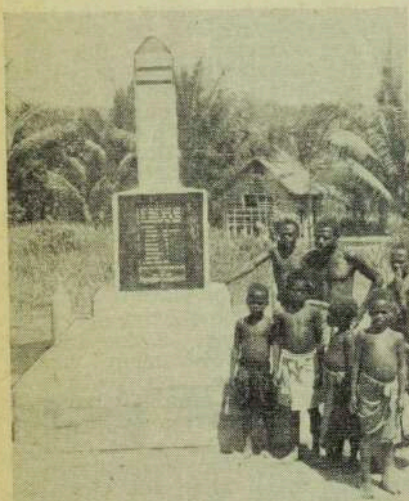
ates to be nominated to the unofficial membership, and also that important legislation will probably be foreshadowed, with members given plenty of notice, and their opinions canvassed. If it is obvious that the proposed new legislation had no chance of being passed, the legislation would not be submitted or be amended. However, the Government will also have the protection of its power of veto in Canberra. Assent may be withheld from ordinances.

Since the announcement, a strong body of Papua-New Guinea opinion has felt that a big proportion of the membership could be drawn from the ranks of the public servants, and the Government could get its majority support that way.

It is being pointed out in New Guinea that there is nothing to preclude senior Administration officers from providing some of the appointed membership. The new alterations to the Papua and New Guinea Act merely allow the Governor-General, at the nomination of the Administrator, to appoint 10 members, not less than five of them to be resident in New Guinea and not less than five of them native members. The Act does not say that appointed members have to be non-Administration.

Natives To Be Appointed

Mr. Hasluck himself probably gave currency to this belief when he said in Parliament that because native public servants were barred from election, and because some of the most outstanding and best educated of the P-NG natives were



VOLCANO MEMORIAL. The New Britain Tolais have become conscious of history in the last few years, and many monuments are appearing. This recent one they erected at Valaur, opposite Vulcan, bears the words: "This monument stands for those men who died violently here at the eruption of the volcano. The ground covered them at 4 o'clock on May 29, 1937." The plaque records the death of 352 natives in seven villages.

BSIP Announces First Legco

From a Honiara Correspondent

The British Solomon Islands Advisory Council will go out of existence on October 17 and the BSIP's new Legislative Council will come into being from the 18th. The composition of the Legco, announced in October, is as forecast in "PIM" of August. Names of new members will be announced on the 18th.

There will be the High Commissioner as president, plus 11 official members (Chief Secretary, Attorney General, Financial Secretary *ex officio*) and 10 unofficial (six Melanesians) all of them to be appointed for two years. Meetings will be twice yearly, the inaugural meeting to be in December.

The Executive Council will comprise eight and include four unofficials. It will have its first meeting in November.

at present in Government service, it was intended to see that some of these made up the appointed membership of the new Council.

Mr. Hasluck said the next step forward would be a further increase in the number of elected members at the expense of appointed members, and the Government did not want to encourage any section of the community—the missions, commerce, or anybody else—in the belief that it had a right to be appointed to the Council.

Another major change announced in September was the abolition of the Executive Council (which at present has an all-Administration membership) and creation of a new body called the Administrator's Council.

This will consist of the Administrator, three official members of Legco and three other non-official members of Legco—at least two of them elected members. The Administrator's Council will "advise the Administrator on any matter referred to the Council by the Administrator . . . and also, by an ordinance of the Territory, certain functions can be confided to the Administrator's Council".

What these functions are will be revealed by legislation to be passed in the Territory.

At least one member of the Administrator's Council will be a native.

Both Houses of the Commonwealth Parliament passed the new Council bill and assent was granted on October 17. The Labour opposition moved unsuccessfully to have a common roll of natives and

(Continued on page 149)

Labour Tour Is All Very Secret

From a NG Correspondent

Provocative Albert Monk, Federal President of the powerful Australian Council of Trade Unions, had one small personal regret when he joined a special investigating mission travelling through Papua-New Guinea.

Mr. Monk realised that he would be away from Sydney on October 3, and for the first time in many years would miss the traditional Labor Day procession through the streets of Sydney.

But he needn't have worried, because October 3 found him taking part in his own personal procession—and a hotter, dustier one than ever Sydney could have provided.

Mr. Monk was in a Government hired car which had four punctures in 20 miles on the dusty outback roads of New Britain's Gazel Peninsula.

The hot and dusty party was rescued by the Vunapope Roman Catholic Mission at Kokopo, which provided a mechanic to repair the trouble.

Several Weeks

The delegation spent several weeks in Papua and New Guinea, holding all its talks *in camera* and declining to issue statements on evidence collected from specific talks. It represented employers, employees at Government, and included Secretaries of the Department of Labour and National Service, Mr. H. A. Blane.

The Minister for Territories, Mr. Hasluck, described the delegation "a unique tripartite and non-political mission with the broad objective of enabling its members to become acquainted at first hand with matters in the labour field of the Territory as they now stand and with present and prospective problems in the labour field".

The apparent secrecy in which the delegation went about much of its work left many people wondering. Even one officer of the Administration went so far as to say that it was puzzled.

He said, "If they really want to know everything and get an overall view I can't understand why the whole thing isn't thrown wide open". But it wasn't.

Does The New Hebrides Know Where It's Going?

By Stuart Inder

After almost 60 years, the Anglo-French Condominium of the New Hebrides has reached the stage where it has to decide where it is going. There are real difficulties ahead for the New Hebrides unless the two Governments plan the future for these islands which are neither British nor French and whose native inhabitants have no national status of their own.

THE trouble will not be caused by the British or the French, but by the New Hebrideans, and there need be nothing surprising in that. While big developments are occurring on all sides of New Hebrides, the winds of change may be expected to pass over those islands, too.

This month's news, for instance, is of the race towards autonomy in the Netherlands New Guinea, of eight new legislative reforms in Papua-New Guinea, of a brand new legislative Council about to be inaugurated in the Solomons, of complicated problems in Fiji and quickening pace towards independence in West Samoa. The New Hebridean is becoming aware of it all.

When the British and French entered into the Condominium in 1906 nobody held out much hope; it would last as a system of government. Nobody has held out hope in the intervening 60 years, yet by some amazing circum-

stance, the Condominium has managed to stagger along with all its faults.

A Success in a Way

In one remarkable fashion it has been a success. It has been a success in international relations on the personal level. While national jealousies in the higher political arenas still are no better than anybody has come to expect, the French and British who live in the New Hebrides, who have their plantations, businesses and their jobs there, get on very well by and large. In 60 years both have come to learn that there are good Frenchmen and bad, good Anglo-Saxons and bad, and that the personality counts, not the nationality.

Over a long period all these people have in fact developed such skill at living within the framework of the "Pandemonium" system that they would be unhappy with a New Hebrides that wasn't a Condominium.

As one British businessman told me when I visited the New Hebrides recently: "Don't let anybody take the Condominium away. The more the two Governments stand on their national dignities up there at the top, the more they argue with themselves about what should be done and what shouldn't (and finally come to a stalemate), the better we like it. While they argue about the finer points they are not worrying us, and we can get on with the job." A French companion who heard that, grinned and nodded.

Alice in Wonderland

This Alice in Wonderland existence need not be any worry to anybody if the New Hebrides existed in a vacuum within the South Pacific. But the future of the New Hebrides belongs to the New Hebridean, and he is fast entering a new stage of development.

He is beginning to be aware of his future inheritance, and in a few years he will be developing at a faster rate than the natives of these northern islands who today are getting the lion's share of publicity.

The New Hebrides now has an



"Miss Rarotonga"

The 1960 "Miss Rarotonga" beauty contest caused a lot of interest in the Cooks. It was the first of its kind to be held in Rarotonga. And here is "Miss Rarotonga" herself—Miss June Taringa, after the judges had totalled up all her points for "personality, natural beauty, posture and grace".

Photo: R. D. Moore.

Advisory Council (it began only in 1957) which includes native membership. Some New Hebrideans now are saying of some of those native members, "They don't really represent us. They are stooges." Whether they are or not doesn't matter—the point is that the New Hebridean is thinking politically.

He is also taking an interest in money and trade, and the death warrant of the small European trader has been signed. New Hebridean natives produce more than half of the Condominium copra (with their share growing quickly) and they see no point in trading to a small middleman when they can get a better price by trading direct with the shippers.

Some individual New Hebrideans are now wealthy fellows, and they are not stupid. They are learning very well, in fact, how to play one Government off against the other for their own benefit.

They Need Education

They are very much aware that what they need is education, for their children if not for themselves. The greatest need in the New Hebrides today is for schools and teachers, and more important, for a properly planned education programme.

(Continued on page 149)



Japanese are assisting with the New Hebrides economy with their skill at tuna fishing. With the aid of British and American they catch tuna in adjacent waters and then at Palikulo Bay, Santo, for export. A Japanese prepares by hand some of the smaller fish caught with the tuna, which is smoked for the Japanese home market.

Here Is What's Been Happening In Fiji

SUVA, Oct. 15

Here are the highlights of the trouble in the cane-sugar industry, which caused economic and political convulsions in Fiji in the four months, June to September, inclusive:

- The deadlock now is virtually ended, insofar that the Colony's four crushing mills now are working full-time, and the CSR Co. now seems confident it will produce Fiji's 1960 quota of 199,000 tons of raw sugar by the time the mills close on January 22.

- Over 3,000 Viti Levu cane-growers assembled in Lautoka on October 15, hoping to see Mr. Amery. Mr. Amery, however, left for Suva that morning. Early on the 15th, he met Messrs. Patel, Koya and others; recommended them to place their grievances before the coming inquiry into the industry; and urged them to proceed with cane-cutting. They reported to the mass meeting. Motions that cane-cutting be proceeded with generally were then carried.

- A great deal of the available cane will not be cut, however. It was one of Fiji's best cane-crops. The farmers planted a larger area than usual, having been officially urged to do so in 1959.

- Because of the troubles, there will be very little new planting in 1960. The 1961 crop will come from ratoon or secondary growth. In that respect, the outlook is not good.

- The Government still is maintaining in the sugar areas large bodies of police, special police, reservists, etc., so as to give protection to cane-cutters and mill workers and CSR Co. property.

- The representatives of all the Fiji communities in the Legislative Council in September unanimously and unequivocally condemned the tactics of the Patel group in leading the sugar-growers into the deadlock, and the character of the propaganda with which it had surrounded its activities (see p. 49).

- The Legislative Council has asked the Government to set up an inquiry into the sugar industry (see p. 141).

- The sugar industry deadlock, and the activities of the Patel

group, have created a very unfriendly feeling in the Fijian community towards the Indian community. This seems to be growing, and is being demonstrated in various ways in social and political affairs.

The Fijian leaders do not take much notice of the fact that only a small minority of Indians are aggressive and unco-operative—the great majority seeking only peaceful co-existence with the other communities. In the view of some leading Fijians, all Indians are bad (see p. 22).

That this is a serious political factor is shown by the hostility of the Fijian community towards the Burns Report.

As a result of the sugar industry's dislocation, there is a "money tightness" now throughout Fiji—traders giving little credit and trying where possible to turn slow-moving stocks into cash by sacrificial sales. Most traders say "the real pinch will come in 1961".

Patel Group on Warpath

Most farmers were—and are—in debt to the storekeepers. Many of the latter under instructions from the Nadi-Lautoka Patel group minority, demanded immediate payment of their debts from growers who had begun cutting. Those who refused to cut were not pressed, and even were helped. There are stories of men being sacked or suspended because their relatives had commenced cutting.

Certain Gujaratis, actively spreading the Patel group's propaganda, declared publicly that Under-Secretary Amery had talked to Mr. Patel for two hours at Nadi airport while on his way through to Australia. In fact, Mr. Amery arrived in Australia via the Middle East, and did not reach Fiji until October 12.

Stories were circulated that the mills were not crushing—that the loaded trucks which were run to the mills during the day were secretly taken back, loaded, to their starting-places during the night, ready for another "fully loaded" demonstration next day.

It was said that the mill fires

(Continued on page 148)



Mr. Julian Amery. For what he has had to do in P-N-G and the BSIP, see below.

NO FIREWORKS BUT PLENTY OF CHARM

From Special Correspondents

The neat, slender man with his carefully combed black hair and his blue travelling jacket who hurried around Papua-New Guinea in six days in September had the outside Press waiting on its toes.

FOR some reason the Press anticipated that the slender man with his delicately-clipped words and his penetrating mind would create a devastating situation.

One Pressman even hurried miles from Port Moresby to Rabaul to speak with the man before he left. Wires flowed from Melbourne and Sydney to ensure that the situation was adequately covered.

But although the slender man won the praise and confidence of those who met him, he sadly disappointed the Australian Press. He brought down fire on no one's head, and suffered no fire on his own.

Strong Words

The visitor was Mr. Julian Amery, British Parliamentary Under-Secretary for Colonies, who paid a five-day visit to Papua-New Guinea on his way to an inspection of British colonies, protectorates and dependencies in the Pacific.

The story got around that the planting community was going to use strong words to him on the

(Continued on page 146)

Fiji Facing The Graver Issues

WHAT MR. JULIAN AMERY IS GOING TO SEE

A Report From R. W. ROBSON

SUVA, OCT. 7

Although Fiji's sugar-cane troubles are by no means over (see the outline on opposite page) the country is turning, very, to a belated consideration of its early future, in relation to (a) over-population, (b) the implementation of the Burns Report, and (c) this idea — now sweeping the world — that all communities, no matter how awkwardly placed, must become immediately "self-governing".

Problems are pressing in on Fiji, in an embarrassing way. The Government, and all community leaders, should have been giving urgent attention to the country's condition, immediately the Burns Report (itself ten years late) was published, six months ago.

The sugar quarrel diverted public attention elsewhere and it also has weakened the politico-economic out-look generally.

The present economic structure is neither big enough nor wide enough to take care of the needs of a rapidly increasing population. The country cannot get the economy into a higher gear for better progress while it is out of adjustment in relation to the rights of the Fijian community, in relation to non-landed, and in relation to the Indian community (which—now learning the hard way that there are not enough jobs for its young men—is more and more inclined to become anti-European).

Meanwhile, the Fijians are developing an anti-Indian complex. This tendency has become much more noticeable as the result of the social feeling aroused by the Burns trouble.

Because the recommendations of the Burns Report tend to make life harder for the Indians—the Fijians, who are economically secure, as indigenous owners of the lands, the Fijians, in their present mood, have developed sharp resentment to the major proposals of the Burns Report.

This is an acute embarrassment to the Governor, Sir Kenneth Gurne, who is most anxious to get on with the Burns Plan.

The anti-Burns sentiment of the Fijian chiefs was demonstrated clearly at the Council of Chiefs in August-September, and would have manifested itself at the Legislative Council meeting late in September. But the Governor, wisely, decided that the Council should deal first with the critical quarrel in the sugar-

industry, and postpone consideration of the Burns Plan until the next Council meeting—three or four months hence.

Exasperating Delay

It is an exasperating delay in dealing with the Colony's politico-economic problems; but it was a sound decision. If the Burns Report had come before the September Legco, it would have been torn to pieces.

The Council, instead, got its teeth deeply into the sugar industry problem (see report p. 49) and all communities worked off a lot of strong feeling there. Maybe, next session, judgments will be calmer and prejudices less in evidence.

The Legco session had one most comforting angle. It has been suggested that the European community is weak in leadership, this decade; but whether or not this is so it now is apparent that some first-class men—thinkers, who can talk on their feet, and take wide

"INTIMIDATION" LAWS BROADENED

As a result of incidents in connection with the Fiji sugar dispute the laws covering intimidation were broadened in September when the Legislative Council approved new legislation covering oral as well as written threats, the carrying of arms in a public place, entering a magazine with intent to steal, greater control on public collections of money, and a wider definition of offensive weapons.

Under the latter heading, almost any object could now be an offensive weapon if the circumstances were such as to provide evidence that the "weapon"—it might even be an umbrella—was going to be used for offensive purposes.

and tolerant views—are showing up among both Fijians and Indians.

This could be the salvation of the Colony. Fiji needs not only sound leadership, but also a relationship between community leaders which will allow all communities to go forward in tolerance and unity.

Into this sea of troubles comes Mr. Julian Amery, British Under Secretary of State for the Colonies, accompanied by some high officials of the Colonial Office. The party is due in Nadi on October 12, after a tour of Papua and New Guinea, Solomons and New Hebrides, and a brief visit to the South Pacific Commission, now sitting in Noumea.

All classes in Fiji are waiting for Mr. Amery. Although both Government and Press have insisted that Mr. Amery is merely here to take a look around the British countries of the South Pacific—he is going to visit Gilbert and Ellice Islands

MUSIC LOVERS

The Commissioner for India in Fiji was host at a musical evening at the Fiji Broadcasting Commission studios, Suva, in September. Representative Indians were entertained for two hours by Fiji Indian musicians. An exhibition of musical instruments added interest.

Photo: Nitin's.



and Tonga by Sunderland flying-boat, using Suva as his base—and make no over-riding decisions, some of the Fiji community think he is about to devise a new heaven and earth for this Colony.

The programme shows that this Colonial Office party will certainly look Fiji over very thoroughly, in the light of 1959 developments (which include the Burns Report). But the future surely will depend upon what Fiji itself does with the Burns Report.

A Forecast

This writer's forecast is that if the major recommendations of the Burns Report are adopted, the Colonial Office will throw weight and influence behind plans for the more rapid development of Fiji's resources, and the financing of same. Mr. Amery and his officers will then be in a position to help, promptly and effectively.

If the Report is crippled by Fijian opposition, then the future of Fiji will become a Number One Colonial Office headache and Mr. Amery and his advisers will be able to attack it with some local knowledge.

It also is forecast that, while here the Amery party will give consideration to the constitutional position.

There is no discernible demand at present for reform in that direction, among Fiji's communities; but there almost certainly will develop soon, under outside influences, a movement towards a larger amount of self-government. Recent events in the British Colonial Empire show that Britain is extremely sensitive to such demands.

At present, Fiji seems satisfied



NEW COOK ISLANDS APPOINTMENT

Mr. A. O. Dare has been appointed Resident Commissioner of the Cook Islands, to succeed Mr. G. Nevill, who retires in January after nearly nine years on Rarotonga. Mr. Dare for the last two years has been assistant secretary of the NZ Island Territories Department. Before that he was Resident Commissioner on Niue. From 1954-56 he was official secretary to the Cook Islands Administration.

with what it has got. Any demand for big changes—especially if it were suggested that these four large, dissimilar communities should elect representatives on a common roll—would surely lead to fierce dispute, embarrassment, and worse.

Sugar Accusations "Unfortunately Racial"

A damaging feature of the recent Fiji sugar dispute was emphasised by Mr. A. I. N. Deoki, Indian elected member for the Southern Division, during the September/October Legco session in Suva.

THIS was the impression created through loose accusations that every Indian in the Colony, and every Gujarati in particular, was to blame for the trouble.

"The future of the Colony depends on racial harmony, and that harmony must be preserved and maintained at all costs," Mr. Deoki said. "When you condemn what is happening please level your criticism at the right places and not generally at the Indians," he said.

Noting that a strong anti-Gujarati feeling had been created, Mr. Deoki said that not all were bad. "It is wrong to judge a whole community by the actions of some".

Mr. B. D. Lakshman, Indian elected member for the North Western Division, also emphasised the point.

"Is it not clear to everybody that when you talk about a 'stab in the

back' in 1943 (sugar strike) you should say the name, and not 'the Indians'. Should you not say 'A. D. Patel'?" Mr. Lakshman said. "Were not Indians stabbed in the back?"

It would be difficult to deny that some sections of Fiji's public relations down through the years have been conspicuously poor, at Government and at press levels. This was demonstrated by a comment made by a Fijian member, Ratu Penala Ganilau. "The Fijian doesn't quite understand the various sections, or sects, in the Indian community".

Considering that there have been Indians living side-by-side with Fijians for the past 80 years, Ratu Penala's statement reflects a regrettable state of affairs.

Until very recently there has been no discernible attempt at Government level to promote better understanding between the two main races in Fiji.

The Japanese Flood

P-NG MERCHANTS GO NORTH FOR GOODS

The little deck-hand from the Japanese freighter "Chitose Maru" looked around him in Rabaul and came out with a startling statement: "Could be like home," he said.

HIS statement was superficial, but whether New Guinea people like it or not, the statement was based on a grain of truth.

The truth lay in the manufactured products which he could see around him.

Parked at the kerb was a Datsun truck. Two spaces further on was a Princess car and on the other side of the road was another Datsun.

The man in the gaudy shirt walking past was carrying a National transistor radio. In the shop window behind him a Mitsubishi fan was stirring the air above an opulent display of Japanese radios, tape recorders and telephones.

If he had gone a bit further he would have seen a Yanmar marine engine and a collection of Japanese manufactured speedboat hulls.

He would have seen Toshiba air conditioners plugging up the space where louver windows once opened to the hot street, and would have seen Japanese calendars on the walls.

New Guinea generally, and Rabaul in particular, are going through a boom in Japanese-manufactured imports. Japanese cameras have long been a standby in Rabaul, but today the field is unlimited.

Fabrics, stationery, fishing equipment, household appliances, sewing machines, metalware, toys and a host of other products can be added to the articles mentioned earlier.

By far the most significant imports are the motor vehicles. Rabaul is rapidly importing Japanese manufactured trucks, cars and utilities. Spare parts made for well-known English makes fit most of them.

One Way Traffic

One importer alone estimates that he will have 60 Japanese vehicles placed in Rabaul by the end of the year.

Japanese foodstuffs are also filling a big place on the market, particularly tinned fish.

Shipping between New Guinea and Japan has reached an all-time high (for peace-time at least), as schedules are undergoing major changes to meet changing conditions.

Only £100,000!

Six Fiji-Indians Say It Will Be "Very Useful"

NADI, Fiji.
Fiji's sugar and airport town of Nadi still was reeling under the news that "LM of Nadi" had drawn the £100,000 first prize in an Australian lottery, on October 12, when Messrs. Usher (Fiji Times) and R. W. Robson (Pacific Islands Monthly) were up.

NADI citizens were running around in circles. A tax-gatherer, bitter and thwarted, announced that the "prize" was free of taxation. Telephone demands for details by many newspaper correspondents, were driving the Post Office crazy. No one could immediately identify "LM".

He was located, finally, by identifying the man who, weeks ago, had chased a bank draft for £3, on a hunch. Actually, "he" was a dictate of six Indian store clerks and salesmen.

It was now 6.30 p.m. Nadi's stores had mostly gone home. But a call went out; and in a few minutes the whole six assembled, greatly intrigued and flattered to find themselves the centre of so much newspaper interest.

They really were a disappointment to the pressmen. Any six young men, suddenly receiving £100,000, could by Australian standards have been going slightly mad with excitement (Messrs. Usher and Robson in fact first looked for them at the hotel bar).

Not Stirred

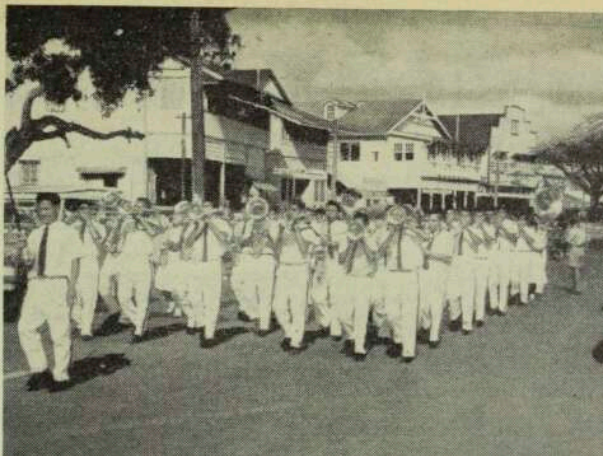
But they had gone quietly home, and did not seem to be in the least excited. They had no plans, but acknowledged that the £100,000 or £16,000 for each of them) might be useful!

Some were married—two of them had six children.

The oldest of them—a thoughtful man in his late thirties—thought they could make a large donation to charity.

Nadi citizens crowded around them, to admire and congratulate. They would not respond, much. "I think we'll wait and see if the money really comes to us," said the older man; and all the others quickly agreed.

The NZ Government's new £100,000 motor ship *Moana Roa*, which will replace the 30-year-old *Pomare* in the New Zealand Islands service, arrived at Nadi on October 12 after her first-week maiden voyage from Auckland.



HERE COMES THE BAND!

The Latter Day Saint's Band, under band-leader Paepaega Nautu in Apia in September leads the parade of Boy Scouts to the annual Scout rally at the Malifa school grounds.

Photo: Samoana.

NO END YET TO WEST SAMOA'S MIGHTY BATTLE OF WORDS

With about two weeks to go before they must submit the new Constitution to the General Assembly of the United Nations, the 174-member Constitutional Convention of Western Samoa was, at the end of September, still battling on through a flood of words.

AT that stage, after it had been in session for six weeks, the Convention had dealt with only about half of the 122 Articles contained in the Draft Constitution. But even with time running out, again and again members were appealing to the Chairman to allow full debates on all clauses so as to allow older delegates to get clarification and understanding of some of the complicated principles involved.

Of dozens of motions for amendments to various provisions in the draft Constitution, not one of importance has survived a vote—yet each of the amendments has led to lengthy debates.

Love of speeches and oratory is a besetting sin as far as Samoans are concerned, and in such items as "freedom of religion" (which is of great local interest and was debated early in September) each member wants to contribute his two cents worth.

[A motion to lift restrictions imposed at present or in future in the interests of national security, public order, health or morals or the protection of the rights and freedom of others, including their rights and freedom to observe and practise their religion without the unsolicited interference of members of other religions, was defeated by a large majority of the Convention. At present missionaries from overseas are admitted to the Territory only at the rate of one to every 200 adherents of the denomination concerned.]

The Prime Minister, Hon. Fiamē Mata'afa, pointed out that the larger Missions, particularly the London

Missionary Society, had for years trained and employed Samoan missionaries to carry on their Church work and that these Samoan missionaries had even been sent to overseas countries like Papua-New Guinea to spread the Gospel there. Instead of bringing large numbers of missionaries from overseas to Samoa, he said, the missions should send them to countries like Papua-New Guinea and not try to proselytise the Samoans who are professed and sincere Christians.]

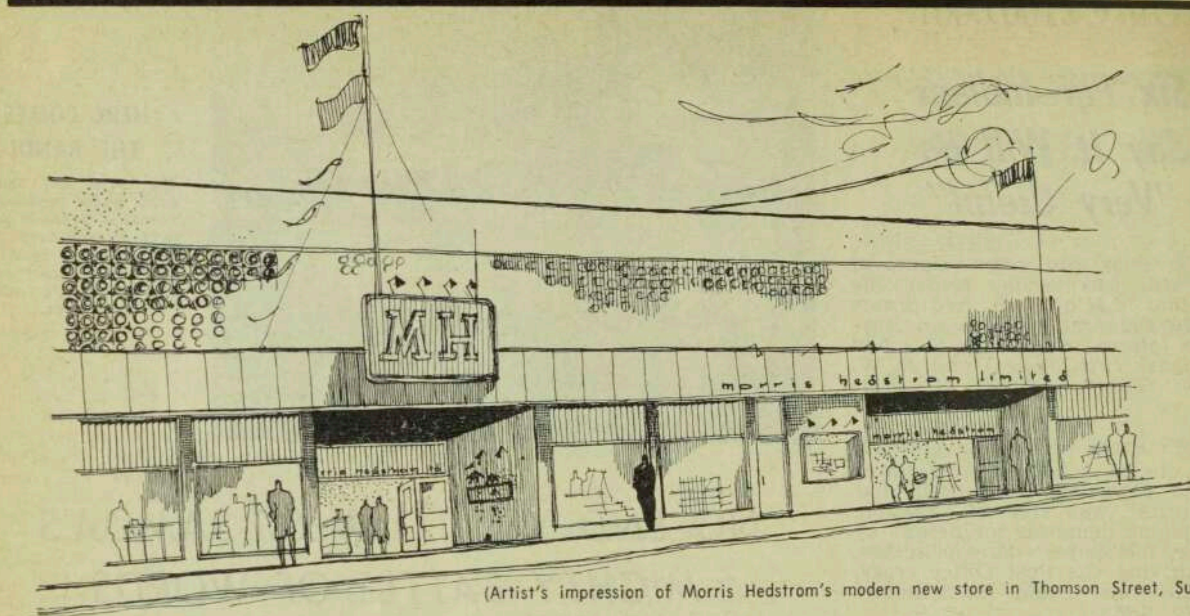
Members Ask for Time

PIM's Apia correspondent, writing on September 26, and noting that the Prime Minister of Western Samoa was due to leave the Territory in early October by air for New York, with the completed Constitution in his brief case, said:

"As it looks at present, it will require a very determined effort and curtailment of the lengthy discussions indulged in so far by the Convention, to finish the session within the time limit, particularly in view of the continuous appeals to the Chair, by members of the Convention not to rush proceedings and to give opportunities for fuller discussion and clarification.

"At time of writing the following parts of the Constitution have been dealt with and approved without amendment: Part I—The Independent State of Western Samoa and its Supreme Law; Part II—Fundamental Rights; Part III—The Head of State; and Part IV—The Executive.

(Continued on page 147)



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

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COMMENTARY

NG Drink Question Overdue for Decision

PAPUA-NEW GUINEA cannot afford to delay much longer in making some clear-cut statement on the question of drinking for native people.

The matter was brought up by two of the native members at the May legislative Council meeting and a decision promised "soon". But nothing decisive has been done.

The Administration is apparently anxious to make a decisive move, and the delay so far can be laid at the door of the Territories Minister, Mr. Hasluck, who appears to be scared of the drink question. He is storing up a lot of trouble for himself and everybody else.

Here is the position as it stands:

- Prohibition applies for all native people in Papua-New Guinea.
- Some natives are clamouring for the right to drink although many others say they don't want it.
- Public opinion on whether or not the native should drink is divided, with outspoken statements on both sides.
- Five years ago the Administrator Brigadier D. M. Cleland, promised a review of the situation this year, and he has since renewed his promise.

But while this position exists, legal drinking and illegal distilling are increasing, and this fact can't be ignored.

Recently the Council of Social Service of Papua recommended to Brigadier Cleland by 13 votes to six that what it called "the discriminatory liquor law" should be repealed. The council's recommendation was that native drinking should be permitted.

This created a storm of protest in Papua and in New Britain. Town advisory councils, particularly the one at Kokopo in New Britain, strongly attacked the recommendation.

One of the most controversial issues to emerge from the situation was the Rev. Percy Chatterton, of Moresby, a missionary of the London Missionary Society, who says that the situations being caused by prohibition are worse than those which would be caused by legalised drinking.

But Mr. R. H. Levi, chairman of the Kokopo Town Advisory Council, says that Mr. Chatterton's attitude is "taking the line of least resistance".

Among Administration officers personally there is strong support for removing prohibition. Some

officers favour the brewing of a special "native people only" beer with a reduced alcohol content. Others agree with the idea of making a weaker beer, but say that all sections of the community would have to be content with it—otherwise the natives would probably consider they were still being discriminated against.

Police have recently found more stills in the Gazelle Peninsula where the Tolais seem to lead all others in alcoholic inventiveness.

They brew potent draughts of firewater from bananas, pineapples and pawpaw; and despite strong measures to counteract black market sales of liquor to natives, there is evidence that a big trade continues.

Territories Minister Hasluck, of course, is aware of the situation. He has received many reports on it and senior Administration officers have pressed him for action.

For how much longer does he expect he can withhold a decision?



Mr. Menzies Doesn't Tell The Whole Story

POOR Prime Minister Menzies wasn't taking a trick in early October. While he was walking on some International toes at the United Nations, by making counter proposals to Mr. Nehru and party about getting Messrs. Khrushchev and Eisenhower closer together, he was also crushing a few lesser ones at home. How and why is set out in an article by G. W. L. Townsend on page 29 of this issue.

Mr. Townsend's quarrel is not so much with the Prime Minister as with his advisers whom he feels did not provide Mr. Menzies with the right ammunition for "walloping" Mr. Khrushchev and his attack on the New Guinea administration where it would do most good.

One of Mr. Khrushchev's first proposals to the General Assembly was that all Colonial territories should immediately be "freed", and he extended this dispensation to cover New Guinea and the Trust Territories. Before he left Australia for his hurried visit to New York, Mr. Menzies said that he was going "to tell the UN the magnificent story of Papua-New Guinea". Mr. Townsend feels that Mr. Menzies, in fact, told only part of the story—the post-war story, and ignored the generations of hard work of the pre-war period that had brought some aid and enlightenment to a Stone-Age people.

The campaign in New Guinea dur-

ing the Pacific War, 1942-45 did, in more ways than one, change the old Territory and it is undeniable that the popular conception now is that P-NG was discovered in 1942. This is galling to men who gave a lifetime of service to the Territory before that time—and Mr. Townsend expresses their irritation admirably.

Nonetheless as far as the outside world is concerned it matters little whether our Administration began there 15 years ago or 50. World opinion—with the new nations howling loudest—is not disposed towards listening to causes, or reasons, or of difficulties surmounted; they are interested only in effects, as of now. (Whether we should be unduly worried by all this is another matter).

Mr. Menzies certainly is off the beam when he infers that we started from scratch in 1945, since the pattern of administration and its firm foundations had been set years before. But in the material sense it was a new beginning and figures show why.

Before the war the public services of Papua and New Guinea combined numbered only hundreds; now the PS numbers 4,000. Before the war, the New Guinea Mandated Territory got no financial aid from Australia—it paid its own way, mostly from a royalty on gold; Papua got about £40,000. Since the war, the Australian grant to the combined Territory has run into millions each year—about £14½ millions this year, which, with internal revenue, gives the Administration over £20 million to spend. On the score of availability of funds alone, there would be something wrong with the P-NG Administration if it isn't writing a more interesting story now than the pre-war Administrations were able to write.

In comparison with the almost hysterical interest that is taken in P-NG affairs today, there was little from the outside world before 1942, with the result that the most tangible forms of progress there then came from private enterprise—trading and shipping companies, gold mines and plantations.

The Administrations had their policies and they kept to them, but their role—except in exploration—was restricted by funds available to keeping the *status quo*. Since the war, however, the roles have tended to be reversed, with the Administration taking the initiative—and this trend seems bound to develop further.

The points Mr. Townsend makes at the end of his article are of more immediate concern than the point about who should be praised for the past. He stresses that while the Territory of Papua-New Guinea is run by the Territories Department in Canberra, the Territory is represented before the United Nations and the outside world by the Department of External Affairs; and that the Administrator of New

Guinea, unlike the Governors and High Commissioners of other Trust Territories, has never represented P-NG before the United Nations, nor even been permitted to visit the organisation.

Mr. Townsend might have extended his criticism of Canberra's fanatical insistence on watertight Ministerial departmentals to cover Canberra control of the Territory generally.

During the month, Sydney—and probably P-NG, too—has been laughing at a letter that appeared in *The Sydney Morning Herald* signed by an Anne Howe, of Port Moresby, who said she was an "obscure and strictly non-careerist Civil Servant". Most thought her to be a brave woman, but the truth may be "she" is fictitious. This is what she said (in part):

"Minister Hasluck is commonly conceded to be almost fanatically sincere, and frightfully industrious. But . . . I have become equally convinced that Mr Hasluck's' petulant doctrinairism, congenital pedantry, lack of psychological insight, and intolerance of the advice of the men on the spot, constitute very serious obstacles to Australia's efforts in these islands. Canberra pays most of the Territory's bills, and this provides the pretext for Canberra control over Territory affairs to extend down to administrative minutiae. Talk of the Administrator's autonomy is regarded here as a poor joke, and every departmental head is alleged to have a shadowy counterpart wielding power without responsibility."

It isn't as bad as that, of course, but it's bad enough.



Hint of Rich, New

Goldfield in Fiji

THE Fiji Government's announcement that recent investigations indicate the existence of a valuable goldfield in the Waimanu River region, about 15 miles directly north-west of Suva, brought a gleam of sunshine into an economic picture that, for many months, has been consistently gloomy.

The Tavua goldfield, on which the town of Vatukoula now is based, has brought many millions of good money into Fiji. There have been minor goldfields elsewhere in Viti Levu, and in Vanua Levu. Beyond doubt, there still is much gold in the Colony, just waiting to be discovered.

This Waimanu River goldfield is not new—in fact, its existence was reported decades before Bill Borthwick's discovery at Tavua. Adam Boyd, an old-fashioned prospector and miner, who fossicked for years in the Waimanu area, always insisted that there was rich gold there.

But every effort at large-scale survey and development hitherto has been defeated by the extreme roughness of the terrain. There is no road of any kind—only native tracks, over which Fijians carry packs of 50 or 60 pounds. There is no place in the precipitous gorges for an airfield.

"I know this gorge," said Mr. W. G. Johnson, managing director of the Carpenter companies in Fiji, who was in Sydney the day the news came through. "I myself have washed out lumps of alluvial gold there. Old Boyd was right—there is a goldfield there. And it could be rich."

"But it is terrible country to get into—a very tough, difficult walk. It lies around to the northwestward of Joske's Thumb (the curiously-shaped mountain peak seen from Suva). We used to go out to the Navua, and then up the Waindina River to the headwaters of the Waimanu (which is a large tributary of the Rewa River).

"There is no flat land at all, but it is beautiful country—streams and wild, broken gorges. No Fijians live there. There is much fog there—as anyone can see who flies between Nadi and Nausori. It could be made accessible by helicopter, perhaps."

"I have myself recovered gold there in small lumps, and I have grub-staked prospectors—but we always were defeated by the difficult terrain."

"John Millett and some of his friends were interested in the Waimanu some 30 or 40 years ago—but no one has made an effort at development in recent times."

The Fiji Government said there was a probability of proving 3½ million cubic yards, with values running from one to 16 grains per cubic yard. Government geologists are continuing investigations.



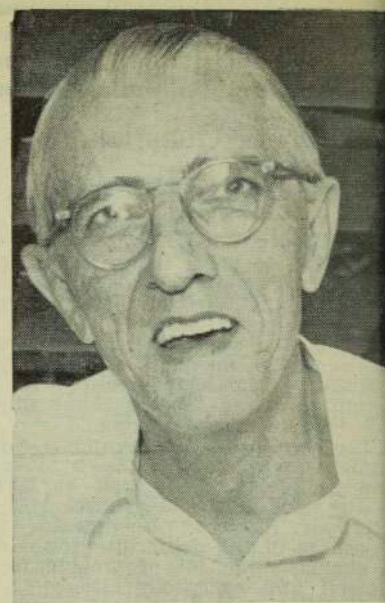
P-NG Reform Ends

A Long Battle

IT'S taken a great number of years to get a plan for Papua-New Guinea Legislative reform out of the Minister for Territories, Mr. Hasluck. Hundreds of thousands of words on the subject have been written and spoken in that time.

We will probably never know why he never announced a plan, even in general terms, much earlier than September 22. Probably the final decision on an announcement, if not earlier ones, had something to do with picking the most opportune time for the news to rebound around the halls of UNO.

But now the plan is finally announced, nobody could fairly find an argument against it. It's a good scheme. It's a praiseworthy scheme. It should give every chance for the



Papua's Mr. E. A. James, a member of the PNG Legislative Council from its inauguration until his resignation, in disgust, last year. He has led the battle for reform over the years. He has now retired.

Territory to grow in the right direction politically. The plan contains some important safeguards for the Government, yet at the same time it gives rein to the opinion of the Papua-New Guinea public—a public that has for so long been neglected, despite the strength has developed since 1951, when the present Council was inaugurated.

That first Council was only meant to be a start, and by 1953 a select committee of the Council was already, with great hopes, proposing a plan of reform. But the hopes were dashed and frustration was piled upon frustration, until early 1959, when the three elected members, Messrs. E. A. James, Is Downs and Dudley Jones, staged their walk-out as a protest.

The protest was, among other things "in objection to the lack of sufficient representation of the people of the Territory in the legislature". The walk-out of the three was made because of idealistic motives, nothing else. None of them had anything to gain by for himself.

It is unlikely that the Government will ever give the three much any credit for the reforms that were announced in September, but New Guinea people will, or should know better.

The reforms have been won after a long battle, and nobody will regret the passing of the old order that will go out with this month's Legislative Council meeting in Port Moresby. The new order of 1961 is a far fresher, more intelligent, more praiseworthy, long overdue approach to a vital subject.

The Editors' Mailbag

Anyone Got A Pare Island?

Distant hills look green—and all that. But we were much cheered during the month to find that someone still yearns for the romantic South Seas, even in these days when we are being urged on all sides to give the whole she-bang right "back to the Indians". The interested party is Mr. Dan Halcomb, of California, who served New Guinea during the war, and now at "50-ish" as he puts it, is taken with nostalgia for a bit of land somewhere in the South Pacific; or for preference, a whole island.

He writes: "I have some plans as to agriculture (cows), a degree in animal husbandry—and 30 years' experience in journalism, which has bearing on the matter whatever; so three fine little girls and two own sons".

Mr. Halcomb says elsewhere in a letter that he has a tax-free annuity of \$554 per month—approximately £2,000 a year.

No doubt there are many people in the Islands who would swop what Mr. Halcomb has got for what they've got. So how about it you fellows who reckon you see the writing on the wall—what about my advice for a friend? His address is Rt. 1, Box 906, Grass Valley, California.

More Islands Locomotives

Mr. D. M. Askew, of Madang, challenges the statement in a recent issue of *PIM* that Misima Island Mines used the earliest known locomotive in the Pacific Islands. A bit late, we think—as we discussed the railway question about 10 years ago (*PIM* Nov., 1958), when it was apparently proved to everyone's satisfaction that the first in Papua was owned by New Guinea Copper Mines Ltd. to run from the Laloki and Dubuna lines to the smelter at Bootless Bay (near Port Moresby). That was around 1920-21.

The question then was which was the first railway line in Papua—in the Pacific Islands as a whole.

In the wider field, Mr. Askew makes the distinction for the Romans. He says that the Kauri Rubber Company, of Vanikoro, in the Eastern Solomons, used two locomotives for the haulage of logs out 1924. The photograph he sends is unsuitable for reproduction; it is a locomotive, all right.

However, as a matter of historical interest, it is probable that loco-

motives were used by the CSR Co. for the haulage of sugar cane in Fiji long before 1924.

The Chinese Poets Fight Back

Contributor Lew Friday's article on Rabaul's Chinatown (*PIM*, Sept., p. 87) in which he pats Rabaul's Chinese on the back—and also gives one or two of them a few kicks—has brought a reply from one Rabaul Chinese, who asks to be referred to as T'sui. Furthermore, what he has to say he says in verse!

CHINATOWN—MY CHINATOWN

Lew Friday's article seems so far from the point!

"PIM" Please—Has he ever been in this joint?

We are wicked, unfair. Oh! and selling the natives diluted boozes.

Of all these things he quite calmly accuses! Short measure in sugar, short measure in rice

For this (ref. the news today) four Europeans and two natives paid the price!

And last month Steamship's, a firm so big and strong—

Well now, they too were caught doing wrong!

Who on the Gazelle Peninsula is trying to create ill-feelings?

Just who, damn it! uses shady dealings? Has an Asiatic for this been "kicked out" of the place?

No? Europeans? No! but "requested to leave"—(it's still a disgrace!)

Oh!—Big-hearted Friday admits we have our good sides

(Like others, to save our homes we risked our lives!)

And by mentioning that some lost their heads when caught,

Perchance, he hopes to take the edge off the sword!

What gives with Honourable Friday, what's he trying to lodge?

Doesn't he like us, has he got a grudge? As Chinese poetry, this might be very pathetic.

But then, I'm only a citizen and not very poetic!

No "Talk-Talk" This Month

There is no "Territories Talk-Talk" this month, as Gordon Thomas ("Tolala") is ill.

On the rule that misfortunes seldom come singly, both Mr. and Mrs. Thomas, of Campbelltown, NSW, were admitted to hospital for special treatment at the end of August—Mrs. Thomas to the Camden District Hospital, and Mr. Thomas to the Concord Repatriation Hospital, where in September he underwent an operation.

Later, out of hospital, Mrs. Thomas fell and suffered a leg fracture; and she then was taken by ambulance to the Coast Hospital, in Sydney, where she underwent an operation on September 28. Both of the elderly patients now are reported to be "doing well".

Gordon Thomas, as editor of "Rabaul Times", was very well known in New Guinea prior to World War II. He was captured by the invading Japanese in January, 1942, and he was one of the handful who came out of that cruel experience alive—he was found in a New Britain valley camp after the Japs surrendered in September, 1945.

stopped for an hour to see the spectacle, when the minister had to raise his voice above the hubbub in the church grounds. It was the day when cameras ran hot, when the papers cried out for more copy, when some people even had the cheek to say they only went along for the fun.

"Today the wedding and the publicity it received are parts of Rabaul's history. Some of it is good history, some of it is bad. It is true, too, that some incidents which have occurred since the wedding have not helped provide plain sailing for Pat and Vicky.

"For that reason, as much as for any other, here is an after-piece to the wedding story that everyone deserves to know:

"No matter what New Guinea has said, the world outside has been warm-hearted. Pat Roberts has received a flood of letters from all parts of Australia, and the world, patting him on the back.

"And he is a man who has been genuinely touched by the letters. He says, 'I didn't bargain on all the papers and the cameras. In fact I got a fright when I saw the cameras. But people have read about it and I have got letters from all parts of the world. They have all been friendly letters.'

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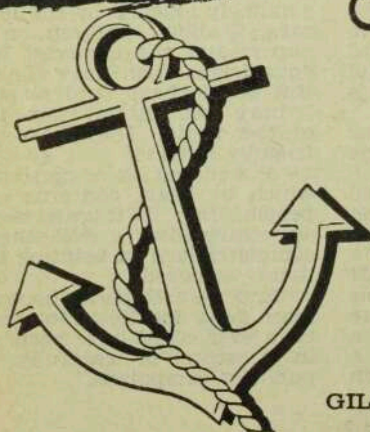
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OCTOBER, 1960 — PACIFIC ISLANDS MONTHLY

Australia Should Have Walloped Them at UNO

Why Didn't We Use Our Ace ?

By G. W. L. Townsend

Mr. Menzies is reported as having said, before his departure for New York, that he would "tell the UN the magnificent story of Papua-New Guinea".

In his address to the General Assembly, Mr. Menzies deplored Mr. Khrushchev's "disturbing want of knowledge of these territories and of the present state of their development" and then displayed a total lack of understanding of the events which have brought the Territory to its present admirable state.

HAVING listened in the past to Russian interventions in the Trusteeship Council debates on conditions in New Guinea, I was never sure how much was ignorance and how much was due to a deliberate policy of twisting facts and figures. But there can be no other explanation for Mr. Menzies' speech than bad briefing and personal ignorance.

Mr. Menzies said (and I quote the *Surrier Mail* of October 7):

"Here is a country which, not so long ago, was to a real extent, in a state of savagery. It passed through the most gruesome experiences during the last war. It came out of it without organised administration and, in a sense, without hope."

What is passed over here without mention, is that Australia had been administering control of Papua for half a century and of New Guinea for almost that length of time; and the Annual Reports to Canberra and to the League of Nations tell of the advances made during that long period.

A good deal of New Guinea was a battlefield, but by no means all of it. For instance, the Japanese never reached the thickly populated highlands. Apart from Buna and Gona, and the short-lived expeditions of Japanese troops to Milne Bay and Kokoda, Papua was never in enemy hands. In any event, no European Asian nations with their own memories are likely to become excited about jungle fighting in New Guinea.

Was "Wrong"

But it is the last sentence in the quote above which is so wrong. When New Guinea was invaded, the GAU was formed (Australian New Guinea Administration Unit) and remained in being till after the war when very many of these men became the Civil Administration. In a very real sense men who headed the two Administrations any-

thing up to 20 years before the Japanese invasion are still serving, and have never left it for a day.

If the New Guinea people ended the war without hope, as Mr. Menzies says, it may be asked what kept them loyal to our cause in the first years when things looked black? Did the stretcher bearers on the Kokoda trail work sullenly under compulsion? And what of Luluai Golpaik and his people in New Britain who, at the risk of their lives, protected and cared for our parties of Coastwatchers, refusing to bow to Japanese pressure? Was all this not a trust in the Australians they had known over the years, and a hope and belief that New Guineans and Australians would have a future together? So I believe.

Mr. Menzies went on: "We have built up an extensive administrative service from nothing."

Is it possible that Canberra can have forgotten the existence of that world-renowned Administrator, Sir Hubert Murray, or believe for a second that his years of labour and love for the Papuans faded to nothing at the threat of invasion?

As regards New Guinea, there are officers now serving, as I have said, with records of more than 30 years in the Territory behind them. Surely they would protest about that "from nothing".

A further last quote: "We have built from nothing, medical services."

Today's news tells of the conversion of the Port Moresby hospital into a Legislative Council Chamber. To my knowledge that building has been used as a hospital for 40 years.

The hospitals at Rabaul, Kavieng and Madang which were destroyed, largely by Allied bombing, were buildings erected by the Imperial German Government prior to 1914.

Those at Salamaua, Wewak, and so on were of later date. In Australia's Annual Report to the League of Nations glowing, and true, accounts are given of the medical services provided the inhabitants of

The Writer

Prime Minister Menzies of Australia probably wished, after the event, that he had taken a page out of President de Gaulle's book and ignored the United Nations by staying at home. His address to the General Assembly in October displeased a lot of people and provided political ammunition for his enemies at home. Furthermore, he appears to have trod on some Territorian toes as well.

Mr. G. W. L. Townsend, who has written the following article, has a better background for making these judgments than most. He was, before the war, the District Officer of the Sepik District; during it he had a distinguished career in the Army; and after it he was, for a number of years, a member of the UN Trusteeship Council secretariat. He is now living in Queensland.

the Territory. There are lists of the numbers of Medical Orderlies trained and sent back to their villages, of the drugs and dressing issued to them, and of the number of aid posts set up.

Divide and Fail

It is inconceivable that the work of 20 years by devoted medical personnel, both of government and that of the various religious missions, would leave no trace so that post-war services had to commence "from nothing".

This sorry exposition by Mr. Menzies of the truly remarkable work carried out by Australians in Papua-New Guinea in a half century stems from the deep division between the Departments of Territories and External Affairs in Canberra.

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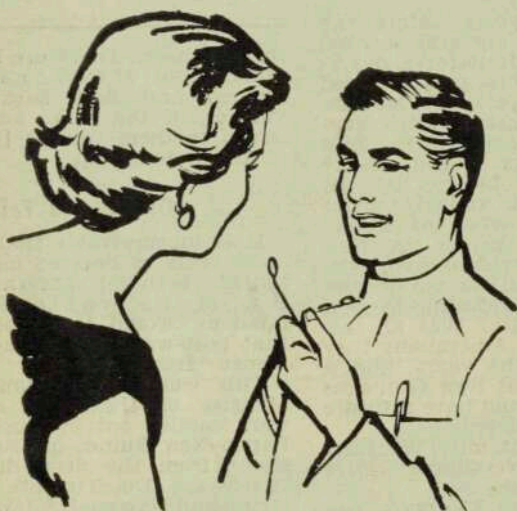
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linea is exercised by the Minister Territories but overseas, notably the UN, External Affairs is the authority.

For example, the Administrator of Papua-New Guinea (who should have an unrivalled knowledge and understanding of the peoples of these Territories) is never permitted to appear before the Trusteeship Council when New Guinea affairs are discussed.

As I have pointed out in a previous letter to the PIM, whilst Tangika can send its Governor, and New Zealand and the United States High Commissioners for their respective Territories, Australia remains the sole administering authority which has consistently refused to allow the head of Government of her TT to appear or even to the UN.

Mr. Menzies had an ace in his hand; but for some reason allowed himself to be persuaded not to use

he went down at least three times to an opponent he should have hoped.

What Mr. Menzies said, see page 134; also Commentary, page 25.)

FACTORY SHUTDOWNS MEAN FURTHER GLOOM FOR FIJI'S LABOUR

From a Suva Correspondent

Because of insufficient business the old established Bish Engineering Works and the comparatively new G. B. Hari clothing factory closed operations in September and left about 100 workers, some of whom are highly skilled, on the very tight Fiji labour market. Some of the Bish staff had been with the firm for well over 20 years. The clothing factory employed mainly women.

When the clothing factory was founded its backers had the hope that an important part of its produce, shirts, would find a ready market in New Zealand. The pressure that the New Zealand Government was putting on the making industry could bring fear on the government there, however, apparently undeterred. A trade barrier was put up which effectively barred the product, and in Fiji the locally made shirts could not compete with the cheaper lines coming in from Hong Kong. The Suva factory at present has no tariff protection against the Hong Kong product.

Some time ago the employees of the factory staged a strike for better conditions. Some sort of agreement was apparently reached, but its terms were never made public, but the firm has alleged that since the strike there has been considerable obstruction

and "sabotage" in the form of mis-sewing of garments, omitting to fit a sleeve, or fitting odd-sized sleeves to shirts, etc., which has further damaged its business.

In view of all this it was decided to close down for the present, and about 60 workers were given a week's pay and dismissed.

Other Work, Too

The opening of the big new well-equipped Public Works Department workshop at Walu Bay last year has meant that certain heavy engineering work which formerly went to the private firms is now being done there.

Added to this the Gilbert and Ellice Islands Government, which sends all its vessels to Suva for surveys and refitting, this year

transferred its business to the PWD—who own the only slipway capable of handling the larger vessels. The GEIC work represents a considerable sum of money each year.

Earlier this year the Resident Commissioner of the GEIC made it clear that his government had been far from pleased with some of the work carried out by private firms. Charges, too, had been very high. He considered that the Fiji private engineering firms had only themselves to blame for the loss of this valuable business.

Whatever the reasons for the closures, the fact is that with the general depression in business occasioned by the sugar industry holdup, these latest events add further gloom to the labour situation in Fiji.

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Those POW Letters

Dark Days In NG Recalled

The Rev. A. H. Voyce, now retired and living in Auckland, NZ, but many years a missionary in New Guinea, answers a query made by reader John Watson in "Editors' Mailbag", August "PIM", about that prisoner-of-war mail with which the Japs "bombed" Port Moresby in April, 1942.

This was the last time many of these men were heard from, although "Tolala" recorded in September "PIM", the Japs gave their prisoners a second chance to write home—about May, 1942, he thinks. Not of this second batch of mail did the distance, and shortly afterwards all but half a dozen of men ("Tolala" being amongst the lucky few) were shipped away the "Montevideo Maru" which was reported sunk with all hands somewhere near the Philippines.

It was news to me to know that according to Mr. Watson I had "gone on record" as stating that "Prisoner-of-War" mail did not originate from Rabaul! (PIM, August, p. 27). I have no knowledge of such a "record".

I do remember, however, in one late letter, questioning the genuineness of such a cover, which had been received by a relative. That was before I had access to certain published information to which I refer later, and which may be of interest even at this late date, to our readers.

I have always had in my Postal Directory collection of Papua and New Guinea, a cutting from the New York Press in June, 1942, in which Osmar White then writing for the Sydney Daily Telegraph, how the Japanese-bomber dropped the mail-bag "bomb" after having released a salvo of high explosives.

Long white streamers were attached to the bag, which bore a tag inscribed: "Any person finding this bundle is cordially requested to deliver it to the Army Headquarters".

400 Letters

The letters—300 from Australian soldiers, and a 100 from civilian prisoners of war—were each limited to a single sheet. The bag contained a typed message: "To Army Headquarters, Port Moresby, we have granted our prisoners of war permission to write a letter to their families in order to relieve anxiety about the fate of their beloved ones. This batch of letters we are confident

Continued on page 35—column 2)



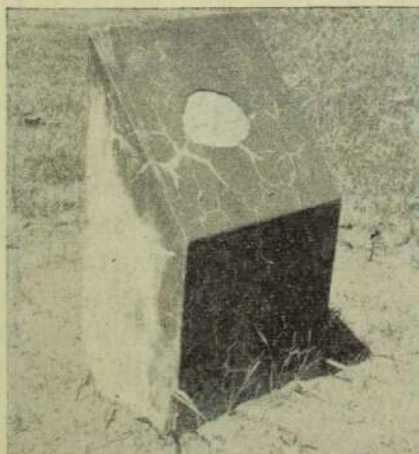
This is all that's now left of the wharf in Rabaul from which the "Montevideo Maru" was said to have departed in 1942. The stone on the left of the picture is a memorial to the event. See close-up, below.
Photo: Gordon Bladen.

Did A Ghost Ship Sail From Here?

By a Staff Writer

A passage from Bishop Leo Scharmach's book (*This Crowd Beats Us All*), to which the Rev. A. H. Voyce refers in his letter published on this page is the first time that any serious doubt has been cast on the fate of the civilian internees of Rabaul, and the soldiers from the Rabaul garrison—in total, about 1,000 persons. However, at various periods since the war, rumours have circulated that there was in effect "no Montevideo Maru".

A MASS grave was discovered on Matupi in recent years, with the relics the Bishop describes, but there was no suggestion that this grave could have contained anything like 1,000 bodies. Which



Was there a plaque of this memorial stone to the prisoners on the "Montevideo Maru"? This is how the stone looked in September. If there was a plaque, where is it, and what did it say?
Photo: M. R. Hayes.

ever way you look at it, and even taking into consideration the Japanese talent in this direction, 1,000 bodies would not be so easily disposed of, even if the victims dug their own grave and were machine-gunned into it. It is unlikely that such slaughter would have escaped everyone. Someone, native or otherwise, would have spread the news.

Mr. Gordon Thomas, who was one of the only half-dozen Rabaul residents to survive in Rabaul, strongly discounts the idea that the men were not shipped away or that they were killed at Matupi.

He says the grave at Matupi held about 30 bodies; shortly after he was released from the Japs and was down in Australia, he was sent a detailed description of the remains by the Australian Government. From the description, he was not able to identify any as being those of men who were supposed to have been shipped away on the Montevideo Maru. The watch that was found he identified as belonging to a man who was never in the Montevideo Maru contingent.

He was under close guard in Rabaul himself at the time the ship is said to have sailed and did not witness it himself; but after he was

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released he spoke to a number of Chinese and natives who said they had actually seen the men embark on a ship.

On the other hand it was not usual for the Japs to send large numbers of prisoners back to Japan—they usually let them rot where they were, as has been told in numerous stories that internees in Singapore, Malaya, Indonesia and Borneo have written since.

But the Japanese did send some prisoners back to Japan after the *Montevideo Maru* incident, and these (Army and civilian nurses and officers of NGVR and 22nd Battalion AIF), survived to tell about it.

The fact that the Americans did not record sinking a ship that fit the *Montevideo Maru's* alleged description, may or may not have some significance. Anything could happen to submarines and their records at that stage in the Pacific War.

Shortly after the end of the Pacific War, in August, 1942, a thanksgiving party was held in the Paddington Town Hall, Sydney, and to it went a great many wives of the men who had become civilian internees in Rabaul. Even at that late stage there was no suggestion that the men had not been prisoners of the Japs for the previous three and a half years.

"Nothing to Celebrate"

But within weeks it became obvious that these women had little to celebrate and that they had, in fact, been widowed for years.

In October, 1945, *PIM* reported "The *Montevideo Maru* was torpedoed—presumably by an Allied submarine—off the coast of Luzon on June 22, 1942. An announcer to that effect was made by the Japanese radio. Two people have reported to us that they heard the announcement—Captain Bertie Hall, a well-known New Guinea ship master who was in a prison-camp in Amoy, China, and who has just arrived in Sydney; and a brother of Mrs. Peardon, of Rabaul, who heard it on short-wave when he was in the Morobe district of New Guinea. This report from Tokio in 1942 and a statement recently obtained from Tokio, said that the vessel was lost with her entire company."

Whether the 1942 Tokio message had said that the ship carried Australian prisoners, *PIM* didn't say. Presumably not, or the fate of the men would not have come as such a shock as it did in 1945.

The Japanese officers told Bishop Scharmach so—but the Japanese had unpredictable fits of conscience and this may have been one of them.

The Bishop was personally concerned, too. One of his priests and one of the Mission Brothers, both Australians, disappeared on the *Montevideo Maru*.

For some reason, that the Bishop's story does not make clear, they were

gled out from the rest of the missionaries under "house arrest" Vunapope, and sent to Rabaul. The Japanese interpreter told the Bishop that they would be "back in days"—but that was the last ever saw of them.

The Bishop's story is an interesting—and even entertaining—one of the dark days. It has been running as a serial in the *Sydney Catholic Weekly* and the *Sunday Herald*.

In Book Form

well, it has now been issued in book form, which is available from the Catholic bookshops, and at the *Catholic Weekly*, 104 Campbell Street, Sydney, at the best price of 10/6. Anyone who anything to do with the Territory during that period will find the thing of it rewarding.

Though the Bishop was at that technically of German nationality, it is clear from the narrative that any privileges the missionaries got during the Japanese occupation—and almost the only was that they were not taken and murdered en masse—came from the personality of the Bishop, and not because Germany and Japan were both members of the Axis. The Japanese tended to on everyone European as being on the wrong side of the fence.

Bishop Was Polish

At the time of the Japanese invasion of Rabaul, the Bishop had a Polish passport, and in fact, regarded himself as Polish. However, he was born, Poland was at the time partitioned—and he had served in the German army as a messenger during World War I during the time between the wars when Poland was again an independent nation, the Bishop again was a Pole. However, as the Japanese officer pointed out to him, Rabaul was taken in January, 1942, Germany again owned his part of the island, and thus he was a "German."

In a footnote about this see-saw of affairs, the Bishop says: "During World War II, Poland refused that disputed part and I was a Pole again. By the end of the war, I was fed up with these changes. As my work is neither in any or in Poland, but here in the Territory, under the Australian administration for naturalisation. It was granted in 1946. I swore allegiance and loyalty to the reigning sovereign and I meant it then as

Marjorie Stewart, Women's Assistant Officer of the South Pacific Commission has concluded six years' work in Fiji. In September she left the Colony to spend a year in Tonga and from there will go to Western Samoa.

The Dark Days In New Guinea

(Continued from page 33—column 1)

will never fail to receive a warm welcome from all addresses. The letters are left unsealed for the convenience of censorship on your side. We sincerely hope that by your good offices the whole of the letters will find their way to the respective destinations. — The Japanese Headquarters".

Only recently, I have secured a copy of Lionel Wigmore's Official War History, *The Japanese Thrust*, where on page 674 he states:

"Soon after the Australians entered captivity, the Japanese permitted them to write letters home. Several mail-bags containing these letters were dropped during an early air raid on Port Moresby. On the outside of one of the bags a message in English to Major-General Morris, stating that 'no doubt the addresses would be glad to receive the contents of this 'bomb'.

And, again, in *Qantas Aeriana*, page 105, it is stated, under a heading, *Japanese deliver Prisoners' Letters*:

"A courtesy gesture was made by the Japanese Military Authorities when they dropped a number of

letters from prisoners of war held by them. At first our troops were not sure as to whether this might have been a trick of some kind, but examination proved them to be genuine letters, which were quickly gathered up and handed to Army Intelligence. They totalled approximately 374 items. The letters did not bear any postal markings and stated that the senders were in good health and well treated.

Gave Much Information

"These letters were forwarded to Melbourne, where much information was gathered as to the names of other prisoners and when this examination was concluded they were handed to the postal authorities, to be sent as registered mail to the addressee."

The *Aero Field*, published in England states (March, 1950), that on April 28, 1942, letters from Australian prisoners of war at Rabaul were dropped over Port Moresby by Japanese bombers.

I remember promising myself that some time I would write to

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some of the wives of Methodist Missionaries who were taken prisoner by the Japanese in Rabaul, and ask for one of those covers—but I never have. Once the tragic information about the fate of those who were allegedly taken away on the *Montevideo Maru* was made known, I felt that it would be sacrilege to disturb such folk in their sorrow, though I had known many of those who were lost.

Only yesterday (Sept. 6, 1960) I received from the writer of your August "Mailbag" query, Mr. John Watson, a series of articles clipped from the Australian Press, and written by Bishop Scharmach, of Vanapope, who was, at that time a prisoner of the Japanese at Rabaul, in which he stated that in his opinion there never was any such vessel as the *Montevideo Maru*!

[Here is the relevant passage about the ship:

Now a strange thing happened. Officers from Rabaul, whom I had not met, came to see me. Nothing official! After some small talk, they volunteered the information that all the civilians were put on board the "*Montevideo Maru*" but on the way to Japan the ship was torpedoed near the Philippines and all the civilians lost.

This was sad news, indeed. Two more Japanese officers called on me on different days giving the same report. I grew suspicious. Never before had Japanese officers, of their own accord, given the slightest indication of the Empire's losses.



Bishop Leo Scharmach, whose book has opened the question of the bona fides of the "*Montevideo Maru*".

After hostilities, the question of the "*Montevideo Maru*" came before the War Criminal Court at Rabaul. The Japanese

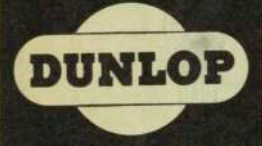
told the Australian authorities what the had told me. But investigations at U Navy headquarters disclosed that the Americans had never torpedoed a ship like the "*Montevideo Maru*" near the Philippines.

Further, a mass grave had been discovered at Matupi near Rabaul. Allegedly there were found in the grave wristwatches and other things identified as belonging to the people who were supposed to be on the "*Montevideo Maru*".

Piecing this together, it is highly probable that a "*Montevideo Maru*" never existed. The prisoners were taken by truck to Matupi and other places. Most likely they were equipped with spades and were ordered to dig a trench, after which machine guns mowed them down. It would have been easy to throw the bodies in a hole and bury them. That would have been in keeping with their forces' procedure elsewhere. Just to put investigators on the wrong track they assiduously spread the story of the "*Montevideo Maru*".]

And only a month ago I received one of the POW covers at last through an old friend who wrote to the widow of the Rev. L. McArthur, who was one of the men who went down with *Montevideo Maru*.

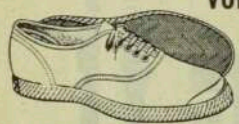
This cover bears all the marks described in *Qantas Aeriana*, with the Melbourne Bulk Postage box registration label No. 1070, plus the red "Opened by Censor" sticker, and the "Passed by Censor" mark.



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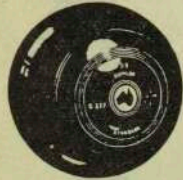
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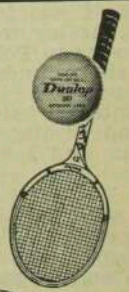


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Old Time Planter On The Way Out?

There's A (Financial) Revolution In The NG Planting Industry

From a NG Correspondent

While pessimists hint at labour troubles, while inventors come out with new harvesting and cultivating machinery, and while agricultural experts develop new production techniques, a revolution is sweeping across the face of the New Guinea planting industry today.

Despite the effects of these changing factors, today's revolution in the production of cocoa is neither an industrial nor a mechanical one, nor even an agricultural one.

It is rather a financial one where the planter of the old type is fading into the background, and where the manager, the company promoter, the businessman and the accountant are coming into prominence.

The change is shown in today's trend to relinquish private plantation ownership in favour of public control, coupled with increasing public interest every time a new float is made.

For some people the trend is not a happy one, but their feelings are more motivated more by sentimentality than by practicability. It cannot be denied that, after all, running a plantation is simply a business venture.

Under today's conditions, the operation of company-operated plantations cannot be stopped. The position goes even deeper than this—today's conditions company control is often the only salvation for some types of properties.

Many Factors

A number of major factors are pointing to the trend. In the first place many of the plantations are major capital assets today are beyond the purview of a private owner. They were taken up by their Australian soldier settler fathers; they were not magnificent assets. Hard work, circumstance, luck, or a combination of factors has wrought a change. Time has come now when individual owners are retiring, but not coming because of the financial situation. The obvious answer is to sell the plantations to companies to buy and operate established plantations. This is what is happening today.

On the more technical side there is the impetus for the change. The problems of running an undercapitalised concern are great in any industry, and not less in the plantation industry.

The man who thought he could struggle along on a shoestring has found his problems too great. He has either sold to a company, or he has initiated a company so that sufficient capital will be available to carry on.

This situation, of course, is not new in so far as private companies are concerned. The interesting factor today is the growth of public companies operating plantation interests; and the wide scope of some private companies operating plantation interests.

Some Recent Moves

For the record, here are some of the recent changes:

In August, Plantation Holdings Limited announced that it had purchased Ravalien and Matanatar Plantations at Kokopo in New Britain from Rowe Brothers, from Mr. W. C. Rowe and from Mrs. F. Rowe.

The price paid was £40,000 in cash and 85,000 fully paid shares of 5/- each in the company, giving the deal a nominal value of £61,250. On present value of the shares, the effective value of the deal would be near £80,000.

The company issued 160,000 new shares to finance the deal. Plantation Holdings Limited also owns

Tobera Plantation, New Britain; Matala Plantation, New Britain; and Mageh Plantation, New Ireland. In addition it owns and operates a general store in Rabaul. Early in September, Bali Plantation Limited announced that it had purchased Stockholm Plantation in the Bainings area of New Britain from the proprietary owners, Shew Loon and Company of Rabaul.

The purchase price was £45,000, to be financed by a new share issue at par. Bali Plantation Limited operates Bali Plantation in the Vitu Island Group, Marau Plantation on the New Britain South Coast and Kolai Plantation on the New Britain South Coast.

Dylup Moves

Late in September, Dylup Plantations Limited (a most successful four-year-old company) announced that it had purchased two properties near Madang in New Guinea. They are Wagol and Meiro Plantations, originally owned by the late Mr. E. V. O'Brien, and lately by Mr. W. K. Cahill.

Dylup, which has a paid-up capital of £203,750, has not disclosed the purchase price. The company has seven other properties, including the well-known New Guinea property from which the company takes its name.

Early this month, the announcement was made in Rabaul that a new company to be known as Makurapau Estates Limited was being formed to purchase the well-known Makurapau Plantation near Kokopo, New Britain, from Mr. E. T. W. (Ted) Fulton.

Mr. Fulton will be on the board of the new company. His co-directors will be Mr. F. N. Warner Shand, of Rabaul; Mr. J. Koefod, of Rabaul, and Mr. H. V. Quinton, of Sydney.

The company plans to issue its prospectus shortly to invite public subscription, and later will apply for listing on the Sydney Stock Exchange. Its nominal capital will be £500,000.

The trend is clear enough.

They Sell Their Knowledge To Planters

From a Rabaul Correspondent

The appointment of Leon Ambrose Bridgland, the Papua-New Guinea Government Gazette said in a belated announcement last month, has been terminated as a plant inspector and plant quarantine officer.

BEHIND the formal wording of the paragraph lies the story of one of the most interesting experiments in private enterprise to be undertaken this year in P-NG.

To those who did not know the story the formal wording of the paragraph gave little clue to who Leon Ambrose Bridgland might be, and no clue to whether he was fired, promoted, stolen or strayed.

The truth was that Bridgland, one of the most valuable agronomists and research workers that Papua-

New Guinea had known, left the Government service nearly six months ago.

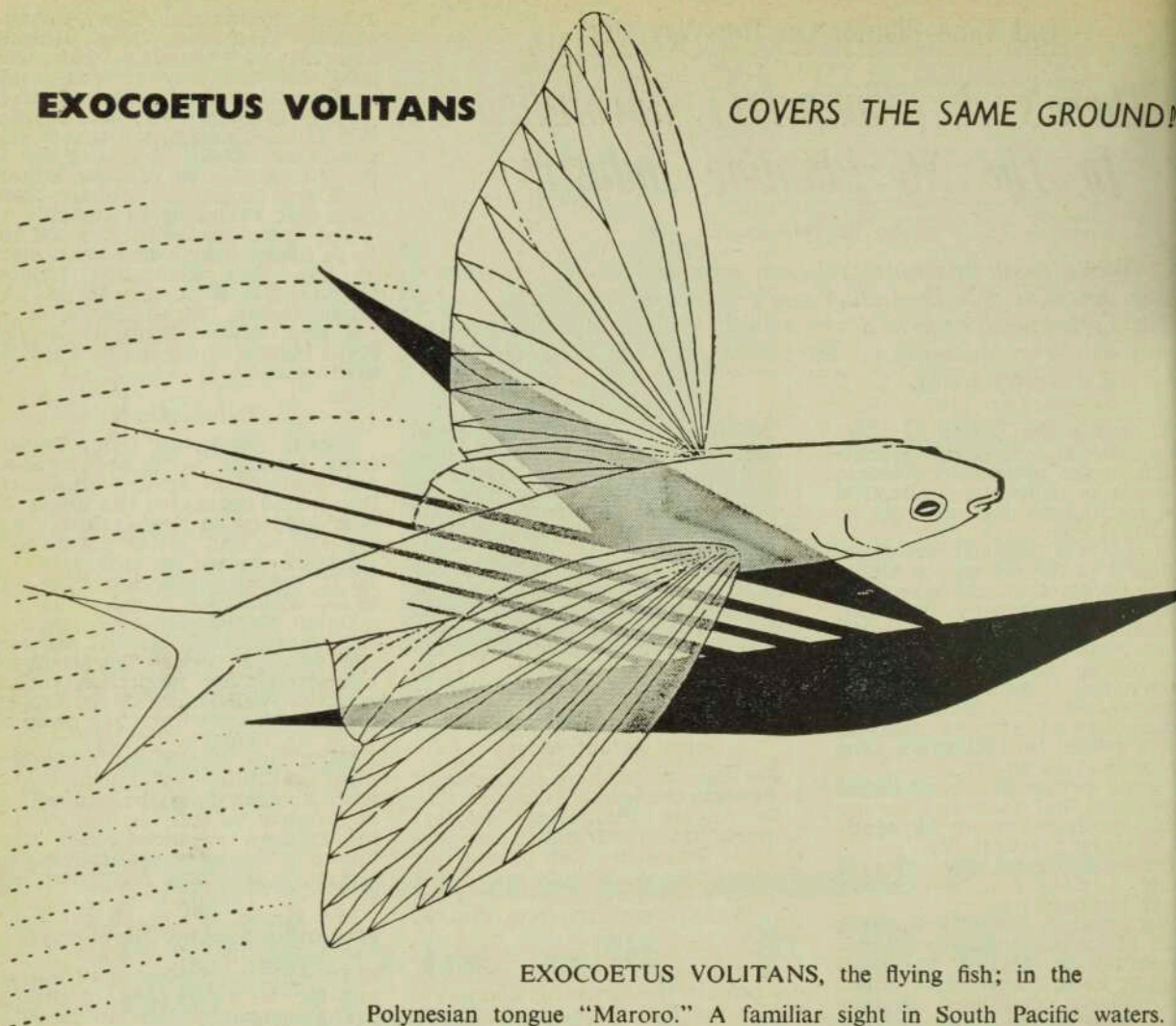
He teamed up in private enterprise with Mr. W. T. Thomas, of Rainau Plantation, Kokopo, to operate an advisory service for plantations. Today he is selling nursery plants and knowledge at a rate which is surprising even the optimists.

Trading under the name of Theo Thomas and Company Limited, and

(Over)

EXOCOETUS VOLITANS

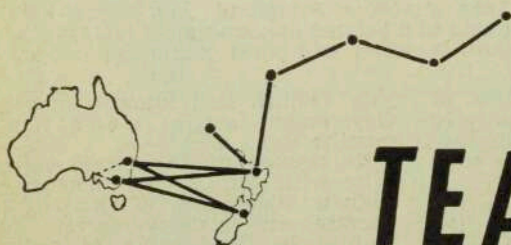
COVERS THE SAME GROUND!



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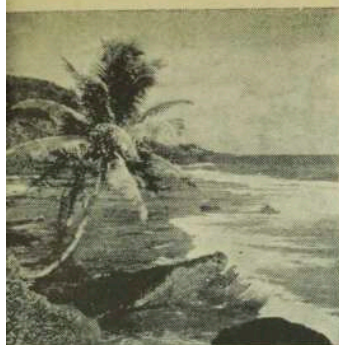


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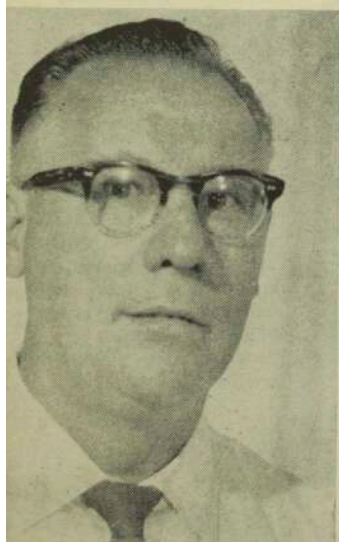
mas and Bridgland, for a start,
i no introduction to the
tion world. Thomas is one of
est-known of New Guinea
rs and is president of the
New Guinea Planters' Asso-
i. He has made a personal
s of the plantation business,
e has never hesitated to pour
money into projects which
prove to the good of the in-

has travelled round the world
s a tourist but as a specialist
sted in copra and cocoa, par-
ly cocoa.

Plenty of Information

n his most recent trip he re-
with a bulging case of type-
notes collected in every
cocoa producing and manu-
ing country from West Africa
th America.

also returned with something
more concrete in the form of
er. The problems and im-
ations which eventually arrived
he drier would make a story
mselves.



Mr. W. T. Thomas.

Bridgland was best known in his
most recent Government position
as officer-in-charge of the Low-
lands Agricultural Experimental
station at Keravat in New Britain.

Enthusiastic and energetic, he be-
came an expert in cocoa not only by
the standards of the new cocoa in-
dustry of New Guinea but by world
standards.

Bridgland would cheerfully give
up a Sunday or holiday to show a
visitor round the research station—
provided the visitor was a genuine
inquirer.

"I hate the tourists who just want
to look," he said.

Bridgland, too, went overseas and
studied cocoa problems and de-

velopments in other countries.

It was only natural that he and
Thomas would find much in
common, and that the businessman
in Thomas would see the potential
for a plantation advisory service.

The venture turned another stroke
of the wheel recently when Peter
Byrne, Bridgland's successor as
officer-in-charge of the research
station, also joined the staff of Theo
Thomas and Company.

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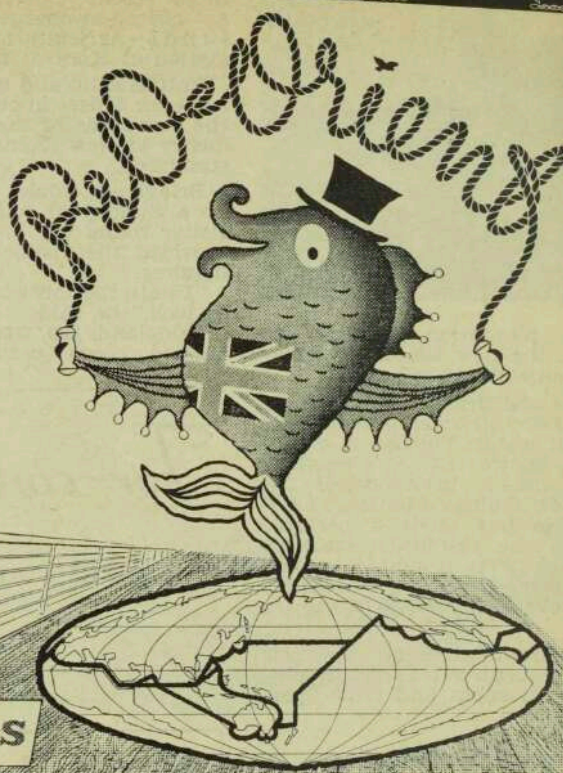
ALL THE WORLD'S OUR STAGE



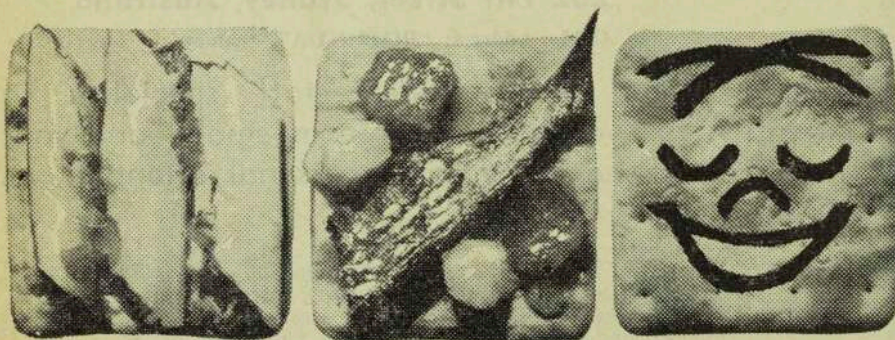
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It's Happened!

COPRA AT THAT SENSIBLE LEVEL

By a Staff Writer

Copra prices came down with a thud in September—to the lowest level since the latter part of 1958. At £Stg.61/16/9 per ton c.i.f. on the last day of September, price can be said to have reached the "sensible level" consumers have stated that they reached before they would turn back to the alternative oils to which they have now adjusted their processes.

On this ground alone, it could be said that the market may now improve. (On October 10, the London c.i.f. price was £Stg.64/10/- per ton.)

World price of copra has been steadily falling since April this year, after a 1958 of high prices and a year of boom prices that averaged the entire year at around 60 per ton.

Falling prices through most of the year are undoubtedly the result of the high prices of 1958 and when manufacturers more and more adjusted their processes to coconut oil, palm oil, palm seed oil and the like, as an alternative to copra. According to the consumers, however, they can make margarine from almost anything in the vegetable and animal oil line—and have demonstrated it of late.

Market For Oils

However, it is not altogether a rosy story. There is a market for the edible oils that can be used these days, and the scarcity of the kind forces up the prices of others. Coconut oil has some special advantages of its own, too. Mr. Ian McDonald, Chairman of the Papua-New Guinea Copra Marketing Board, says in his market report for September:

"The peculiar qualities of lauric acid oils (coconut oil being the foremost of these) are such that these oils will always command a premium in the long run over other oils."

In view of the sharp drop in the market, most f.o.b. prices have been adjusted accordingly in South Pacific copra producing areas, though the P-NG Copra Marketing Board continues for the time being to pay a tentative price of £A63/10/- and £A62/10/- for three grades.

It was interesting to note that in September the Marseilles price reflected things to come elsewhere, with the price down to 45/- per metric ton, and the

price being paid at Vila and Santo down to £A40 per ton.

Japan has been shopping about the Pacific for copra of late, and Mr. McDonald has this to say about it in his September report:

"Japanese imports of oil seeds and oil seed products have been showing a brisk increase—up about 14 per cent. over the same period in 1959. The increase is greater in copra, where imports during January/June, 1960, totalled 36,593 metric tons compared with 24,241 in 1959, an increase of 51 per cent.

"During both periods the chief source of supply was British North Borneo. However, although only a nominal tonnage of P-NG

copra is sold to Japan, buyers are showing an increasing awareness of our copra, mainly for quality reasons, although at the same time they are not too happy about paying a premium over Philippine FM for it."

Suva's newest hotel, Hotel Suva, opened its doors on October 8. An air-conditioned building in Waimanu Road in the business area of the city, its charges are in the medium-price range—45/- for single room, early morning tea and breakfast; 55/- with private shower and toilet; and 80/- and 100/- for double rooms as above. A feature will be a business men's luncheon at 7/6.

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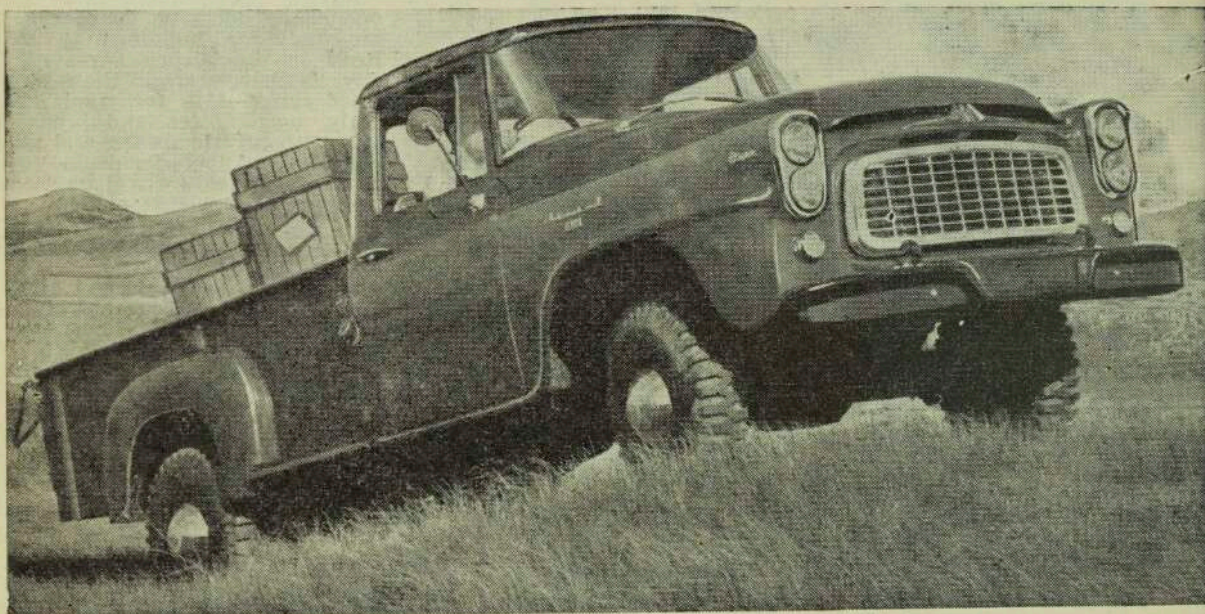
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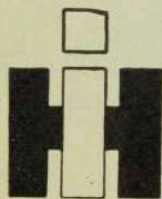


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A WAR IN THE OFFING

But Only The Spirit Was Willing

From a Rabaul Correspondent

With an ancestral spirit (old style) to bring them luck, and bottled spirit (new style) to give them courage, about 300 Tolai natives came into Rabaul in September ready for a big fight.

The ancestral spirit was a human arm bone tenderly hidden in a piece of rag, and the modern spirit was a banana juice home-brew, even more tenderly hidden in an oven basket.

On the more practical side, the Tolais were armed with a bristling collection of pointed sticks, bayonets, bars and slings ready to fight a grudge with about 200 Chimbus. The trouble started over a gambling debt. At the affair fizzled out before it was armed up when:

The Chimbus, with a comfortable sense of timing, chose the day to disappear into the bush,

The police, with a rapid series of patrols, rounded up the Tolais and confiscated their weapons.

In the light of what they have seen later, there seems little doubt the Tolais are as happy as any else that the affair did not lead to a full-scale fight—but none less they were ready.

265 Arrests!

The police patrols arrested 265 Tolais and collected a truckful of weapons.

The arm bone—not a fresh one by any means—was discovered when the police were checking the weapons. A bottle of home-brew was discovered in an unattended basket and one of the natives put on the floor of the police station. When called for the owner he came and quite happily admitted the basket and the home-brew were his.

Rabaul Magistrate Mr. F. J. Winkle, SM, took the men through a series of 25 to 50 at a time. His court room was not big enough to take the lot at once. The scoreboard at the end of the proceedings was:

Pleaded guilty to charges of having carried offensive



Mr. F. J. Winkle, SM, examines one of the weapons seized from the Tolais—a bayonet wired to a pole.

Photo: M. R. Hayes.

weapons, and fined £1 each 211

- Pleaded not guilty to charges of having carried offensive weapons, and dismissed 53

- Pleaded guilty to having been in possession of liquor, and gaol for two months 1

Additional court attendants had to be called in to collect the fines and to keep the defendants apart from about 400 other Tolais who gathered around to see the fun. Many of the onlookers were women and children who came to see how much Dad copped.

Police had their worries while they tried valiantly to balance the number of convicted natives with the pile of notes and silver which came in to pay the fines.

At one stage the books were short £3 and a few shillings, but a bit of back talking soon brought forward the defaulters and the books were squared.

With complete lack of *sub judice* tact, although doubtless well meaning, the Administration came out with a lengthy explanation of what the natives had done and why they had done it.

The statement was made through the Department of Native Affairs at a time when no evidence had been given in court, and while the 53 natives who pleaded not guilty were actually on remand.

Today, about the only remaining evidence of the war that didn't start is the human arm bone, which makes an interesting souvenir for the police station.

The home brew? It's long since gone. "And it burnt with a clear blue flame", the prosecution told the court.

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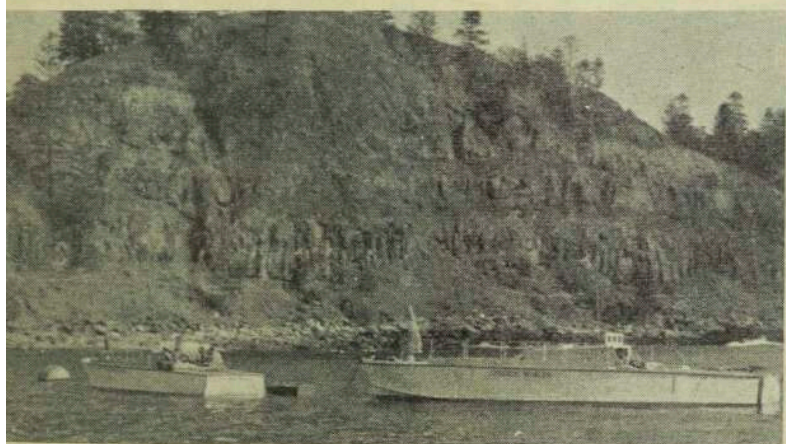
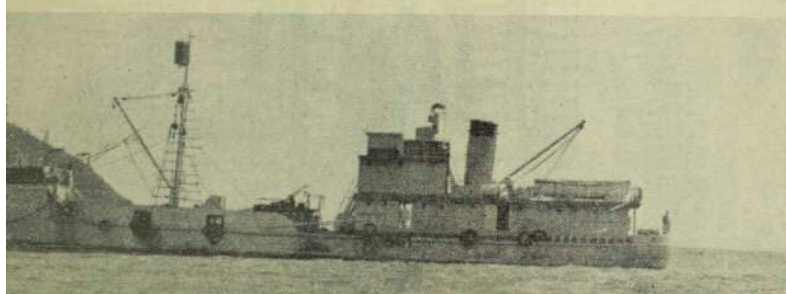
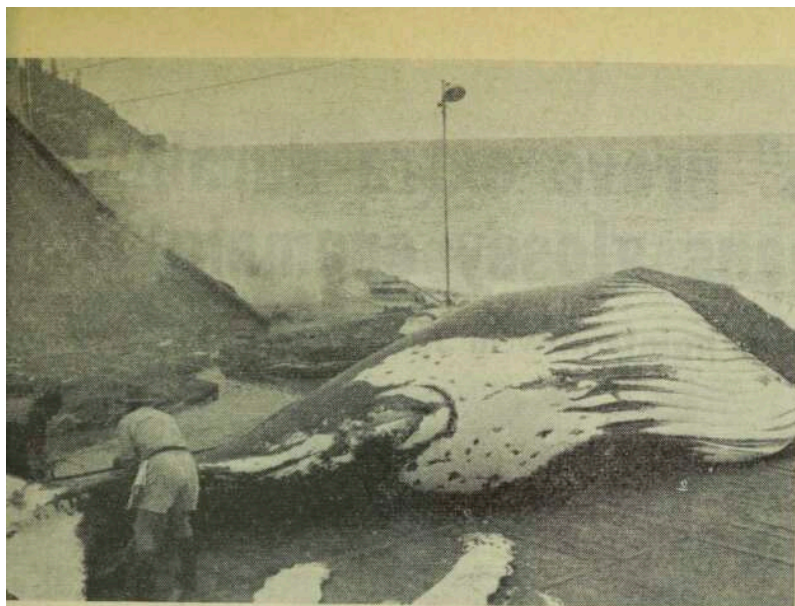
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ANOTHER WHALING SEASON OVER

Norfolk Island's whaling season finished in September, when the Norfolk Island Byron Bay Whaling Co. took its quota of 170 whales. The island's two new whaling chasers—"Cascade Whaler" and "Kingston Whaler"—were put into mothballs for the off-season, and the mother ship, "Norfolk Whaler", departed for Australia. The two new chasers, used at Norfolk for the first time this season, were apparently having some settling-in pains because of Norfolk's open waters, with the result that the mother ship met with greater success than her progeny. The "Norfolk Whaler" triumphantly wound-up the season by catching the final five whales of the quota. The photographs show the three vessels at operation last month, and a whale being cut up on the ramp at the factory.

The Senator and the Solomons

Who Was The Kiwi Who Gave Wartime Aid To Kennedy?

Most people probably know that Senator John Kennedy, Democratic nominee for the United States presidential elections in November, won a Navy Cross and Purple Heart decoration for services in the Solomons during the war, but not much has been said of the details.

It appears that Kennedy was attached to a US Navy fast torpedo patrol boat squadron operating from a base on Rendova Island and was in command of PT-109 on the night of August 2, 1943, when his active naval service came to an abrupt end.

An ex-Japanese Navy officer, now in business, was interviewed in the South Pacific service of the Japan Broadcasting Corporation in September and told his share in the incident.

He said that he was in command of one of three destroyers running supplies and reinforcements from Rabaul to the hard-pressed Japanese forces at Kolombangara Island on the night in question.

Cut in Two

The destroyers were running at high speed through Blackett Strait on the south side of Kolombangara and nearing the end of their run from Rabaul when, through the darkness, he suddenly saw the PT-boat close ahead, and a moment later his destroyer had cut clean through the American craft.

There was, of course, no question of stopping—and it was not until after the war when naval records were compared that the Americans ascertained what had sunk PT-109, or that the Japanese officer knew what he had hit.

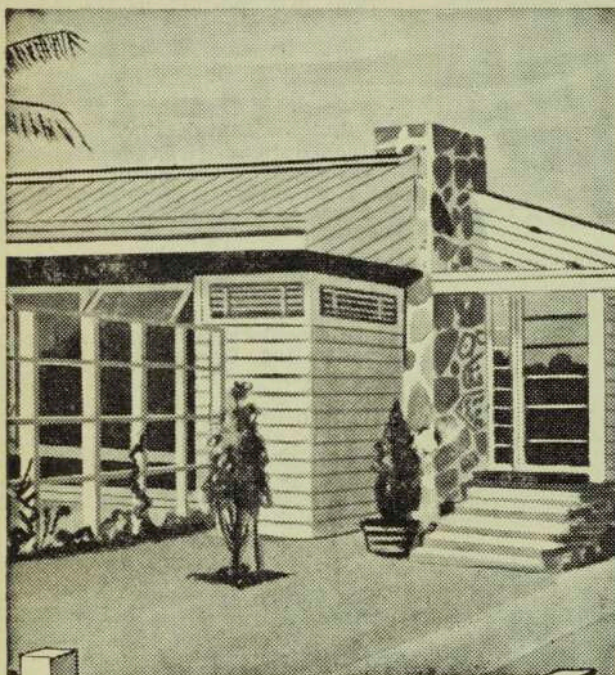
In The Sea

Lieutenant Kennedy and the survivors of his craft found themselves in the water three miles from the nearest land—a little islet on the reef on the south side of Blackett Strait. The naval citation said Kennedy helped first to tow members of his crew, who could not swim or who were injured and kept afloat by their life jackets, to one half of the PT-boat which remained partly afloat, and then gave credit for his subsequent handling of the situation.

From the wreck the survivors managed to swim to the small islet before dawn, and on the following night Kennedy swam out into the Strait with a torch in the hope

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(All Taubmans paints now in Spectrocolor)



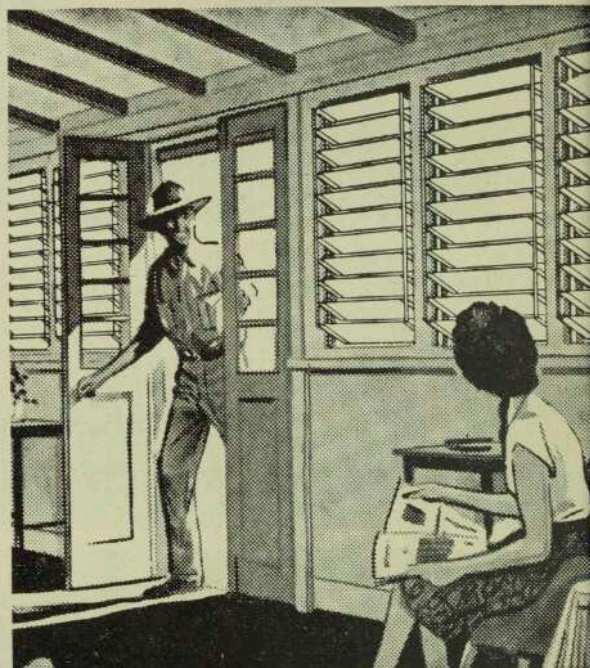
"Weatherometer" test demonstrates the amazing durability of Butex Full-Gloss!

Sample panels of Butex Full-Gloss were put in the most severe "climate" an outside paint ever has to endure. In Taubmans Weatherometer, the temperature was turned up to 100°, the humidity to 95%. The panels were bombarded with ultra-violet rays for the equivalent of 5 years' ordinary wear! But when the panels were removed, not one showed any sign of flaking or cracking.

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Butex for outside



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42 colours in Full-Gloss and Semi-Gloss. And both finishes are so easy to apply! A gallon covers approx. 800 square feet.

Revelite for inside



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TB224

intercepting a patrolling PT-boat, none was sighted. After a further two days on the water some of the group moved along the reef to the westward to a larger reef close to Ferguson Passage which enters Blackett Strait from the south. There they obtained some information from a wrecked Japanese boat which also contained a one-man canoe. On this, Kennedy again patrolled Ferguson Passage that night in the hope of meeting one of the PT-boats which he knew used this passage.

Help in Canoe

Next day some Solomon Islanders arrived in a canoe and Kennedy sent them off with a note to American authorities on Rendova which read: "Live. Native knows position and name of Kennedy".

Next morning a canoe arrived with four natives and a note which read: "On His Majesty's Service. To the senior officer Nauru Island. I have just learned of your presence on Nauru Island. I am in command of a New Zealand infantry platoon operating in conjunction with Army troops on New Georgia. I strongly advise you to come with me. Meanwhile I will be in radio communication with your authorities at Rendova so we can finalise plans to collect the remainder of your party. Lieutenant Wincote."

Kennedy went with the natives to the evacuation of the two groups of Americans was duly arranged.

Name Mystery

There has been speculation in New Zealand regarding the identity of Lieutenant Wincote, as the NZDF has no record of the incident and cannot identify the officer.

It is possible that the name is spelled—and it is also possible that someone in the Solomons or some other ex-serviceman there might be able to shed some more light on the subject. The New Zealand soldier, who ever he was, may not have survived the war; otherwise it is almost certain that someone would have been heard from with the name of Senator Kennedy so much to the fore at present.

The Nauru Island mentioned does appear to be marked on Admiralty charts. There is a Nauro Island some miles away off the east end of Arundel Island, west of the well known Diamond Reefs—but this island does not fit the other details given in American Press reports, as it is not close to Blackett Strait or Ferguson Passage.

Kennedy suffered injuries which prevented him from active service and caused his discharge from the service two years later following treatment and convalescence.

N. Hebrides Mining Village Well on the Way

A report from Vila in September said considerable progress had already been made at Forari, Efate, in preparation for the start of manganese mining next June.

The company behind the project is the Compagnie Francaise de Phosphate de L'Oceanie, which is building an entire village for employees, together with a jetty which will enable vessels of up to 20,000 tons to load manganese ore.

Despite a constant swell, the wharf construction is well advanced. In the powerhouse installation of five diesel generating sets has

almost been finished, to give a total output of 1,450 kilowatts.

A large machinery repair shop has just been completed; construction of the ore washing plant has begun and it is expected to be ready early next year. A main road which will permit the untreated ore to be taken from the works to this plant is due to be finished November, 1961.

In the new village overlooking Metensa Bay, concrete bungalows are being completed at the rate of one per week. Soon it will be one every five days. In the village will be Catholic and Protestant churches, a clinic, a school and playing fields.



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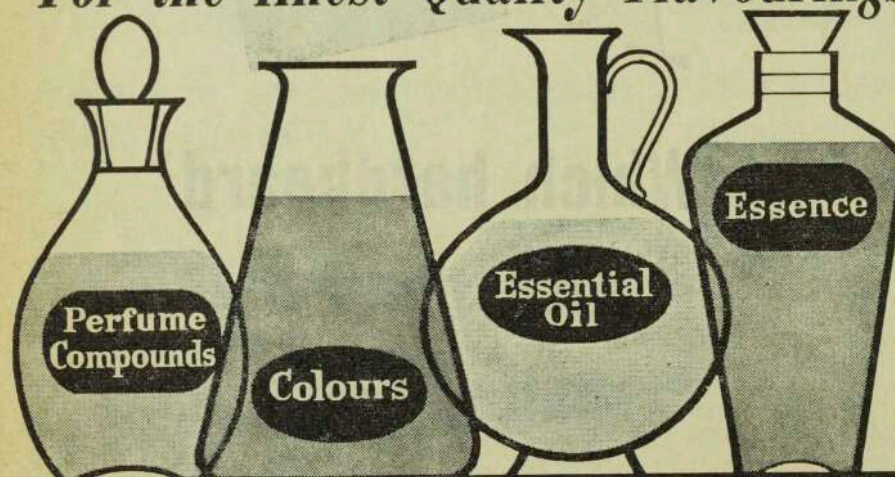
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Some Strong Words In Fiji's Sugar Debate

From a Suva Correspondent

Probably never before, in the history of the Fiji Legislative Council, had such damning charges been made by Indian members against another Indian than in the September-October "gar" session.

"other" Indian, specifically named, was Mr. A. D. Patel, the Lautoka lawyer who is reminding the opposition of a section of the Fiji Indian farmers to selling their cane to millers after a reasonable promise had been reached.

According to Mr. B. D. Lakshman, elected member for the Western Division, this section had a good deal more in it than the public had appreciated.

Lakshman said Mr. A. D. Patel and his brother, Mr. S. B.

Patel, had started this "sinister work" about 1939.

"In them converge the hopes and desires of that business community which is trying to keep the people in bondage," said Mr. Lakshman. They were interested in seeing that the farmers lost their money so that the farmers would become their vassals.

"This is the party which is creating syndicates and buying up land and keeping the farmers in bondage. This organisation is trying to put the farmers on the wrong track," Mr. Lakshman charged. "They are not only doing harm economically, but they are creating fights between brother and brother, between father and son, between friends and relatives—and they will keep on fighting for years to come."

Mr. Lakshman said that just as Mr. A. D. Patel had in 1943 told the farmers to go ahead and cut their cane when "the mill was about to close and everybody had lost enough to become the vassals of his friends and others . . . this man is going to say the same thing in this strike".

"Bondage"

In another debate Mr. Lakshman had more to say on the subject of bondage.

He said that when the farmers were led into the 1943 strike they got into the hands of money-lenders and storekeepers.

"The banks did not help them, the CSR Company did not help them, the Government did not help them," he said.

The farmer was forced to borrow the expenses of his farm and the money he needed to live, at any price, from those who would lend it. As a result he was so well tied down that by 1950 he could not get out of his bondage.

Mr. Lakshman showed that it was to the interest of these money-lenders to keep the farmers in debt by acting as their "advisers".

The farmers, he said, had met "obstacles of such a nature that they could not be called natural obstacles" when they had tried to set up their own co-operative business schemes to circumvent the exploiters.



Mr. B. D. Lakshman.

On this particular point Mr. Lakshman was strongly supported by Ratu K. K. T. Mara, Second Fijian member, later in the debate.

"Face The Facts"

"I ask the government to give very careful consideration to the economic position of the Indian farmers which Mr. Lakshman gave us," he said.

"We can spend days in congratulating one another, but if we don't face up to the facts that have

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. . . Margaret Merrill

Sabotage: But Mills Operating

Fiji's sugar mills were operating at near normal capacity in October and there was indication that the quota of 199,000 tons of sugar reached by the deadline January 22, when the Fijian Sugar Refinery Company will cease operations for the season.

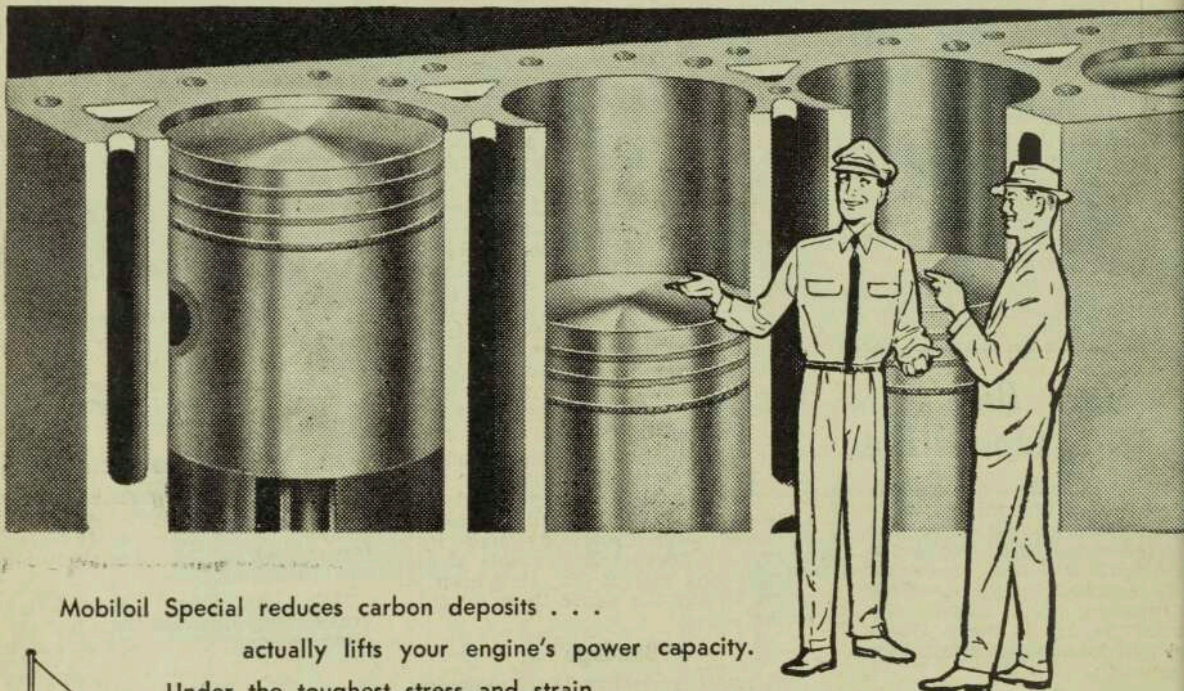
Despite security patrols, a number of sabotage incidents were reported. One mill recorded a furnace explosion, did little if any damage, several incidents of damage to tram lines or attempts to derail cane trains were reported.

There was one serious incident in an attempt to derail a passenger train, but fortunately it was detected before the train crossed the sector of concern.

The burnings and intimidation incidents were reported on various occasions, but there was no major firing of the cane despite threats that this would be done.

Knowledge that the cane burners were very definitely in a mood to take the law into their own hands probably stayed the hands of the cane burners to a large extent.

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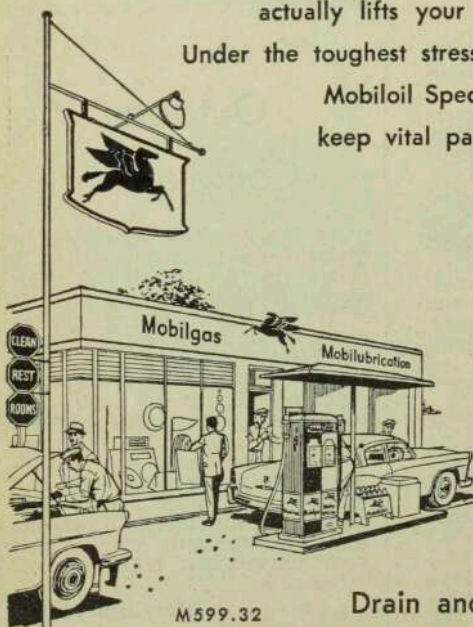
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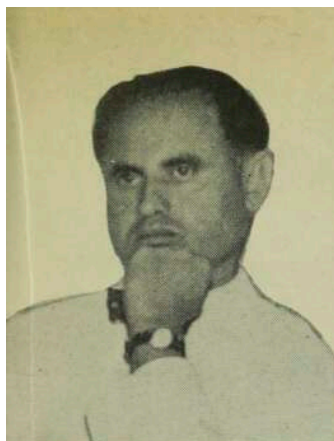
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Mr. A. D. Patel.

laid before us and see what we can do about them, we will have a problem over and over again," Mara said.

The main problem . . . is the lot of this group of people . . . the farmers in the economic life of the storekeeper. Several attempts have been made by visible Indian leaders to get out of their clutches. They need help to Big Business, the government and the government in vain. It is a challenge to all people here. In failure to help the farmers' co-operative movement the government has little to be proud of, Mara said.

Mara concluded: "If the co-operative movement for the farmers were successful and they got out from the clutches of the storekeepers, we would not have any trouble following of this group of men who have been going on intimidating and threatening, harvesting cane".

Intense Feeling

Lakshman's charges were supported by Mr. Vijay, Indian elected member for Western Division. Other speakers were Mr. A. D. Patel as the chief engineer of the operation of the holdup, and as an chiefly responsible for causing a very serious deterioration of racial relations in the colony over the past few years.

ama Vunivalu, Fifth Fijian, mentioned the intense feeling which existed at the recent meeting of Chiefs when the sugar industry was debated. He said that the council "made no secret of its attitude of certain so-called leaders in the sugar industry, and some had suggested that these so-called leaders and their kind" be sent back to where they came from, stock, and barrel.

It would be legally possible to do so. No one was very clear on the point; but Mr. J. A. Moore, an nominated member, said, "I have certain powers in this

Colony and I feel that when the time is ripe they should be used". The time seemed more than ripe, if the powers existed.

Mr. H. B. Gibson, senior elected member, also expressed the hope that racial issues would not be brought in. Sugar, he said, was the lifeblood of the Colony, and he was annoyed that "twelve evil men have stabbed in the back this very great industry".

"But," said Mr. Gibson, "I don't want this to be considered as a question of Fijians versus Indians. There are a lot of very sensible, very loyal Indian people who want to see Fiji prosper and see the sugar industry go ahead. We must take away from this problem the idea that it is all a question of the Indians.

If you like, say some Indians want to get rid of the CSR Company and take the place over. But we must not make this a racial issue."

Sydney Get More Noumea Medical Cases

Three serious surgical cases left Noumea in September for treatment in Sydney. Two of the cases were those of "blue heart", and the third a young soldier with lung trouble. More and more serious medical cases, especially surgical cases are being sent to Sydney these days, and many people in Noumea are paying tribute to the work being done in Sydney.

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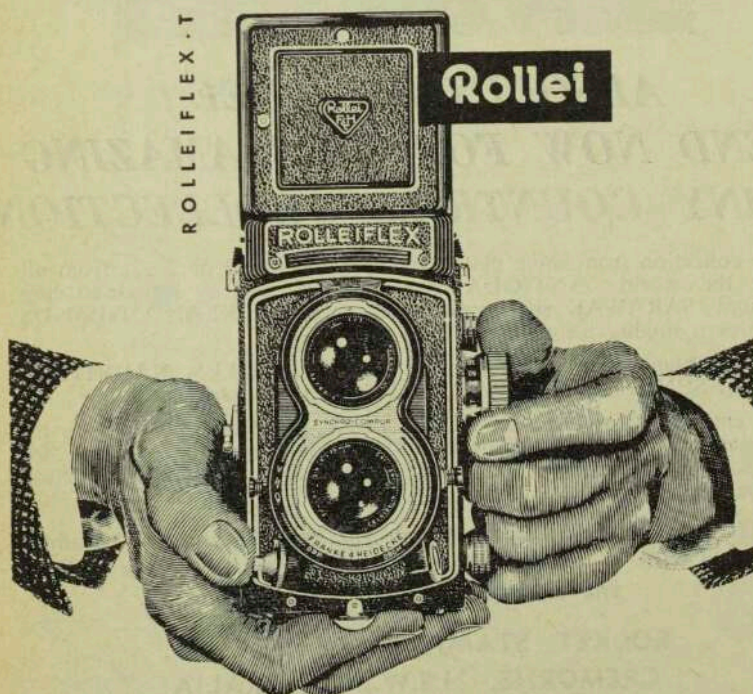


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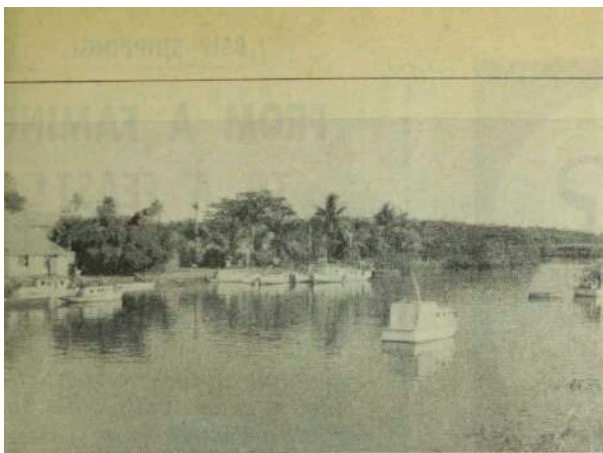
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'YOU WON'T BE SORRY TO BE IN VANUA LEVU'

In my view, one of the misfortunes of the Fiji tourist industry is that the colony's main port and its international airport are located on Viti Levu instead of on the big neighbouring island of Vanua Levu.

From a Fiji Correspondent

NICALLY, and from the point of view of bathing beaches, there can be no question that Vanua Levu has a very substantial edge on its neighbour.

It also now has substantially better road surfaces in most areas, two fine modern metalled roads on the north and south coasts.

At present, there is not the accommodation on Vanua Levu for massive tourist invasion, but tourists who do manage to get through the barrage of publicity that promotes Viti Levu, are not to be disappointed with what they find.

A range and variety of scenery, the pleasing mountain vistas, the rolling cane country of the north coast to the miles of coconut plantations and lovely coastal views of the south-east from Savusavu or the scenic view across the big island from Labasa to Savusavu to that beautiful view from the Fijian District School on the heights of Voniqua looking down the full length of the great Natewa Bay towards the north-east.

That view must be equal to any in Fiji.

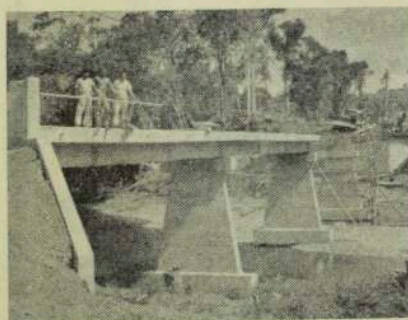
Why Not Liners?

There may possibly be technical reasons why some of the great liners that call at Suva could be diverted also to Savusavu

or even to Natewa Bay. Such liners call sometimes at Rarotonga which is not at all geared for tourism and which has been voted a highly popular port of call.

A day ashore at Labasa's deep-water anchorage of Malau or at Savusavu with road transport out from those ports could be equally rewarding—much more so (let it be whispered!) than any motor drive out of Suva.

One possible cruise arrangement for Vanua Levu would be for the passengers to be landed by launch at Buca Bay, there to be driven on that pleasant coast tour through forests and coconut plantations along the splendid, little used Hibiscus Highway—to Savusavu



Vanua Levu's north coast highway pushes steadily westward from Labasa. The Nava bridge some 38 miles out of Labasa, will be completed by the end of this year.



A tranquil scene on Vanua Levu—Labasa's river port which fronts the garden of the Grand Eastern Hotel. Northern Vanua Levu is known for its sugar cane, but the other side of the island is famous for its bananas. Above are some at Savusavu, which has also much of tourist interest.

town, with bathing and picnic lunch en route.

An application for a licence to establish a hotel along this Highway, at a point 25 miles from Buca Bay and the same distance from Savusavu, is to be considered soon by the Fiji licensing authorities. Beautifully located, it will have fresh water and beach swimming, tennis court and bowling rink, and will greatly increase the tourist potential of this attractive part of Vanua Levu. Mr. Hugh Thaggard is the promoter.

Nearer Savusavu town Mr. and Mrs. C. G. O. Parr already operate a pleasant tourist spot of the bure accommodation type and have plans to extend.

Which Comes First?

In Vanua Levu, as elsewhere, it is a question of which comes first—the tourist promotion publicity or the increased accommodation. Whatever the reason, this island does not seem to get its fair share of such publicity yet, although various writers in *PIM* have been extolling its charms over the last two years or more.

There are those who, having looked this island over, would not hesitate to recommend their friends to head first to Vanua Levu to "see the best of Fiji"—and then, only then, to return to the "civilised" island for the bright lights and to dispose of their remaining cash on the transistor radio shopping spree. They would not be disappointed.



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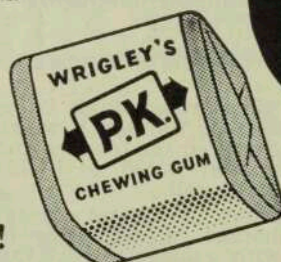
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From a Honiara Correspondent

It is not so many years ago that the Solomons were a virtual back-wash on overseas shipping routes. Apart from the regular calls of Burns Philp's vessels from Australia and Bank Line ships under contract to deliver the Solomons' copra to the Ministry of Food, overseas vessels were just about non-existent in Honiara.

WELL, not now. The position now is becoming almost embarrassing!

The Australia-West Pacific vessels were first into the field with a regular service from Hongkong transshipping English goods.

The Australia-New Guinea Line commenced a service in opposition to Burns Philp; and then the China Navigation Company, with a service from Hongkong, halved cargo available to the Australia-West Pacific vessels.

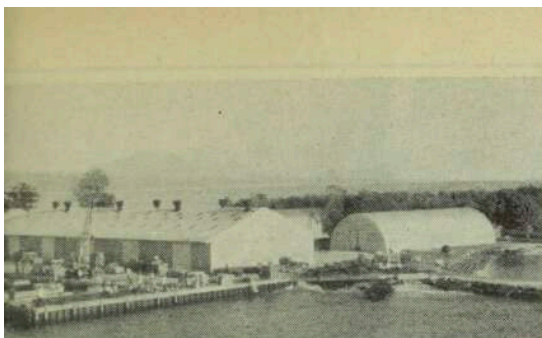
Australia-West Pacific may have a slight advantage because quarter calls are made at Vanikoro to the Kauri Timber Company logs for the Australian market. Small quantities of scrap and copra are sometimes available for back-loading; although a chartered vessel usually appears on the scene for these special consignments.

"Not Much Cargo"

Most recent development was the announcement that the Nederlandse and the Rotterdamsche-Lloyd Line would operate an experimental monthly service direct from the UK via Panama. This service started in August, and although the first vessel carried a reasonable cargo, the September sailing seemed almost a matter of keeping face. *Matara* brought only 20 tons of general cargo, and booked no outward cargo.

The Bank Line, perhaps with thoughts of their copra contract, the UK being jeopardised by the regular Dutch service, have now given notice that from next January their vessels will accept general cargo from UK and Continent ports for direct service via New Guinea.

And on top of this comes the news that the Shell Company is making preparations to enable 18,000-ton tankers to discharge bulk



The new wharf at Honiara, with cargo sheds in the background. But shipping can berth only on the narrow section of the wharf at left — enabling only one hatch to be unloaded at a time directly on to the wharf. There are plans for the wharf to be extended in a line directly across the picture.

off Point Cruz in the near e. Perhaps this great increase in ing to the Solomons has been ght about by the general ship-slump throughout the world? on here seems to be that at nt the Solomons will not be to maintain profitably two t services from the United dom.

vertheless, everybody hopes that ne Solomons develop with a and timber export trade, g other things, that all ship-lines may have sufficient inment to continue regular ser-and that even freight rates be reduced because of the etition. Recent freight increases G of 6 per cent, do not apply e BSIP.

other point which bears conation when assessing the posies of Honiara as a port is the ed extension of the recently ructed wharf and stub jetty to e which will enable large overvessels to come alongside.

Too Small

ere is a stub of only 30 ft for eas vessels at the moment, used onjunction with a mooring in. The dolphin is at the right ne picture above. The short h enables only one hatch to be ed of the *Tulagi*, BP's regular

e Government would like to

extend the wharf to 300 ft, but this doesn't look feasible, according to Mr. C. R. Elliott, senior partner in the firm of Coode and Partners, UK consulting engineers, who recently

visited Honiara to discuss the wharf situation with the Government.

After a survey he reported that an extension of the wharf to 180 ft looked feasible, but a longer length involved quite a lot of technical considerations.

To extend the wharf to 300 ft would give a depth of water at the northern end of more than 50 ft which would not be practicable using steel pilings.

Mr. Elliott is at the moment examining alternative wharf construction which may enable the job to be done. Honiara people are hoping he has some success.

The Government expects shortly to be able to earmark about £70,000 for wharf construction.

Just Another Old Rocket

There are so many known and known rockets and satellites orbit, coming out of orbit, or ting to make orbit these days, at only the boffins can keep ck of them all.

What seems perhaps to have n one of these "objects"—the rd "saucer" is now long olete—probably burnt itself t somewhere near the Cook ands at about 11.30 p.m., otonga time (1000 GMT) on ptember 30. A brilliant light ting three or four seconds s reported sighted from Raroaga and from Mauke Island 0 miles to the eastward.



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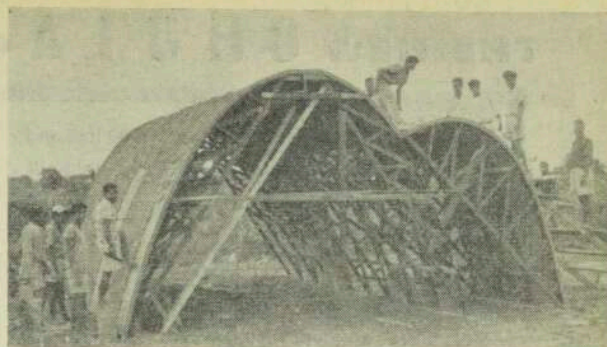
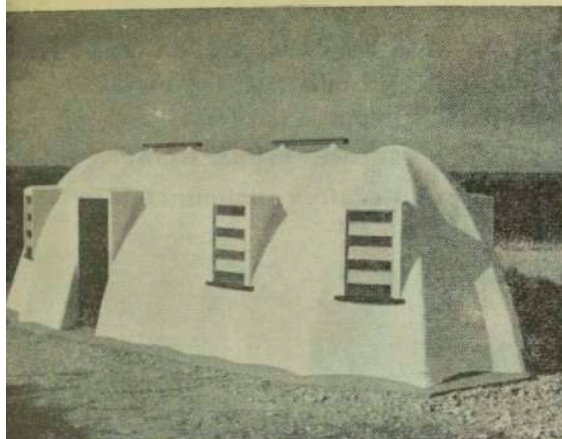
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now building a modified design of its concrete shell ctesiphon (pronounced tessyfon), seen above, and 10 of them are now in completion for the Fiji Housing Authority at Raiwaqa, Suva—of them seen at right. They have wooden ends and are an attempt to include toilets and showers under a single roof. At an estimated cost of something over £430, they represent the "most house for the money" so far produced in Fiji. Top view shows the wooden frames in place; the lower picture shows them removed after the 1½-inch shell has been formed on hessian sacking stretched over the frames. The shell is completely self-supporting, and except for the wooden ends in this model it will need little maintenance. Later models may have the true ctesiphon concrete ends, which give greater support and simplicity of construction.

Are 'Sub-standard' Houses Fiji's Answer ?

From J. P. Shortall, in Suva

A great deal of publicity has been given in Fiji to the Housing Authority's housing projects, but very little has been said outside the pages of a few Government reports concerning the magnitude of the situation.

CELLENT as the housing projects completed or in hand are, they do not start to meet the situation. Nor, in my view, is there any prospect of a solution so long as the existing regulations—vary in different areas—remain in force.

There is a school of thought in which says the first consideration is for the workers of Fiji to concentrate on increasing production. That way they will improve their earnings and will be able then to afford better housing.

There is another school of thought which believes that the housing problem must be tackled first, and if it is not tackled on a massive scale there will be increasing industrial unrest amongst the thousands of low-income workers who live under almost intolerable conditions.

The housing factor in relation to industrial unrest of the past has perhaps been underestimated.

There is also plenty of evidence that the housing situation is contributing to the increased crime rate in Fiji, and that any government funds used to ease the problem would be partly or wholly recovered by savings in the police, judicial, penal and health departments, and in the field of education—as it is impossible for many children to do any study at home.

What is the Picture?

But what exactly is the housing situation in Fiji?

The 1956 census shows that only about 47 per cent. of all families in the Colony have their own separate accommodation. The figure rises to about 55 per cent. in country areas. The situation is worse in urban areas, especially near Suva.

A "sub-standard" house within the meaning of the law may be a completely adequate house within the circumstances of Fiji—the Housing Authority has proved that. But a

survey of the Suva area in 1957 found that there were 1,300 houses unfit for habitation, and that unauthorised sub-standard houses were then being built at the rate of 250 a year.

The Local Authority decided to clean up the situation by ordering demolitions and preventing unauthorised building. But they soon had to call a halt. Those ejected from one "unfit" house, unable to provide themselves with anything better, moved in with relatives or friends, often to an equally poor dwelling. This raised a further problem of congestion.

Last year a survey of Fijians living in the Suva area showed that three-quarters of the families were living in accommodation averaging in size 10 ft by 12 ft, for which they paid over 15 per cent. of the family income. (Economists say about 12½ per cent. of an income is a reasonable portion to be spent on housing).

An average of seven persons are sleeping in this average "dwelling". The dwelling may house two or more families, separated by a partition of sacking. Each family pays probably not less than £2/10/- a week for its stake in one of these iron or wood-and-iron shanties, of which there are thousands in the Suva-Nausori area. Most of the rents are at a rate which pays off the cost of the shanty within about a year.

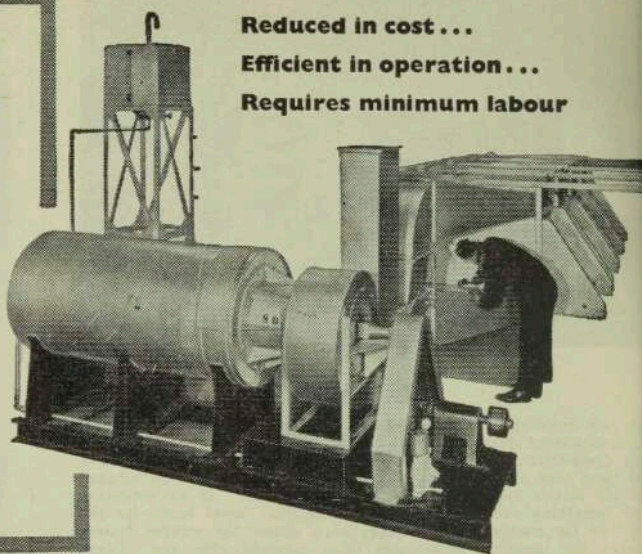
The 1957 survey found that 4,000 new dwellings would be required in

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Fiji has thousands of shanty homes like these. For many of them substantial rents are charged.

Suva area alone over the next years, if building and health were to be complied with.

Idealistic Dream

This is an idealistic dream under present circumstances. The existing conditions are hindering a solution of the primary problem—to provide a sort of housing for everyone. Building blocks of an ideal size, divided streets of an ideal width, houses of a certain ideal ceiling height will never solve Fiji's problem. This is now being realised.

Another major bottleneck is the division of land. In a Native Trust Board subdivision of land at Lami, near Suva, blocks have been made available for those who can afford to build on them at a price of not less than 600 sq. ft. The rent on these blocks varies between £17 and £21 a year, which is presently the lowest figure that can be charged after allowing for the costs of subdivision and service. The rent on the block alone would be just within the means of a man under £5 wage earner, but he cannot afford the additional rent—even if he received the block as a gift!

Very Low Wages

Two-thirds of Fiji's wage earners are in the £3/5/- wage group. The cheapest orthodox type of concrete block house so far produced by the Housing Authority, with an area of 412 square feet, has cost

The first Housing Authority concrete shell ctesiphon houses, now under completion in Fiji, with a total area of 477 square feet, were estimated to cost at least £430, or about 10/- a month.

The Housing Authority only has the mandate to provide houses for those who can pay them off (over a period of about 20 years) and has not been able to do anything to change the situation of the underclass group up to now.

It ought to be remembered that the figures given for Housing Authority houses do not include site costs and that these prices have only

been achieved after the Local Authorities have relaxed the housing regulations as a special concession, and by mass building.

Similar relaxation would be granted to other government or non-government organisations establishing housing settlements, but as the law stands at present, no concession would be granted a private citizen who might conceivably have a building site and the necessary finance to build one of these houses for himself on a loan scheme.

No person with an income below £8 per week could afford to build a house in the Suva area today under any loan scheme, to comply with the existing building laws, and from the economics of the thing no private builders would be interested in providing housing schemes for the mass of low income workers.

The ctesiphon types which seem

High Cost Of Home Building!

A European trader, for many years resident on one of the outer islands of the Cook Group, recently made a discovery that rocked him.

His wife had placed £6 of her own money, in notes, in the store's cash drawer, but the following morning it had disappeared. The store is so solidly built as to be virtually burglar-proof and the trader dismissed the idea of theft. He concluded that the notes had somehow slipped down between draw and counter. Watched by his wife and two European customers, he used a pinchbar to lever the counter free.

He uncovered a most unusual rat's nest composed of £1 and 10/- notes—£97 worth in all!

The rats had nibbled a few of the 10/- notes, but the bulk of the money was still in usable condition.—WHP.

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Noumea's new Melanesian town, at the end of the long causeway in the centre of the town. The Ducos Peninsula, the large open space running off to its left being reserved for an oil company. The three buildings at the right of the photograph, which are old prison buildings.

Photo: Fred Dunn.

er such promise as one solution to Fiji's housing problem, and the other orthodox types so far provided by the Housing Authority, do not comply with the law and cannot be erected by individuals. They are all classed as sub-standard.

A Solution?

only solution, assuming that the land can somehow be made available, would seem to be a revision of building laws in specific areas to permit the public to build "standard" yet adequate, housing at the cheapest type on smaller plots.

oubtedly many people could improve their situation if they were able to build a house within their means.

release of building materials by the Government on a non-profit basis and the production of fittings such as doors and windows for standard type houses would also help.

recent registration in Fiji of a subsidiary company to the Colonial Development Corporation, and its close link with the Housing Authority, seems to indicate that the time in which the CDC will first operate will be in the field of housing, but there is no indication how large this project is to be. Perhaps the factor which has been a decisive action in the field of housing as much as the lack of

finance, is the lack of publicity which the situation has received.

This has resulted in an unawareness by influential people of the seriousness of the matter. At present, social workers are about the only people who are showing any real concern.

There appears to be some reluctance by the Government to admit the seriousness of the situation or disclose the facts. No publicity has been given, for example, to the results of the survey of Fijian housing in the Suva area made last year.

Noumea's Housing Scheme Is A "Big Success"

An experiment in native housing in Noumea has been so successful that the New Caledonian Government is planning to extend it.

The experiment was begun two years ago with the construction of about 40 houses, to be rented to natives, in a good situation at Montravail, on the main road to the north, about two miles from the centre of Noumea. The houses have three rooms plus a kitchen and bathroom, and are built of cement.

Montravel now presents a model suburb surrounded by attractive gardens, and the Government has realised that the best way to help the natives is to give them an interest in their home. It has decided to build another 38 houses immediately, and the French Government has advanced £A90,000 for the purpose. A school is also to be built at Montravail, and householders, if they wish, will also be able to buy their rented houses.

The Mighty Sepik Puts On Its First Show

Some Walked For 80 Miles

From a New Guinea Correspondent

New Guinea's vast Sepik District had a big day in September when it made its first venture in staging a District Show.

KNOWING next to nothing about Shows, the 5,000 or so New Guineans who flocked into Wewak for the occasion just didn't know what to expect. Most of the Australians and other Europeans there were in the same boat, for though they were no strangers to Shows, nobody could foretell how the Sepik would take to this new kind of "holiday-cum-singsing".

But by nightfall everyone had the answer. When the last of the fireworks had rocketed across the sky and the last drum-beat of the singsing died out, Wewak and all its visitors had had a wonderful time and were feeling well content with the day's effort. And for the Sepik villagers there was "talk" enough for scores of evenings back home at Lumi, at Aitape, Green River and all the other far points of the district. Some villagers had walked up to 80 miles to get to the show ground.

It was, perhaps, because nobody could be sure of the Sepik's response that such a tremendous amount of planning and effort went into exhibits, but the results were first rate. The Agricultural Department's display was easily one of the best yet seen in the Territory.

Curator's Dream

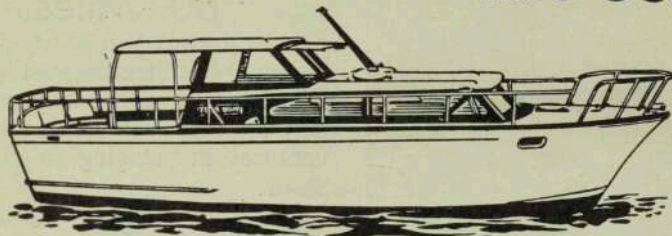
The Show was a Museum curator's dream so far as native crafts and artifacts were concerned. One quite unexpected aspect of this section was the intense interest shown by the Sepiks themselves in the exhibits. They not only entered a fascinating range of artifacts, but then crowded the display all day to see what everybody else had sent.

One exhibitor from a village near Wewak arrived dressed in ceremonial style "true", and brought along his two wives and two small daughters also in ceremonial dress. And then, as his exhibit, he presented a beautifully carved figure of a Sepik woman which was a wood-sculptured replica of one of his wives.

Yauwiga, a popular and outstanding leader of the Sepik people (and also a decorated war veteran), had his own special entry, bringing along his pet cassowaries whose sharp powerful beaks and great taloned feet made it necessary for them to be stoutly caged behind arc mesh.

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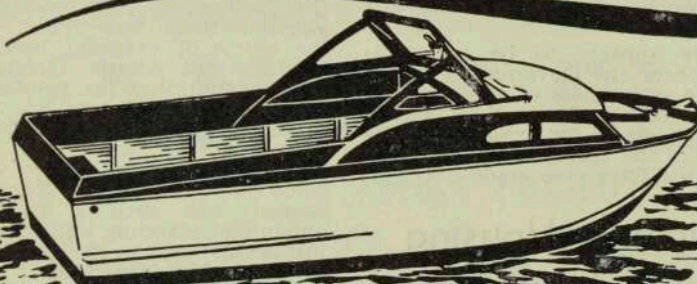
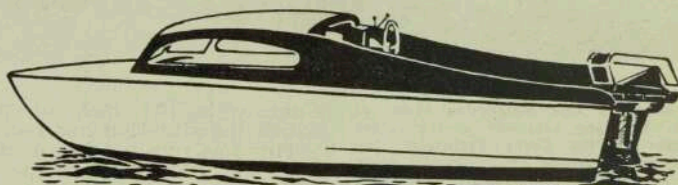


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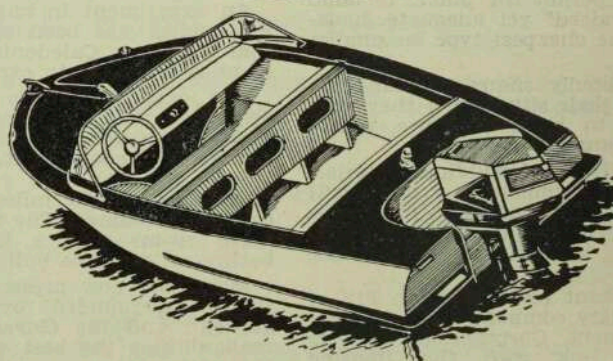


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Sydneysider At Home Base

Airline Activities - Australian And Un-Australian

In this city of boom building and soaring glass and steel scrapers, something different in architecture is halting hustling Sydneysiders in their stride just now.

AT'S stopping the traffic is a piece of Longreach, Western Queensland, circa 1922. Wooden, aged, bleached by the sun, it sits smugly in busy downtown Sydney, a replica of the one-roomed Longreach headquarters—complete even to hitchhills, horse and oil lamps—of Queensland and Northern Territory



ern Qantas House, Sydney, in background and the "Longreach" office in the right foreground. Now Qantas has grown from a airline to major international or in 40 years.

Aerial Services. The outfit is better known to the rest of the world now, of course, as Qantas.

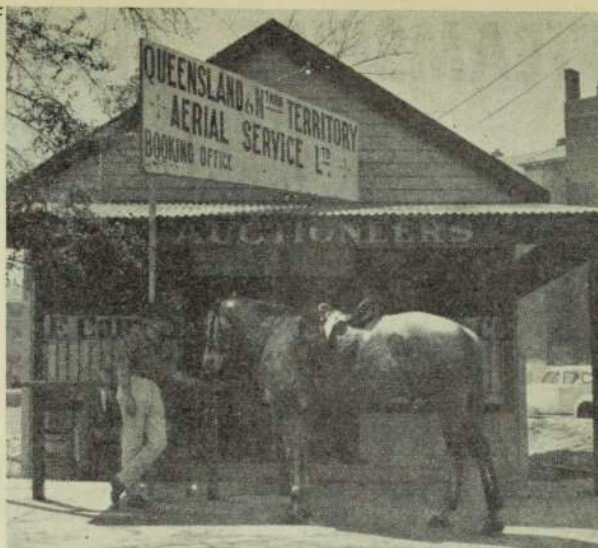
The old building stands on a fragment of land in front of where skyscraper Commonwealth offices are currently being built, and opposite the curved, modern facade of the new 16-storey Qantas House in Hunter Street. The old timber building—an imaginative piece of Public Relations work—will continue there until November as part of Qantas' 40th birthday celebrations. It shows just how far both airline and aviation have travelled in less than two generations.

Qantas, when it first operated from this old Longreach office, had two pilots, an engineer, aircraft of War I vintage and a route of 577 miles—all of them in the Australian outback.

Today, according to the handout that you can pick up in the "Longreach" office, the airline has a fleet of modern jets, a route network covering five continents and 27 countries in 72,000 miles—excluding, presumably, the miles it has just lost in Papua-New Guinea where it has now bowed out.

As in every other airline, Qantas booking clerks can sometimes cross up your wires to the point where you'd like to commit mayhem; and in places like P-NG, where air-transport is too bound-up with everyday life to be entirely normal, the airline came in for criticism (although I suspect the two other airlines which took over are now getting precisely the same kind of hurry-up).

But this is just incidental to running anything on a large scale, and the fact is that Qantas, to Aus-



Qantas flashback—the replica of the Longreach, Western Queensland, booking office of Queensland and Northern Territory Aerial Services, as it was in the early 1920's. It has recently been erected in the busiest part of the Sydney commercial area, as part of Qantas' 40th birthday celebrations, and is complete even to the hitching rail and the horse.

tralians abroad, has come to mean far more than an airline, with the sight of one of its aircraft at a strange airport as nostalgia-producing as a fire of gum leaves; and with any Qantas office in a strange city becoming immediately an unofficial information bureau.

Probably the most unsolicited testimonial in this department came during the month from a NSW Labour politician, Mr. H. C. Mallam, who had just returned from the UK with some nasty things to say about Australia's shop window in London—Australia House. After a tirade in which he accused its officials of being more interested in cocktail parties than anything else, he said that seekers after knowledge in London got far more satisfaction from the Qantas office in Piccadilly. With which sentiment I couldn't agree more.

Probably the trouble with that Australia House mausoleum at the top of the Strand, is that the staff has adopted the icy-polite, quick brush-off tactics that Londoners themselves employ against anyone fool enough to want anything. Most Australians can understand the "pull your head in, mate, or I'll knock your block off" sort of rudeness, and can cope. But they have no stomach for the sort that begins with calling you sir or madam, and ends by making you feel like something the dog got out of the dustbin.

It's hard to put a finger on the

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ar charm of the people who in the modern Qantas office corner of Bond Street and silly; possibly it's a combination of off-handedness, friendliness, the ability to work out most problems with the minimum fuss, even when they don't con- sider the airline at all. I thought for a long time that the Australian Government might be value for its money by sub- jecting Qantas agents all over the world to the same treatment as their direct representatives in Australia to do for Australians or those want- ing information about Australia, the way they give goes right beyond the mere business of running an air-

Greek

Greek

evening last April, when wait- ing for a plane out of Athens to go, we ran into the usual sort of trouble that seems to happen when Greek meets Greek. The terminal buzzed with the kind of noisy noise that only Medi- terranean people are able to pro- duce, but as the plane was running late we wanted to find out whether we would have dinner or whether we should eat at the terminal restaurant.

He waved his hands and shrug- ged his shoulders, looked depressed; ran back and forth with files of papers or shoved them at someone else. Finally they showed tickets that said we could have "light refreshments with compliments of the airline"—not one could unravel the mystery as to whether we would go to Karachi if we didn't eat on the spot.

When we had retired to drink the "refreshments", a large young man appeared, said he was the representative and had been told that there were some angry Australians making inquiries about the fact that no one knew why. Were we angry Australians?

Of course we were. But the food problem was sorted out promptly and then, after an hour, while we waited for the plane, we sat and chatted—and in part, learned more about the life of an Australian than I thought it is like for an Australian to live in Greece than a life of living in a tourist hotel in Athens have taught us.

Finally he escorted us out to the plane and waved a cheery fare- well with the absurd result that the Athens is mentioned these days it is not a parade of that city's undeniable archaeo- logical delights that spring into my mind but another Australian, whose name I've forgotten, with whom we met in Sydney and Johannesburg, New Guinea, and from whom

we learned that tea in Athens is the equivalent of 25/- per lb and New Zealand butter 17/-.

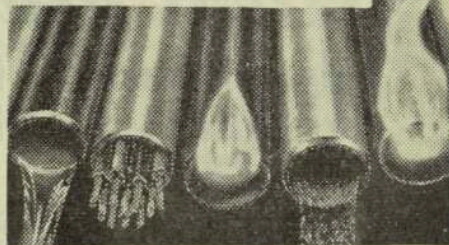
As this particular air terminal seethes and boils with movement, and can, at any given moment, contain anyone from a Greek oil magnate to a stoic posse of Bedouins going back to some arid oil well, my own dominant memory of Athens ("...the Qantas fellow who said...") probably proves what I've always suspected: A traveller rarely escapes from his own environment, and even in the midst of the exotic, will return to it at the drop of a hat.

But to get back to where we came in: Airlines. Those who remember the arguments of a year or so ago (Comets versus Boeing 707's), will probably be interested to know that Qantas actually does operate a service with Comet jets—from London via Athens, Teheran, Karachi and Colombo to Singapore and return. The reason is that the airports at Athens and Colombo are unable to take the 707's.

For this particular week-end service, Qantas charts the Comets from BOAC and pastes huge "QANTAS" labels over the normal "BOAC" fuselage markings. (Over)

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Something Close to Sabotage

Probably not even Mr. K's outbursts at the General Assembly have shocked Sydneysiders as much as the discovery that the Trans Australia Airline terminal at Kingsford-Smith Airport is brewing its tea by that vilest of all methods of infusion—tea-bags!

I'd noticed it myself when I ordered a pot of tea out there about a month ago when waiting for a plane—the tell-tale string dangling out of the lid of the pot, and at the end of it, the sodden, waxed-

paper type bag that is common everywhere north, east and west of Darwin, but not until now, south of that line.

But it took a Labour politician to crack the crime wide open—Mr. F. M. Daly, who after being served TAA tea per medium of tea-bags, took his complaint direct to Parliament. Declaring that there was nothing more un-Australian than this method of brewing tea, he invoked the shades of long-dead Australians like Banjo Patterson, Henry Lawson and others who had extolled the virtues of tea, made in a black billy-can for preference, outdoors over a fire of gum leaves and sticks;



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

"Karel Doorman" In Sydney

The Netherlands aircraft carrier "Karel Doorman" will be seen in the eastern Pacific on her way back from Netherlands New Guinea, where she has been on a flag-showing tour, much to the chagrin of the Indonesians. The "Karel Doorman" accompanied by two destroyers and a supply ship, is expected in Noumea on October 18, during which the two destroyers the "Groningen" and "Limburg" will pay an informal visit to Auckland. The "Karel Doorman" has a complement of 117 officers and 1,116 men.

or if one must be civilised, with a handful of tea direct into the pot.

Not only was Mr. Daly disgusted at what he found at the bottom of the TAA tea-pot, but, he said, the brew was weak and by the time he'd waited half an hour for it to strengthen up, it was cold—as every true Aussie knows, is, to tea bags, about the worst that can happen to tea.

The catering contractor at the airport fought right back: The tea-bag method, he said, was the cleanest and quickest method of making tea. And the kindest cut of all, he doubted whether Mr. Daly was a connoisseur.

Well, we can tell the TAA caterer that this is one time when he should pull his head in, and that there are about 10 million Australians right behind Mr. Daly and against TAA's un-Australian activities in the sacred tea rite.

Tea, unbagged, is one of the things that makes Australia a place to come home to; and one sure way to pick Australians abroad is to sort out the morose individuals who sit at cafe tables, everywhere from the Champs Elysees to Istanbul, with tea-pot lid removed, solemnly dandling the strings of sorted tea-bags in the tepid water.

By the time this method has been silted in the desired strength, the tea is—as Mr. Daly experiences—quite cold; more, it is permanently impregnated with the flavour of the waxed-plastic tea bag.

Mr. Les Martin, a director of the newly formed UNO Limited of Sydney, said to be planning to purchase copra for export on behalf of the Mitsui organisation of Japan, during a short business visit to Japan in September. Mr. Martin had no comment to make on his return.

and He'll Build a School, Too

Fred Gets His Souvenirs

From a Rabaul Correspondent

The mailman staggered under the weight of the bulky parcel as he delivered the other to Fred Hargesheimer of Bear Lake, Minnesota,

any one but Hargesheimer the contents of the parcel would have proved a disappointment. It consisted of lumps of old, damaged mechanical parts, similar odds and ends.

To Hargesheimer the collection had a real meaning, and to

Manning of Matanakunai Station, New Britain, the collection represented seven days of hard

pieces of metal came from the wreckage of the Lockheed P38 in which Hargesheimer shot down over New Britain during the Pacific War. The old and burnt-out aircraft had lying untouched in almost any possible country for 16 years.

Hargesheimer is the former pilot who came from America to New Britain early this year to thank the Australian Coastwatchers for the natives of Nantambu village saving his life after the crash. (May, June July).

Met Manning at Nantambu during his pilgrimage of the crashed aircraft and send parts back to America as

it was easier to talk about than do it," Manning said in a recent, recounting his day trek from the New coast and back.

A small party of natives crossed seven crocodile-

streams by walking along logs,

spent four days in country by the Siukol natives, who not yet under Government

crossed ravines so deep that the walk took the party less than two miles.

In the party came to the old aircraft they found it overgrown with grass and creeper, and had over a wide area. Manning had obviously burnt furiously. Hargesheimer had parachuted safely from an encounter with Japanese aircraft.

Manning used a hacksaw to cut

the tip from one of the propeller blades, and collected other parts from the engine and wings.

Footnote: Back in America, Hargesheimer has now raised more than \$2,000 in an appeal to assist the education of native youngsters in New Britain. He plans to raise \$8,000 to finance a four-room school house in East Nakanai, in or near Nantambu, and feels confident of reaching his goal.

He and two other men in Minnesota, the Rev. J. Haynes, Pastor of the Church of St. John-in-the-Wilderness, and John E. Kumpf, Director of Public Relations for Remington Rand-Univac there, are members of the board of trustees of the Airmen's Nantambu

Memorial Foundation. The Foundation decided on the school house after short-wave radio discussions with New Britain. One of the "hams" Hargesheimer was in touch with was Norm Casey, VK9NT, Rabaul.

Plans for the school will be prepared by architects in America and it's hoped it will be completed by next August. The Foundation fund is getting a lot of publicity in the St. Paul area, Minnesota.

Hargesheimer says his school idea is "a sort of grass roots diplomacy which will return dividends in international relations, as well as serve as a practical expression of our thanks to these good people of New Britain".

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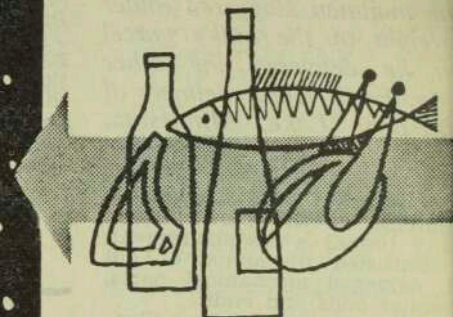




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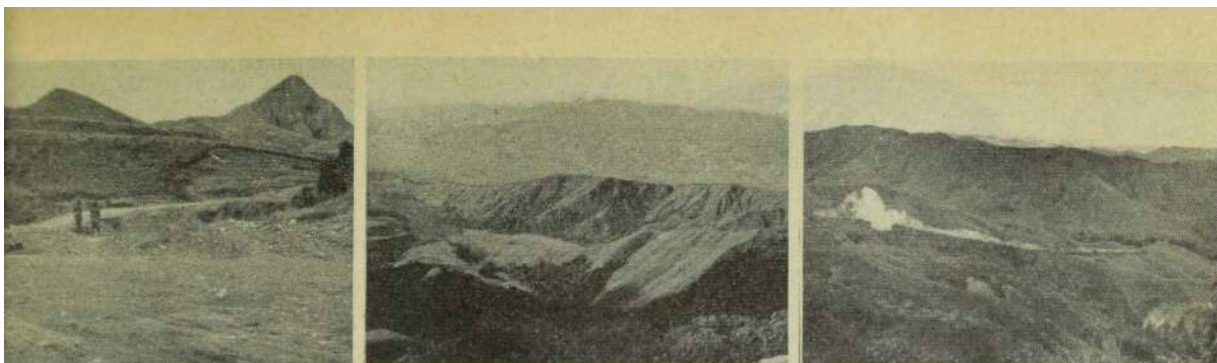
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The Road To The Highlands

With the right kind of vehicle and in the right season, you can now drive from the coast at Lae more than 300 miles into the centre of New Guinea. But soon neither the vehicle nor the season will matter much, for the time is near when every tourist will take the Road to the Highlands, whatever the weather.

AT road, which has been built piece by piece since the war—with one or two pieces built during the war, and one or two others since the war—should do a lot of encouraging the Territory's growing tourist industry.

For the tourist, New Guinea today means ship travel or travel, and the beauties of the scene are denied him, simply because the road network has gaps which make arranging of transport for him difficult. He wants to make the entire Highlands road trip today he must travel in the "dry" between April and October, and still be prepared to get his feet wet in a river or stream. He will most probably travel in a motor vehicle for section of the way, and then on foot by the side of the road.

In a few years it will be an easy drive into the Highlands. The important 90-mile long Markham Valley stretch, only two bridges remain to be built. There have already been built there, but they are not able to carry heavy traffic) because there will be a clear, unimpeded drive through to a point on the Papua-New Guinea border at Tumbul, 320 miles from Lae 3,500 ft up.

Where Visitors Don't Go

By the time those bridges across the Leron and the Umi are set built, the Tumbul road will have been extended to the coast, in Papua, another 60 miles. It is yet another link between the coast and Wapenamanda (see

map), to be finished within a matter of months now, will take the Highlands road to Laiagam, 70 miles farther west—to the edge of the area where visitors aren't wanted in case the locals eat them.

Tenders for the big 430 ft, three-span concrete deck Leron bridge have already been called, and con-

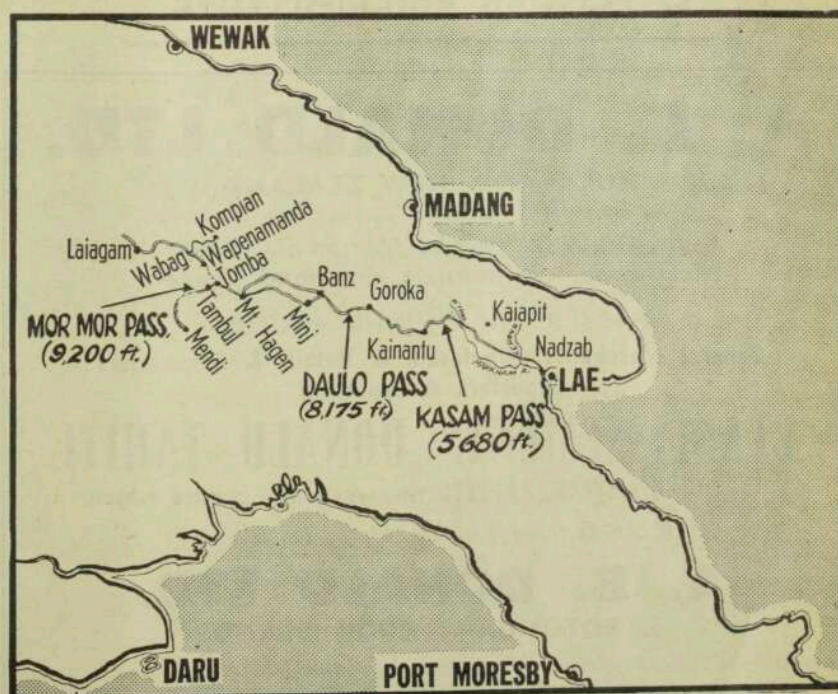
The road to the Highlands already climbs into the heart of New Guinea for more than 300 miles, and soon it will go farther. It travels through all kinds of country. At left is the stoney, prehistoric looking terrain to be found on the coastal side of the Leron River, in the Markham Valley, 60 miles from Lae. Centre is the view from the top of the 5,680 ft. Kasam Pass in the Eastern Highlands, looking back into the Markham and Ramu Valleys. At right, a typical cutting somewhere in the Highlands marks the route of the road.

tract time will be 70 weeks. The Umi bridge contract should follow next year, but the Leron is the real key to the valley.

It's fascinating country, all of it—much of it breathtaking.

There are flat river plains along the Markham, with the road straight and fast. Across the ford at Umi, 85 miles from Lae, the road heads into the grandeur of the 5,680 ft Kasam Pass, a five-mile climb with a straining engine; and then on to Goroka, the Highlands' fastest-growing township, set in a valley of green, 185 miles from Lae. It will be a seven-hour drive when the bridges are up.

From Goroka the road to the





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Highlands climbs up through mists of 8,175 ft Daulo Pass, and down again to the Chuave administration post; into Chimbu county (across a wire bridge) and beyond to the Wahgi Valley.

All this is a stretch of country which Morobe District Commissioner H. L. R. Niall says contains "the most beautiful scenery in the world."

It's from Kerowagi that you notice you are approaching the Wahgi Valley, for here the broken country opens up. Sixteen miles from Kerowagi is the boundary between Eastern and Western Highlands and a few miles past that is Hallstrom livestock station at Nougil, famous for its experience with wool growing.

The Wahgi Opens Up

Now you have the whole expanse of the Wahgi before you.

At this point the valley is 15 miles wide and 50 miles long, with an average altitude on the valley floor at about 5,200 ft. But the Kul Ranges rise up steeply to the south to 12,000 ft, and the northern valley wall is the 10,000 ft Wahgi-Se divide.

It's cold and clear in the Wahgi valley, with warm days and cool nights. Coffee grows along the road.

The road to the Highlands branches at Kerowil, in the Wahgi, and follows both sides of the Wahgi River. The main road winds through the township of Banz, with its houses of native materials, and on to the main district headquarters at Mt. Hagen 46 miles away.

When Mt. Hagen at last gets a hotel, as it soon will, the district may take tourist honours from Goroka.

The other branch road from Kerowil runs south through the township of Minj, the settler's stronghold, and then on to Hagen.

There are several routes from Hagen itself, but the main road to the Highlands goes west as usual, still following the flat country, with a nip in the air, to the edge of the Hagen Range at Tomba, 28 miles from Hagen.

Now you are approaching the ginnings of New Guinea's mountainous backbone. For the next dozen miles or so the road is performed only, and there is a 115 ft wire suspension bridge still to be built across the Lai River (it will be finished this year) before the road can join up with the Wapenamanda patrol post, commanding a beautiful view of the ranges from one end of the Lai Valley.

It's 5,800 ft here, but the road begins to rise, gently winding miles along the Lai Valley floor. Wabag perched on a rainy ridge at 7,500 ft.

The Mists Over The Ranges

The Lai Valley has a big native population and has not long been out of the restricted area. Thus it has a big mission population, and

ion after mission station spreads
g the valley floor, all linked by
road to the Highlands.
om Wabag, the Highlands road
s and turns and climbs in its
to the west, in very cold,
ountainous country, where the
s blot out the ranges most
moons, and native warriors in
capes stare down at your
i-Rover from the ridges.
agam is 30 miles away, the
er of the unrestricted area. Out
e in those ranges they know
ing of civilisation.

ere is a fork in the road at
gam, going east and farther
To the east you can drive ten
s to Kepilam, and later that
will go to Kandep patrol post,
of the new posts established
last year to bring under con-
the primitive peoples of the
ri River headwaters.

the west, out towards Nether-
s New Guinea, the Highlands
goes down to the Kera River,
miles off, and the road is only
y completed for another eight
to Muriraga.

is is farthest west. This is
e the road to the Highlands
on its westward trek.

no tourist area this—not for
w years yet. There is much
to be done among these Stone
peoples first.

e road to the Highlands has
branches along its hundreds
miles. Some of these go to im-
portant points now—others will go
important places in time, or to
s destined to be important—
there comes a day for sure
all New Guinea will be linked
oad, east and west and from
to coast.

ere are branches at or near
ag into the Tchaka and
nda valleys and to the Kom-
patrol post, 33 miles away.
e is an 18 miles branch road
there to the Ambum River.

Meets The P-NG Border

e most interesting branch with-
out is back at Tomba, in the
gi, where the road to the High-
turns south, climbs nine miles
through the 9,200 ft Mor Mor
and drops down to the head-
s of the Kaugel River to
oul patrol post (7,400 ft), and
s again another few miles

EIGHTY LERON CLAIMS A VICTIM. The
owned truck in the top picture took the
turning while crossing the river, and
efforts to pull it out with a bulldozer
tractor, it stuck fast, and soon settled
e soft silt. The Shell truck, part of a
had more luck. It was almost across,
d its front wheels on the bank, when the
ettled down into the silt. A tractor got
job, but could do little more than hold
ally, lower picture, a winch-truck put its
weight into the task and saved Shell from
the fate of the native truck.

ese and most other photographs in this
are by Pat Robertson; two are by K.
tt Jones.



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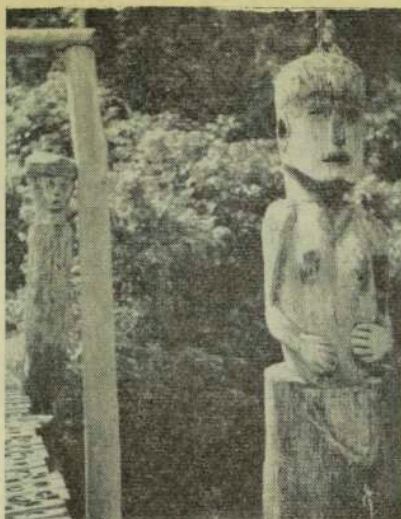
BUYERS OF ISLANDS PRODUCE

and the western edges of 13,400 ft. Giluwe. re, at the border of Papua and Guinea, the road stops. But is going on.

ey flew a bulldozer into the not long ago to complete the link to Mendi, headquarters of the Southern Highlands. About miles of road already stretches from Mendi and they are working both ends to make the link

When the link is finished it will be an 87-mile drive from Mt. Hagen to Mendi, with the 9,200 ft Mor Gap the literal highlight of the road back to the Stone Age. There are other roads leading from Hagen that will give the most interesting side trips. One 28 miles out to the Baiyer River, northwards, and another south to the Hansende colony, through to new coffee plantations.

Look at pretty Kainantu, between the Kasam Pass and Goroka, a road south into the ranges at Okapa,



These carved native figures are part of the supports of the Ufim swing bridge, in the Markham.

a centre of the mysterious and fatal disease of kuru, which is now little nearer to solution than when discovered a few years ago. "Laughing Death" they call it, from one of its symptoms.

Far From Permanent

When the important link-up work on the road to the Highlands is finished, the dream will be a reality, but not perfect. Much work remains to be done before the Highlands road is permanent. None of it is sealed and constant work goes on in maintenance.

Loads of pebbles are being continually spread along the inland sections, carried from the river by organised native labour to whom the road is not a tourist attraction but a means by which their produce can go to market, and the doctor can go in.

For much of the way the pebbles are placed the width of the wheel tracks only, to conserve supplies and labour. More work goes into the repair of bridges put there temporarily and never meant to take the frequent traffic—hand-built bridges, erected mostly by parol officers-turned engineer.

The biggest re-routing of the entire road has yet to come—the re-routing of the Kasam Pass. The present five-mile pass is a winding tortuous climb, difficult for heavy vehicles, with a grade of 1 in 10. Several alternatives have been looked at, but the new road will go up the pass on the opposite side of the valley, with a grade of 1 in 25. This job is for the near future.

There were several other routes looked at before this one was decided on. One left the main road at Maniang, crossed the Markham and went up the Wanton to Arona. Another was a pass up the Arona.

The difficulty with the Wanton and Arona routes was their steep-



peculiar thing about the bridge in the top is that it has no water flowing under it. When it was originally built across the river the river changed course—which is usual behaviour for rivers in New Guinea. It had to be bridged a second time. The bridge can be seen in the distance. This picture is typical of some of the bridges in the Highlands—a roof of native materials to keep the weather off the decking, thus giving longer life. This bridge is west of Wabag, towards the end of the Highlands road.

STOP ASTHMA BRONCHITIS

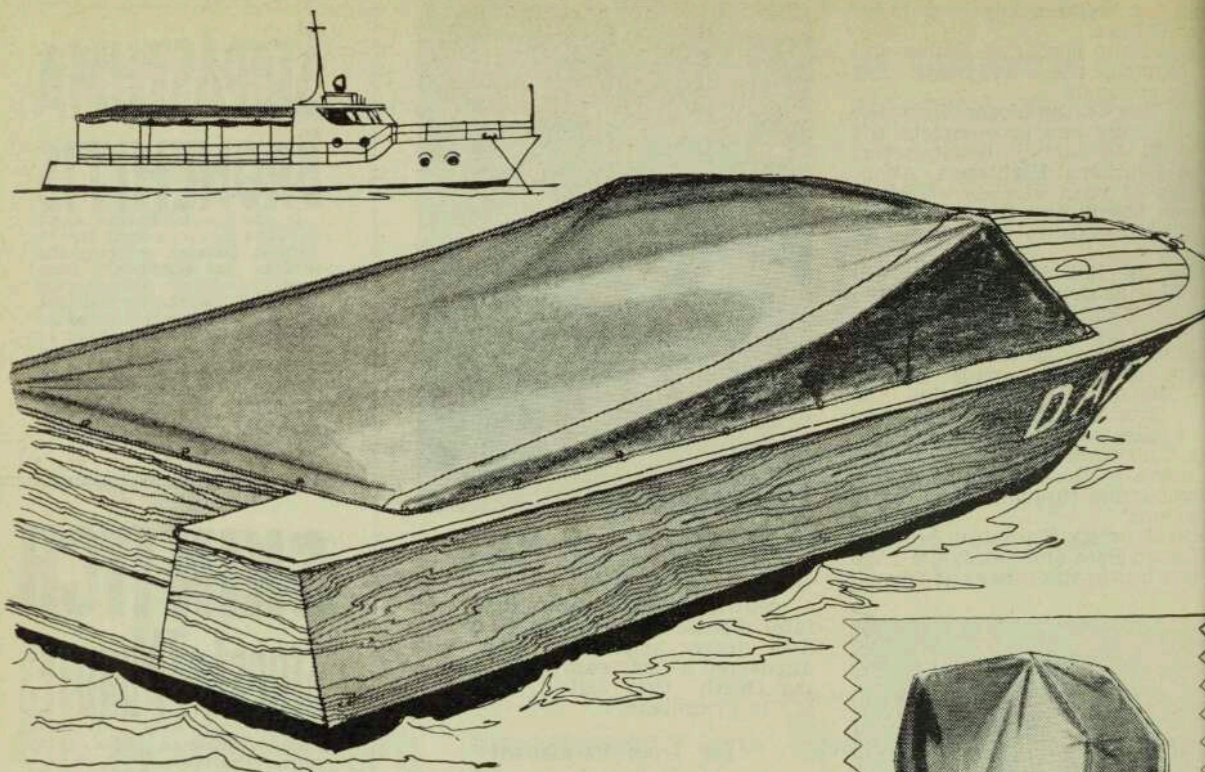
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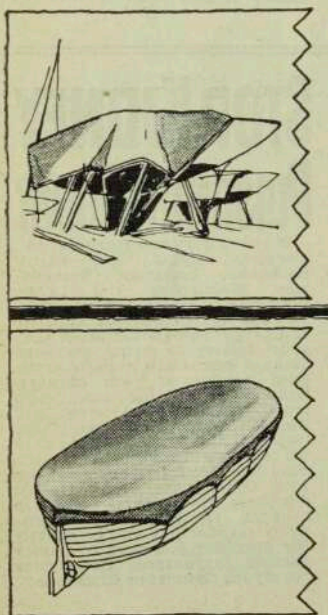
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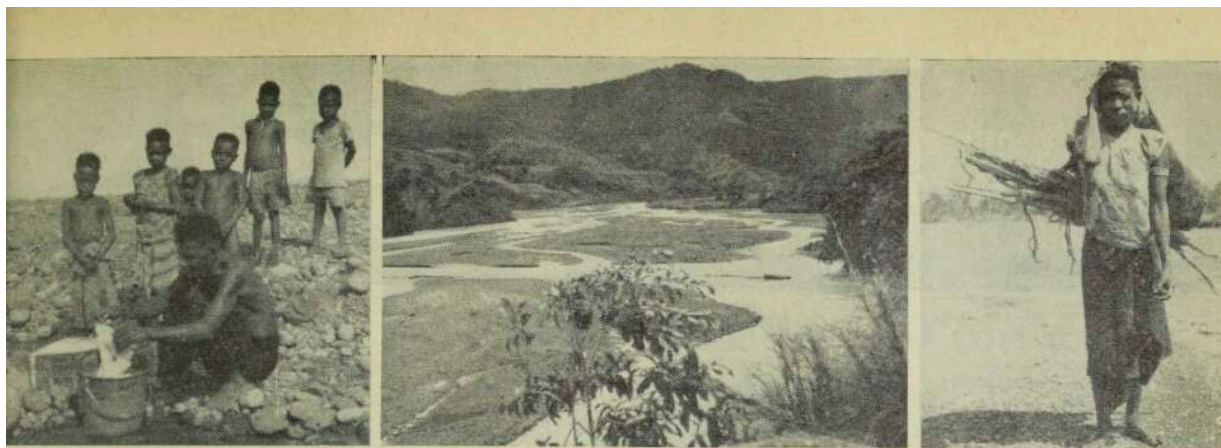


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and a clay base. The other side of the valley at the Kasam Pass is the cheapest and most practicable. So for the future—but for the present future—is a new road to link Madang down the Ramu to link with the Highlands road at the mouth of the Markham at Gusap. The Japanese built a road in this region during the war, but it is a flat country and there is a very steep pass to be negotiated at Amele. Hopes the road could come sooner than expected should New Guinea be able to build a power station in the Gusap area and transmit the power to Madang and Lae. A road would be needed to Madang so that the lines could be maintained.

What It's Like

the 185 miles to Goroka, about 100 miles along the Markham Valley, says Lae correspondent, Miss Patricia, recently accompanied a party on this 185-mile section just to see what it was like. She reported:

If you want a holiday with a difference, then a reliable vehicle, a good camping gear, a camera and an adventurous spirit can give you on this trip.

For the first lap from Lae, 60 miles to the Leron is through rich Markham valley flatlands, irrigated by natural waterways. The cocoa plantations and peanut farms give you to acre upon acre of rolling hills whose potential is evident.

Just before you reach the mighty Markham you find "Robbie" Robertson's odd acre plantation nestling in the shadow of Saw Tooth Mountain with miles of sorghum and bananas under cultivation.

"Robbie", who did a survey of the Markham between Lae and Gusap for General MacArthur during the war, has his own lake teeming with wild duck.

With true Territorian hospitality he will invite you in for shooting, fishing, haul you across the river, or supply your small needs at a store.

Our first adventure begins at the Leron, which can flow in

Time out for a little bit of washing by a stoney riverside on the road to the Highlands. The family watches Dad. Centre picture is the Leron, looking upstream from the point where the new bridge will cross. Work has already been completed on the approaches. At right, somewhere along the Highlands road a native woman pauses for the camera, a bundle of firewood and her kau-kau supplies on her back.

torrents between its mile-wide banks in the wet season, and which looks like an arid desert in the dry, can be crossed in 20 minutes if you're lucky—and if you're not, you can get trapped there for hours.

Changing course from hour to hour the narrow swiftly flowing waterway, with its deep silty bottom, is a trap for the unwary and claims many victims. The surest way for a safe crossing is to put a native guide on the bonnet of your truck to direct you to the spots he has previously waded and tested.

Once across, you're on to a well

made open road for 22 miles, across the Garambampun and Maniang bridges to the Umi River which has a ford crossing.

Two essentials for comfortable camping are in good supply on the road—firewood and water. With a gun you can bag some nice ducks on the Garambampun and wild pig is plentiful.

For a change of scenery you can visit Kaiapit. You leave the main road about a half mile this side of the Maniang bridge for that, and the open road leads through picturesque native villages to the well-kept Government station.

Signs Are Going Up

Beautiful Kaiapit is on a rise with a wonderful view back down the Markham Valley. It has its own airstrip and hospital. A Shell truck in our convoy unloaded some new

It's a five-mile climb, with a grade of 1 in 10, up the Kasam Pass. The camera looks down from one bend as this Land-Rover plugs up another.



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und house is almost at the top of the Pass, and is a memorial to the work of a former patrol officer who had much to do in the building of this stretch. Below, new signs have been going up along the Highway—sure sign that it is at last becoming a highway. The turn-off at Water Rice is the one you want if you are heading towards the centre of New Guinea.

while we stopped there. They are being erected along the Highway.

Leaving Kaiapit and fording the river, the old patrol road (much like the new Markham all-weather road) doesn't follow the old patrol road but passes through well-kept areas where friendly natives and their meris are the shutterbug's de-

When you wind on and up to the Ufim (which is really the Umi, named differently in different areas) you find a swing bridge which swings. But the carved figures on the bridge are a disappointment. A narrow-minded official has ordered the removal of certain parts which are natural for native carv-

The swing bridges over the Ufim are memorials to the work of a former patrol officer in this area—Rupert Haviland. Rupert died in 1918 so will not see the end of the stream.

Most of the Umi swing bridge is in a way and the bridge swings slightly at will.

They are ideal spots, these, for a camping. Game and fish are plentiful. Orchids grow in profusion.

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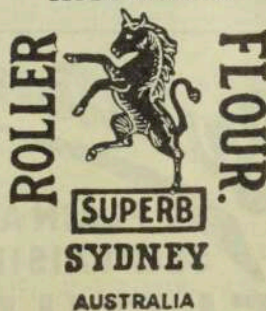
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The turn-off to colourfully named Water Rice can easily be missed because the main road, although only a track, here leads to Gusap, and Gusap is not where you want to go.

You call a halt at Water Rice. You need the breather. Just ahead is the real test of this trip—the great Kasam Pass—five miles of twisting, turning, climbing 1 in 10 slippery mountain. The vehicles are refuelled and checked before the hazardous test begins.

The grandeur of the scenery up the Kasam is breathtaking, as you climb. From your cabin you see fast panned movie shot effects. One minute you are walking on the tree tops; the next your view is of distant and grand valleys; the next, of a tumbling gorge.

Groaning engines are given a breather near the top—although not quite at the top—and you can walk up a slight rise to a round-house of native material built as a memorial to Rupert Haviland and

to his work on the Kasam pass road. There has been a plaque erected in that area recently.

Here, stretching away at your feet, is a magnificent view of the Markham and Ramu Valleys.

Out there are mile upon mile of plain, and waterways of two great rivers held captive between towering hills.

Life Seems Simple

Life seems simple when you climb out of the pass into beautiful Kainantu and the surrounding districts. The rivers are bridged and the country offers the same magnificent views and camping spots. If you have the time you can even stop off and do a bit of gold sluicing. The red clay of these hills is slashed with waterways where natives are taking out payable quantities of gold.

Kainantu has a comfortable hotel perched on a hill overlooking the town and airstrip. It has a swim-

ming pool and modern conveniences.

The big log fires, and blank at night, remind you that you are now in the Eastern Highlands of New Guinea—the dividing line between the Highlands and Morobe fact is at a creek at the foot of the five-mile long Kasam Pass.

Coffee plantations are thriving in the Kainantu district and the town's small civic minded population has made it into a garden paradise.

It's almost a shame to leave Kainantu and head for Goroka, 5,140 feet up in the Asaro-B Valley (town's population, 600). More beauties, more adventures ahead—for this is hardly the ginning of New Guinea's great road to the Highlands.

FIJI VEGETABLES FROM THE HORN OF PLENTY

From a Suva Correspondent

Fiji's sugar-industry hold-up had one very good effect, which has been largely overlooked. All through the sugar areas of the colony, farmers have this year been planting food crops, not only for their own use but also for sale.

THE result has been that, as perhaps never before, all kinds of fresh vegetables have been available in ample supply at reasonable prices in country and town markets.

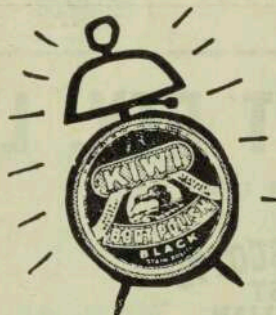
If anyone was in doubt that the colony can produce good quality cabbages, lettuces, tomatoes, and carrots in quantity, the past two months have removed them. The Suva market, week after week, has been stacked to overflowing—a good sign of the produce coming in from the former sugar lands of the R Valley.

But with this new source of vegetable supply it is clear that Suva now urgently requires market storage facilities to avoid waste and to more evenly distribute the supply to the public. There have been great quantities wasted on occasion. The Suva market is hopelessly overcrowded at times. Plans have already been approved for expansion and for establishment of a public fresh produce house where produce retailers will be able to rent space. This view should be taken in hand next year.

Fiji also wants processing industries to handle such surplus produce it has had.

Last year Fiji imported £120,000 worth of potatoes, £35,000 worth of garlic, and £8,000 worth of fresh vegetables, £82,000 worth of onions, and £106,000 worth of pulses. While fair garlic can be grown in the colony, onions are a more difficult proposition, but there is room for plenty of expansion in locally grown pulses, and—as we have now seen—Fiji can probably grow a great deal of the other vegetables needed.

All over the world Smart people—
START the day right
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Kiwi puts a gleam on your
shoes that lasts all day.

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SELF RAISING
FLOUR
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ESTABLISHED 1868

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C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji.



Siarua and Giwa stand beside the "Monty" Phillips' memorial overlooking Rabaul 34 years after the late Chief Justice had made it possible for them to marry.

Some Memories of Beaumont Phillips

by F. P. Archer, of Rabaul

One day in Rabaul, in 1957, I noticed a plane of the RAAF circling slowly over the town. I watched it for a while, and wondered what it was doing. Later, I learned that it was on a special mission. The plane carried Beaumont Phillips; and she was scattered over the town and harbour the remains of her late husband, our well-known Sir Beaumont Phillips, Judge and Deputy Administrator. His most notable service was rendered in Bougainville, and he had asked that his remains be left there. My mind went back over a long association and a valued friendship. During World War I I knew him in the RAAF. He was an Observer in the Australian Flying Corps, and everyone called him "Monty". It was his plane which buried Richthofen, the famous "Red Knight" of Ger-

Met in 1925

We were together on the same ship when it came to Rabaul in November, 1925—as I was going into New Guinea as a magistrate, after five years in the Solomons on land business, and I was returning from leave. In 1926, my boy, Siarua, wanted to marry Giwa, of Maty Island; there were some local laws in the way. Siarua appealed to me; I appealed to "Monty", and we were married.

The Tolais—the tough, sophisticated natives of the Rabaul area—and respected "Monty". When he died, they subscribed funds, and had a memorial to him, with a stone plate atop of it, on the summit of Namanula Hill, overlooking the Harbour.

Here is a photograph of the memorial to Sir Beaumont Phillips. The couple standing there are Siarua and Giwa, still a happy man and wife, 34 years after "Monty" had made it possible for them to marry.

The photo was taken by Jack Read, another old friend of "Monty". Read was one of the famous photographers who regularly spotted

Jap planes from the top of Bougainville, and so delivered them by radio into the hands of the Americans awaiting them in the Solomons.

Jack Read and Paul Mason were hunted through the jungles by the Japs; and with Read and Mason, part of the time, as their loyal and trusted helpers, were Siarua and Giwa.

While this part of World War II was going on in New Guinea, "Monty" Phillips was serving again with the RAAF, in England.

The distinctive sail of the New Guinea lakatoi is a feature of a shimmering white new Anglican Co-Cathedral of St. John to be built soon in Port Moresby at a cost of about £400,000. A Brisbane firm of architects has designed the new cathedral.

5 SUPERB VINTAGE WINES BY LINDEMANS



COOLALTA WHITE BURGUNDY

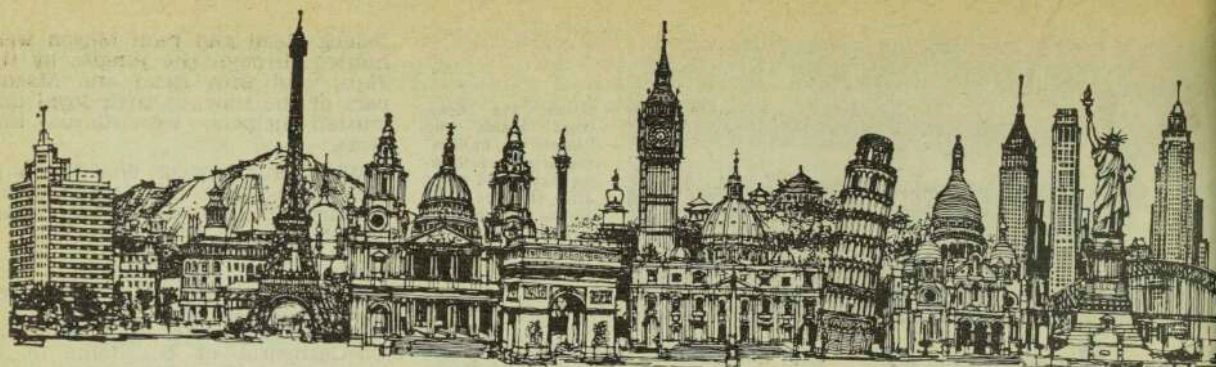


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This classical wine was awarded 1st prize in the 1957 Adelaide Show. Serve Chilled.

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



Tropicalities

Where the Bottles Go

BERT M. NORRIS, of the University of California, wrote to the Cook Islands recently to ask Tutai Teio and Resident Ian Robertson, of Atiu, for a returned last year a bottle had been set adrift by the Scripps Institution of Oceanography. In his letter, Mr. Norris made some interesting comments about bottles beachcombing generally.

He wrote:
It seems certain that the coconut and many other plants found on islands of the Pacific spread widely by means of currents which carry nuts and seeds far and wide. Never a coconut is washed up on shore with a favourable climate, but it is likely to sprout and grow and turn to furnish still more nuts for the restless currents. Nuts are sometimes found on inhospitable shores as Alaska and Canada.

Beachcombing along the California coast and on our offshore islands, I have found large numbers of electric light bulbs! One would suppose that these represent bulbs which have burned-out aboard ships and have been discarded.

Without doubt this explains most of the light bulbs found on the beaches. I have found some light bulbs which carried some surprising labels, such as: "FOR STREET RAILWAY USE ONLY" or "FOR TRAFFIC LIGHT USE".

Once collected about two dozen bulbs from one of our islands and took them home to see if they were, by chance, still good.

To my surprise, I found that half of the light bulbs worked. These fish-net floats are among the more pleasing finds to a beachcomber. On the west coast of North America these are common.

A capped or corked bottle discarded from a ship at sea can be expected to remain afloat for an indefinite period, although not indefinitely. After floating for several years even a tightly corked bottle is likely to sink owing to the gradual accumulation of marine organisms which attach themselves to the glass. Bottles with metal caps are apt to sink in a short time because the metal is quickly corroded in sea water.

San Nicolas Island, off the coast of southern California, I once found a small bottle containing a

note from a merchant seaman who was looking for a wife!

The Scripps Institution of Oceanography in California has been releasing drift bottles by the dozens from their ships operating off the west coast of North America. This programme has been in progress for more than ten years and is carried out in an attempt to better understand the current pattern along the Pacific shore of North America. The bottles all contain a bright red postage-paid postal card with a printed message in both English and Spanish; many of the bottles are picked up in Mexico and Central American republics.

The records kept by the oceanographers at Scripps Institution show that only about five per cent. . . one in 20 . . . of the bottles are ever recovered.

Australia's Export Flour Went Up With a Bang

IN Western Samoa where Whites can be Samoans and Samoans can be white, Peter Plowman told a PIM reporter in July of the whitest Samoans he's seen to date.

In the course of a pleasant drive along that beautiful rugged coastline east of Apia towards Falefa, where the road takes a sharp bend onto a bridge, Host Plowman pointed up stream.

"That was where they shot the scenes for 'A Pattern of Islands', he said. 'If you've read the book you'll know that there was one amusing incident in connection

with an explosion—but the one in the book had nothing on this.

"I had the job of organising the film explosion, and the director took a lot of satisfying. We kept adding more sticks of gelignite to make each shot more spectacular, but he still wasn't satisfied. Then he suggested we increase the charge by a few more sticks and add a few sacks of flour to improve the effect for the cameras—and up she went! The effect was rather better than anticipated. Every one of the Samoan chiefs and other spectators within half a mile was as white as a ghost when the smoke cleared—covered with finest Australian flour!"

You Can't Always Win

A STORY we would like to have a little more of—as extracted in its entirety from the August 9 issue of the *reneoed Government Cook Islands News*:

ACCIDENT

The hospital ambulance was badly damaged when it ran into a coconut tree while coming down the hill from the Sanatorium. There were a number of casualties and a report from the hospital this morning says that all of them are fine and doing well.

Only The Dead Would Lie There

NO use hopping into anything with your hob-nailed boots on. Not these days. The scientific approach, psychiatry — that's the trick. And it applies equally well in New Guinea as anywhere else, so the experts tell us.

In Port Moresby recently, Mr. L. M. Tomlison, a Cambridge graduate, told a Reuter correspondent how the Health Education Council has been set up—old Brown Brother to undeceive—and that nothing

TOURIST ATTRACTION

The hills around Rabaul, NG, are honeycombed with tunnels driven through by the Japanese during the Pacific war, when Rabaul was used as a big Jap base. Rabaul people take little interest in them, but they are a very big attraction to tourists. The size of some of the caves can be seen in this photograph. The harbour is in the background.

Photo: M. R. Hayes.



that the Trick-Cyclists have ever learnt from more sophisticated patients will go unturned. The first aim of the Council is to find out what the attitude of different native groups have to various aspects of health and sickness. Many things that are taken as sensible and logical by us are simply left for dead by natives if they cut across local *tambus* and customs.

As an example of where the best intentions can lead us, Mr. Tomlison told of the very splendid 40-bed ward that was added to an out-station hospital in the Sepik District. On opening day every bed was full, but 24 hours later every patient had got up and left. When the beds had been built, shelves were made underneath so the patient's bits and pieces and food could be stored there. But in this community the only people who lie down with food stored underneath them are dead men, and no one was going to tempt Providence to that extent.

Careful—They're Dynamite!

SIX 3.7-inch anti-aircraft shells with British markings and date-marked 1941 were picked up from the sea-bottom alongside the Suva wharf during dredging operations in September. They had obviously been dropped from a sling in wartime cargo-handling operations.

When the first two shells, considerably dented, came up in the jaws of the dredge grab, work was promptly halted until an expert had a probe!

A further four shells were brought up later in the day.

A Matter of Goats Identification

ONE of Fiji's old-time and well-beloved hard cases was Tom Burness, of Caboni—which is on the road, nowadays, to Penang from Tavua.

It was years before I saw what a lovely spot Caboni is, and came face to face with old Tom, of whom I had heard quite a few stories. Perhaps the best one was of quite early days, when the Thomas Brothers and old Tom were neighbours.

The back boundary of each estate was more or less the sky line; and both estates had herds of semi-wild goats running up in the hills.

The ownership of those goats was for years a source of argument. Whenever a cutter-load of goats was sold by one estate, the other would swear it was their herd that had been raided, and there was general hell to pay.

Then, one day, in Levuka, one of the Thomas Brothers met old Tom, and after a few neighbourly squabbled faces, he said in a mellancholy moment: "Look, Tom, let's cut off all these arguments about the goats. We will cut an ear off all of our goats, and, in future, any goat with an ear is ours."

"Right," said old Tom—who loved an argument and visualised a possible court case in Levuka. "That will do me. And any flaming goat with no flaming ears at all is mine." —C. WAGER.

It Went Thataway!

BECAUSE of heavy over-jamming, the Rarotonga short-wave broadcasting station has shifted to a new transmitting frequency. The instructions in the Rarotonga daily news sheet as how to locate it on its new spot on the receiver dial made technicians wince, but the explanation probably met the situation.

It was given this way: "New frequency 5050 kc/s — about a quarter inch from the old frequency of 4965 kc/s".

To the boffins, that's something like saying it's about an inch from Sirius to Cygnus.

On The Beach

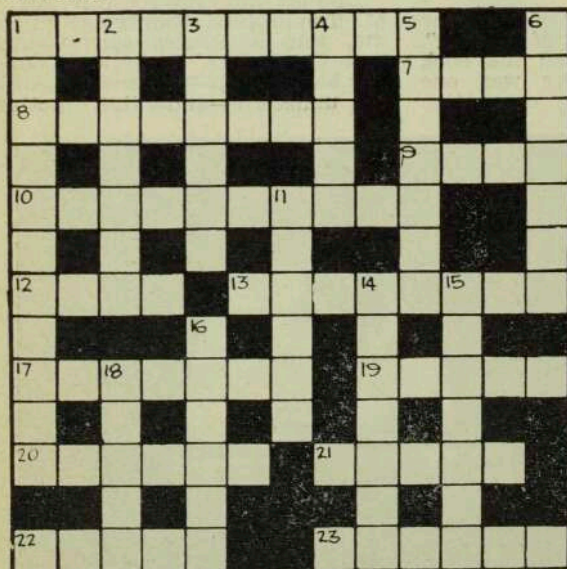
GOOD on Professor Morris, author of *Britain in the Pacific* (PIM, August). For me he has settled a family argument of long standing. For years I have been taken to task by my high school daughters whenever I used the phrase "beche de mer". I pronounced it as we did 40 years ago in the islands "beach de mar".

In stating the phrase is of Portuguese origin, the Professor backed up by no less an authority than the Eleventh Edition of the *Encyclopaedia Britannica*. Biche Portuguese for slug, and what's beche de mer but a slug? Admitted among rude island men 40 years ago the lowly animal was given names more vividly descriptive. Again I thank the Professor for giving me the golden opportunity of correcting my bluestocking family. "Beach de mar" now accepted by them.—W.B.

CROSSQUIZ

— ACROSS —

- 1.—Who was Emperor of China when Marco Polo visited that country?
- 7.—Which bird which always arrives in Egypt when the Nile begins to rise was held sacred by the ancient Egyptians?
- 8.—Which Australian bird imitates the notes of other birds?
- 9.—Which English king imposed "Peter's Pence" as a gift to the Pope for absolution?
- 10.—Which Christian body was founded by John Wesley?
- 12.—According to legend, who was the first to cultivate the vine?
- 13.—What sea is distinguished by the masses of brown seaweed that float in it?
- 17.—What gas is used in liquefied form for refrigerating purposes?
- 19.—"Go down to Kew in — time"?
- 20.—What important gas was discovered by Priestley?



(For Solution see page 93)

- 21.—On the banks of which river are the greatest ship-building yards in the world?
- 22.—In Roman times, what open place was the official centre of a city's public life?
- 23.—What is the term for the transparent, horny membrane which forms the front covering of the eye?

— DOWN —

- 1.—What is the highest mountain in Africa?
- 2.—Which French tennis player, twice Wimbledon champion, is still competing at 50?
- 3.—What name did the Romans give to Britain?
- 4.—In Greek mythology, what place situated within the earth was the abode of the dead?

- 5.—What is the capital of Cyprus?
- 6.—What grass is used in the manufacture of paper suitable for the highest-quality printing?
- 11.—Who is considered the greatest and most important of the Old Testament prophets?
- 14.—Which great Italian astronomer established the law of falling bodies?
- 15.—Against which deadly foe of Christianity was the Third Crusade undertaken?
- 16.—Which Archbishop of Canterbury under William II and Henry I was canonised in 1494?
- 18.—What is the title of a city magistrate in this country equivalent to a "provost" in Scotland?

THE SOUTH PACIFIC SAYS GOODBYE TO AN ERA

When Tasman Empire Airways' last surviving Solent Mark IV flying-boat retired from the Coral Route in September, a very colourful period in aviation history ended.

THE 4,600 mile round-trip Coral Route between Suva and Papeete was the last regular flying-boat service of any importance anywhere in the world. Only others are now essentially local services in remote areas.

TEAL's conversion from flying-boats to modern jet-prop Electras is being made in two stages.

Stage one, which started in September, involves Super DC-6 aircraft flying between Nadi and Papeete, landing there on the partly completed international airport at Papeete. The second stage will take place about the end of next March, which time development of the Papeete Faaa airport is expected to reach the stage where it will be capable of handling Lockheed Electras.

Flying-boats have served both the U.S. and the airlines of the world faithfully, faithfully for a generation, thus a certain adventure and romance attached to the flying-

boat's operations passes with this now completed era in South Pacific aviation.

The change to land-based aircraft could not be avoided. On the economics of operating the aircraft, it was inevitable. The flying-boat as an aircraft type has had its day.

Yet it is easy to forget that for six years from the outbreak of World War II, TEAL's two S.30 flying-boats were New Zealand's only reliable and regular contact with the outside world.

Flying-Boat History

First airline into the field of long-distance international air transport was the old Imperial Airways, forerunner of BOAC. Following several years of planning and experiments with earlier model seaplanes, Imperial Airways in 1935 selected Short's Empire Class flying-boats as the most suitable with which to open up the longer commercial routes.

By the outbreak of World War II, Imperial Airways was operating a number of important routes including the Kangaroo Service to Australia (in partnership with Qantas), the lucrative New York-Bermuda route, and a somewhat irregular non-stop North Atlantic service to the United States.

PAA Sikorsky flying-boats were about this time pioneering several international services in the Americas and across the Pacific. In the late 30's, the name "flying-boat" was synonymous with the larger "international airliners".

TEAL was early in the field, also. The New Zealand airline was formed in 1939; was ready for operations the following year.

With the outbreak of war, the old Empire Class flying-boat was improved, and dressed suitably with guns and bombs.

As the Sunderland, the improved British flying-boat made countless patrols and sorties for the RAF's Coastal Command.

Trans-Tasman in 1940

Three S.30's—longer range civilian version of the Empire—were ordered by the young New Zealand airline. Two only were delivered, the third being destroyed by German bombers while still under construction in the factory.

With these two flying-boats, TEAL in April, 1940, established its regular trans-Tasman services, which have been maintained and extended



SOLENT PAYS OFF. Captain Shephard receives from Pilot Officer G. A. Danvers (right) on behalf of the RNZAF an 11-foot paying-off pennant just before he took TEAL Solent "Aranui" on its final trip from Laucala Bay, Suva, on September 14. At left facing the camera is Group Captain A. A. N. Breckon, commanding officer of the RNZAF base, and next to him, holding a package, is Mr. John Wisdom, TEAL's Suva manager.

—RNZAF Photo.

through five generations of aircraft.

In its association with the flying-boat, probably few airlines had more experience than TEAL—more than 20 years when the Coral Route boats finished last month.

The two S.30's were used by the company on the Auckland-Sydney services until, in 1946, they were replaced by four Tasman class Sandringhams, a still further improved version of the Sunderland flying-boat.

Next and final flying-boat operated by TEAL was the Solent Mark IV. Four of these joined the company's fleet in 1949. With the arrival of the Solents, TEAL's services were extended to Fiji, and later to Tahiti.

First land-based aircraft operated by the New Zealand airline were DC-6's, three of them being bought to replace three of the Solents in 1954. The most recent change was the re-equipment of TEAL's fleet with jet-prop. Lockheed Electras. They have serviced all TEAL routes

(Continued on page 99)



CAPTAIN JOE BOWS OUT! The final flight of a flying-boat on the Coral Route means the end of the South Pacific's colourful personality. Joe Shephard has to change to land after one and a half years' air time on boats. "Captain Joe" is one of the most experienced flying-boat captains, more than 2½ million miles up, and has been Senior Route Captain on the Coral Route for seven years. "Captain Joe" is somewhat of a legend in the Islands of the Coral. Passengers write to him as "Dear Joe" and many of his letters have simply been addressed to "Captain Joe, Fiji"—and they reach him, too.

When The Mission Ship 'Duff' Met The Wild, Wild Women Of Marquesas

Compiled From Old LMS Records by R. W. ROBSON

As the full-rigged ship *Duff* moved slowly to an anchorage in Resolution Bay, Santa Christina Island (now called Tahuata), one of the Marquesas, on a shining morning in June, 1797, the voyagers saw an extraordinary thing. Captain Wilson thus recorded it:

"There appeared around the ship, seven beautiful young women, swimming quite naked, except for a few green leaves tied around their middles. They remained swimming and floating around the ship for three hours, crying 'Vahine, Vahine', which means 'Woman'."

None among the ship's company witnessed this fascinating sight with more interest, or concern — or both — than Messrs. William Crook and James Harris. These very young men — Crook was only 22 — had been chosen by the London Missionary Society to be the very first Christian missionaries in the Marquesas Islands.

CROOK watched the Marquesan girls' performance in the water without apparent emotion—his associates described him as "a strong and thoughtful young man"—but the timid and imaginative Mr. Harris really was shocked.

Already, they had been to Tonga and Tahiti, and 27 of the ship's complement of LMS missionaries, recruited for service in the unknown South Seas, had been left at one or other of these places.

Mr. Harris had been greatly upset by what he had seen in Tahiti. Already, Captain Wallis, Captain Cook, Commander Bougainville and Captain William Bligh had reported upon the social habits of the Tahitians, and the LMS missionary ship *Duff* knew what to expect—namely, complete freedom between the sexes up to the point of marriage, and the firm conventions of Europe unknown in Polynesia so far as they related to the clothing of the body and the act of love.

The LMS missionaries generally saw these as the habits of "a heathen people"; and they were not greatly upset, except that they displayed something like fanaticism in trying to introduce European standards.

But Mr. Harris had been much disturbed by what he had seen, and greatly hoped that in the Marquesas he would find a different kind of people.

Gazing down now from the ship's rail at the light-skinned young girls floating gracefully around the ship, Mr. Harris was filled with foreboding. These ladies had even less sense of modesty than those of Tahiti!

She Knew Not Shame

Canoes arrived, and several men were allowed aboard. One, a young chief, made urgent representations.

A Tahitian among the crew interpreted this as an appeal that his sister, one of the swimmers, be permitted to come aboard.

Captain Wilson agreed, and this is how he described the lady in his book:

"She was of a fair complexion, inclining to a healthy yellow, with a tint of red in her cheeks. She was rather stout; but she possessed such symmetry of features—as did all her companions—that as models for sculptors or painters their equals can seldom be found."

The Tahitian girl aboard the ship, who had adopted European ways, was distressed to see a woman there upon the deck quite naked. She rushed away and brought a length of *tapa* cloth, and wrapped it around the visitor.

The Marquesan, of course, did not

realise that she was a figure of shame—she accepted the *tapa* as decoration, swathed herself in it, and the original Eve showed out the way she preened herself.

The sober Captain Wilson wrote "This set her off to great advantage".

All this was witnessed by the girls still swimming alongside; and they set up a great wail—they wanted to come aboard, for similar treatment.

Naiads Meet Goats

So at last they were permitted to climb up onto the deck—described by the captain as a very remarkable spectacle, as they were completely naked except for the girdles of green leaves.

But the leaves did not remain there long. The *Duff* had carried some live-stock, which was ashore at the new stations for sustenance of the missionaries. So aboard was a small herd of goats, and the goats had had no green food for a long time. They rushed at the girls.

The girls leaped wildly away from these strange creatures—may somewhere in their myths, they had learned of Pan and the dangers associated with gods shaped like goats. But when they discovered that the animals wished to nibble not their persons but their girdles, their terror departed.

"They turned this way and that to avoid the goats," says Captain Wilson's chronicle, "but they were attacked at each side alternately and completely stripped naked."

The young women were prepared to be very friendly; but the officers presently cleared the decks, and shoo'd them away. Most of them simply jumped overboard, and swam shorewards.

When Chief Tenai learned that he was to get two missionary teachers, he was delighted, and promised accommodation and food.

Next day, Captain Wilson told Messrs. Crook and Harris as they



When the First Christian
Missionaries in the Pacific met
the Wild and Beautiful Women of
the Marquesas, not Everybody
was Captivated by their
Charms. For Instance, the
Experience was Just Too Much
for James Harris.



en paradise is
uesas are des-
today. They
north-east of
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the scenery.
tiki. Next to
Valley, and
Herman Mel-
-Typee, Nuku-
ra.



now them their new home. It
a pleasant place, and the light-
ed Marquesans gave evidence
uch goodwill.
e strong and thoughtful Crook
he would remain there, but of
imaginative Harris the Captain
e: "He behaved as if fear had
possession of his mind . . .
in short, seemed entirely to
lost his firmness and ardour."
t. Harris pleaded that he did
want the job; but the captain
ld not contemplate leaving
k there alone, and it was de-
l that the two should be taken
re, with their luggage, the next



June 7, 1797, Crook, with some
age, was established in a green
y near the anchorage, but
is was allowed to stay aboard to
up their goods and chattels,
ease in carrying.

June 8, the natives crowded
rd and the fearful Mr. Harris
that the women among them
naked, as before. They had
given "Tahitian cloth" wherein
othe themselves; but the Cap-
s book explains that the *tapa*
part in the water, so when the
s got ready to swim they took
their new garments, and arrived
d.

the crew were busy scraping and
ing, and the native girls were
to help them in their tasks.
sailors were more than ready to
ot their help; but (says the
ain) the officers kept the whole
any under firm restraint.

note was received from Mr.
k, expressing "perfect satis-
on" with his accommodation
treatment. The captain sug-
ed that Mr. Harris now might
him. Mr. Harris refused to
the ship, and his fear was so
ent that the captain let him

was evident that by now Mr.
is' terror of the Marquesas'
women was the joke of the
ionary ship.

A storm came. The bay was ex-
posed to giant rollers, so the ship
was taken away to sea, to ride it
out.

The *Duff* returned on June 14;
but there still was bad weather
about and, to avoid taking Mr.
Harris away in a sudden, necessary
departure, Mr. Harris, despite his
reluctance, was put into a boat,
with bag and luggage and sent to
join Mr. Crook in the village.

Another storm came and the
ship again went out to sea, but on
the 23rd she went back again, into
the bay.

When dawn broke on the 24th,
they saw a queer object on the
beach. It was identified, in better
light, as a rain-soaked Mr. Harris,
sitting dismally on his chest.

No Wife for Mr. Harris

It appeared he had settled in with
Mr. Crook, in a neat little native
house. After a week, it was
arranged they should go with Chief
Tenai to examine a distant valley,
where there was another com-
munity. Crook was more than ready,
but Harris finally refused to go.

The friendly and amiable Tenai
arranged a food supply for Mr.

Harris, during their absence; and
he left for Mr. Harris, despite the
latter's urgent protests, his fav-
ourite wife.

Crook and Tenai departed and
the chief's wife, according to in-
structions, moved in willingly
enough with Mr. Harris.

The language in which Captain
Wilson's journal describes the in-
cident is very restrained—after all,
the book is dedicated to the King
of England and written for the
heads of the LMS—but the sequence
of events is clear enough.

The chief's wife fulfilled Mr.
Harris' worst fear by displaying an
eagerness to care for him; and one
gathers that she was very firmly re-
pulsed.

In Marquesan society, this was
no way to treat a lady; and so the
chief's wife carried her grievance
to the other women of the village.
They (according to the solemn
record) "became doubtful of his
sex".

That night, while Mr. Harris was
asleep, the chief's wife and a couple
of her friends crept into his hut,
to find out if he were a man or a
woman. I quote the captain's nar-
rative:

(Continued on page 97)

Do You Remember?

In England 20 years ago this month, the German air offensive was reaching its peak, with attacks being almost ceaseless. There was, said "PIM", no real answer yet to the night bombing. As this went on over there, over here the South Pacific was becoming more and more involved with what was soon to be a World War.

Here are some extracts from the issue of October, 1940.

There was big news from the French possessions in the Pacific. The colonies declared themselves clearly and unequivocally for Free France and the British Alliance, with the Nazi-dominated Vichy Government repudiated. Hero of the hour was the pro-de Gaulle Resident Commissioner in the New Hebrides, Henri Sautot. Sautot arrived in New Caledonia aboard a warship and took over as Governor. More than 1,200 Free Frenchmen announced they were anxious to join de Gaulle's forces against Germany and many of them said that if they could not join de Gaulle they would like to form a unit of the Australian Army.

A Suva correspondent reported that "notwithstanding the copra industry having completely collapsed, and the banana trade being little better, the finances of Fiji are buoyant". He says doubtless this was owing to the sugar and mining industries continuing to give profitable returns.

With little notice from the Australian newspapers, Charles Henry Karius, one of Papua's noted explorers, died in Sydney on September 19 at the age of 47. He had been ill for some time. The most outstanding event of Karius' career was the expedition which he led across the centre of New Guinea in 1927. Accompanied by Mr. Ivan Champion, he found the source of the Fly and Strickland Rivers, and the headwaters of the Sepik River.

The Fiji Government announced that it would start immediately on the construction of a sea plane base at Laucala Bay, near Suva. It said that Pan American Airways had promised to include Suva as a regular call on its airmail service from America to New Zealand as soon as the base was completed.

Things were grim in Rarotonga. Rightly or wrongly, old residents were blaming New Zealand's Labour Government for the state of depression in which the fruit industry had found itself. Old residents were leaving the island one by one, "to escape the blanket pall", as one correspondent put it.

Although it was to be another 12 months before the Japanese were to make their real influence felt in the South Pacific, the Christian Missions were already hard hit. The big trouble was that subscriptions from Britain had fallen off at a great rate and the Missions were in financial difficulties. With the depressed state of the copra market, the natives, too, were unable to give as they had in the past, and medical work by the Missions everywhere was at a reduced tempo.



The girls' school run by the Sisters of St. Joseph de Cluny, here seen in the centre of the picture, is one of Noumea's landmarks. The Sisters have just celebrated their centenary in New Caledonia.

The Wonderful Sisters of Noumea

From Fred Dunn, in Noumea

The month of August has seen the centenary of an order of nursing sisters with a remarkable influence on the New Caledonian people and their way of life.

IT is the Roman Catholic Order of St. Joseph de Cluny, four sisters of which, on August 26, 1860, arrived to nurse in the new naval hospital at Noumea, then known as Port de France.

France had taken possession of Noumea only seven years before, and when the four sisters arrived in Tahiti aboard a French vessel they found that communications between Tahiti and New Caledonia were almost non-existent. The master of the British vessel *Montfort* agreed to give them a passage, but it was a frightening passage as a letter by one of the sisters, still in the Archives, tells.

It was a leaking ship and the master had never sailed the course to New Caledonia. The *Montfort* struck a reef in Tonga, and (according to the writer) it was their supplications to the Virgin Mary that finally got the ship off.

From Tonga the *Montfort* passed through a cyclone before finally

Sister Othilde with some of the young native lepers in her charge. These are soon to be discharged—cured, for they were caught in time and have suffered no mutilation. But Sister Othilde will remain—she herself has contracted leprosy.

Photos: Fred Dunn.



ing at the Isle of Pines, where
tive pilot guided the vessel to
nea.
om 1860 to 1903 the Sisters of
oseph de Cluny nursed in the
ial hospital. This was at a
of France's great transporta-
era. France decided to trans-
prisoners to New Caledonia in
and continued until towards
nd of the century.

Dread Voyages

ters of the Order accompanied
le prisoners on the dread
ages out. They comforted
ners in the hospitals and they
always present in the worst
—the Isle of Nou, Bourail,
s and the Isle of Pines.
ey cared for the outcast lepers,
were first isolated on islands
oumea's harbour. Their only
ort then were the visits of the
S.

en much later the lepers were
d to the former transportation
e and hospital at Ducos, in
ea harbour, the sisters took
e. In 1933 they were officially
responsible for the Ducos
enide colony.

der their care, and with the
ance of the New Caledonia
nment and the New Zealand
Trust Board, it has become a
place.

e of the sisters, Sister Othilde,
acted the disease. Though its
ess has to a certain extent
arrested, Sister Othilde will
leave Ducos, for she will de-
the remainder of her life car-
or the native lepers.
er Othilde is a member of the
n of Honour.

pite their great record of nurs-
work of this nature, the New
onian sisters are especially
n to the present generation for
education work. They began
ing soon after their arrival in
Teachers were sent in the
days to country centres which
sufficiently civilised to receive
but in recent times the sisters
concentrated exclusively on
ducation of girls in Noumea.

Imposing Building

y maintain their school in
is probably Noumea's most
ing building, completed about
years ago. Total enrolment,
both boarding and day pupils,
00.

ough the capable hands of
devoted women have passed
at many of the mothers of this
ry, and it would be no ex-
ation to say that due to the in-
e of the sisters in shaping the
of the people New Caledonia
been spared the modern age
e of juvenile delinquency.

Order of St. Joseph de Cluny
ounded in France in 1807 at a
ularly difficult time, when
clericalism was rife.

its foundation the Order had
members. Today it has 4,000.



A Brett Hilder Profile

HE'S A LIVELY N.G. BUSINESSMAN

Alfred Alexander Hopper of Rabaul, is about the liveliest businessman in New Guinea. He was born on the North Coast of New South Wales in 1908, as one of a family of 10. He finished his formal education at Taree High School and then joined the T. & G. Mutual Life Assurance Society.

DURING the war Alex was in the Army, and saw service in New Guinea, which gave him a strong desire to return there. After the war he went back with T. & G., but 1948 found him back in New Guinea arranging insurances "for a start"; he found so much insurance waiting to be written that he got a very good start indeed. He then launched out into plantations, his first purchase being Belik Plantation on New Ireland.

He has since bought Klinwater Plantation in the Bainings, New Britain, and in other cases he has formed companies to take over certain plantations, with himself as managing director. A recent one was Bali Plantations Limited, which Alex floated on the Sydney Stock Exchange. Alex has formed A. A. Hopper & Company to operate in island merchandise, cocoa buying and other business.

In addition to insurance, Alex is also a stockbroker, and still finds time to be the father of a family.

In 1954 he married Miss Patricia Clarke, formerly regional Librarian at Rabaul; they have two children, Patricia Jane, born in 1955, at Guildford, Surrey, and Paul Edward, born at Rabaul in 1956.

'Bounty' Ready For The High Seas

HMS "Bounty", 1960 MGM version, was to be handed over to the film company by the Lunenburg, Nova Scotia, shipyard of Smith and Rhuland, Ltd., about the end of September, and will then soon head for the Pacific to take part in a new "Bounty" film. It is possible that some of the scenes may be shot at Tahiti.

The three-masted vessel measures 118-ft. at deckline (compared with the original "Bounty's" 85-ft.), 110-ft. waterline, has a beam of 30½-ft. and a loaded draught of 12-ft. Powered with a pair of 300-hp diesels, the nautical critics can only hope that in the finished film "Bounty" will not be seen flying along at 12 knots with the sails all aback and the sea unruffled by a breeze. However, they will be comforted to know that the builder's yard is one of the most famous in Nova Scotia—having built the famous "Bluenose" Grand Banks fishing schooner in 1921. It won the MGM contract against competition from Japan, the US, and a Vancouver yard. The price was \$500,000.

The keel was laid on March 3 and the vessel was launched August 27. She was scaled up in size to permit inclusion of a great deal of comfortable accommodation for the nine officers and 22 crew, much electric generating plant, and substantial deep-freeze equipment. Of 500 tons deadweight the ship will have a cruising range of 5,000 miles and a sail area of about 10,000 sq. ft.

In addition to playing the part of HMS "Bounty", the vessel, slightly altered, will also play the part of the frigate HMS "Pandora" which was later sent out by the Admiralty to capture the mutineers.

Marlon Brando will play Fletcher Christian in the film, and Trevor Howard may take the part of Bligh.

BELOW: Mr. and Mrs. Leslie Quintal, both direct descendants of the "Bounty" mutineers, celebrated their Golden Wedding anniversary on Norfolk Island on September 15. There was a big party, and among the guests were Mr. and Mrs. E. C. Robinson (also in the photo) who recently celebrated their Diamond wedding. Mr. Quintal is at the rear, left; his wife is on the right.

Photo: R. Hoare.



THE MONTH'S NEW READING

WITH JUDY TUDOR

1,100 Years And 1,000 Pages With Michener

If James A. Michener's latest novel "Hawaii", had been his first, we imagine that book-reviewers would have tumbled over themselves to pronounce it a masterpiece. As it is, they (or those in this part of the world, anyway) have tended to be niggling about this prodigious piece of writing, 1,000 pages long and never a dull line in the lot of it.

THIS is probably more than mere desire to tear down the successful. Australians have never been able to take Michener seriously since he allowed himself to interpolate a great deal of tripe into what was otherwise a fairly accurate account of Australian life in *Return to Paradise*.

The righteous feel, too, that he has been inclined to commercialise his art in undignified pursuit of the dollar—as for example in the current and awful TV series about a sort of cruising-yacht, nautical Perry Mason type who floats around from Pacific Island to Pacific Island solving mysteries.

Michener lends his name to these pieces which go under the blanket title of *Adventures in Paradise*, and are the worst form of Islands exploitation since the days of the blackbirders.

But even if some reviewers down here are inclined to damn his latest piece of real writing with faint praise, we doubt if it is troubling James A. Michener over-much. Having seen something of his business-like method of working when he was here years ago collecting material for *Return to Paradise*, we imagine that he is more interested in the fact that *Hawaii* topped the best-seller list in the States for months.

Great Length

Michener obviously intended this book to be a saga of importance and any other writer with less horse-trading sense than he would have produced it in four volumes, on the score of its length alone. He serves up the whole kitchen in one meal and relies on his technical skill to keep the appetite of his reader continually whetted.

It is obvious, too, that it was deliberately written to be a best-seller and the fact that it is, is probably the point where erudite reviewers sniff: No book that has pretensions of being an "important work" has any right to be so consistently entertaining!

And lastly, he uses it as a vehicle for carrying an idea—the idea that

out of the racial melting pot that Hawaii became in the 19th and 20th centuries, has emerged a special human being—the Golden Man of his novel. This theme is the pivot upon which the five stories of the novel swing. How much Michener genuinely subscribes to this idea—and it is a Golden Man of universal thought rather than a mingling of different blood; or how much of it can be attributed to the fact that his present wife is Japanese, it is impossible to say.

The novel covers about 1,100 years, from the time the Tahitians supposedly settled Hawaii, until roughly the present. Most of the action, however, takes place in the last 150 years, beginning when the first New England missionaries, in a tub of a sailing ship, under incredible conditions, fought their way round Cape Horn to save the

souls of the Hawaiians for Calvinistic God and their bod from the rapacious whalers a sandalwooders.

Mission Background

The section on the early missionaries, of novel-length itself, portrays the best and worst of the early 19th century concept of Christianity—a concept that in the fullness of time brought missions into head-on collision with more liberal thinkers in most of the Pacific Islands.

From this early Hawaii missionary group, some individuals inevitably broke away and went still honouring God, honouring Mammon as well. It was these people who laid the foundation of Hawaiian wealth—wealth that was nevertheless, held tightly within an enclave of following generations of these same families.

In order to work their sugar fields they had to have labour, and the Hawaiians were useless in that capacity, they followed the worn pattern and imported it from abroad. In this way Chinese were introduced to these islands and when they deserted the fields for urban shopkeeping, the Japanese came in their stead.

Separate Stories

This is the background of the novel, and employing the same technique he used in *Tales of the South Pacific*, Michener tells separate stories through central characters.

In the story of the missionary

BROWNE OFF!

These verses, or something like them, were sent to us by Mr. Sid Pasley of Kavieng, New Guinea. Mr. Pasley may or may not be the poet responsible but in any event, although the original version was appreciated around "PIM's" editorial office, a few lines were not suitable for the tender eyes of our readers. This slightly expurgated edition, while tamer, still gets the idea over that you can have too much of the romantic islands of the South Pacific.

*I haven't travelled far, but I've heard a blooming lot
Of the beauty of the tropics, and that stupid sort of rot—
Of the mountains and the valleys and the coconuts so tall,
Of the gentle, balmy breezes and the pretty ports of call,
Of the shy, enchanting natives and their quaint, peculiar ways,
Of the luscious, lissom maidens and their happy, care-free days.*

*But now I've seen enough of it. My sentiments are plain.
So far as little me's concerned, it's just a bloody pain!
For I hate the ruddy natives, and I loathe the ports of call,
And the blasted, blazing sunshine, and the coconuts so tall,
And the luscious lissom ladies—who'd want to make a pass
At a bosom that's all wobble and a skirt of dirty grass?*

*And the Islands are not pretty—they're just another drudge—
If you don't believe my simple words, come up and be the judge.
And when some silly blighter says, "It's such a pretty place!"
Ignore the stupid bastard, or hit him in the face.
You'll be doing me a favour and protect yourself as well
If you say, "Your coons and coconuts can go and stew in hell".*

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it is wispy Abner Hale, whose religion was terrible in its ignorance and rigidity although it turned what should have been a rabbit of a man into a raging lion at the first whiff of what he conceived to be "sin".

In the Chinese story, the action hangs around Char Nyuk Tsin, who lived 105 years and, escaping every peril from being sold into a brothel to contracting leprosy, founded a dynasty. Officially never more than a concubine; officially never a mother (she took the title of Wu Chow's Auntie to her grave); she bore five sons and left her stamp on a Hawaiian century.

And in the Japanese story there was Kamejiro and his wife Mori

Yoriko, perhaps less dominant characters than the others, but part of the sum that added up to the Golden Men.

Through the stories of these three peoples, Europeans, Chinese and Japanese, and down through the generations, there runs like a thread, the descendants of the 300 lb chieftainess Malama Kanakoa, who had welcomed the missionaries on their arrival and who, in Hawaiian fashion, was married to her own brother—a fact that, above all others, horrified the New Englanders.

When all the strands of Michener's novel are tied up in the end, in his Golden Men, it probably matters little to the theory

that the only direct descendant Malama is Kelly Kanakoa, Honolulu beach-boy whose chief function in life is sleeping with Reno divorcees and keeping them happy.

Whether you accept the author's theory that Hawaii has produced the Golden Man who can see both East and West; that Hawaii is a microcosm what the rest of the world could, or should, be; probably neither here nor there against the undeniable fact that this is one of the most extraordinary novels produced by a contemporary writer.

The size and scope of the novel are nothing of themselves; but as to them the ingredient of sustained technical excellence and it is m quibbling to deny the talent of the person who produced it.

(HAWAII. Published by Secker Warburg. Australian price, 37/3.)

New Light on An Old World

IT is just over 101 years since a man named Edwin E. Drake, a little town in Pennsylvania, USA, showed the world that mine oil that had been trapped in the earth millions of years before could be recovered by drilling and lighting the lamps of civilisation.

In 1859 people were, of course, interested in nothing more revolutionary than getting better oil for their lamps than rendering down whale blubber. But Drake's discovery was to be far-reaching in fact it made-over the world.

One of the most interesting books received this month is a publication produced for the Petroleum Information Bureau of Australia called *This Age of Oil*. It tells in a magnificently produced book, the full story of oil, particularly as it applies to Australia, from the first oil lamps to the latest £40 million refinery.

Probably even more fascinating than the stories in this huge book are the ancient illustrations and advertisements from the days when the "horseless-carriage" was a novelty that many believed "would not last", and a liquid called benzine came in two 4-gallon lots in a pine case.

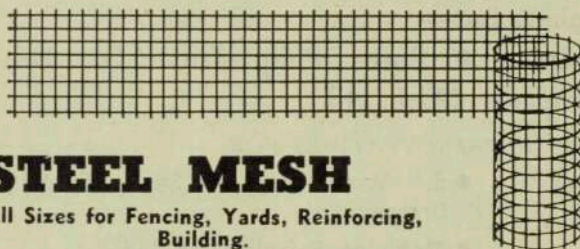
Only slightly less quaint is the story of early aviation and pictures of primitive aircraft being fuelled by hand from drums carried in a horse-drawn dray.

Closer to us in time are the much more than 35 m.m. size monsters that ruled our lives between 1941 and 1949—the thrif cursed petrol coupon.

Pictures of these, of the war-time queues for ration tickets, and the devices with which we tried to overcome the shortage—the terrible charcoal-burning "gas-produce" and the unwieldy barrage-ballo

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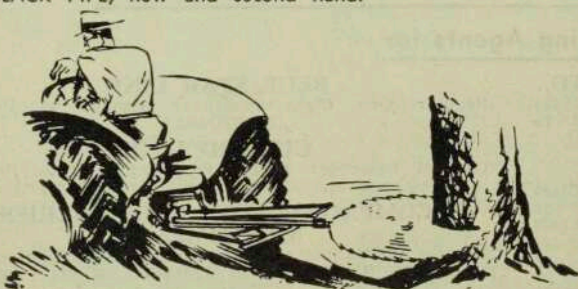
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gas bag—bring back unhappy memories.

Motorists who had expected that end of the war would automatically bring about the end of rationing... were disappointed and irritated when it appeared that would continue indefinitely," says narrator with considerable understatement. It was the power on this occasion that swept the Labour Government, which ended rationing, in the elections the end of 1949 and gave the Tories' Government, which promised its abolition, a land-slide victory. (Petrol rationing ended February, 1950).

The rancour which post-war rationing aroused," says our story, and depressing experiences with producers are apt to stick in memories of citizens after the achievements of the wartime rationing of the industry are forgotten.

which is a polite way of putting in retrospect, the scrounge for oil coupons, and the brewing of mixtures of kerosene, wood alcohol, cleaning spirit or embalming fluid to keep the family car running, outweigh all of the discomforts of the war-time rationing put together. After rationing ended, and nothing vital at stake, the bartering, selling and borrowing of petrol coupons developed into a large-scale racket. Even the most law-abiding of citizens had scruples about these

coupon troubles, the fact that the oil companies combined to produce unbranded Pool Petrol, and the amazing discovery made by motorists that their cars would run on the most unethical mixtures, another effect on the post-war Australian motorist that *This Age of Oil* does not mention.

Before the war, most motorists "sold" on one particular brand of petrol and demanded it. But eight years when any petrol "good" petrol, and probably far prior to the mixture they had in their tanks, they were never so sold on. Probably the one-brand petrol station, that is so much a feature of the present Australian scene, has had something to do with it. In the days when stations sold all brands, you could play your fancy. These days you go to the nearest or most convenient and simply take what they've got.

THIS AGE OF OIL. Published by J. and Robertson, Ltd., for the Petroleum Information Bureau, and obtainable from either at 30/- Aust.)

e's Progress,
in Style

ROL FLYNN'S last gift to an ungrateful world, *My Wicked, Wicked Ways*, was obviously given by a fellow who was so stiff that posterity would

quickly forget his sins that he was determined to have something in printed, permanent form to establish the facts once and for all. No one is likely to be so astounded at the wickedness of Flynn as Flynn himself was.

Early in the 386-page, soul-baring he states that to the public he was the everlasting phallic symbol, and is inclined to blame upon this much of his unorthodox behaviour. At the same time, he implies that the fact that he was forever cast in swash-buckling roles, when in his innermost heart he yearned to show that he had great gifts as a dramatic actor, frustrated and frazzled his nerves to the point where he was driven to sexual, alcoholic and other excesses. In fact, according to Mr. Flynn's book, Mr. Flynn had a

pretty terrible time, pushed relentlessly down a narrow lane from which there was no relief or escape except in making a fool of himself.

This conception of himself, as the victim of Life itself, persuades him to reveal all—even down to two attacks of gonorrhoea, one from a Kavieng mary and the other, New York type—in an endless recital of his more disreputable adventures that in the end become merely boring.

It is probably the lack of subtlety in this woman-by-woman description of Flynn's progress, that gets it by the censors who come down so flat-footed against the *Lolitas* and the *Carlotta McBrides*. It is doubtful if *My Wicked, Wicked Ways* could be held to "tend to deprave and corrupt", as the Police

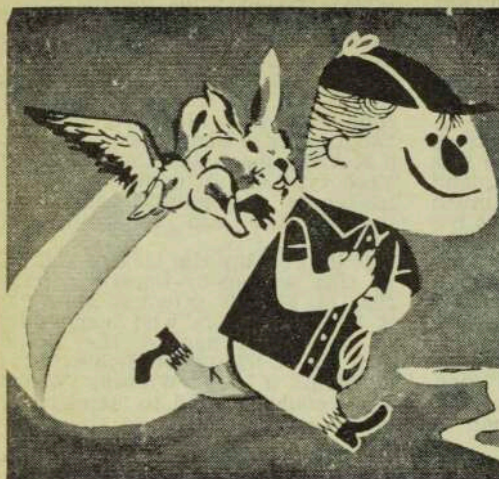
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have it. Flynn manages to live a life of sin sound about as interesting as an unrelieved diet of yam.

According to Flynn, he spent five years in New Guinea, 1927-32, and is remembered by some old Territorians—mostly, of course, because he became a film star later. The fact that he devotes about one-third of his book to this section of his life seems to show that the story made some sort of impression on him, although any resemblance between events as Flynn tells them and how they really happened is crystal-pure coincidence.

The passages that appeared in the original edition of this book, depicting an imaginary massacre of miners in the Madang District, a fictitious expedition in which Flynn took part, and the subsequent hanging of the native ringleaders—all of which was raising the eyebrows of old Territorians some months after it had been left out of the UK edition which is the only one available in Australia.

The only massacre of miners at that time occurred in the Britain District. Flynn was not against those who went in to apprehend the murderers, nor were the natives ever hanged for this—but this particular flight of fancy was only one of many Flynn concocted over New Guinea.

He describes, for example, how he went shooting Birds-of-Paradise in Dutch New Guinea and was followed by a Dutch District Officer to the banks of the Sepik River, which Flynn and his boys crossed and thus escaped to the "Australian side". It is a pity he couldn't have looked at a map of New Guinea to refresh his memory before writing that one.

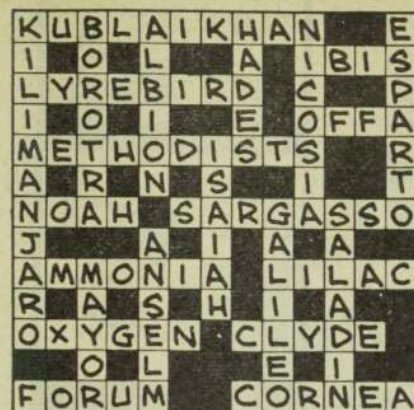
He tells how he finally got to New Guinea, with the help of his father's friend, an anthropologist called "Charley Chimery"—we can imagine the real P. Chinnery being pleased that, although, according to Flynn, he wasn't to know that the shaving-brush handle was of "stolen jewels".

Finally Flynn did get off—having arranged at "Barclay's" in Rabaul to send his last ounces of "Edey" Creek gold to London; and having invested in a lot of cut and uncut diamonds from an IDB—Illicit Diamond Buyer—turned up on Rabaul wharf, in unlikely places.

It seems that having let 27 years pass between the time he perpetrated in the Territory and when he wrote his life story, he was apt to confuse what he had actually done in P-N-G with what he had done somewhere else had done in Africa.

Although what he wrote of New Guinea is largely piffle, although, by his own telling he himself broke almost every written or unwritten law while he was

CROSSQUIZ SOLUTION FROM P. 82



there, he nonetheless manages to leave the impression that New Guinea was run by a team of pin-headed bureaucrats devoted to the worst principles of "colonialism".

It's about the only subtlety in the book; and heaven knows what the New Guinea of that day did to deserve it.

(MY WICKED, WICKED WAYS. Published by Heinemann, Ltd. Australian price, 26/-.)

Amongst the MG's And Aston Martins

BY and large the sport of motor racing is not popular in Australia to the same extent that it is overseas. Possibly because there are not so many of the idle rich here; nor the big manufacturers who give a backbone to Continental racing with their "work's teams".

Nonetheless, David McKay, by devoting a large section to European racing and another to long-distance touring, manages to get a full-sized book out of it, which he calls *Behind the Wheel*. (McKay road-tests cars for Sydney *Sunday Telegraph* and *Motor Magazine*.)

By and large this is a book for the devotee, as most of it is written in a language that the layman wots not of; but even if you are not passionate about pistons, valves or revs; or don't know a big-end from a Bugatti—you still might squeeze a bit of entertainment from this book.

The only motoring events that have really captured Australian public imagination were the Round Australia Trials, sponsored by some of the oil companies. These kicked off with the most famous of them all, the Redex Trial of 1953, and continued as an annual event for about five years until even the public got bored about expensive cars being smashed up on outback roads by professional and amateurs alike.

McKay drove in most of these

events, and even if you have inhibitions about beating up a brand new car on the very odd chance of winning a cash prize and glory, he makes it sound entertaining.

In 1954, seeking a wider field, he and his wife drove a Volkswagen Kombi van—which they christened the Carton—from Sydney to Europe or at least, from Sydney to Perth; and from Bombay to London (by way of Kashmir, Teheran, Ankara, Athens, etc.) The project was designed to get them to Europe in time for the 1955 summer racing season, and the big moment of the whole adventure was to be when they drove up to the VW works in Wolfsburg, Northern Germany, and received the full, red-carpet treatment.

That's what they thought. But what actually happened was that they were met outside the prison-like factory by a Gestapo-like guard who had never heard of them, and were finally allowed entrance to the Export Division which had never heard of them, either. (McKay had notified the company several times en route of his progress and time of arrival).

They sat in a freezing ante-room for an hour and then were approached by a harassed little man who said it "wasn't a tour of the plant day" but if they liked, he'd show them something of the factory and they could get lunch in the canteen.

When a few uncomplimentary Australian things had been said about VW's public relations, he scuttled away for 15 minutes then came back and said the Kombi could be greased, oil changed and throttle repaired—but nothing more. No one was interested in the van, or that it had been driven 15,000 miles and was still reasonably healthy. No one even looked at it.

(BEHIND THE WHEEL. Published by Ure Smith Pty., Ltd. Australian price, 25/-.)

All Done By Sorcery

CHRISTOPHER LANDON'S *Ice-Cold In Alex* got the whole treatment when it was published in 1957—Book Society recommendation, *Saturday Evening Post* and *Argosy* serialisation and was then made into a successful film.

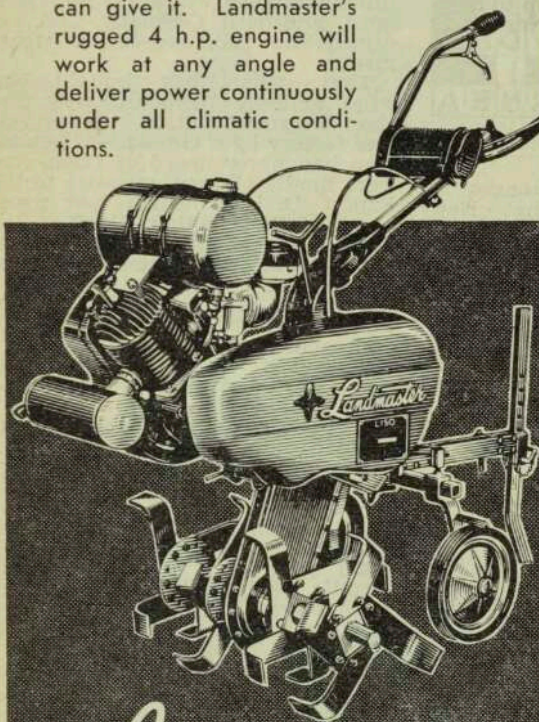
It is unlikely that his current thriller, *The Mirror Room*, will meet the same kind fate. It has most of the tested and tried ingredients, but then proceeds to fall apart at the seams when the author mixes the old identical-twins routine with a Burgess and McLean flit behind the Iron Curtain.

The Communist master-mind somehow fails to be as frightening as the actions of his victims suggest; and the antics of the good twin, Hugh, when rushing in and out of the Eastern and Western zones of Berlin trying to snare the

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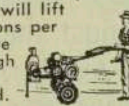
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defectionist twin, Paul, makes very little sense at all.

But probably the thing that will make even the most hardened thriller reader gulp is the method Hugh employs to pin-point the whereabouts of missing Paul. He gets out a map of Europe and plumb-bob arrangement, and holds the latter over the former. By some occult power, when he gets "hold" the plumb-bob swings madly in a circle, and he is thus able to trace his brother to East Berlin.

Mr. Landon may not have been standing on such shaky ground, you might think, of course. Recent when New South Wales was in the throes of a kidnapping case, a New Zealand man flew the Tasman on his own expense) and toured the State and beyond (also at his own expense) equipped with a divining rod with which he reckoned could trace the missing child.

Nonetheless, such sorcery seems a pretty poor gimmick for a modern thriller where the possibilities are bounded only by the limits of imagination. It's a bit like whistling a broom-stick, when it would be easier to catch the latest jet.

(THE MIRROR ROOM. Published Heinemann. Australian price, 18/9.)

Love Game In Milano

IT is rare these days for any novel to be a straight-out love story in the old-fashioned sense. E. Marcia Davenport (*The Valley Decision*, *East Side*, *West Side*, etc.) comes reasonably close to it with *The Constant Image*, an exotic plot set in, of all places, Milan during the wet, cold and fog of that city's own hideous type of winter.

The reason for this setting, probably that Miss Davenport in these many years, forsaken America for a villa on Lake Como.

The type of love practised around Milan is distinctly Continental type. The women (of the upper classes) are cosseted and spoiled; metaphorically live on strawberries and cream and sit on satin cushions; occasionally they have discreet affairs but are otherwise strictly dedicated to preserving the facade of the family even when it means turning a blind eye to one's husband's peccadilloes.

There are more rules to this game than there are to international diplomacy. The light and airy touch is essential; the word "love" never mentioned; nor one's affections seriously engaged.

Miss Davenport's heroine, beautiful young American divorcee Harriet Piers, knows some of the rules; finds the game difficult to play; the first instance, and impossible in the end. This may not have mattered so much had not her partner—a local industrialist, veteran of a dozen years of marriage and countless extra-marital adventures—

8311

oken the most vital rule himself. The moral of this novel, if it can be said to have one, is that the sentimental idea of marriage as a permanent institution only in part concerned with the emotion of love, has much to commend over the American institution of marriage for love followed by easy divorce if it doesn't take. The writer probably has a point; though her brand of society is not so to function easily where the male feels she is as good, if not better, than the male.

THE CONSTANT IMAGE. Published by M. Collins, Ltd. Australian price, 10s.

Islander as Big White Boss

THOSE who are trying to visualise the future of the Melanesian races will find a lot to interest them in *White Man's Shoes*, a very readable new novel by Olaf Ruhen, a New Zealander who has become a successful writer (*Land of the Living Dead*, *Naked Under Capricorn*) who now lives in Sydney. The scene of this interesting novel is in the Torres Strait Islands, between Australia and Papua; and the tale is woven around the lives of pearling luggers, their owners and administrative officials. The writer has spent much time among the pearlers—there is a lively description of little-known features of that industry. The central character is a native Melanesian who acquires European attitudes and viewpoints and operates successfully as a trader and pearler. He carries on an illicit trade in opium, and seeks a sultan's rights over any woman he fancies. On several events, Mr. Ruhen hangs a provocative comment about the real place of the "advanced" Melanesian in the competitive Western world. There are scores of men and women in Papua and New Guinea who could be greatly stirred by some of the sentiments which the novelist puts into the mouths of his characters.

An unusual, diverting kind of story by a skilful writer and modern novelist.

WHITE MAN'S SHOES. Published by M. Collins, Ltd. Australian price, 10s.

Deaths of One

CELLENT characterisation and smooth writing rather than complicated plot and the gimmicks frequently employed as mere bait, make *Necessary End* more than ordinarily satisfying as a work of contemporary American fiction.

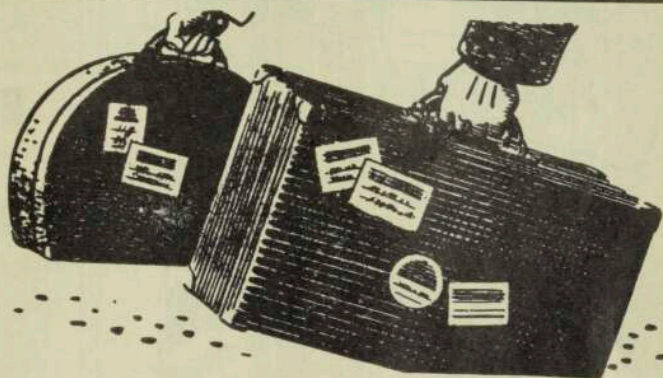
The author, Anita Rowe Block, is well known in her own country although she is new to us;

and the somewhat nebulous title, picked out of the middle of a quotation from *Julius Caesar* ("... Seeing that death, a necessary end, will come when it will come"), sets the theme of the story.

Scott Powell, head of a vast pharmaceutical business, may not be typical of all American businessmen, but no doubt there are plenty of him in existence. He was a man of keen mind, extraordinary drive, wrapped up in his business but

happy domestically—and with it all, idealistic. The policy of his business is dictated by idealism rather than desire for increased profits—in part, probably, because it is now large enough to be so run—but there are human elements in the organisation that make it clear to Powell that if his hand were removed, rabid commercialism soon would be allowed to take over.

It is at this critical stage, when he is still in his mid-40's, that he



Going places?

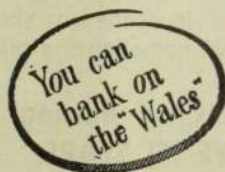
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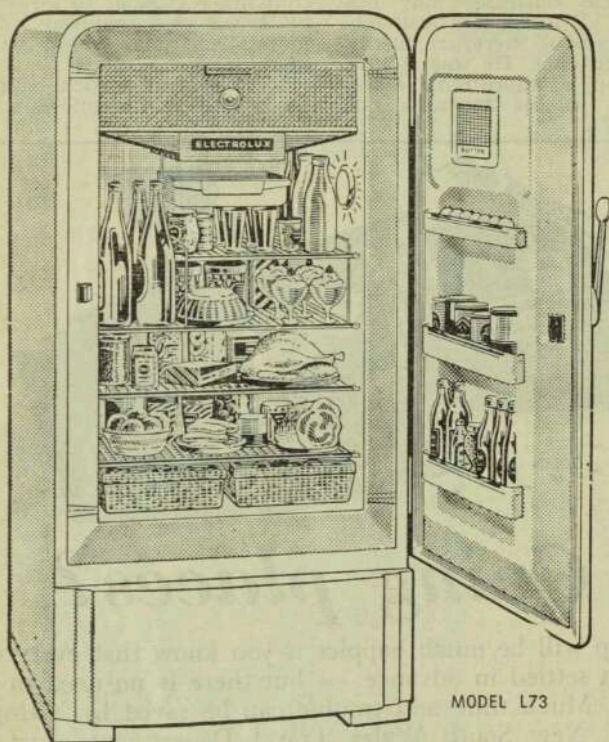
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A Glimpse Of Old Fiji

Interesting extracts from Professor W. P. Morrell's new book, "Britain in the Pacific Islands".

An epidemic of measles in 1875, between February and May, wiped out 40,000 people—one-quarter of the then estimated Fijian population.

It was written 50 years ago at the introduction of Indian labour to permit the establishment of the sugar industry pre-empted exploitation of Fijian labour—"but at the cost of creating a plural society which would bring its own problems".

There was bitter fighting in the Sigatoka Valley in 1876; but actually the forces directed by Governor Sir Arthur Gordon subdued the tough mountaineers.

A heart attack that is diagnosed as angina. If he tosses aside everything that formerly made the kind of life he enjoyed, to become an invalid, life may be prolonged indefinitely.

Under the circumstances in which he finds himself at that moment, quite a choice but he tries it for six months, surreptitiously using the mechanisms that once sustained his dynamo-like existence, without revealing the cause—only to find that there is more to it than that.

His vegetable-like existence has strains and frustrations, and all it has Cathy, his wife, who almost overnight from the companion of 20 years of successful marriage, into a terrified girl dedicated to his diet and periods, and whose determination to spare him irritations and minor problems drives him to a state of desperation.

At the end Powell faces the situation squarely and comes up with his own solution. As Shakespeare said:

"Men die many times before death;
The valiant never taste of death
once..."

NECESSARY END. Published by Macmillan and Co. Australian price, 20/-.)

La!

One who was born earlier than you should attempt to read anything as other-dimensional as this, translated from Raymond Queneau's French into English by Barbara Wright. And judging by the analogies all around the dust-

jacket, the publishers seem to be a bit doubtful about it, too.

Zazie is one of these French moppets who not only know all the facts of life but most of the variations on the same theme as well. Up from the provinces for two nights and a day, while her mother attends to some peculiarly Parisian business elsewhere, she industriously persists in being a gamine for the full length of the book.

To some this may be just everything they feel a French novel should be (like it says on the dust jacket). But personally, we can't see what the French have done to deserve this one.

(ZAZIE. Published by Bodley Head. Australian price, 15/6.)

Wild Wild Women

(Continued from page 85)

"They satisfied themselves concerning that point... but not in such a peaceable way that they avoided awakening him."

When Mr. Harris awoke and found his hut full of women, "he was greatly terrified and was determined to leave a place where the people were so abandoned and given to wickedness."

So Mr. Harris forthwith packed his chest, and carried it down and around to the beach, to a place opposite the ship, which had just returned to her anchorage. He failed to attract attention from the ship, so settled down beside his chest.

During the night, some natives came and behaved in such a way that Mr. Harris took to his heels and hid in the bushes. They got away with some of his personal gear.

When the ship's officers discovered Mr. Harris, the sea was breaking badly on the shore, and they could not despatch a boat. So they sent a native swimmer with a line, and Mr. Harris was hauled ignominiously out through the surf, and aboard.

When they found that he had not fled from an attack upon the missionaries' house, but only from the amorous advances of the village ladies, they treated him with contempt, and sent him below to be dried out, while the swimmer went again ashore with his line, for Mr. Harris' chest.

Thenceforth, the unfortunate Mr. Harris disappears from the captain's chronicle—one presumes that he was taken back to Tahiti and left with the larger mission community there.

Crook remained in the Marquesas, where he appears to have gained approbation as a hard-working, conscientious missionary.

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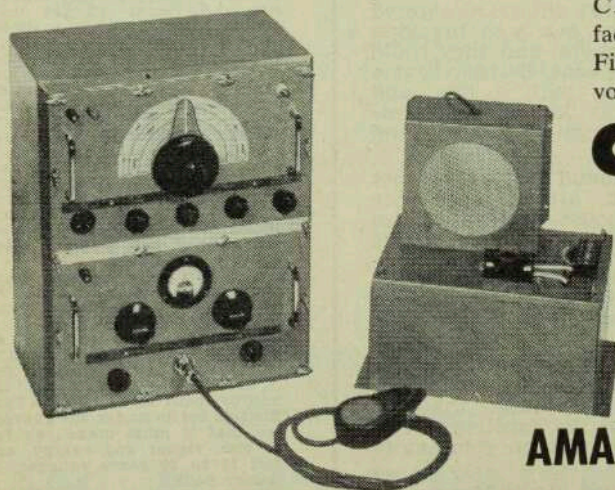
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The Solent Goes

(Continued from page 83)

at the Coral Route since early year.

Every change has seen progress in speed, in payload, and in airline economics. TEAL's Electras fly three times as fast as the old S.30's; carry nearly four times as many passengers.

The change from Solent to Electra on the Coral Route will double speed—and therefore halve time—on this service.

The following table compares aircraft types operated by TEAL:

Aircraft	Passengers	Cruise speed in mph	Total engine power in hp
Flying-boat) . . . 19	138	3,600	
Whigham			
Flying-boat) . . . 30	172	4,800	
IV (flying-boat) . . . 45	200	8,000	
Landplane) . . . 56	265	9,600	
Inter-continental (landplane) . . . 71	400	16,000	

These aircraft are four-engine. All but the jet-propelled have been piston-engined. The size of flight crew has remained constant at four for all types, but the number of crew has increased from two to four.

In the late '40's and '50's, while the flying-boat still seemed a prospect that might develop and maintain a state of parity with the constantly improving land-based aircraft, TEAL did not consider further flying-boats as replacement for its fleet of Solents.

The ramp, pontoon and other facilities installed at Mechanics Bay, Auckland, were actually built for the flying-boat.

Flying-Boat Was Stillborn

As history has recorded, the flying-boat project died in infancy. Even more ambitious Duchess-class flying-boat project was stillborn.

In the big aircraft field, there is no aircraft manufacturer anywhere currently developing a version of a sea-based plane. There are several important reasons for the demise of the big flying-boat.

Land-based plane, given equal engine power, can be designed for higher speeds. Speed means quicker flights, and therefore more flights. More flights make possible economical operations.

In recent years, frequency has become much more important in long-distance passenger traffic than the size of an aircraft. Many operators are convinced that aircraft sizes have just about reached optimum—certainly for the foreseeable future—and that future developments will concentrate on range.

The international airliners of the 1970's seem likely to be of 100 to 150 passenger capacity, flying non-stop along the great circle routes flying at heights measured in miles rather than feet, and at speeds of 2,000 mph—well above the sound and thermal barriers.

Aircraft designers know there is a physical and financial limit to the likely sizes of take-off and landing runways in heavily built-up areas, an argument which the die-hard exponents of flying-boats claim will force the ultimate abandonment of land strips and a reversion to sea strips.

What New Development?

No one can prophesy just how the development will go, but present trends are to greater engine power and the use of rocketry and other

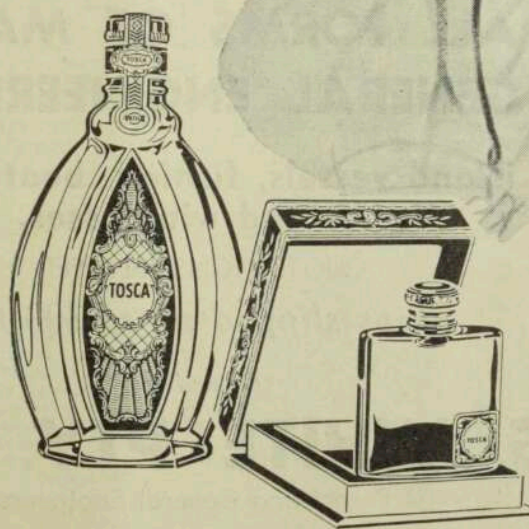
devices which may make possible a closer approach to the HG Wellsian concept of vertical take-off.

Vertical take-off has, of course, already been achieved with the helicopter and the prototype versions of VTOL (vertical take-off and landing). Through the 1960's, aeronautical engineers seem likely to solve the problems of the marriage of these landing and take-off techniques with the high-flying, long-ranging super-jet of tomorrow.

In the field of air cargo, the flying-boat's future may not be so gloomy. Here size has more significance, and speed and frequency of service are not such important considerations. Whether such a development comes from advances in aviation, or marine technology, or whether it will come at all, remains to be seen.

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PACIFIC SHIPPING AND CRUISING YACHTS

The BSIP Government in August placed orders for two lights to be installed as a memorial to the "Melanesian", lost with more than 60 aboard in 1958. One light will be on Rura alatoa, a small island near the Guadalcanal coast, and the other on Rura Suli, a half-mile west of Rura Sura. The lights between them will give a complete coverage of the Rura Sura reefs.

SUVA BY-PASSED: Shipping in Suva were looking forward to the arrival of the Scripps Institution of Oceanography's research vessel *Argo* in September, but the call was cancelled. The *Argo*, ex ARS-27 of the US Navy, was to call at Suva for bunkers en route from Honolulu to Darwin and the Indian Ocean, but apparently leaving Honolulu the ship put with engine trouble. To make the lost time she later sailed for Darwin, where she was September 29.

The *Argo* is an identical type of ocean-salvage tug to USS *Current*. It made an examination of a wreck near Pago Pago wharf last month then paid a visit to Suva. She is a 14-knot, twin-screw, diesel-powered vessel with a total horsepower of 3,000 and a displacement tonnage of 1,360.

NEW MISSION SHIP: The Melanesian Mission has placed an order with S. W. White Ltd., of Sydney, for the build-

ing of a new vessel to replace the one which dragged onto a reef at Maravovo in the Solomons on March 31. To be built at Ballina, NSW, and to be delivered in about 18 months, the new ship will be 10 ft longer than her predecessor. She will probably be named *Southern Cross IX*. Dimensions are given as 85 ft o.a. by 25 ft beam. She will be a wooden metal-sheathed vessel powered by twin diesels and the contract price is given as £A85,000. The previous vessel, somewhat smaller and built in 1958, cost approximately £A70,000.

• **ARTIST AFLOAT:** Visitors to the cabin of Chief Officer A. J. Riks, of the Royal Inter-ocean Line's chartered KPM vessel *Van Neck* may have to navigate their way round artist's easels and drying canvases—for Mr. Riks is a competent and busy spare-time artist in oils. A selection of his pleasing and colourful landscapes and scenes of Asiatic ports which his ship visits decorate his cabin. The ship is on the regular South Pacific trade from Hongkong. A Dutchman, artist Riks was born in Indonesia.

• **MORE CATHODIC PROTECTION:** The GEIC Government vessel *Moana Raoi* came south to Suva in September to be fitted with cathodic hull protection. She was the second vessel to be so fitted in Suva—the first was the GEIC vessel *Ninikoria* earlier in the year. Cathodic protection does not reduce marine growth on the hull but it



American yacht "Ben Gunn", with owner Hank Horn, in Rarotonga in September. See Yachting Notes page 115.

Photo: R. D. Moore.

does prevent pitting and corrosion of plates where the paint has been scraped off.

Captain E. Ward, who took command of *Moana Raoi* when she was delivered from Hongkong in 1958, is still in command, with Mr. E. Lancaster as chief engineer.

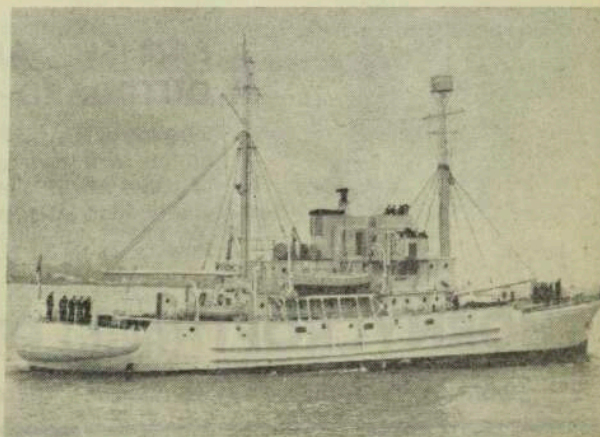
Captain Ward said in Suva in September that Mr. Willie Schutz, first Gilbert-born seaman to qualify for a foreign-going master's certificate, was expected back from the UK via Hongkong in September and would take command of *Nareau* when her present master went on leave. Mr. Schutz sat his master's examination at Southampton several months ago, after serving for some years in British tramp ships.

• **DEATH TRAP:** A year or so ago Scandinavian maritime author-

The News This Month

	Ortana
	Outward Bound
	Parcorall
	Ratanui
	Rannah
	Rejoice
	Readwill
	Southern Cross IX
	Suva
	Stardust
	Stormaleng
	Si Yi Pambili
	Taranui
	Teiko
	Taga Maru
	Totoya
	Tung Feng
	Tiburion II
	Te Matal
	Tahoe
	Tahiti
	Van Neck
	Viti
	Vendetta
	Vampire
	Viking
	Viajera
	Wild Goose II
	Waimihi
	Wanderer
	Wanderer III
	White Squaw
	Yanawai
	Yankee
	Zephyr II

The well-rounded stern of HMNZS "Endeavour" caused some interest during an Islands cruise in September. The explanation is that the vessel was originally built in the US as a naval net layer. See page 107.



ities made the discovery that the standard kapok-filled canvas life jacket could be completely useless under conditions where more than a certain quite small quantity of oil was present on the sea surface. These authorities produced ample evidence that many seamen—especially in war-time—must have been drowned due to such loss of buoyancy.

Marine authorities elsewhere at first highly sceptical of the Scandinavian report, later admitted the facts appeared correct. Recommendations were then made that kapok-type life jackets should be covered with plastic rather than canvas.

Now, warnings are being issued that the plastic coverings are in

some cases proving to be as dangerous as the canvas coverings!

Certain types of plastic will dissolve on coming in contact with oily water. A warning was issued by the National Water Safety Committee in Wellington, NZ, in September, and the Committee is asking the NZ Standards Institute to lay down safe specifications for life jacket coverings

• **MORE LIGHTS FOR COOK IS.** When the member of the Legislative Council for Penrhyn requested a navigation light at that Northern Cooks atoll during the recent Council session at Rarotonga, the Treasurer said it was proposed to erect light beacons at several islands of the group soon, and that one

would be considered for Penrhyn.

When these lights are erected, hoped their arc of visibility will be arranged with a little more thought than was shown at Aitutaki so many years ago. This light opens to the south and west but gives no aid at all to vessels leaving the anchorage en route to Rarotonga. One ship was wrecked within a few miles of this light because it was not visible to the eastward.

• **ACHTUNG! ACHTUNG!** The South Pacific Islands saw their first Italian cruise liner—*Aurelia*—recently, and it now appears that in this year or early next they will see their first post-war German cruise liners—two of them.

Probably to appear first, on cruises late this year or early next will be the 32,336-ton *Bremen*, the Bremen North Atlantic Line steam turbine-powered vessel, one of the few passenger ships with four propellers to be still in service this ship was until last year French Line's *Pasteur*, built at Saint Nazaire in 1938 and well known to many servicemen as a war-time troop ship.

She has been completely modernised by the German company and is on the North Atlantic service. She is making two voyages to Australia and New Zealand under charter to the Dutch Royal Rotterdam Lloyd Line.

These will be round-the-world voyages with calls at Papeete en route from Wellington to Panama. Cruise ports are not yet known.

The other West German vessel expected to be in Suva late in January at about the same time is the new British liner *Oriana*. This is the 12,575-ton *Seven Seas* *Nelly*, ex *Long Island*, ex *Mormon* built at Chester, Pa., U.S.A. in 1940 and purchased in 1953 by the Europa-Canada Line of Bremen. This ship is understood to be engaged full-time in the cruise trade. She is powered with four diesel motors magnetically coupled to a single propeller shaft.

• **FURTHER AFIELD:** The vessels based in Fiji recently made voyages somewhat further afield than their normal trade demands. Burns Philp's 434-ton *Yanaka* under Captain S. Polkinghorn—man who defied the Japanese Navy at Shanghai in 1941—made a dry cargo run to Aitutaki in August, her first voyage so far east.

About the same time the vessel *Ratanui*, 515 tons, under Captain L. N. Fordham, took a load of 255 logs of timber from Nadi to Viti Levu, to Sydney. Averaging about 16 ft in length these logs were all carried below decks. The ship then returned to Suva with a full load of general.

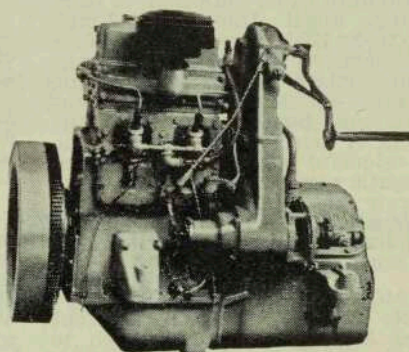
• **HAVE CREW, WOULD TRAVEL!** In Suva in September hundreds of men, many with charges, many without, applied

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Aoniū" Shows a Profit—See!

Tonga Copra Board's 514-ton hatch-built cargo-and-passenger vessel "Aoniū" is making money—in spite of forecasts to the contrary by people who considered that Tonga was making a mistake in going into the shipping business.

According to a Tonga Government statement the ship has won a net profit of £6,810 over the period July 1, 1958 to December 31, 1959, after £13,578 had been set aside in a replacement fund.

The statement reported that the ship has secured an extension of its Apia-Tokelau charter work for the New Zealand Government through 1961. The wages are made about quarterly.

Jobs offering in the Carpenter Pacific 4,873-ton steam cargo-passenger vessel *Suva* of Suva. About half the jobs were for Indian stewards and galley staff, the others went to Fijian seamen or deck hands. Every day of the week large numbers of able-bodied young unemployed men are to be seen loitering at the Suva waterfront—which is probably as pleasant and interesting a place to loiter as any where you can't find a job.

FLEET ADDITION: Eleven Suva seamen drew a plum in the form of the cargo vessel *Manui* (ex *Bingera*), purchased by the Pacific Shipping Company (PSC) and transferred to the register. The Fiji crew left by air on September 20 to man the 54-ton steel, 25-year-old motor vessel at Sydney.

Captain James Ure, a shareholder and director of the Suva-registered company, who had come to Fiji to see the take-over, accompanied the ship back to Sydney and was to command for the present. Details of the intended trade were not immediately available, but the company's other ship, *Babinda*, is busy on the trans-Tasman run, occasional voyages as far afield as the Gilberts with explosives. *Manui* has recently been in the Australian coastal explosives trade.

STILL DRIFTING IN: Those who are still drifting in. Details are scarce on this one except that it was tossed into the sea by an Australian, NZ, man—perhaps during a Tasman crossing in a passenger ship in 1938, and was recently found up on a Fraser Island beach in southern Queensland, where it has probably been for years.

FOR THE PIGEON-HOLE:

Early this year a NZ Marine Department surveyor of ships was sent to the Cook Islands to look into "the unsatisfactory state of ships" in the group—as charged in a petition placed before Parliament in New Zealand last year.

The recommendations recently released suggest that the Cook Islands should introduce legislation to more adequately control safety measures. It was found, however, that while it was desirable to have certificated officers in these ships "it appeared impracticable at present".

It was also considered that the establishment of a slipway at Rarotonga—for the survey of local ships and to make it easier for them to

be maintained in better condition—was not warranted "in view of the presence of such facilities at Papeete"—700 miles away.

• **THE TONGAN FLEET:** Strong and interesting coconut radio signals in September indicated that Prince Tungi of Tonga might soon leave for Holland to place an order for a cargo-and-passenger vessel of about 2,500 tons. The signals suggested that the ship would be based at Suva and would operate to Australia, New Zealand and Eastern ports.

There were also reports that a new 300-ton tuna longliner would also be ordered before very long to replace the 114-ton *Teiko*, lost

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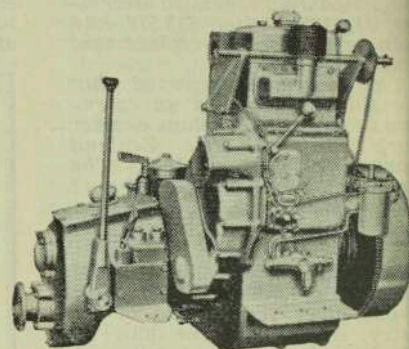
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The crew of Fiji men who flew to Sydney in September to man South Pacific Shipping Co.'s latest acquisition, "Taranui". The group includes Temesia Lase, Silivo Vuetibau, Apimeleki Katonibau, Gavin Snow, Gabirieli Daulato, Luke Rokomokoti, Joviliisi Materisiga, Josefata Tailasa, Alisio Liganivai, Viliame Baleikasavu, Wati-soni Cabeta.

March hurricane while set out on her first fishing voyage.

was also learnt from Tonga in number that the report on the results of the official inquiry into the loss of *Teiko*, delivered to the Government some months ago, is expected to be released.

CONGLINERS MOVE SOUTH: Two Japanese tuna fishing fleets commenced operations west of Gilbert and Ellice Islands in November and have gradually moved south the albacore migrations in recent months, and in mid-September several mother ships, *Koya Maru* and *Taga Maru* were located respectively 260 miles and 400 miles south-west of Suva.

JVA, NOT MISAKI: There have been times in August-September when a section of the Suva waterfront has been mistaken for the pier of Misaki, Kesanuma, or for Japan's great tuna fish-ports. As the 80-ton *Misaki Taga Maru* No. II lay waiting for the use of the slipway to repair a broken tailshaft, the time was employed in overhauling fishing

one day hundreds of 10-ft marker-flags were laid out on the wharf while they were being with cord loops at their lower ends. These are for attachment to buoys which support the nets.

Other days all hands were employed in mending new nets round the buoys, or making up new buoys with hooks attached.

The people, mainly seamen, who were on these sturdy little peasant-ships in their broad-brimmed hats some hospitality during their three weeks in port, remarked on the keen appreciation of friendliness shown and on their quick sense of humour.

Though the average Japanese seaman is a man of well under 50, was therefore a child during the war years, he is in no doubt

that he hates die slowly and that he must still pay for the sins of another generation.

Probably seamen more than anyone else are prepared to take men as they find them, so it is natural that hospitality comes first from other foreign seamen. But those men, too, are well aware that 15 years after VJ Day it still takes courage for a young Japanese to walk the streets of some countries, including Fiji—though not for fear of actual violence.

• **WHAT WAS THAT?:** Radio signals received in Suva in September indicated that a small American vessel, perhaps a yacht, named *John Aniler*, and, according to the international radio call-sign list owned by Burke E. Bodwell, Jr.—no other details—was considered overdue between Samoa and Rarotonga for some days. The craft later turned up.

• **SHIPS THAT PASS:** One of the more interesting ships to call at Fiji recently was the four-year-old, 9,943-ton Liberian-flag vessel *Ante Topic* (second word pronounced *Topich*) which loaded over 13,000 tons of sugar at Labasa and Lautoka in September.

Apparently owned by Yugoslav interests outside Yugoslavia, the ship was commanded by Captain B. Kovacevic and manned mainly by Yugoslavs who had fled their Communist-dominated homeland. A smart-looking vessel of modern type, *Ante Topic* was built at Osaka, Japan.

In the tramp trade, she has no real home port—and will probably never go near Monrovia—the port shown on her stern. She is the first Liberian vessel to call at Fiji since 1957.

Another one, under Banno Line charter—*Parcorali* (ex *Baron Napier*) was to call in October—after first calling at Port Moresby and Apia.

• **GONE TO NOUMEA:** The New Hebrides Condominium Government patrol vessel *Don Quixote*, a craft

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THE

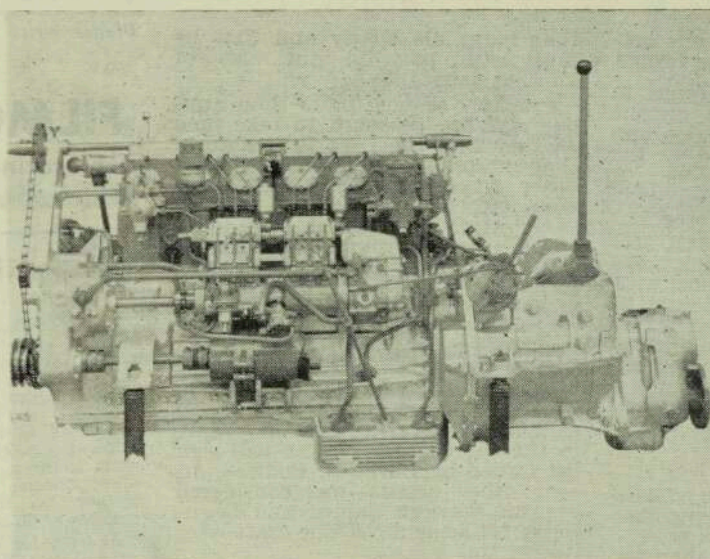
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about 70 ft overall and believed to be in Brisbane about 1950, has been sold to a New Caledonia buyer. The launch was delivered there in 1951. Her former skipper, Jack Burgess, is now on leave in France with his wife and son. The new British Administration is looking for the New Hebrides now being at the Mill Kraft Boat-Building, Bulimba, Brisbane (PIM, p. 108) for which advertisements seeking a master have lately appearing is due for delivery next January. This is a 68-ft, 18½ ft, 9-knot, twin-screw launch.

CHANGE OF PARTNERS: The based charter-cruise ketch *Maroro*—the former Tongan ketch *Maia*—now has a new partner in ownership. Mr. Norman Williams sold his share in *Maroro* Cruise Charter Service to Mr. Stan Burgess, effective October 1. Mr. Burgess is joining the Fiji Broadcasting Commission as an announcer. Burgess has lately been employed as a building foreman on the Bevu Beach Hotel extensions.

IN TROUBLE: Two of Fiji's traders were in trouble recently. The first was the 22-ton ketch *Lomaloma*, not equipped with a radio, which had an engine breakdown soon after clearing Suva. Fortunately, she was picked up by the overseas ketch *Van Neck*. The information was passed to the Suva Harbour Master and a launch sent out to pick up the derelict into port, where she was warmly welcomed by a merchant who had a particular interest in one of the deck chairs—a bull. In mid-September BP's 56-ton auxiliary cutter *Totoya*, bound for Lakeba to Kabara, went down at night. The command ship *Zephyr II* was diverted to her assistance. Meanwhile the crew and cargo took to the lifeboats and headed for Lakeba, where they arrived safely. Some of the cargo remained with the ship which suffered damage on her port side. Some days later work was still going on in patching her up and in empty drums to float her for towage to Suva. A shipwright Whippy's boatyard was sent to supervise salvage.

THE WELL-ROUNDED: Probably a good many people who inspected HMNZS *Porpoise* during the course of her Easter Islands cruise speculated on the extraordinary shape of her rounded stern. The explanation is that the vessel was originally built in the United States as a naval minesweeper—a vessel which handles large steel anti-submarine nets for port defence. The nets are hauled in over the stern which needs to be rounded off at all angles to permit easy turning.

• **NOW CLEARING KAVIENG:** The Japanese Matsukura Company salvage unit, which has collected 11,500 tons of scrap from sunken ships at Manus in the past 16 months, is now shifting operations to Kavieng Harbour, New Ireland, where a further 8,000 tons is expected to be salvaged from seven known wrecks—five merchant ships, a sub-chaser, and a destroyer.

Originally it was expected that the team would only recover about 5,000 tons of scrap from the Manus underwater wrecks.

• **FOR NEW ZEALAND:** Captain G. W. Dunsford, representative of Pacific Islands Shipbuilding Company of Hongkong in Islands areas

east of New Guinea, who was recently in Suva and some other Islands ports, returned from Hongkong to Auckland in September after placing an order for a 900-ton ship for the Northern Steam Ship Company of Auckland—to be named *Moanui*.

Soon after his return he was engaged to proceed to the assistance of the 5,010-ton Norwegian tanker *Anina* as navigator in an Auckland-owned Hongkong-built tug. The tanker was brought safely to Auckland. Pacific Islands Shipbuilding Company supplied the Fiji Government vessel *Degei II*.

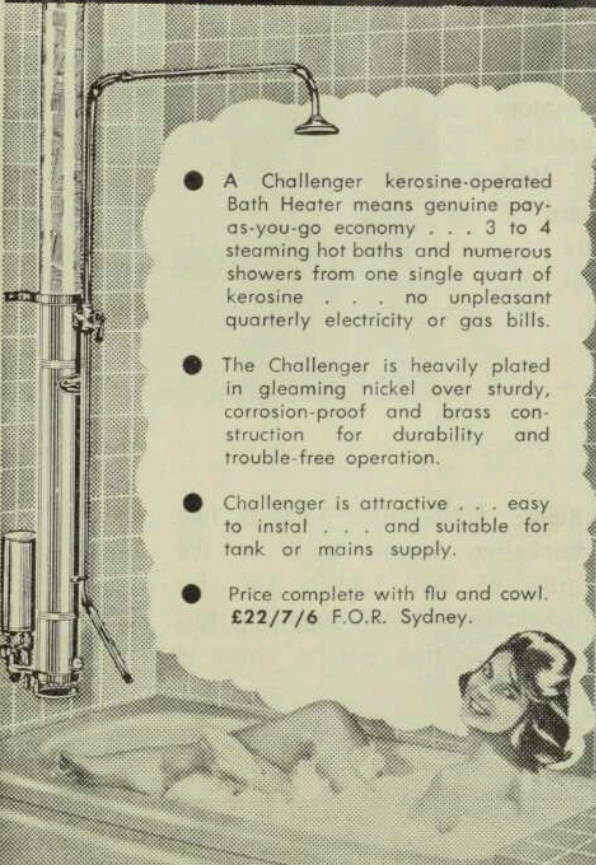
• **ON THE JOB:** Somewhere south-west of Fiji late in September

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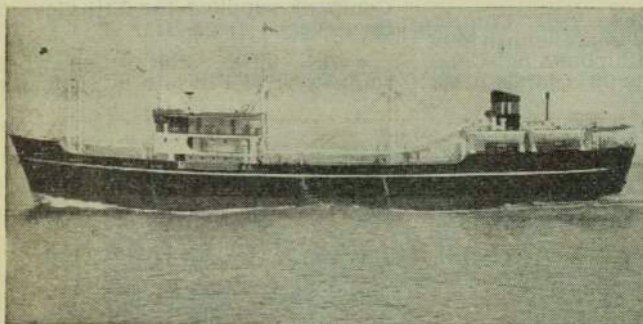
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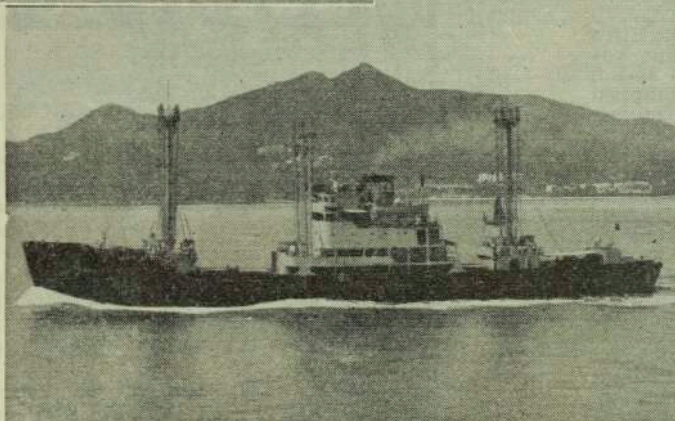
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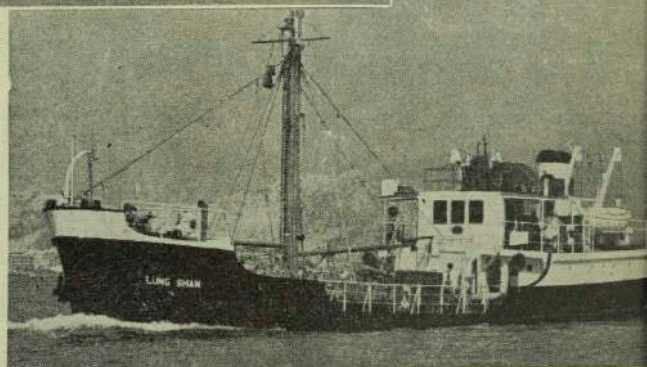


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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LIKE NEW AGAIN

faces and per- some gloom ac- cided a recent event in the brides," was how put it in April, when the wooden "Aoba", which en considered a oss, sailed into under her own

photograph of was taken in his August when s on the slipway by the local tuna fishing company, undergoing refit. "Aoba" originally belonged to the C.F.N.H. interests in the New Hebrides but late in 1958 she was wrecked on one of the group of islands and the experts pronounced her a total loss. The owners or underwriters £5,000 for delivery of the vessel to Santo, and a Santo mechanic, Paul Coulon, who had undertaken salvage work before, decided he would give it a go. The experts smiled, but w weeks later the "Aoba" was observed coming into port, after a voyage from where the ie up of 200 miles. Mr. Coulon collected his £5,000 but after the marine experts had the hull they said it would cost about £12,000 to make her really seaworthy again, and wooden ship was not considered worth it. She was put up for sale.

p's barber removed the hair the head of a dead Japanese n before the body was com- l to the sea. From the mother- Coyo Maru went a radioed re- to Suva authorities for per- n to land the parcel of hair rmailing to the relatives in an, according to Japanese i. The hair would be placed family shrine. If permission orthcoming the parcel was to ded from the mothership when me to Suva early in October.

HE'LL DO, MATE!: Reports circulating in September that 8,174-ton former passenger Westralia, renamed Delfino she entered the trans-Pacific mb trade in June, 1959, may further add to her versatile

e difficulties developed in the trade to the United States ar the Suva-registered vessel een running cattle from rn Australia or North land to the Philippines.

it is learned that she might ndergo another name-change ollambi and make a pilgrim with Mohammedans from sia to Jedda in the Red Sea port for Mecca. The existing accommodation, tidied up a is understood to be quite ble for this trade. This be a special charter voyage, hich the ship would resume k voyages. The ship has a Fiji (Fijian and Indian)

TI RESEARCH CRUISE:

s from New Zealand that MV s being chartered by the New l Oceanographic Institute to out a research project in Polynesia waters were not correct—though the ship is ed to bunker at Papeete. Institute reports now that

the vessel is carrying out an oceanographic survey between New Zealand, the Kermadecs, the Cook Islands, Papeete, and back to New Zealand, the cruise taking just over four weeks with Papeete the only port of call.

Ocean temperatures and salinities at various depths are being recorded, as well as ocean depths. Samples of plankton and other sea life and sediments from the deep ocean floor were being taken. Some of this work was also being carried out by HMNZS Endeavour, following a different route. The work is an extension of work carried out during the IGY.

The departure date was not given in the report from the Institute.

• **BANK LINE EXTENDS:** The Bank Line, whose ships have been carrying Papua-NG copra to the UK since 1945, will be starting a monthly cargo service from Britain and the Continent to the Territory next January. The new service will operate a direct cargo lift to all major Territory ports.

• **ROPE ON THE WAY OUT?:** Australian Fleet exercises off the east Australian coast in September may contribute to another victory for synthetic fibres. One of the destroyers taking part in the exercises, HMAS Vendetta, has been stripped of most of its rope fittings. These have been replaced by a synthetic material. If the new synthetic ropes prove successful, they will replace natural fibre ropes on all Australian ships. During the exercises the new material was put through rigorous tests, ranging from ship towing to berthing.

Navy Minister Senator Gorton said synthetic material was reputed to be stronger, easier to handle and to have longer life than rope.

He said a different variety of synthetic rope had been fitted in

the destroyer HMAS Vampire, now serving on the Strategic Reserve. Analysis of the tests with the two types of synthetic fibres would decide the future of rope in the Royal Australian Navy.

• **NEW WHARF FOR BIAK:** Work is shortly to start in Biak, Netherlands New Guinea, on a new 768 feet wharf to replace the present dilapidated wooden landing stage. A new 46-ft pier for tankers up to 18,000 tons will also be built—the project to be carried out in three stages—all of them to be completed within two and a half years. The new wharf will be put on the site of the present one, which means the wooden wharf will have to be taken down in sections as the new building proceeds.

• **LAE WHARF DAMAGED:** Damage estimated at about £5,000 was caused at Lae's wharf at the end of August, when the Tung Feng, on its first visit from the East, crashed into it when berthing. It was bad luck for Lae because the extension to the wharf had only recently been completed—the wharf is still not large enough for Lae's ever-increasing business. And it was bad luck for Captain W. W. Fish, the master of the vessel, who is 71 years of age and retired. This was the only crash in his whole career. Captain Fish had been asked by the owners, Hang Fung Shipping and Trading Co., Hongkong, to take the ship on her first visit to Territory ports.

The ship received a gash in the bow, and a temporary plate was fixed above the waterline so she could continue her journey. The impact sheered away nearly 70 feet of wharf buffers and knocked out deep steel pylons valued at about £400 each. Some of these were later recovered by a local diver.

• **NG FREIGHTS UP:** Burns Philp and the New Guinea-Australia Line announced in Lae in September that trunk line freight rates would be increased by about six per cent. between Australia and New Guinea and on inter-island



Tonga's new Fisheries Officer, Mr. Yatoka Sawamura, with his wife and four-year-old daughter Yumiko, who flew from Tokyo to join "Aoniui" in Suva for the final section of the voyage to Nukualofa. (See story page 111.)

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CARGO VESSELS

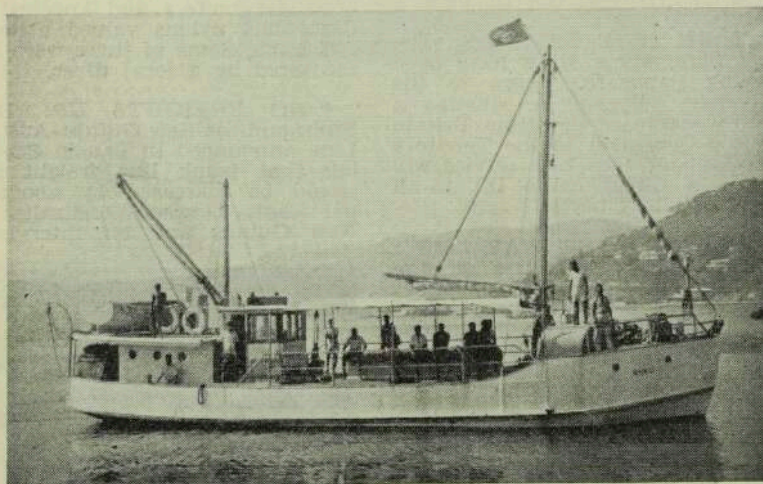


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o from October 1. The exception
ld be refrigerated cargo rates,
h would remain unaltered.

NEW FISHERIES OFFICER:
take over the position of
eries Officer in Tonga following
death of his predecessor in the
longliner *Teiko* last March
men were lost in the tragedy).
Yatoka Sawamura, of Tokyo,
red at Nukualofa in September.
was accompanied by his wife
four-year-old daughter.

. Sawamura, 33, is a graduate
Tokyo Fisheries University and
been with the Nippon Suisan
pany—one of the two com-
es operating tuna motherhips
in the South Pacific—for the
nine years. He holds no

qualifications as a practical fishing
master but he has a wide theoretical
knowledge of all kinds of Jap fish-
ing methods.

Mr. Sawamura said in Suva that
he was on a two-year contract with
the Tongan Government. He has
never been to the South Pacific
Islands before—but he had made
four voyages in whaling factory
ships to the Antarctic.

• **RANNAH IN THE WAY:** The
owners of the *Rannah*, which lies
on the reef near the approach to
Avarua Harbour, Rarotonga, have
relinquished all rights to it and the
Cook Islands Administration has
announced that, as it is a danger
to shipping and "to nearby houses
in the event of a hurricane", it will

be destroyed. The Administration
has now made the wreck available
to the public for three months in
the hope that the locals will do
most of the disposal work for them,
but very little seems to have
changed on the three-year-old
landmark, and the Administration
will probably end up with the job,
anyhow.

Some people, of course, feel that
the wreck adds a bit of colour to
the coastline, and one cruising
yachtsman comments: "Any ship
which gets anywhere near the
Rannah will be in grave danger
long before that!" Any houses it
might endanger would probably be
in trouble before that, too.

• **NOUMEA IS "LAMENTABLE":**
A Noumean newspaper in September
described the port of Noumea as be-
ing in a "lamentable" condition,
and daily becoming worse. It said
reports made by succeeding harbour
masters had never really been given
attention. The wharf was in a bad
state and much of it could not be
used by large vessels, and little
equipment was available to aid
vessels. The port was gradually silt-
ing up because of the need for
dredging, and the paper said this
was losing Noumea important over-
seas traffic.

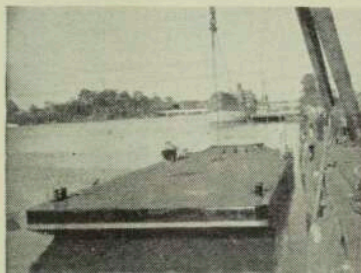
Meanwhile, an engineer of the
NC Public Works Department has
just put forward an argument ad-
vocating that Noumea's port be
shifted to the former prison island
of Nou, now called Nouville, which
before the war was a Pan American
Airways base. There is plenty of
space and water, and protection
from the winds. The plan would
mean bridging Noumea with
Nouville and would be expensive, but
this bridging is planned for the
future anyhow. A correspondent
says the matter may be raised
shortly in the Territory Assembly.

• **NEW PILOT BOAT:** A new
addition to the New Caledonian
pilot-boat fleet is being built in
Australia. She will be 45 ft long,
with a speed of 11 knots, and will
sail to Noumea under her own
power. With the large number of
ships entering New Caledonia over
the last few years to lift ore, mem-
bers of the Maritime Pilots' Associa-
tion of New Caledonia have been
extremely busy.

The New Caledonian Government
also announced in September that
it would purchase for £A10,000 a
unit of the local coastal fleet,
Tiburou II. This 50-ft vessel will
be used by the French Navy for
hydrographic work on the New
Caledonia coasts.

According to a recent official re-
port, existing maps of New
Caledonia contain some serious
errors, and the navy wants to do a
complete re-survey of the coastline.
The work will take about 10 years.
One of the first jobs to be under-
taken will be a survey of the west
coast port of Nepoui, which is to be
developed as a mineral shipping
port.

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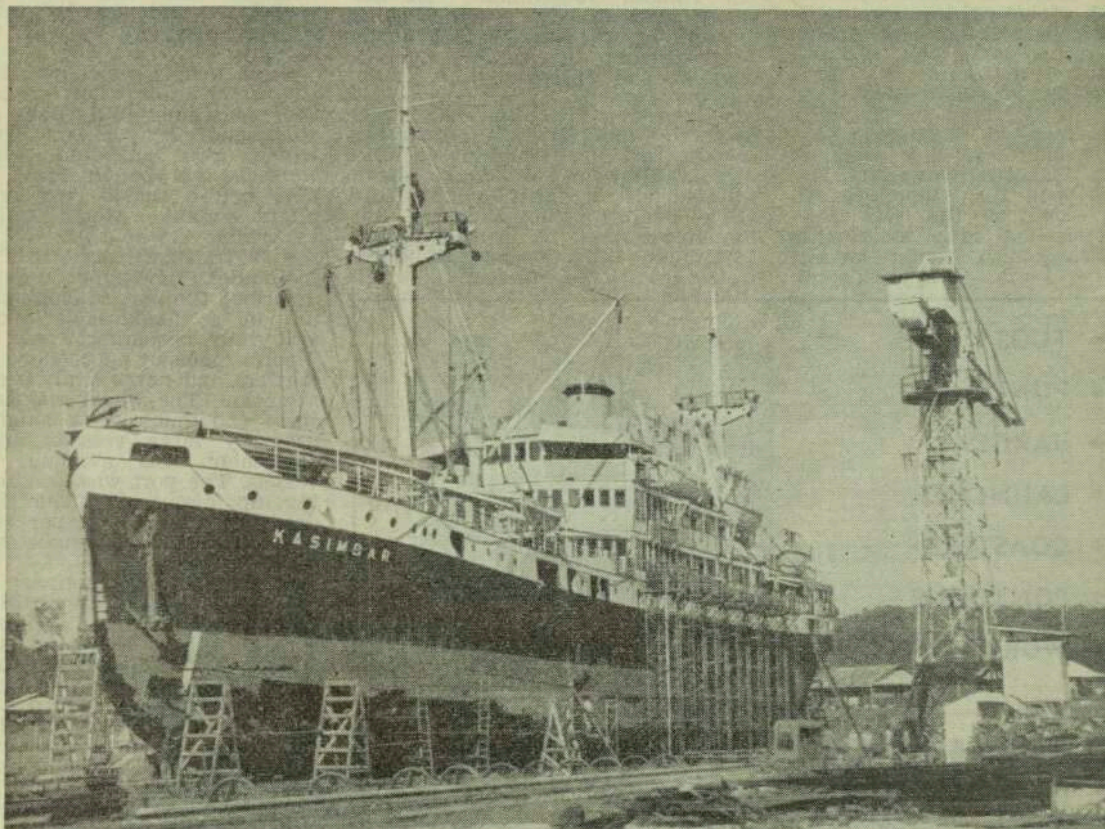
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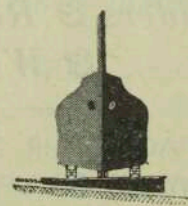
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Manley (left) and owner Tom Buchanan of Auckland yacht "Wanderer" photographed in Suva in September. See page 115.

s of Cruising Yachts

Legislation to control the movements of cruising yachts came into force in New Zealand on October 1. It has not yet read the legislation in full, but it is assumed that new regulations will apply to all foreign yachts as well as NZ yachts.

One of the legislation will be payable to most yachtsmen; some won't; and some of it may be the cause of some bad feelings.

An acceptable portion requires a yacht intending to cruise more than 50 miles off-shore to be seaworthy and equipped with certain minimum safety equipment. Yachts are to be allowed to appoint inspection committees to police this equipment. But the law does not seem to lay down the necessary qualifications of such amateur inspectors, nor does it appear to define the exact meaning of the "seaworthy".

Many yacht club officials have no deep-water cruising experience whatever. There is also the possibility that a yacht belonging to a club might be more leniently treated than an outside yacht. It will be required to call upon the club for a safety clearance. For where there is no yacht club, the local harbour master performs this task.

A two-man inspection committee will report to the Marine Department on condition of hull, gear, machinery and "general suitability" of the yacht. A copy of this report together with a statement from the yachtmaster giving intended destination, proposed route, names of crew, their nationalities and addresses of next-of-kin must be furnished to the Marine Department before an inspection clearance will be granted. If sailed, a yachtmaster may change his route or destination except through Act of God—and will lie with the yachtmaster in the event of any incident. Any failure to comply with the law can result in a fine of up to £100 (NZ\$170), and the cost of any official inspection can be recouped to the extent of the full value of the yacht

and all its stores, plus half the value of the possessions of those aboard.

While the well-found yacht will probably present no difficulty in obtaining an inspection clearance, the requirement of stating route and destination prior to sailing will be unpopular. A radio-equipped yachtman might be able to clear himself by notifying such intended changes, but due to antenna difficulties the radio range of a small yacht is often very restricted—even where a radio transmitter is carried.

Presumably so long as a yachtman complies with the law his boat will not be subject to any charge should an official search be instituted. But there appears to be no provision for a yachtman to sign away all rights to a search and thus free himself of the requirements of the law if he so wishes—which many believe should be a fundamental right so long as the lives of others on the high seas are not endangered. The absence of this latter provision is, in the opinion of a good many deep-water yachtmen, the most objectionable feature of the legislation. For those who expect assistance when they find themselves in trouble, the legislation is fully justified.

● **OFAATU (OFAATU?)**, a home-built Auckland yacht, about to sail for Nukualofa in August, was prevented from sailing on two counts. The first was that the yacht was not well found and that the owner-master had no knowledge of celestial navigation, and the other was that the owner, Neil Donaldson, 39, was allegedly attempting to evade payment of maintenance of three children who had been removed from his control by the Child Welfare authorities. Donaldson was himself born in Tonga and he said in Court that he was going to Tonga to appeal to Queen Salote to intervene in having his children returned to him.

● **WILD GOOSE II** of Seattle, Wash., which was leaking and sought assistance en route from Penrhyn to Honolulu in August-September, arrived safely at Kealekua Bay, Hawaii, September 5.

● **WAIMIHI** of Auckland, 34-ft. steel ketch manned by D. Price and A. J. Brown, arrived back at her home port early September after a five months cruise to Australia and New Caledonia.

● **MARCO POLO**, 28-ft. ketch which Aksel Pedersen of Denmark purchased in Auckland three years ago, and in which he left that port in July, 1958, arrived at Plymouth, England, on September 7. The yacht had earlier been sailed round the world by owner-builder Tony Armit, and companion Brian Lee.

● **MARLYN**, the chartered New Zealand Fairmile launch which cruised to Tonga and Fiji recently, had a "wonderful cruise" according to a Wellington newspaper report. This news caused some surprise in the Islands where it was known that the situation aboard was at times a good deal less than happy, resulting in the curtailing of the cruise, which was originally intended to include Samoa and Tahiti.

● **WANDERER III** with Eric and Susan Hiscock of England, arrived at Suva from Vavau on September 4—next port Auckland, some time in October after a short rest in Fiji. Calls were made at Moorea, Rarotonga, and Nukualofa after leaving Papeete and before Vavau. (Over)

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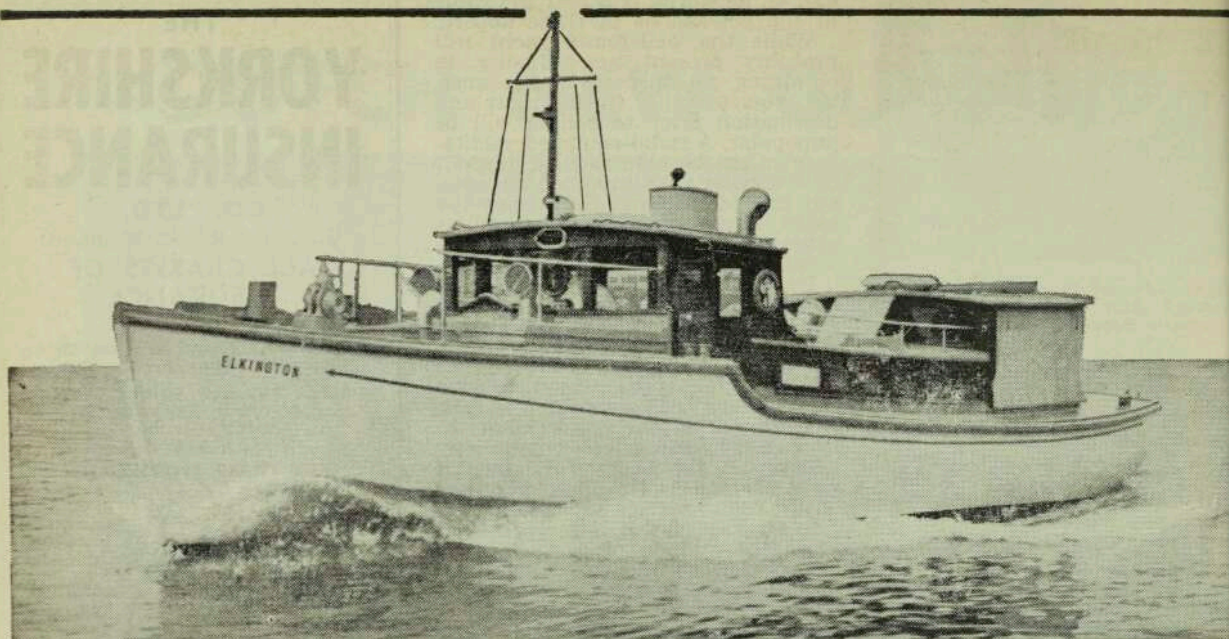
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WANDERER of Auckland arrived at on September 10 and planned to re- about three weeks before heading Auckland, where the voyage began 2. With owner Tom Buchanan at was Pat Ganley. Mrs. Buchanan re- home by air from Papeete. Mr. nan draws the attention of yachts- to the fact that a small yacht slip- now exists at Avatiu, Rarotonga, by the PWD.

STARDUST, converted Fairmile of , appeared to be having some more problems, this time at Papeete. ce appeared in a Papeete newspaper ng all and sundry that the yacht- accepted no responsibility for any which might be incurred by the

ARLA MANUS, former New Guinea ry schooner, skippered by Bill ll, arrived in San Francisco ex- lu on August 9. She is up for sale.

RTONA, 48-ft. Los Angeles yawl, wner-skipper Ernest Franken, wife, aughter and two crewmen, arrived lu mid-August and left again for : mid-September.

OUTWARD BOUND.—Latest news ohn Caldwell and family was from les. They were headed then for and Gibraltar. From there they they might cross to the West They reported meeting the Irving is in Rhodes, Greece, with their ft. YANKEE—"all push-buttons and . They are doing a yearly tourist m the Mediterranean through the canals to Scandanavia and back. et in Rhodes were Sten and Brita hl who sailed around the world r VIKING some time back. They ow a VIKING II, and they are in rist charter business in Greece.

Honolulu in September and due to to the South Pacific later were: 37 Francisco ketch BLUE STAR, kipper Ernest Wilson; STORM- 42 ft. schooner from San Diego, kipper Willard Hungerford; FREE 34 ft. ketch of Newport, Cali- which left for Tahiti on September aer-skipper is Ron Linderman.

o in Honolulu in September, but for the US were REJOICE, of Barbara, WHITE SQUALL, 33 ft. of Auckland; TE MATAI, 73 ft. -Tahiti.

AJERA, 30 ft. Tahiti ketch arrived ulu from San Diego on September pper-owner Fredrickson plans on in Hawaii till next April before g to Papeete.

HITI left Rarotonga end of July arly a year there, sailing to Tahiti. his stay in the Cooks owner Lorin ade two trips to Suwarrow with eil, the so-called Hermit of w.

HUA, completely recovered from ve damage at Rarotonga, sailed takl in August, planning to head Pago then westward.

NIS, with single - hander Anton reached Honiara in August en New Guinea.

ERDEEN ANZAC, up for sale in month, and given in "PIM" as ft. is, according to a Rarotonga 5 ft. with a beam of 19 ft. and 9 ft. "PIM"s" figure, says a ga correspondent, caused some con- then ABERDEEN ANZAC anchored the pass at Avatiu Harbour, and for a while could decide who she

was. ANZAC left Southern England last November on what was to be a five months' voyage, but there was a three months' delay when she struck a gale in the Bay of Biscay.

● MARGARET, 26-ft. Auckland cutter, reported overdue for a time in July while on passage from Auckland to Papeete, became a total loss on Mitiaro (Southern Cooks) on September 20. Yachtsmen B. G. White, R. Sutton, and T. Young got safely ashore.

● TAHOE returned to Rarotonga early in September after a five weeks cruise to Bora Bora, Moorea and Tahiti. With owner Reg Blake and crew member Brian Crawford was another Australian. They planned to head westward to Australia in a couple of weeks. First port will probably

be Nukualofa, and thence to Suva.

● BEN GUNN and SI YI PAMBILI (Let Us Go Forward) arrived Rarotonga within two days of each other in September. Both will probably go to NZ via Tonga and Fiji, but for BEN GUNN this depends to some extent whether owner Hank Horn gets his motor going. This gave up the ghost in Bora Bora and the lack of it caused Hank some anxious moments when his anchor dragged soon after arrival in Rarotonga and had BEN GUNN bumping on the coral with a fresh easterly breeze blowing. These two boats have been more or less keeping company since the West Indies and are contemplating a rendezvous in Durban, South Africa, with Hiscock, of WANDERER III in 18 months time. With owners Roger and Bill Baker on PAMBILI now is a Canadian, Al Schofield, en route to NZ.

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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.

Special Visit to Pacific War Graves

Brigadier A. E. Brown, Secretary-General and Director of the Commonwealth War Graves Commission, visited Fiji and other territories on an Ansett flying-boat cruise in August.

He said at Suva that he had visited New Caledonia, Fiji, Tonga, Western Samoa and Tahiti to inspect war graves.

In Suva the war graves are in very good condition, largely because of the personal care of Mr. M. Sellars, Brigadier Brown

Mr. Sellars acts as agent for the Commission in Fiji.

There are 74 war graves at Suva, mostly of New Zealanders, and there are some of United Kingdom soldiers.

Bourail, New Caledonia, about 100 miles from Noumea, there is a beautiful war cemetery, Brigadier Brown said.

The cemetery is on the site of the headquarters of the 3rd New Zealand Division used when preparing for operations in the mountains.

The graves of 343 New Zealanders killed in that campaign are concentrated at Bourail, and the memorial contains the names of men who have no known grave. Also in the Bourail Cemetery are the graves of two senior United Kingdom officers who were attached to the United States forces.

In Western Samoa there are 23 graves of New Zealanders killed by the NZ forces took that island from the Germans in 1914, or who died during the subsequent occupation.

The New Zealand community in Western Samoa, led by Mr. Christian, Director of Lands and Surveys, tends the graves.

Tonga there are three war graves—two of New Zealanders and one of an Australian.

Brigadier Brown said there were war graves in Tahiti—five of United Kingdom sailors, seven Australian sailors and seven New Zealand soldiers and sailors.

These are by the soldiers' section of

the cemetery at Papeete are the graves of five British soldiers who died while resident in Tahiti early in the century.

The headquarters of the Commission is in London, but Brigadier Brown spends about seven months a year operating from Melbourne.

Coral Route Farewells TEAL's Last Flying-Boat

There were farewell celebrations all along TEAL's Coral Route in September as the company's last flying-boat made its last Coral Route flight.

One of the passengers was Mr. H. K. Ford, who was TEAL's technical liaison officer stationed in the UK and who took delivery of the aircraft from the makers, Short Brothers, in 1948.

At Papeete the aircraft was farewelled by the Mayor, Mr. Alfred Poroi, on behalf of that city which

Industrial Relations Adviser for Fiji

The Fiji Government decided in September to create a new post of Industrial Relations Adviser to the Government. The appointment was recommended recently by Mr. E. Parry, Deputy Labour Adviser to the Secretary of State for the Colonies, following his visit to Fiji.

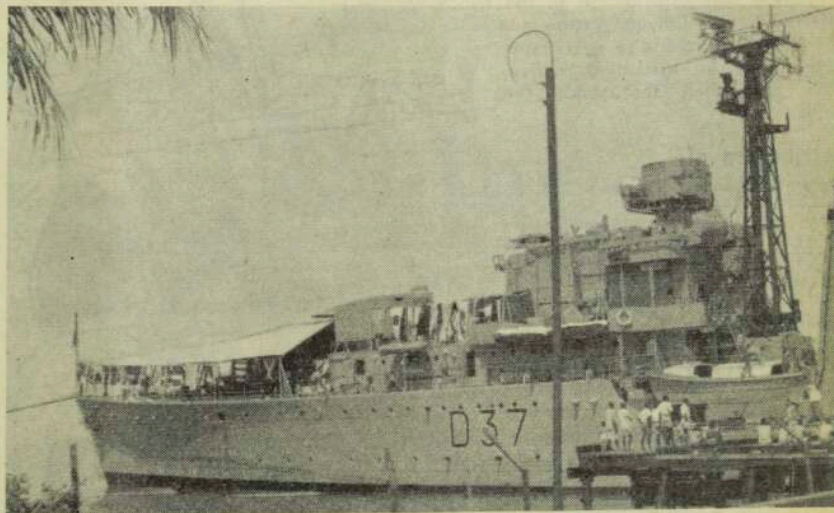
The Government statement said the appointment would strengthen the Labour Department and assist in the transformation of its role in industrial relations so that it may take a more active part in the development of amiable relations between both sides of industry in the Colony.

The present state of industrial relations warrants an early appointment, and the salary suggested for this highly important and specialised job is £2,400, plus £300 post allowance, with a two-year contract.

has been well served by TEAL in post-war years. Captain Joe Shephard was presented with a carved wooden spear.

At Aitutaki, TEAL's fuelling and catering staff provided another send-off on the home run.

At Apia, the Samoan Minister of Civil Aviation, Mr. O. Nelson, entertained the crew at a cocktail party which was also attended by the High Commissioner, Mr. J. B. Wright, and by members of Parlia-



The Australian destroyers HMAS "Tobruk" and HMAS "Anzac" only just returned from a flag-showing tour of the South Pacific, including New Caledonia and the New Hebrides, found themselves further in the limelight in September—although they would sooner have not. They were exercising off the Australian coast when "Tobruk" (photographed above in Lae, NG, during her tour) got in the way of a practice shell fired by "Anzac" (through no fault of her own "Tobruk" insisted). The shell went through her hull and a great deal of the ocean came in with it, resulting in a hasty evacuation of the engine room before everything could be got under control. "Tobruk" a day or two later, went into reserve, which is what the Navy had planned to do with her before the accident anyhow.

Photo: Pat Robertson.

ment and business heads. Mrs. Aggie Gray also arranged a farewell party at her hotel, where TEAL flight crews have been accommodated since the service commenced.

The final departure from Suva for Auckland—with a full load of TEAL staff and members of their families—was delayed for two days beyond the scheduled date of September 12 due to bad weather at Auckland. For two mornings in succession people assembled at Laucala Bay to bid the aircraft goodbye.

When it finally left on September 14 its certificate of airworthiness

had just 24 hours to go before expiry.

Captain Shephard and his crew were escorted from the terminal building at Laucala Bay to the landing pontoon by the band of the RNZAF, playing *Auld Lang Syne*, followed by *Poor Old Joe* and *Now is the Hour!*

Suva's Mayor, Cr. C. A. Stinson, presented to Mr. Ford (for TEAL) a gift from the City of Suva—a writing set.

In acknowledging this, Mr. Ford read a message from Sir Leonard Isitt, chairman of directors of TEAL, thanking the people of Suva

for the hospitality shown to the airline's flight crews during the years that the flying-boats have been based at Laucala Bay. Popular Captain Shephard also had something to say on behalf of the flying staff.

For RNZAF, Pilot Officer G. J. Danvers presented Captain Shephard with an 11 ft paying-off pennant which had been made by the RNZAF.

That job completed, Captain Shephard was then placed under arrest by the RNZAF and paraded before the Commanding Officer of the station, Group Captain A. A. Breckon. He was charged with a series of "offences", found guilty and his aircraft was ordered to be forever banished from Fiji. There were, however, extenuating circumstances admitted—the good relations that have always existed between the RNZAF and TEAL—who have used RNZAF facilities at Laucala Bay.

The aircraft, flying the special paying-off pennant, and decorated with skull-and-crossbones and other decorations added by RNZAF personnel, and escorted by RNZAF launches, taxied out.

It took off at 8.40 a.m., made a circuit of Suva before heading south. It landed in Auckland at 3.55 p.m. after a couple of grand circuits over that city.

Though TEAL's last flying-boat has gone, not all the flying-boats of the South Pacific have disappeared.

By chance *Aranui* lay side by side with an Ansett air-cruise flying boat from Sydney at Aitutaki during her last Coral Route run.

At Tahiti RAI operates a Bermuda flying-boat which was formerly owned by Sir Gordon Taylor, and a Catalina, in its local inter-island services.

Fiji Airways has a smaller amphibious Drover on regular local routes, and there are other similar craft operating in New Guinea. Ansett still operates a regular scheduled Sandringham service to Lord Howe Island.

In the North Pacific, Trans Ocean Airways provides a scheduled Grumman Albatross service through the American Trust Territory of Micronesia from Guam.

But the TEAL Coral Route flying-boat service was the only remaining scheduled commercial international service operating between different territories in the Pacific Island area.

(See "End of an Era", page 83)



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NNG Wants A DC3 Substitute, Too

Netherlands New Guinea is still looking around for a replacement for the DC3 work horse, and is having no more success than its friends on the other side of the border.

"What we are looking for is really something in the nature of



Dr. N. Schregardus.

five legged sheep," explained the director of Transport and Communications, Dr. N. W. Schregardus, just before leaving NNG in September for 10 years service there.

Schregardus said that the de Havilland Caribou was an aircraft suitable for short fields although it required a special take-off and landing technique. This technique, he said, involved a slight risk, but Civil Aviation authorities were prepared to grant approval for its use.

The Caribou would need to be replaced by a smaller aircraft working in conjunction with it—and this would probably be the Beaver.

Schregardus said the Fokker Friendship could have advantages over the Caribou in regard to maintenance, speed, and ceiling and at the same time the pros and cons of the two types were being weighed. He added that KLM intended to send an expert to NNG, probably in November, to discuss with the Government local air transport needs, and this visit should facilitate the selection of a substitute for the

Labour Wants Internationalisation of NNG

The Dutch Government's largest opposition party, the Labour Party, in a recent election called for the granting of independence to Netherlands New Guinea as soon as possible.

The Labour Party advocated "internationalisation" of the area under the United Nations.

In a manifesto the Labour Party

Dutch New Guinea was a heavy, less burden on Holland.

It was not Holland's job to defend the area as a bulwark against communism.

Holland was militarily incapable of defending the area.

Military security of West

New Guinea rested on an Indonesian assurance to Australia and the United States that it would not attack New Guinea.

"Disregarding this assurance is not only an expression of distrust in Indonesia, but also an expression of distrust in Australia and the United States and this is politically stupid," the manifesto said.

The manifesto contained a section on co-operation with Australia.

Australia had always viewed such co-operation (in New Guinea) as "a matter of extremely minor importance, and rightly so from the Australian viewpoint", it said.

"Australia has refused to accept both the political and the military

consequences of co-operation with Holland.

"Holland cannot let its policy be determined by Australian requirements either.

"Co-operation with Australia must be reserved for those—very limited and subsidiary—areas where it is possible.

"The great lines of Holland's policy towards New Guinea must be determined by Holland's interests in Europe and in the world and by the interests of the Dutch New Guinea population."

In the Australian Parliament, on September 23, Mr. E. J. Ward, a former Labour Minister for the Territories, asked Prime Minister



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Menzies a series of questions on Netherlands New Guinea.

The questions and answers were:

Had the Government of Holland announced a target date when it proposed to end its occupation of West New Guinea and hand over control to the native inhabitants?—No.

Had the Australian Government declared itself in favour of the eventual decision as to the future political control of New Guinea being made by the residents of that country functioning as a single unit?—No.

Are you able to say whether the Indonesian Government has declared its intention to occupy West New Guinea, by force if necessary?

—The Indonesian Government has stated to the Australian Government that it does not intend to resort to force.

If so, if Indonesia attempts to occupy West New Guinea following the Dutch withdrawal, and before the New Guinea people have, acting as a single unit, being afforded the opportunity of deciding that country's political future, is the Commonwealth Government committed to oppose by force this occupation?—The Government of the day would have the responsibility of deciding what action it would take in accordance with international law, the principles of the United Nations charter, and the best interests of the people of New Guinea.

Shades of RLS— and Lamps, too

Someone in Western Samoa—we're not sure who—has been instrumental in purchasing 70 old street lamps and 20 lamp standards from the city of Edinburgh which was about to scrap them.

According to the cabled report from Scotland, the Apia sponsors have purchased the lamps for use in Apia because of the sentimental association of the two places through the writer and poet Robert Louis Stevenson.

Two of the old lamps, which have been in use for 50 years, will also go to New Zealand.

Govt. Plans for Fiji's Cocoa Are Strict

To encourage the planting of cocoa until production is sufficient to warrant the establishment of processing facilities, the Fiji Government is paying 1½d for each ripe healthy pod produced, a Suva correspondent reported in September.

These pods are being used as seed for further plantings and for trial fermentation to gather information on the preparation of raw cocoa under Fiji conditions. The Department of Agriculture is sending samples of raw cocoa to various overseas manufacturers for comment.

When production has reached the level where fermentaries are warranted, these will be licensed and numbered so that control can be kept on quality. All export cocoa will be identified with its fermentary.

The Government has undertaken to establish fermentaries in areas where a minimum of about 6,000 pods are being harvested, and these will handle the crop until growers have obtained the experience to do the job properly. When that stage is reached growers will be able to establish their own co-operative fermentaries.

Even then the Government will continue to handle the overseas marketing of the crop for some time, and will buy wet cocoa beans from these fermentaries, the price being governed by the world price less costs.

Fiji Ginger Goes To North America

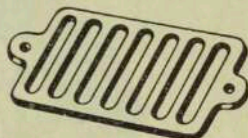
The largest consignment of fresh ginger roots to leave Fiji for North America—about 13 tons—was shipped from Suva in mid-September in the Matson liner *Mariposa*.

The crates were shipped by Fiji

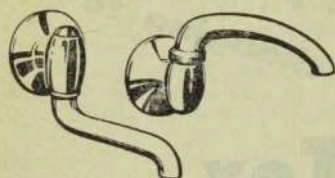
MALLEYS

MODERN BATHROOM FITTINGS

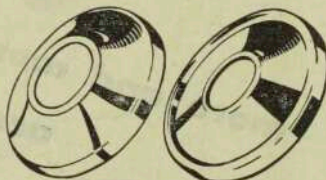
You can rely on Malleys products—they are backed by more than 75 years' manufacturing experience. The copper, brass and chrome-plating used in Malleys bathroom fittings are of the very highest quality.



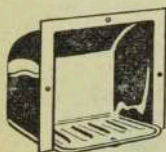
Chrome-plated Brass Bath Vent.
Size: 6" x 3".



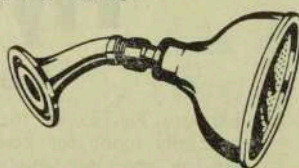
Swivel Sink Spouts (overslung and underslung types). Sizes: 4½" and 7" long.



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Size: 5" x 4".



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H099



Fiji's big ginger consignment ready to leave Suva in September.

t Agency Limited. The man-
Mr. Alex E. Muir, said that
company had been building up
trade over the past year against
competition from Hawaii,
osa (where production costs
than counterbalanced the
er distance from the market)
Panama. Only the best quality
r had a hope of competing—
he company had proved that
ould produce it if enough care
taken in preparing and clean-
he roots and rejecting the
sized.

the ginger being exported
from the vicinity of Suva—
vua, Nasinu, and Sawani—
bout one-third of the delivered
r had to be rejected as under-

ceptable ginger could only be
in this area in August, Sep-
er and October. One of the
problems was shipping con-
s during this seasonal

P & O and Orient Line has
d about the only connection
Vancouver, the best market.
September Matson voyage was
bed as a flag-showing visit to
ncouver know that these ships
available on the trans-Pacific
inducement is offered.

ile Fiji ginger enters Canada
preferential tariff, there is a
ate protective tariff against it
United States. A good quality
ct, however, can still compete
there.

oment from Fiji is in standard
a crates which contain about
of ginger.

Better Deal

Tin Can Island

ga's volcanic northwestern-
outlier, Niuafo'ou—Tin Can
l—may soon have some public
es restored.

island was evacuated in 1946
result of a severe volcanic
on, and the people were re-
d on Eua, south-east of
utapu. A majority of them
never very happy there
er, and wished to be allowed
urn home.

er 1950 the Tonga Govern-
permitted teams of copra

workers to spend periods at the
island and the numbers pro-
gressively increased.

In 1958, in response to further
requests, about 200 people were per-
mitted to return as family groups,
but as the government was financ-
ing the Eua resettlement scheme
the move was not looked on with
any marked approval and it was
made clear that the Niuafo'ou
people would largely have to fend
for themselves, in the matter of
providing such services as radio
communications, medical services,
etc.

The Government has now agreed
to provide such services on the basis
that the Evacuation Committee aid
to the Eua settlement will cease
to apply.

The people at Niuafo'ou have now
re-established settlements at the
five former villages of 'Esia,
Kololofo'ou, Sapa'ata, Angaha, and
Fata'ulua, and have imported two
tractors for the transport of copra
and the construction of new access
roads over the lava fields.

The Tonga Copra Board has
agreed to establish a trade store
and to erect a copra bulk store, and
will look into the possibility of
facilities at the island.

All in all, it now appears that—
sparing another eruption—there are
better times ahead for Niuafo'ou.

"No Holdups" at Pago Pago Fish Cannery

The Van Camp tuna cannery
at Pago Pago, American Samoa, is
operating normally and has not
experienced any difficulties in
obtaining supplies of fish from
Japanese vessels.

This was stated from Pago Pago
in September, when rumours that
the cannery had ceased operations
and that Van Camps were pulling
out were refuted.

A Pago Pago correspondent says
that there was a period when
supplies of fish were slow in com-
ing forward, but this was due to
natural causes. The 400-odd em-
ployees—who draw about \$US400,000
annually in wages—have been
normally employed, and in mid-
September four additional fishing
vessels were on the way from Japan
to join the fleet.

Drowning Tragedy In Norfolk Tank

Barry Wayne Sanders, aged 1
year and 11 months, the son of
Norfolk Island's Mr. & Mrs. W.
Sanders, was accidentally drowned
in an underground water tank on
Norfolk Island in September. The
cover of the tank had been
damaged by a horse only two days
before. At the inquest, the coroner,
Mr. H. J. Powell, issued a warning
to residents of the dangers of un-
covered wells and underground
tanks on Norfolk. (Over)

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Manihiki Is Alright Flying-Boats

The Cook Islands northern atoll Manihiki now has a flying-boat landing—a locally made one—and an area of the lagoon marked out as a safe landing area for RNZAF flying-boats.

The survey was the result of the action of the New Zealand Government to make an experimental transfer of mother-of-pearl boats from Manihiki to one of the outer atolls north of Samoa next May.

No up-to-date chart of Manihiki lagoon exists; it was necessary for the RNZAF to send an officer from Fiji, Flight Lieutenant J. F. Harrison, to look at the situation over before despatching a flying-boat. He was flown to Manihiki at the end of May to meet with the local vessel *Dobiri*, which also had aboard the Cook Islands Fisheries Officer Mr. Ronald, and a research team from the NZ Department of Scientific and Industrial Research, to make a thorough survey of the lagoon as part of a programme of mother-of-pearl shell conservation.

August Flight Lieutenant Harrison captained a Sunderland flying-boat to Manihiki via Satapuala (Western Samoa) and made history—so far known—by making the first flying-boat landing on this lagoon. Fortunately the best landing is in the north corner of the lagoon, somewhat distant from the settlement of Tauhunu, but close to the other village of Tukou, on another islet.

There is not likely to be much flying-boat traffic into Manihiki but it will be useful to know that a safe landing is available for emergencies.

The flying-boat remained on the lagoon for only about an hour and then left up the DSIR party which completed a very full survey of the oyster resources.

Tahiti Has a British Consul— Not in Tahiti

Since the British Consulate in Tahiti was closed down last year—Frederick Devenish was the last British consul—PIM has made enquiries to discover who represents British interests in French Polynesia.

We now learn that in April this year Mr. T. R. Cowell, of the South Pacific Office of the Fiji Government Secretariat, was named to this position with office in Suva.

British Consul for French Polynesia Mr. Cowell is responsible only to the British Foreign Office. He will pay occasional visits to Tahiti, but up to the end of 1960 his credentials had still not been officially accepted by the French Foreign Office in Paris, so

he has so far made no such visits.

Quite separate from this Consular position, Mr. Cowell is at present the United Kingdom Commissioner on the South Pacific Commission, and he represents the Governor of Fiji in the latter's functions as Governor of the Pitcairn Islands Group, Chief Commissioner for the Kingdom of Tonga, Consul-General for the Western Pacific, and Consul-General for the islands under United States Sovereignty in the South Pacific.

Mr. Cowell was attached to the Western Pacific High Commission staff from 1941 to 1958 when he was seconded to the South Pacific Office of the Fiji Secretariat. Officially he is an Administrative Officer, Class I.

Education Director Doesn't Like the Word 'Scandal'

Christian missions had made a "magnificent contribution" to native education in P-N.G., the Director of Education, Mr. G. T. Roscoe, said in September. "If it had not been for the missions our education effort would have been much less than it is," he said. "But I certainly would not use the word 'scandal'."

Mr. Roscoe was replying to the Anglican Bishop of Grafton, New South Wales, the Right Reverend K. J. Clements, who told the Seventeenth Synod of the diocese of Grafton that without the missions Australia's education record in the Territory would be a "scandal". (Over)

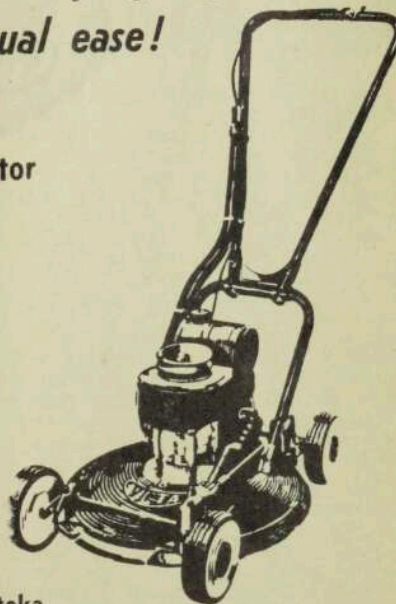
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X/EXMA/5

claimed that of the 200,000 children receiving education the Australian Government provided less than one-ninth. The rest were educated solely by missions. In his reply, Mr. Roscoe said that at least 20,000 native children were receiving either primary, post primary or secondary education in Territory Government schools.

Recognised and registered non-schools the number was only more than 55,000.

Other 110,000 children were being educated in "exempt" mission schools—schools which the Administration did not consider good enough to be given aid grants.

Many of the teachers in these exempt schools are not trained and are not even literate," Mr. Roscoe said. "Sometimes the number of pupils per teacher is so great the children cannot possibly be taught effectively."

One of the Administration's objectives in its universal education is to raise the standards of the schools to the point where they can receive Government aid."

Pacific Will See Luxury Liners on First Voyage

& O-Orient Line's two new liner liners, the 40,000-ton *Oriana* and 45,000-ton *Canberra*, both on completion in the UK, are scheduled to depart on their maiden voyages within six months of each other and both will be seen in the Pacific. The *Oriana*, which will begin its maiden voyage in late October, will make her maiden voyage from Southampton to Sydney on December 3.

The *Canberra* will make a short cruise in the Pacific before she sails again for Sydney to NZ, Suva, Honolulu and the west coast of North America, returning via the same route.

The *Canberra* is expected to leave Southampton for Sydney next June, returning via NZ and the Pacific for Canada and the USA, returning the same way.

The *Oriana's* maiden voyage will last over 3½ months, and *Canberra's* will be just under three months.

Australia - West Pacific Line's new MV "Samos", to be seen in Sydney in late October on her maiden voyage. For the passengers there is every luxury, including a Turkish bath. Decor is modern, as this view of the lounge shows.

A Luxury New South Pacific Vessel, Too

The new addition to the Australia-West Pacific Line fleet, MV *Samos*, is due in Sydney on her maiden voyage about October 19,

but New Guinea residents will not be seeing her until December.

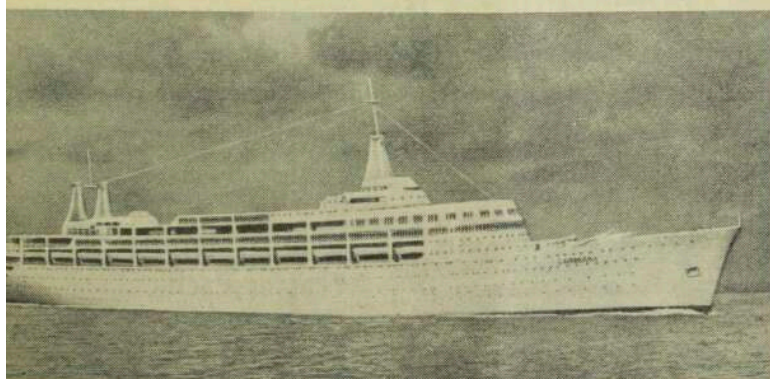
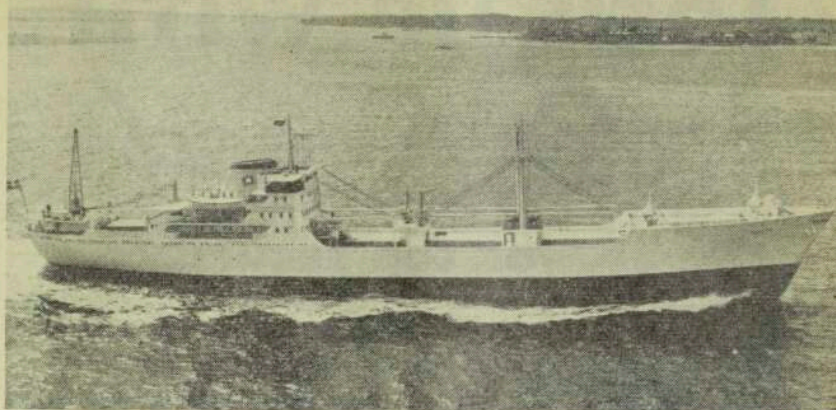
This very modern-looking 7,820 tons dw vessel was delivered from her builders in Denmark on August 16 and is beginning her Australia-SW Pacific-Far East service from the Australian end (departing Melbourne, October 17).

Her first south-bound voyage out of Japan will commence on November 11, from Yokkaichi and thereafter after other Japanese ports to Hongkong, Sandakan, Madang, Rabaul, Lae, Honiara, Vanikoro, Santo, Vila and Australian ports.

The latest navigational and cargo-handling aids have been fitted to the new ship which will carry general and refrigerated cargo.

There is luxury accommodation for 12 passengers in three double cabins and six single cabins, and a large dining saloon, smoking room, swimming pool, bar and Turkish bath. All accommodation is air conditioned.

A sister ship to *Samos* is currently being built in Japanese yards and was christened *Tanos* there on September 21 by Mrs. von Gelsing,



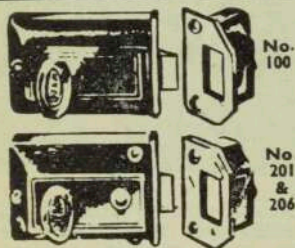
The *Canberra*, now being fitted out in readiness for her maiden voyage, when she will be seen in the Pacific.

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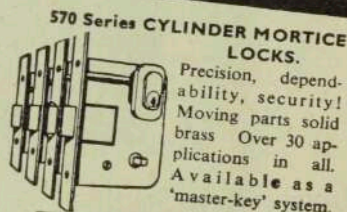
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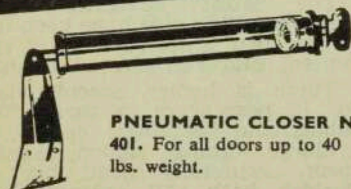
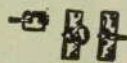
Precision, dependability, security! Moving parts solid brass. Over 30 applications in all. Available as a 'master-key' system.

307 SCREEN DOOR TOUCH LATCH.

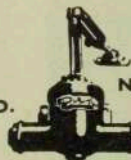


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sister of Mr. Folke Hillerst managing director and owner of company.

Tanos is expected to be delivered from the Japanese ship towards the end of January, 1960, and then join Milos, Delos, A Citos and Samos on the regular Australia-West Pacific-Far service.

The addition of two new vessels of this type to the company's fleet indicates the firm faith of owners in the future of this route.

Increased tonnage available to Line has allowed them to introduce a new service to New Guinea shippers—that is, calls at certain ports on the northbound voyage as well as southbound.

Delos will start this new service with her October departure for Australian ports by calling at Rabaul as well as Manila on the way to Hongkong and Japan.

Gaol for Attacking A NG Missionary

In Rabaul, NG, in September a native was gaoled for nine months for attacking a Roman Catholic missionary with a grass sickle.

Mr. Justice Brennan dismissed the native's claim of provocation although he found the missionary had hit the native first.

He said that in denying he "laid hand" on the native he lied the missionary's recollection had been "faulty".

The native, Aliengu, appeared before Mr. Justice Brennan in Rabaul Supreme Court charged with having caused grievous bodily harm to Brother Theodore Koenig, of the Vunepo Mission. Aliengu had pleaded not guilty.

Tonga Will Replace Its Radio Equipment

Tonga is in the final stages of establishing a broadcasting station at Nukualofa, and last month it announced that certain new radio facilities were being established. Tongatapu as aids to aviation. Now there is an announcement that the equipment at the Nukualofa radio communications station, which maintains inter-island, shipping and overseas contacts is to be replaced, making this station "one of the finest of its type in the South Pacific". Total cost of new equipment is estimated at £48,000.

Unusual Hospital Ship Crosses Pacific

One of the most unusual ships of her size ever to put to sea, a privately owned hospital ship Helix of about 11,000 tons displacement left San Francisco on September 15, bound for Indonesia. Late in September it was not known whether

Tourists Will Be Visiting Mt. Hagen

Another step towards creating tourist facilities in New Guinea will be the opening of the new Hagen hotel—scheduled to be in place about the third week of November.

Manager of the new hotel is M. Zebrovius, and the hotel will initially provide accommodation for 12 guests, and 30 by November 1962.

The hotel is situated in a very active part of Mt. Hagen township—and Western Highlands is a very attractive district, with a great tourist potential. Lack of hotel accommodation nearer than Goroka has previously prevented tourists from making anything more than hit-and-run visits to this interesting part of the Territory.

Ship would be calling at any Pacific ports en-route. The former United States Government hospital ship which had been "balled" since World War II, has taken her new name from Logan: Health Opportunity for Everyone.

Completely modernised for her task of providing medical assistance and medical training in the under-developed countries of Asia, the ship is being financed by private firms and organisations in the United States and is manned by an entirely volunteer medical staff. The ship has accommodation for 250 patients, three operating rooms and a maternity delivery room, dental clinic, a pharmacy, student teaching facilities including a movie theatre and a supply of films on local and public health subjects, a closed TV system making it suitable for large numbers of patients in a lecture room to see close-range views of surgical operations taking place in the ship's operating theatres.

Forms A

Association

Fiji Naval Association was held in September at the invitation of members of the former Royal Naval Volunteer Reserve who were disbanded by the Government last year due to lack of service. Membership is offered to all ex-naval servicemen. The steering committee consisting of Messrs. N. McKenzie, Vilame, A. Osborne, T. Morel, ne Qaranivalu, Saimone Isireli, and J. H. Gale was formed. A member has offered a site for the building of a clubhouse as finances are available. While functions will be held in halls.

He'll Fight for Citizenship Of NG's Euroneseans

Visiting Australia in September was Mr. W. T. Thomas, prominent New Guinea planter, planning a new assault on the regulations which are preventing Australian naturalisation of any New Guinea half-caste people.

Mr. Thomas hoped to arrange an interview with the Minister for Territories, Mr. Hasluck, on the chance that "on his home ground perhaps the Minister will give a frank appraisal of the situation".

But whatever happens, Mr. Thomas has the blessings of Kokopo Town Advisory Council and of the 300 or so self-styled Euroneseans

who make up the Rabaul-Kokopo mixed race population.

Mr. Thomas, and an increasingly great number of other influential people, feel that the time has come when naturalisation should be available for mixed race people who meet the requirements of worthwhile citizens.

The Apex Club of Rabaul has also taken up the cause and has already held discussions with Mr. Hasluck.

New Guinea people who have discussed the matter with Mr. Hasluck feel that he is sympathetic to the suggestion, but is powerless to do much at present in the face of existing immigration laws.

Greatest attention recently has been focused on Mr. Harry Spanner, of Kokopo, a Roman



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1 teaspoon of salt
1 teaspoon of butter, 2 pint of milk
Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

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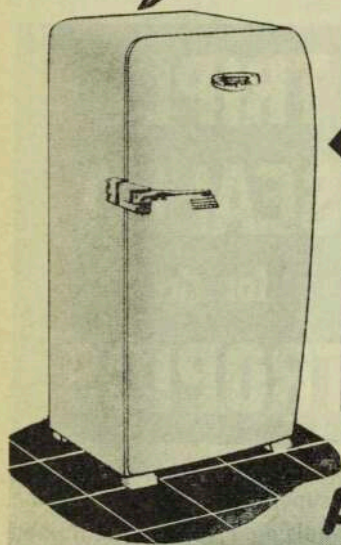


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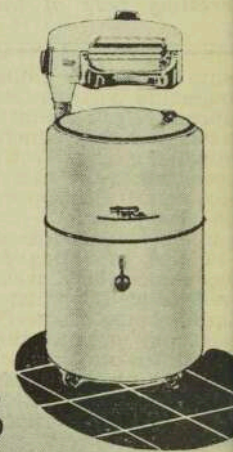
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holistic mission worker who has been trying unsuccessfully since 1950 to obtain naturalisation. If the Euronians do not get their loyalty is requesting they may become embittered over," Spanner has warned. The Administrator of Papua-New Guinea, Brigadier D. M. Cleland, stated recently that he was not happy about the individual light which the Spanner case has been receiving. "For goodness sake fight the case on behalf of the people, not on behalf of one man," he said. One of the main reasons, however, which has triggered the offer to Mr. Thomas to discuss the effect in Australia is a renewed desire to naturalise Harry Spanner. Mr. Thomas said: "This latest offer is not very satisfactory to me, and I want to do what I can to help".

Tender for American Samoa Governorship?

There were reports from Honolulu in September that Mr. David Trask, member of the Hawaii State Legislature, would probably be a tender for the Governorship of American Samoa "if the post falls vacant" as the result of the Presidential Election in November. A brother of Mr. Trask, Mr. "Barney" Trask, is living in Samoa at present.

No Second Nadi Hotel

An application for a licence to build an additional hotel at Nadi Airport, made by South Pacific Hostings Limited, was refused by the licensing authority in September.

Grounds for refusal were that the hotel plans, as submitted, were deficient in certain respects. If these deficiencies are corrected the application would again be considered.

South Pacific Hostings is the organisation providing catering facilities for the airlines and airport staff. They are at present also operating a licensed overnight accommodation house 2½ miles from the airport and known as the Sky-lodge. This establishment was formerly the staff quarters for the personnel of the firm building the new airport.

The application for the permit to erect the proposed hotel was opposed by Mr. Barry Philp, proprietor of the existing Mocambo, who was recently granted a permit to go ahead with the erection of a modern hotel at the airport.

Public Service Commission Now For Fiji

Fiji now has a Public Service Commission, though with very limited functions and powers.

According to a Government statement, initially it will only be concerned with advising the Governor in respect of posts in the Civil Service which have a salary scale of more than £750 per annum. It will not be empowered to advise in the case of the appointment of judges, magistrates, and certain higher posts in the Audit Department, or Police. The Police Force is to have a Police Service Commission of its own.

The main purpose of setting up the Commission is to afford the Government independent and impartial advice on the selection and appointment of local candidates for Government employment, according to the statement. The Commission is not concerned with rates of pay or other conditions of service, though if these should make recruitment difficult the Commission could invite the attention of the Governor to the fact.

The Order-in-Council governing the Commission lays down that only one member may be a serving Government officer and that no member of the Legislative Council, official or unofficial, may be a member.

The members named for immediate appointment are Mr. C. S. de D. Reay, chairman; Mr. W. E. Donovan, Mr. J. B. Takala, and Dr. Dharam Singh.

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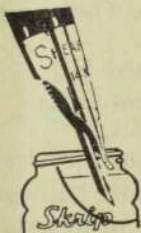
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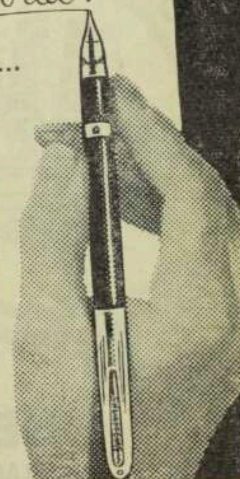
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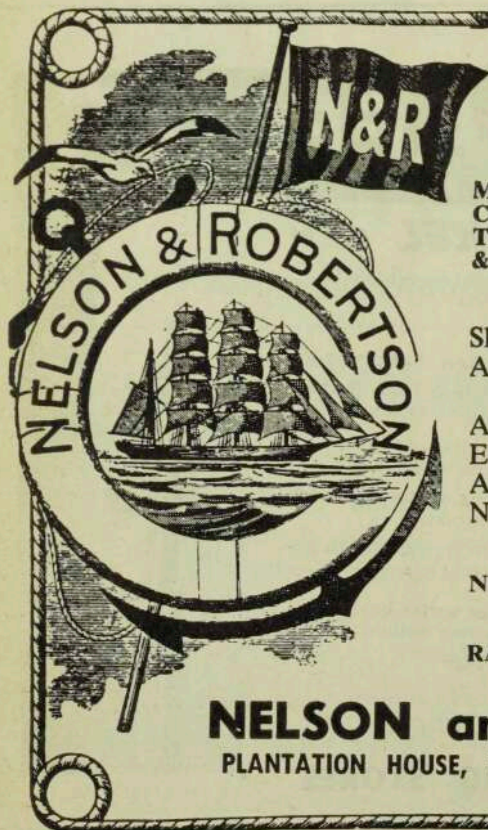
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Improvements at Pitcairn Is.

ight from the day when Fletcher Christian deliberately ran the *My* aground at Pitcairn Island, ding there has been difficult. at last work is in hand make it a little less dangerous the islanders to land their leboats at what they describe as "harbour" at Bounty Bay. tor Rex Cobbin, Seventh-day entist missionary, stationed on airn, wrote thus from there on ust 31:

is expected that improvements under way in Bounty Bay will e it safer for the island boats oad and unload their cargo, to e their way through the surf the entrance to the landing, prevent their receiving such h treatment at low tide, when are continually bumped and ped on the rocky bottom.

o begin the operations, the ernment in Fiji sent over an osives expert, Mr. Bradnam. he, with the assistance of 17 e island men, is removing rocks lear the bottom and edges of harbour. Many of the rocks ar far too big for the men to ile, and these are being blasted of the way with dynamite. Mr. inam is also endeavouring to en the harbour by blasting e of the rocky shelves on the om.

is work has created so much est among the islanders that rder not to miss a single blast, y of them spend practically the e day at the edge of the cliffs hing the progress being made. imes the water and rocks have blown as high as the island, h is upwards of 1,000 feet, and action is worth seeing.

e men working on the our avoid injury from the osions by running up the cliff before the charges are due o off.

complete the improvements, Government plans later to a breakwater near the ance.

a Looks Into Future

e of Suva's principal tourist- failings is lack of a con- ent bathing beach. That may be ually corrected under a plan before the Suva City Council tly. The plan covers the whole fronting Victoria Parade, from ost office to the Grand Pacific l, and work is already going d at the post office end.

e "bay" between the new post e building at the rear of the

old post office and the Cable and Wireless building is being filled in. A single-track roadway arcs into this new area from Victoria Parade just south of the fire station to form a bus loading area capable of taking ing seven buses—only north-bound buses will use it. This bus bay was taking shape in early October.

To seaward of it will be a garden area, and beyond the Cable and Wireless building a civic centre will be developed, and from there on to the Grand Pacific Hotel past the old Boys' Grammar School will be reserved as "general commercial" area, with provision for future luxury hotels. These would have to be set on reclaimed land leaving a broad area on the Victoria Parade

side for development as a future boulevard.

Beyond the GPH towards the entrance to Government House a further reclaimed area would become a sports area, with tennis courts, bowling green, and football and cricket grounds.

A possible artificially built beach—like many such beaches at overseas tourist resorts—would be developed to seaward of the Grand Pacific Hotel.

The proposed boulevard, 120 ft wide, would extend across the Nubukalou Creek near its entrance by the Harbour Master's office to junction with Harris Road, the new road along the rear of the wharf area.



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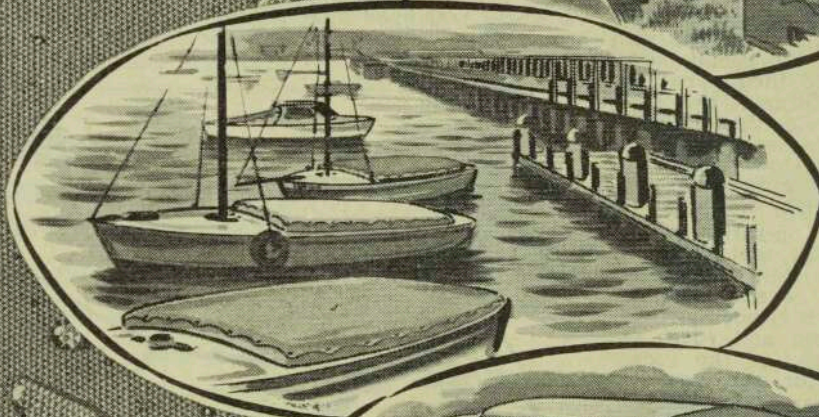
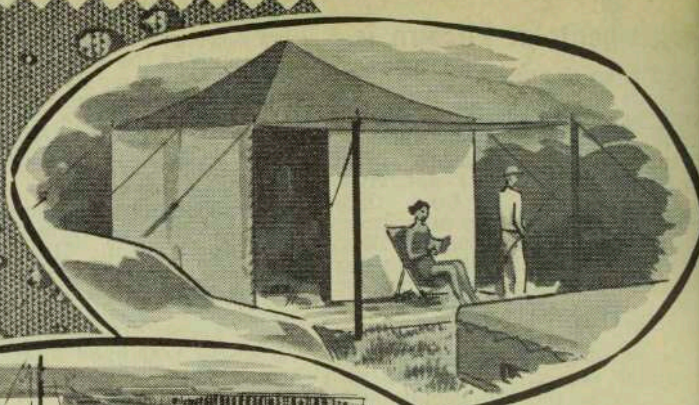
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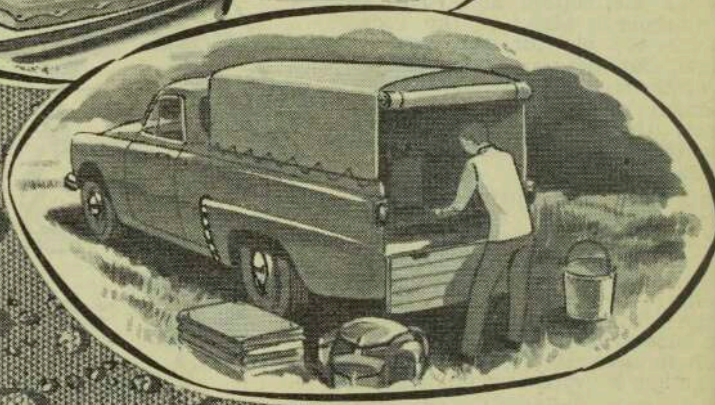


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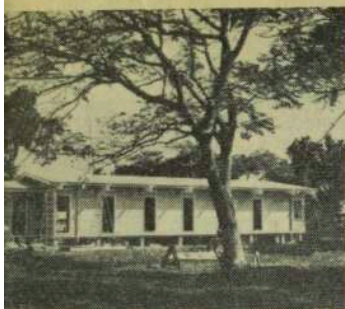
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Mr. J. E. and Mrs. Owen left Vila, New Hebrides, for Australia in September after six months with the Presbyterian Church there. A crowd farewelled them. Before their departure they saw the formal opening of Vila's new church hall, named Owen Hall in appreciation of their work in the community. The new hall was erected in about four weeks on the site of the former Paton Memorial Church, which was wrecked in the 1959 hurricane. The new hall was erected by Braybrook Homes, of Sydney, who also supplied the pre-cut staff for the recently erected in Vila for the Condominium Government and British Residency.

Photo: Reece Discombe.

John Gutch's Farewell To New Hebrides

The High Commissioner for the Western Pacific, Sir John Gutch, and Lady Gutch, paid a farewell visit to the New Hebrides in September, prior to Sir John's retirement. (Mr. David Trench has been appointed new HCWP.)

Sir John and Lady Gutch travelled to the New Hebrides aboard the *Queen*, which also took Mr. Amery and his party to the New Hebrides en route to Fiji. The High Commissioner was met by Mr. J. S. Rennie, British Resident Commissioner in the New Hebrides, who returned to Vila in September after long leave in Eng-

land. Rennie expected to accompany Sir John Gutch to Noumea later in September to attend the 21st session of the South Pacific Commission.

Tonga's Deputy Premier Retires After Long Service

After 37 years unbroken service to the Tongan Crown, the Hon. Tuihaateiho has retired as the country's Deputy Premier.

He has been in poor health since he returned to Tonga early this year from attending a course in Elementary Practice and Procedure at Westminster, London, and now live in his estate on Tonga.

The Hon. Havea Tuihaateiho first joined the Tonga civil service in 1923 as an assistant clerk in the Premier's office. Later he was Governor of the island and of Haapai. He was appointed Minister of Lands in 1946, held the portfolio of Minister of Education, together with that of Deputy Premier, when he retired.

Latest On the New Hebrides' Volcanic Front

The flow of lava from New Hebrides' Lopevi volcano, which erupted violently on July 10, resulting in evacuation of the island, had ceased at the beginning of September when the British geologist, Dr. C. E. Williams, visited it. However, occasional puffs of steam came from some of the many craters.

Later in September Mt. Marum, the large volcano on Ambrym, became more active, and there was some excitement when thick ash showers started, accompanied by earth tremors.

The last major eruption of Mt. Marum occurred in 1951. There are two main craters and it is thought possible in Vila that a third crater may be developing as a result of the recent activity.

NNG On the Way In Training Own Doctors

From 25 to 30 native doctors should be practising independently in Netherlands New Guinea by 1970, according to Dr. G. Hoekstra, NNG's Director of Public Health, speaking in Hollandia.

He said many of these will be trained at a new medical centre shortly to be established in Hollandia.

The new centre will be financed by the European Economic Community Development Fund, and the main building will have three floors.

Others will probably receive training at a medical school to be established in Port Moresby.

New Caledonia Celebrates With a Big Week

New Caledonia celebrated the 107th commemoration of France's occupation of the island with more than usual gusto this year.

A new committee headed by Mr. Numa Daly, Australian educated head of one of Noumea's biggest import houses, was mainly responsible for injecting the "gusto". Various fixtures extending over a week were held, terminating in a monster carnival on September 24, the commemoration day.

No French fete is complete without a military review and this year

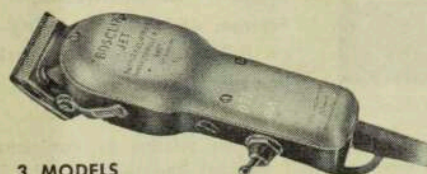
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Governor Pechoux, Admiral Martinet and General Appert reviewed the island's might in one of the main streets.

Whilst Lancasters flew overhead and jeeps and motorised artillery rushed by, General Appert decorated some of the troops, one of them a New Caledonian, Yves Demene who was cited for gallant conduct in Algerian operations last year. Demene was awarded the Croix de Valeur Militaire. He was wounded in the operation for which he was cited.

Some 6,000 people crowded into Noumea's sports arena in the afternoon to witness the huge carnival. Heading the list of attractions was a troupe of Australian artists,

jugglers, acrobats and clowns.

The troupe was a huge success and seemingly enjoyed pleasing the crowd as much as the crowd enjoyed watching.

Young native dancers and Wallisian men and women dancers also performed. Various sporting demonstrations were presented including two "Go Karts".

Young native collegians demonstrated the throwing of the javelin, showing the inherited traits of their spear throwing ancestors. (With proper training New Caledonia might have some Olympic talent in that direction).

A *concours d'elegance* brought out some of Noumea's finest cars, prettiest dresses and loveliest

women. The judges had a hard time of it and there was very little difference between the winner and her rivals.

Some 12 lovely dames and demoiselles took part in the *concours*. The Japanese wife of an engineer of the nickel smelter received great applause when she appeared in her kimono. The chief of the group of contestants made a great impression on the tourists and one New Zealander confessed to *PIM* correspondent that there could not be another island in the world which could boast so many lovely women.

The carnival continued late into the night and was judged as being Noumea's greatest ever.

Has Tom Shot The Rogue Croc.?

Professional shooter Tom Cole in September trapped and killed a 10-foot crocodile believed to have been responsible for four attacks on natives in Marshall Lagoon, south-east of Port Moresby.

Cole trapped the rogue crocodile near the grave of one of its victims. A huge mesh net was set near the mouth of a small river flowing into the lagoon, after natives had seen a crocodile swimming there.

The natives believed it was trying to reach the river bank grazing a native woman dragged from a canoe by the crocodile in July.

Said Cole in Port Moresby: "It's hard to say whether or not the croc. was the one I was after. The last attack occurred a long ago for analysis of the contents of its stomach to show anything."

"However the natives of the area are convinced it was the croc. causing all the trouble."

Cole, who now runs a small plantation at Banz in New Guinea's Western Highlands, is regarded as one of the territory's foremost authorities on crocodiles. He is an expert shot who has exported thousands of hides to overseas markets.

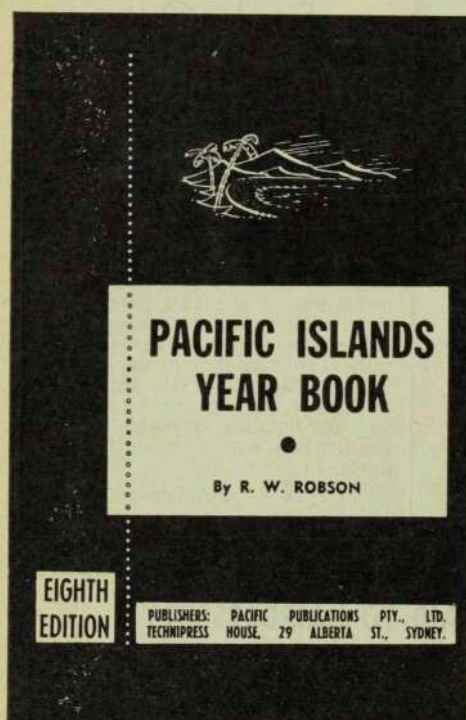
He was hired by the Administration to go to Marshall Lagoon after a series of attacks on native women. At least two were killed and two seriously injured.

Most were attacked aboard canoes and all were believed victims of the same beast.

The crocodile's skin will be treated and presented to the Papua New Guinea Museum in Port Moresby.

What Mr. Menzies Told UNO About P-NG

The Australian Prime Minister Mr. R. G. Menzies, addressed the United Nations in New York on October 1. Among other things he answered criticism by Mr. Khrushchev of Australia's role in



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The Big, Bright Tolai Smile

urred on by the interest h he created with a set of e-made artificial teeth, a i native from Kokopo, New in, is now busily engaged aking a bigger, brighter and r set. And like the first set, ill make the second from e salvaged from the remains n old Japanese machine-

e man (his name has not disclosed by hospital orities) was an outpatient Nonga Hospital, Rabaul, a hospital dentist noticed as wearing what appeared e two gold teeth. e dentist is Mr. B. Crowley, took a quick second look discovered the teeth and base were carefully filed a single piece of brass. what you would call a pro-mal job, but neat and quite Mr. Crowley said later. otographs of the teeth were to dental authorities in alia.

arently flattered by the tion he had created, the r of the teeth returned a days later to say that he starting on a new set. ve had the present ones for g time and they don't fit ell as they once did," he

New Guinea. Mr. Khrushchev lled on Australia to give im-e full independence and self-ment to the Territory.

is Mr. Menzies' reply, taken e official text of his address: a piece of rhetoric [Mr. chev's call] no doubt has its But it exhibits a disturbing of knowledge of these terri-and of the present stage of evelopment.

ody who knows anything these territories and their ous people could doubt for ent that for us in Australia andon our responsibilities ith would be an almost al act.

e is a country which not so go was to a real extent in a f savagery. It passed through st gruesome experiences dur-e last war. It came out of it t organised administration a sense, without hope. It is ation in the accepted term. eople have no real structure ociation except through our stration. Its groups are d among mountains, forests, and swamps. It is estimated here are no less than 200 at languages.

work to be done to create ster a sense and organism of

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"There are in operation 778 in-fant and welfare clinics. We have built from nothing, medical services that include 119 doctors, 347 trained nurses, 236 medical assistants, and thousands of native medical assist-ants, medical orderlies and nurses.

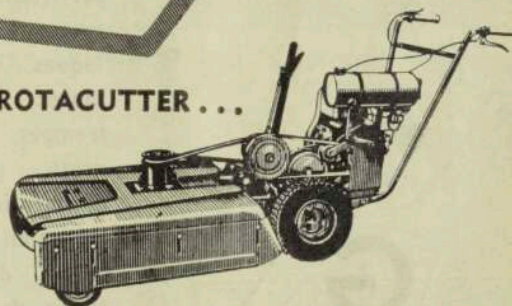
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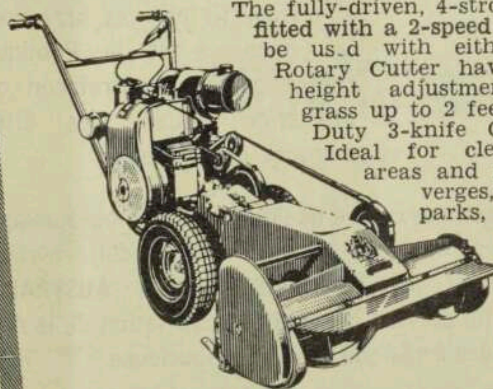
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"All this has been done in a few years since the war. The achievement has not been without cost, but it is a very strange colonial policy if I understand the sense in which that term is used. We have poured many more millions into Papua New Guinea than have ever come out or will ever come out. Like the Netherlands, we regard ourselves as having a duty to produce as soon as it is practicable an opportunity for complete self-determination for the people of Papua and New Guinea.

"We have established many local government Councils in order to provide training in administration and we have set up a Legislative Council on which only the other half of the population is represented. We have substantially increased the number of indigenous representatives.

"Mr. Khrushchev includes us in his diatribe against 'foreign administrators who despise and loot the local population'. I have shown exactly opposite to the truth that in our case. His further extravaganzas about the 'overseer's lash' and the 'executioner's axe' must refer to areas with which he is not familiar than he is with Papua New Guinea and Papua.

"I must say with complete clarity that we do not need to be lectured on such matters by a man who has no record whatever of having brought colonial people into freedom and self-Government. We are proud to be in the British tradition of the 20th century, a tradition which has by sensible means brought the blessings of self-government and a seat in the Councils of the world to many former colonies."

(See "Mr. Menzies at UNO", page 135)

Noumea Moves Towards A Five-Day Week

Noumea is moving towards a five-day week. Most Government services have already adopted it from September, together with the Caledonia's only bank—the Bank of Indo-China. Work starts earlier or finishes later to give Saturday free, and only a skeleton staff now operates the postal services on a Saturday.

Nevertheless Noumea's five-day week poses a problem for people with children.

New Caledonian schools have holiday on Thursday and work on the Saturday.

A correspondent reports that the Australian system of a five-day school week has been under discussion, but this could meet with opposition from the church, because Thursday is generally devoted to religious instruction of the children.



S NEW BUILDING. One of the most buildings in the British Solomons—and the one with the best view of Honiara. Geological Department's new building, ge above the town. It is partly air- ed and contains among other things ical museum. The Solomon Islanders equipment lined up here are some of rtment's staff who formed an honour r the official opening of the building by the Western Pacific High Com- missioner, Sir John Gutch.

correspondent adds there is nce that a five-day week will the commercial section, will be hostile to closing on ays.

NOTE: In late September decided that schools would en Saturday afternoons off, ould work extra hours in ay afternoons to make up for st parents welcomed the new as it would enable them to earlier start in spending a nd in the country. Thursday a holiday.

Pacific Is g Together More

Pacific is getting smaller—ustralia knows it. Here are atest developments in her liaison.

RAAF Neptunes visited i in October for a fortnight's

exercises with the US Navy. They flew via Fiji and Canton and will return via Samoa. 26 RAAF men, one RAF man and a RAN member made up the detachment which was the seventh RAAF reciprocal training exercise with the US Navy since 1957.

Two officers of the Indonesian army arrived in Australia in October to attend officer training courses in Australia. Their visit is part of a policy of making training facilities available to servicemen from neighbouring countries.

Australia's Department of External Affairs announced in September that when Mrs. Kusuma Goonetilleke, of Ceylon, left Perth on September 8 on her way home to Ceylon she was the 3,000th Colombo Plan trainee to have been helped by Australia.

The Royal New Zealand Navy cruiser *Royalist* will visit Australia for training exercises in November.

She will spend a fortnight off the Sydney-Jervis Bay areas. *Royalist* is under the command of a RAN officer, Captain H. D. Stevenson, who is on exchange duty with the RNZN.

Talks on Australian Coastline Survey

A new five year plan for the charting of Australia's coastline and sea routes will be discussed in Canberra in October at a conference called by the Department of the Navy and attended by Australian civil authorities.

The first five year starting programme of the RAN ends next year, and plans have to be made to cover the most urgent tasks for the next five years. To conduct a thorough modern survey of the entire coastline would take 25 years. (Over)

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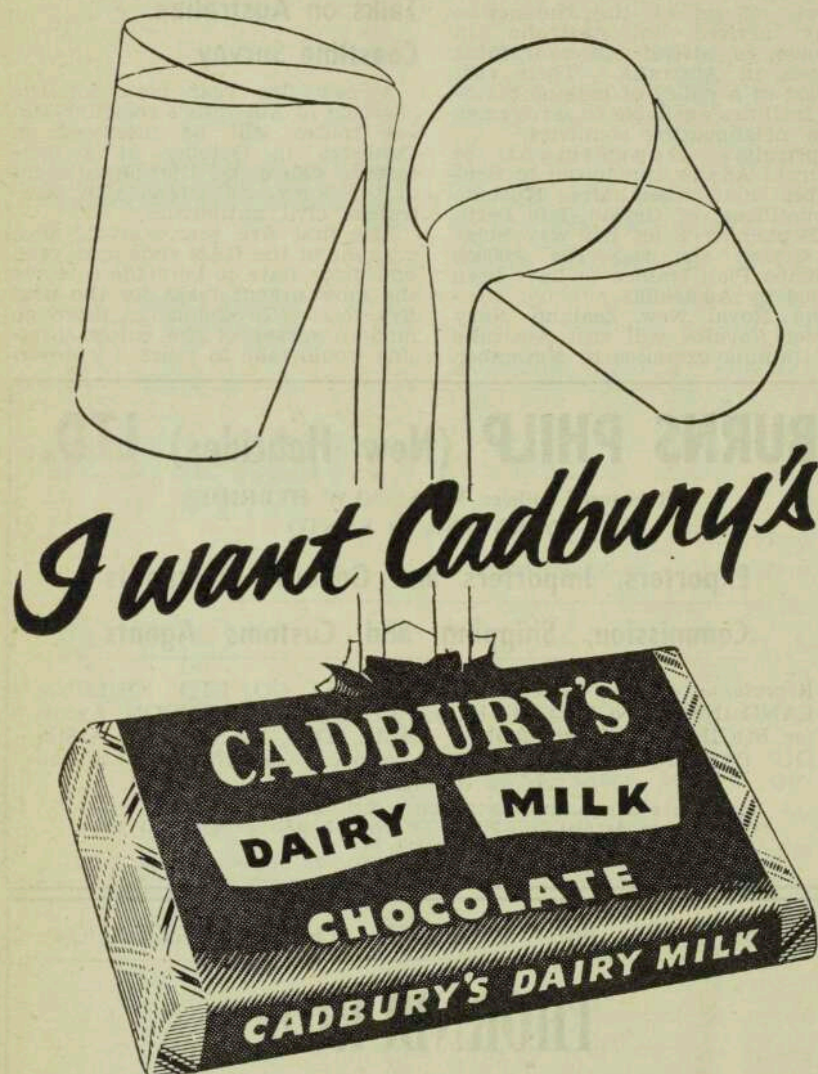
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MD25/2FC/5

New Hebrides Airways Is Still Airborne

New Hebrides Airways, which in September still had not been authorised to run regular service, was nevertheless making it pretty busy and proving what everybody suspected—that there is room for a small internal airline within the New Hebrides.

In late August the airline's aircraft, a Rapide, made a landing for the first time on Aniwa Island in the southern New Hebrides, a 600-yd grass strip made entirely by local people. The airline has made possible the opening of Quill Hill, which was built by the Americans as a wartime bomber field, is of compacted coral.

Tanna Planter Bob Paul, with fellow Australian Paul Burrows, is a director of New Hebrides Airways, has been visiting central and northern islands, to investigate other possible airstrip sites. He has also been supervising construction of an airstrip on the island of Tonga, in the Shepherd Group.

In late September the Rapide made a mercy flight to south Port Moresby to bring back to Vila a member of the crew of the *Nikar*.

Norfolk Has a Big New Hotel

Norfolk Island opened its Hotel Paradise in October. The hotel, at Kingston, looking across the golf links to the swimming beach at Emily Bay, with Norfolk and Phillip Islands in the background, has been described locally as the "most important advancement yet made in the development of tourism on Norfolk".

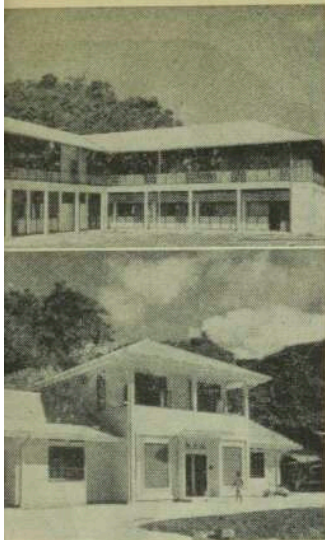
The new hotel accommodates 100 guests and all the bedrooms have an ocean view. The hotel features a paragon dance floor. More extensions are planned.

S. Pacific Commission's Twenty-First Session

The 1960 Session (the 21st) of the South Pacific Commission commenced at the headquarters of the Commission, Anse Vata, Noumea, on October 13.

Commissioners representing six member nations—namely, United Kingdom, United States, Australia, New Zealand, France and the Netherlands—sitting in association with members of the Research Council, will devote two weeks to consideration of matters affecting the social, economic and medical welfare of the South Pacific Colonies and Territories.

Australia's Senior Commissioner, Mr. Dudley McCarty (who is an Assistant Secretary



TOO. Netherlands New Guinea, too, putting up some fine new buildings. Hollandia's new two-storey Telegraph office was opened in August. A new General Post Office is nearing completion on the site. Below is the new branch building of the Nederlandsche Handelsmaatschappij bank, about six miles from Hollandia. Formerly it was an old shack, but the new building is of brick. The NHM is the main bank in Hollandia with branches in other places.

Department of Territories, Mr. J. A. G. Reade was elected chairman. Mr. McCarthy said the native people had been meeting in their Pacific Conferences with increasing confidence and ability to look after themselves. The SPC was in a position to provide the help the Pacific peoples needed and in the coming decade would be found to be the greatest chance to the Pacific future. Australia would play its part and would not be found wanting in enthusiasm or finance. The Australian Government realised the promotion of the welfare of the Pacific peoples could only be realised if the aims were identical with those of the people themselves.

Natives To Be Used as Officers

The soldiers of the Pacific Islands Regiment, Papua-New Guinea, are to be considered for appointment as officers. Twelve native PIR members will undergo a 12-month course at the Cadet School, Portsea, Victoria, and will be commissioned as lieutenants. They will be the first New Guinea natives to be commissioned as officers in the Australian Army. Present all officers of the PIR are European, although natives fill commissioned ranks. Mr. Melbourne, in September, the president of the Returned Servicemen's League, Sir George Holland,

and a former Chief of the Army General Staff, Sir Sidney Rowell, both agreed that the commissioning of New Guinea troops was a magnificent idea.

Sir Sidney said, "It had to happen sooner or later."

Blood Study So Far Doesn't Support Any Theories

Research into the blood groups of the various branches of the Polynesian family, carried out by the Auckland Medical Research Council, have not provided any conclusive evidence to support any particular theory of Polynesian migration.

The research is still proceeding.

So far the blood of New Zealand Maoris, of Cook Islanders, and Tongans has been studied, and work is proceeding on the blood of Western Samoans.

The researchers have found a clear difference between Eastern and Western Polynesians, but these differences could be through chance, natural selection, or some other cause—such as different origins of the two peoples.

Anomalies Corrected In Sugar Pay-Out System

Anomalies in the Government's intended method of paying out certain Sugar Stabilisation Fund monies to Rewa Valley sugar cane

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were corrected by the Fiji
ive Council in October.

the original plan (Sept.
121) the persons actually
ession of the 750 farms on
er 10, 1959—the date that the
ill ceased operations—were
ive the money involved; it
d £58 per farm.

would have meant that
who had only recently taken
on would have received the

Government now, although it
agree to any system which
l investigation of each farm
extent of dividing the money
t several farmers, will pay
ners in possession, only if
ad was still bearing cane
he new owner, and only if
ne had been planted by the
ner.

wise the money goes to the
ate predecessor who had been
ng cane.

ea's Query On Dam Strength

Noumean roneo news-sheet
donien in September put in
rumour prevalent in Noumea
e last month or two.

the heading "We have the
know" the paper asks if it
that an expert from France
Noumea to check on the
ions of the Yate Dam which
legedly, not as good as could
ed.

correspondent reports that
as been going on recently in
ver part of the dam, but
is extremely unlikely that
g serious could be wrong
the wall of the dam had
strong test in last year's

issues later *Le Caledonien*
that it had now been in-
that there was nothing
with the new dam and the
the site was quite normal.

Take More Pacific Tuna

Japanese Fishery Agency has
the Taiyo Fishery Company
to a quota increase of 3,000
its tuna mothership opera-
the South Pacific this year.
as stated by Mr. Nobuyoshi
business manager aboard
company's mothership *Koyo*
when that vessel called at
or bunkers and to transfer
a freezer vessel for despatch
olulu and San Francisco in

increased quota will mean
s summer, for the first time,
ership fleet will operate in
uth Pacific right into the
ne season.

now the Taiyo Company has

not been in a position to operate
a fleet later than November, as the
vessels which are specially equipped
as motherships, are required in the
Antarctic as freezer vessels for the
company's whaling fleets. They load
whale meat from the factory ships.

The whaling season extends from
early January to mid-March, but it
takes about a month to get to the
Antarctic and to return.

This year, however, the Taiyo
Company has launched a new 11,000-
ton freezer vessel, *Sayo Maru*, for
Antarctic service. This will permit
the mothership *Tenyo Maru* No. 3,
which returned to Japan from the
Fiji area at the end of August, to
make a second tuna cruise. She will
relieve *Koya Maru* in the Fiji area
in mid-November and operate until
some time in February, when it is
expected that the additional 3,000-
ton quota will be reached.

Earlier it had been reported that
another fishing company might be
applying for a license to operate a
mothership fleet in the South Pacific
this year, but nothing eventuated.

The motherships last year had a
combined total quota of 22,800 tons.
This year the figure will be 23,100
tons approximately.

Anglican Missionary Heads In Conference

Activities of the Church of Eng-
land among the Islands of the
South Pacific were under review in
Springwood, NSW, on October 11-13,
when the Bishops, and other leading
men of the Dioceses of Melanesia,
Polynesia, Honolulu, New Guinea
and Carpentaria, held their triennial
conference.

After many years of consideration,
the Archbishop of Canterbury's Ad-
visory Council on Missionary
Strategy finally set up this "Con-
ference of the Church of the
Pacific", and its last session was in
New Guinea, in 1957.

The President this year is the
Bishop in Polynesia, the Right
Reverend L. S. Kempthorne, of
Suva. Among those attending were
the new Assistant Bishop in New
Guinea, Father George Ambo, who
is a full Papuan; the new Bishop
of Carpentaria, the Right Reverend
S. J. Matthews, and a distinguished
layman, Mr. Matthew Salato.

Board of Inquiry For Fiji Sugar Industry

With the exception of one clause,
the Fiji Legislative Council accepted
a motion by the Indian Member for
the North Western Division, Mr. B.
D. Lakshman, that a Board of
Inquiry be set up to look into the
sugar industry in the Colony.

The exact wording of the motion,
as approved, was as follows:

"That in view of the present
crisis and past disputes in the sugar

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Territory, Melbourne Cup, 1960 Xmas, 2/-
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industry and the possibility of further disruption due to the competing claims of growers, millers and workers, the Government should cause an inquiry to be held with terms of reference requiring the persons conducting the inquiry to:

Examine, report, and make recommendations upon the organisation, operation, economy and prospects of the whole industry.

"Consider and report upon the advisability of the establishment of a statutory sugar board charged with the responsibility of ensuring that the proceeds of the sugar and manufacturing products are apportioned among participants in the industry on a basis which is fair and equitable."

The original motion had been called upon the Government to "bring the industry under legislative control" in addition to the above.

According to a Government statement made on October 2 after a session had concluded, the Government would deal with the resolution as expeditiously as possible. There was no indication whether a board would be set up during the present cane season, however.

Gave Them the Works But Beetles Increase

Insecticides, predatory insects, parasitic wasps, and nematode worms have all been introduced into Fiji since the anti-rhinoceros beetle campaign commenced some 10 years ago, and further investigations are being constantly made overseas in search of parasites which would be harmful to anything but the rhinoceros beetle coconut pest.

So far, according to Mr. E. O'Connor, senior entomologist of the Fiji Agricultural Department, the main objective of the programme is the exclusion of the beetle from the main copra producing areas of the Colony—has been achieved as far as is known. But in Viti Levu the beetle population, though small, is increasing gradually.

Since the programme commenced 7½ years ago, 34,000 beetles have been collected, apart from immature grubs.

They Want the Memorial Where It Is

A suggestion that Australia should move the memorial that commemorates the first all-Australian military action in world history with short shrift in New Guinea recently.

Ex-Servicemen and the public generally shook their heads but even when the tempting bait was thrown out that the memorial could be better maintained if it were shifted a mere five miles.

So the memorial will remain where it is.



1914 War Memorial which Rabaul decided to be removed. But local planters have agreed to keep it tidy.

Photo: M. R. Hayes.

but the voluntary labour of property-holders will be asked to keep it clean and stop the New Guinea grass from growing it.

The memorial is between Bita and Kabakaul in the Gazelle Peninsula area of New Britain. It is on the spot where five men lost their lives in the historic but ill-fated battle which won New Britain from Germany in 1914. Australians, of course, had fought large numbers in the Boer War more than a decade earlier, but the battle near Bita Paka was the first purely all-Australian action in the area.

The memorial was carried out by the Australian Naval and Military Force under Colonel William Holmes, who became the first Administrator of the Territory at the end of the German occupation.

The bodies of the men who died in action and of men who died in the Second World War are now five miles away in the Bita War Cemetery. The suggestion was made that if the memorial were moved adjacent to the cemetery, it could be maintained by labour available at the cemetery.

But the people have decided otherwise, although there is general satisfaction at the maintenance of the memorial.

Local planters have said they are prepared to do the maintenance on a voluntary basis rather than the memorial lose its identity by being moved further along the coast.

Norfolk Island Council Continue in Office"

A public meeting of Norfolk Islanders in September decided to ask the Norfolk Island Council to let the Norfolk Island Ordinances operate it as it is. It was a motion to this effect by 39, after an earlier motion had been called on the Council to "make way for councillors who would be prepared to accept powers offered by the Ordinances. This earlier motion was defeated by 39 to 32.

The new Norfolk Island Council, elected members has chosen

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in an advisory capacity, as entitled to do if it wants to, it can get the Commonwealth Government to give it more, including control of the local budget. It is a decision on its application from the Government, but while some islanders think the Council should get on with its working under its present powers.]

Council discussed the public meeting's decision in late September on the motion of Cr. W. S. Old, "thanked all residents who attended the public meeting, and reference to the resolution by 42 to 39, such a small majority cannot expect to impose will upon the Council whilst it welcomes constructive criticism. Council states that it must continue in its duties to electors who put it into office, includes the island's need for post office, library and liquor to be brought to the centre of the community. This Council is out the active participation of affairs of so large a proportion of civil servants".

Speaking to the motion, Cr. Old described the Administration's efforts as a "ghastly failure".

Lavinia Donkin moved a motion that the Council resign, the president refused to accept

in an earlier meeting, in moving a motion of apology to the Australian Minister for Civil Aviation, Mr. Paltridge, for the Council's failure to meet him at the airport on 14 August (PIM. Sept. 1960). The Council said that the absence of a representative at the airport was due to the Council's lack of knowledge of the purpose of the Minister's visit—holiday or otherwise—and not to any intentional disrespect.

Is P-NG Departure Almost Complete

It doesn't take long to forget, and the Qantas "may be a remembered name in parts of P-NG," says a correspondent. The Qantas sign at the Lae airport has been replaced by a new one; the DC3's have been replaced, and look smart with their "new" symbol. The buses sport TAA insignia, and TAA and ANA flags fly everywhere.

Members saw the biggest and the last of the Qantas per leave for Australia. More than 100, including wives and children, boarded the aircraft. The plane was crowded with friends and cars were very close as TAA's departure—the strains of "Now It's Time" came nostalgically from the loudspeaker system. Qantas' departure from P-NG internal services has been a gradual process, and is almost complete now.

Bougainville Promised A Wharf—Later

Bougainville, New Guinea, has at last been promised a wharf suitable for overseas shipping.

The wharf will be built at Kieta and will take ships drawing up to 18 feet of water. It will be 60 ft by 20 ft, and there will be room behind it for two copra storage sheds.

The P-NG Administrator, Brigadier D. M. Cleland, made the announcement about the proposed wharf in October.

For more than six years Bougain-

ville people have been appealing for major port facilities at Kieta, and the announcement follows an inspection which Brigadier Cleland made in the area in June this year.

The Bougainville Improvement Association and the New Guinea Planters Association have both been prominent in putting forward the case for a wharf at Kieta. They would like to see Bank Line vessels call there to lift copra.

Bougainville produces more copra than Papua does, but it has been badly neglected with things like wharves. It has not one overseas wharf.

Brigadier Cleland said plans for

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Burns Philp (South Sea) Co. Ltd., Nuku Alofa, Vavau and Hoapai, Tonga Islands.
Burns Philp (South Sea) Co. Ltd., Pago Pago, Eastern Samoa.
Burns Philp (South Sea) Co. Ltd., Apia, Western Samoa.
Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.
Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Suva, Fiji Islands.
Rarotonga Wholesalers, Rarotonga.
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby, Madang and Lae.
Société Franco Océanienne, Papeete, Tahiti.
Nigimij N.V., Hollandia, Fak-Fak, Merauke, Sorong, Manokwari, Biak, Seroei.

See also advertisement on page 80.

the Kieta wharf would be included in the 1961-62 design list, and that "construction can start the following year if funds are available".

Papeete's New Airport Is Now In Use

The long-awaited Faaa airport, near Papeete, was opened for aircraft traffic in October. TAI was expected to land there first—on October 20, using giant DC8's.

South Pacific Air Lines' Super Constellation was expected to make its first direct flight between Honolulu and Tahiti on October 21. The following day, October 22, TEAL's jet-prop. Lockheed Electra was due

to land at Faaa after its initial direct flight from Nadi, Fiji.

Hitherto, both airlines have used Bora Bora airfield, Leeward Islands, 140 miles west of Tahiti; and connection with Papeete has been by RAI's Bermuda flying-boats. Faaa airport will be further extended in 1961 and, by next May, should be capable of taking the biggest full-jet airliners now flying.

No Decision Yet On Leahy Cattle Appeal

In early October, the High Court of Australia had still not announced its reserved decision on the appeal by the Administration of P-NG

against the verdict of that Territory's Supreme Court, under which Mr. Michael Leahy was awarded £4,055 damages, and all legal costs in respect of alleged mistreatment of his cattle on his large farm Zenag, in the Morobe District. The case had been dragging on for years and the High Court heard of the Crown appeal was heard in Sydney on May 24. (See PIM, July p. 137.)

Tighter Laws On Fiji Lotteries

The very lax laws on the conducting of certain types of lottery in Fiji have been tightened up by regulations gazetted in October.

The new regulations will prevent repeated postponement of draws and provide a check on whether tickets actually go into a draw, and reckless starting of lotteries where there is no reasonable prospect of getting sufficient returns, and make it possible to trace where winnings get into the hands of winners.

Mr. Amery's Visit

(Continued from page 20)

for greater British support for Australia in the face of international criticism concerning territories. The story also got around that Mr. Amery could produce a good turn of phrase himself if he was provoked—and that he would not hesitate to do so if provoked.

But Mr. Amery turned out to be a man with a keen understanding of problems and solutions, and an obviously sincere understanding of the situation in Papua-New Guinea.

He refused to be drawn on controversial issues, and obviously deeply impressed at what Australia was doing in developing Papua-New Guinea.

He praised education, medical facilities, agricultural development and air services. ("We laid yesterday on what the pilot said, an airstrip. In England we would call it a steep hill").

But he put a bit more fire in his final interview with the Press before he left New Guinea on his way to the British Solomon Islands Protectorate.

Congo Lesson

Said Mr. Amery: "Australia is developing New Guinea—and should be footing the bill, too. The money is not coming from United Nations, from any other country. Should Australia more than any other nation is in the best position to determine the rate of progress."

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h can safely be applied in New
ea.
ne lessons of the Congo must
clear today. Self-government
ot satisfactorily be given to
e until they have been built
it.

assured that many people
ciate your problem. I am im-
ed at what I have seen."

lier, Mr. Amery had held three
of talks in Wellington with
Prime Minister Nash and Aus-
n Territories Minister Hasluck.

Solomons Visit

the Solomons later, Mr. Amery
places on Guadalcanal,
ta and San Christoval, and
many interviews. In a morn-
ession with members of the
ta Local Government Council
answered 30 searching questions
ne natives, including queries
more rapid development in
Solomons, the speeding up of
tion, and provision of more
enced expatriate officers.
a broadcast, Mr. Amery said
ought the balance of develop-
in the British Solomons was
t right". But to speed up de-
nent, communications had to
tended and he had had dis-
on the extension of the Fiji
ys service to the Solomons and
ew Hebrides.

re was a shortage of good
ers but he hoped soon the
ons would have schoolboys
ould be trained in the UK,
lia and NZ and would come
o take over education work.
said he believed that a "new
as dawning in the Pacific".
Solomons had for a long time
n the shadows, but he believed
at they might astonish the
with their energies.

(See "Commerce", page 161)

Samoa's Debate

(Continued from page 23)

the debate on the Head of State
more time than the debates
er parts of the Constitution,
nerous speakers took part in
scussions concerning Samoan
and tradition."

slative Assembly Sits, Too

September, members of the
tutional Convention who are
members of the Legislative As-
were having a very strenu-
as, simultaneously with the
ation, the Legislative As-
was using the Fono House at
ru for evening sessions to
with the Supplementary
tes for the current year. The
ation was sitting during morn-
ad afternoons so members of
sembly were "sitting" in one
or the other for 10 or 11
per day.

ng the Legislative Assembly

sessions some strong criticism has
been levelled at Government policy
of allowing seconded officials to en-
gage in private business transactions.
For the first time in Parliamentary
history in Western Samoa a
member of the Assembly, Mr.
Papali'i Pesamino, was temporarily
suspended, when he made allega-
tions of dishonesty against former
seconded officials in the Govern-
ment and refused to withdraw his
remarks.

In his financial statement to the
Assembly, the Minister of Finance,
Hon. E. F. Paul, pointed out that
the financial outlook was not as

favourable as it had appeared to be
at the beginning of 1960.

This was mainly due to a drop
in banana production and exports
caused by the storm in January; by
low market prices for copra and
cocoa; and corresponding decrease
in export duties and by a loss in
import duty, due to the lessened
purchasing power of the producers.

As in previous statements, the
Minister again appealed for in-
creased agricultural production to
maintain the present comparatively
high living standards of the Samoan
people and to cope with the steadily
increasing population.

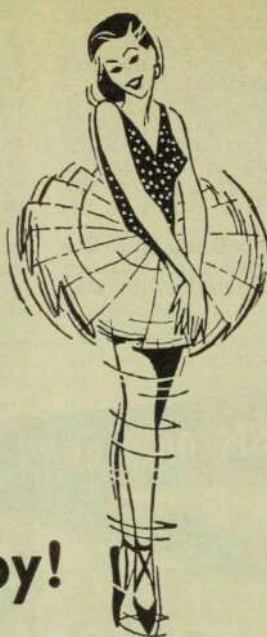
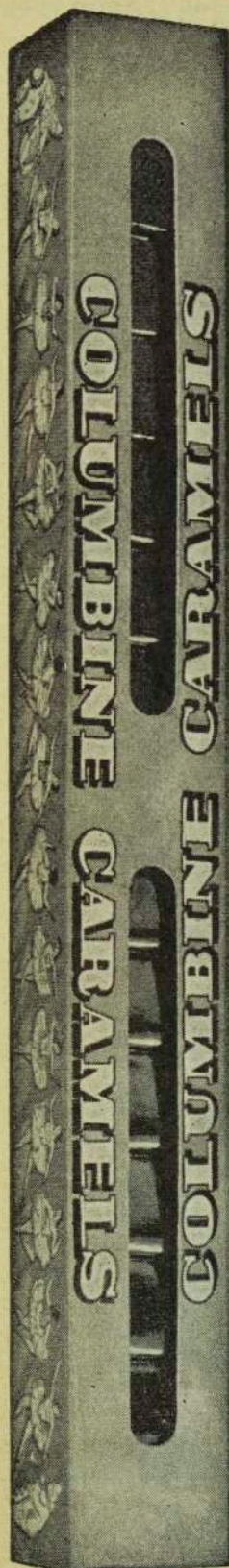
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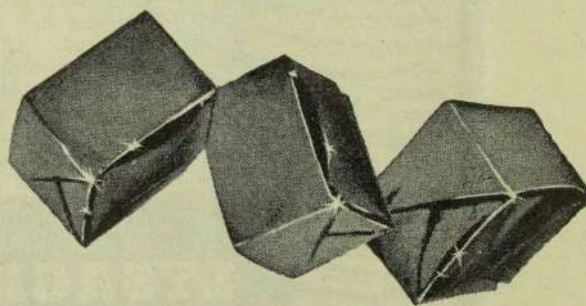


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Fiji's Troubles

(Continued from page 20)

are kept stoked, so that the sm may create the idea that crush is going on.

Observers insist that the P group's motives are clear—to cre political and social trouble economic disaster, so that Europeans may be driven out, the Indian planters may take c trol of the country.

The growing belligerence of Fijian community may be Fijians' reaction to that idea. of the best and brightest of Fijian leaders told a PIM wri "The Europeans must remain h to hold the balance fairly betw the Fijian and the Indian co munities. Otherwise, there will bloody massacre."

As seen here, close up, that is over-statement.

Governor's Patience

The Governor, Sir Kenne Maddocks, has been criticised or twice because of "lack of fin ness" in handling the very elu and stubborn "Patel group" dur negotiations extending over m months.

The fact is that the Gover brought the country safely thro a politico-economic crisis that co have led to grave disorder. illiterate and uninstructed ca farmers, blindly following th union leaders, easily could have b trapped into rioting and bread of the law. The Governor's patie with all parties may have ta up many days, even weeks, bu did, in the end, bring about a sumption of work, without riot or bloodshed.

A report from Singapore late September that 200 British tro had been standing by all the mo ready to be flown to Fiji at the Governor's request, caused a d uproar in Suva. How dared Governor take this action with the knowledge of his Execu Council, demanded some. Why br English troops into Fiji, when whole Fijian community was re to go to the Governor's assista shouted others.

But it soon was apparent that Excellency had done the right th again. He had merely asked if s troops would be available, if need and had been assured that t were—a comforting thing, at t stage.

Knowledge that thousands Fijians—many of them trained soldiers—would rally to the G ernment, if asked, also is comf ing. But it would have been dang ous, in view of Fijian feeling towa the Indians. Better to bring in wholly unprejudiced, well-trai men of the British Army, if art help were needed.

G "Will Move Towards Common Roll"

(Continued from page 18)

means brought in immediately. Hasluck told Parliament during his recent tour in the Territory he asked all European nations about their opinions on a common roll and all had recognised that a common roll was appropriate and they had raised no objection to it. The only doubts concerned the problems set by literacy, and the question, however, if the native people were on a common roll too soon, votes might be won too easily over types of candidates.) Throughout Papua-New Guinea native and native leaders have praised the proposals for the composition of the Council. Members in Port Moresby, Lae and particularly praised provisions for elected native representa-

Rabaul particularly, and in other centres to a lesser extent, was a feeling of complete agreement at the provisions which the official Administration had in the minority.

Former elected member for the New Guinea Islands, Mr. Dudley Jones flatly refused to believe the proposal until he received confirmation. He suggested that the first step should be the setting out of membership of the Council which contained a telegraphic

Mr. Jones' Statement

Jones eventually issued a statement in which he described the situation as "a sweeping re-orientation and a long step towards self-government — longer than anticipated".

Jones made four points, however, which he said demonstrated that the Legislative Council would nevertheless remain "very much a subordinate legislature". The four points were:

1. Australia's wide powers under the Papua-New Guinea Act. 2. The fact that only the Administration could initiate certain important types of legislation. 3. The fact that some legislation is reserved for the Governor-General.

4. The all-pervading provision in every bill passed by the Council to receive Assent before it becomes law.

The Australian Government apparently considers these controls adequate to ensure that it can implement its policy in the Territory. Mr. Jones said,

"Perhaps one of the strongest comments also came from the New Guinea Islands region. It was made by one of the nominated members in the existing Council,

the Rev. Father James Dwyer, of Rabaul.

Father Dwyer said: "The opportunity has been given to the native people for political advancement to outstrip educational and economic advancement. Herein lies the boldness and the danger of the change".

Father Dwyer also described the proposals as forming "a bold stroke and a calculated risk that could pay off with an extraordinarily rapid political advancement of the people".

He believed the new composition would form a danger if not properly handled.

But whatever happens, Papua-New Guinea's view is that the Territory has achieved on paper what can be described as a big slice of self-government.

Whither N. Hebrides?

(Continued from page 19)

There is no Condominium education department. There is no co-ordination. Education is largely handled by the separate Governments, with the missions, as almost everywhere in the South Pacific, accepting the brunt of the responsibilities. Only recently, with the appointment of a go-ahead education officer, have the British begun to gather up their many loose ends, but an integrated pattern for the Condominium is still in the future.

For how long will the New Hebrideans continue to let the Condominium adopt the peculiar standards it has set in so many things (or, more accurately, the peculiar standards that have developed because the two Governments can't agree to set any standards)?

What course is the New Hebrides following in education and in everything else? What does the Condominium want to achieve politically?

Have the two Governments the same end in sight—the handing

over of the New Hebrides intact to the New Hebridean? What form will this take; what is the machinery; what are the stages to be reached and passed on the route?

If the Condominium system is the only system that can be agreed on for the two Governments to achieve a common end then some realism has to be injected into the system for the sake of the New Hebrideans. If there is another system, what is it?

What Is Her Future?

The New Hebridean has to be told what his future is. The race for his soul—the present apparent race to attract the New Hebridean into either the British orbit or the French orbit before "the other side" does is a needless waste of energy.

The future of the New Hebrides (and also the Solomons) has been discussed in London and Canberra and Wellington recently. Britain would like to see Australia take a greater interest in these areas—and it is natural that Australia should, considering her early relations with the New Hebrides, and her present trade interest there. The Commonwealth owns 25,000 acres of land in the New Hebrides, and the future of some of this is now being discussed at a high level.

Britain would like to see Australia take a closer interest through the granting of scholarships, particularly to teachers, and even to help in a crash teacher project, and through other forms of aid. Australia can do a lot, working through the present framework of the Condominium system. The South Pacific Commission can, and will, also be a means of assistance within the Condominium framework.

But, important as all these moves can be for the emerging New Hebridean, the wider problem has still to be discussed by Britain and France at the top level.

That is, can they agree on where the New Hebrides is headed before the time comes when the New Hebridean himself will take the matter into his own hands? They will have to move soon.

DEATHS OF ISLANDS PEOPLE

MR. ARTHUR H. CRESSWELL

The death occurred in hospital in America (at the Mayo Clinic, Rochester), on September 6 of Mr. Arthur H. Cresswell, an English-born former goldminer and planter who became one of the best-known figures in the New Guinea planting industry.

Mr. Cresswell retired three years ago and was on a world tour at the time of his death. He is survived by his wife and his daughter Jeanette, both of whom were in London when he died.

Mr. Cresswell was born in England in 1900; and in 1916, when only 16, and a resident of Queensland, he put up his age and enlisted in the AIF for World War I. He served in the Australian First Machine-gun Battalion, and had the unusual record of serving in the same unit—the Second First—in World War II. As a corporal, he was in the Mount St. Quentin battle in 1917 and was Mentioned in Despatches.

Mr. Cresswell went to New Guinea for the Expropriation Board in the

early 1920's. He looked after plantations in the Kavieng and Manus Districts and at Arawe (New Britain); and he went from there to the goldfield at Edie Creek and was a successful miner. When World War II began he enlisted and served in the Middle East, and later in Guadalcanal and in New Guinea.

He had owned Lil-i-na-kai Plantation in the Baining for some years, and after returning to New Guinea (after the war) he rehabilitated it and lived on it for some years until he sold it about three years ago. Since the war he has travelled extensively with his wife and daughter in Europe, America and other places. They were a remarkably well-travelled and well-informed family.

Mrs. Cresswell was formerly Miss Hazel Ormerod, of Brisbane, who had trained as a nursing sister. She shared the hardships and excitement of gold-mining "on the Edie" and was accounted a good miner among the hard-bitten citizens of those early days. Many a sick miner was nursed back to health at the Cresswell shack on their claim. Jeanette, the daughter, was at Edie Creek as a small child and was a great favourite with the mining fraternity. Later, Jeanette went to a Girls' School in Brisbane and then to a school in Switzerland, where she became an accomplished linguist and won many prizes for winter sports.

Recently Mr. Cresswell received

specialised medical treatment in Switzerland, and then went to for an operation which, it was hoped, would not keep him for more than a week. The first operation, however, disclosed a double tumor of the brain; and did not rally from a second, very dangerous operation. He then what he was facing, and of it quite calmly to friends. Rabaul—his letters arrived after death was announced.

Many tributes have been paid to his life and his work in New Guinea.

The president of the New Guinea Planters' Association said that Mr. Cresswell had been a prominent member of the Association until retirement, and would be greatly missed. The Association, and the community in general, extended the deepest sympathy to Mr. Cresswell's family, Mr. Thomas said.

MR. MAXWELL TAYLOR DUFF

One of the largest crowds of mourners ever seen at Lae Cemetery paid their respects at the funeral of Inspector Maxwell Taylor Duff, the RPNCG, on September 8. Duff, who was 44, had recently turned to NG from Greenslopes Patriation Hospital, Queensland, where he had been receiving treatment after a long illness.

He is survived by his wife, Dorothy.

A fighter pilot with the RAAF, Duff went to P-NG at the end of the war as a member of the R P-NG Constabulary and served New Britain, Bougainville, Wau, Lae. He was a keen worker for RSL and represented Bougainville State Branch Congresses at Lae.

MR. PATTERSON ALSOP

A well known Territorian who took action on the Kokoda Trail with the 7th Division of the AIF, died in Sydney recently, after a long illness which took him South early in the year for medical treatment. He was Patterson ("Pat") Alsop, aged 77.

He is survived by his wife, Mrs. B. Keane, his mother, Mrs. B. Keane, and brothers Ted, Brian and Von.

MRS. F. M. ADDIS

We have recently been advised that another old ex-resident of New Zealand, Mrs. Florence May Addis, died at her home, Stanley Point, Auckland, NZ, on March 22 aged 77.

Mrs. Addis was born in Scotland, Australia but accompanied her parents, Mr. and Mrs. A. W. Bishop to Suva in 1894.

Young Florence Bishop went to Adelaide for her education, later rejoined her parents in New Zealand where she eventually married Joseph Victor Addis, of Nausori, where they made their home.

Mr. Addis was an engineer in the CSR Co. mill there until his retirement to Auckland in 1931. He died in 1933. There were no children from the marriage.

Mrs. Addis was interested in music, was widely read, and a keen worker for community and patriotic causes.

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MR. A. H. WRIGHT

Arthur H. Wright, of Auckland-time manager of the Auck-
land Branch of the now
Auckland firm of Vines,
& Perston Ltd., and for some
secretary to the grandfather
Salote, died early Sep-
at the age of 96. Mr. Wright
Robert Louis Stevenson when
Scottish poet and writer was
in Western Samoa.
s survived by a son and two
ters.

MR. W. J. GATWARD

William J. Gatward, a well-
Fiji personality, died in Syd-
September 14 after a short

inent in the Fiji dairying in-
Mr. Gatward was a member
Agricultural Advisory Com-
and chairman of directors
Rewa Co-operative Dairy
ny. It was through his
ve that one of the world's
modern milk processing plants
established in Fiji last year. He
warded the MBE for his con-
on to Fiji's agricultural de-
ent.

MR. MATTHEW WHAN

Matthew Whan, founder of
Whan Construction Company
a (which recently changed
died in Sydney early in
ber at the age of 75. He had
a poor health for some years.
in Fiji as a member of the
ist Mission in 1909, Mr.
later returned to Australia
nt back to Fiji to found his
y in 1915 following a hurri-
which had caused much
ral damage. The firm built
of Suva's well known older
gs.

Whan is survived by his wife,
as, and two married daughters.
the sons, Walter, is in busi-
Chatswood, Sydney and the
Milton is a missionary in

DR. W. M. RAMSAY

William Miller Ramsay one
s best known doctors and
ner District Commissioner,
t Suva in September at the
84. He had been living in
ent for some years after
ag all of his working life in
parts of Fiji. His wife died
, and a son, Hamilton, died
ean Island some years ago.
r son, James, is attached to
ustoms Department

ON. ULUKALALA-ATA

his issue went to press, news
ceived of the death in Auck-
where he was undergoing
l treatment, of the Hon.
ala-Ata, Tonga's Minister of
who had also recently been
ted Deputy Premier. He was
in Tonga on October 11.

Sports Review



This photo taken in Port Moresby some time in the 'Twenties, will bring back memories for many New Guinea old hands. It does for Mr. Ivan Champion, who recalls:

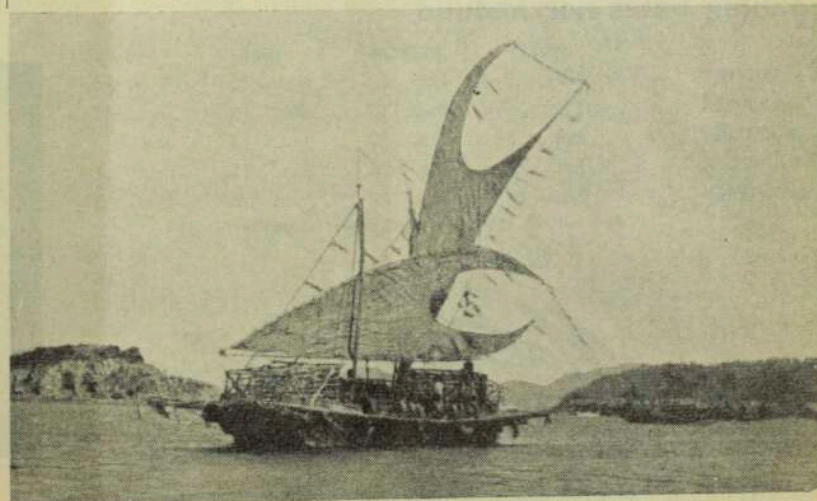
For about five years in the 'Twenties, the big trading-canoe races were the chief Saturday sporting event in Moresby. A considerable amount of money changed hands in betting on the results.

The Aquatic Club—the step-father of Port Moresby's present Yacht Club—was formed in 1922, and main purpose of its foundation members was to race the big 40-ft canoes in the Saturday races. The club house—closer to the town than the present yacht club building—became a war casualty although the piles can still be seen on the foreshore.

The canoes themselves were usually hired from the natives, and entered in the races by their temporary European "owners". The "owner" sailed on the canoe, but more or less as a passenger, as the captain and crew were natives, and paid for the job.

The only difference between the big sailing canoe and the old-time lakatoi was the canvas sails which were paid for by the European concerned—and it was part of the bargain that the native who really owned the canoe used the sails during the week when he went about his normal business of trading.

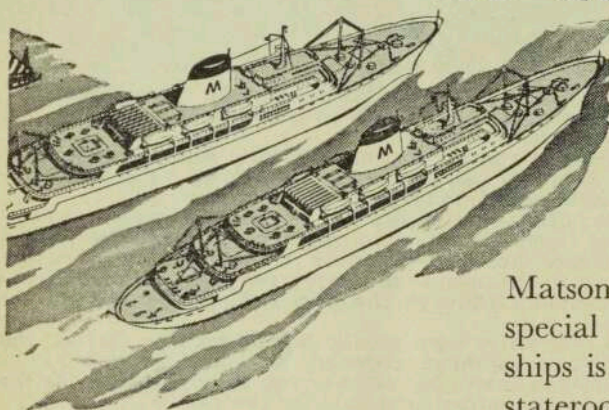
It was the sails—or the cost of them—that really administered the "coup de grace"—to the whole enterprise. After 1927, as the whole world moved towards the Depression, it was considered too costly a hobby and gradually the club changed over to racing small 12-ft canoes built for the job. Below is an old time lakatoi.





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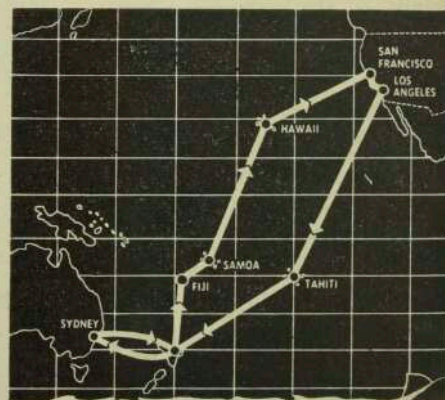
	SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MONTEREY	Nov. 18	Nov. 22	Nov. 25	Nov. 26
MARIPOSA	Dec. 9	Dec. 13	Dec. 16	Dec. 17
MONTEREY	Jan. 7	Jan. 10	Jan. 13	Jan. 14
MARIPOSA	Jan. 25	Jan. 28	Jan. 31	Feb. 1
MONTEREY	Feb. 24	Feb. 27	Mar. 2	Mar. 3

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SHIPPING TIME-TABLES

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Sailings are approximate and may vary by as much as two weeks.

Montoro sails from Melbourne for Brisbane, Port Moresby, Samarai, Kavieng, Wewak, Madang, Lae, Moresby. Next Sydney sailings: Nov. 21.

Malekula sails from Sydney for Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Liney. Last Sydney sailing: Oct. 21 (to call at Lombrum and Lorengau). Liney sailing: Dec. 9.

Malaita sails from Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailings: (after repairs), Dec. 28.

Malolo sails about every six weeks: Brisbane, Port Moresby, Samarai, Madang, Lombrum, Rabaul. Next sailings: Oct. 24, Dec. 21.

from Burns, Philp and Co., Ltd., Street, Sydney.

Linkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Lae, Port Moresby, Sydney. Next sailings: Oct. 28, Dec. 21.

Lochow: Leaves Melbourne for Brisbane, Pt. Moresby, Samarai, Kavieng, Madang, Lae, Port Sydney. Next Sydney sailings: Jan. 8 (will omit Samarai and

ansi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Wewak, Kavieng, Rabaul, Port Sydney. Next Sydney sailings: Jan. 24 (will call at Honiara, BSI, marai).

kien: Leaves Sydney for Brisbane, Moresby, Honiara (BSI), Rabaul, Lae, Wewak, thence Hongkong via n and Manila. Next Sydney sailing: 6.

from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 St., Sydney.

Elizabeth Boye: Leaves Sydney weekly every five weeks for Port Lae, Rabaul. Next Sydney sailing: 2, Dec. 14 (approx.).

evik: Leaves Sydney monthly for Moresby Is., Pt. Moresby, Lae. Next sailings: Oct. 31, Dec. 4 (approx.).

from Karlander (NG) Line (F. mens Pty., Ltd., agents), 176 Day ey.

Malacca and Matupi maintain a service between Australian ports, New Guinea, and Borneo.

i: Dep. Sydney Oct. 23, Brisbane 26, Pt. Moresby Oct. 31, Rabaul Lae Nov. 9, Madang Nov. 11, thence n and Borneo ports. Returns Australian coastal ports for turn-t Adelaide. Next Sydney sailing, and: Jan. 16 (approx.).

ca: Dep. Sydney Nov. 27, Brisbane 30, Pt. Moresby Dec. 5, Rabaul Dec.

10, Lae Dec. 14, Madang Dec. 16, thence Sandakan and Borneo ports. Returns direct to Australian coastal ports for turn-round at Adelaide. Next Sydney sailing, northbound: Feb. 27 (approx.).

Details from Blue Star Line (Aust.) Pty., Ltd. (agents), 17-19 Bridge St., Sydney.

Sydney-Netherlands NG

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (with call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sibigo Nov. 8, Sigli Nov. 29, Sinabang Dec. 23, Silindoeng Jan. 19.

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.

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NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

Australia-NZ-Fiji-Canada-USA

Sailings of P. & O. and Orient Line Passenger Ships

		ORCADES	ARCADIA	ORIANA	ORSOVA
SYDNEY	depart	From	Dec. 10	Jan. 18	Feb. 26
AUCKLAND	arr/dep	Japan and	Dec. 13	Jan. 21	Mar. 1
SUVA	arr/dep	Far East	Dec. 16	Jan. 24	Mar. 4
HONOLULU	arr/dep	Dec. 2	Dec. 21	Jan. 28-29	Mar. 9
VANCOUVER	arr/dep	Dec. 7-8	Dec. 26-27	Feb. 2-3	Mar. 14-15
SAN FRANCISCO	arr/dep	Dec. 10-11	Dec. 29-30	Feb. 5-6	Mar. 17-18
LOS ANGELES	arr/dep	Dec. 12	Dec. 31	Feb. 8-9	Mar. 19
HONOLULU	arr/dep	Dec. 17	Jan. 5	Feb. 13	Mar. 24
SUVA	arr/dep	Dec. 24	Jan. 12	Feb. 19	thence Japan
AUCKLAND	arr/dep	Dec. 27	Jan. 13	Feb. 22*	and
SYDNEY	arrive	Dec. 30	Jan. 15	Feb. 25	Far East

* Will call at Wellington, NZ, instead of Auckland.

Details from agents: P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney.

Port Moresby. Next vessel:

MV King Malcolm: Port Moresby, arr. Dec. 26 (approx.).

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

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 Netherlands New Guinea is operated jointly by Netherlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

MV Schelde Lloyd (RL): From Continent, via Panama Canal, 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, Manok-

wari Dec. 13, Sorong Dec. 16; thence Europe via Singapore.

MV Batu (NL): From Europe, dep. London Nov. 19, due Papeete Dec. 22, Honiara Jan. 1, Port Moresby Jan. 5, Rabaul Jan. 7, Lae Jan. 9, Madang Jan. 11, Hollandia Jan. 13, Biak Jan. 18, Manokwari Jan. 21, Sorong Jan. 24; thence Europe via Singapore.

MV Wonosobo (RL): From Continent, dep. London Dec. 17, due Papeete Jan. 20, Honiara Jan. 29, Pt. Moresby Feb. 2, Rabaul Feb. 4, Lae Feb. 6, Madang Feb. 8, Hollandia Feb. 10, Biak Feb. 15, Manokwari Feb. 18, Sorong Feb. 21; thence Europe via Singapore.

Details from Royal InterOcean Lines, 255 George St., Sydney.

Far East-Sth. West. & Central Pacific

The China Navigation Co., Ltd., vessels Chefoo, Chekiang and Chengtu maintain a 5 to 6 weeks' service from Japan to Hongkong thence southwards through P-NG ports, BSI, New Hebrides, Fiji and New Caledonia; usually return to Japan direct.

Chefoo: From Japan, via Hongkong, Rabaul, Madang, due Lae Oct. 28, Pt. Moresby Nov. 5, Townsville (opt.), Santo Nov. 11, Suva/Lautoka Nov. 17, then return to Japan (probably via Townsville), arr. Dec. 17.

Chekiang: Dep. Japan Nov. 1, via Hongkong, Wewak Nov. 17, Rabaul Nov. 19, Madang Nov. 22, Lae Nov. 25, Pt. Moresby Dec. 2, Townsville (opt.), Noumea Dec. 11, then return to Japan (probably via Hongkong), arr. Jan. 13 (approx.).

Chengtu: Dep. Japan Dec. 6, via Hongkong, Kavieng Dec. 23, Rabaul Dec. 25, Madang Dec. 29, Lae Dec. 31, Pt. Moresby Jan. 7, Honiara Jan. 10, Santo Jan. 14, Suva/Lautoka Jan. 17, Noumea Jan. 25, thence direct to Japan, arr. Feb. 14 (approx.).

Details from China Navigation Co., Ltd (Swire and Yull Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line MV's Aros, Citos, Delos, Milos and Samos maintain regular services between Australian ports and Japan. Southbound vessels from Japan call at: Hongkong, Manila, Sandakan, NG ports, BSI ports (quarterly), New Hebrides (irregularly), Brisbane, Sydney, Melbourne and Adelaide; northbound vessels from Sydney call at Manila and Hongkong.

Samos: On first Pacific voyage: Dep. Sydney Oct. 27, Brisbane Oct. 29-31, Japanese ports Nov. 11-18, Hongkong Nov.

22-23, Sandakan Nov. 26-28, Madang 4-5, Lae Dec. 6-7, Rabaul Dec. 9, Honiara Dec. 11-12, Vanikoro Dec. 14-16, Sandakan Nov. 22-25, Lae Dec. 1-3, bane 7-9, Sydney Dec. 12.

Delos: Dep. Sydney Oct. 29, Brisbane Oct. 31, Lae Nov. 4-5, Rabaul Nov. 7-9, Manila Nov. 15-16, Hongkong Nov. 17-18, Sandakan Nov. 22-25, Lae Dec. 1-3, bane 7-9, Sydney Dec. 12.

Milos: Dep. Sydney Nov. 9, Brisbane Nov. 11-12, Japanese ports Nov. 24-Dec. 1, thence Sydney direct, arr. Dec. 17.

Aros: Dep. Sydney Nov. 16, Brisbane Nov. 18-19, Townsville Nov. 21-22, Manila Nov. 31-Dec. 1, Hongkong Dec. 3-4, Japanese ports Dec. 9-16, Hongkong 20-21, Borneo ports Dec. 24-31, Rabaul Jan. 7-8, Lae Jan. 10-12, Brisbane Jan. 14-15, Sydney Jan. 20.

Citos: Dep. Sydney Nov. 29, Brisbane 1-2, Lae, Rabaul (opt.), Manila Dec. 3-4, Hongkong Dec. 19-20, Japanese ports 26-Jan. 3, thence Sydney direct, arr. 17.

Details from Wilh. Wilhelmsen A. Pty., Ltd., 30 Pitt St., Sydney, and its Agents.

Sydney-New Hebrides-Bougainville, Etc.

MV Tulagi makes a round trip New Hebrides, Vila, Santo, Honiara and BSI, Bougainville ports, leaving Sydney once every six weeks. Last Sydney sailing Oct. 20. Next Sydney sailing: Dec. 5.

Details from Burns, Philp and Co. Bridge Street, Sydney.

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the messageries, Tahitien and Caledonien, at chartered vessel, Melanesien. Next Sydney sailings: Caledonien Nov. 7 (at Noumea), Tahitien Nov. 14-22, Papeete Nov. 18-21, Vila Dec. 22-30, Papeete Jan. 1-4.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea, the New Hebrides (Vila and Santo). Sydney sailing: Oct. 21. Next Sydney sailings: Nov. 11, Dec. 2, Dec. 23.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

Europe-Sydney-Noumea

Fast cargo vessels of Messageries Maritimes Line maintain a regular mail service between Dunkirk (France), Noumea (New Caledonia), via French Africa, Ceylon and Australian ports. has accommodation for 6 to 12 passengers. From Sydney, vessels go to Brisbane, Noumea; then return to France via Australian coastal ports.

Next sailings from Sydney for Noumea: Vosges Nov. 10, Vivarais Dec. 7 (approx.).

Details from Sydney Agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service Auckland to Suva, Nukualofa, Vaitupu, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: 1, Nov. 26, Dec. 28.

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Matua maintains a service from and to Lautoka, Suva, Nukualofa, Suva, Lyttelton, Wellington and re- to Auckland. Next Auckland sailings: 5, Dec. 15.

Ships from all offices of Union Steam Co. of NZ.

Sydney-Pacific Ports- Panama-UK

Savill's one-class all-passenger Southern Cross makes four round-trip voyages per year, two west-bound then two east-bound, calling at and Tahiti every trip.

Voyage: Southampton Dec. 6, via Canal, Papeete Dec. 30-31, Suva, Wellington Jan. 9-11, Sydney Jan. via South Africa to Southampton, Feb. 20.

Ships from Shaw Savill Line, 8a Castle St., Sydney.

N. Zealand-Cook Is.

passenger vessel Maui Pomare, has maintained a regular monthly service between Auckland, NZ, Cook Group Islands, will be replaced month by the new Moana Roa.

Ships from NZ Government Department and Territories, Wellington, or any of the Union SS Co. of NZ, Ltd.

America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Isle and Thor I maintain a regular service from Pacific Coast North American with sailings every alternate month. Ports depend on cargoes offering.

1: From US ports, dep. Pago Pago 5, Apia Oct. 27-29, Suva Nov. 1-2, a Nov. 3-5, Noumea Nov. 7-10, Villa 1-12, Rabaul Nov. 16-18, Apia (open), Pago Nov. 25-28, Los Angeles Dec. San Francisco Dec. 15-16.

Isle: Dep. San Francisco Nov. 30, Angeles Dec. 1-3, Papeete Dec. 14-17, Pago Dec. 21-23, Apia Dec. 24-27, Dec. 30-31, Noumea Jan. 4-6, Towns- an. 10-13, Apia (open), Pago Pago 20-23, Los Angeles Feb. 6-8, San sco Feb. 9.

Ships from General Steamships Cor- poration Ltd., 432 California St., San Francisco, USA, and Islands Agents.

S-Tahiti-Pago Pago-Fiji- Australia

Panama-Oceanic Line of San Francisco maintains a regular five-weeks passenger-service from Los Angeles with the a, Sierra, Sonoma and Alameda, on terminal ports, in Australia, vary cargoes offering. Vessels call at e, Pago Pago, Suva, Sydney, Bris- and other Australian ports depending goes.

Sydney sailings for USA: Alameda (approx.), Sierra Dec. 10 (approx.).

American Pioneer Line has eight ships er Gem, Isle, Glen, Reef, Cove, Star, (Gulf) on Australia - Panama - US ic Coast service with calls at e on southbound voyage. Sailings t. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (sub- sidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Dec. 1.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka, with cargo and passengers (first class accommodation for eight). Next Sydney sailings: Nov. 16 (approx.), Dec. 12 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney.

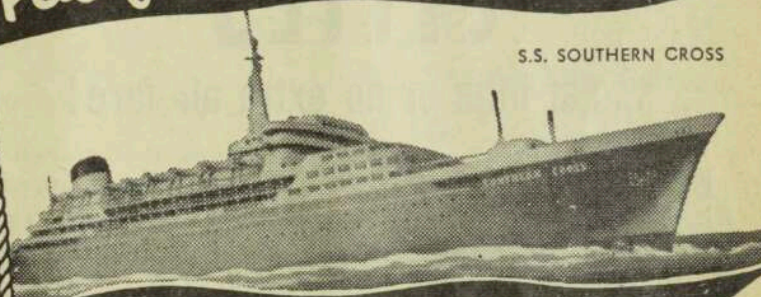
Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., main- tain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailings: Waihemo Nov. 8 (approx.), Wai- hemo early Dec.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Raro- tonga and Papeete).

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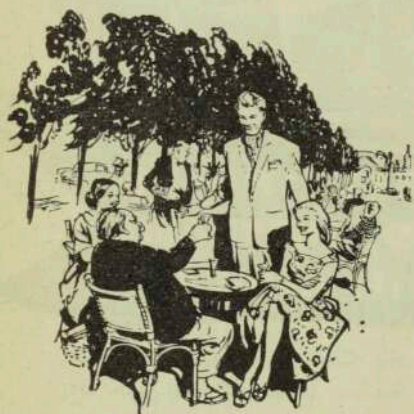
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UK-Panama-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, Panama, for Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Shipping Brokers in London, and Burns & (South Sea) Co., Ltd., are agents in Cargos for transshipment at Suva to Samoa and Tonga is handled onwards by Union Steam Ship Co. of NZ Ltd.

Sailing dates from London for 1960 (subject to alteration without notice) as follows: Nov. 17, Dec. 15, Jan. 12, 9, March 9.

North America-Tahiti-N.Z. Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from Pacific Coast ports to New Zealand, Australia, via Pacific Islands ports.

Monterey: Southbound from US and Honolulu, due Papeete Nov. 4-6, Auckland Nov. 12, Sydney Nov. 15-18, Auckland Nov. 21-22, Suva Nov. 25, Pago Pago 26, Honolulu Dec. 1-2, San Francisco 7.

Mariposa: Dep. San Francisco Nov. 1, Los Angeles Nov. 17, Papeete Nov. 2, Auckland Dec. 3, Sydney Dec. 6-9, Auckland Dec. 12-13, Suva Dec. 16, Pago Pago Dec. 17, Honolulu Dec. 22-23, San Francisco Dec. 28.

Details from Matson Lines, Be House, 82 Elizabeth Street, Sydney.

Far East-Fiji-NZ

Royal InterOcean Lines operate a service from the Far East (Singapore) to NZ, and Australia, with three vessels sailing periodically at Suva and/or Lautoka. They are Van Cloon, Van Nort, and Van Neck. Next calls at Fiji: Van Neck Lau Dec. 13, Suva Dec. 14; Van Cloon Lau Jan 27, Suva Jan. 28.

Details from Royal InterOcean Lines, George Street, Sydney.

Sydney-Tahiti-Europe

The Nederland Line Royal Dutch Mail MV Johan van Oldenbarnevelt and Oranje sail irregularly from Sydney, Europe, via NZ, Tahiti and Panama giving Sydney-Papeete connection in the bound direction only. Next Sydney sailings: Oranje Jan. 15 (Papeete Jan. 22), Johan van Oldenbarnevelt Feb. 16 (Papeete Feb. 23-24).

Details from Royal InterOcean Lines, George St., Sydney.

The Italian Sittmar Line (Panama flag) MV's Fairsea and Castel Felice sail from Sydney for Europe, via NZ, Papeete, Panama at irregular intervals, with the bound calls at Tahiti. Next Sydney sailings: Fairsea Jan. 12, 1961 (Papeete Jan. 22).

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agent for the Tonga Copra Board, operates regular monthly cargo and passenger service between Nukualofa and Suva via MV Aoni, 500 tons gross. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter and Co. (Fiji) Ltd.

Next scheduled departure dates from Nukualofa are: Nov. 5, Dec. 3 (leave Suva about four days later in each case).

WAYS TIME-TABLES

NS-PACIFIC SERVICES

Australia (or NZ)-Fiji-
Hawaii-N. America

First and Economy Classes)

QANTAS EMPIRE AIRWAYS
(Boeing 707 Jets)

NORTHBOUND

and Sun.: Sydney (dep. 5 p.m.),
(arr. 10.55 p.m., dep. 11.40 p.m.),
ulu, San Francisco.nd Sat.: Sydney (dep. 5 p.m.), Nadi
10.55 p.m., dep. 11.40 p.m.), Hono-
San Francisco, New York, London.
Sydney (dep. 5.30 p.m.), Nadi (arr.
p.m., dep. Fri. 12.10 a.m.), Hono-
San Francisco.ydney (dep. 5 p.m.), Nadi (arr.
p.m., dep. 11.40 p.m.), Honolulu,
Francisco, extending to Vancouver.

SOUTHBOUND

nd Fri.: London, New York, San
cisco, Honolulu, Nadi (arr. 5.45
dep. 6.40 a.m.), Sydney (arr. 9.20Thurs. and Sun.: San Francisco,
ulu, Nadi (arr. 5.45 a.m., dep. 6.40
, Sydney (arr. 9.20 a.m.).
ncouver, San Francisco, Honolulu,
(arr. 5.45 a.m., dep. 6.40 a.m.),
ey (arr. 9.20 a.m.).national Dateline is crossed be-
adi and Honolulu.)s Super-Constellation aircraft,
harter to TEAL, from Melbourne
land, connect at Nadi on Wednes-
Friday with Qantas northbound
and on Thursday and Saturday
thbound flights (see Table 17).Jet-Prop. Lockheed Electra air-
om Auckland, NZ, connect with
northbound flights at Nadi on
and Saturday (from Christchurch)
Nadi on Wednesday (to Auckland)
day (to Christchurch) for south-
ights.: Fri. service ex-Sydney connects
AC London service at San Fran-
ep. Sat.).service ex-London Mon. connects
Francisco Tues. with southbound
service.

PAN AMERICAN AIRWAYS

Intercontinental Jet Clippers*)

d Thurs.: Dep. Sydney 5 p.m. for
(arr. 10.50 p.m., dep. 11.59 p.m.),
ulu and Los Angeles (arr. Mon.
Thurs., 4.35 p.m.). Connections at
ulu for San Francisco, Portland
Seattle.d Sat.: Dep. Los Angeles 8.30 p.m.
Honolulu, Nadi (arr. 5.20 a.m.
, and Mon., dep. 6.30 a.m.) and
y (arr. 8.45 a.m., Thurs. andnational Dateline is crossed be-
adi and Honolulu.)American DC7C will replace
liser aircraft as from Nov. 4 on
g services Auckland, Nadi, Tafuna
n Samoa), and Honolulu (see table

CANADIAN PACIFIC AIRLINES

With Super DC-6B Aircraft)

l.: Sydney (dep. 1 p.m.), Auck-
Nadi (arr. Sat. 3 a.m., dep. 4
Honolulu, Vancouver, (thence byBritannia aircraft on to Amsterdam,
arr. Mon 11.35 a.m.).Every Sat.: Dep. Amsterdam (by Britannia)
at 11 p.m. for Vancouver (dep. by DC-
6B 1.30 p.m. Sun.), Honolulu, Nadi
(arr. Wed. 6 a.m., dep. 7 a.m.), Auck-
land, Sydney (arr. Wed. 5 p.m.).(Note: Crosses International Dateline en
route.)SECTIONAL SERVICES IN
PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA
operate from Sydney to Lae and return
with DC6B's. TAA runs the service Satur-
days, Tuesdays; Ansett-ANA Mondays,
Thursdays. Each operates the Friday
service alternately.

NORTHBOUND

First and Tourist Classes

Sat. (TAA)	
Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Sun.	Sun.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.15 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

First and Tourist Classes

Mon. (A/ANA)	
Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Tues.	Tues.
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

Tues. (TAA)	
Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45 p.m.
Wed.	Wed.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.15 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 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, 6.15 a.m.
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a.m.

* TAA: Oct. 28, Nov. 11, 25, Dec. 9, 23, etc.;
A/ANA: Nov. 4, 18, Dec. 2, 16, 30, 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. 29, Nov. 12, 26, Dec. 10, 24,
etc.; A/ANA: Nov. 5, 19, Dec. 3, 17, 31,
etc.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-CAIRNS

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Moresby 5.30 p.m. (Oct. 31, Nov. 14,
28, Dec. 12, 26, etc.).

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Alt. Tues.: Dep. Pt. Moresby 7.35 a.m., arr. Cairns 10.05 a.m. (Nov. 1, 15, 29, Dec. 13, 27, etc.).

CAIRNS-PT. MORESBY-BRISBANE
A/ANA, with DC4 Airfreighter
(Air Cargo Only)

Alt. Mon. (Nov. 14, 28, Dec. 12, 26): Depart Cairns 6.30 a.m., arrive 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-BAIMURU-KIKORI
(DH Otter)

Tues.: Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema, Yule Is.

Alt. Thurs.: Port Moresby, Ihu, Baimuru, Kikori; returning via Baimuru, Ihu the same day (Nov. 3, 17, Dec. 1, 15, 29).

PORT MORESBY-DARU
(DC3)

Via Baimuru: Alt. Thurs, returning same day via Balimo (Nov. 3, 17, Dec. 1, 15, 29, etc.).

(DH Otter)

Via Kerema, Baimuru: Alt. Wed. (Oct. 26, Nov. 9, 23, Dec. 7, 21, etc.), returning alt. Fri. (Oct. 28, Nov. 11, 25, Dec. 9, 23, 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 (Nov. 2, 16, 30, Dec. 14, 28, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Oct. 29, Nov. 12, 26, Dec. 10, 24, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Nov. 5, 19, Dec. 3, 17, 31, 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, Awar (on request), 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, Awar (on request), 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, Baiver River, Kainantu, Wapenamanda, 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, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU
(DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.

Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Wed.: Sat.: Dep. Lae 8.30 a.m., arr. Wau 9.10 a.m.

Wed.: Sat.: Dep. Wau 9.25 a.m., via Bulolo, arr. Lae 10.25 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sun.: Dep. Pt. Moresby 7.20 a.m., arr. Bulolo 8.30 a.m.

Wed., Sun.: Dep. Bulolo 8.50 a.m., arr. Wau 9.05 a.m., dep. Wau 9.35 a.m., arr. Pt. Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 10.30 a.m., via Mt. Hagen, Banz and Minj, 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.

Sat.: Dep. Lae 10.30 a.m., arr. Rabaul 1 p.m.

Wed., Sat. and Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

* Calls Hoskins 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, Wakanai, 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. (Nov. 14, 28, Dec. 12, 26, 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 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Goroka, Madang, Boram, Momote, Kavieng, Rabaul.

Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Manus, Wewak, Madang, Goroka, Lae.

Dep. Madang 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Madang.

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. (Oct. 26, Nov. 9, 23, Dec. 7, 21, etc.), calls at Madang and Wewak, and arr. Hollandia 3.30 p.m.

Dep. Hollandia 10 a.m. alt. Thurs. (27, Nov. 10, 24, Dec. 8, 22, etc.) with calls at Wewak and Madang. Lae 3.50 p.m.

BIAK (NNG)-LAE

Netherlands New Guinea Airlines, with DC3 aircraft

De Kroonduif NV (Netherlands Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and with Dakota DC3 aircraft. The alt. is a private company operated with assistance of the Dutch Government.

Dep. Biak, alt. Thurs. 6 a.m., arr. Hollandia 8.10 a.m.; dep. Hollandia, 12.30 p.m., Lae 4.30 p.m. (Nov. 3, 17, Dec. 1, 29, etc.).

Dep. Lae alt. Fri., 10 a.m., arr. Hollandia 1 p.m., dep. Hollandia 2 p.m., Biak 4.10 p.m. (Nov. 4, 18, Dec. 2, 30, etc.).

NNG INTERNAL SERVICES

Netherlands New Guinea Airlines

DC3 aircraft link Biak with Hollandia (see above), Sorong, Merauke, Timor, Merah, Kaimana, Manokwari, Noem, Kobar and Ransiki; Twin Pioneer to Sejenjem and Wamena; and Beaver Steenkool, Fakfak, Kaimana, Teminab, Sorong, Ajamaroe, Napan, Wisselmer, Kokonao, Wasior, Inawatan, Nabire, and Kokas.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines

(Super Constellation Service)

A weekly service between Sydney (Fri. 3.45 p.m.) and Holland with call Biak, NNG (arr. Sat. 1.05 a.m., dep. a.m.), Manila (Philippines) and Amsterdam (arr. Sun. 3.20 p.m.). Dep. Amsterdam Sat. 6.35 p.m., via Manila and (arr. Tues. 12.05 a.m.) for Sydney Tues. 12.20 p.m.).

DC7C aircraft dep. Biak Tues. and at 2.45 a.m. for Japan, Alaska and Amsterdam (arr. Wed., Sun. 1 p.m.). Dep. Amsterdam Wed. and Sat. 10.50 p.m., Alaska, Japan and Biak (arr. Sat. 12.25 a.m.).

5. N. Guinea-Solomons

TAA, with DC3 aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, Honiara, Yandina, Honiara (BSI), 5 p.m. same day.

Tues.: Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. p.m. same day.

6. Sydney-Noumea

Qantas, with Electra International

Fortnightly service, every alt. Fri., Economy and First (sleeper-chairs) class. Dep. Sydney alt. Fri. (Nov. 11, 25, Dec. 23, etc.) 9.15 a.m., arr. Noumea 2 same day.

Dep. Noumea same day (alt. Fri.) p.m., arr. Sydney Fri. 6.30 p.m.

7. Paris-Sydney-Noumea-Fr. Polynesia-USA

TAI, with DC8 jet and DC7C aircraft

Dep. Paris by DC8 every Mon. for Athens, Teheran, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 7.30 a.m., dep. 9 a.m.), Noumea (arr. 12.35 p.m.), Dep. Noumea by DC7C every Wed. p.m. for Nadi (arr. 8.30 p.m., dep. 9 a.m.).

, Papeete (arr. Wed. 6.25 a.m., 7.30 a.m.), Honolulu, Los Angeles, Angeles by DC7C on return flight p.m. Sat. for Honolulu, Papeete Sun. 9.05 a.m., dep. 10.30 a.m.), (arr. Wed. 3.20 a.m., dep. 4.20 a.m., Noumea (arr. Tues. 6.30 a.m.), Suva by DC8 every Thurs. 8 a.m. Sydney (arr. 10.10 a.m., dep. p.m.) for Darwin, Saigon, Bangkok, Karachi, Teheran, Athens and (arr. Fri. 1.30 p.m.).

Crosses International Dateline between Nadi, Fiji, and Papeete, French a.)

Sydney-Lord Howe Is.

Flying Boat Services Pty. Ltd. with Sandringham Flyingboats return flight from Rose Bay base Tuesday and Saturday (with extra Thursday as required).

Sydney-Norfolk Is.

as, with Skymaster DC4 aircraft t. (Nov. 5, 19, Dec. 3, 17, 31, dep. Sydney 8 a.m., arr. NI 2.45 dep. NI next day, alt. Sun. (Nov. Dec. 4, 18, Jan. 1) 2.45 p.m., Sydney, arr. 6.45 p.m. (Flight ex-NI-Auckland-NI. See table 12)

New Caledonia-New Hebrides

TAI with DC4 aircraft d Thurs.: Dep. Tontouta (N. Cal.) 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.

New Caledonia-Fiji-Wallis Is.

TAI with DC4 aircraft from Noumea on Nov. 13, Dec. an. 8, etc. oumea, Sun., 6.30 a.m., arr. Nadi a.m., dep. 12.55 p.m., arr. Wallis 4.45 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.

Norfolk Is.-Auckland

by Qantas Skymaster (Charter) (Nov. 5, 19, Dec. 3, 17, 31, Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. 6, 20, Dec. 4, 18, Jan. 1, etc.). Auckland 10.30 a.m., arr. Norfolk p.m.

3. 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. and 3.55 p.m.

4. Auckland-Brisbane

with Jet-Prop. Lockheed Electra p. Auckland 9.30 a.m., arr. Brisbane 12.15 a.m. p. Brisbane 1.30 p.m., arr. Auckland 7.30 p.m.

14. Sydney-Christchurch

TEAL, with Jet-Prop. Lockheed Electras Mon., Thurs., Sat.: Dep. Sydney 1 p.m., arr. Christchurch 7 p.m. Mon., Thurs., Sun.: Dep. Christchurch 8 p.m., arr. Sydney 10.25 p.m.

15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed Electra Sat.: Dep. Christchurch 8 p.m., arr. Melbourne 11 p.m. Sun.: Dep. Melbourne 12.30 p.m., arr. Christchurch 7 p.m.

16. Sydney-Wellington

TEAL, with Jet-Prop. Lockheed Electra Tues., Wed., Fri., Sat.: Dep. Sydney 9 a.m., arr. Wellington 3.10 p.m. Tues., Wed., Fri., Sat.: Dep. Wellington 4.30 p.m., arr. Sydney 7.10 p.m.

17. Melbourne-NZ-Fiji

TEAL, with Super Constellation chartered from Qantas Wed., Fri.: Dep. Melbourne 8.15 a.m., arr. Auckland 4.15 p.m., dep. Auckland 5.15 p.m., arr. Nadi 10.30 p.m. Return, same route, Thurs. and Sat. (Connects at Nadi with Qantas Boeing 707 jet service from Sydney to USA.)

18. Auckland-Fiji

TEAL, with Jet-Prop. Lockheed Electras and Qantas Super Constellations Tues., Sun.: Dep. Auckland 5 p.m., arr. Nadi 8.55 p.m. Wed., Fri.: Dep. Auckland 5.15 p.m., arr. Nadi 10.30 p.m. Mon., Fri.: 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. * 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 2.15 p.m., arr. Auckland 4 p.m. dep. Auckland 5 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 DC7C (from Nov. 4) Dep. Auckland 5 p.m., Mon. and Thurs., arr. Nadi 10.25 p.m.; dep. Nadi Fri. only 11.45 a.m., crosses International Dateline, arr. Tafuna (American Samoa) 4.05 p.m., Thurs; dep. Tafuna 5 p.m., arr. Honolulu 6.15 a.m. Fri. Dep. Honolulu 11 p.m. Fri., arr. Tafuna 8.30 a.m. Sat.; dep. Tafuna 9.15 a.m., crosses International Dateline, arr. Nadi 12 p.m. Sun.; dep. Nadi 6.10 a.m. Mon., Thurs., arr. Auckland 11.50 a.m.

21. Fiji-Tahiti

TEAL, with DC6 aircraft Sat.: Dep. Nadi 11.59 p.m., crosses International Dateline, arr. Papeete Sat. 10.25 a.m. Sun.: Dep. Papeete 1 a.m., crosses International Dateline, arr. Nadi Mon. 7.45 a.m.

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. 31, Nov. 14, 28, Dec. 12, 26, etc.) and alternate Fri. afternoons (Oct. 28, Nov. 11, 25, Dec. 9, 23, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

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 (Nov. 3, Dec. 1, 29, etc.) and departing Fua'amotu, Tongatapu on return flight on the following Saturday morning (Nov. 5, Dec. 3, 31, etc.). Flying time is about three hours each way.

Details from Fiji Airways, Ltd., Victoria Arcade, 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 Galacs if required.

24. Hawaii-Tahiti

South Pacific Air Lines, of Honolulu, with Super-G Constellation aircraft

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.

Details from South Pacific Air Lines, Rue Collette, Papeete, Tahiti, or Head Office, 311 California St., San Francisco, USA.

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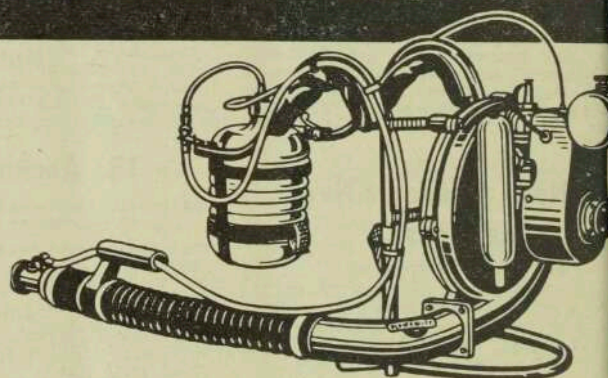
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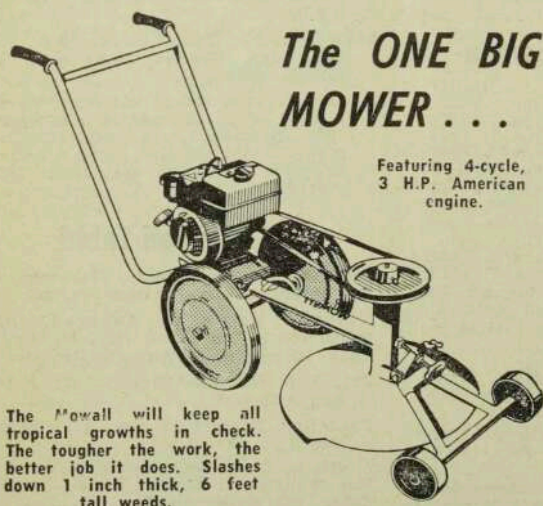
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If you prefer to dust instead of mist, Marino Products Ltd. have designed an outstanding Dusting Attachment for use with the Blowamist or it can be supplied ready to use as a duster. Capacities up to 4 lbs. per minute are available.

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*The ONE BIG
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Featuring 4-cycle,
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The Mowall will keep all tropical growths in check. The tougher the work, the better job it does. Slashes down 1 inch thick, 6 feet tall weeds.

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LAKE & WAI: New Guinea Goldfields Ltd.

Pacific Commerce and Produce

Chances Of attracting Capital

During his tour of British South Pacific Territories in September and October, Mr. Julian Amery, Parliamentary Under-Secretary for the Colonies, was buttonholed on a number of occasions by those requesting UK funds for development.

In Honiara, BSIP, Mr. Amery had some interesting things to say about financial aid from Britain to colonies in general and the Solomons in particular.

The United Kingdom still has 37 overseas territories for which it is responsible (said Mr. Amery). The Government would like to see these territories everything needed, but was limited by their resources, and by help still given to independent countries in the Commonwealth.

He said the whole Commonwealth relied on investments which UK made overseas. British investments overseas already totalled more than all the rest of world investments put together.

One per cent. of all money spent in the UK, for instance, came from overseas. Businessmen and traders consider that their own investment depended on the strength of the pound sterling in the sterling area.

Mr. Amery said that two-thirds of the world's trade was conducted in sterling, and this volume was based on a very small basis of gold and dollar reserves. If too much were given away in Colonial Development and Welfare Schemes for colonial investments, the sterling might be weakened. It was the UK's first duty to keep sterling strong.

He said whether he could suggest for increasing the flow of capital to BSIP, Mr. Amery thought that the Protectorates were doing fairly well already. He said it must be remembered that capital was a great coward. It would not risk itself in unstable or dangerous conditions, or where there appeared to be no possibility of a reasonable return.

Local stability and a skilled labour force were the primary needs of a territory wishing to attract investment. The Solomons had local stability, but he considered that the labour force needed more skilled and better trained. The problem would be to solve it in time.

He mentioned parts of Asia and Africa

were no longer attractive to private investors, and there was a chance for BSIP to attract some of this capital.

Prosperity from Cocoa?

Mr. Amery said he thought the balance of development in BSIP was about right. Copra had always been the basis of the Solomons economy, and he had been glad to see it receiving special attention. He had been very interested by the new development of cocoa plantations on Malaita and other islands; he thought, from what he had seen, that it might bring the same prosperity to the Solomons that it had brought to the Gazelle Peninsula in New Guinea.

Mr. Amery said he also thought that BSIP had a big future in timber exports. The Geological Survey Department had told him, too, that they had a strong belief in the future of mining development in the group.

APC's New Well Shows Oil Traces

In a cautiously-worded statement on October 11, Australasian Petroleum Co. Pty., Ltd., reported that "traces of liquid hydrocarbons"—oil, to the layman—had been encountered in the Iehu well now being drilled in Papua.

No doubt with the 1958-59 experience at Puri well in mind (when oil was found, but petered out), the Sydney stock market was little moved. Investors apparently prefer to follow a wait-and-see policy, until after the well is drilled to its bottom, probably about 10,000 ft.

Overall Profit, But TEAL Lost on Islands Services

There are two outstanding factors of interest in the report of the directors of TEAL (Tasman Empire Airways Limited) for the year ended March 31, 1960. They are:

- The inclusion in the accounts of the new loan of £3¼ million from the Morgan Guaranty Trust Company of New York, whereby TEAL has been equipped with Electra turbo-jets.

- The heavy taxation imposed on the company by the NZ Government, whereby the company's operating profit of £534,488 (from expanded, creditable gross earnings of £2,814,753) was reduced to a net surplus of £108,471, which permitted a dividend of only 5 per cent. The NZ Government would not allow losses in Australia to be set off against profits elsewhere, so the taxation provision this year is no less than £154,000. However, it is as broad as it is long — TEAL is Government-owned.

In the year reviewed, TEAL made a loss of £74,997 on the Coral Route (Fiji-Tahiti) service, and of £1,518 on the Norfolk Island service. With its new



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Guinea.

RABAU, T.N.G.

Managing Agents: New Guinea Co.,
Ltd.

Island Representative:
G. D. A. Kent, Rabaul Branch.

SUVA, FIJI.

Colony of Fiji Branch Office:
McGowan's Building, Margaret St.,
Suva.

Branch Manager: L. M. Rolls.

Southern Pacific Insurance
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Head Office: The Wales House,
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equipment, it probably could now do better on the Tahiti run, except that there is threatening competition there from both French and American sources.

TEAL's directors now are: Sir Leonard Isitt, KBE (chairman); Sir Hudson Fysh, KBE, DFC (vice-chairman); G. N. Roberts, CBE, AFC; W. C. Taylor; Dr. A. M. Finlay; Air-Marshals Sir Richard Williams, KBE, CB, DSO. The executive staff are: A. A. Watson, DFC (secretary); F. A. Reeves (general manager); J. W. Veale (assistant general manager); G. B. Bolt, OBE (chief engineer); H. M. Denton (commercial manager).

Good Profit For Koitaki Rubber Co.

Final dividend of 13¼ per cent. will be paid by Koitaki Para Rubber Estates, Ltd., Papua, for the half-year to June 30, on capital doubled to £150,014 by a one-for-one bonus issue.

The dividend is equivalent to 27½ per cent. on pre-bonus capital and makes the full year's payment 45 per cent., against the previous year's 35 per cent.

The year's consolidated net profit will be about £42,500, after Australian and Papuan tax and £5,000 special amortisation added to usual depreciation. This is about £7,500 above directors' July estimate.

Gillespie's Flour Co. Has Interest in Papuan Bakery

One of the oldest flour-milling companies in the Pacific Islands trade, Gillespie Bros. (through its associate, Gillespie Bros. Holdings, Ltd.), has acquired a substantial interest in a Port Moresby bakery, Papua. Gillespie's shareholders were told at the annual meeting on September 30.

The bakery is that of United Bakeries at Boroko, Port Moresby, one of the two main bakers and pastrycooks in the Territory's capital.

Govt. Aid for Emperor Gold Co. Recommended

John Taylor and Sons, London mining consultants, after an investigation into the Fiji goldmining industry, have recommended to the Fiji Government that extended financial support be given to Emperor Goldmining Co., Ltd., to expand operations.

The report recommends a first mortgage debenture or a loan of £F400,000 at 6 per cent., refund of Port and Customs Service Tax of £F75,000 and continuance of the present subsidiary of £F2 per ounce to a maximum of 75,000 oz for a further two years from June, 1961.

This would make possible an increase in production by June, 1964, to 100,000 oz, which, even if the price of gold remains unchanged, should make the company "economic and able to make profits for many years to come".

The alternative to a programme of expansion is "inevitably one of working out the available ore and closing down", the report said.

Dylup Plantations Take Over Island Finance Co.

Dylup Plantations, Ltd., has acquired all the issued capital of Island Finance Co., Ltd., an unlisted company registered in NSW, with capital of £91,558.

Dylup has issued 140,490 5/- shares for the 366,223 shares in Island Finance (two Dylup for every five Island Finance shares, and paid 3d a share cash—£4,578. At the early October price of 12/9 for Dylup

shares, the deal was worth nearly £98,000. Dylup's paid capital went up from £36,622 to £240,372. The new shares rank for dividend from November 1, 1960.

In October, Dylup confirmed its annual dividend rate at 20 per cent., by announcing an interim 10 per cent. Last year the company paid 20 per cent.—an interim 7 per cent. and final 13 per cent.

BSIP Trading Corporation "Taking Advice on Sale"

New regulations enacted recently in BSIP enable the BSIP Trading Corporation, which conducts business as a store and agency and is owned by the BSIP Government, to sell out. The Government some time ago decided it should be taken over by private enterprise, saying it had already played a most valuable part in the economic life of the Protectorate since the war.

The corporation's chairman, Mr. A. M. Wilkie, said that following the enactment of the regulations the Government was taking expert advice about the best way of selling the Corporation, but this did not mean the sale was imminent.

Deadlock In Tonga Dried Banana Scheme

Up to early October there appeared to be no further developments in connection with an offer made to the Tonga Government by Dutch and American interests to establish a dried banana industry in Tonga.

The Tonga Government was understood to be insisting upon a controlling interest in any such project from its inception.

WRC's Profit Up: Dividend Raised

W. R. Carpenter Holdings, Ltd., parent concern of one of the two main Islands trading groups has raised its dividend for 1959-60 following a rise in profit.

Final dividend of 7½ per cent. was announced in October; with interim 6¼ per cent., the year's total is 13¾ per cent. Last year it paid 12½ per cent.

Profit for the year to September 30 was £843,995 (up £105,409 on last year's £738,586).

However before arriving at the profit, the company transferred £55,564 to contingencies reserve, £47,967 to fixed assets replacement reserve and £50,000 for long service leave. No provisions were made for these last year.

This year provision for taxation was £154,603 more (at £614,269) and £1,875 more for depreciation (at £372,261).

Placer Development Ltd. Shows Higher Profit

Group profit at Placer Development, Ltd., Vancouver, rose strongly in 1959-60. Profit for the year to April 30 was \$1,580,431 Canadian compared with the previous year's \$1,152,399.

The company paid two dividends during the year totalling 50 cents and absorbing \$1,290,000.

The annual report disclosed that its associate company, Bulolo Gold Dredging, Ltd., earned estimated profit of \$875,100 in the year to May 31, compared with \$687,693 the previous year.

Placer Development, Ltd., in the late 1920's, originally bought the rich Guinea Gold NL leases on Morobe goldfield, NG, and after testing sold them to Bulolo Gold Dredging, Ltd. (a Vancouver company with the same technical control). BDG became the operating company, with large scale operations.

Economic Outlook

Having hit a new peak index of ordinary shares, 348.46, on September 16, Sydney Stock Exchange prices began to slide on the scale in early October. By October the index was 323.25, lowest since April.

Although most Stock Exchange analysts had expected some general decline, were willing to go out on a limb indicate how far the fall might go, they mostly agreed that the banks' (under Government instructions) tightening credit triggered off the action.

Other factors were: (a) abroad weak US market, and the international situation, with its doubts about the UN's future; and (b) at home large volume of new share issues (companies, feeling the effect of the squeeze, are turning instead to raising funds by new capital issues), a rise in borrowing rates by h.p. concerns, and in addition that the rate of business turn has slackened.

In recent years, the Stock Exchange has been wooing the small investor (only month the 'Change transferred from ancient site in Pitt Street, Sydney, to shining and glamorous premises O'Connell St., with public gallery closed circuit TV to show operator work). It is the new investors who are anxious to sell and get out when favourite stock begins to tumble—could touch off a wave of selling.

Experts say that, at the early sign any such selling, the big institutions then step in to bolster the market, least, that's what they hope would have Stock Exchange events of the next weeks will be watched with more usual interest by Islands investors.

SYDNEY SALES PRICES

	Sept. 9, '60	Oct.
Bali Plantations . . .	16/10½	16/-
Burns Philp . . .	94/-	94/-
Burns Philp (SS) . . .	62/6	61/6
C.S.R. . . .	£81/17/6	£83/1
Dylup Plantations . . .	12/9	12/9
Fiji Industries . . .	16/9	14/-
Hackshalls . . .	16/6	16/6
Kauri Timber . . .	21/9	23/9
Kerema Rubber . . .	10/6	9/6
Koitaki . . .	36/6	20/-
Lolorua . . .	11/-	10/6
Maribol . . .	11/6	10/6
Norfolk Is. Whaling . . .	6/1	5/1
Pacific Is. Timbers . . .	7/11	7/-
Plantation Holdings . . .	7/-	7/-
Queensland Insurance . . .	94/9	95/9
Rubberlands . . .	7/9	6/6
Sthn. Pac. Insurance . . .	25/9	25/9
ditto, New . . .	22/-	22/6
Steamships Trading . . .	56/-	55/6
W. R. Carpenter Hold. . .	29/9	31/4
Timor Oil . . .	4/8	3/4

OIL AND MINING SHARES FIJI

	July 9, '58	Sept. 9, '60	Oct.
Emperor . . .	b5/9	b3/9	b5/9
Loloma . . .	—	s43/9	b5/9

PAPUA-NEW GUINEA

	b35/-	b42/-
Bulolo . . .	b35/-	b42/-
N.G.G. Ltd. . .	b1/9½	b2/5
Oil Search . . .	b2/6	b4/6
Ent. of N.G. . .	b7d	b5d
Pac. I. Mines . .	—	s115/-
Papuan Apin. . .	b9d	b3/3
do. opt. . .	b6½d	b7d
Placer Dev. . .	b86/6	s115/-
Sandy Creek . .	b4d	b3d

ISLANDS PRODUCE

As otherwise stated, quotations are in Australian currency. Aust. £ equals 10/-; NZ, or W. 18/-; Fiji: 20/-; Tonga, Solomons & areas: 196 Pac. Frs.; \$US2.25.)

COPRA

British Ministry of Food 9-years ago, which governed Copra prices in New Guinea, Fiji, Western Solomon Islands, and Gilbert and Ellice Islands (and, to some extent, in Cook Islands) expired on Dec. 31, 1957; since when each Territory has made its own arrangements for production and marketing of copra.

NEW GUINEA:—All production referred to Copra Marketing Board, controlled by six members, including three representatives; and the Board distributes and sales, and makes payments to the producers. Production referred to (a) Unilever (under contract since 1960), (b) Australia (for assumption) and (c) crushing-mill. Prices generally arranged in accordance with ruling rate in Philippines with premiums for hot-air dried. July 1, 1960, P-NG Copra 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 do as they wish. Bulk of copra goes to crushing-mills in Suva. On Oct. 10, 1960, HAD £F50, FM £F48/10/-.

WESTERN SAMOA:—Official Copra Board receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at the FM grade rates, plus premium to £S3 per ton for hot-air dried. Prices since March, 1959, have been: hot-air dried, £S67/13/8 per ton; No. 1, £S65/3/8; sun-dried, £S61/13/8.

ELISE:—Sales are under Government. Part of production goes to Europe, arrangement with Unilever company. Philippines prices, and part on open market.

COOK ISLANDS:—All production marketed through official Copra Board, at prices in Philippines market. Price decreased from Oct. 1: 1st grade, £A62/10/-; 2nd, £A61; 3rd grade, £A58/10/- f.o.b., BSIP ports. The Copra Board subsidising the price by approximately £A12 per ton.

FIJI AND ELLICE:—Production in Europe through official Copra Board at prices based on Philippines plus "stabilisation fund" charges.

TOBAGO:—Producers receive 7 cents lb. for or £A70/4/6 approx. per long ton, plus bonus, if average proceeds over buying price and expenses.

HEBRIDES:—Prices dropped on Oct. 1 to £A39/10/- (7,900 Pac. francs) for delivered Vila/Santo. French price was 87 heavy francs per metric ton, Marseilles.

NEW ZEALAND AND NIUE IS. Subject to contract provisions between Cook Island shippers and Abels, Ltd., of Auckland, who operate the only NZ copra mill, the price paid is average price for previous month, less charges. Actual price paid to producers varies widely from island to island, ranging from £NZ30 to £NZ50.

AUS: Price is based on the London price for the month prior to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on Oct. 14 was £Stg.221/5/- per ton c.i.f. Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Oct. 14: £S215, f.o.b., Apia, grade 1; £S210, grade 2.

P.-N.G.: Oct. 17.—Quote No. 1: £245 (best quality). Quote No. 2: £240 (medium grade).

COFFEE:—P.-N.G.: Oct. 14, good quality A grade, per lb. 4/2; B grade, 4/-; C grade, 4/- c.i.f., Sydney.

PEANUTS: P.-N.G.: Oct. 14, 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 Oct. 12 was: No. 1 RSS, spot, 97½ Straits cents per lb (34.38d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, advised Oct. 17: White and yellow label, processed, standard packs, 42/9; green label, 41/6, 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 Oct. 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:—Supplies short; buyers offering around £475 per ton.

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, Oct. 10, Philippines, in bulk, \$175 US per long ton, c.i.f., UK/Nth. European ports. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.64/10/- per long ton. NEW YORK: Oct. 10, Philippines \$165 US per short ton, c.i.f. Pacific Coast ports. Ceylon: 900 Rupees, c.i.f.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: LONDON, Oct. 10, Ceylon, 1%, in bulk, £Stg.102 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.92/10/- c.i.f.

Rubber: LONDON, Oct. 12, c.i.f., RSS No. 1, Spot, 29d Stg. per lb. Jan./Mar., 27½d Stg. lb. Oct. shipment 28½d Stg. lb.

Choiseul Plantations Are "Best in Pacific"

Note from a gratified Islands resident who holds a few thousand shares in Choiseul Plantations, Ltd., New Guinea:

"They are a really wonderful company, with their 4,000 or more tons of copra last year; and they now have 500,000 of interplanted cocoa, which is coming into bearing. They produced 93 tons of cocoa last year, and it will be 200 or more tons this year. According to the average yields on Bougainville, their 500,000 trees could produce 800-900 tons of cocoa per annum when in full bearing. Bougainville is a wonderful country for cocoa—fabulous. The Choiseul Co. showed a £221,000 profit in last balance-sheet. I'd say it is the best group of plantations in the Pacific, and the coming in of the cocoa could, on present prices, double the profits now made on copra. . . . Incidentally, I bought into that new Fiji cement company at 16/6—they should be OK."

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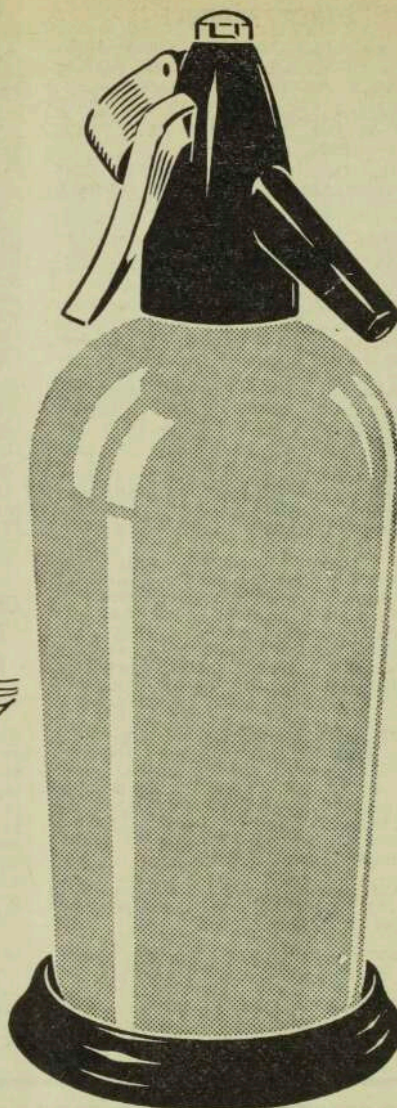
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A46/14-19. 5 Punts, 60 ft. 0 in. o/a x 17 ft. 6 in. in fair condition. 11 x 17 ft. 6 in. o/a x 17 ft. 6 in. condition. These punts have 1 ft. keelboard when loaded with 50 long

A46/32. 31 Punts, steel, 60 ft. 0 in. o/a x 17 ft. 6 in. in fair condition. 11 x 17 ft. 6 in. o/a x 17 ft. 6 in. condition. These punts have 1 ft. keelboard when loaded with 50 long

A46/1. 1 Launch "Ratu Mell II" 11 in. o/a x 11 ft. 9 in., wood, tonnage 18, by 76 h.p. 245 r.p.m. steam engine. 14 in. x 9 in. Boiler-Tubular 200 sq. ft. heating surface, 5 ft. 6 in. 0 in. long. 3 Propeller Blades in dia. 5 ft. 0 in. pitch L.H. Condition fair.

A46/2. 1 Launch "Ratu Joni II" 70 in. o/a x 9 ft. 9 in., wood, tonnage 18, by 70/75 h.p. 240 r.p.m. steam engine. 13 1/2 in. x 9 in. Boiler-Tubular 201 sq. ft. heating surface, 5 ft. 3 in. x 6 ft. 0 in. long. 3 Propeller Blades, 3 ft. 3 in. dia. 5 ft. 0 in. pitch L.H. Condition fair.

A46/6. 1 Launch "Valray" 36 ft. o/a x 9 ft. 1 1/2 in., wood, driven by Marine Diesel Engine, 60/65 b.h.p. p.m., 3 Propeller Blades, 27 3/4 in. dia. Pitch R.H. Condition fair.

A46/10. 1 No. 2 Suction Dredge 60 x 17 ft. 6 in. Pump engine 80 h.p. p.m. R. and H. Diesel AVRO and 1 in. centrifugal pump. Hull poor, engine plant good.

For the above plant should be sent to: **The Manager, The C.S.R. Co. Nausori, FIJI.**

Plant may be inspected at Nausori.

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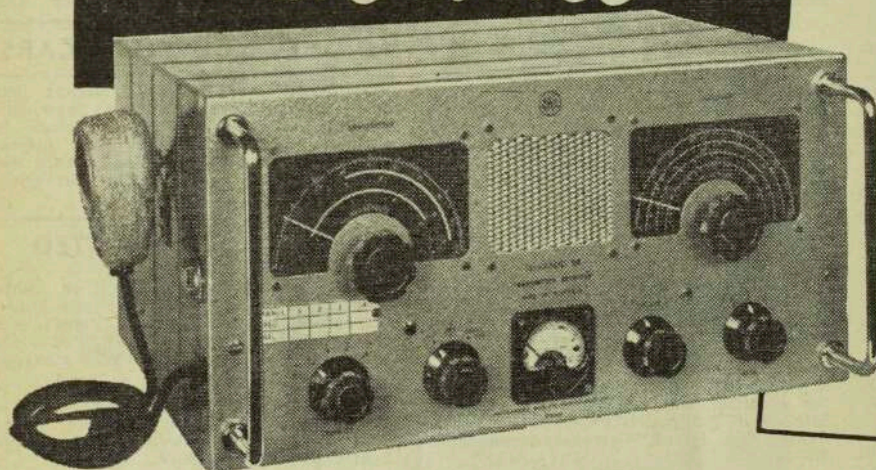
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