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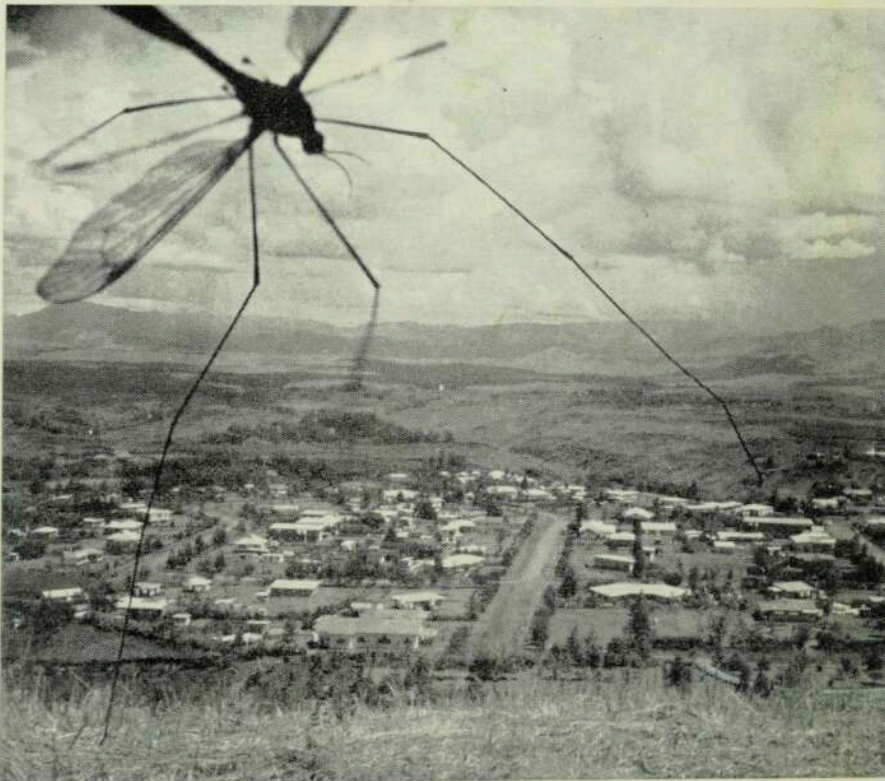
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Pacific Islands Monthly

JANUARY, 1961



The News Magazine of The South Pacific
ESTABLISHED 1930
VOL. XXXI. NO. 6.
Printed at G.P.O., Sydney, for sale by post as a newspaper.



THE GOROKA MONSTER

This could be an advertisement for a malaria suppressive; or some fabulous giant insect out of an H. G. Wells' peep into the future. It's nothing more sinister, however, than a freak photographic accident.

The town is Goroka, NG Eastern Highlands; opinion is divided over the monster that menaces it. Some say it's a mosquito; but the man who took the photograph, the Rev. Father Mike Bodnar, says it's a wasp. Father Mike took the photo from the observation point behind Goroka, but when he developed the roll of film he was amazed to see the huge insect emerge on the negative. At first he thought he was seeing things, but when he examined his camera closely he found that a small insect had got in and managed to stick itself onto the lens.

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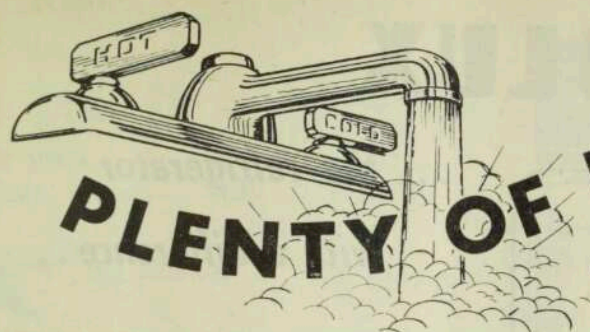
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PACIFIC ISLANDS MONTHLY—JANUARY, 1961

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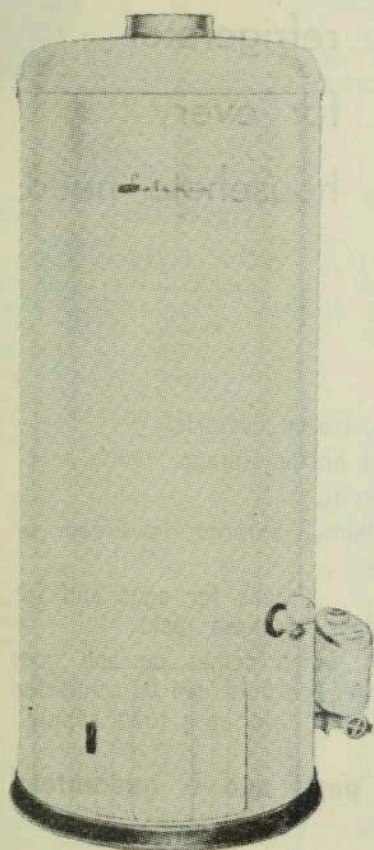
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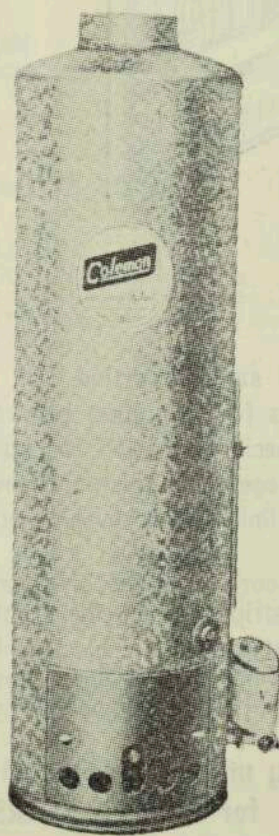
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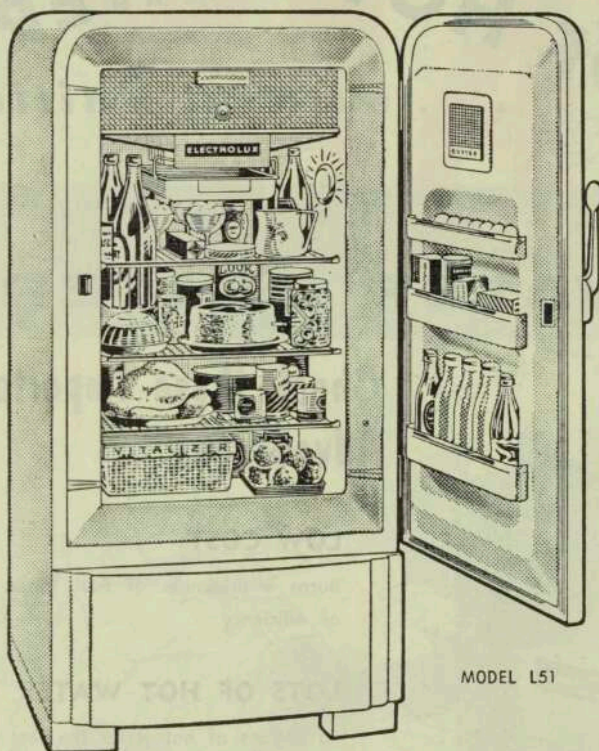
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CONTENTS

January, 1961

PEOPLE .. 5 New Year Begins with a Bang .. 15 Wide Interest in P-NG Elections .. 15 New Territories Minister and French Pacific Heads .. 16 West Samoa Gets the Go-ahead from UNO .. 17 Copra Comes Down .. 17 Trouble over NG Wage Scale .. 17 NG's PIR in Riot .. 18 Report of P-NG Labour Mission .. 18 American Samoan Chiefs Make Some Proposals .. 19 The Month's Developments with Pacific Aviation .. 19 New Guinea Air Crash Kills Two .. 20 Australian Officials Visit the New Hebrides .. 20 Papuan Oil Search Looks Hopeless .. 21 First of New Caledonian Vietnamese Leave for Home .. 21 COMMENTARY .. 23 The Editors' Mailbag .. 24 School Principal's Plea for Fijian Girls Mrs. Gordon Thomas: One of the Women Who Waited .. 26 New "Bounty" Brings Film-makers to Tahiti .. 27 Tahiti Has a New Tourist Look .. 29 Shipping Could Learn from Aircraft Control .. 30 Albert Schaafhausen: The Man Who Trapped Murderers .. 32 TERRITORIES TALK-TALK, with Tolala .. 33	It's Still a Nose for a Nose in New Guinea .. 34 Fijians Want to Deport Trouble- makers .. 35 Wide Interest in Old Queensland Wreck .. 37 A Reader's View on the Fear Factor in Leprosy .. 41 Giving Secondary Industries a Go in NG .. 44 Petition to Wind-up Coffee Estate .. 46 ASOPA Graduates for 1960 .. 47 United States' 35th President is by Courtesy of Ferdinand .. 49 A Brett Hilder PROFILE .. 51 Official Inquiry into Fiji Sugar .. 53 SYDNEYSIDER AT HOME BASE .. 55 Australia's Slice of the New Hebrides' Cake .. 59 NG Official on Sedition Charge .. 61 The US "Sturgeon" Sank the "Montevideo Maru" .. 61 Some Memories of the Ex-Pro Board Days .. 65 Garaina—NG's Valley of Isolation and Tea .. 71 MAGAZINE SECTION .. 75 News of Pacific Shipping .. 101 PACIFIC REPORT (index p. 16) .. 113 Obituaries .. 143 TRAVEL TALK: a New Section .. 146 Shipping, Airways Timetables .. 149 Commerce and Produce .. 157
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PEOPLE

Good wishes from many countries
 led Mr. A. M. Gurau, of Apia,
 Western Samoa, on December 8,
 he was 75 years old. He was a
 young man of 36, resident of
 Western Samoa, when World War I
 and a small occupying force
 New Zealand arrived and
 changed the destiny of the German
 colony. Mr. Gurau accepted the
 regime, became an established
 member of the Trust Territory, took
 an active share in public affairs—
 surely will live to see Western
 Samoa in its sixth development as
 the South Pacific's second (Tonga
 the first) independent, self-gov-
 erning State.

Western Samoa, in 100 years, has
 been a kingdom, international pro-
 tectorate, German colony, mandated
 territory, trusteeship territory and
 is now close at hand—Independent.
 Mr. Gurau has had a share
 in all six of the six.



Western Samoa received the announce-
 ment in January that Mr. Eugene Paul, Minister
 of Finance and Customs since Cabinet govern-
 ment began in October, 1959, will retire from
 office. He will not be a candidate
 for the forthcoming Legislative Assembly.
 Mr. Paul has recently been in ill-
 health and will shortly travel abroad.

1961 good wishes are in
 the South Pacific artist Charles
 Jones, writing from somewhere in
 New Zealand. (With true artistic
 flair he gives no postal address.)
 Completion of his work came
 —but it came surely—and
 Charles complains that Eliza-
 beth (of Tahiti) and he cannot get
 at present to Tahiti and
 because "commissions are
 in like a flood"—from 140 to
 100 lines per.

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 live as cheaply as two, so we decided to
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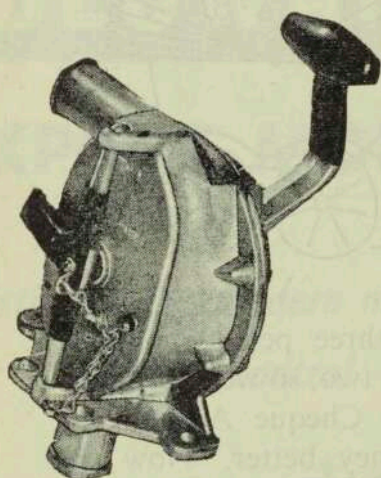
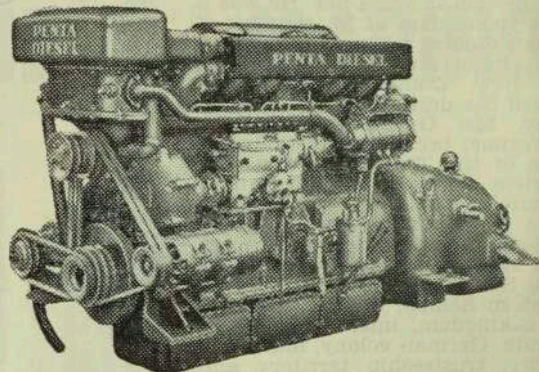
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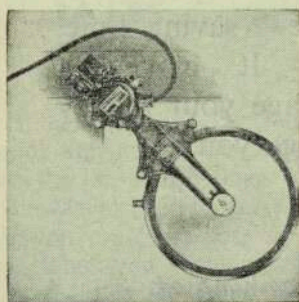
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he recognised McPhee's genius years ago, when he purchased a dozen of his brilliant Samoan capes. McPhee was developing a permit for painting on velvet when his permit ran out, and the fact made him leave Tahiti, on the ground that he did not appear to have sufficient income. Maybe, one day, when he is too old to care, he will ask him and his charming Tahitian wife to return to the land of his love best.

R. MacDonald, programme manager at Station 1YX, Rotorua, has been seconded to the newly-established Tongan Broadcasting Service as programme manager.



at marriage in Noumea—Miss Marthe, daughter of a pioneer family in New Caledonia, to popular Dutchman Mr. H. van der Meer, Fisheries Officer of the South Pacific Commission. Here the happy couple enjoy a reception at the desk of the Mayor of Noumea, where the marriage ceremony had been performed.

Photo: Fred Dunn

one of the headline-hunting papers of the world have not mentioned Sister Mary Louise to ensure peace she sought, when she became a nun and went into service in the Order in the Sepik country of New Guinea. Sister Mary Louise is Mrs. Frances Dills, aged 51, mother of three children and grandmother of 12. She was born the daughter of Charles Holtzinger, who inherited a large fortune; and, in her later days, she was a radio singer in Hawaii, and an actress who once knocked insistently on the doors of Hollywood studios. She spent some three years in New Caledonia, where she went originally as a missionary, and her work in encouraging native orphans has won her high praise.

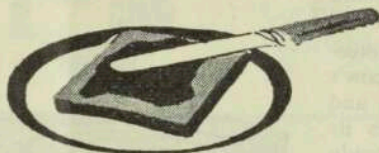
The bouquet of the month goes to commentator Paul Prieur, of Tahiti, for his up-to-the-minute series on world and local events, and his analysis of political and social problems are an expected outcome of his knowledge and progress in Tahiti. Tahiti, with only one small daily newspaper—which, because of its small size can give only an outline of world events, welcomes his radio comments for their



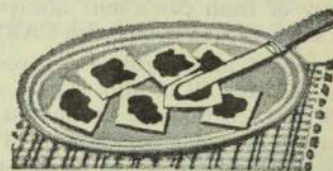
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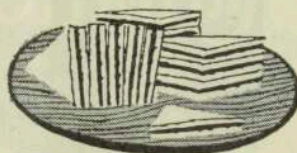
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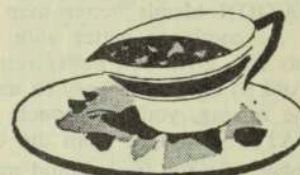
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6 oz. or economy $14\frac{1}{2}$ oz. cans. 48 to the carton.

excellent analytical content, in area where outside sources are a premium.

Mr. D. A. Darling has returned to Australia after a period of duty in Suva as Shell Oil Co. manager for the South-west Pacific. He has been transferred to the company head office at Melbourne, and Mr. A. G. Keene has succeeded him.

Mr. Darling—"Peter" to many friends—was a popular man among all races in the community, yet industrially he faced more trouble in Fiji than any of his predecessors. Oil workers employed by Burmah Oil and Co. (SS) Ltd. (the Shell Co. agents in Fiji) struck three times at Vuda Point and once in Suva between November, 1959, and April, 1960.



Miss Joan Wyatt receives her 21st birthday "key" from her father, Port Moresby identity Mr. W. Wyatt, at a birthday party held recently at the Port Moresby Golf Club.

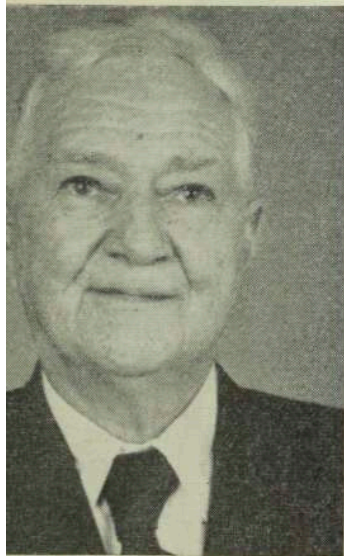
Mr. W. E. Morrison, who was seconded from New Zealand to the Fiji Posts and Telegraph Department for three years in 1928, left the Colony late in December to retire in his home country after 15 years' service in Fiji. He liked Fiji so much that at the end of his secondment he joined the Fiji Posts and Telegraph Department. He filled many senior posts in the department and on his retirement was senior accountant. He acted as Deputy Postmaster-General for a term.

Miss Esiteri Vakalala, aged 21, daughter of a Fijian magistrate and a student at New England University, NSW, is the first Fijian woman to graduate as a Bachelor of Arts. She also has gained a Diploma in Education, and has returned from Australia to Fiji to become a teacher in English and Geography at the Methodist Girls' School in Suva.

from a Rabaul correspondent: Mr. Joyes has handed Iwi over to the Nadi Plantations Ltd., and "goes home to finish" to live on his property at Warwick, Queensland. He gave 15 years of active life to Iwi, and it is one of the best plantations on the island (Bougainville) which is famous for the high quality of its coconuts and its disease-free cocoa. The purchase price (£70,000) was regarded as a bargain by both buyer and seller.

and Mrs. G. Nevill left the New Hebrides in December for New Zealand. Mr. Nevill, who was Assistant Commissioner in the New Hebrides, has now retired.

Captain J. R. McGrane has been appointed assistant general manager of the New Zealand Empire Airways, succeeding Mr. J. Veale, who resigned recently. Captain McGrane was of the Solent flying-boat which was transferred to Queen Elizabeth from the New Zealand Bay to Lautoka and Tonga during the Royal tour at the end of 1953. In his career as a TEAL pilot, he commanded aircraft which operated between New Zealand and Fiji and Fiji and Tahiti.



L. Mitchell, well known resident of the New Hebrides, was visiting in December. He said important matters were proceeding or were planned for the development of the Condominium's natural resources.

Tangata, an 18-year-old New Zealand student in New Zealand, is considered by art critics to be an outstanding art student of promise. Some of his paintings were recently on display in New Zealand, where he attends the Memorial Technical School.

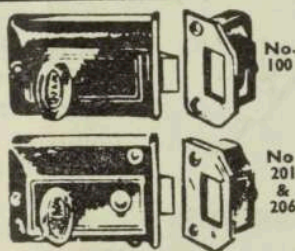
P. E. Hudson has been appointed manager of Nadi Airport, succeeding Mr. A. J. Turner, who died in October, after an illness. Hudson, for the last 5½ years regional superintendent for the

LOCK UP WITH *Lockwood*

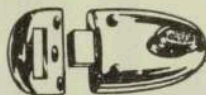
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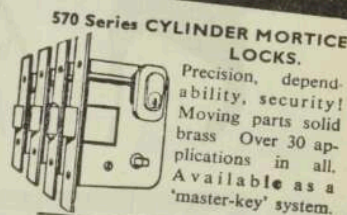
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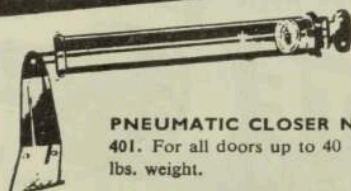
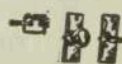
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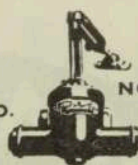


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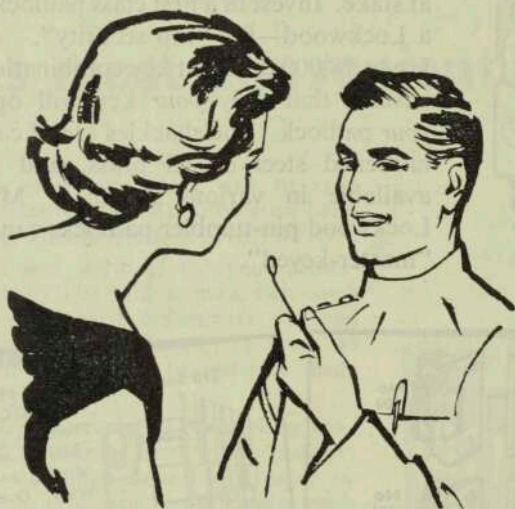
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FIGHTS TOOTH DECAY ALL DAY

KEEPS TEETH SPARKLING WHITE



**FOR WHITE TEETH AND
FRESH BREATH . . . MORE
PEOPLE BUY COLGATE
THAN ANY OTHER DENTAL
CREAM IN THE WORLD!**

W101

Civil Aviation Department at
stchurch.

Turner was widely known in
h Pacific aviation. He was
e manager at Nadi, and before
war, he was a pilot in New
ea with Guinea Airways.

* * *
e Governor of Fiji (Sir Kenneth
docks) early this month flew to
apore to attend a conference
he headquarters of the Com-
oner-General for South-East
(Lord Selkirk). The confer-
which will be attended by UK
assadors, high commissioners
governors of British Colonies in
Asia and the Pacific, has been
aged for "an exchange of views
atters of common interest".

* * *
W. Watson, formerly PAA
intendent of ground services
ilewild Airport, New York, is
the airline's manager at Nadi.
He succeeded Mr. J. Demezes,
has been transferred to New



number of old indentities from P-NG
Solomons were among more than 100
who attended the reception following
riage in Sydney in December of Mrs.
iles, to Mr. R. C. Symes, well known
nan in the Western Pacific. Toasts
ouple were proposed by Mr. Ted Taylor
and Mr. Oscar Svenson.

Geoffrey Miles Johnson has
dmited to the Bar of the Fiji
ne Court. He studied at Mel-
University, and was ad-
to the Victorian Bar in June
Mr. Johnson is a son of Mr.
(Tui) Johnson, managing
r of W. R. Carpenter and Co.
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* * *
Rev. Dr. G. R. Hemming left
st month to spend a year on



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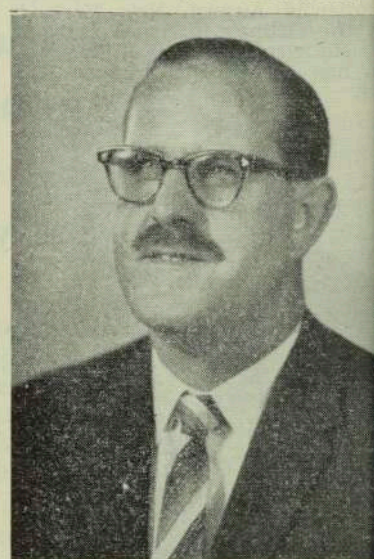
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the staff of the Auckland Pub Hospital. While he is away from Fiji, Dr. Annie Low will fill his place as superintendent of the Bay Clinic, Suva.

Bernardo Vunibobo flew back to Fiji at Christmas from Queensland after six years' study at Gatt Agricultural College and Queensland University to qualify as the first Fijian Bachelor of Agricultural Science. He will become an agricultural adviser in Fiji.

Captain Phillip Miller, of Sydney formerly Area Manager, New Guinea, for Qantas Airways has been appointed technical training manager for the airline. His appointment covers control of all ground technical training including administration of flight simulators.



Former New Guinea man Mr. R. A. Euler, manager for Coconut Products at Rabaul, has joined the Prudential Assurance Company, Brisbane, has just written almost £500,000 worth of new life assurance business in his first year as an insurance man. It is an Australasian record for a company representative in his first year.

John (Sione) Gregory of the Ellice Group, who has been studying overseas for the Catholic priesthood for the past seven years, was ordained a Deacon in Rome recently. This is the last step before his ordination as a priest at Tarawa to take place late in the year. He will be the first locally born Catholic priest of the Gilbert and Ellice Islands Colony.

Pastor R. E. Cobbin, who has been Seventh Day Adventist missionary on Pitcairn Island for two years, has been transferred to Fiji. His headquarters will be at Vatuvonu, Buca Bay, and he will be in charge of the SDA East Fiji Mission.

Mr. John Gutch, retiring High Commissioner for the Western Pacific, and Lady Gutch, will make their tour of New Zealand as guests of the Government from February 10 to March 17 before returning to the United Kingdom.

The South Pacific Commission has paid a high tribute to the help given towards the accomplishment of its activities by the executive officer for social development, Dr. Richardson, when recently it offered him an appointment for a further five years.

During his first five-year term Dr. Richardson established a successful programme in social development, especially in projects covering women's interests, education, literature promotion, and co-operatives.

Dr. Richardson is a grandson of the late "Dick" Seddon, Prime Minister of New Zealand about 60 years ago.



Photographed after their marriage in New Zealand in December—Mr. and Mrs. J. Parkes, of the Kar Kar Plantation, Kar Kar Island. The woman was formerly Miss Margaret Mooney, of Newcastle, NSW.

Pastor Douglas Martin, a Seventh-Day Adventist missionary, has returned to his home town of Kyogle, New South Wales, after three years' service in New Guinea—mostly at the Fulton College, Rabaul. Pastor Martin is awaiting medical advice before he can decide whether to return to New Guinea.

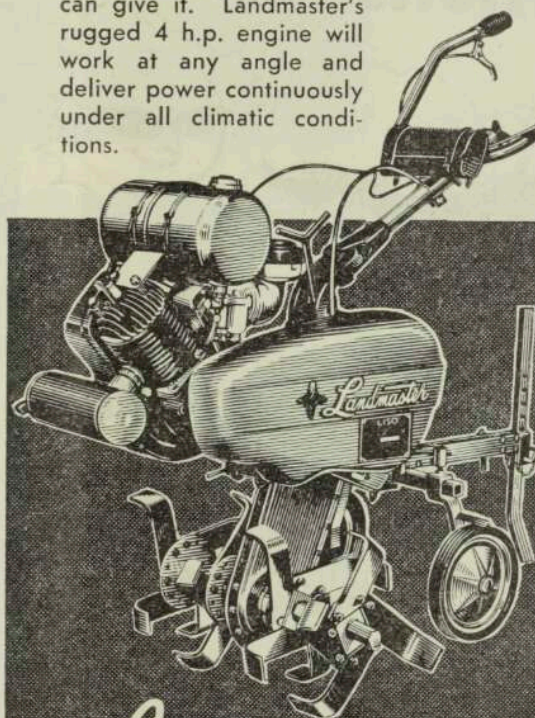
Fiji-born Indian, aged 22, Chand Goundar, made head in December as Queensland's student in Dentistry, for the third year in succession. He graduated from Fiji at the end of 1958 with a diploma of dentistry; top of the second year dentistry in the University of Queensland in 1959; and topped in the year dentistry examination in

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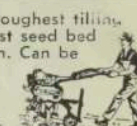
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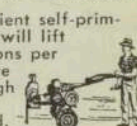
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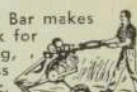
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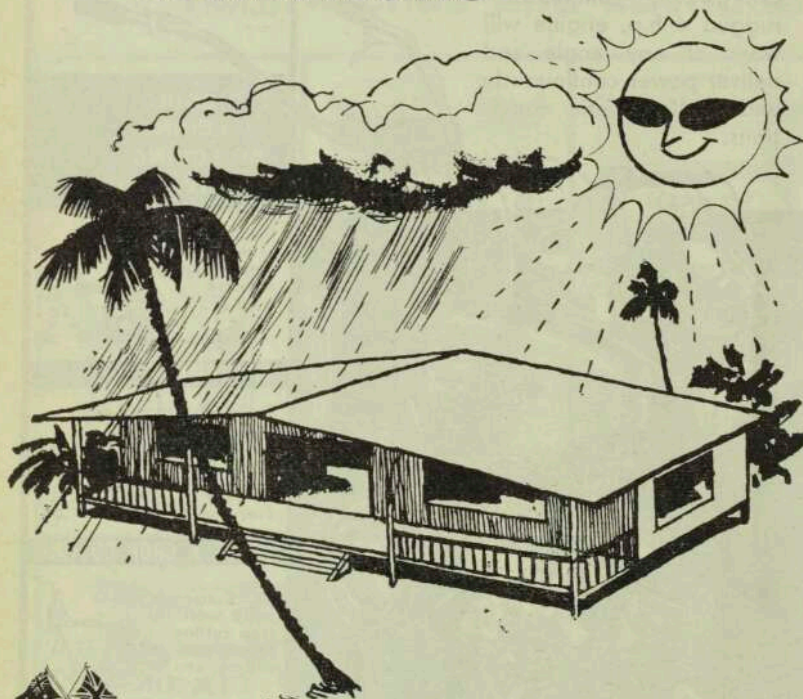
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1961 Enters With A Bang

The new year opened with a bang in some parts of the South Pacific.

Chinese communities in many places had their usual troubles with dragons (dragons bring luck) which tried to enter houses and shops. The goodies were ready for them and let off great strings of fireworks to keep the bad old dragons out. Some of the strings cost as much as £10, and went up in smoke within seconds.

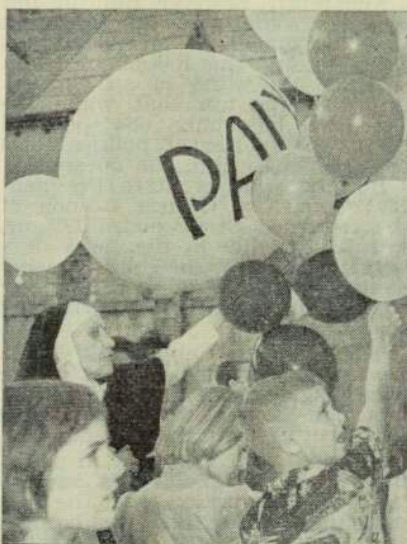
Rabaul, New Guinea (where the dragon above is really finding its way in the wars) the Chinese dealers joyfully reported they had successfully warded off bad luck for another year.

It was hard and noisy work for the dragons, who had to be changed regularly as the job wore them out. Nevertheless, when the smoke cleared they were, by tradition, able to approach the occupants of the decorated buildings and receive a donation for their services.

Noumea Celebrates

The previous week, in Noumea, New Caledonia, the Catholic Girls celebrated Christmas this year by enacting a tableaux in the streets of the Roman Catholic Cathedral, with the children dressed as different peoples of the world, followed by the release of many balloons, each carrying a message of peace. The balloons were exactly head for the heavens as doves of peace, because they dropped at the crucial moment. Everybody had a lot of fun watching the young squaw at right.

Photos: M. R. Hayes and Fred Dunn



Wide Interest In N. Guinea Elections

Three major developments of the past month in the Papua-New Guinea political scene were the announcement of election day, the indication of an additional candidate for New Britain, and the withdrawal of two men who had been possible candidates.

THE elections will be on March 18, and will be the first for the newly-recomposed P-NG Legislative Council. The number of electorates is doubled and there is provision for election of native as well as non-native members.

The new candidate who nominated for New Britain is Rabaul district planter Ronald H. Levi. Levi, who is opposed to the new United Progress party, and will fight out the poll with one of the founders of the party, Don Barrett.

An expected candidate who has withdrawn is Peter R. K. Murray, leaving a straight-out contest in New Guinea Islands between William J. Meehan (endorsed candidate of the UPP) and Paul E. Mason (self-styled "anti-party" independent).

Bunting Not Standing

Another strongly-rumoured starter who has now announced firmly that he will not stand for election in any electorate is R. F. Bunting. Bunting is an appointed member of the present Council, but it was expected that he might put up for election in Eastern Papua.

There has been little change since last month in the native election scene.

The only definite native starters so far are Port Moresby transport operator Willie Gavera, and Mahuru Rarua-Rarua, a sitting nominated member, also of Port Moresby.

Native councillors will be selected, and then elected, under an electoral college system instead of on a voters' roll system as used for the non-native elections.

Here are details of the non-native nominations as they were early in January:

The Details

- In New Guinea Highlands: Ian Downs, former elected member.
- In New Guinea Coastal: Lloyd Hurrell, sitting member.
- In New Britain: Don Barrett, sitting member, and Ron Levi.
- In New Guinea Islands: Bill Meehan and Paul Mason will nom-

(Over)

Natives To Be Elected For First Time

inate; Peter Murray has withdrawn his intention to nominate.

• In Western Papua: Craig Kirke, sitting member, is strongly rumoured to be considering re-nomination; the UPP is calling applications for endorsement.

• In Eastern Papua: R. F. Bunting, a member of the Council by appointment, has announced he will not nominate for election; the UPP is calling applications for endorsement.

Electoral rolls will close on January 31, nominations will be received up to 4 p.m. on February 7, and the new Council will meet for the first time on April 10.

In cases where electorates have been divided in two, there is no need for electors to re-enroll—the changes will be made automatically in the new rolls. Electors have been advised, however, to check their new listings with any electoral office.

Probably the most significant of the changes which occurred in the past month was the withdrawal of Peter Murray from the running in New Guinea Islands.

First Candidate

Murray, a New Ireland planter, was the first potential candidate to come on the scene. Then the UPP announced that it would nominate Bill Meehan, also of New Ireland, as its official candidate. Soon afterwards, Paul Mason, of Bougainville, announced that he would stand.

Mason said he was opposed on principle to political parties in New Guinea, although he had no argument with the party's specific policy.

A few days before Christmas, Murray announced that he was withdrawing in favour of Mason and that his organising committee was endorsing his action.

There is no doubt that Murray's decision will be to Mason's advantage because it will remove the split vote against Meehan.

The announcement by Mr. R. F. (Bob) Bunting that he would not be contesting any seat also carries a certain significance. Bunting has been a member of the Legislative Council since its inauguration in 1951, but not as an elected member. His membership has been on the appointment of the Administrator.

When Bunting joined forces with Barrett and Simogun Peta last year to form the UPP, there was some suggestion that he might have jeopardised his chance of being re-appointed to the Council. This was based on the reasoning that the Administrator would hesitate to appoint a man who had stated political affiliations.

Apparently, however, Bunting has received some sort of indication that his appointed membership is still safe, and this has enabled him to avoid the worry of an election. Present signs are that while the Territory has only one political party, the matter of political bias does not enter into the question.

Bunting, who is State President for Papua-New Guinea Branch of the Returned Servicemen's League, was additionally in the news during the month when he strongly denied rumours that there was any connection between the RSL and the UPP.

The rumours apparently grew from the fuzzy thinking of people who imagined that because the RSL was non-party-political, so should its executives be non-party-political.

Bunting wasted no time in pointing out the mistake of this assumption. "My connection with the new party is personal, and has nothing to do with my RSL membership," he said.



HOT OLD SANTA

Santa Claus has been coming to the Islands for so long now that one would have thought he would have got himself a proper hot-weather outfit — long red socks and open necked shirt, perhaps. But, no, he still wears the same old overheated outfits — as he did in Vila in December. He did move with the times in one regard — he arrived by New Hebrides Airways Rapide.

Photo: Reece Discombe

PACIFIC REPORT

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

Fiji Sugar Leaders Criticised—113; Hot Water for Nothing in Lae—114; Lid Off Grog in New Caledonia—117; Eleven months to go in West Samoa; Tahitians in Sydney—119; Room for More Tourists at Korolevu—123.

The Vercoe Case—129; Danny Well Walls Again—129; Bannan Bridge Opened—131; Hard Words for Mick Leahy; Seven Year Cooks' Tax Fight—133.

New Caledonian Natives Conscripted?—134; Straight Talking on P-NG Apprentices—134; Stateless Stowaways Have Landed at Last—135; Hot Jazz and French Movies in Rabaul—136; John Hohnen Leaves NG; Polynesians were Natural Policemen—137; Drug Charges in Tahiti; New Telephones for Norfolk—138; Fiji Youth Problems—139; Big Backing for NG Pastoral Industry—140; New Year's Honours List—141; Less Hospitality for Papeete Europeans—142.

New Islands Appointments

New Zealand's Pacific territory got a new Cabinet Minister in December, and French Polynesia and the New Hebrides got new French heads.

NZ Minister of Islands Territory in the new National Party Government is Mr. F. L. A. Go who replaces Mr. Mathison. He takes the portfolios of Internal Affairs and Civil Defence.

Mr. Gotz was born in Auckland in 1892 and in his early years was a planter in Malaya. From 1930 he was general manager of the Reparation Estates, Western Samoa. He has been in the NZ Parliament since 1949.

One of the first projects mentioned by Mr. Gotz when he took over the post was the promotion of tourist trade for Rarotonga.

He said he was convinced that Rarotonga had a great tourist potential.

New Governor of French Polynesia M. Aime Grimald, is a strong supporter of General de Gaulle and has a fine record in French colonial service as an excellent diplomat and administrator. He is well known in the South Pacific as a former French High Commissioner at Governor of New Caledonia.

New French Resident Commissioner in the New Hebrides is M. Delauney, who was formerly in West Africa. He replaces M. Favreau.

West Samoa Receives Vote Approval

The United Nations General Assembly's Trusteeship Committee has just adopted a Ten-Powers' Draft resolution, commending to the New Zealand Government that it take steps, in consultation with a United Nations Plebiscite Commissioner, to organise a plebiscite in Western Samoa in May, 1961, on the subject of self-government.

The General Assembly recommends that the questions to be asked should be:

Do you agree with the Constitution adopted by the Constitutional Convention (held in Apia late in 1960)?

Do you agree that on January 1, 1962, Western Samoa should become an Independent State on the basis of that Constitution?

The plebiscite would be on a basis of universal adult suffrage, and would be held under United Nations supervision. The United Nations Commissioner would report the result of the Trusteeship Council, which in turn would transmit the result to the General Assembly, together with its recommendations.

Before the resolution of the Trusteeship Committee was passed, the Prime Minister of Western Samoa (the Hon. Fiamē Mataafa) addressed the Committee.

On voting on the resolution in the Assembly was 59 to nil—a truly remarkable result, as the representatives of both West and East Samoa agreed.

There can be little doubt that the questions will be answered overwhelmingly in the affirmative in Samoa.

Legislative Assembly Elections

The electoral rolls for the coming elections to the Legislative Assembly closed on December 9.

A number of Samoan electors' meetings of district representatives agreed to nominate their members as their representatives, thus making elections necessary. In other Samoan districts, elections will have to be held.

However, three Samoan electors did not nominate candidates, which means that three months after the general elections there will have to be elections for these

individual or European electors. When closed, the roll contained 770 names, or about half the number on the electoral roll of 1957. It has been impossible to arouse the interest of the Europeans—mainly born Europeans of mixed race—and induce them to have

their names registered.

This probably means there will be only one or perhaps two European elected members (instead of the present five) in the Legislative Assembly after independence.

However, a total of eight candidates has nominated for the European elections, including four of the five sitting members—Messrs. G. F. D. Betham, H. J. Keil, F. C. F. Nelson, and P. Plowman.

Mr. E. F. Paul, Minister of Finance and Customs, announced in early January that he would not stand for re-election (picture p. 5). The four new candidates are Messrs. T. M. Allen, W. F. Betham, A. M. Gurau and P. L. M. Morgan.

Two Cabinet ministers, Faalava'au Galu and Tualaulelei, are contesting elections in their districts, and in addition another Samoan, Leumanuvae, at present the Minister of Health, has announced his retirement from political life.

There seems to be a tendency amongst the Samoans to elect younger men into politics.

Trouble Over New Native Wage Scale

The agreement reached last September to give certain Papua-New Guinea native workers a cash wage of £3 per week, came into effect on January 2—the same day that about 60,000 rural workers also got a pay rise. The new dual system of native employment gave rise to some of the troubles that had been anticipated. ("PIM", Sept., p. 20). It is likely to cause even more confusion.

PREVIOUSLY the employment of all natives came under the Native Labour Ordinance and its various amendments which provided for casual workers (who usually worked within a certain distance of their village); and contract workers, who entered into a contract with an employer for a specific period (usually of two years). The workers were paid a monthly wage plus rations, accommodation, medical treatment, transport, etc. From Jan. 2 the minimum wage is 34/- per lunar month.

In September, 1959, however, the then newly created Native Employment Board began an inquiry into native wages. The Board took evidence up to July, 1960, that ran into hundreds of typed pages.

The Board's subsequent report recommended a minimum cash wage of £3 per week without rations, etc.,

(Over)

BANG! (That's The Sound Of Copra Coming Down)

Copra really took a hammering during December, reported Mr. Ian McDonald, Chairman of the Papua and New Guinea Copra Marketing Board. And planters all over the South Pacific couldn't do anything else but sorrowfully agree.

The c.i.f. price, delivered weights, UK/Continent fell during the month of December by about £Stg.5, giving an average of £Stg.61/2/6.

The downward trend of the copra market over the last six months of 1960 has made it necessary for the P-NG Marketing Board to revise its tentative price and, commencing from January 1, the three grades of copra delivered to Board's depots will be: Hot Air, £A54/10/-; F.M.S., £A53; Smoke, £A52. All grades are thus down £10 on the prices paid in the previous six months.

The downward trend of the copra market did in fact persist throughout 1960, and the average c.i.f. price each month in the last year is of interest:

January, £Stg.92/17/6; February, £Stg.90/2/6; March, £Stg.85; April, £Stg.77/5/-; May, £Stg.73/10/-; June, £Stg.69; July, £Stg.68/7/6; August, £Stg.67/15/-; September, £Stg.62/15/-; October, £Stg.63/2/6; November, £Stg.64/17/6; December, £Stg.61/2/6.

The average for the year was thus £Stg.73 per ton (average price references are given to the nearest 2/6).

The average price of copra for each of the three years since the termination of the UK Ministry of Food Contract has been: 1958, £Stg.73/12/6; 1959, £Stg.90/12/6; 1960, £Stg.73.

for unskilled native labourers in the Territory's chief towns of Port Moresby, Lae and Rabaul. It was estimated that it would affect about 10,000 workers.

The Administration agreed to the recommendation in principle; employers organisations also agreed to it—although subsequently some employers stated that they had agreed to it only because they had been "advised" to do so for fear that some authority would introduce something worse.

Two Systems

But whether individuals were for or against the new method of fixing wages—and it was obvious that it opened the way to wage determination by direct negotiation—everyone could see that while two systems of employing and paying native labour operated side by side, there were bound to be anomalies if not straight-out dissatisfaction on the part of some of the natives themselves.

The Administrator of Papua-New Guinea announced official approval for the new wage scale on December 15, to come into operation on January 2. Before it did come into operation, elements of the Pacific Island Regiment rioted because the Army had been dilatory in announcing similar pay increases for them. (See

"Nothing To Be Ashamed Of"

Concurrently with Papua-New Guinea's New Year labour explosions, the Tripartite Mission on labour matters that visited P-NG in September-October, 1960 ("PIM", Oct., p. 18) issued a report that is a far more constructive document than those the Territory has come to expect from visiting missions.

The mission members came from Australian employer organisations, the Australian Council of Trade Unions, and the Commonwealth Department of National Service. Their report came up with some shrewd observations—including the opinion that Australia had nothing to be ashamed of in P-NG; that European enterprise should be encouraged to stay there and investments made in the Territory "shall not be in peril".

The mission believed that trade unionism should not be forced on the Territory; that the whole pattern of economic development of the Territory should be examined; that the whole wage system—and especially that of the Public Service—needs revising.

The report will be discussed in detail in the February issue of "PIM".

P.I.R. Riot Over Pay

Military courts in Port Moresby in January were dealing with charges against almost 80 native members of the Pacific Islands Regiment arising out of demonstrations and riotous behaviour. Forty-nine men were each fined £5, gaoled for seven days then discharged, for having broken barracks. Others were facing various other charges, mostly more serious, including that of disobeying commands and of striking a superior officer.

ABOUT 80 of the regiment's 800 troops broke from the barracks and marched shouting and singing four miles towards Port Moresby on January 3.

Authorities believe the men intended to storm Bomana gaol, where seven fellow troops were under arrest.

story this page).

At the same time, employers of native labour in the three towns began to take stock of their labour position and what the new town wage scale would cost them.

It is calculated that the new scheme, without rations, etc., will probably cost the employer about £1 per week extra per head for labour, and in big labour lines where previously the outlay in cash wages was relatively small, a weeding process will obviously pay dividends.

Many individual unskilled workers in large labour lines frequently do very little work at all and under conditions that prevailed up till January 2 they could get away with it. Now the idea among employers seems to be that if the native is to be paid a flat-rate cash wage, he has got to be productive enough to earn it.

If the cutting back process goes far enough, it could, of course, result in native unemployment.

Criticism of Moves

The PIR riots over pay, the introduction of the cash wage in the three towns which cuts right across the existing native labour ordinance for all other workers, has come in for general criticism in the Territory on the grounds that the Administration, chivvied around by Canberra, is nibbling at each problem as it sticks its head up above the rest, instead of getting down to a broad, overall economic plan.

In 1960, a new Administration department to take care of commerce and industry was supposed to be in process of creation—but so far hasn't materialised.

Eventually something of the sort will no doubt be done. In the meantime Territory progress—if any—is by haphazard leaps that are set off by nothing more scientific than the unrelated brainstorm of people in high political places.

The seven earlier had been taken in charge pending an inquiry after the Army learnt the regiment intended to stage a "sit down" strike in protest against low wages.

A force of more than 100 native police dispersed the demonstration near Port Moresby's Taurama Hospital.

Fists and webbing belts were used in wild scuffles but no one was seriously hurt.

Riot batons which were issued, police were not used, a police spokesman said later.

Trouble Has Been Brewing

Colonel R. Eldridge, Area Commander for Papua and New Guinea said in an official statement that the trouble had been brewing since Christmas.

Troops had been discontented their not being included in general wage increase for native workers. Port Moresby, Rabaul and Lae which came into force on January (See p. 17, "Trouble over Native Wage Scale").

Native troops are paid 30/- month plus clothing, housing and food rations with 10/- a month for every one year's service to years.

Colonel Eldridge said the new wage level for troops had been under consideration for some months.

It was announced, the day after the demonstration, by the Minister for the Army, that pay increases for PIR troops of up to £70 a year, retrospective to July 1, 1960, were expected to be approved within a week. The increases were confirmed on January 10.

Second Time

The January 3 incident was the second in three years in which native troops have hit the headlines of Australian newspapers.

In December, 1957, a force of 100 troops clashed with a large group of civilian natives at Koki market on the outskirts of Port Moresby, and subsequently a howling mob of PIR troops created another disturbance in Court which proceedings arising out of the Koki riots were going on.

Pacific Aviation Spreads Its Wings Wider

There has been a lull in South Pacific airline affairs since the big change-over in mid-1960 when Trans Australia Airlines and Ansett-AJA replaced Qantas on the Sydney-New Guinea and beyond services.

But by mid-January, the P-NG air war had hotted up with the announcement that Ansett had acquired the W. R. Carpenter-owned undated Airlines for almost £1-million, and there were other important developments elsewhere.



Ernest Gruening and Oren Long at a party in which they received gifts in Pago Pago in December.

Photo: Fritz Reed

Samoa Lays Out On The Line

Senators Oren Long, of Hawaii, and Ernest Gruening, of Alaska, (above) heard a number of important resolutions from Samoan chiefs when they made a day visit to American Samoa in December.

chiefs, among other things, asked that the US confer U.S. citizenship on Samoans; make a an incorporated territory of U.S.; install a Samoan Resident Commissioner in the House of Representatives, Washington; give a much more money including \$1,000,000 grant-in-aid for development; induce more private investment to come to the territory; increase local wages.

Senators replied that on the question of citizenship it would be necessary to take an individual vote. A request for a grant-in-aid would have to be submitted item by item.

Fiji Airways pioneered two services in December, linking Fiji with Faleolo Airport (Western Samoa) in the east and the British Solomon Island Protectorate in the west.

The airline extended the Faleolo flight to Tafuna, in American Samoa, to enable the Western Samoa Prime Minister (the Hon. Fiamē Mataafa) to connect with another aircraft, to take him to the United Nations, where Samoa's new independence was being arranged.

Fiji Airways was also able to help out Polynesian Airlines, who had crashed their Percival Prince and thus cut off all air communications between the two Samoas. Samoan Airlines had disappeared from the scene a month or two earlier when their only aircraft, a DC3, was repossessed by Hawaiian Air Lines, from whom they had rented it. They hadn't kept their payments up. Polynesian Airlines, which has the backing of West Samoan businessmen, will by March have two new Percival Princes to keep the service going, and Fiji Airways helped out for a few trips by flying under the Polynesian Airlines' licence, until American Samoa stepped in and stopped it. Some people thought this was a dog in the manger attitude, although not unexpected.

Solomons Flight

The Solomon Islands "proving flight" left Fiji on December 13 for Honiara, via two New Hebrides airports, thus giving Fiji a direct link with the Condominium, as well as with the BSI Protectorate.

The route was Nausori-Nadi-Vila-Espiritu Santo-Honiara; and the total distance was about 650 miles. The Heron flew on from Honiara to Yandina, Russell Island, and Munda, New Georgia, for an inspection of possible alternatives to Honiara.

The proving flight was successful, but whether a regular service begins will depend on the French and British authorities in the New Hebrides and whether they can get navigational aids working to the satisfaction of Fiji Airways.

The equipment available is reported to be very good. However, some of it is wrongly placed and alterations will have to be made

TEAL Talks About Ownership

New Zealand's new Minister for Civil Aviation, Mr. McAlpine, is expected soon to have talks with his opposite number in Australia (Senator Paltridge), about New Zealand taking full ownership of Tasman Empire Airways Ltd.

At present, Australia is half-owner and it would cost NZ about £800,000 in its currency to buy Australia out.

The prospective talks are, at least, a new angle on the old TEAL theme. Periodically, in the past, NZ has got the jitters because it was fancied that there was some dark deeds contemplated on the Australian side of the Tasman, and that Qantas was preparing to swallow TEAL whole.

TEAL still enjoys its monopoly of trans-Tasman air services, but it is possible that these will have to be given up if, as TEAL obviously hopes, the airline is given rights to extend its present service from Papeete through to Honolulu and possibly the North American coast.

before Fiji Airways will make regular flights.

Fiji Airways, which is owned by the British, New Zealand and Australian Governments, has been interested in international operations for some time. It already operates services between Nausori (Fiji) and Nukualofa (Tonga), which are listed as being unscheduled, but which will become regular in late January.

The operators want Fiji Airways to spread its wings in this fashion as well as build up Fijian internal services, although lately there has been some suggestion that New Zealand has not given Fiji Airways all the co-operation it could. The reason for this could have something to do with TEAL's attitude to Qantas. (See panel above).

Fiji Airways has recently been given the use of a special operations advisor to assist it on its international operations—Captain Phil Oakley, widely experienced over-water pilot, who was previously Qantas chief pilot in Papua-New Guinea, and who at one time was in charge of Qantas flying-boat operations in P-NG. Captain Oakley will be in Fiji for about six months.

There has been some suggestion in Fiji that the Heron aircraft, for technical reasons, is not suitable as a flag carrier on such flights as the Honiara service. However, many experienced airline men say it is nonsense to suggest that the aircraft is not safe for such flights. The only drawback to the Heron could be that it carries a comparatively

small payload. But this drawback is one likely to cause inconvenience to the operators not to passengers.

There is also likelihood of larger aircraft being used once regular services begin to other island groups.

Suva May Get Airport At Last

Establishment of a regional airport at Suva Point, Fiji, to replace the existing airfield at Nausori moved a step nearer in December when the Government and the Suva City Council agreed to provide £2,000 for a soil, site and noise survey.

Most residents of Fiji are in favour of an airfield alongside the city. The haul from Suva to Nausori (14 miles) takes almost as long as it does for Fiji Airways to fly to the most distant point on its inter-island network of services.

Fiji Airways spend about £7,000 a year transporting passengers, air crew and maintenance staff between Suva and Nausori.

With Fiji Airways interested in other areas, such as Tonga, Western Samoa and the BSI Protectorate, via the New Hebrides, it is more important than ever that there should be a more suitable strip than Nausori.

The proposed site at Suva Point is only five minutes by car from the centre of the city, against 14 miles along a congested road—two miles of it unsealed—between Suva and Luvuluvu (the site of the Nausori airfield).

The cost of the Suva Point airport, including buildings, is estimated at £375,000, a sizeable sum when the Colony's financial resources are sorely strained. But against that the Government will soon be up for big maintenance costs at Nausori.

Costs Go Higher

The Marsden matting runway will have to be replaced within a couple of years, and the cost will depend on the work which must be done. The cost of a main bitumenised runway, with a subsidiary gravel runway, has been estimated at £225,000, if the work is carried out by contract.

The construction of an airport at Suva Point has been discussed many times. Each time, of course, the estimate of cost has increased.

Fortunately, the Suva Point Regional Airport Committee, made up of private and Governmental interests, has shown realism in its deliberations to date. It has asked the Government to consider:

- The setting up of an airport authority with power to raise loans, receive money, impose charges and operate and administer the airport;
- That any money intended for use at Nausori be handed over to the authority to enable it to start construction; and
- That the Government and the

NG Crash Kills Two

A Mandated Airlines Ltd. Norseman—a single-engined, high-winged plane, taken over from Gibbes Airways in 1958—crashed into thick jungle, at a height of 7,500 feet, late on December 17, while on a routine flight from Minj to Mendi (in the NG Highlands, about 60 miles apart).

Pilot Desmond Gleeson, 35, of Melbourne, who joined MAL only last July, and his one passenger, a native, were killed.

The cause of the crash, which occurred only one mile from Kuli Mission Airstrip, is not known.

Air and ground searches continued for three days before the wreckage was found. "Bobby" Gibbes, now a resident of NSW, was at his Highlands coffee plantation on December 17 and, piloting a Cessna, he joined in the widespread search.

Suva City Council be invited to find annual repayments for a 15-years loan on a sum to the difference in cost between building the new airport and reconstructing Nausori airport.

Friendships for TAA

Trans Australia Airlines announced in December that they will introduce Fokker Friendship aircraft to internal air services in Papua-New Guinea, and for the Lae-Honiara (BSIP) service also.

The Friendship will make its debut in the Territory with the Honiara service on January 17, but as there will be only one of these aircraft initially, it will alternate on that service with the existing DC3.

The Friendship, now one of the most popular passenger aircraft in Australia for short to medium hauls, will be the first turbo prop aircraft to operate internally in the Territory, and if the company retains the normal passenger aircraft fittings used on Australian services, it certainly will provide the most luxurious travel P-NG local passengers have yet had.

A lot of the internal services in P-NG now have forward facing seats of a sort, but many flights still have the old tin benches down the side.

With the Friendship, a hostess service will be introduced on P-NG internal airlines. The larger aircraft in the Territory usually carry a sort of flying supercargo, who hands out the lunch boxes where necessary, but who is mainly concerned with cargo.

In smaller aircraft, the pilot copes with passenger and cargo problems.

(Continued on p. 141)

Australian Officials In New Hebrides

From a Special Correspondent in Vila

MUCH local interest has been shown in recent official visits to the New Hebrides, and especially in their activities. The visitors were:

Mr. Keith Douglas-Scott, recently appointed Australian Consul in New Caledonia.

Dr. J. S. Cumpston, former Consul in Noumea, and now Historian of the Australian Department of External Affairs, Canberra.

Mr. H. C. Menzies, Australian Senior Trade Commissioner in New Zealand (whose "area" includes most of the Islands Territories of the Central and South West Pacific).

These three high Australian officials were the guests of the British Resident Commissioner, Vila, Mr. John Rennie and Mr. Rennie; and they had conversations with most of the Condominium leading officials, both French and British.

It soon became apparent that Dr. Cumpston and Mr. Douglas-Scott were interested in the various properties in the archipelago donated to the Commonwealth of Australia by the late Sir James Burns nearly 60 years ago, and more or less neglected by Australia ever since.

Late in November, they went from Vila to South Santo; and then they joined Mr. Jim Lancon, on the Burns Philp trading vessel *Nika*. Using this ship, in November, they visited Malekula, Ambrym, Paani, Epi, and Tangoa. Back in Efate they had lunch with the manager of the manganese treatment plant now maintained by the Compagnie Francaise des Phosphates de l'Océanie, at Forari Bay.

Dr. Cumpston seemed to put in a lot of time at the Joint Court, Vila—presumably examining title to the Australian (or late Burns Philp) lands he inspected in the various islands. Before he left Sydney he witnessed the arrival of the Fiji Airways (Qantas) provision flight, which is to mark the inauguration of the new air-service between Fiji and Solomon Islands via New Hebrides.

Observers see a good deal of significance in these events.

(See also article on p. 59).

ANOTHER COCONUT PEST

A recent French Polynesia Council of Government approved measures of control and protection to be taken against the insect *Brontispa longissima*, a coconut parasite bug recently discovered in Tahiti.

OIL SEARCH HAS A HOPELESS LOOK

istent reports that oil-drilling in Papua had finally failed—which sent the shares of Oil Search Ltd. falling down to 1/7 on the Australian Exchanges—culminated on January 7 in an unofficial but “informed” statement that Australasian Petroleum Company probably would continue its search in Papua; but that a final decision would be made in London soon.

British Petroleum and Standard Vacuum together hold 90 per cent. of the shares in APC—other 10 per cent. are held by Australian Company, Oil Search

There have been many indications in Papua. The big companies spent about £34 millions and years on a drilling programme. Results sometimes were good—sometimes very bad. They had finally decided to withdraw in 1961 when a drill tapped an enormous reservoir of gas; and later a flow at Puri.

Most hopeful recent signs at Iehi bore. It was APC's 17th bore—but it was finally added to the unvarying list of failures, abandoned late in December, it had gone to 10,000 feet.

Oil drilling has been going on for years in Australia and in the West Pacific generally, not well has ever been brought in British territory in this area. It was one reason why the APC had so long in Papua after apparently had faded.

There are said to be good oil prospects in the Trustee Territory of Guinea; but the trusteeship discourages big enterprise

Even if British Petroleum and Standard Vacuum withdraw, it is expected that an effort will be made by the Australian Government to continue some smaller concerns to continue drilling. Papuan Apinaipi Australian company—is still modestly in limited but mining country.

For several years, APC has spent a large of about £2 millions per year on the search for oil in Papua and maintained a very big presence here. Cessation of this enterprise will give Papua's economy a jolt.

Chairman of Oil Search Ltd., Mr. J. H. Cater, said on January 7 that he expected British Petroleum and Standard Vacuum to withdraw from Papua but his company would continue search.



This family group, waiting on the wharf at Noumea to board the “Eastern Queen”, is typical of the type of Vietnamese in the first repatriation ship to Communist-dominated North Vietnam. Photo: Fred Dunn

FIRST OF THE VIETS LEAVE FOR “HOME”

After negotiations and many false alarms over many years, the first shipload of Vietnamese left Noumea in late December in the *Eastern Queen* headed for home — Communist North Vietnam.

SOME 560 of them, all ages from babies in arms but with a big proportion of healthy young teenagers who were born in New Caledonia, embarked for the great

adventure, cheered on by a crowd of their fellows totalling more than 2,000.

This shipload of Viets was some of about 8,000 or so in New Caledonia and the New Hebrides, the originals of whom were brought from French Indo-China (now Vietnam) under five-year contracts before the war as coolie labour. But when the repatriation scheme broke down because of the war they were allowed to remain as free citizens. In a check made by the French last year about 85 per cent. of the Viets asked to be repatriated to North Vietnam, about 5 per cent. to South Vietnam and the remaining 10 per cent. wished to remain.

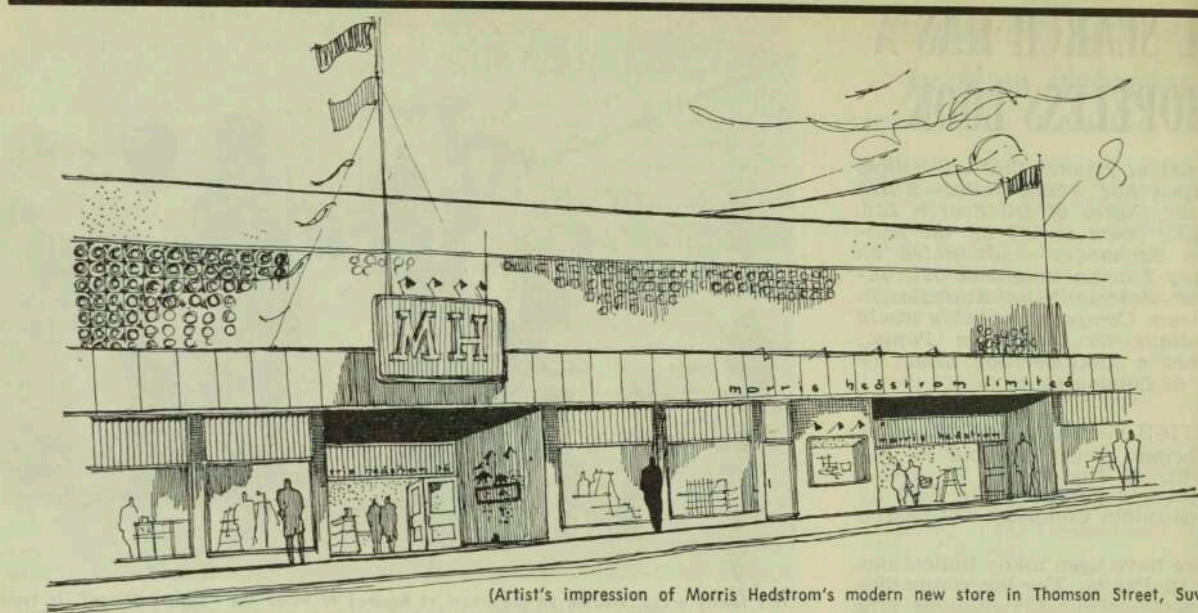
The *Eastern Queen* berthed at Noumea on the morning of December 27, and within minutes trucks, laden with parcels and cases, and decorated with outlandish slogans, pulled up on the wharf, and bags were loaded aboard ship with no Customs inspection.

When the families finally filed aboard, there was more joy than sorrow. New Caledonians had not realised before that the Vietnamese could be so demonstrative. They were overjoyed at leaving. The elders were glad to go, for were not they

(Continued on p. 141)



This young fellow, just about to climb aboard with his parents, was wearing a collar ring of solid gold—but is it an ornament, or a method of taking riches from New Caledonia? Photo: Fred Dunn



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FIJI — SAMOA — TONGA

COMMENTARY

Deep Rooted Causes The PIR Mutiny

WINNING a peace-time native regiment and keeping morale and efficiency high is something which the Australian Army set to prove that it knows much. The mutiny, strike, riot—call it what you will—in the Pacific Island Territory at Taurama, near Port Moresby, in late December has had all the shocked comment in the Territory that other riots by elements in the PIR did three years ago.

As usual, in the Territory the population is sharply divided between those who would like to see the constabulary disbanded ("No kind of a nation and a potential menace at Moresby," according to one report); and a minority who think it was all the fault of the Desert of the Army which wasn't tough enough off the mark with pay rises.

There is only general satisfaction to have been with Police Commissioner Chris Normoyle's constabulary, which met the soldiers who had broken out of the barracks somewhere near Port Moresby in a general hospital, and "put them up" in fine style.

Critics identify themselves with the Royal P-NG Native Constabulary which has had an unblemished record of service going back half a century; but they don't identify themselves with the PIR, which is an "alien" body.

The PIR is part of the Australian forces and the cost of maintaining these 800 native soldiers and Australian officers is not paid out of the Territory budget.

The soldiers themselves are paid from exactly the same rates as the Royal Constabulary. Then, is the conduct of the two groups of men so very different? The fact that native police have to be sent out to quell native soldiers is a curious situation in itself.

The obvious answer lies in the separation of the two bodies, and particularly in the officers who command them.

European officers, from both the Pacific Affairs Department and the Police, who are in charge of the constabulary make a career in the Territory. The officers in charge of the PIR do not. They go to the Territory on short tours of duty of four years.

After the PIR riots at the end of 1957, it was decided that these tours, and consequent lack of bonding between officers and men, were mainly the trouble. One measure taken to correct the situation was the establishment of a

liaison officer whose job it was to explain the Army to the recruits, and recruits to Australian officers.

The liaison officer was Major Don Barrett, who is also a cocoa planter in New Britain. He retired about six months ago but whether this has any bearing on the fact that no one was apparently able to explain the Army's pay policy to the PIR recently, it would be hard to say.

The Army, it was said, had had the matter of increased pay in hand for some time—it just had not got around to finalising it. It was unfortunate timing, therefore, that increases became "official" immediately after PIR elements staged their strike. These lads may not know much about Army discipline but they know enough about cause and effect to work that one out.

The old-fashioned word for strike in the Army is "mutiny". And an army which can mutiny because of alleged pay grievances is not likely to be of much value in a real crisis. The whole value of the PIR, except as a gesture, under present military circumstances, is open to doubt.

But Australia is not likely to take the step of disbanding the PIR at the present stage, when there is so much talk of self-government for the Territory. No doubt when Australia moves out she will want to leave independent P-NG with an army it can call its own.

Nothing the peace-time PIR has done up to date, however, is likely to inspire residents of the Territory as to what it is likely to do under self-government.

In the meantime, the PIR trouble must be regarded as just another symptom of a more serious disease—the lack of comprehensive planning by Australia on how she is to proceed in order to bring the Territory to a stage where self-government is possible.

☆ ☆ ☆ The New Year Shows Us An Ugly Picture

"LET us all stand together, and take a realistic view of our troubles, and I am sure that by tolerance and unity we shall come through all right. . . ."

"It is a monstrous thing that, with science opening for us new worlds of wealth and plenty, the nations should be squabbling among themselves. Why don't we wake up to the silliness of it all. . . ."

And so on, through newspapers and radio and television, clichés ad nauseum. Quack, quack, quack!

Why in the name of common sense can these prattlers not see that we can do nothing (we being

the people of the West) to alter the international set-up or reduce the tensions? Nothing, that is, by talking. We are where we are because world Communism has arranged it this way; and because every month Communism drives us nearer to the ideological explosion which means World War III.

All farseeing people (a pitiful minority, certainly!) know that this increasing sociological and political unrest between peoples and classes and nations is part of the Cold War.

It is not a thing of our contriving. It has been all planned, shaped and forced upon us, with diabolical cleverness, by the gangs of political opportunists and international adventurers who masquerade as Governments behind the Iron and Bamboo Curtains, and who hold hundreds of millions of people in a sort of sociological bondage.

The Western masses, through their precious "democratic system", provide us with our so-called governments; and the despots of the Totalitarian world play with these governments as if they were puppets, pushing them there, pulling them here, until the unfortunate "statesmen" simply do not know where they are going, or what actually they are trying to do.

It is all part of the conspiracy entered into by the international Reds after World I, under which our most cherished institutions—democracy, private enterprise, individual freedom, inherited wealth—have been honeycombed and twisted and used by selected groups as instruments for the destruction of what we call Western civilisation.

When the Western system collapses—as it inevitably will, unless we introduce some new kind of world control over the nations, of which there is at present not a sign—International Communism will take over, and mankind will go into another Dark Age.

The sociological madnnesses which at present ravage Congo and Cuba, Laos and Algeria—with others to follow—are all in the pattern, planned campaigns of the Cold War.

While the distracted Westerners rush from place to place, trying to re-establish political orderliness (while themselves dislocating economic orderliness) the Reds are constantly preparing new attacks upon the Western world, while keeping their big military boots hard down on the necks of the helpless nations behind the Curtains.

There is only one way to put a stop to it all, and save humanity from indescribable disaster. The whole Western world should unite and arm, smash international Communism, and free the enslaved nations from the Totalitarian yoke. But that means that the West's masses must themselves see the danger, and be prepared to fight to defend individual freedom against international Communism. And there is not a sign of that.

Kambiu With A or O Is Still The Mother

Gus Smales, Rabaul newspaper correspondent (and a Behind), although just one of the many, said all that was necessary to Sydneysider (a B-4 who therefore should have known better) on the subject of the word "Kambiu" (December PIM, p 65):

Tut-tut on your puzzle over the word "Kambiu". The answer is very simple—it is the name of the mountain loosely called "The Mother".

Malaytown is right at the foot of the mountain, and the people take their name from this fact. The street runs along the base of the mountain, and so gets its name the same way.

By the way, it is more correctly spelt with an O instead of an A—KOMBIU, coming from the Tolai.

Sydneysider had already floundered on the explanation by sheer chance in an old book by the pioneer Methodist Missionary, Dr. George Brown, wherein he describes the Rabaul eruptions of 1878 in which Vulcan Island emerged from the sea, and the Beehives, in the middle of the harbour, subsided somewhat. He knew they had done this because at high tide after the eruption the houses on them were lapped by the sea.

It must be a long time now since there were houses of any sort on the Beehives.

Those 'Browned Off' Verses Were a Fake

We were surprised—and filled with dismay—when we received the following letter addressed to The Editor:

On page 88 of the October issue of "PIM" you published some verses under the title of "Browned Off". You explain that these verses were sent to you by Syd Pasley, of Kavieng, New Guinea. You infer that my original verses were couched in such language as to be unprintable, and that you have slightly expurgated them with the result as printed.

Let me publicly state that these verses do not in any way resemble anything I have written, nor did I send them to you. If these verses were sent to you in my name, it was done without my knowledge or consent. I have never written any verses even slightly resembling those that you publish. And the sentiments expressed therein do not in any way resemble my own feelings towards these islands. I do not hate any part of them; and as for hating these ruddy natives, I have certainly never expressed such sentiments.

I have spent the greater part of my life in these islands and hope to spend the rest of it here.

Either someone falsely sent you verses alleged to be written by me, or you have grossly distorted some other verses that I may have written.

I am, etc.,

S. M. PASLEY.

The Editors' Mailbag

The verses came to us in the form in which they were published, except that there was substitution of a few milder words for words not so mild, and some slight re-phrasing, where the sentiments expressed were somewhat too hearty. Naturally, we assumed they came from Mr. Pasley, whose name was there, and who has some reputation as a writer of frolicsome verse.

We now announce that Mr. Pasley was not responsible for the verses—and we do not know the name of the writer, nor who sent the rhymed sentiments to us in Mr. Pasley's name. We apologise to Mr. Pasley for any annoyance unintentionally caused him. Mr. Pasley has taken it in good part, and has given the money sent him for the "contribution" to a local charity.

Two days after the above was written, we had a call from "Ted" Bishton, who pioneered the New Guinea goldfields 35 years ago for Amalgamated Wireless, and now retired.

He has seen the "Browned Off" verses in October PIM, and he brought in a Christmas card, printed for him in New Guinea over 20 years ago—and, believe it or not, there were the "Browned Off" verses, in the form in which they came to us in mid-1960. But on Ted's card, Mr. Pasley is not shown as putative father.

The mystery of their origin is deeper than ever—Ted Bishton cannot remember the author—but Mr. Pasley's alibi now is final and complete.

An Old TNG Friend

Sydney newspapers have been running stories about the Blacktown (NSW) Shire Council getting a "mosquito-killer fish" from the Zambesi River area in Africa, and described as somewhat of a novelty to Australians, writes Gordon Thomas. He goes on:

This little cove—*Gambusia affinis*—is well known in TNG by the pre-War folk at any rate. They were first introduced in Rabaul by Dr. (now Sir Raphael) Cilento about 1926 when he was PMO. They proved successful and stocks were kept by the Department of Agriculture at Didiman's for supply to planters who might care to introduce them on their estates for the eradication of the mossie.

Of course, in those days they had neither the idea nor the money to spray every building as they are doing now in "Malaria Control Areas".

There must be lashings of the mossie-predators in New Guinea. So why send all the way to Africa for them?

Nice to See Those Trees Again

Stuart Inder's photograph of Kieta Harbour on p. 59 of the September issue was of special interest to Dr. C. M. Deland, of Goodwood, South Australia. The jacaranda and poinciana trees seen prominently in the foreground were planted by Deland in 1933.

He writes: "The road around the bay from Chinatown to the national hospital was edged with huge indiarubber trees (*Ficus elastica*) which were a harbour for all sorts of vermin. I had them pulled up and replaced them with the flowering trees. I saw them in flower when we passed through in November 1941, just before Pearl Harbor. They were then quite young. It is good to see them now this size. I hope the rows are still complete. There were not many shots fired at Kieta itself as far as I know. I have anyone a colour photo of them?"

Memories of That Story of a Bottle

The "Story of a Bottle"—description of an incident in Levuka of 10 or more years ago—seems to have aroused nostalgic memories among old Kai Viti. It was published on page 79 of November PIM.

The story originally was told in doggerel verse by a resident of Levuka, and was printed in pamphlet form at the office of the *Western Pacific Herald*. No less than two copies of this ancient document have been sent to the editors of PIM—with a strict warning that they must be returned.

The rhymed version differs somewhat in detail from that in November PIM; but the story is substantiated the same. Memory of the incident unquestionably was kept alive by this set of verses.

In one version the poet is shown as "Roger Barns of Suva", and dedicates the composition to "his friend, Frank A Reade, of Dog Udu Point".

However, Mr. J. D. Whitcomb of Auckland, writes:

"The poem was written by Milton Craig, who gave me a copy of it. It was a work of art. Unfortunately, I gave it to a friend in Tonga and haven't got it now but the chief figure was 'Ra

nie 44—who was the police
ant, the 44 being the number
on his tunic.
think it all happened about
or 1902. At the time I was a
attending the Levuka Public
ol and living at Crocker's
ing House on the waterfront."

History of Pacific motives

nds locomotives have chuffed
the picture again with a note
Mr. Peter Hodge, of 92 North-
Road, Wellington, W 2, NZ,
says he supports the *PIM*
who suggested in *Editors'*
ag, October, 1960, that loco-
es were used by the CSR in
ong before 1924. The year 1924
mention because somebody
suggested Vanikoro, in the
ons, was the first to use loco-
es in the Pacific, about 1924.
ver, Papua had them before

Hodge gives us a potted
y of the early locomotives in
at least three of them having
built during the 1880's. He
ues:

1924, when the Kauri Timber
any, Vanikoro, began using
otives, the CSR Company em-
at least 40 engines on their
ays in Fiji, and I think it is
o award them the honour of
the first to use locomotives in
outh Pacific. One or two other
sugar companies used tram-
about the turn of the century,
ere is no evidence that they
yed locomotives.

we include the islands of the
Pacific in the list of entrants
Hawaii has a very strong
The Kahului Railroad on
first used steam locomotives
9.

is unfortunate that Pacific
s' railways, which were
r numerous nor extensive but
ost interesting, are very poorly
ented. Another New Zea-
Mr. P. F. Dyer, and I are
to partly remedy this state
ting a book about the railways

ing three years' residence in
I studied and photographed
lines whenever I could. We
received considerable assist-
rom the CSR Company. Un-
ately there are still many
which are not clear. Records
e Fijian railways are com-
ely sketchy. Many have been
ved or have disappeared. If
PIM readers have written or
al records of the railways of
other Pacific Islands rail-
I would like to hear from

e railways of the South Pacific
outed greatly to the develop-
of the places they served. I
hat readers who know some-
of these lines of character
are their recollections with
st of us."



PAN PACIFIC CONFERENCE DELEGATES. Lady Maddocks (centre), wife of the Governor of Fiji, with Fiji delegates to the Pan Pacific South East Asia Women's Conference held in Canberra in January. Women from all over the Pacific attended the conference, which was continuing as this issue went to Press. Left to right, standing: Edith Houg Lee, Mona Chang, Ilisapeci Inia, Mavis Prasad, Sainimili Kikau, Mrs. Nanan, Salote Sikivou, Gladys March, Reijieli Komaisavai. (Sitting): Marama Sovaki, Tulia Koroi, Lady Maddocks, Lolohea Waqarawai, Mereula Guivalu. The group is led by Lolohea Waqarawai.

Photo: Rob Wright

School Principal's Urgent Plea For Fijian Girls

The progress of young Fijian women, the wives and mothers of the coming Fijian nation, is being grievously retarded by ancient Fijian social customs says the principal of the famous Adi Cakobau School, Miss F. L. Charlton, in a very outspoken letter to the "Fiji Times" of January 5.

THE Fijian social law of *kerekere* has been denounced many times in the past half century. Under it, a Fijian has no property rights—a relation or a close friend may demand from him anything that he fancies. A Fijian labourer, returning to his village after a year's toil, with special clothing, or a watch, or tools, can lose all his possessions within a couple of weeks.

This practice naturally kills private enterprise and thrift. It is a two-ways practice, of course. The Fijian who is thus despoiled may himself despoil his relations. Net consequences: no Fijian villager goes hungry while the rest of the community has food.

But the effect upon young Fijians who are trying to live in European style is often tragic.

Miss Charlton has described the fate of many girls from the Fijian villages.

They are taken from the villages into the Adi Cakabau School; educated and taught the habits of dainty living; trained so that they

may support themselves as sales-women, clerks, office workers, teachers; and then, so that they may not drift into squalid homes, they are provided with hostels—the Nawela Hostel, in Suva, is a good example.

The Fijian Administration has co-operated fully with the boarding school authorities in providing the girls with facilities for good living conditions, and encouraging them to hold their heads high.

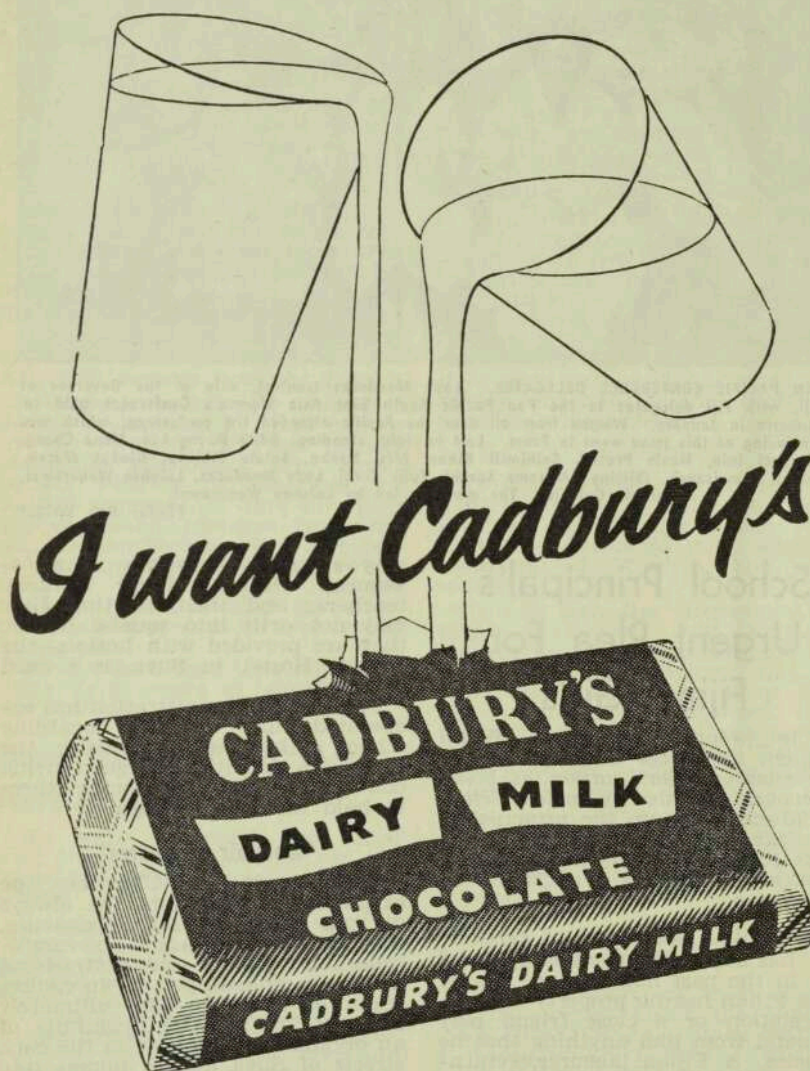
"Despair, Disaster"

"Then (says Miss Charlton) the ex-pupil, emerging into the always difficult life of self-dependence, settling into Nawela and the exactitudes of business and professional life, is descended upon by an endless chain of relatives, who ultimately force her to leave the comforts of an organised life to live in the back streets of Suva and to plunge into the chaos of hand-to-mouth existence, in descending order of magnitude, towards the end of the month. . . . Then comes disillusionment, frustration, despair and disaster."

Miss Charlton says that the girls, especially when commencing work, need every penny they can earn for clothes, fares, all the little things so necessary for decent living and daintiness.

But before they can draw their first month's pay, they are "beset by a multitude of clamouring hands—hands they hardly knew existed during their years of school life".

The principal makes a very urgent plea to the Fijian communities generally to help these young Fijian girls by keeping them free from the cruel and crippling demands of *kerekere*.



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WD25/2FC/9

ONE OF THE WOMEN WHO WAITED

The death of Mrs. Gordon Thomas on December 30 (see elsewhere) brings back to me vivid memories of New Guinea's dark days of nearly 20 years ago, and of the women who waited.

From that day in January, 1942, when a flood of Japanese engulfed Rabaul, and swept on southward until the Rising Sun was hauled down before the Americans in Tokelau Bay in 1945, we did not know what actually had happened in Rabaul.

In a world torn horribly by war, the courage of individuals and groups went unnoticed. But my work brought me into close contact with the women sent away from New Guinea between Pearl Harbor and January 22, 1942; and I need not forget the staunchness and bravery of the many scores who had left their men and their homes in Rabaul, and who, for four years, had no clue as to what had happened to them.

Hundreds Died

We know now that hundreds of non-combatant men—officials, traders, planters—gathered in Rabaul under the leadership of Harold Page; that Mr. Page tried desperately to get permission from Canberra to put the lot onto the Scandinavian motorship that was there at the time, and so get them away from the oncoming Japs; that the woodenheaded bureaucrats in Canberra refused permission; and so some 250 good men fell into the hands of the gentlemen from Tokyo and were destroyed.

Among the women who waited was quiet, gentle, Kate Thomas. They all cherished their hopes for four years; but almost all learned in 1945 that they were widows.

Only a handful of civilian men came out of the Rabaul horror alive, and Gordon Thomas was one of them. By then, Mrs. Thomas was 70 years old; but she, unlike almost all of the other wives from Rabaul, was able to rejoin her husband and spend her declining years with him. Mr. and Mrs. Thomas did not return to the Territory—from 1945 they lived quietly at Campbelltown, NSW.—RWR.

Recently we have seen native Papuans accepted as Bishop and Medical Practitioner. Now we have a Salvation Army officer. It was announced in December that a native Papuan, Mr. Harry Tamara, who has been studying in Sydney for a year, will receive his commission in January as a Lieutenant in the Salvation Army, and will immediately return to Papua to become a missionary there.



At dawn, the new "Bounty" is sighted off the coast of Tahiti. She has 10,000 feet of canvas on square rigged masts—but something else the original "Bounty" never had—two 500 hp diesel engines! Her electric power plant is sufficient to light the entire city of Papeete with its 14,000 population. The new "Bounty" carries \$10 million in insurance.

Coke For Tahiti

Coca-Cola representative Phillip Purkiss, from Killara, Sydney, has produced plans for a bottling plant in Papeete, Tahiti.

Coca-Cola is a favourite with Tahitians and tourists, with or without the additive of locally produced rum, and is at present imported from France.

But Purkiss says that Coke is not like wine—it doesn't improve with age. After three months in the bottle, it is no longer at its best. He hopes to have the plant ready and in operation by October, 1961.

New "Bounty" Brings Film-Makers To Eager Tahiti

By Beryl Sawyer

PAPEETE, Dec. 28.

Exactly 172 years and eight days after the arrival of Captain James Bligh aboard HMS "Bounty", the new sister ship "Bounty" was sighted, all sails unfurled, from the coast of Tahiti.

As almost as if history were repeating itself as the new "Bounty", faithfully reproduced—decks—down to the last detailed into Matavai Bay, near Point Venus lighthouse, east of Papeete.

That day could not have been chosen, with brilliant sun and a cloudless sky. The red of her sails was clear in the blue ripples of the bay, and the ocean that day fully bore the name "Pacific".

"Bounty", which was built at a cost of \$675,000 especially for use in the filming of Metro Goldwyn's new version of "Mutiny on the Bounty", was constructed at the & Rhuland's shipyards in Papeete, Nova Scotia, from copies of original blueprints which are preserved at the library of the Admiralty in London. (She is, however, 33 ft longer at deck than the original Bounty's

mostly of oak, she is 110 ft long, 30 ft wide, with a draught of 10 ft; and she is in every way a faithful replica of the original. The Canadian captain and crew, all recruited and trained in

Nova Scotia. Following the launching and a two-weeks' trial run, the vessel began the 8,000-mile voyage through the Panama Canal to the South Pacific. The voyage, jinxed by a below-decks fire, took seven weeks.

The "Bounty" was greeted at Matavai Bay by an imposing ceremonial, and a 70 ft double canoe, paddled by 24 Tahitians, wearing pareus and crowned with flowers.

Musicians and dancers were welcomed aboard, to the delight of the tired but fascinated Canadian crew. Also invited on board were top French administrators and the producers, directors and stars of the new "Mutiny on the Bounty".

Filming, which began November 28 at Bora Bora, continues daily at MGM's "native village" of Mahaina, which fronts a magnificent circular black and sand beach east of Point Venus, and from the neighbouring beaches.

"Bounty" is a magnificent sight as she leaves her permanent Papeete berth each day at dawn. The ship, with sails furled, returns each evening at dusk, rounding the little wooded island of Fare Ute before tying up in the quiet harbour—to the delight of Tahitian and tourist.

Closed previews of recently filmed footage of "Mutiny on the Bounty", held at Papeete's little Bambou Theatre, prove the superiority of the improved Camera 65 "Ultra Panavision" lenses, developed by a young American, John R. Moore, who is in Tahiti supervising their use by MGM camera crews, led by head cameraman and Academy Award winner (Ben Hur), John Surtees.

Viewers report that Camera 65 processes reproduce colour faithfully and vividly, and without distorted images on a wide screen.

Shooting under the expert direction of Sir Carol Reed, with producer Aaron Rosenberg, continues on a 12-hours daily basis.

Casting problems are at a minimum, with full-time Tahitian extras earning 350 francs a day (about £A1/10/-) plus their food.

Tahitian dancers are happily rehearsing their "oteas" for the princely sum of 5,000 francs a week (about £A26), to the throbbing beat of sharkskin drums—which beat to the tune of 6,250 francs per week per drummer (about £A32).

3,000 Extras—900 Canoes

As I write at December's end, 3,000 Tahitian extras, with 900 pirogue, outrigger canoes are being got ready at Point Venus for the main scene of "Mutiny on the Bounty"—the arrival of the "Bounty" at Matavai Bay.

A camp has been set up with 1,500 cots to house extras, together with huge dining areas. Bakeries in Papeete are working day and night; and truckloads of food are being sent to feed the movie population at Mahaina village.

But there remains a major problem as yet unsolved. Who will be chosen as Marlon Brando's leading lady? Producer Aaron Rosenberg and his assistants have interviewed and screened nearly one thousand applicants from Tahiti, Moorea and Bora Bora, but a decision still has to be reached. (Later 19-year-old Tarita, from Bora Bora was chosen.—Ed.)

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THE NEW TOURIST LOOK OF TAHITI

from our Tahiti Correspondent

aircraft will start landing on new Papeete airport in May. Thereafter, Tahiti residents forward—with a couple of ts here and there—to a bigger boom than ever.

the hotel development front William (Bill) Harwick, from Los Angeles, has acquired a hold on oceanfront property at Paea (about 10 miles west of Papeete) where he promises 64 de bungalow units by June, 1961. ected so far: Just his billboards ng the place "Tahiti Village".

was Bill who brought the first conditioned car ever to appear in Tahiti. It is a 1961 ice-blue outh hard-top).

announced for January is the ng of the first units of the bungalow-village at Faretea, 36 east of Papeete.

Tahiti these past three months William M. Cooley, special agent he South Pacific Investment any, Issaquah, Washington, s investigating very, very care- the assured dividends on ican capital invested in hotel ng in Tahiti.

antime everyone is asking has no large French or Swiss ment company shown interest tel construction in Tahiti?"

plans are not yet on paper; Tahiti, with its beautiful lagoons incredible coral gardens nding with exotic colourful fish, oking forward to the creation submarine park, unique in the , as a top-tourist attraction.

more concrete and visible t attraction at the moment is e Gauguin, waterfront char- and son of the great Paul, who ts that his one-man business akng bamboo and string fish for the tourists is booming.

what does he attribute his ercial success? Someone sug- t that he autograph his handi- So the price of one small fish with a spidery signature, e Gauguin" is 50 francs (about hillings).

Their First Super-Market

Sing Tung Hing have opened rst super-market in Papeete. ated on the waterfront, the was designed by young Paris- ed architect Siu Ten Shing, 27, ombines modernity with spaci- ss—a far cry from the usual se-owned Papeete shops which y a crowded jumble of every- from canned soup to Jap- slippers.

g Tung Hing has sections for d goods, toys, porcelain, es, dry goods, electrical goods vines.

Neat Tahiti-born Chinese clerks are on hand to encourage and aid the buying public—mainly consist- ing at this point of French residents and tourists.

The Tahitians appear to be a little overwhelmed by the glory of it all, preferring to peer through the shiny glass windows and admire, rather than buy.

Other shops of this type are planned for Papeete's waterfront in a "face-lifting" designed to im- prove the downtown shopping dis- trict.

But will the local buying public patronise these emporiums rather than peer at them? No doubt, in time; but shopping habits are hard to change and the little back street shops are doing fine.

• AITUTAKI SURVEY: A RNZN survey party, complete with launch, will leave Auckland aboard *Moana Roa* in January to carry out a sur- vey of the main anchorage off Arutunga. The six-man team will be headed by Lieutenant I. W. Munro.

During World War II the Ameri- can forces established two buoyed moorings off Arutunga, but these were never maintained after the war and one buoy sank within a few years. The other mooring parted when *Maui Pomare* was secured to it—fortunately without unfortunate results to the ship. The holding ground is not very good except in a very restricted area. The Navy will determine this area during the survey.

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Shipping Could Learn From Aircraft Control

From Gus Smales

Procedure governing the movement of small shipping in the waters of Papua-New Guinea has been generally tightened following the loss in November of the 35 ft converted naval pinnace "Marguerite" ("PIM", Dec., p. 139). But it is doubtful if it still goes far enough.

ONE of the biggest air and sea searches in the history of the Territory failed to find a trace of the launch or of its three occupants, Mr. and Mrs. Eric Goodson, of Manus Island, and Mr. William Darcy Hughes.

"Marguerite" was on the Cooktown Port Moresby leg of a voyage from Australia to Manus Island when she disappeared. Her last radio message was on November 9 when she reported being 150 miles SSW of Port Moresby—about one day's out.

The search, however, did not start until November 28 when the worried relatives of the crew got in touch with port authorities in Australia and subsequently Papua.

Aircraft, ships and waterborne parties in the Gulf area of Papua then conducted a vast search, but without success.

There was naturally some criticism of the circumstances which allowed 18 days to elapse between the launch's estimated time of arrival at Port Moresby and the organisation of the search.

Shipping Procedure Too Casual

In all fairness, however, it must be pointed out that the general casual attitude of P-NG shipping operators—private and commercial—is largely to blame in creating such circumstances.

Drawing a comparison with aircraft operations, for instance, the situation has been very haphazard. The communications procedure with aircraft in Papua-New Guinea, as laid down by the Australian Department of Civil Aviation, leaves no loop-holes either for missing an emergency or for falsely assuming an emergency.

Broadly speaking, it works as follows:

Before take-off, air traffic controllers must be notified in full of the flight plan. Once in flight, the aircraft must report by radio at least every 40 minutes, giving a position (with a visual sight where applicable) and a report indicating normality of

tations. Where possible, crews their reports every half-hour, 10 minutes is the maximum permissible silence.

If a report has not been received in a 40-minute period, the coming ground station starts calling the aircraft. If no reply is received from other aircraft and ground stations in the vicinity are notified and out a call and give reports. If the position is still negative after 10 minutes, an "uncertainty" is declared. Search and rescue organisations are notified.

At a later time, as governed by circumstances, an "alert phase" is entered, and the initial activation search and rescue plan is made. Eventually, a "distress phase" is entered, and the search and rescue goes into full operation.

One point to bear in mind is that an aircraft's radio equipment and procedure outlined above are so important and so strongly enforced that a small radio fault can ground an aircraft just as surely as can lack of an engine.

The situation is much different in shipping. Coastal radio stations are now operating regular contacts with ships every 12 hours, which seems to be a quite satisfactory lag when coupled with a continuous emergency listening watch.

One of the weaknesses of the present system lies in the fact that the failure of a ship to answer its hourly call does not cause a serious situation.

They Forget the Time

Very often, as any coastal radio operator will verify, failure to answer a call can simply mean that nobody on the ship has remembered the time, so the radio is not turned on; (b) the skipper of the ship is having a sleep while the active quartermaster attends to steering; or (c) the ship has slipped into port unannounced and the crew has gone home for the night.

There are two major evils from a haphazard approach to communications. The first one is that a real emergency is occurring and is overlooked only too easily. The second is the wastage and inconvenience caused by searching for a ship which is, in fact, safely moored in an un-notified position. In addition, shore stations may receive a genuine emergency call when earlier routine reports may have been so haphazard that there is no information on which to base an emergency plan.

Tightened Up

The main feature of the tightened-up procedure which has followed the loss of the launch *Marguerite* turns the notification to shore authorities of sailing plans. Increased responsibility will also

now fall on shore stations in following the movements of ships.

But in the interests of navigation, safety, and plain economics, a strong code of procedure should be implemented and most rigorously applied.

The captain of an aircraft is a lucky man if he doesn't lose his job over delay in making a contact. The same should apply in coastal shipping.

In addition, radio equipment on ships should be regularly and stringently surveyed.

But above all, whatever code is introduced should carry penalties for infringement and the penalties must be enforced. This is the only answer.

STILL BATTLING THE RHINO BEETLE

Dr. C. P. Hoyt, entomologist for South Pacific Commission, returns to East Africa in mid-January. He recently spent 18 months in West Africa collecting predators and parasites that might be useful in the control of the rhinoceros beetle in the South Pacific. He shipped three species of insects which preyed on the larvae and adults of the beetle from Nigeria to Fiji, for use there and distribution to other infested islands. Dr. Hoyt now goes to Zanzibar and to the coconut areas between Mombasa and Dar es Salaam.

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..... Margaret Merril.

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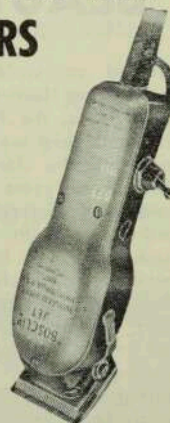
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Albert Schaafhausen

MAN WHO TRAPPED MURDERERS IS DEAD

When Albert Schaafhausen died in Apia in December, full of years (85) and honours, the old-hands of Western Samoa told again the story of how, when he was Police Chief, 50 years ago, he captured a team of murderers by some clever detective work.

One morning in 1912 a German trader named Lehnert, running a small store at Lotopa, was found battered to death. A large sum of gold, silver and notes, which he kept in his store, had disappeared.

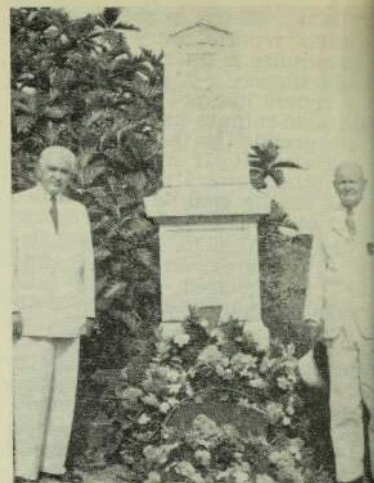
At that time, the Germans had between 3,000 and 4,000 Chinese labourers in Samoa, many of them the unsavoury products of Eastern gaois. Police Chief Schaafhausen, despite a thorough investigation, could get no clue to the murder; but he strongly suspected the Chinese.

It was known that Lehnert had carried on an illicit liquor traffic, and had dealt freely with the Chinese. There were hundreds of Chinese on the plantations around Lotopa.

He Talked

Weeks later a German planter from the Tuaefu bridge over the Fuluasou River, saw a body of a Chinese lying among the rocks below. He informed the police; and, when the police recovered the body, the man was still alive, although badly injured.

Schaafhausen was sure that the Chinese had been brutally assaulted,



In this photograph, the late Mr. Alb Schaafhausen (on the right) is standing beside the German Sailors Monument, at Mulinu Apia. On the left is the German Minister New Zealand, Dr. Noehring. (Photo by courtesy of Mr. F. M. Jahnke).

and somehow he smelt out a connection with the Lehnert murder. So he arranged that the man be kept in strict isolation in the hospital.

Some days later Schaafhausen went to the hospital with a clever Chinese interpreter. The man talked.

He confessed he had been one of a gang of four who killed Lehnert and stole his money. They had quarrelled over the loot; and the other three fell upon the fourth, thinking they had killed him, and thrown his body into the river. The survivor agreed to tell his story in court, if promised immunity.

The police chief hid his witness away, and went after the murderers. The report was carefully spread that the body of the dead Chinese had been buried on the river bank by the police.

The three men named by the Chinese were identified and arrested. They loudly proclaimed their innocence. A search disclosed no sign of the stolen money.

They were still protesting their innocence when they were brought before the Apia District Court.

As soon as the preliminaries were over, Schaafhausen gave an order and two policemen went to a back door. It was opened, and another policeman pushed in a wheel chair in which sat the supposedly dead man. The accused men took one look, and collapsed, and presently confessed to the crime.

All three were executed in Vaimauga Gaol.

M. Jean Nano, restaurant proprietor of Noumea, was one of the contestants at the third New Zealand Hotel and Catering Exhibition in Auckland in November. M. Nano's specialties were chicken dishes.

Territories TALK-TALK

With TOLALA

People are saying that 1961 is going to be a topsy-turvy year, and foresee tragic happenings because the figures read 1961 whether upside-down or not.

I like to take the optimistic view and say it's going to be a very stable (or even stabilising) year, since it still remains the same if you do turn it upside-down. Anyway, it's only right to be optimistic at the threshold of a new year, no matter how mucked-up national and world affairs may be at the old year's end.

We have certainly had a King's-plateful of problems as 1960 ended its way out: Trouble spots leaked from Laos to the Congo, from West New Guinea.

Then, down through the years, we have always been "troubled" somewhere. Floods and droughts are often beyond our control, but international tensions and economic crises are human problems which can be controlled by ourselves. Logical, realistic thinking, if exercised with sufficient determination and not be swept away by the force of modern social or racial propaganda.

Most of present-day economic problems are due to our own efforts in dealing up with the Joneses". In words: adopting a standard living beyond our particular income group, which is a result of a desire to keep production up and employment down.

International situations are due to fear. Fear of aggression; fear of political infiltration and the domination of ideologies different from our own; fear of economic and cultural instability. Most of our fears are based on the contrived "if". In short, ignorance of Other Fellow's mind—be it individual or a nation.

"Knowledge will cure Fear" is a phrase we should not disregard. Let us concentrate more on cultivating knowledge of those who are the cause of our fears. Top-level officials, please note!

Mr. Kubary

In July PIM I sent out a SOS asking the identity of a "chap called Kubary", as the original enquirer, on Friday, put it. Hans Mannsfeld, former manager of Arawa plantation in Bougainville and student in New Guinea, writing from Germany, says:

John Kubary was a scientist in the employ of the Hamburg firm of Johan Cesar Godeffroy, a most successful one. He discovered pre-historic ruins at

Nanmatal on the island of Ponape and published studies about the culture in Micronesia. This must have been in the years 1871-75. Kubary was of Polish origin.

I think it must have been the widow of Kubary who was connected in one way or another with the Ponape rising early in this century. Unfortunately, I cannot give any exact dates...

Thanks, Hans. This is not the first time you have answered a Quiz in "Talk Talk". And I hope it will not be the last.

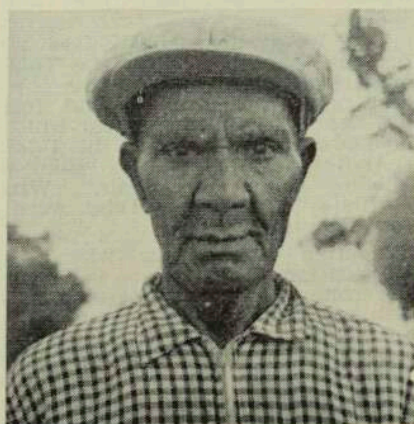
For anyone interested in the unique Ponape ruins there is an interesting article by Professor Macmillan Brown quoted in *Stewart's Handbook of the Pacific Islands*, 1918 edition.

That Word Kombiu

In "Sydney'sider's" *Walkabout* (Dec., PIM, p. 65) she gives a most interesting picture of the Kombiu community in Rabaul. She appears, however, to be somewhat mystified as to the reason and origin of the name *Kombiu*. (See also Editors' Mailbag, this issue).

Actually the name is *Kombiu* and is the native name for the Mount Mother which towers above this particular section of the town. For some reason, and since War II, it has become *Kambiu*, although on a post-war government Plan of Rabaul is spelt *Kombiu* in designating the avenue of that name.

An old German plan, which is spread out before me now, shows



the area in question as "Malay Quarter", as "Sydney'sider" mentions. She must take full marks for her plug for the naturalisation of the Mixed Races.

They, together with the Ambonese and a few Caroline Islanders, performed a gigantic task in the colony during the German period and for years afterwards, especially in office-work and as technicians.

It was these people who did the hard yakker, the routine filing and keeping of records while the European confined himself more or less to the executive. Not sitting back and smoking a fat cigar and pushing buttons, but smoking a Simon Artz cigarette and calling out "Boy!" There were few Europeans in those earlier days on what we now call the lower income levels.

The time will come (and not too far distant) when the "winds of change" will force the naturalisation issue to a successful conclusion. We could not do better than follow the German method of accepting those Mixed Race people who live as Europeans and have served their conscript term in the Services—Army or Navy—as being of European status.

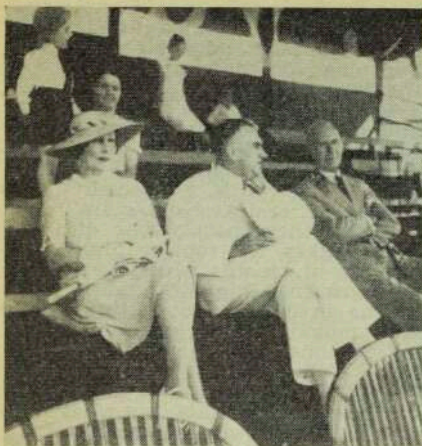
Bill Stower's Egg Trick

The reference to "Bill Stower and the egg trick on L. Bennett's mary's

These head styles, seen at the opening of the big new bridge over the Kemp Welsh River in the Rigo area of Papua (see report elsewhere), show a difference of opinion amongst the local inhabitants. And it isn't always the younger generation that is first with the latest. The man on the left, done up in the Kel Nagel outfit, is a generation older than the boy on the right who sticks to the traditional big mop of hair. The old time Papuan hair style was very like the Fijian "big hair", but the fashion is fast dying out in both places.

Photo: K. Vellacott-Jones





These old photographs taken in Rabaul before the war, were kept in the possession of Miss Chee Kwan Tai throughout the Japanese occupation—quite a feat in the circumstances. She was only a youngster at the time. They seem to have been taken at some sports function of the Methodist Chinese School and apparently they reminded Miss Chee of happier days.

The top photograph shows Mrs. Harold Page, Mr. Page (then Government Secretary, who was lost on the "Montevideo Maru"); and the Administrator, Sir Walter, McNicol, who died during the war in Australia.

The lower photograph shows the very well known teacher, the late Thomas Mow, with four school girls, Chee Chun Hoy, Soo Kan Fung, Seeto Sui Suing, Wong Sui Mae.

head" (PIM, November, p. 81) in Flynn's diary story was not such a mysterious incident to old-timers.

Bill was a recruiter-miner-schooner master of no little fame in the '20's and '30's, and amongst his many accomplishments were sleight-of-hand tricks which he put to good account on recruiting trips by entertaining prospective employees and their respective chiefs in the native villages.

One such was juggling with an egg and at times the grand finale was the smashing of the egg on the native's head.

I have seen him perform the trick several times at formal dinner parties when he was called upon for some form of entertainment.

I first struck Bill when he was

schooner-master of Choiseul Plantations' *Actaea* in pre-War I days. Bill went to his Long Rest in the '30's. And a happy, jovial soul he was.

Another exponent of legerdemain on the recruiting field was one Bluey Ireland, a hard case red-head who recruited for the Exproboard and was one of the first to work the Sepik River area on a large scale.

I forget exactly what his main attractions were for his native audiences, but scent, fire-works and ignited kerosene were amongst the ingredients he used to bewilder the very primitive populace.

He must have had a way with him; he would follow in the wake of other recruiters who could not get a "boy" and fill his ship up.

Officialdom used to cast suspicious eyes on "Bluey" but his activities were always on the up-and-up—or nearly always, anyway.

Pidgin Spelling

It is somewhat intriguing to me when perusing the "Pidgin News Supplement of the *Times Courier*" to follow the rules adopted to transpose English into Pidgin, and I often wonder who is responsible for such rules. Is there an official dictionary, or is it left to the discretion of the native journalist to twist the spelling round to suit his own particular value of phonetics?

I have before me the Supplement of November 30, 1960, with the heading "I Laitim Paia. . . . I go Long Kalabus Long Fopela Yia." In that there seems to be an inconsistency difficult to understand.

Why is "Paia" spelt with a "p" instead of an "f" when "Fopela" uses the "f" for Four (and not for "pela")? If he can pronounce the "f" in "Fopela" surely he can use it for "Paia" and "pela". Or can't he?

The answer, I think, rests with the district from which the native comes. Different tribes have different values for the letters of our alphabet. Some natives cannot (or do not) use the "f" or "h". Many do not pronounce two consonants together (except "nd", "mb" and "ng").

The Buka invariably mixes up his "d's" with his "r's"; the Tolai often gets confused with his "t's" and "s's". The New Ireland folk use the "f" and "h"; letters which do not come naturally to the Tolai.

Another heading reads: "Bikpela Kibung Long Vunadadir." Why mutilate "Kiyung", a Tolai word, for "Kibung"?

I often wonder now, when the English language appears to be the government's target, correct English spelling is not adopted for those natives capable of solving the intricacies of wielding a pen. Why not: "He Light 'im Fire. . . He go along Kalabus along four fellow year"?

IT'S STILL A NOSE FOR A NOSE IN NEW GUINEA

The social habits of their subjects remain a source of frequent embarrassment to the worthy Administration Officials of P-NG.

For example, there was the case of Ken, a Western Highland villager, to whom Mr. Justice Gore recently gave three years' gaol, for Wabag.

KEN suspected that his wife Minemenk, was playing about with other men, and he warned her that unless she mended her ways he would take measures to destroy her beauty.

Minemenk, however, ran away and Ken went after her.

He caught her at the house of relation, threw her down and tried to bite off her nose.

Minemenk resisted and Ken's teeth failed in the job; so Ken drew his knife and cut off her nose.

In court, Minemenk denied faithlessness; but Ken insisted that the lady was guilty and deserved all she got.

Mr. Justice Gore, who has spent a life-time in this judicial service said that the brutal custom of disfiguring unfaithful wives had to stop; and the court would deal very severely with future offenders.

Value of a Bride

Then there was Nuru, a gentleman of Tari, in the primitive Southern Highlands of Papua.

Nuru decided to take Mabu as his wife; and, for the privilege, he paid a "bride price" of 10 pigs.

But Nuru found Mabu unsuitable; and so he took Mabu back to her family and demanded the return of his 10 pigs.

Wabaija, the brother of Mabu, handled the situation. He argued that as Mabu was now second-hand and would not command the original bride price, they were entitled to keep five pigs by way of compensation. So he returned only five pigs to Nuru.

Nuru felt that he had been the victim of injustice. He had a well grown son; and so he took the son with him to a place near Wabaija's village, and when Wabaija came along they grabbed him.

Wabaija did not have a chance. While the son held him firmly Nuru shot him full of arrows.

Patrol Officer Brian Jinks brought Nuru before Mr. Justice Gore's court on a charge of murder. He could not find Nuru's son, who had escaped into the jungle.

Nuru pleaded justification and tribal custom; but he was "sentenced to death", which means he'll probably spend a couple of years in gaol learning better manners.

FIJIANS WANT TO TAX, DEPORT TROUBLEMAKERS

The Government of Fiji is reluctant to take the stern action requested by a group of Fijians—namely, that troublemakers be deported from the Colony.

Fijians based their request on a resolution passed at a meeting of more than 100 Fijians at Suva Town Hall early in December; and was the result of resentment felt generally by Fijians against certain "agitators" responsible for the sugar industry block (June-October). The resolution requested the Government to look into the question of deporting any persons or groups of persons known to be responsible

Causing internal trouble which lead to friction between the races and thereby lead to disharmony; and

Bringing into the Colony teachings, ideals and beliefs (Communist) contrary to the teachings, customs and beliefs which are the basis of British democracy—teachings, etc., which may lead on to trouble within the Colony.

Three well known Fijians, two of whom are prominent in trade union circles and the other a school principal, on behalf of the group, presented the letter to the Governor (Kenneth Maddocks). They are Mr. Meli Gonewai, Jioji (George) Suguturaga and Ratu Livai Livali.

Mr. Meli was president of the Fijian Sales and Retail Workers' General Union when the oil section of that body went on strike in December, 1959, just before two days of rioting in Suva. Later, he had differences with other factions in the union over general policy, resigned, and formed the Fijian Workers' Union.

Jioji Suguturaga, retired from the Fiji Police Force in December, 1959, and entered business. In January, 1959, he took part in trade union affairs at Lautoka when striking workers on the dock went on strike. He formed a new union, and subsequently negotiated an industrial agreement with the wharf contractors. Ratu Livai is principal of the Central Fijian Secondary School, Suva, and is a member of the Suva City Council.

Time to do Something

The three men, in their letter, stated they considered that now was the time for the Government to do something about the troublemakers. Fijians, and "seeing the crisis almost overwhelming Fiji" they asked to keep quiet no longer.

"We feel that we would rather die than let these people go ahead with what they are doing," they wrote.

The Acting Colonial Secretary (Mr. Eric Bevington), replying on behalf of the Governor, said that while the Governor welcomed the increasing concern expressed on all sides for the proper maintenance of law, order and industrial peace, he regretted there could be no question of the Government assuming the wide powers suggested in the resolution.

Deportation had to be considered in relation to the inalienable rights of British subjects. Those who were Fiji-born could not be deported from Fiji and, with comparatively few exceptions, no country other than the UK would accept those who might be deported.

The Government did intend to take greater powers in relation to deportation; but legislation of the far-reaching type suggested by the Fijian group could not be considered.

He Wants a Tax on 'Pests'

Any suggestion of a new tax in any form usually arouses cries of anguish; but few will disagree with a suggestion by Semesa Sikivou, a Fijian member of the Fiji Legislative Council, that there be a tax known as the "Sugar Industry Pests Tax".

Semesa, who was speaking during the debate on the 1961 Fiji budget, perhaps had at the back of his mind the trouble caused by a group of persons during the 1960 cane harvesting season.

Fiji, in 1961, will spend much of its reserves to make up for revenue lost to the Government through the sugar troubles. Semesa considers it is wrong that these reserves should



Madame Kuy is one of the old Vietnamese brigade in Noumea, New Caledonia. She arrived with other coolie labour 30 years ago but now runs a coffee and tea shop—and has no intention whatever of being repatriated to Viet Nam.

She follows the old Vietnamese custom of lacquering her teeth black—which is probably only anticipating events anyhow as she is also a confirmed betel-nut chewer, and betel when chewed with lime has the same effect. No modern Vietnamese miss would, of course, dream of lacquering her teeth or chewing betel.

—Photo by Dunn.

have to be spent because of the foolishness of a few persons.

He wants a tax which would hit those responsible for the financial stringency.

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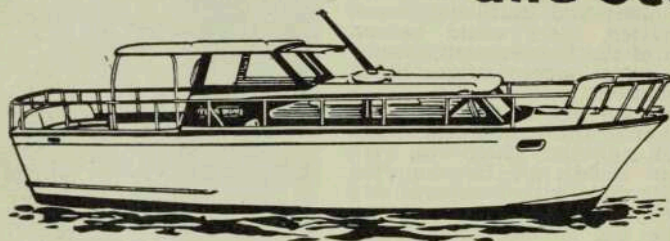
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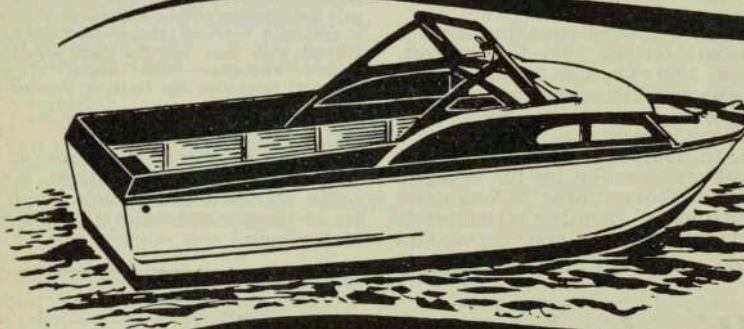
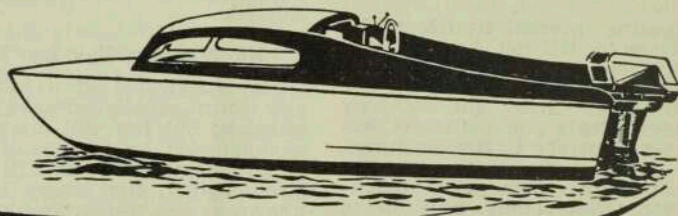


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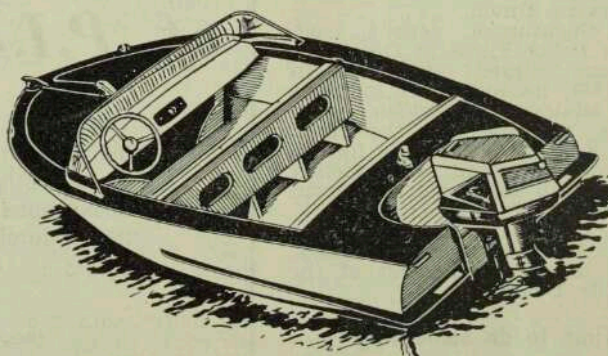


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ted them and clapped them in—as he did the 10 others when men caught them 16 days later. wards looked on the 14 men as "atrical villains", and after a few he had them locked in a round which was erected on the er-deck for their reception. is round house, which was ptly nicknamed "Pandora's" was only 18 ft wide at the ead and 11 ft long at the deck. entrance to it was by a scuttle e top, about 20 in. square. was bad enough that "Pandora's" was so cramped. But condi- were made worse by the fact the hammocks issued to the ers were full of vermin; there "two necessary tubs" which constantly in the place; the a was almost unbearably hot; the prisoners' arms and legs shackled so tightly that their became swollen.

Searched for Christian

s was the prisoners' situation the *Pandora* left Tahiti and nained so until the ship was ed 3½ months later. er leaving Tahiti, Captain rds searched for Christian and ther mutineers in some of the y and Cook Islands, Samoa, a, Rotuma, the Santa Cruz, and the Louisiade Archi- o of Papua.

finding them, he decided to for Timor and home. ver, at 7.30 p.m. on August 91, while Edwards was trying d a passage through the Great er Reef well south of Cape the *Pandora* struck a sub- ed reef and was badly holed. h the ship in danger of being ed to pieces, Edwards ordered ns on one side to be thrown ard in an effort to lighten

en this was done, the *Pandora* riven over the reef and began tle in 15 fathoms of water. hands were then called to the pumps, and three of the ers were released from irons lp.

others, imagining that the was about to sink, wrenched elves out of their shackles eaded with the captain to be a chance to save their lives. Edwards was merciless. He ed their irons to be replaced, osted two extra sentinels over with orders to shoot if they to unfetter themselves again.

Left in Pandora's Box

daylight, when it was evident the *Pandora* would soon sink, ds gave the order to abandon The four boats were hoisted and a small quantity of pro- s was hastily thrown into

6.30 a.m., the hold was full ter and the deck was awash, as the ship slipped further

under the water, many of the sea- men jumped overboard. But nobody paid the slightest heed to the fet- tered occupants of "Pandora's Box".

Even when one of them entreated Captain Edwards to have mercy on them as he passed over their prison to make his own escape, their plight was ignored.

By this time, the ship was lying on her broadside with the port bow completely under water. The prisoners had almost resigned them- selves to death when the master-at- arms, either by accident or design, let the keys to their fetters slip through the scuttle.

The prisoners were thus able to begin freeing themselves, and all but four of them had been un- fettered and had jumped overboard when the ship went down.

The 10 who had escaped supported themselves on planks and other debris until they were picked up by the *Pandora's* boats and taken to a sandy island about three miles away. A muster of survivors showed that 31 of the *Pandora's* crew had been drowned besides the four *Bounty* prisoners.

A survey of the provisions showed that there was only enough for a daily ration per man of two small glasses of water and one of wine, and two to three ounces of bread.

To Timor

During the next three days, Cap- tain Edwards had the *Pandora's* boats prepared for a voyage to Timor. This was a nightmare of scarcely bearable hunger, sunburn and thirst, and also included an affray with aborigines on the northern tip of Cape York Pen- insula.

But Captain Edward's goal was reached without loss of life, and the *Bounty* prisoners were eventually taken to England for court martial.

There, three of them were con- demned to death and hanged from the yard-arm; four were acquitted; and the other three were con- demned to death but pardoned.

There are five separate accounts of the wreck of the *Pandora*, and although the exact location of the wreck is not given in any of them, it is evident from them that the wreck occurred near the spot where Mr. Darcy made his discovery.

Thus, if Mr. Darcy does organise an expedition of salvage, I think it is extremely unlikely that he will find any treasure.

But his chances of finding a col- lection of gruesome relics seem to be unusually good.

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Of all the territories in the South Pacific, Western Samoa has re- ceived the largest allocation in the World Health Organisation's budget for 1962. Samoa's grant of \$22,472 will be used mainly for developing public health administration, en- vironmental sanitation, and nursing.

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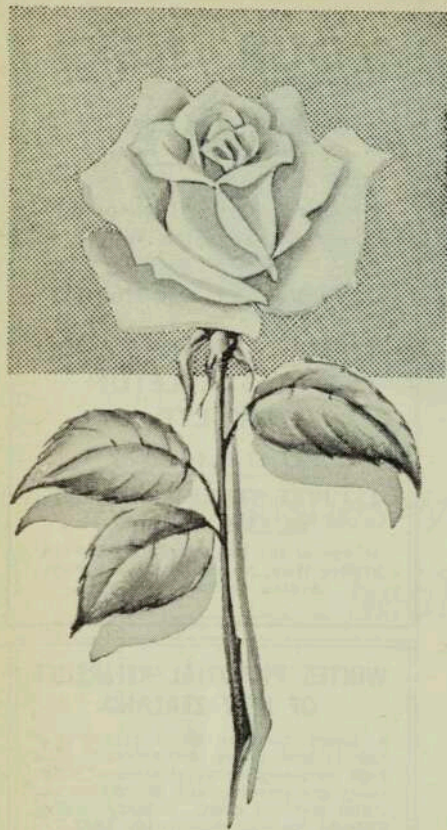
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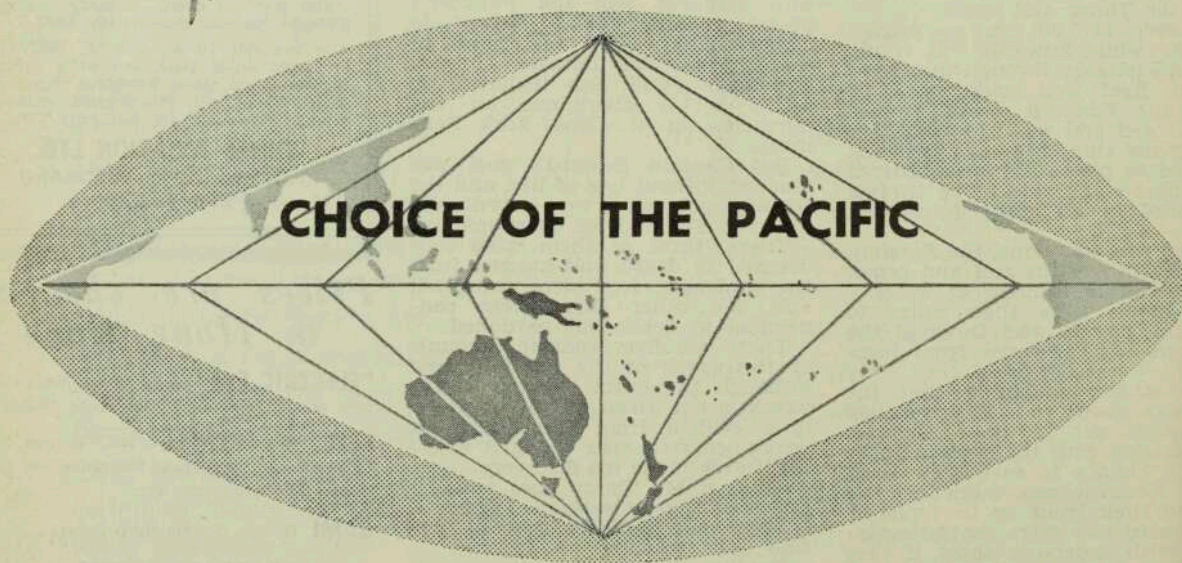
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Fiji's Leprosy Treatment

HE SAYS THEY FORGET THE FEAR FACTOR

Anyone who tries to buck the establishment has a tough row hoe—and that goes double for the community in which the leper happens to find himself is small one.

A. THOMPSON, of Taveuni, Fiji, is finding himself in that position; but that doesn't make any difference—he is determined, as he puts it, "to fight tooth and nail to convey the truth about Makogai to the outside world". Makogai, of course, is the small island in the Fiji group which contains the leprosarium for the Fiji and British Polynesian groups. It has always been said of it that it is a pleasant place where the lepers receive the best care and consideration from a devoted band of Roman Catholic nursing sisters. Thompson would probably agree with this view of it—as far as it

he still thinks it leaves a lot to be desired; and here he treads delicate ground and "takes on" the whole Medical Department of Fiji led by its Director, Dr. P. W. Russell.

In his campaign, Mr. Thompson has written voluminous letters to newspaper editors in Fiji and New Zealand (and to the *PIM*). Some of these are not published; and, when they are (newspaper editors being naturally sceptical), the medical community is usually given space to reply on the same page.

The arguments between Mr. Thompson and the people who rule Makogai now run into many thousands of words; but the real difference of opinion seems to be in the matter of segregation.

The Medical Department takes the view that probably 10 per cent. of the people are susceptible to leprosy, exposed to it; and that, therefore, lepers should be segregated for the protection of this 10 per

Thompson thinks this is an outdated idea; that segregation drives the leper underground so that 50 per cent. of cases hide their disability as long as possible, very often until it is too late to do anything for them.

The merits or demerits of segregation are not something that can be decided by any newspaper editor; what does emerge from Mr. Thompson's letters, and the copies

of letters from other Makogai patients that he sends, is that the inmates of the institution there are not just one big happy family at all.

Instead, they appear to be a group of frustrated individuals, full of worries and woes, who feel that they are not being treated like human beings and that their legitimate grievances are being brushed aside by those in authority.

Grievance Day

Affairs seemed to come to some sort of crisis in November.

Dr. Dill-Russell visited the island because, according to one patient, "he sure was sore about all the publicity in the Press". On this visit,

however, "sore" though he might have been, he made a point of interviewing all groups and hearing their various grievances.

As a result, he promised to try to do something about providing sustenance allowances for the dependents of Fijian married male patients who, under the existing law, are forced to go to Makogai even if their families are unprovided for. (This promise must have borne swift fruit, as the wife of one patient reports that she is receiving an allowance, the first in the 11 years he has been there).

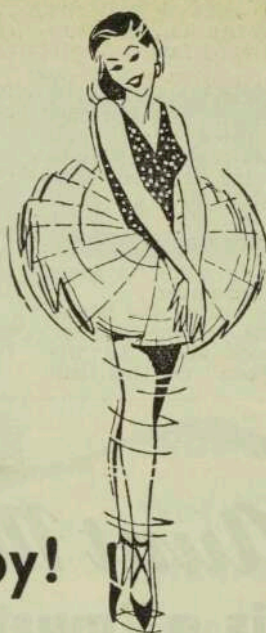
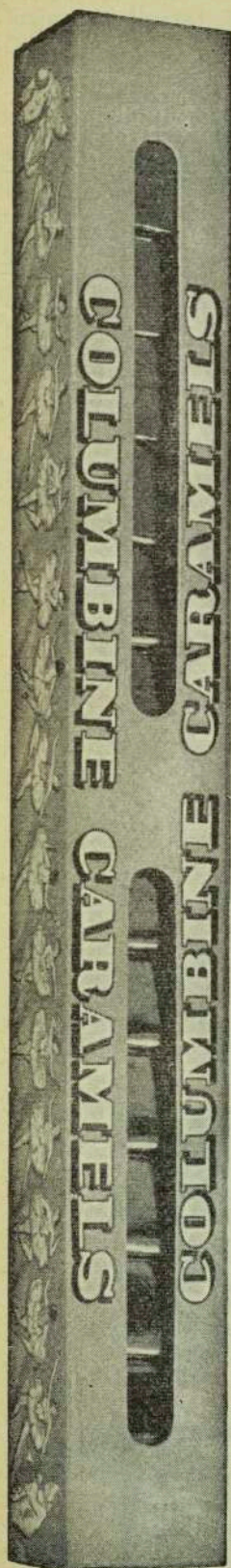
Dr. Dill-Russell also promised to consider two weeks' annual leave from the island for some patients.

The next day, the Fiji section of



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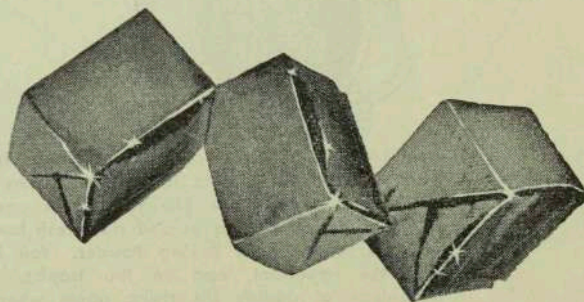


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the Lepers' Trust Board arrived at the annual general meeting.

This annual general meeting an "occasion" in Makogai's year, number of leading citizens of Fiji who give to Makogai a great deal of free time and service—visit the island at this time, and meet the patients. Many responsible people feel they do a good job.

But a growing section of the Makogai patients do not see it that way. They insist that, under modern science, there is a decreasing need for leprosy, and they resent the firm, disciplinary measures which the Lepers' Trust Board still enforces and which they think are outmoded.

Stirred Up Trouble

A speech made by Sir Hugh Raftery, head of the party of Fiji visitors, therefore stirred up trouble.

Sir Hugh was irritated by recent NZ Press attacks upon Makogai, and by the apparent hostility among some of the patients towards some of what he regards as the necessary disciplines. He spoke in forthright fashion—and among other things, told them that it was not so much the unwillingness of the Board to reduce disciplines that kept them there as the unwillingness of the patients' relatives that they should be released from quarantine.

This caused some talking and foot-stamping from the benches and when the meeting adjourned some of the patients gathered under the baka trees and we are informed, discussed what had been said "in an atmosphere of hostility".

Later three patients got away from Makogai in a canoe (a fact that was not made public for three days).

All of which, no doubt, can be said to add up to little more than a storm in a teacup—unless you happen to be one of those unfortunate people who have contracted the only disease in the world that requires you to go and live far from family, friends and normal people.

Patient's Angle

Mr. Thompson, of course, although a layman, is in the position of knowing one aspect of leprosy better than Dr. Dill-Russell and other Fiji medical officers—he has been a patient at Makogai himself.

The thing that has currently stirred him up is the small item in November PIM wherein Dr. Dill-Russell professed himself pleased with progress in leprosy treatment in Fiji and said that he could see the disease being eradicated there.

Mr. Thompson's reply (in part) to that is as follows:

We all hope that leprosy can be eradicated in Fiji, but this can never be accomplished while the problem in Fiji is accepted according to its presentation by Dr. P. W. Dill-Russell, the Director of Medical Services in Fiji.

The DMS would need more than

Z614

n ability to come to the con-
n that there are 300 cases of
y in Fiji. Admittedly, there
approximately 300 patients at
at the leprosarium at Makogai.
But until proper surveys by
ed staff of the whole of Fiji
carried out, and the fear of
on removed by changing the
ag system to one based on
n lines, it is quite impossible
imate.

h the introduction of sulphone
in 1948, thanks only to the
ts themselves who paid for
nitial drugs after arranging
importation, great strides have
made at Makogai. But it is
half a treatment that is given
as drastic isolation of all
and cases of leprosy does not
to modern treatment of
y, and is condemned by all
ed modern authorities.

a letter of mine published in
hristchurch Press, NZ, I con-
d, among many other things,
almost every new patient ad-
to Makogai was advanced
disease. In the reply by the
Medical Department, published
e same issue, I was contra-
in my estimate. The Medical
tment represented by Dr.
McDonald as Acting Director
dical Services while Dr. Dill-
l was on leave in England,
that almost half the new
ts admitted to Makogai in
were early cases. This surely
led that over half were ad-
d cases, thus, inadvertently,
sufficient support to my con-
n.

Fiji No Different

letter to the *Fiji Times*, pub-
on October 25, Dr. Dill-
l gave considerable details of
y and its treatment according
personal ideas. My letter dis-
the greater part of his as-
s, was not published, for a
y of reasons.

rote then that there are two
reasons for the apparently
situation in the number of
admitted to Makogai. One is
ar of isolation that drives the
e underground. And the other
inability of the medical per-
in Fiji to recognise early

first is denied by the DMS
states that "there is little
ce of this having occurred in
p to the present time". As an
ient of Makogai with an in-
knowledge of the stories of
other patients there and of
enerally, I can only suggest
he DMS did not think deeply
he wrote that.

first death at Makogai in
as through this very reason—
ictim had hidden away too
This is just one of hundreds
h cases. The fear factor is
ed in other countries. Why
Fiji be different?

As to the second reason—I can
give many details from my per-
sonal experience of trying for two
years to get a true diagnosis of my
complaint from the many doctors,
public and private, whom I con-
sulted. Dozens of patients at Makogai
had the same experience. To
give details would be rather em-
barrassing to the medical profession
in Fiji, but these can be supplied.
The views of the DMS are not
new. In fact, they were the general
idea of doctors right up till the

last few years, when modern science
proved that leprosy could possibly
never be eradicated in any country
by a fear-inspiring system of isola-
tion.

In every country where com-
pulsory segregation has been
abandoned as a fallacy, it has been
found that the incidence of leprosy
there was greater than previously
believed, as the cause of fear had
been removed and victims came
willingly for treatment. Fiji would
be found to be no different.

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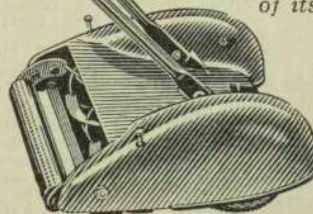
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It's An Uphill Job

GIVING NG SECONDARY INDUSTRIES A TRY

There were many arguments about many things at the last meeting of the Papua-New Guinea Legislative Council, but one thing that everyone agreed about was the desirability of encouraging development and secondary industries.

No one could pretend that with political affairs in the Territory in their present state of flux, the climate is encouraging for the investment of capital. Nonetheless, some people are still prepared to "give it a go". Two completely unrelated industries—the manufacture of shoes and instant-coffee—both of which might be encouraged to establish themselves in the Territory, are discussed here. Both, or so it seems to us, could founder on the old Australian prejudice about "cheap black labour", if the goods were manufactured in NG with an Australian market in view.

Until NG manufacturers can come to terms with Australian unionists about that, it seems that the best market for NG manufactured goods is the home market. This is potentially large and, although still mostly in the future, will continue to grow with the gradual rise in the standard of living of the 2 million natives of the SW Pacific area.

A COMPANY, New Guinea Instant Coffee, 258 Condamine Street, Manly Vale, Sydney, officially began operations on December 1.

As a result, New Guinea's own brand of instant coffee may be on the market soon.

They have despatched coffee beans to the UK to be processed into sample 2 oz tins which they will distribute on a trial basis to test public reaction.

If the reaction is good, the company will attempt to crash the Australian market, at present dominated by Nescafe and Bushells.

They are also interested in the possibilities of exporting to Malaya and the rest of South East Asia.

Where the Money Comes From

A spokesman for the firm said that Sol Coffee Manufacturing Company, an American firm with international ramifications, will provide half the capital cost of a processing plant.

Estimated cost of setting up such a factory, either on the Australian mainland or in the Territory, is £150,000.

Australians are drinking a lot more coffee these days than formerly. Imports of coffee and chicory for the the first four months of this financial year are worth £1,328,000 (as against £1,129,000 for the same four months of 1959), although, at the same time, Aussies still soaked up £4,425,000 worth of tea.

At present there are several brands of instant coffee on the Australian market, and price cutting has been prevalent in some supermarkets which use this type of coffee as a "catch line".

This follows the same trend as in England where a number of new brands—some put out by the chain stores—have challenged the better known makes of instant coffee in recent years.

The same shareholders in New Guinea Instant Coffee, have also formed another company, New Guinea Coffee, which may produce and distribute normal roasted type coffee.

Below are the relevant extracts from the NSW Weekly Trade Report, in which a number of well-known New Guinea names appear:

NEW GUINEA COFFEE, 258 Condamine St., Manly Vale, coffee merchants. Com. 1/12/60. Props.: Douglas Mackenzie Elphinstone, Robert Wilson, Robert Gibbes and Philip James Lucas, of above, Robert Gray, Banz, Western Highlands, NG, Sidney Neilson, Dept. of Education, Port Moresby, Ross Bucknell, Banz, New Guinea, Colin Toole, 64 Iluka Ave., Palm Beach, Clive Caldwell, 14a Victoria St., Bellevue Hill, John Waddy, 23a Bennett St., Neutral Bay, Neville Hemsworth, Douglas Park, Brian Walker, 42 Anzac Pde., Kensington, John Young-Whitford, 27 Merrybang St., Port Moresby, William Harden, of Bowral, and Leslie Murphy, c/- Burns Philp Ltd., Bridge St., Sydney. Reg. 25/11/60.

NEW GUINEA INSTANT COFFEE, 258 Condamine St., Manly Vale, coffee merchants. Com. 1/12/60. Props.: Douglas Mackenzie Elphinstone, Robert Wilson, Robert Gibbes and Philip James Lucas, of above, Robert Gray, Banz, Western Highlands, New Guinea, Sidney Neilson, Dept. of Education, Port Moresby, Ross Bucknell, Banz, New Guinea, Colin Toole, 64 Iluka Ave., Palm Beach, Clive Caldwell, 14a Victoria St., Bellevue Hill, John Waddy, 23a Bennett St., Neutral Bay, Neville Hemsworth, Douglas Park, Brian Walker, 42 Anzac Pde., Kensington, John Young-Whitford, 27 Merrybang St., Port Moresby, William Harden, of Bowral, and Leslie Murphy, c/- Burns Philp Ltd., Bridge St., Sydney. Reg. 25/11/60.



As you can see, she's quite a different type of Highland Lassie—quite apart from the fact that she is picking New Guinea coffee beans.—Australian Official Photo.

They Want To Make Shoes

No details were forthcoming Sydney, up to early January, about the alleged plan of a Sydney footwear factory to set up a branch Port Moresby.

IT was being freely stated in New Guinea in early December, that Goldberg Footwear Ltd., following a survey of two of its directors would send a manager to Port Moresby before the end of 1960 and thereafter establish a factory.

The scheme was supposed to be that the company would buy leather in Australia, export it to Papua, turn it into shoes, then export the shoes to Australia for sale. The Territorians who have tender feelings about these things, immediately jumped to the conclusion that the only reason for setting up such a factory in Port Moresby was to take advantage of P-NG's "cheap black labour"—and they were incensed. What Australian Mailenders would say about this aspect of the business we don't know; the notion hasn't got into general circulation yet.

However, if anyone can tell the moral distinction between—for example—sending passionfruit seeds to New Guinea, getting "cheap black labour" to plant them and send the resulting fruit which is pulp and sent back to Australia under refrigeration; and what the footwear factory was alleged to be going to do, we should like to hear it.

But there are a number of

More Passionfruit

The amount of duty-free New Guinea passionfruit pulp and juice that may enter Australia was increased early December from 25,000 tons annually to 45,000 tons. The increase will apply the next three years.

The Australian Government adopted a Tariff Board recommendation to this effect. Evidence showed that landed cost of NG passionfruit was not the same as the cost of Australian processed fruit.

Local differences between selling passionfruit pulp—for example Australia and selling NG shoes. NG natives are used to plant-reefs and tending what comes NG natives don't make shoes, the "cheap black labour" could turn out to be a myth.

in, there is no restrictive Australian Customs duty on NG passionfruit shoes manufactured in Guinea would, on entering Australia, be dutiable at the same rate as shoes made in UK or any other British preferential-rate country.

NG passionfruit industry was started at a time when cordial manufacturers in Australia could not get enough passionfruit juice pulp. Manufacturers can still do comfortably the pulp, etc., comes in from the Territory, although this is a purely local industry. Australian passionfruit growers repeatedly try to stop agitating for a stiff Customs

there is no shoe shortage in Australia and it can be imagined how anxious the unions concerned shoe manufacture would be—they have already had some practice about the rubber sandals rather cheap footwear that come from Singapore and the East.

Premature, He Says

When they were approached in 1959, the Goldberg Co. principals thought tall timber. Eventually a spokesman gave this information:

It was not the company's intention to manufacture and export shoes to Australia, should they go ahead with the venture;

Their idea was to supply the needs of New Guinea and adjacent areas and although it might be economically feasible to supply Queensland and Darwin from Moresby there is no shipping route to either place, at present, anyway;

Discussions, so far had been of an "exploratory type" and would be premature for him to say whether they would go ahead to establish a footwear factory in Moresby or not.

Petition To Wind-Up NG Coffee Enterprise

NEW GUINEA COFFEE ESTATES LTD.
—Petition for the winding up of the company by Supreme Court of NSW was on 9/12/60 presented by Oswald Powell Sellers and Sellers Enterprises Pty. Ltd. and will come on for hearing on 13/2/61.

The above was published in the *Weekly Trade Report*, Sydney, on December 16.

WE telephoned Mr. Oswald Powell Sellers, who is described as an "advertising consultant". Mr. Sellers would give

no information—he said the matter was *sub judice*.

We asked, "Who or what is New Guinea Coffee Estates Ltd"? No comment.

In view of recent developments in the business of selling shares or units in the NG Highlands coffee industry we obtained the following data about Coffee Estates Ltd. from official documents on file in the office of the NSW Registrar-General:

The company was registered in November, 1959. No list of share-

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'Bond Street' Skin
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holders had been filed up to December 20, 1960.

The Directors shown, on incorporation, were William Jardine, an accountant, of Brisbane; Arthur Manefield, an accountant, of Brisbane and Sydney; and Frank O'Sullivan, St. James Hotel, Elizabeth Street, Sydney.

Mr. Manefield resigned in January, 1960, and was replaced by Henry Claud Bonney, a resident of Manly; and in later documents the address of Mr. O'Sullivan became 18 McEvoy Street, Umina, NSW, and he is described as "managing director".

A statement filed in lieu of

prospectus gave the following details:

The nominal capital was £500,000, in £1 shares, and the solicitors were S. J. V. Bull and Son and Schmidt, of 34 Martin Place, Sydney.

Names and addresses of vendors of property purchased or acquired or proposed to be purchased or acquired, and amount payable to each vendor, were shown as follows:

Capakumali Plantations Ltd., a company incorporated in New Guinea and situated in Goroka, £23,000. (Cash).

Adolph Anderson, of Cassandy Estate, Goroka, £22,000. (Cash).

Frank Austin O'Sullivan, St.



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Travel For Pleasure

A constable of the Fiji Police Force last month went to sea in the China Steam Navigation Co. ship "Chefoo". There is nothing unusual in a policeman going to sea, but in this case the constable went as a stow-away.

The "Chefoo" was 500 miles out of Fiji on its way to Balboa in the Panama Canal Zone before he was discovered. And he was not on his own, for with him were a couple of Fijians, one of them well known in international sport.

The constable was Gustav Adolph Netzler, of the Lautoka Police, and it is reasonably safe to assume that he will not be a policeman much longer.

The sportsman was Aminisitali Burogelevu, a member of the Fijian rugby team which toured Australia in 1954, and a grand forward he was, too. Aminisitali, or Sitai as he was always known, had several brushes with the law, the latest of which occurred during the curfew imposed during the rioting in Suva in December, 1959.

Sitai then tried to take a rifle away from a member of the Special Constabulary, and was shot in a thigh in the process. He spent several months in hospital before he was able to appear in court to answer a charge.

The third stowaway was William Peniati. They will probably be returned to Fiji from Balboa by first available ship.

James Hotel, Sydney, (£20,000 in cash and £1,000 in shares).

The estimated amount of preliminary expenses was shown as £6,000, and the amount "paid or intended to be paid to any promoter" was £20,000 to Frank O'Sullivan, in consideration of "right, title and interest under options to purchase". Mr. O'Sullivan was described as "vendor of the options to purchase from Adolph Anderson and Capakumali Plantations Ltd".

A statement filed on June 25, 1960, showed that New Guinea Coffee Estates Ltd. had received £42,000 (receipts from shares, £607; and receipts from "Units", £41,940); and that expenditure had been "Property, £23,520; formation, legal commission, wages, travelling, etc. £18,520". The expenses included £4,703 for advertising and £3,274 for commission.

The filed statements include the note: "The audited or other figures in respect of the foregoing are not available, as the coffee trees on the plantations have not reached a state of maturity and production when figures would be available. No profits have yet been made."

960 ASOPA GRADUATES

PRESENTATION of prizes and certificates to those who completed courses, at the Australian Pool of Pacific Administration year took place at Anzac House, Regent Street, Sydney, instead of at the School at Mosman. Certificates and prizes were awarded to successful students by the Minister for Territories.

Prizes, 1960

SCHOOL OFFICERS

W. Robson Prize for Law, Mr. John Lang.
W. Robson Prize for General Agency, Mr. Malcolm Lang and Mr. James Mater (equal).
Book Company—Prize for Projects Law, Mr. Malcolm Lang.

YEAR CADET EDUCATION OFFICERS

For University Press Prize for General Proficiency, Miss Lynette Tabart, Peter Swift (equal).
Milla Wedgwood Prize for Education Tropical Areas, Miss Lynette Tabart, Shirley Robin Plank (equal).

YEAR CADET EDUCATION OFFICERS

Wilmans Green Prize for General Agency, Miss Colleen Riley, Mr. Tony Repin (equal).

Patrol Officers' Certificate

Course, 1960

Unless marked "NT"—for Northern Territory—graduates belong to the P-NG administrative service. Where special marks have been gained, these are marked as follows:

Armond Ross Allen.
Eugene David Anderson.
William Mathieson Barclay.
Gerald Bushridge (NT). Anthropology.
Michael Casey (NT). 1st Place in Anthropology; Geography; Government; Law.
John Creedy.
Neal Dunkerley, Geography.
Alec Edwards.
David Gibbins.
Gerald John Green, Equal 1st Place in Geography; Anthropology; Government; Law.
James Fitzgerald Hannan, 1st Place in Geography; Government.
Francis Ernest Haviland, Geography.
Michael Ivory (NT).
John Lang, 1st Place in Law; 1st in Government; Anthropology; Geography; History.
James Mater, Equal 1st Place in Geography; Anthropology; Government; Law.
Michael James O'Connor, Government.
Peter Pedersen (NT).
John Alexander Richardson.
Anthony Campbell Robson, Geography.
John George Sanderson.
Michael James Sewell.
John Francis Wadsworth.
John Young-Whitford.

2nd Year Cadet Education

Officers, 1960

John Alexander Davis, A in Handicraft.
William Fenton.

Janet Marion Golland, A in Principles of Education.

Edith Margaret Hatt, A's in Anthropology; Geography; English Literature; Native Education.

Geoffrey Keena, A in Handicraft.

Narelle Elizabeth Keena.

Jeanette Kentwell, A's in English Literature; Psychology; Principles of Education; Social Studies; English.

Tennyson Lau.

Shirley Robin Plank, A's in Natural Science; English; Native Education; Social Studies; Principles of Education.

Richard Smith, A in English Literature.

Peter Norman Swift, A's in Government; History of Education; Native Education.

Lynette Tabart, A's in Art; English Literature; Government, History of Education; English; Native Education; Social Studies.

Glen James Thompson, A in Physical Education.

Margaret Ann Turner, A's in Anthropology; Mathematics.

Robert Turner, A's in Anthropology; Principles of Education.

Beverley Withers.

Stuart Robert Woodger, A in Anthropology.

FIJI MILITARY CHANGES

A couple of changes in the command appointments have taken place in the armed forces in Fiji. Colonel R. W. Foubister, who has been commander of the Fiji Military Forces and representative in Fiji of the NZ Chiefs of Staff, has returned to NZ and has been succeeded by Colonel R. McK. Paterson.

Group-Captain A. A. N. Breckon completed his tour of duty as commander of the RNZAF Station at Laucala Bay, and returned to New Zealand. He has been replaced by Group-Captain J. D. Robins.

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- 16-oz. Steak & Kidney Pudding.
- 16-oz. Irish Stew.
- 16-oz. Vegetables & Sausages.
- 8-oz. Irish Stew.
- 8-oz. Vegetables & Steak.
- 8-oz. Vegetables & Sausages.

COLD MEATS

- 12-oz. Trim (Pork & Beef).
- 12-oz. Camp Pie.
- 12-oz. Corned Beef W/C.
- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.
- 12-oz. Al-Tayib Halal Corned Mutton.
- 12-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES

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

TONGUES

- 12-oz. Sheep Tongues.
- 12-oz. Lamb Tongues.
- 12-oz. Calves' Tongues.
- 12-oz. Lunch Tongues.
- 2-lb. Ox Tongues.

CONDENSED MILK

- 14-oz. Sweetened Condensed Milk.
- 14-oz. Unsweetened Evaporated Milk.
- 12-oz. Chocream.
- 8-oz. Reduced Cream.
- 14-oz. Natural Milk.
- 7-oz. Tubes Sweetened Condensed Milk.

CANNED FISH

- 12-oz. Flair Fish Cutlets.

MUSHROOMS

- 8-oz. Sliced Mushrooms.

CANNED FRUITS

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

"RIVERMEDE" BUTTER

- 56-lb. boxes Bulk Butter.
- 1-lb. pats Butter.
- 1-lb. pats Butter.
- 12-oz. tins Butter.
- 16-oz. tins Butter.

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In 4-lb Tins and 8-oz Packets.
Caramel Crunch, Cheddar Crackers, Digestive
Ovals, Ginger Slice, Honey Snaps, Lattice,
Vita Wheat, Wafers, Dairy Milk Arrow-
root, Wheat Crunch, Dainty Creams,
Mocha Creams, Custard Creams, Coquette
Creams, Petite Creams.

FRUIT JUICES

- 16-oz. "Berri" Tomato Juice.
- 30-oz. "Berri" Tomato Juice.
- 16-oz. "Berri" Orange Juice.
- 30-oz. "Berri" Orange Juice.
- 16-oz. "Berri" Grapefruit Juice.
- 30-oz. "Berri" Grapefruit Juice.
- 16-oz. "Berri" Apricot Nectar.
- 30-oz. "Berri" Apricot Nectar.

MARGARINE

- 56-lb. boxes Cake Margarine.
- 56-lb. boxes Pastry Margarine.

DRIPPING

- 16-oz. Tins Dripping.
- 37-lb. Tins Dripping.

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HUON FRUITGROWERS CO-OP. ASSOCIATION
LTD., Tasmania. ("Huoncry" Canned Fruit
and Jams). PEEK FREAN (AUST.) PTY.
LTD. (Biscuit Manufacturers).

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5's 35th President — by Courtesy of "Ferdinand"

The fact that Coastwatcher Reg Evans, away back in August, 1943, was instrumental in plucking a young American called Lieutenant John Kennedy off a small island near Gizo in the Western Solomons, might be regarded as an unfriendly act by American Republicans 17 years later in 1960. But it could make that Coastwatcher *persona grata* with the Democrats. The young Navy Lieutenant has now, of course, become US President-elect Kennedy.

The Pacific career of Reg Evans goes right back to 1930 when he was in the New Hebrides. By 1936 he was with Burns Philp and Company in the Solomons, and when he broke out in 1939 he was at headquarters at Makambo in Milne harbour.

In 1940 he went to Australia to join the Navy, but the Navy, Evans, was fussy in those early days and didn't want him. He joined the AIF instead and sailed for the Middle East.

When the Japs came into the war in the Middle East battalions of the AIF returned to Australia in 1941. He got permission to transfer to the Navy and was actually training at Flinders Naval Base when Brass called him up for an interview. They said they had an interesting job for him, back on his stamping ground.

That's how Sub-Lieutenant Reg Evans arrived in Guadalcanal in November, 1942, as a Coastwatcher in station *Ferdinand*. (After Walt Whitman's bull, a word chosen by Commander Eric Feldt to remind Coastwatchers that they were not to fight and draw attention to themselves, but to "sit circumspectly and unobtrusively gathering information").

In February, 1943, he went out to set a station on Kolombangara. Few as far as Segi in a Catalina after a couple of weeks there, meeting Major D. G. Kennedy, a native scout with him and off for his new base by canoe. Kolombangara is just a big cone-shaped cone rising out of the sea; the one flat piece of the island is Vila Plantation where the Japs, in 1943, were busy building a small air strip; keeping on Jap activity there was to be his main job.

Local natives had already picked a site for Evans' observation post high on the mountain-side, commanding excellent views of the tip and of the strait between Kolombangara and Arundel Island. He explained to Evans that in the past, before all the natives lived on the coast, this vantage point was for exactly the same purpose as the mountain people in their dealings with the coastal villages.

The story of how Lieutenant John Kennedy had his PT boat cut in half by a Jap destroyer in the Solomons in 1943 and how he and 10 other survivors reached a small island near Gizo and were subsequently rescued, has been cropping up in issues of "PIM" since October. At first the call was out for a New Zealander called Wincote, who was alleged to have rescued Kennedy—an idea that can be traced right back to a "Reader's Digest" article of August, 1944.

But we were soon put right on that score: "Find Reg Evans," wrote Coastwatcher Eric Feldt in November, "There never was a New Zealander." And just before Christmas, Mr. Reg Evans, now an accountant, came into "PIM's" Sydney office to tell us the real story.

Evans was joined here later by Sergeant B. F. Nash, probably the only American Coastwatcher to operate behind Jap lines; and after Kolombangara observation station had been in operation about six months Evans shifted over to a small island in Blakett Strait, whose name, if he ever knew it, he does not now remember. (The US official war history calls this Wana Island, but that is the largish island lying parallel to Arundel).

Back by Canoe

It was while Evans was actually in process of organising his move from Kolombangara that Lieutenant Kennedy had his brush with the Japanese destroyer, and Evans had scarcely become settled at his new post before he was informed that there was a party of US Navy men stranded on a small islet on the other side of Gizo.

He sent a canoe over with three or four natives and a note, and a young man came back, lying in the bottom of the canoe, prudently covered over with coconut fronds—it was a journey of about four miles, over open water in broad daylight, with constant risk of a too in-

quisitive Jap plane appearing at any moment. The young man said he was Lieutenant John Kennedy.

Evans said he was impressed by the youngster whom he took to be about 20 or 21—although figuring back now, it is obvious that Lieutenant Kennedy was 26 at the time. Evans told him that he could send him to US headquarters by canoe—a comparatively safe journey from that point—and that another PT boat would be sent to pick up his crew.

But Kennedy "wouldn't buy that"; apart from anything else, he said, it would be difficult for anyone who didn't know it to pick the right island. It would be much better if he went back and piloted them in.

Evans told him he thought he'd made the right decision and sent a signal arranging Kennedy's rendezvous with a PT craft and sent the young Lieutenant off in a canoe to keep it. The subsequent operation was carried through successfully, the 10 men rescued and returned to the US base.

Enter a New Zealander

Evans remembered Kennedy only as another incident in his Coastwatching activities but about a year later someone sent him the August, 1944, issue of *Reader's Digest* in which American writer John Hersey told the story of the sinking of PT boat 109 and the subsequent rescue of 11 men.

Evans was interested in learning from the article that Lieutenant Kennedy was the son of the US Ambassador to the UK and came from a wealthy family; and he was even more interested in finding that the man who had organised his rescue was a "Lieutenant Wincote", and a New Zealander, to boot.

However, he didn't feel that there



Mr. Reg Evans, now of a Sydney suburb, reading from the log book he kept at Kolombangara in 1943, in which he recorded how he had sent native scouts in a canoe to pick up from a tiny BSI islet, a young American Navy Lieutenant named John Kennedy.



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V 134

was any point in correcting the error. It seemed likely that the stress of the circumstance Kennedy might quite easily have forgotten his name and there was no telling why he or the author of the article had settled for "Wincote." As for the business of being a New Zealander—few Americans at that time, knew the difference between New Zealand and Australia, anyhow, and New Zealand units did begin to operate in the Solomons about a month after Kennedy was rescued.

For his work at Lunga, Segi and Kolombangara—quite outside his efforts on behalf of an American Lieut.—Evans was awarded the DSO (Br.)

To Africa

After the war, Burns Philp and Co. did not resume operations. BSIP and Reg Evans' job then folded up. Rather than try to find another niche for himself in the service, he answered an advertisement for Colonial Service recruits that then was appearing in Service magazines. He hoped to get Fiji or Malaya, but when something was at last offered him it was in Ghana—or Gold Coast, as it was then.

Feeling that it would make an interesting change and that one part of the tropics is much like another, Evans accepted the appointment and during Gold Coast's interesting transition in Ghana, he served there for 12 years.

About 18 months ago he retired from the Colonial Service, came back to Sydney, bought some land at Avalon Beach, built a house and became the accountant for the organisation that runs the War Veterans' lottery.

The Silent Service

About the same time he began hearing again of Kennedy—but the time of Kennedy the politician, Kennedy the racket buster, Kennedy the Senator and finally Kennedy the US President-elect.

Evans became more and more interested but it wasn't until PIM began to shop around some months ago for this mysterious Lieutenant Wincote who was alleged to have saved Kennedy from the Japs, that it occurred to him to break that 10 years' silence.

One day around the end of November, a mysterious voice over PIM's office phone said: "That story you have in October issue about Kennedy and the Lieutenant Wincote who is supposed to have rescued him—I can give you some more details about that."

We asked the Voice if it had seen the additional details supplied by Mr. Eric Feldt in November, and as the answer was no, we read it out. Feldt had said that, in his opinion, the Coastwatcher concerned would have been a Sub-Lieut. Reg Evans. The Voice on the

ne then interrupted to say, "That's me. I'm Reg Evans." He promised to tell us the real story but he still wasn't in any great hurry about it. He'd come in, in one or four weeks, he said. He kept his promise just before Christmas.

The late Admiral Halsey once said that the Coastwatchers saved Guadalcanal and Guadalcanal saved the Pacific. We can now perhaps add that theme a little: The Coastwatchers saved Guadalcanal, the 35th President of the United States.



's a True Territorian

A Brett Hilder Profile

MRS. ROMA BATES, of Madang, is the widow of a former District Commissioner. She was born in Melbourne, and went to Rabaul, New Guinea, at the age of 18 to join her father.

In 1934, she married Charles Bates, then a Patrol Officer, at a time when Patrol Officers were not allowed to marry. Charlie spent most of his time in uncontrolled areas, and their first child, Patricia, was born at Salamaua in 1935.

In 1937, they were back in Rabaul, where they were playing golf on Saturday afternoon, May 29, when Vulcan blew up and became in a matter of hours, a volcanic cone 1,000 feet high. Matupi crater erupted in sympathy and the town was evacuated.

They went on leave in 1941, and returned to Australia when the Japanese war started, and women were allowed to return to New Guinea.

Charlie returned to the Territory

and to Angau, but was later transferred to "M" Special unit, where he did valuable work against the enemy forces. Roma stayed in Victoria for the rest of the war, and their second child, Hilary, was born there in 1942.

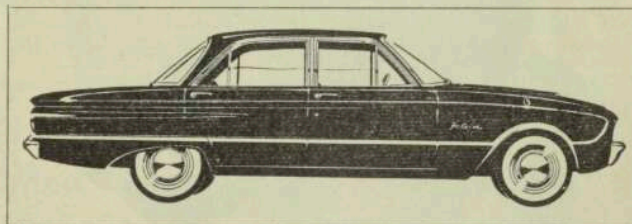
Back in Rabaul, in 1946, Roma founded the New Britain Women's Club to help newcomers find their feet in a strange land and in the chaotic conditions of the devastated town then prevailing. Charlie was transferred to Madang as District Officer in 1949, his title later being changed to District Commissioner. He did a lot for the rehabilitation of Madang, and founded the Golf Club there. Their son David was born in 1950.

Charlie Bates died in Australia

on New Year's Day, 1954. Roma returned to Madang, with a job in the Public Service, brought up her children, and engaged in many good works. She was president of the Agricultural and Horticultural Society in 1960, with its large and successful annual Show. Despite her 34 years in the Territory, with all its difficulties and disappointments, she remains a lovely woman, seemingly untouched by the years, and unspoiled by the Territory.

Her father, Leo Bryant, lives in retirement at Port Moresby; Patricia married a Patrol Officer, Ross Johnson, and they live at Kainantu with their daughter. Hilary is at University in Sydney, while David attends school at Madang.

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FOSTER'S LAGER

IMMEDIATE OFFICIAL INQUIRY INTO SUGAR INDUSTRY

The Commission of Inquiry into the Fiji Sugar Industry will conduct operations in two stages.

THE establishment of the commission follows a resolution and a long debate at the September session of the Fiji Legislative Council and a resolution submitted by B. D. Lakshman (president of Fiji Sugar Workers' Union and an Member of the Council for North-Western Division) which Government amended slightly. During the debate, several unusual members strongly criticised actions of leaders of some of cane-farmers' unions.

These leaders, during earlier negotiations for a new sugar agreement following the expiry in May 1959 of the 10-years agreement, consistently opposed proposals by Government and CSR Company for a Commission of Inquiry into the industry. The Secretary of State for the Colonies (Mr. Iain Macleod) announced the personnel of the Commission in the House of Commons in December:

SIR MALCOLM TRISTRAM, a UK Queen's Council, who has been associated with many industries, chairman.

MR. C. J. M. BENNETT, a member of the Institute of Chartered Accountants.

MR. IVISON S. WHEATLEY, of the Colonial Office. Mr. Wheatley will be the Commission's secretary.

Terms of Reference

The Commission's terms of reference are:

To examine and report on the organisation, operation, economic position and prospects of the sugar industry in Fiji; and on the advisability of establishing a statutory board; and to make recommendations to ensure that—

The manner in which the industry is organised, operated and developed is to the best advantage of the Colony;

Relations between all those concerned in the industry are on a satisfactory basis;

Fair and equitable returns are received by the various sections of the industry, having regard to the value obtained for the sale of sugar and its by-products, both locally and overseas.

The Commissioners, in a Press statement, said that if a Statutory Board was considered advisable,

they would make recommendations about the composition and functions of the board.

Messrs. Bennett and Wheatley will conduct Stage 1 of the inquiry, commencing mid-January, and hope to finish this by the middle of February. This work will include the collection of facts from all relevant sources (including the production of books and documents), consultations with interested parties, and visits and inspections.

They have invited growers, millers and all those interested in the inquiry to send the secretary of the Commission written representation giving their views on any questions within the terms of reference, and whether or not they wish to appear at a public hearing.

These written representations must be with the secretary before January 27.

Stage 1 is expected to give the commissioners a broad picture of the industry.

Stage 2 will begin when the Chairman arrives in Fiji. The Commission, in February, will conduct public hearings at which those who have made earlier submissions will have a chance to amplify their points. Stage 2 should be complete by mid-March, and the Governor of Fiji has asked the Commission to report, if at all possible, by end of May.

Background of Reuben Taureka

The newspapers, in 1940, described a funeral voyage through a wilderness lagoon in Papua.

A white-swathed body, covered with tropical flowers, lay on a log barge, rowed by brown men in white ramis. Scores of canoes, crowded with chanting mourners, followed toward the burial island.

A Papuan pastor, of splendid physique, had died in his prime. He was a craftsman in building churches, or in shaping or sailing racing canoes, a maker and a leader of songs, and an intense Christian. He had the instinctive graces of the elite who, in any race, need no proclamation.

He was Taureka. His second-youngest son, like unto him, plus modern education, now is named "Dr. Reuben Taureka, MLC, Suva medico, President of the first Papuan Workers' Association, first official indigene member of the Legislative Council of Papua-New Guinea". The Press often quote him as a voice of his people; and his words are wise.—From Rev. Harold Short, former LMS missionary in Papua.

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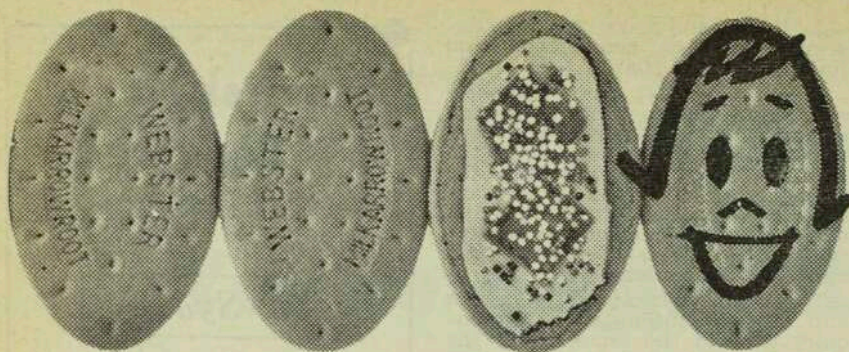
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Sydneysider

At Home Base

X Marks The Spot

Another Davis Cup, another Sydney-to-Hobart yacht race, another Christmas are behind us. The food eaten, the grog drunk, the sunburn peeling—and a beautiful untouched year ahead in which to prepare for the next Festive Season.

Like the exhausted Sydney departmental store Santa Claus on this page, we can take a load off our feet, a cup of tea in hand and say: "Thank God, it's another 11 months to Christmas".



EVEN months before every suburban mother begins to feel again that she has to take her school offspring "into town to Santa", even if it kills them. Between late November and Christmas, in any Sydney departmental store, above the background of shoppers and the recorded Christmas carols, are the screams of distressed infants who feel they are being crushed to death in lifts, piled under foot around the toy counter or who have mislaid (amongst the travel goods). Eleven months before the brewery owners again threaten to strike and throw the whole question of Christmas beer supply into jeopardy; eleven months before that about Christmas cards.

May, of course, be the best time to post Christmas cards, but the type who organises his Christmas cards in August, and sends them off by sea mail to distant places, at low rate. Or you wait until the last minute and are forced to send them to the distant places by air mail at a premium. You may be the thoughtless type who makes a list of friends and foes to be remembered and sticks to it; or the uncertain sort who works on the principle of a card-for-a-card, and waits for them to roll in before sending others back in their place. Whichever you are, the Christmas card becomes a bigger factor to be reckoned with each year,

whether it comes in the form of the simple snow scene with red robin, Santa Claus and his reindeer, or a more complicated gimmick put out by the larger advertising agencies. Some Sydney business firms this year donated the money they would have spent on cards to charity—and some of them wrote a note to tell you about it so that the Post Office didn't lose out.

Apart from greeting card manufacturers, the organisation that gains most from the Christmas card business is the Postmaster General's Department.

Pre-Christmas, the Post Offices of Australia handled about 230,000,000 articles and as the lowest form of postal article requires a 5d stamp, it seems that, even if those millions of articles were all Christmas cards, Consolidated Revenue still benefits by about £5,500,000.

They Say Its Commercialised

I wonder what Christ would have thought of what we've done with his birthday. Coming back through the city on Christmas Eve about half an hour after the pubs had closed, I followed a police van for about half a mile. It was one of those made partially of wire mesh and they had been scraping the

drunks up off the footpaths and carting them off to the cells.

The rule is that while you can stagger you are left alone; but if you become a public nuisance or a hazard to navigation generally—in you go. Some of those who had qualified for the higher echelons were peering out through the wire mesh. Dogs in a dog catcher's cart would have looked more sensible.

And, when the factories closed early the previous day for the Christmas break, most laid on their own nine-gallon kegs, or made a bee-line to the nearest pub—to celebrate the fact that 1,960 years ago in Bethlehem was born a child who was to propound a philosophy that became the basis of Western civilisation.

The Churches feel strongly about the commercialising of Christmas, and, of course, have been campaigning to put "Christ" back into it, instead of that "X"—to the extent, at least, that about five per cent. of the Christmas cards this year are religious in concept.

But whether the festival you celebrate is Christmas or Xmas, it's likely we are now stuck with what we have made of it. If we all resolved for just one year to devote the money we spend on it to a good cause—like cancer research—then the chances are we'd have a full scale economic depression on our hands.

(Over)

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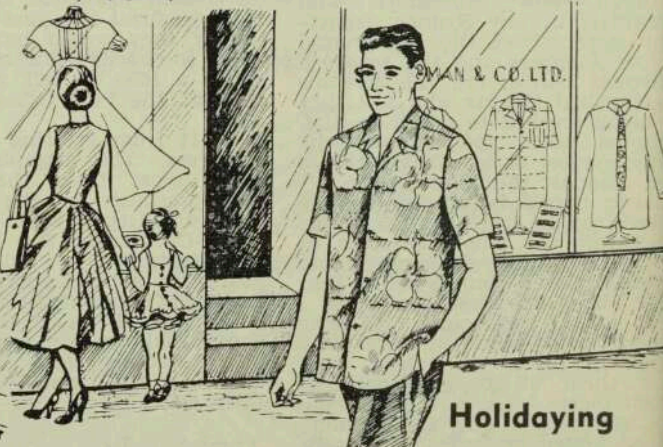
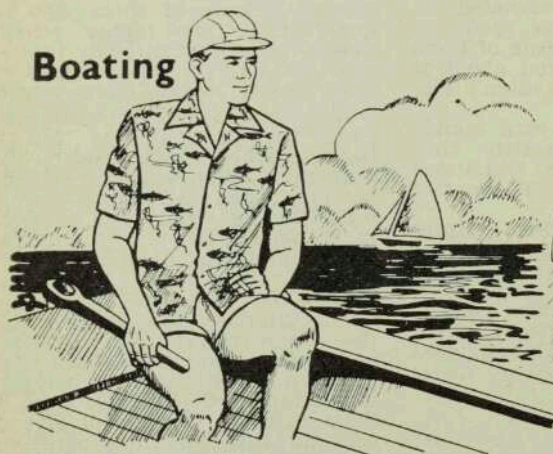
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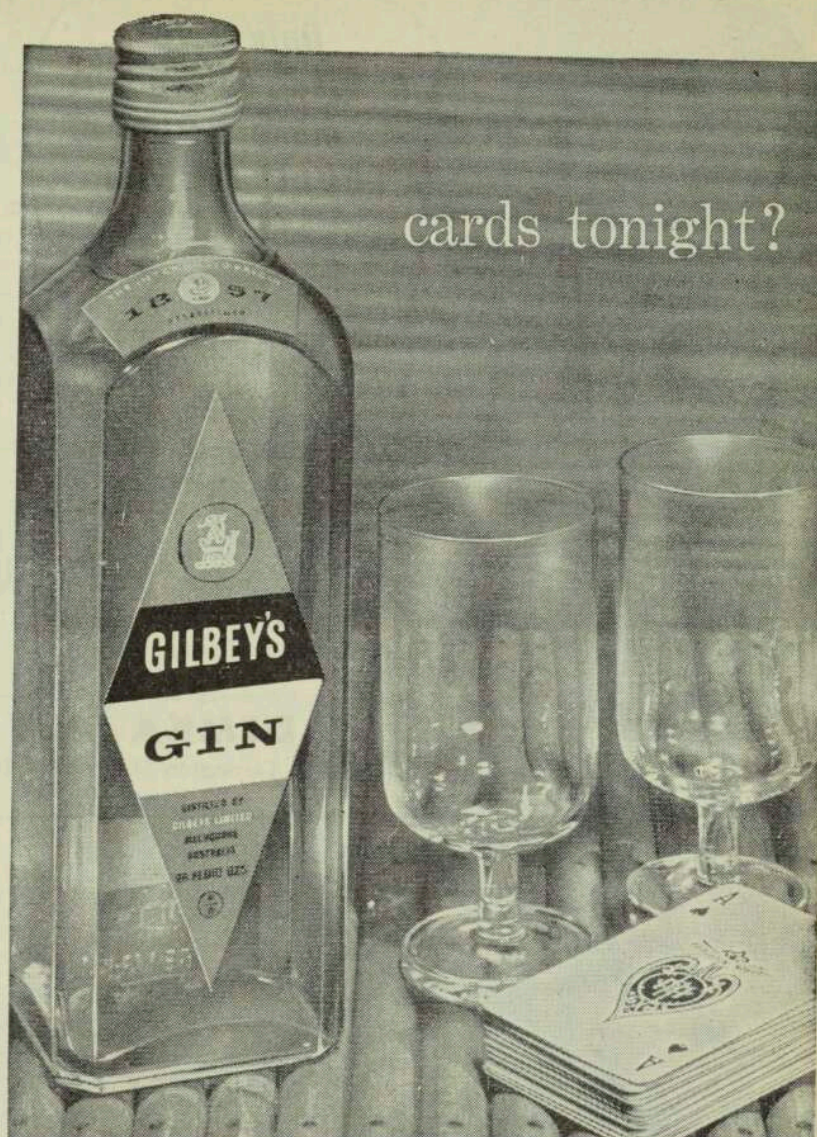
The Irish Peruvian

Again this year, editors and management of "PIM" got hundreds of greeting cards from all over the Pacific and beyond. Some were conventional, some ingenious and some amusing; and one said: "Desean a Ud. un Feliz Navidad y muchas felicidades en el Nuevo Año". From a Spanish subscriber? Well, Irish-Spanish, anyhow. Complete with the red and white colours and gold crest of the country he represents, this actually came from Don Charles Sullivan, Consul for Peru in Sydney. Charlie Sullivan is better known as an Islands trader and his appointment to Consular rank a few years ago shocked his friends into addressing him as Your Excellency for a while. And now he has begun to send messages in Spanish. That's really going to tie a knot in their tails.

eleven months ahead it be on again: The toys and sisters for over-indulged brats; the drunks for the police van; the tiffs for commerce; the cons for consolidated revenue; too much grog; too much food; trying to keep the bread fresh four days while the bakers take a rest; Dad worried about his bank balance; Death riding the roads in a high powered car.

Letter of Opinion

And, of course, the charity quietly shed; the lame dog helped over the style; a helping hand to a stranger; a friendship rekindled; a look of wonder in a child's eyes. He lived for only 30 years probably learned that humans are a queer, mixed bag. Nothing could do in celebrating the anniversary of his natal day, almost years later, would likely surprise him, one way or the other. Just before Christmas I asked an acquaintance how he was enjoying the festive season. He bent down in a loud whisper said: "We celebrate Christmas. Christ isn't born in December". He went back to see how I was taking one and when it was obvious I was looking suitably amused, continued: "No, he was born in December. He was born in October". He then marched off. I takes all religions to make a tandom but that's a new one. Let's hope the idea doesn't come on. What would that make it only nine months before we had our brains out with those blasted Christmas again. Happy New Year, folks.



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They're Looking at it Again

at Australian Slice Of The New Hebridean Cake

What does Australia do with the many acres of valuable New Hebrides land that the late Sir James Burns gave her? For long years of time, the answer is—exactly nothing. Then someone asks questions and wakes officialdom up and there is sporadic activity. One of the active periods occurred recently—but what happens now is anyone's guess. It is a bad time for adventures that could even remotely be considered "colonial".

Interesting visitor to the New Hebrides in November-December was Dr. John Cumpston, Australian consul in New Guinea, and now apparently in charge of a section of the Australian Department of External Affairs dealing with Pacific affairs.

Announcement has been made; it was noted in New Hebrides. Dr. Cumpston went to most of the big islands of the Condominium, and inspected those bits of valuable land that are the property of the Commonwealth of Australia, although generally referred to as the archipelago as "The Philip (or BP) land". Originally it was the property of the Melanesian Company, bought by the late Sir James Burns at the turn of the century to develop plant in the New Hebrides, encourage settlement there by Europeans.

The company did not prosper, so it was more or less liquidated; it was after the Commonwealth was formed, in 1900, he formally divided all the lands the company owned (in the vicinity of 100,000 acres, once, of first-class quality) to Australia.

In 1905 or 1906, the Australian Minister formally accepted it. Right up until World War I, Australia claimed those titles of which had to be conveyed by the Condominium Land

Court, that Land Court is the slowest-moving institution; for about 40 years of frustration, Australia seemed inclined to let the New Hebrides lands. It was to maintain a solicitor in New Guinea to look after its property as it had done for two or three decades.

Questions in the House

World War II, the Australian bureaucrats, for some reason, were exceedingly coy about Australian interests in the Pacific. Requests for information were refused. Finally, we got an official statement of the position, several years ago, by arranging that a question be asked on the floor of Parlia-

ment.

Actually, it is an anomalous position. Britain and France jointly govern the New Hebrides. Australia has no official footing whatever; but Australia owns good land there, now estimated to be between 50,000 and 60,000 acres.

Again and again, it has been suggested that Australia might extend her Territories Administration mantle (which costs her over £15 millions per annum) eastwards from New Guinea, over the Solomons and the New Hebrides.

It is believed that Australia some years ago (she may have changed her mind in the light of recent history) was willing to take over the Solomons from the Colonial Office, but was most reluctant to enter into any Condominium partnership in the New Hebrides with the French, who are not exactly co-operative in government, and extremely jealous in matters relating to land ownership.

So the Condominium Government, established as a compromise in the difficult days before World War I, when Germany was grabbing at any South Pacific islands that could be grabbed, and expected to last a very short time, has gone on until now.

Stirred Them Up

New Hebrides is a group of large, cool, generally fertile islands, capable of much agricultural and industrial development. But—mainly the result of two wars, and the indifference of Australia, only a few hundred miles away—New Hebrides has lain fallow for over half a century, with a small, primitive population and without developmental impetus.

But—as has been reported frequently in *PIM* over the last five years—the New Hebrides situation now is changing. French private enterprise, coming in through New Caledonia, and Japanese private enterprise, coming in directly, are showing a lively inclination to develop industries based on planting, timber, mining and fishing.

Moves made in the archipelago during 1960 are impressive.

Maybe, that has stirred Australia.



Dr. John Cumpston.

A section of Australia's Department of Trade lately has been showing an increasing interest in trade between Australia and Papua and New Guinea. Why not New Hebrides?

The Canberra bureaucrats move in ponderous secrecy—whenever allowed—so we do not know whether Australia is likely to interest herself in New Hebrides, or in the better use of Australia's New Hebrides lands.

It is little use asking a Minister about it. All Australian Ministers (except the boss, the Prime Minister) seem to go in terror of saying anything that might enable Mr. Eddie Ward to sit on their necks in Parliament and ask embarrassing questions.

But it is a fact that this high official of the External Affairs Department has been in New Hebrides for a month, and has been closely examining the Australian lands.

Lemons for Beauty

To keep your skin clear and fair and your hair brilliant, you need the natural cleansing and bleaching tonic of lemons. Ask your chemist or store for a bottle of lemon delf, the latest lemon-type skin freshener that beautiful women are now using. Lemon delf bleaches yellowness of the hands and neck, beautifies the complexion as it melts out plugged pores and closes them to a beautifully fine texture. Lemon delf is excellent for a quick cleanse or to quell a greasy nose. A little lemon delf brushed on the hair after your shampoo will give it the glamour of sparkling diamonds.

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NG OFFICIAL ON ARGE OF SEDITION

prosecution that, as far as is known, is without precedent in the history of Papua and New Guinea, is attended by unusual circumstances, commenced in Madang on September 19.

CLIAN LEONARD COOPER, aged 24, a graduate of Sydney University, who had been employed by the Administration as a Native Co-operative Society official for two and a half years, is charged with sedition.

Cooper, at the end of his first year of service in New Guinea, returned on leave in May, 1960, and returned to duty at Madang on September 9. It was stated in evidence that during his leave he visited a number of countries in South East Asia, including Indonesia, Malaya, Singapore and Japan.

It is alleged that immediately after his return from leave Cooper gave a series of talks with Madang natives—most of them apparently former clerks connected with the Madang native co-operative society—and that he then made a number of statements which subsequently were taken as the basis of a charge of making seditious utterances.

The statements said to have been made by Cooper were reported at first by natives to high Administration officials in Madang. Action was taken promptly. Cooper was recalled to duty on September 16; he remained in South within a few days; and the Commonwealth Security Police began an investigation.

Arrest in Sydney

The investigation apparently took several weeks. In the meantime, Cooper got a job as a clerk in a tin can factory, and went to reside at 17500th Bridge Road, Camperdown. There he was interviewed in November by the Deputy Commissioner of the Commonwealth Security Police, Mr. J. M. Davis. The latter stated in evidence that Cooper described most of the statements made by the natives (the basis of the charge) as false and unfounded.

Meanwhile, all the known circumstances surrounding Cooper's brief appearance in Madang (September 19) were examined in a Territory Court, and a warrant for the arrest of Cooper on a charge of making seditious utterances then was issued by the Commonwealth Police, and a decision made for his extradition to Sydney to Port Moresby. This was granted by a Sydney Court. Cooper was sent on immediately to Madang where, on December 5, he appeared in the District Court

before Magistrate P. Mallon. He sought an adjournment to allow him to engage counsel, and applied for bail. Bail was refused, but the hearing was adjourned until December 19, when Cooper was defended by Mr. J. H. Staunton, a Sydney barrister.

Proceedings in Madang

The prosecution's chief witnesses were natives—connections or employees of the Madang Native Co-operative Association.

The prosecution was conducted for the Crown by Messrs. J. Greville Smith and P. J. Clay.

The first witness was Sarowa, a former chairman of the Madang Co-operative Society. He was followed by Kamod Tamen, a Co-operative clerk, and Mark Mark, chairman of the Co-operative Association. There were three other native witnesses; and two members of the Commonwealth Police described interviews with Cooper.

Taking of the evidence of the natives, and their cross-examination by Mr. Staunton, occupied the better part of three days.

The hearing took place in a very modest court-room, constructed of

"Co-operative Officers"

As part of its policy of encouraging the natives to engage in co-operative enterprises—especially planting and trading—the Administration maintains a special organisation within the Department of Native Affairs.

It is called the "Development and Welfare Division"; and within the Division is a Registrar of Co-operatives, and a Chief Inspector of Co-operatives.

Recent lists show about a dozen specially trained young men called "co-operative officers", scattered through the 15 Districts, whose job is to advise and assist the natives who form or operate co-operative societies.

native materials, on the edge of the lagoon at the rear of the Madang Police Station. Reuter says: "Three unpainted wooden benches, a few chairs and two small tables provided the court room's only

What Official Records Show

U.S. Sub "Sturgeon" Sank "Montevideo Maru"

Bishop Leo Scharmach's book, *This Crowd Beats Them All*, published in recent months—and more particularly the portions of it that were reprinted in Australian metropolitan newspapers—caused a great deal of interest amongst relatives of men who had been lost in the *Montevideo Maru*.

Bishop Scharmach stated in his book that there never was a ship called *Montevideo Maru* that sailed from Rabaul in June, 1942; and that the 1,500 men who were alleged to have perished on her were, in fact, taken out somewhere from Rabaul, murdered by the Japs and buried in a mass grave. He had various reasons to support this theory (see *PIM* for October, November and December), but the most important was his allegation that the Americans had no record of any of their submarines sinking a vessel off the Philippines at that time.

Some of the relatives of the men that were lost were considerably upset over doubt being cast on their fate after all this time; they felt that it was needlessly "raking it all up again."

The final word on the subject now comes from Brigadier A. E. Brown, of the Commonwealth War Graves Commission, which

should set all minds at rest. In September, Brigadier Brown wrote to a Melbourne relative of one of the victims as follows:

"I am able to advise you that official records disclose that 1,503 Australian servicemen and civilians embarked on the *Montevideo Maru* during June, 1942, at Rabaul. American Naval records clearly state that the *Montevideo Maru* was torpedoed and sunk by the US Submarine *Sturgeon* off Lingayen Gulf on July 1, 1942.

"After the war, Australian Army investigating officers secured a letter from the Japanese Navy, dated September 6, 1943, reporting the sinking of the ship and containing a nominal roll of 1,503 men, including Australian Servicemen and civilians, who embarked in the ship at Rabaul, and were in the ship when it was sunk. A copy of the translation of that letter and of the nominal roll is held by the Central Army Records Office.

"No mass grave of the nature indicated in the newspaper article (in *Melbourne Herald*, September, 1960), was found in the Rabaul area. Had such a grave existed, the very thorough search and questioning of local natives immediately following the surrender would undoubtedly have revealed its existence and location."

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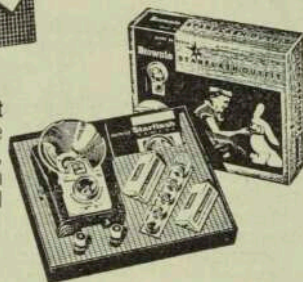


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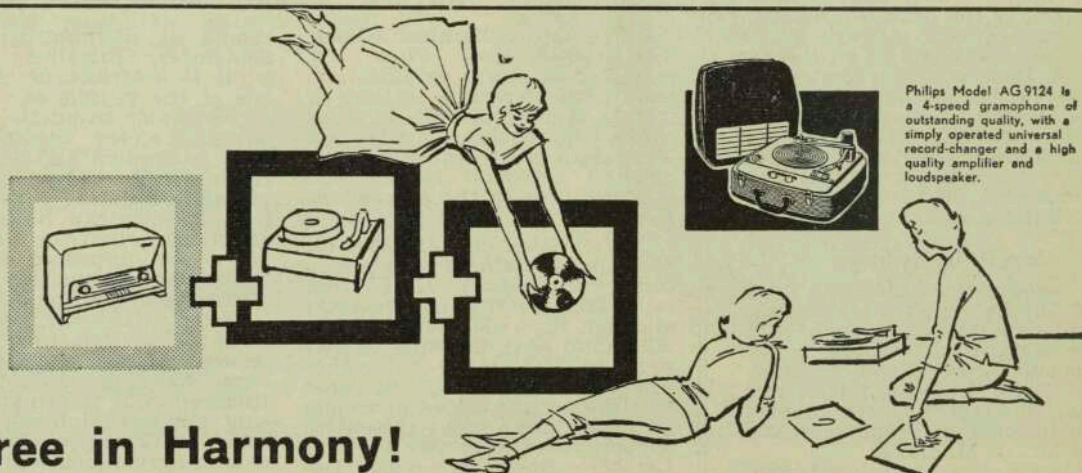


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iture. There is no public
ry".

uter also says: "Cooper, slightly
and fair-headed, appeared in
t dressed in dark grey
ers and white shirt, with
es rolled up. He wore no tie
no coat. He appeared quite
ase". The blonde defendant
ared very youthful. He is
24.

Evidence by Natives

e evidence of the native wit-
s can easily be summarised.
onsisted of their version of
ments made to them in a series
parently casual talks extending
three or four days.

e natives said that the talks
them were sought by Cooper;
eas Cooper, in statements
to the Commonwealth Police,
that the talks with him, about
ravel in Asian countries, were
at by the natives.

e Magistrate, on December 21,
nded Cooper for trial by the
tory Supreme Court. Bail was
ed.

e matter came before Chief
e Mann in Port Moresby on
nber 23. He fixed the trial for
ary 23, and refused bail; but
ld counsel he would consider
the matter of bail if some
able scheme was devised
by Cooper could go to Aus-
y, and the Court would be sure
he would return for his trial.
Staunton later said he could
st no suitable bail plan; but
plied for the trial to be
ht forward.

e natives testified that Cooper
to them in Pidgin. He invited
to come together, to hear his
about his travels. He went
at under a tree, near the Co-
vative office. Co-operative
nel joined him there.

per spoke of people who had
own leaders, and of young
e being sent to other countries
educated; and when they re-
d they would help the natives.
natives would do their own
and there would be oppor-
es for all.

per spoke of how a native
would round up the white
ation. Cooper had described
the natives would rise on a
ate and, after seizing firearms
liquor, would send the whites
to Australia and destroy the
ng airstrip. The natives then
l have a government of their
and, if Australia wanted to
them, Russia and China
l come to their aid. Cooper
said Australia would be
ened if Russia and China
threats.

o witnesses agreed that Cooper
told the meetings that the
es were not to harm European
rs in any rebellion. One wit-

ness said Cooper stated at one of
the meetings that he had visited
Russia and China.

At one stage Cooper, with the
Court's permission, himself cross-
examined Mark Mark. He asked
Mark Mark if he (Cooper) did not
say that if Papua and New Guinea
were self-governing, Russia would
aid their development by sending
technicians and experts—but he did
not say that Russia would come in
and rule the Territory.

Mark Mark disagreed. He claimed
that Cooper said "Russia would look
after us".

Pending any rearrangement of
bail by the Supreme Court, Cooper
remains in police custody in Port
Moresby.

Levuka Ships Copra Again

Levuka had cause for celebration
on Boxing Day when the *Chekian*
arrived at the old capital of Fiji to
load copra. It was the first overseas
copra ship to call at Levuka since
the Bank Line ship, *Nessbank*,
made a call in September, 1956.

The economy of the town declined
rapidly when Lomaiviti planters
started to send their copra direct to
the crushing mill at Suva. Before
that Fijian and other planters sent
their copra to Levuka from Wakaya,
Koro, Gau, Batiki, etc., and spent
their money in the trading stores
at Levuka.

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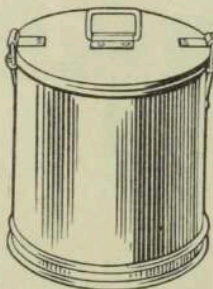
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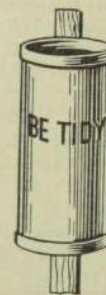
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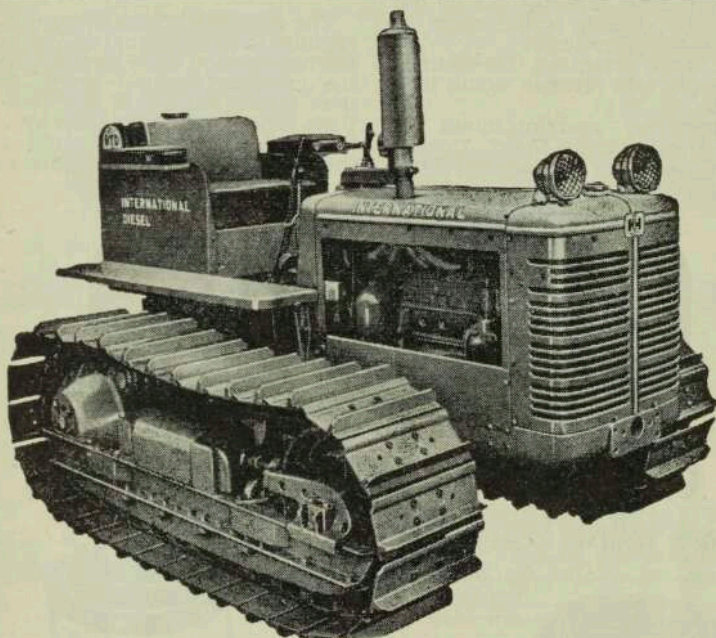
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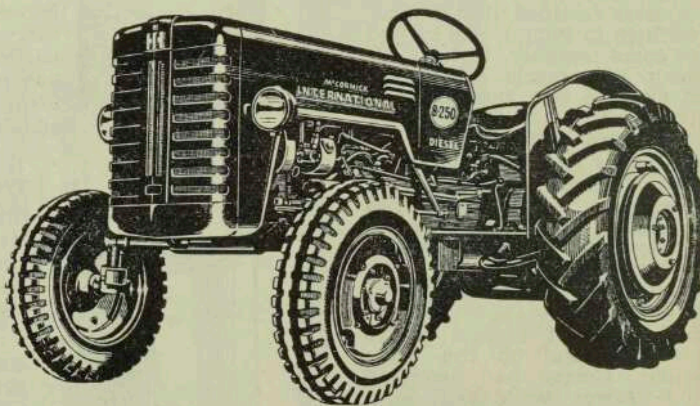
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B-250

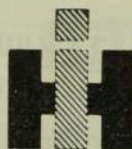
The B-250 is one of the most versatile tractors ever. It can be used on all sorts of jobs from hauling trailers to cultivating sugar cane crops, or mowing plantation, public parks or aerodromes. There is a vast range of Australian built matched equipment for the B-250, that will be useful on many applications,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



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don Thomas—PIM's Tolala—who was on the NG Expropriation Board from 1920 to 1924, turns back the clock and gives us the story of the Board's formation and some of its work in the Early Twenties.

When Lucas And Twelve Apostles Ruled New Guinea

To most of the white residents of New Guinea today, the name of the Expropriation Board just doesn't mean a thing, and they couldn't care less. And yet, nearly 40 years ago, it was an administering body in T.N.G. as important as the Administration itself; in fact, in some respects, its powers were greater and its influence wider.

The Board was created in 1920, following the Treaty of Versailles, which gave the Allied powers the right to take over all rights of German nationals in the German Colonial Empire, while the colonies themselves were placed under Mandate.

It was Billy Hughes who succeeded in having Deutsch Neuguinea and Bismarck Archipelago handed over to Australia as a "C" Mandate by the newly-created League of Nations. Japan obtained a mandate over the German possessions north of the Equator; New Zealand was given Western Samoa; the Nauru and its valuable phosphates went jointly to Britain, New Zealand and Australia, administered by the latter.

The job of taking over the German assets in New Guinea in 1920 was a matter for the Prime Minister's Department, and a Custodian of Ex-Enemy Property was appointed and the Expropriation Board formed to carry out the task of liquidating all German assets in the Mandated Territory of New Guinea.

It was a gigantic undertaking for Australia. There was no precedent for the Public Servants in the Department to follow; the number of experienced personnel in tropical affairs was negligible and the business appeared nothing more than one big headache.

But the job had to be done: the "Huns" had to be got rid of, their assets maintained for disposal so that the proceeds would go to swell the Reparations bill.

Selecting Personnel

The man selected to form the Board and set the wheels in motion was Walter Henry Lucas, who, during the War years had filled the position of Technical Adviser to the Australian Government on Pacific Affairs.

He was a well-known identity throughout the Pacific in pre-war years, with an encyclopaedic knowledge of islands trading and plantation administration. For years

he had been right-hand islands man for Burns Philp & Co., and knew the Solomon Islands and New Guinea like the back of his hand.

His first task was to get together a staff, and in this regard the Government insisted that selection should be restricted to Returned Servicemen. There was no difficulty there—there were many foot-loose, adventurous Diggers feeling around for some post-war job, although few of them knew the difference between a coconut and a cacao tree; and their knowledge of natives had, for the most part, been confined to Gyppos around Cairo or Abos in the Outback.

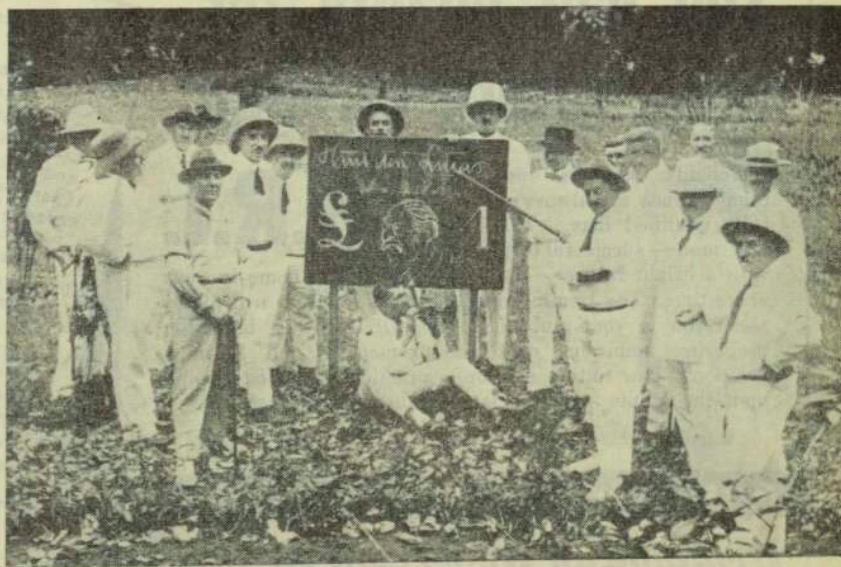
To add to his worries, Lucas found himself assailed from all quarters by VIP's anxious to foist friends and relatives upon him, all looking for cushy jobs. But Lucas, who had himself come up the hard

way, took a dim view of nursing favourites.

The Twelve Apostles

But he succeeded in gathering together a nucleus of a staff and landed in Rabaul in September, 1920. His arrival was described locally as the landing of "Lucas and his Twelve Apostles", and it was much to the irritation of the Military Administration and to the trepidation of the German population.

The former, which had been operating since the beginning of 1915, was not anxious to forego any of its authority to the Board or to any change in the comfortable routine. The latter, the Germans, on the other hand, had become nervous wrecks waiting to see just how well, or badly, they were to be

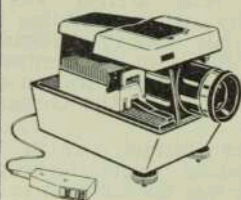


Photograph taken in the Botanic Gardens, Rabaul, in 1921, following a protest meeting over the fixing of the price for a full-bearing coconut palm. On the blackboard, above the caricature of Board Chairman Lucas, are the words: "Haut den Lucas". ("Down with Lucas".) Territorians of between the wars will probably recognise Otto Soltwedel standing second left of the blackboard; and real old-timers will note other prominent Germans as well.

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126/P145

ed both as nationals of a try which had lost the war as a horde of "savage slave-ers amongst the poor, defence-natives of New Guinea".

st-war hate was then at its and Lucas, like others who never soldiered-on in a front (he had only one lung and was), was amongst the most vocal his Hate the Hun campaign. ngely, perhaps, it was the -bitten Diggers, who had been -line soldiers who were the to nurse a peace-time hatred. war was over—so forget the e business, was their general ide.

e result was that old enmities ed far less amongst the Diggers arrived to replace the old an NG residents than with the at-homes (including many of members of the Military Oc- tion in Rabaul). The delicate of taking over from the ex-riated Germans was made r by the tolerant attitude of majority.

e "Twelve Apostles" included al plantation men whom Lucas known in the Solomons. Jim obell and Phil Shelley were of these and there were key- from other commercial acti-; stores, accounts, engineer- I recall such names as F. V. ders, Bielby Evans, Jack ore, Bill Garnett and, amongst first arrivals—if not actually g the Twelve—were Bill Wat- "Herk" Braddon, "Tony" ll, "Blue" Allan, Hugh and Ben atta, and Colin McKellar who, he most part proceeded to the eng district to take over the ations on the East Coast.

A Man-Sized Job

ere were, in all, between 250 300 plantations to be brought : Board control. Most of them on New Britain and New Ire- although there were proper- in every area from the orites in the north to Iwi and re down in Bougainville in outh; from Tadj in the Aitape ct to the isolated Tasmans in east. There were no inland rties: Wau, Bulolo and the ands country had not yet into being insofar as Euro- s were concerned. Salamaua ae were not even thought of; ua was an isolated property on uon Gulf.

ntations were not the only ex- y assets by any means. There the big trading companies New Guinea Kompagnie, G. H. H. & Co., D. H. & Co., and H. R. Wahlen; and the (Nord Deutscher Lloyd) which ically owned all the Rabaul ship allotments. There were s and shipping to be added antations and thus the neces- to obtain suitable Australian

Diggers to replace the old German employees.

The policy of the Board was merely to maintain the German as-sets as taken over at a certain date, which was in January, 1920, when the Peace Treaty was ratified.

This meant that no development work could take place; no planting of coconuts, no erection of new buildings. The result was that from 1921 to 1926 (when the first properties were sold by tender) the planting industry throughout the Territory "marked time" except on those few estates which had not been expropriated.

This position was off-set, to a certain extent, by the increased ac- tivity of many of the small German planters who, anticipating expro- priation, had during 1919-1920 con-

centrated on adding to their planted areas to increase the value of their assets.

The procedure following the establishment of the Board went something like this:

The Board executive consisted of W. H. Lucas as chairman; a Finance Member (a Public Service accountant); a Business Manager, Capt. F. R. Jolley (who was also acting at the time as Military Sec- retary to the Administrator, Brig.-General T. Griffiths) and a Secre- tary

The first task was the compila- tion of a list of all German nationals and companies who could be declared "prescribed persons" under Article 297 of the Peace Treaty. Prescribed persons were



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When Lucas and His Apostles Ruled

(Continued from previous page)

notified and such notification vested all their assets in the Custodian of Expropriated Property and empowered the Board to take over control and management.

It was, naturally, impractical to relieve the staffs of the big commercial firms or individual property owners until the Board had a sufficient staff to carry out these duties. Consequently the existing German personnel were "required" to carry on in the meantime.

Under the circumstances, the co-operation from the Big Firms and

planters during this transitory period was extremely good.

I arrived in Rabaul to take up a position as Plantation Inspector with the Board in October, 1920. The headquarters at that time were located on Namanula Street in the residence of the HSAG manager—in later years was known as the Pat Holmes Bungalow (Pat was Secretary for Lands).

The Machine Starts Working

Capt. Jolley was holding the fort in the absence of Lucas, whom

I had met at Moresby on my way up from Sydney. Lucas on that occasion came aboard the old *Mašina*, stepping aboard from a snappy Navy launch from HMA *Melbourne*, which was anchored in the harbour after having made a tour of German New Guinea with Judge Murray, Lucas and Atkin Hunt. They were enquiring into the advisability of merging Papua and New Guinea. Lucas and Hunt said "No", and it took a quarter of a century for the Murray recommendation to be put into effect.

The Board headquarters in Rabaul was a hive of industry during mornings. It was here that all the managers of the old German firms converged to submit the daily reports to the Board, have their cheques counter-signed and their correspondence vetted.

Here, too, queued up a horde of private German planters anxious to know the Why and Wherefore of the This and That. None received much satisfaction; mostly because the Board itself didn't know the answers. "You will be advised later", or "in due course . . ." "The Board has not yet determined the merits of the case . . ." "The Board will consider the matter . . ."

I remember my first job in the Board Office was checking claims of German planters against the Military Occupation for the commandeering of goods and property dating back to 1914.

The claims covered many varied items — from chartering schooners to serving meals for the itinerant troops on patrol. Many of the vouchers submitted for payment by the innocent German were signed by such famous people as "Ned Kelly", "Billy Hughes" and some of less known but more vulgar nomenclature.

I don't know what eventually happened to the register of "German Claims Against the Military Occupation", because I was taken of the job in January, 1921, and detailed for the task of taking over some plantations in Buka and Bougainville.

The Gentle Art of "Taking Over"

It was a job, I was told, requiring some tact as several of the properties in that area were being planted under contract and the contractors had the right to cancel all native labour working on the estates if they so desired. This would have left the Board with large areas of newly-planted land without labour.

The Business Manager (Jolley) from whom I took my instructions patted me on the back and, in his usual diplomatic manner, said: "Now, Tommy, it's up to you. I have no doubt but that you can avoid an embarrassing situation."

And so, after certain quarantine formalities had been observed (there was an epidemic of measles

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TV Sets Take Wings

Television transmission commenced in Southern Rhodesia in November and so great was the demand for TV sets that about 500 are to be airfreighted here, all the way from Australia.

Qantas took 145 23-inch models in one load on December 12 and other shipments will go as soon as freight space is available.

The weight of a 23 inch TV set is considerable and the air freight probably formidable—normally its 29/- per kilo, Sydney-Johannesburg, and Johannesburg is still a long way from Salisbury, but the Rhodesians like the Australian sets much better than European.

Rabaul) off I went to Kokopo to pick up the good ship *Wunatali* and the newly-arrived plantation overseers from Australia who were to replace the old, experienced German planters.

For the most part these new hard employees were a goodly crowd; all old Diggers and accustomed to adapting themselves to any conditions. There were Brigades to Privates; jackeroos to younger sons of British peers—all to rehabilitate themselves after

War. There were ex-planters from Malaya and boundary-riders from Northern Queensland, keen as stard and rar in' to go.

Of the men selected for this particular job in Bougainville two of them, at least, have not yet been able to overcome the "lure of the tropics" and are now well-known experts in the coconut industry in N.G. I refer to Mr. A. Richards, Rabaul and Mr. Alan Willis, of Moresby. No doubt their memories go back at times to their trip on an island hooker when the old *Wunatali* took them from Kokopo to Bougainville.

The "taking over" of a property may sound a very simple job. But it was no light task for a stranger sent off to a distant plantation where some hundreds of hectares of everything was reckoned in hectares, and to convert to acres think Eau de Cologne—1 hectare equals 2.4711 acres) with 50 or so native labourers, and instructions "take over" from the German manager. I supervised many such transfers and the procedure went something like this:

Firstly: Amicable relations were established as a first step by the announcement that a case of beer was being put ashore;

Secondly: The technical details of the Expropriation Board and its far reaching powers were explained to the owner and his co-operation sought;

Thirdly: Arrangements were made for the Board's overseer to remain with the owner for an unstipulated period to get the hang of things while (a) counting the palms, (b) making an inventory of all assets, including native labour; and (c), compiling the final stock sheets.

Invariably the Germans were not anxious to speed up the "take over"; the longer it lasted, the longer they would remain on their estates; and so far as the Board was concerned, the more time the incoming manager would have to make himself acquainted with native labour and local conditions generally, the better.

The Germans, when finally re-

lieved of their management, were concentrated first in the main sea port of the district and eventually in Rabaul where, in the later days, there arose an accommodation problem for the men, their wives and children, who were awaiting final transport back to Germany.

Both Ah Chee's and Chin Hing's hotels in Chinatown were filled with them as time went on, and the overflow was accommodated at Kokopo and in many private homes. During this period a sustenance allowance was made of £1 a day, which even in those days before inflation was barely adequate, for the German was a stickler for appearance and always required his clean white suits, to say nothing of the very necessary beer to allay the possible ravages of malaria!

(The second and concluding part of this article will be published in February.)

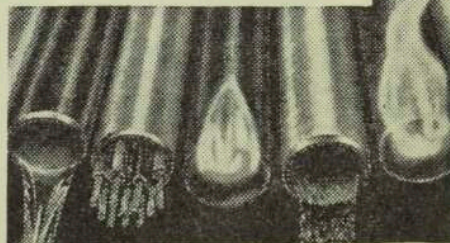
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GARAINA — NG'S VALLEY OF ISOLATION AND TEA

By a Staff Writer

If Papua-New Guinea some day has a successful tea industry it is likely to be based on a totally different set of circumstances to those in other tea-growing countries.

THERE has been some private, sporadic commercial interest in tea growing in the Territory in the last 10 years but so far it has come to nothing. In October-November this year, other overseas interests were examining the possibilities of tea growing in the Northern District of Papua but their conclusions and plans, if any, are at present not known. This could be low-level tea—the highest yielding and, from the commercial point of view, the cheapest grade. The greatest development in tea growing in the Territory is the Administration's pilot commercial tea plantation in the Garaina Valley, the Morobe District, south of Lae and right on the Papuan border. Garaina is at an elevation of about 2,000 feet, so the tea grown here will be mid-level tea and of a reasonably good commercial type. The grade of tea to be grown in the Territory is not important anyway, according to the experts, as every ounce of it would have a market in P-NG as native-labour (plantation tea.)

Apart from its elevation and

climate, Garaina as a tea-growing proposition, is different in just about every way from tea growing in places like Ceylon or India—but that's not to say, of course, that because it's different it will be a failure. Garaina could be exactly right for New Guinea tea growing success.

No NG Labour

In old-established tea growing countries, the industry is based on skilled, plentiful and cheap labour. New Guinea has none of these, and so far as Garaina is concerned, it is a case of there being no local labour, period. It is one of those areas—frequent in the Morobe District—that has little or no indigenous population.

The tea project is, therefore, based on the proposition that there has to be devised some mechanical means of plucking tea—or there just won't be any industry.

For this reason, the tea itself is

planted flat on the valley floor, in geometrically precise, spaced rows, and does not sprawl haphazardly up almost perpendicular mountain sides as it does in Ceylon and elsewhere.

Exactly what form the mechanical pluckers will take doesn't seem to be known yet, although the idea is not new, of course. Mechanical plucking has been tried in Ceylon, although the haphazard way the bushes have been planted and the terrain on which they grow, make it difficult, if not impossible, there.

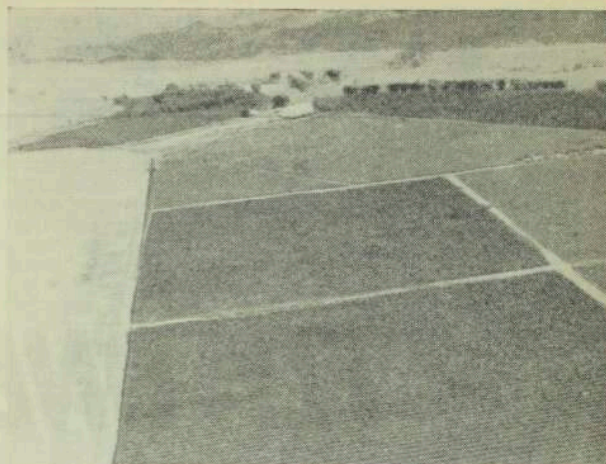
The biggest snag in mechanical plucking, according to Ceylon experts, is that the machine is not selective enough and instead of taking the "two top leaves and the bud", as the human plucker does, it is likely also to chew off half the twigs and stalks on the bush. However, Ceylon is more concerned with a high quality product than New Guinea is likely to be for some time, and special methods of pruning, with tea planted on flat ground, may overcome this trouble of selectiveness in time, in the Territory.

Needs High Rainfall

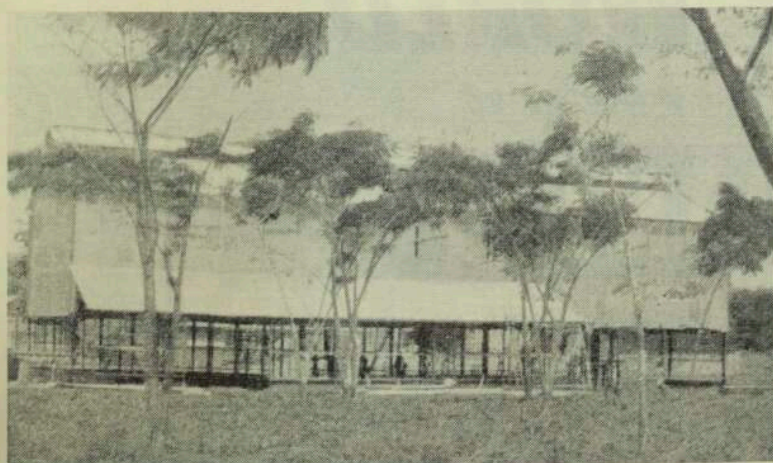
Tea requires a high rainfall and good drainage, and the fact that Garaina's tea was planted on the valley floor created some problems, but judging by the several hundred acres of flourishing tea I saw there recently, the problem of too much water has been successfully overcome.

A large, two-storey prefabricated tea factory that has been lying around in crates for some years is now in the final stages of being put together and when the machinery is installed, should be functioning early this year.

There is no doubt at all that tea will grow well in parts of the Territory; and no doubt, after the usual teething troubles, that a reasonably

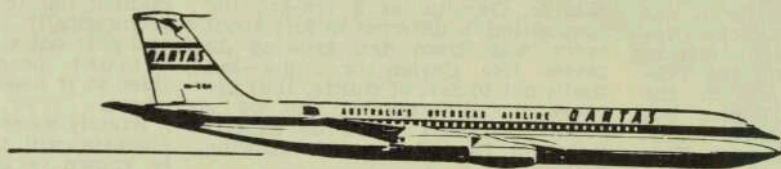


The valley—new factory top centre, and tea cultivation below—from the plane.



The tea factory at Garaina, now nearing completion.

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od product will be produced. The question then will be how much it cost?

Many minor, promising industries started in the Territory have fallen in pieces in their early stages because they could not compete with products imported from other tropical countries, or even Australia, despite of the "cheap black labour" that Australian trade unions often talk about. Papua-New Guinea is a very expensive country in which to produce anything. At the moment it probably "enjoys" one of the highest cost-of-living scales of any country in the world, due in part to the fact that many local enterprises do not base prices on cost of production, plus a reasonable profit, but on what a similar article costs when imported from abroad.

Commercial Future?

While Garaina is probably ideally suited for a pilot project of this kind, it is doubtful if, under present conditions, it would be as ideally suited for a large commercial enterprise.

If you draw a straight line between Port Moresby and Lae, Garaina is a little on the Lae side of the half-way mark. A Papuan Air transport plane calls there about once a week on a service between Port Moresby and Lae; but Garaina, a cultural station (which is Garaina), is supplied by an Administration chartered aircraft once only from Lae.

The plane is a single-engined propeller. You fly out over the Huon River, probably in sunshine, cross the coast with Salamaua on your left and head south into the misty mountains and storms of the Huon.

About 50 minutes out you go over a mountain and go through a valley. All pass and there is the valley of Garaina before you, green and fertile, with the new tea factory at that distance, like a shiny, new toy—at the far end of it and patterns of tea plantings rapidly changing shape beneath. In a way, Garaina, coming at it like that, is a little like the Vale of Kashmir, with the poplar trees, the mud and the swarming people.

Mountains are piled up all around the valley and to the south and east there are some peaks that go up around 12,000 and 13,000 feet.

In the way things are these days, one could be incautious to say that some time in the future this tea factory will not be linked by a dammed road with the sea. But it is certain that it won't be for a year or two yet. In the meantime, whatever goes into Garaina in the way of supplies, machinery, plant and buildings goes by air, and any tea that is produced must come out the same way.

Teaching Islanders How to Fish

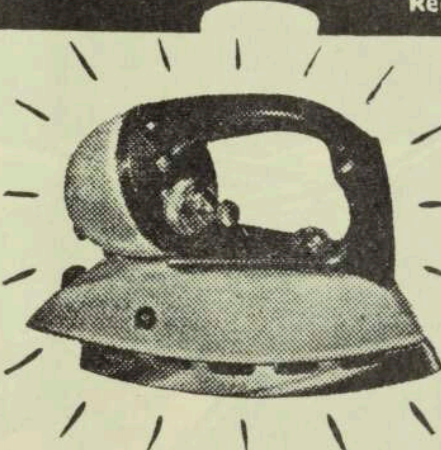
A fisheries training centre for Pacific Islanders will be conducted for two months in 1961, at Tulagi, in the Solomons, by the South Pacific Commission, in co-operation with UN interests and the Solomons Government. It will provide training in fishing methods, fish preservation, care of nets, and the use and maintenance of small vessels.

The fisheries surveys of the Pacific recommended by the Fisheries Conference held at SPC headquarters in 1952 will be completed in 1961 and a technical meeting will be held

early in 1962 to consider a further programme.

The SPC recently reviewed progress at its two-years course in boatbuilding, repairs and maintenance, which was opened last August at Auki, in the Solomons. Twenty-four trainees from Papua and New Guinea, Solomons, Netherlands New Guinea, Gilbert and Ellice Islands, New Hebrides and Micronesia Trust Territory are attending. The SPC approved in principle a New Caledonia proposal that a second course be set up in Noumea.

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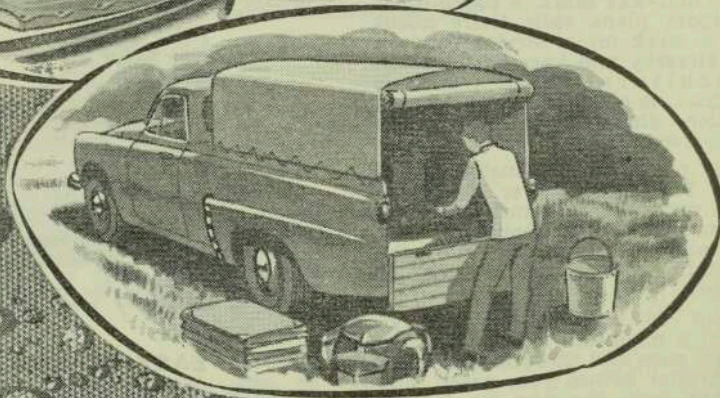
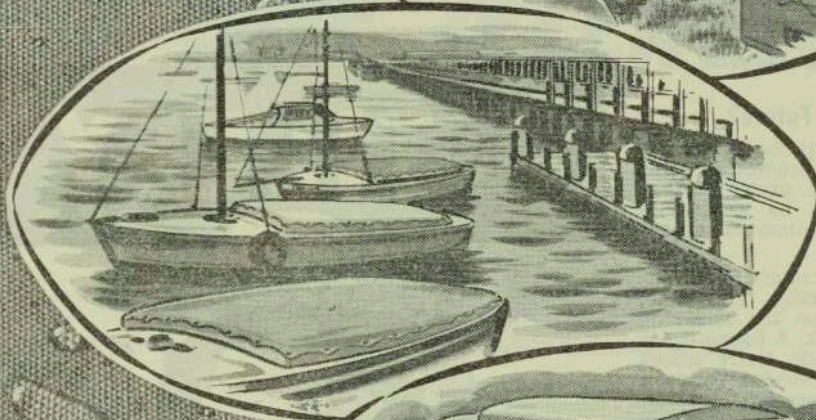
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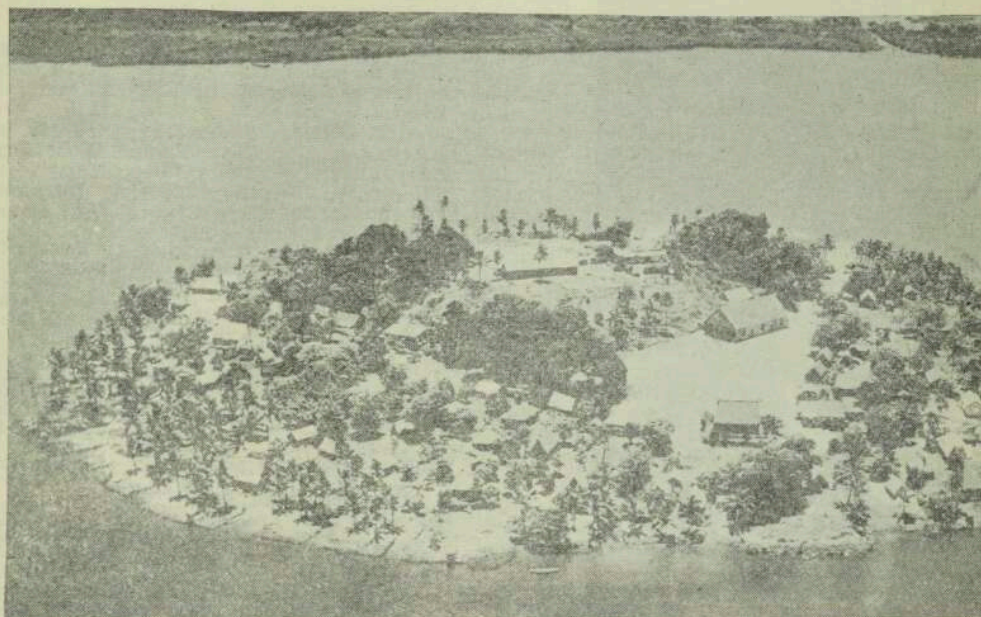
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THE HORRORS THAT CAME TO FIJI WITH "PILLAR" DOLLARS

By R. W. ROBSON

Pulling out some coins to pay for
cool drink, in a Suva bar, Maurice
Scott displayed a large silver coin,
but the size of our old, discarded
piece.

"A Pillar dollar," he explained.
"It came to light in Taveuni.
I came from the 'Eliza' wreck on the
outer reef. You know!"

BUT I did not know, and I ex-
amined the object with much
curiosity.

It bore the date, of 1797, under
the profile of a gentleman with a
braided nose and a close, cruel
mouth, who was labelled "Carolus
I, Dei Gratia". On the other
side was the coat-of-arms of Spain
Hispania Indica Rex.

Ship carrying 30,000 of 'em got
beached on one of our reefs a long
time ago, and the coins got loose
among the islands," said Mr. Scott.
Used to be quite a lot of them
about, up to about 1930; and an
occasional one turns up, still."

I fossicked through some early
books on Fiji, and got on the track
of the *Eliza* wreck; and then, in the
R. A. Derrick's most excellent
history of Fiji, I found the main
story of one of old Fiji's most

colourful stories. It concerns the
Spanish dollars, the career of the
infamous Charles Savage and the
introduction of fire-arms to the
warring tribes.

Precious Sandalwood

Within the first half-dozen years
of the 18th Century, European
traders began to hear exciting
accounts of a tree being found
in Fiji Islands, called sandalwood.
The wood has a number of qualities,
chief of which is an aromatic oil
of peculiar merit.

Sandalwood from the Pacific
Islands had been known to the
Asians for a long time. About 1800,
they apparently never could get
enough of it, and would pay any
price for it.

Over 150 years ago, when Euro-
pean traders began carrying South
Seas Trepan (or Beche-de-Mer)
from the Islands to China, they dis-
covered the high value of sandal-
wood, and that fortunes could be
made by those clever and brave
enough to get sandalwood logs out
of the Fiji islands, from under the
noses of the generally hostile and
suspicious natives.

Following the trail, the more

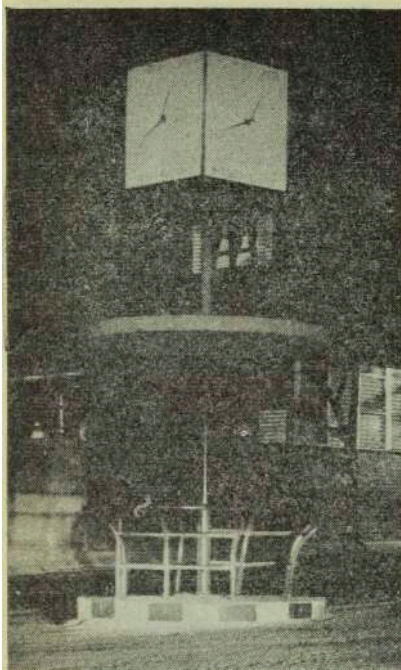
venturesome sailors learned that
there were quantities of the
precious wood on the shores of Bua
Bay (western end of Vanua Levu).
Within very few years, the bay be-
came widely known as Sandalwood
Bay, and a rendezvous for all sorts
of European ship-captains, seeking
quick money.

Wreck of the 'Eliza'

The American Brig *Eliza* sailed
out of Sydney in May, 1805, on trad-
ing and sandalwooding intent. In
her cargo were muzzle-loading
muskets and ammunition and about
40,000 Spanish dollars. My re-
searches have not shown why so
many dollars were carried, and why
they were (and still are) called
"Pillar" dollars.

The *Eliza* went first to Tongatabu,
and prepared for the long hop into
Sandalwood Bay. To Captain E. H.
Corey came two ragged sailors—
John Husk and Charles Savage—
survivors from the crew of the
Port-au-Prince, massacred by the
Tongans in 1804. Captain Corey
added them to his crew.

The *Eliza*, running for Vanua
Levu, got off course and became a



Eight o'clock at night by the Rotary Club clock at the corner of Douglas and Musgrave Sts., Port Moresby. It's the only public clock in P-NG.—Photo: Papuan Prints.

total wreck on Mocea Reef, nine miles south of Nairai Island.

The weather was calm, and the whole crew got away in the long-boat, with equipment, supplies, arms, ammunition and some 34,000 dollars. They landed on Nairai, and had buried most of the dollars before they were visited by a large party of Fijians.

Savage, in Tonga, had learned enough Tongan and Fijian to make himself understood. The castaways were not killed, but the natives grabbed everything in sight, including the whites' clothing.

Eventually, the Europeans were allowed to leave Nairai, and each party carried away some arms and some dollars. The Fijians then were covetous of muskets, but still did not know how to use them. They were not interested in the dollars, except as personal ornaments.

The captain and four men got to Sandalwood Bay; and others over to Batiki Island.

But the chiefs of warring tribes were eagerly seeking muskets, and would pay anything to white men who would come and show them how to use fire-arms. Canoe-parties from various localities went to Nairai and carried off half a dozen men (including Savage) for their chiefs.

The whites went willingly. Already, there were tales around of how runaway Europeans—sailors, convicts, beachcombers—had become mentors to savage kings, with power, privileges and unlimited harems.

Savage at Nairai joined a large canoe going from Lakemba to Bau,

where he became the right-hand adviser of the Vunivalu, or king—one Naulivou. Derrick thinks it likely that Savage later led a Bau expedition back to Nairai, for arms. At any rate, Bau war parties, directed by Savage, did deadly work with fire-arms in the Rewa and other nearby districts.

Savage lived at Bau for five years and, as the king's favourite, he did what he liked.

Those Spanish dollars had become widely distributed among the Fijians, and could be got for a few trinkets. This fact, and the king's eagerness to acquire marksmen, attracted from other islands about a score of low-class European ruffians to join Savage at Bau. They lived in most depraved fashion; the historians say their chief demand, apart from alcohol, was for women. Savage had numerous wives and fathered many children; but the Fijians, with an eye to the future, allowed only his female children to live.

Roasted and Eaten

In 1813, Savage went over to Sandalwood Bay to assist the *Hunter* to obtain a cargo. He came into conflict with the natives of Wailea, some 60 miles along the coast. He led an expedition inland, to burn a Wailea village.

On the way back, the party was ambushed. Savage, Dillon (of the *Hunter*) and some eight others, including two Bau chiefs and a Chinese, took refuge atop Black Rock, near the coast, where they successfully defended themselves.

After some hours' siege, the impatient Savage, accompanied by the Chinese, went down to negotiate a truce. The Fijians seized them; and then tried to persuade the people on the rock to descend.

When they refused, the Fijians clubbed the Chinese, and held Savage's head under water until he was drowned. Then, in the sight of the Black Rock party, they cut up the two bodies, roasted the pieces over a slow fire, and enjoyed a cannibal feast, with trimmings.

When the Rock party had been reduced to three, Dillon and two companions went down to surrender. Instead, they grabbed a Fijian priest, put a rifle at his back, and threatened to shoot the holy man if any one of the other savages laid a hand on them. Thus guarded, they reached a boat, and escaped, to tell in detail of the very horrible end of a very unpleasant gentleman.

Savage, as a leader in the process of arming the Fijians for inter-tribal warfare, and showing them some of the worst aspects of depraved European character, did an enormous amount of harm to early Fijian-European relations.

The *Eliza* brought "Pillar" Dollars, Savage and fire-arms in the same voyage to Fiji; and—as I have described it—a "Pillar" Dollar still shows up now and again to remind us of it.

Do You Remember?

As we began the fateful year of 1941, Japan was still 11 months away from entering World War II—although there was probably something prophetic in the title of "PIM'S" editorial of January, 1941—"Will Japan be the Tool of the Hun?"

Here are some other extracts from that issue of 20 years ago:

Not the least of the Pacific's troubles in early 1941 was the difficulty of disposing of copra—a problem that solved itself after Pearl Harbour at the end of that year. In the meantime, representatives of the French territories, Papua, New Guinea, Fiji, the WPHC territories and Western Samoa were meeting in Sydney to try to think a way out of the problem that involved the disappearance of the entire Continental market, and a drought of shipping to shift Pacific copra to those markets that still remained.

There was a long account in this issue of "PIM", of the 10 ships that had been sunk by German raiders in the South Pacific—including the five phosphate ships caught like sitting duck at Nauru—and the 496 castaways who had just been discovered on Emirau Island, 80 miles north-west of Kavieng, in the Territory of New Guinea. The survivors from the sunken ships had been put ashore by the Germans during December, 1940, and it was not until December 23 that ships officers amongst them had been able to sail a mission cutter to Kavieng and make known their fate to the outside world.

Mr. H. Leonard Murray, nephew of the late Sir Hubert Murray who had been Lieutenant-Governor of Papua for over 30 years, was appointed to succeed him. The title of the chief executive head of the Territory was, however, changed from Lieut.-Governor to "Administrator"—and that's been the title ever since, in spite of many protests that the status of the post should be restored to its previous importance. One result of the change was that the Administrator rated only an "His Honor", instead of an "His Excellency", and thus in order of precedence, the Administrator of P-NG comes after the High Commissioner of BSIP and the Governor of Fiji.

The American colony in Tahiti, probably sensing the trend of things to come, was "simply evaporating" reported our Papeete correspondent. He continued: "Our island is returning to something of the quiet and peace we knew before the curse of tourist exploitation. That ghastly city of Californian bungalows, which has ruined the west side of Tahiti, is still there but the occupants have departed". (Our correspondent was also an American).

The war in Fiji was toughening up in another way—petrol rationing had been introduced with the monthly issue for "non-essential" vehicles set at from eight to 18 gallons, according to horsepower.

Watching The Weather For The Jets

though you may still curse your local weather office on occasion, recasting is getting better all the time. Or so the experts tell us.

should be better. Vast sums of money are spent on it; and the safe economic operation of giant jet planes, travelling near the speed of light, depend on it.

New Zealand is responsible for "weather" in the area north of her right to the equator, maintains a string of stations in the Pacific Islands to feed in information for forecasting along the route of the jet aircraft operating between Australasia-North America. Securing data on upper wind is only part of the daily recasting that goes on the year round to provide basic material for use by recasters.

The most recent installation is a wind station at Funafuti atoll in the Ellice Group, lying 300 miles westward of the main Fiji Islands, on the trunk air route and 600 miles from Fiji.

There has been a weather observation on Funafuti for the last 20 years but upper wind observing is a more complicated process, requiring more elaborate equipment and more skilled staff. There were no such facilities to be thought of like electric generators, hydrogen manufacturing plant and new buildings, use equipment and the staff, someone began to think of them back in 1953 when the jet age was still a long way over the horizon.

Organising airways facilities in the South Pacific area is the responsibility of the South Pacific Air Transport Council, a body representing the governments of Fiji, New Zealand, Australia, Britain and the United States. But the actual task of setting up the weather installations on Funafuti, as on other islands in this area, was passed to New Zealand and it is a combined operation for the Meteorological Service, Civil Aviation Administration and Ministry of Works.

The Meteorological Service and Civil Aviation Administration indicated the requirements, and the Ministry of Works designed and erected the buildings. In between came the business of ordering, assembling and delivering a multitude of instruments, large and small, to a remote atoll in the knowledge that the mission could not be rectified any weeks without a special supply either by surface ship or air-

A few months ago the task was completed, and two New Zealanders moved in—Mr. N. A. Rapley, New Zealand Meteorological

Service observer, with his wife and two small children; and Mr. M. L. Leonard, a Civil Aviation Administration technician, with his wife and three children.

There they are to remain for a year. Their home is on an island six miles long and half a mile wide, bordering a lagoon 12 miles by 9. They share it with 600 Ellice Islanders and no other Europeans.

The climate of Funafuti is wet and warm—average rainfall 146 inches annually, with the record at 250 inches one year—but on an average one-half of the daylight hours are sunny.

Funafuti has its own native magistrate, a native "scribe", an assistant medical practitioner, dressers and a nurse. Motor transport comprises one truck. All goods are ordered a long time in advance and come by sea.

But if you like a quiet life, Funafuti offers an ideal existence, a new house to live in, competent Ellice Islanders as observers to assist in the regular collection and transmission of meteorological data, communication by radio with New Zealand if necessary, and a safe lagoon for flying-boats at the front door, in an emergency.

A Tent On Tulagi— 63 Years Ago; A Xmas Card Today

Sixty-three years have passed since the first Resident Commissioner, Mr. Charles Morris Woodford, CMG, established his headquarters in the British Solomon Islands Protectorate, at Tulagi.

He was taken to Gavutu, with a small party, some tents and personal equipment, in the 760 tons, single screw steamer Titus. She was the first steamer owned by the then new Burns Philp & Co. Ltd., and was commanded by Captain John Williams.

A reconstruction of the scene—a loaded whaleboat leaving the ship with Woodford and his paraphernalia—has been put on canvas by another Burns Philp man, Captain Brett Hilder; and this painting has been reproduced in colour on a Christmas card, which has just been used this year by Burns Philp & Co. Ltd.

The whaleboat made its way from Gavutu, through uncharted reefs and passages, to the little island of Tulagi. The boat's crew remained, while the newcomers cleared a space and erected some tents.

Thus the first one-man government of the BSI Protectorate went into residence.



What—chimneys in the tropics? That's what these two "desirable modern residences" seem to have, anyway. They face the Funafuti lagoon and are occupied by the New Zealand observer and technician and their families. Behind them are the homes of the local meteorological staff who assist in the taking of surface observations each three hours, day in and day out, and the twice-daily upper wind readings by radar.—R.N.Z.A.F. photograph.

IT WAS A LONG WAY BACK TO MAPRIK

By JUDY TUDOR

When Mr. Ted Taylor learned a couple of months ago that I intended to go back and take another look at Wewak, he wrote to a mutual friend (Tolala) and said: "What on earth does she want to go back to that God-forsaken hole for?" There have been times when I might have been inclined to agree with Mr. Taylor—but not now. As outposts go in New Guinea, Wewak must be pretty near the top of the list of those with the mostest.



The most photographed Haus Tambaran in New Guinea—about four miles out of Maprik.

TWAS not always so, although, when I first saw the place over 20 years ago, I was not out to be impressed. I was simply set on being a pioneer and for this purpose Wewak and the whole Sepik District was admirable. I would have preferred Africa—having read a great deal of the literature that had been produced about that Continent—but New Guinea was nearer, my immediate family was there, and what was far more to the point, it cost a lot less to get there. Something round £20 from Sydney, I seem to remember, for which sum Burns Philp kept you for about three weeks while their *Macdhui* nosed into every port on the route.

Wewak, on its lonely point, then consisted of not very much more than the District Officer's house, the District Office and a small hospital. Unless you had business at these institutions you kept away and stayed at Boram Plantation, on the southern point of the gently curving bay.

Boram was the meeting place of labour recruiters, miners and every other non-official person who had business on the coast "when the *Macdhui* was in". Boram had a Blood House where they lived in

rowdy harmony and a smaller building next door where the very few women and married couples who came that way, put up. Boram also had a store where beer, canned goods and bush gear (in that order of importance) could be bought.

All this, of course, is now no more. During the war, the Japs dug themselves in around Wewak and Boram and the whole area was well plastered by Allied bombers. Boram, as a coconut plantation was destroyed and never rehabilitated after the war. Where the plantation homestead and the store and Blood House once stood, now they are building the new regional hospital that is to cost the usual three-quarter million pounds or so.

There are two airstrips where there used to be many acres of productive coconuts—one, a private strip, belonging to the Catholic Mission, and the other the official air-port which has, for reasons unknown, the best air terminal buildings in the Territory.

In early 1936 however, there were only two ways of getting anywhere—one was by sea and the other by foot, and for us it was the latter.

Away over the hills somewhere inland there must have been a village called Maprik on the edge of the Sepik plains but although

we lived within a day's walk of it we didn't hear of it for a year—not, in fact, until Ray Parer had some of the kunai grass cut down and landed his plane there.

After Ray came Guinea Airways and Stephens and instead of walking to Wewak you flew out to Wom or But and then took schooner launch or canoe and waddled along the coast to the Metropolis.

In the next couple of years some Chinese stores were built below Wewak Point and Bob Parer opened a freezer and a rudimentary hotel. But all this, too, was swept away in the war and out of the ashes a new Wewak grew. There are some good stores there now; Wewak Point is crowded with bungalows and flowering shrubs, and the hotel, standing on the cliff above the sea, has got the best site of any hotel in the Territory.

Wewak has also got roads—and it was the roads that lured me back.

By Road or Bust

A few years ago the then District Commissioner told *PIM* about a road that they had built from Wewak to Maprik—about 100 miles of it—and I tucked the information in the back of my mind for future reference.

I had no delusions about the kind

road it would be. I didn't expect
ice stations every hundred
is or espresso coffee bars every
ter mile, but so long as any
of four-wheel vehicle could
ually get along it, it seemed to
to be the perfect pay-off for
se five days to a week that it
us once to walk it; for the
hes that had sucked our blood,
the bush-mokas that had made
hell; for the mud and the heat
the sweat of over 20 years
as we had plodded up hills,
ough the village on top, down
other side only to repeat the
ess ad infinitum.

was 15 miles a day then, if
were very lucky, and if your
ence, powers of persuasion, in-
tion and invective didn't give up
re your carriers came to the
of their territory and refused
venture onto "foreign" soil.

a vindication of those days
gone, I was determined to try
Wewak-Maprik road—when I
d get around to it, and *when*
ed out to be November.

Maprik's District Commissioner,
R. Cole, had promised to
nise the transport for me, so
Wednesday I paid my air fare
Madang and flew up to Wewak.
e arrived mid-morning and
R. R. Webb, to whose un-
py lot had fallen the job of get-
me out to Maprik, was out at
airstrip to meet me, with one
atient eye on the black clouds
were already building up be-
the mountains.

Let's Go

hen I asked him when we
d leave, he said, "Now." Latest
rts were that the road was
able; if we waited till the morn-
it might well be "out" and
en knew when it would be "in".
leaving at once we might get
e that night which would give
almost two days for Maprik or
er out. They'd arrange for an
inistration charter plane—"or
thing"—to pick me up Friday
noon.

e went to Webb's house and
Webb made us sandwiches and
tea; I threw a few things
a big suitcase into a small one
put on a pair of slacks; we
ed up a small Buka policeboy
another native, and we were

oyce Webb is a big, fairish man
can make a Land-Rover do
ically everything short of ac-
y climbing a tree. In daylight
s—initially anyhow—he is al-
monosyllabic. It is only after
after the third can of beer,
the transformation takes place
as the night wears on and as
amiability increases, he becomes
and more the accomplished
ersationalist. At the stage
e other men's eyes are crossed
they are saying the same things
and over, Royce, with perfect
nimity, is indulging in a high-



PUSH, PULL AND HOLD ON: From top to bottom—we push the Land-Rover out of the Nagum; pull it out of a creek; and some local natives steady it down an ice-rink patch—the Buka policeboy with whom I came to grief a little further on, walks on extreme right.

level dissertation on things in gen-
eral.

It's really quite remarkable—or
maybe in this case it was just the
relief of having got me to Maprik
and out of his hair and into the
jurisdiction of ADO Bob Bunting.

Anyway, that first day we had no
time for long conversations. This

particular journey developed into
real work, and by the time we had
got to Maprik Hotel at 6.45 that
night, we felt as though we had
dragged that vehicle up and down
every hill between there and
Wewak and in and out of most of
the rivers as well.

The first few miles out of Wewak

and over the range are like driving up the middle of a dry creek bed and it doesn't take much more than this stretch to show you why this road isn't the main supply route to Maprik.

Better by Sea

Most Administration stores for Maprik are sent down the coast by sea and then the several hundred miles up the Sepik River to a place called Pagui. There they are loaded onto 5-ton trucks for the 30 miles by road to Maprik.

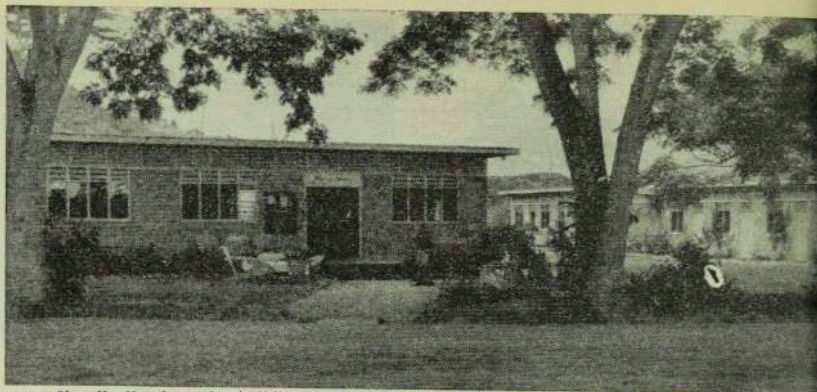
During the wet, sections of the Maprik-Pagui road that are still dirt get churned up, but trucks somehow manage to get through. This road was originally hand-made but they now have a grader and tractors working on it, and some genius has discovered that a few feet under the apparently useless Sepik plain there are deposits of gravel. When it is broken down, it is about the size of small peas but the natives dig it out in lumps the size of footballs and stack it up in pyramids beside the road where it looks like the piles of peat you see beside the roads in Skye in summer.

Over the range from Wewak, the rain clouds were nearer but although we never got more than a few spots, the results were soon felt. It was obvious that there had been heavy rain in the last 24 hours. The whole country oozed water like a saturated sponge, primitive culverts had been washed away and there had been big "tides" in the streams.

Push and Pull

But with chains on the wheels, someone to shovel and others to push or to pull we always managed somehow. Where there was a village handy, it was easy; where there was not, it was a case of all hands on deck. To make matters worse, most of the road has a grass surface over the special, vicious slippery clay of the area. It needs only a few points of rain to turn it into a skating rink.

We pushed and pulled up the



Maprik Hotel—main building in foreground, bedroom blocks in background, right.

worst of the rises, and then going down the steepest descents the rope would be taken from the front axle and tied to the back and every one hung on to act as a brake. The effect of this manoeuvre was purely psychological; nothing short of the anchor of the Queen Mary would have had any result and the Land-Rover inevitably proceeded crab-fashion, while Royce Webb fought the steering wheel and assumed the appropriate expression for someone about to embark on the Cresta Run.

On one of these down-hill spasms, the inevitable happened and the police-boy who was on the rope in front of me lost his footing, fell backwards and knocked me over. As he struggled to rise, I slid under him and he sat hard on my stomach and knocked the breath out of me. Together we slid thirty feet down the hill and at the end of it I was covered in mud and grass and poor Buka was frozen solid with confusion.

No debutante who has fallen over her feet and flat on her face in a Buckingham Palace drawing-room could feel worse. It was bad enough to knock the Missus down—but to sit on her stomach! It took a long time to get him to see the funny side of it.

Maprik Hotel, like that air terminal at Wewak, seems to have got there a bit before its time. But

there are more surprises about it than its mere fact of existence. It is run by a young Dutch couple, Mr. and Mrs. R. Peters, who came direct from Holland a few years ago simply for this purpose, which, in itself, must create some sort of a record in adaptability.

Ritz in the Wilderness

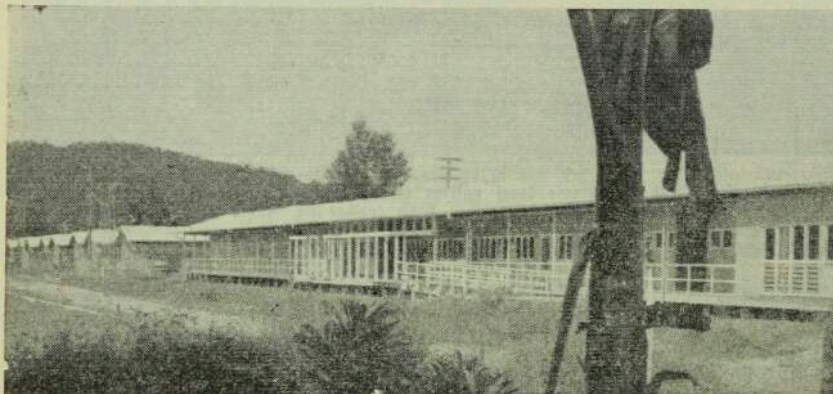
With the help of a kerosene-operated deep-freeze unit they produce the kind of food that you could more reasonably expect from a good class Amsterdam restaurant—and the appointments and service are precisely in the same style. There is nothing else like it in any other Territory hotel where it is usual for all food to be murdered by native cooks and served by the shortest route by native waiters who think that all European eating habits are eccentric, anyhow.

Apart from the hotel, there isn't as much basic change in Maprik as there has been at Wewak. The airstrip is the central feature still, although now a golf course meanders round about it. The two, huge, two-storied houses that Mr. Tom Ellis, now District Commissioner of the Western Highlands, originally built up on the terrace above the airstrip have long ago gone the way of all native houses. In their place are a number of regulation type native bungalows.

Nor is there any great or obvious change in the native inhabitants, although it is true that in the villages where they used to go naked, they now all wear a bit of dirty lap-lap. The villages themselves are precisely the same as they were back before the war—and for a few thousand years before that. The whole area is now, however, missionised by one sect or another. There were no missions in the 30's.

Apart from a very small crocodile skin industry and an almost negligible production of copra—neither of which would balance P-NG Treasurer Reeve's budget—the economy of the huge Sepik District is based solely on native enterprise. It would be a very

(Continued on page 99)

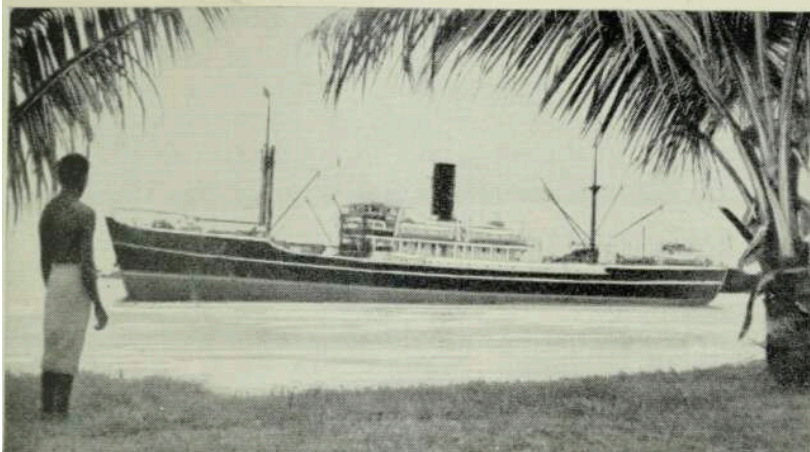


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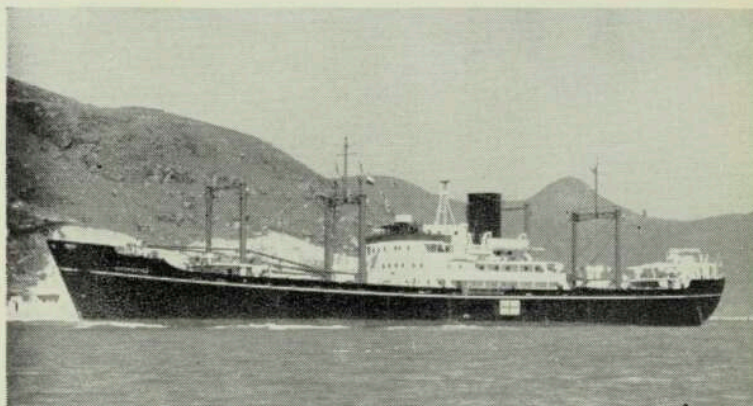
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THE MONTH'S NEW READING

WITH JUDY TUDOR

Durrell Gets His Beef Alive

Most people have very decided views, pro and con, the use of pidgin English, but not even Professor Robert Hall, who has written earnestly on the con side could become unduly enthusiastic over the British Cameroons variety.

E didn't know, until we read Gerald Durrell's latest animal book, *A Zoo in My Luggage*, anyone at all in Africa spoke sort of Pidgin. Unfortunately do, and to prove it, a great of Durrell's book is written in thus (describing the arrival of of the local lads with specimens):

"Morning Masa," they chorused, "ning."
"a whatee all dis ting?"
"a beef, sah," they said.
bent down and picked up a a bag and held it aloft. "Na h man bring dis?"
"a me, sah."
"a whatee dere for inside?"
"a squill-hill, sah."
"That," inquired Jacquie (Mrs. Durrell), as I started to unravel strings on the bag, "is a squill-

haven't the faintest idea," I retell, hadn't you better ask?"
ested Jacquie practically. "For you know it might be a cobra something."
es, that's a point," I agreed, ing. I turned to the hunter was watching me anxiously.
"a whatee dis beef squill-hill?"
"a small beef, sah."
"a bad beef? 'E go chop man?"
"a, sah, at all. Dis one na squill-small, sah . . . na picken."

us fortified Durrell opened the et and found a very small rel. But it's obvious, even from sample, that British Cameroons Pidgin is badly in need of rather Milhalic to codify and eticise it, and a Professor Hall make an honest language of it.

With Hand Like Man

is key to the above italic pas- is, of course, the word *beef*; you tumble to the fact that in Cameroons this term covers ything in the animal line from uirrel to a monkey (*beef with l like man*), you can work most he rest of it out. For Durrell, course, was always concerned *beef* in one form or another. has written a number of de- ful books (starting with *My ily and other Animals*), which e basically about animals and al collecting in tropical

countries, also contain a lot of amusing comment on places and people.

This latest book, apart from its excursions into so-called Cameroons Pidgin, is no exception and has some hilarious passages about the adventures of Durrell, his wife, his assistant and his secretary on this expedition to West Africa.

Throughout the years he had spent collecting animals for zoos and other institutions, he had nurtured an ambition to have a zoo of his own, and how he got this and what he did when he got back to Bournemouth, with the winter coming on and no place to put it, is the background of this book.

The party, after arriving in Victoria, Cameroons, proceed up country from the coast in an im-

pressive convoy of local lorries and took three hot, dusty and uncomfortable days to reach a town called Mamfe where they had been told to contact the manager of the United Africa Company.

The manager's house was impressive and perched on a conical hill with (of course), the best view in Mamfe. Along the road somewhere Durrell had acquired an extremely rare creature, a baby, black-footed mongoose. It was an inquisitive animal and for safe-keeping Durrell eventually put it inside his shirt where it had spent the first half hour walking round and round his body, sniffing loudly; and the rest of the time trying to dig a hole in his stomach, sucking vigorously and hopefully at large mouthfuls of his abdomen, while irrigating him "with an apparently unending stream of warm and pungent urine".

This in no way improved his already dusty and sweaty appearance as, with mongoose tail dangling out of his otherwise buttoned shirt, he marched up the steps of the house and as nonchalantly as possible into a brightly lit living room.

Three people were seated round a card table and looked at him with inquiry.

"Good evening," I said. "My name's Durrell."
(Over)

Rare Book On Tonga Goes For £7

A copy of Will Mariner's *An Account of the Natives of the Tonga Islands*, was sold at auction in Adelaide, SA, on November 24 for only £7. This was probably a record low for this rare book these days.

Mariner's book, a classic of the early Pacific, was compiled by a London doctor named John Martin, and was first published in London in two volumes in 1817. A second edition came out the following year, and an "improved" edition appeared in 1827. The book has not been republished since.

Will Mariner was a member of the crew of the English privateer *Port-au-Prince*, which was attacked by natives in Haapai, Tonga, in 1806.

Most of the crew were massacred, but Mariner, who was only 13, was spared. He lived in Tonga for the next four years, and was then rescued by the Captain of an English brig that arrived from New South Wales. Mariner told his story to Dr. Martin when he got back to London.

The copy of his book auctioned in Adelaide was the 1818 edition. Only two people made bids for it, and it was knocked down to a

local bookseller who specialises in Australiana and Pacific literature.

The book had been part of a large library belonging to the late Dr. E. Angas Johnson, a South Australian medical man, who died several years ago. Other books from his library relating to the Pacific aroused a more lively interest among bidders.

A copy of William Dampier's *Voyages* (published in London in three volumes between 1697 and 1703) fetched £27/10/-. And *The voyage of Governor Phillip to Botany Bay* (London, 1790) went for £36. (This book contains the journals of Lieuts. Shortland, Watts and Ball, and Capt. Marshall, all of whom made discoveries in the Pacific.)

A Report of the Proceedings of HMS Rosario (London, 1872) went for £2/10/-. This report which concerns atrocities connected with blackbirding in the New Hebrides and Santa Cruz Islands, was originally sold for fivepence.

The highest price paid at the sale was £87/10/-. This was for a copy of Matthew Flinders' *Voyage to Terra Australis* (London, 1814). — R. A. LANGDON.



The Fon of Bafut dances with Jacquie—one of the amusing illustrations from Durrell's book.

It was not, I reflected, the most telling remark made in Africa since Stanley and Livingstone met. However, a small dark man rose from the table and came towards me, smiling charmingly. . . . He held out his hand and clasped mine, and then, ignoring my sudden appearance and unconventional condition, he peered earnestly into my face.

"Good evening," he said. "Do you by any chance play Canasta?"

"No," I said, rather taken aback. "I'm afraid I don't."

He sighed, as if his worst fears had been realised . . . then he cocked his head on one side and peered at me closely.

"What did you say your name was?" he asked.

"Durrell . . . Gerald Durrell."

"Good heavens," he exclaimed, realisation dawning, "are you that animal maniac head office warned me about?"

Friendly relations thus having been established, he was asked to have a drink, told to bring the others in and to make themselves at home. But as Durrell turned towards the door his host seized him by the arm and drew him back.

"Tell me, dear boy," he said in a hoarse whisper, "I don't want to be personal but is it the gin I've drunk or does your stomach always wiggle like that?"

"No," I said gravely. "It's not my stomach. I've got a mongoose in my shirt."

He gazed at me unblinkingly for a moment. "Very reasonable explanation," he said at last.

"Yes," I said, "and true."

He sighed. "Well, as long as it's not the gin I don't mind what you keep in your shirt."

Mamfe was, however, just a step-

ping stone to Bafut which was ruled by a flamboyant potentate called a Fon. The Fon of Bafut was an old friend (see the *Beagles of Bafut* by the same author) was six feet three without his lavish orange and black robes and fancy hat; and, in spite of his full three score years and ten, had a huge posse of wives and scores of children.

The Fon liked Scotch whisky and greatly admired Queen Elizabeth II whom he had met in Nigeria where he had gone to present her with a carved elephant tusk as a token of loyalty from the Cameroons. Nigeria, he had found was hot too much and he had "shweated", yet

the Queen had done twice as much work and still managed to look cool and charming.

The Fon's admiration was all the more remarkable, thought Durrell because he belonged to a society where women are considered to be nothing more than useful beasts of burden.

Durrell finally established his zoo in Jersey and, according to the census taken at the end of the book, there were then 650 mammals, birds and reptiles, most of them multiplying enthusiastically.

(A ZOO IN MY LUGGAGE. Published by Rupert Hart-Davis. Australian price 20/-.)

History's Most Exciting Drama: Battle Of Britain, 1940-41

At last we have a war-book that, while giving us authentic history, really brings out the dramatic values of a series of events that changed the history of the world and brought "their most glorious hour" to the Anglo-Saxon people.

It is written by Drew Middleton, leading American commentator and natural historian, who personally saw much of what he describes.

THE history of Britain sparkles with highlights in which British spirit and achievement are extolled — Trafalgar, Omdurman, Waterloo, Blenheim, Lucknow, Balaclava, come raggedly to mind — but in the long focus of the future it is likely that nothing will surpass the Battle of Britain (1940-41) in showing the quality of the Anglo-Saxon race.

Drew Middleton skilfully paints in the background of his story (*The Sky Suspended*).

Germany had conquered all of Europe, except Spain, Sweden and Russia (anaesthetised then by German-Russian treaty, remember?); and in May-June, 1940, she squatted along the shores of the Channel and North Sea, and got ready to clean up Britain.

Britain had her great navy almost intact; her small army, which had left most of its modern equipment at Dunkirk; and a small, highly efficient Air Force, which included the newly-built, incredible Spitfires and Hurricanes.

Openly, with arrogant leisureliness, Germany made preparations for "Operation Sea Lion"—the invasion of Britain.

The Luftwaffe was based on the western coasts, from Norway to Bay of Biscay, within minutes of England. A score of divisions were brought into Northern France, and trained in invasion tactics. Thousands of small craft, from all over Western Europe, were assembled in harbours opposite the English coast, and organised with Teutonic thoroughness to carry the invaders across the Channel.

We who used to study the war

news so anxiously, exactly 20 years ago, can well remember this terrifying phase. Neutral observers—among whom US Ambassador Joseph Kennedy, father of the new President-Elect, was most prominent—did not give Britain a chance of survival.

Blinded By Science

But there was no panic in the Old Country. On the contrary, life seemed to go on much as usual. Not until years afterwards did we learn of the genius and the intense industry employed behind the scenes. If ever a nation was blinded by science, it was over-confident Germany in 1940.

The enemy, quite correctly, decided that a Channel crossing was not possible until the Royal Air Force was paralysed. He began the process of securing control of the skies in July. He got the surprise of his life.

The leaders of the RAF did three things which shaped the Battle of Britain, achieved victory and changed the course of history. They developed radar (then scorned by the Germans), through which they got early warning of the Luftwaffe attacks; they put eight guns into their super-fighters; and they divided their forces over a hidden network of scientifically-equipped radar posts and sector-stations, linked in a superb control-system.

The Germans lacked neither skill nor courage, but they gravely underestimated the RAF. What the latter lacked in numbers it made up in quality.

From July to September, 1940,

redible fleets of German bombers and fighters flew into England to destroy the RAF. They were heavily mauled by the defenders. For a time, the surprised Germans recognised one source of RAF strength—the radar and the sector stations—and, belatedly, they began to search them out and destroy them.

They were very close to completely crippling the RAF when, miraculously, the Germans changed their tactics from a widespread attack for RAF bases to a massive attack upon London.

On that Hitler-inspired decision, as Middleton, Germany lost the

the London Blitz worked up into gear, with night attacks against which there was no really effective defence, in mid-September, 1940. Weeks and months, from August through to November, London just

it. Londoners, according to German calculations, were supposed to be efficient and undermine administrative efficiency and national morale. Instead, the more their capital was bombed, the more stubborn and defiant the English became.

Meanwhile, the British bombers were not idle. Every day and night, they blasted away at the "invasion" in the ports of France, Belgium and Holland, and did incalculable damage to invasion equipment and plans.

Finally (stage three) the baffled Germans turned their bombing squadrons upon England's industrial cities, and blasted practically every one, from Coventry to Southampton to Bristol and Manchester, in an attempt to dislocate the output of planes and armaments.

The cities suffered horrible damage—but they kept on repairing their factories and producing vital machinery of war.

"Their Most Glorious Hour"

At the year's end, the unpredictable Hitler cancelled "Operation Lion", abandoned the plan to invade Britain, declared that the invaders would be either starved to submission by submarines (the boats then were on top in the title of the Atlantic), or battered actually into the ground by his bombers; and he turned his planning to the conquest of Russia (then nominally his friend).

Six months later, Germany viciously attacked Russia; six months after that, with equal vehemence, Japan attacked at Honoluli—and brought an infuriated America into the war.

But from the surrender of France (May, 1940) until Pearl Harbor (December, 1941) the British fought alone, against staggering odds. If they had collapsed, the Axis (Germany, Japan and Italy) would have taken possession of the world.

NORTH FOR ACTION

Although some of the sentiments expressed by new-comer novelist, James Doughty, will likely rock a few people back on their heels—in view of the present popular thought about native peoples in general and Australia's fit of conscience about Aborigines in particular—it's still the best Australian story we've had since Elizabeth Webb's "Into the Morning".

THE author is unknown as a novelist, and prefers to be known as a sheepman. He lives in the country described in his story (*The Green Stick*), an area vaguely located somewhere in the northern half of Australia. It could be Queensland or Western Australia.

Virtually every country that has a mixed population of brown or black and white has problems these days, but Australia's problems in this department have been very small, indeed. One reason for this is that most of the Aborigines live in the north and comparatively few Europeans have settled there. Those that have worked out their own relationship with the natives—or did until recent years.

Australia, nationally, is far more concerned with making a good showing native-wise in New Guinea than she is on her home ground, but some of the surplus new-thinking has slopped over into Australia itself, so that there is a body of upright citizens who desire to better the aborigine's lot, assimilate him, give him the right to drink, etc.—a general invitation to come up higher, brother, and be one of us.

Most of this thought emanates from the Southern States where aborigines are almost as scarce as eskimos. James Doughty, through his hero Nat Connelly, thinks it is a lot of rot and that the North is more than capable of continuing to take care of any native problems, as it has for generations.

Novelist Doughty hasn't got to be 100 per cent. right, but the way he tells his version makes a red-blooded story, packed with action and atmosphere.

In the day's of old Conn, Nat Connelly's father, Kalyna (250,000 acres) had run 25,000 sheep and had employed 50 natives. But in recent years, due to a series of dry seasons and a general decline all

round, there were only about 8,000 sheep and a handful of Aborigines to work the huge, sun-dried property.

Old Conn had had a theory that half-caste stockmen were superior to full bloods and before he had married a Southern girl and fathered Nat, he had gone quite a long way to providing himself with a future supply. The brightest of these children was Christopher, who was adopted by Conn and Nat's mother, brought up as a European and sent South to school.

Chris was, however, a natural renegade—and an embittered and warped one to boot. In later years he had cashed in on the wave of sentiment that had engulfed welfare bodies and government departments down South, and as the story opens he has given himself the title of Reverend, and set himself up in a mission station.

Hating the white community, and under the front of welfare activities, he begins a campaign of disrupting labour relations and of arson and theft which later is concentrated on Kalyna and his half-brother Nat.

The eventual showdown between Chris and Nat is the climax of a story that has all the ingredients for first class entertainment.

Under the entertainment there is, of course, an underlying stratum of something more serious—the problem facing all the Nat Connellys all the way from Africa to Easter Island; the tidal wave of current popular opinion that tells them that paternalism isn't enough, that a sense of obligation isn't enough; that contented natives are not enough; and that, if they don't like the way things are going to be, then they can pack up and get out. Which, unfortunately, a lot of them are doing.

(THE GREEN STICK. Published by Wm. Collins Ltd. Australian price, 20/-.)

This indeed was their most glorious hour; and no writing has more effectively brought out the drama of that long, breath-taking struggle, and paid a finer tribute to the British, than this book by Drew Middleton.

Drew Middleton, 47, famed as an American war correspondent and now ranking among the world's most respected commentators, has told the Battle of Britain story in

a way that entitles it to a permanent place among the records of World War II. It is factual, forthright and gripping. Handled by a master writer, it has the value of a documented history, high literary quality, and all the excitement of a suspense thriller.—RWR.

(THE SKY SUSPENDED. The Battle of Britain, May, 1940-April, 1941. By Drew Middleton. Secker and Warburg Ltd. 20/- Australian.)

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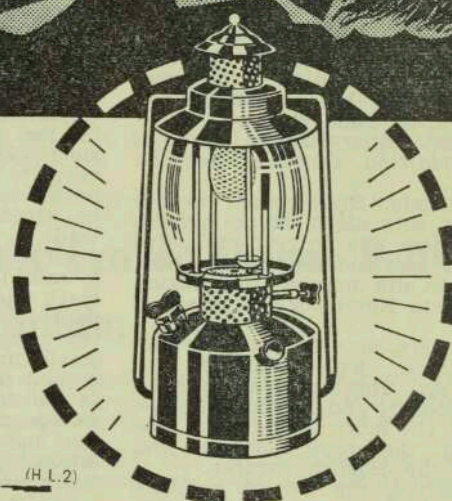
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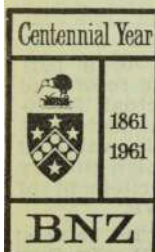


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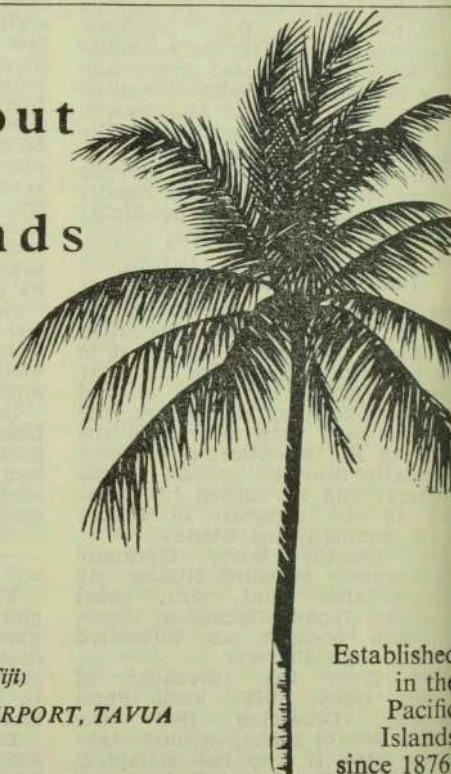


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Reviews (Cont'd)

Sorted Australians Make Mixed-Up New Guineans

Although some anthropologists are acknowledged to be bad blokes, personally, their profession continues to be regarded with suspicion and even ridicule by the residents of islands north and north-east of Australia who have been most plagued by them in the last couple of generations.

There are several reasons for this. The mere fact that the anthropologist goes off and native is sufficient to brand as eccentric, anyhow. But what is probably more important in getting residents' collective goat, is the assumption of superior knowledge on the part of the visiting anthropologist.

Trader, missionary, administrator, officer or planter worth his salt would agree that 20 years in New Guinea has taught him nothing about natives, while three years has been sufficient to give an anthropologist all the correct answers.

For this reason, *Mambu*, a study of New Guinea cargo-cults, by Dr. L. Burridge, is no more likely to come standard equipment in New Guinea households than scores of other anthropological books that have gone before. It is useful if it were ever intended for young men, anyhow; and, at times, the Doctor has a rush of language to the head, it is as though it were written for other PhD's.

Nevertheless, *Mambu* is worth the effort of reading it, even if the layman has occasionally to seek the meaning of a good standard dictionary.

The Cult

In 1952 Dr. Burridge spent some time in the Bogia sub-district of Milne Bay, New Guinea—partly against the Hangu people who live 100 miles inland from the coast; partly on Manam Island which is about 10 miles off the coast.

He was attracted to this area because it had had two periods of cargo-cult activity within a decade. The first manifestation was the Mambu, who had his day in 1937-38, and the second through the Yali, who had his day over a period 1946-50. Both sets ended up the same way—abolished—but Yali and his works, however, because the Administration tried to use them in the campaign against malaria, are known and remembered by most present day Territorians.

The cargo-cult did not, of course, begin with Mambu nor end with Yali. It is a phenomenon that has occurred at irregular intervals all over the South West Pacific in the last 50 years. Similar movements occur in other primitive countries. In New Guinea, cargo cult out-

breaks follow roughly the same sort of pattern. They commence with the emergence of an individual as a local messiah, who, conditional on the observance of his commands,

promises the people "cargo"—that is, manufactured or imported goods such as cotton cloth, rice, canned food, razor blades and anything else the Europeans have in quantities and the natives not at all. The belief is that these things—highly prized by the native—have been created by his ancestors and sent to him on some sort of heavenly ship (or sometimes a plane) but that the consignments have been cunningly intercepted by the Europeans and used for their own purposes.

It is, of course, a confused idea born of a complete lack of understanding of civilised economics, manufacturing processes and



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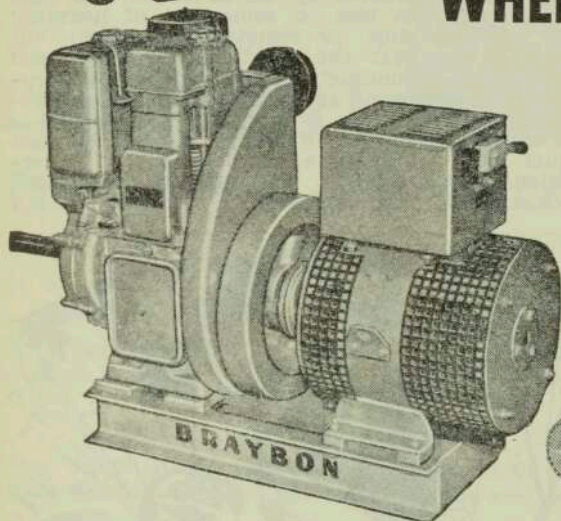
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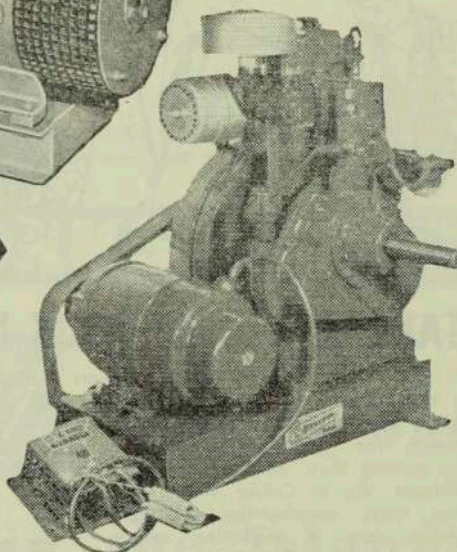


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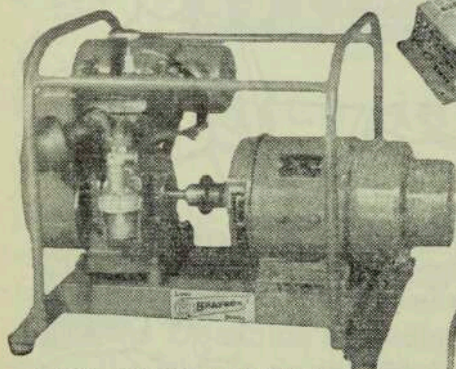
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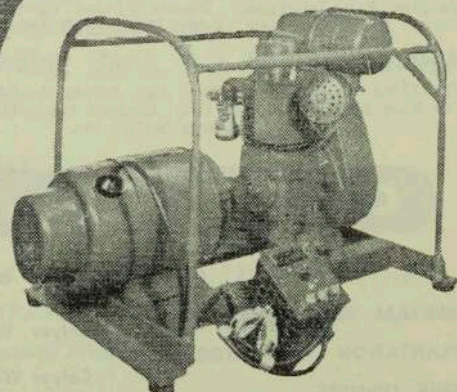


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monetary systems—and help along by such simple phenomena as the fact that while the native has to pay his shillings over the trade-store counter to buy imported goods, the Territorian frequently appears to achieve the same thing by simply writing a note. The unsophisticated savage doesn't know about the bills, inevitable as death rolling in at the end of the month. Cargo cult is not just a means of getting European goods cheap or by supernatural means. If it were as simple as that, the fact that the "cargo" never does turn up would be the end of the line. But the cult, in so far as it is partly religious and cultural, is something of an end in itself.

Flowers Make it Easier

The activities of Mambu and Yali did not run parallel but the fact that Mambu had existed, did, according to Dr. Burridge, lead naturally to Yali 10 years later. Before the war, Yali had been a Tulu in a village near Bogia; later he became a police sergeant and during the war was in the native regiment and was decorated.

In 1946 he started work in the Bogia district and with the "familiarity" of the Administration he went round the villages enjoining natives to obey the Administration and appointing "clerks and boss-boys" to assist Luluais at Tulu Tulu.

He instructed the people to build triumphal arches at the entrance of villages, and fill vases with flowers "to make the work see easier". With Yali went a band of followers or disciples who increasingly got out of hand.

The Administration was unhappy about the appointment of boss-boys and clerks—and no doubt downright alarmed about the vases of flowers—and when Yali began to collect illegal taxes they had to act.

However, they felt that his influence with the villagers, his own expressed wish to aid Administration and his undoubted ability made him too good to lose. They sent him to Port Moresby to be "instructed".

Part of the instruction consisted of telling him where manufactured goods came from—that they had to be "made with the hands, worked for in sweat and eventually paid for"—and in this his instruction appears to have been less than completely successful. According to Burridge, final disillusionment came when some European told Yali that white men did not really believe in Christianity—that it was just a hoax by the missions—but believe in Evolution.

It is unlikely that Yali absorbed much from his instruction in Evolution, either, only the uncertainty and resentment remained.

He went back to Bogia but in

...singly was influenced by his
...ples. Truculent defiance
...racterised the whole district;
...e was trouble in the labour
...s, while mission and Adminis-
...ion influence waned.

...ne end of Yali was inevitable.
...1950 the unlikely charge of rape
...brought against him, and
...k; he was sentenced to a term
...mprisonment. (Rape, according
...Burridge, was an extraordinary
...ge as women went to great
...ths to attract Yali's attention
...it was rumoured, paid 5/- to
...e intercourse with him.)

...ambu is an exhaustive study of
...o-cult and of the things that
...are the climate for it. It is
...necessary to agree with the
...or wholly or even in part to
...most of it interesting. And it

also has the merit of a couple of
fresh angles.

European traders and planters
will, for example, be charmed to
know that although they are tradi-
tionally the villains of the piece in
the Territory, they are not primarily
to blame for cargo-cult. According
to Dr. Burridge, the private enter-
prise group in the Territory has a
negligible influence—natives under-
stand trade and bargaining and so
long as the private individual does
not try to uplift them or direct
them, the natives can cope quite
well.

It is the missionary and the Ad-
ministration officer who, while
making no demands in the economic
field, demand a "moral surrender,
acquiescence to a highly variegated

but unsystematised set of political
and religious forms and beliefs".
This is, in effect, "attempting to
buy a man's soul".

For much the same sort of
reason, the natives look back on
the German era as a Golden Age—
sometimes to the confusion of more
enlightened Europeans who came
after. German requirements were
clear cut and precise; the natives
knew where they stood.

Today, although all Europeans
may be divided loosely into Admin-
istration, missionary or private
enterpriser, the divisions don't stop
there but branch off into an alarm-
ing diversity of creeds, backgrounds,
and patterns of social behaviour.
The only thing a native can pre-
(Over)



...e Haus Tambaran influence is
...strong around Maprik, New
...nea. These photographs show
...new Native Local Government
...ncil meeting house at Maprik—
...t by the natives and financed
...axes they levy. The lower photo
...e new Roman Catholic Church,
...at Maprik, that was officially
...ed in early November. Compare
...e photos with the one of a real
...s Tambaran on page 78. The
...rik Sub-District is the home of
...se extraordinary structures
...h are 30 to 40 feet above ground
...he peak, and have the character-
...painted facade. In native life
...are sacred to the men of the
...ge.



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about a Territorian today is he will be unpredictable. And it adds up to confusion, and occasionally to manifestations like a cult.

AMBU. Published by Methuen & Co. London, UK price, 42/-.)

Old Man's a Man—or Something

ARTHUR SMITH is as famous in Australia as Art Linkletter is in America—and for the same reason: They both make a living of interviewing children, live on radio. Which one did it first I couldn't say, but Arthur Smith has been at it since

Linkletter, however, got in first with a book (*Kids Say the Darndest Things*). This came out in 1958 and Arthur's has just recently hit the shelves. He's called it after his ABC book, *A Word From Children*.

The things children say, off the cuff with or without unseen auditors, can seem vastly more amusing than the same thing set out in cold type—and both the Linkletter and Arthur's books suffered accordingly from this defect. Nonetheless, even if you hate kids, and hate even the funny sayings of kids, it's still a fact that you'll still get at least a giggle out of Smith as we did years ago out of Linkletter.

A couple of Smith samples:

"A little girl I met last January belonged to a large family. There were 12 children in it. She told me at Christmas dinner, 'There was one chook for Christmas and all of us kids wanted the best part. So Dad turned nasty and said, 'It's too bad we haven't got a bloody spider, then you could have a leg!'"

Arthur also slips in an exasperated word occasionally. It was a father-and-child session and this particular mother was strictly U. S. with Mutation Mink, impenetrable accent and dignity. Everyone in the household, according to the read like a page out of Emily. Then Keith Smith asked her boy, in his nice college blazer: "Does mother say to you if you don't get up on time in the morning?"

the little boy said, "Oh, she goes up the stairs in her dressing-gown and yells, 'If you don't get out of bed soon I'll tan your bloody back with a flyswat!'"

One stage of his career, Keith took his Pied Piper show to where the FBC made its auditors available to him. He interviewed all sorts of kids there—Indian, European, Chinese others, and asked the usual questions—what Dad did, how many children in the family, where they were in Fiji, etc.

Arthur Smith tells it, this is what happened at the end: "The last two children I spoke to were English. They had fair

plaits and nice manners, set off by two pairs of clear, forthright eyes. 'What kind of house do you live in?' I asked.

"'Oh,' said one, 'It's nothing much... it's like a big barn inside.'"

"'Have many visitors?'"

"'Oh yes,' said the second one, languidly.

"'Who have you had lately?'"

"'Oh, our aunt and uncle, some friends, the Queen and Duke of Edinburgh.'"

"'What? What does your father do for a living?'"

"'Oh, he's a Governor.'"

"He was, too; Sir Ronald Garvey, KCMG, KCVO and MBE."

Well, that's one Dad who hasn't changed his job; he's still a Governor, but currently of the Isle of Man; and Lavinia and Julia Garvey, one still with plaits, and both still with clear eyes, and forthright, go to school in the neighbourhood.

(A WORD FROM CHILDREN. Published by Rigby Ltd., 22 James Place, Adelaide. Australian price, 18/9.)

The Tiger Riders

IT'S seldom that authors write facts and fiction with equal skill and it could be that Peter Pinney, Australian adventurer-writer with several factual books to his credit, has only just now found his true *metier*—the novel. His first, *Ride the Volcano* seems a much neater and more enjoyable piece of prose than the travel books that went before.

Pinney is, or was, an eccentric sort of traveller. He walked or hitched rides, carrying his possessions in a string bag, and frequently with not even the price of the next meal in his pocket. *Dust on My Shoes* described such an expedition from Greece to Burma; *Who Wanders Alone* a similar sort of journey

in Africa where he developed a marked talent for getting into the hair of Officialdom which, naturally enough, regarded him as a new species of hobo.

This may have been a reaction to his early life. Pinney is a grandson of the late Sir Hubert Murray, Lieutenant-Governor of Papua; and a son of an Administrator of Norfolk Island—both of whom, no doubt, would have entertained the same sort of ideas about beach-combers as African officials had about Peter.

Ride the Volcano is a story of Central America which is an area where Pinney has also adventured, but as he this time chooses fiction for his medium he is able to have

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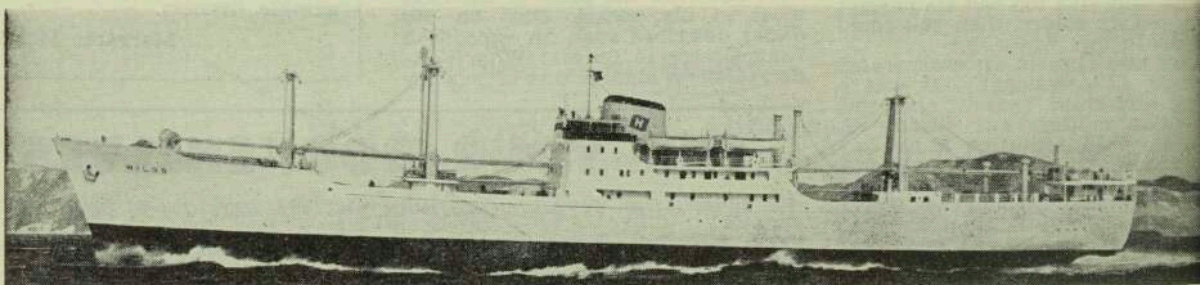
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characters engage in a lot of spirited action without their being more than a fraction abnormal.

Costa Ricans have a saying that he who rides the volcano must know how to die, which means the same thing as saying he who rides the tiger cannot die. Kappick found himself in exactly this position after he had trading out of Puntarenas his schooner for some time. A visit of Customs officers set off a trail of adventures that included border hopping, visa juggling, losing a schooner and getting a wife.

THE VOLCANO. Published by Macmillan and Robertson. Australian price, 20/-.

Years Before Welfare State

...writing career that has already stretched over 38 years, Margaret Kennedy must have a little that was not up to the high standard of her first best-seller, *The Constant Nymph*.

...no means a book-a-year—there have been as many as five years between one novel and another—she has produced something like 15 books since 1922. The latest of them, *A Night in Cold Harbour*, shows all the sure technique and ironic humour that we have come to expect from

...the theme of this novel is the life that attended the industrial revolution in England and the emigration of child labour at the end of the 18th century. In less than a hundred years it could have become a sombre Bronte, instead of the excellent piece of story telling that it is.

...old hovel at Cold Harbour where the rendezvous of vagrants, thieves and others fleeing from the law, and as the story opens old Parson Prentiss, attended by his ragged teen-ager companion, lies there dying. The name was assumed but the title is true; the Parson has once held a comfortable living of Stretton Rectory, where he had been for many years. One evening he chanced to the cottage where lived the children employed by the potter.

...from the point where we find Parson at Cold Harbour, the story is told in retrospect—broadly, the story of two families, the Parsons and the Rectors. After the war sees the wasted children in the pottery, he becomes increasingly a bore and an embarrassment to his Bishop and his family. A voice crying in the wilderness sees the evil but hasn't the ability or the means of setting it right. He tackles the symptoms

but not the disease and finally is reduced himself to wandering with the vagrants who thronged the roads of England at that time, his tears and his ministrations being regarded as having miraculous powers by these Walking People.

This is a fine historical novel, rich in characterisation and presented without bathos and without a moral—except that it underlines the fact that action begets reaction. Perhaps then, in this context, the Parson's tears were miraculous, leading in tiny imperceptible steps down 150 years until the wheel had turned full circle to the Welfare State that England is today.

(A NIGHT IN COLD HARBOUR. Published by Macmillan & Co. Ltd. Australian price, 20/-.)

Free Food and Free Love

LIKE avocado pears and escargots, Muriel Spark is an acquired taste and her latest novel carries on the tradition of those that went before. Only more so.

The Bachelors is a potpourri—of zany nonsense that has little relation to real life, except, perhaps, real life as it occurs in certain London strata.

London has more eccentrics to the square mile than any other place on earth, so that even the Spark characters become not so much creatures of a satirical imagination as entirely possible and very likely probable. (Over)

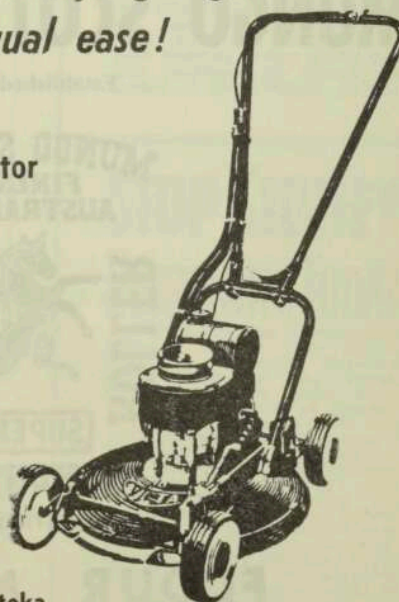
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It is calculated by one of the characters that there are over 600,000 bachelors living in the metropolis, and according to the story, they are perennially on the prowl—mostly for free meals but also for free love.

The male lead in this little story is Ronald, an epileptic; one of the female stars is Alice, unmarried, pregnant, diabetic and in imminent danger of being bumped-off by her lover who doesn't want to marry her.

The central theme is built round a spiritualistic circle and the impending trial of their medium in swindling a widow out of her life savings. Against this background retinues of extraordinary characters come and go, creating ridiculous situations and peculiar conversations that are part of Mr Spark's stock in trade.

(THE BACHELORS. Published by Macmillan & Co. Ltd. Australian price 20/-.)

Out in the Cold, Cold Snow (1960)

JOHN GILBERT as an author specialises in off-beat situations but there ends any similarity between any one of his three novels with the other two. A couple of years ago in *Zigzag* he successfully combined the quite normal first person experiences of a Navy Officer in the Mediterranean with a piece of straight Nigel Balchin in which psychiatrists of various dimensions abounded. The hero, in the latter stages of the Balchin episodes, had the distressing fixation that his food, once eaten, came back up his nose.

The heroine of the latest Gilbert story couldn't be more different. She has no fixations at all—unless it is to carry on with what comes naturally, no matter what.

The novel is called, somewhat appropriately, *After the Storm*, although where the *After* comes in it is hard to see as Selina Jey's life seems to be one long storm right up to the last page.

In another age it might have been called *Why Girls Go Wrong*; but although Gilbert has borrowed the well-worn Victorian plot (unmarried mother, thrown to the wolves by a wicked step-mother, ends up on the street—or in this case, in a fur and plush-lined nest in a mews between Curzon Street and Piccadilly) the connection with the 19th century ends there.

Selina's fiance was inconsiderate enough to drown himself (and his father) before he could make an honest woman of her, which left Selina in a fix: She had no money, no job and a sour step-mother.

On the asset side, however, she had her looks, fascinated a certain

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FORMER FIJIAN LEPER PAINTS ATTRACTIVE PICTURES

Semisi Mayo is a Fijian from the village of Bau, in the large province of Vilevu, Fiji. In his early 40's now, he has been a victim of leprosy and, as result, spent 14 years as a patient of the Makogai Leprosarium. Modern treatment resulted in Semisi being discharged five years ago, but the disease has left him with extreme crippling of both arms and hands.

Despite this handicap, he is now producing finger paintings, as well as some brush and pencil work. The technique of finger painting was taught to him by one of the Sisters of St. Elizabeth's Home near Suva, but he has since developed a style of his own.

He commences with a wet sheet of glossy-surfaced paper in the centre of which his assistant places a lump of poster paint of the desired colour. Using the ball of the right hand braced with the left, he works the paint with a rotary movement until it is evenly distributed on the paper. In most of his paintings, this is a blue tone to provide sea and sky, the details of which are provided by lining off, using the hairs of the right forearm to provide texture. Secondary and tertiary colours are added by using the ball of the hand as before, although some detail is brought out by using the longer hairs of the right forearm.

His paintings are eagerly sought by local art enthusiasts and visitors to the Colony. He is shown here adding green paint to the top of coconut palms which have been produced by three decisive strokes of the little finger of the right hand, steadied by the right.

Photo: Rob Wright

of man, and while not proper for choice, had no basic objection to putting sex to work. It seemed the logical way out.

Mr Gilbert treats Selina's mess with matter of fact indulgence and satirical humour and, unlike the novel-writing Victorians, Union ruled that all "bad" must come to a sticky end, he Selina, on the last page, have she wants.

ER THE STORM. Published by Davies Ltd. Australian price, 20/-.)

Briefly:

MY FRIEND MONICA: Addicts who have already read Jane Duncan's *My Friends the Miss Boyds* and *My Friend Muriel* are probably prepared for *Monica*. Others may need a little preparation for this distinctly "British type" humour, especially when it is carried over three novels, with more threatened.

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et Sandison, and Monica turns to be something less a friend more a husband-pincher. Monica was a beautiful and talented head and she burst on Scotland and a just-recently-married "like a bombshell."

Published by Macmillan & Co. Ltd. Australian price, 20/-.)

ATERNITY NURSE: Although a book (by Anne Treger, her and on nursing) is for general reading it might do equally as well as a text book on what to do till doctor comes. After a short use of it you'd probably not need at all. Anne Treger learned to deliver babies in the Coloured district of Cape Town and although environment might differ, the mechanics of the game are about same.

The Cape Coloured breed like this and the conditions under which they live are as much a revelation to the layman as is the and detailed running commentary on "baby catching".

The incidents described in this took place about 20 years ago the situation hasn't changed in this area of Cape Town.

Published by Peter Davies. Australian 20/-.)

THE ANGEL IN THE COFFIN. Michael Ellis, is the story of a man who goes on a migrant ship between Europe and New Zealand seen through the eyes of a over-riding bachelor with a large-sentimental streak. The story divided between ship board adventures and flash-backs to an English country vicarage and the bald-bachelor's half-hearted search for a wife, with money if possible. This is a New Zealander and this is a second novel; unfortunately peculiar wordy prose doesn't do for what is supposed to be musical, humorous story except the reader the idea that his writer had a mouthful of plums it was doing the job.

Published by Peter Davies. Australian 20/-.)

A Long Way To Maprik

(Continued from page 80)

ing, therefore, if one could that the district bubbles with native enthusiasts the fields and hoeing the and building industries with bare hands.

do, I understand, grow rice—and in fact I saw some in bags—but if you expected thousands of acres of waving you'd be sadly disappointed. are also being "encouraged" with Robusta coffee and I saw

one or two quarter acre plots of this along the road.

In total, just a drop in the bucket of what could be. However, we've probably not given them enough time, as yet; the next thousand years are likely to make a whale of a difference.

Anyone who believes that New Guinea would be better with its European settlers tidily disposed of, should go and have another look at the Sepik District. As I remember these natives, they were never great ones for embracing new ideas. The fact that they did not "savvy" this or that "fashion" was usually the end of the line in any argument and they don't appear to have changed much since.

European Know-How

Progress, therefore, depends on the powers of persuasion of the Administration officers who are there to lead them to enlightenment. The task is made just that much more difficult for said officers because there are no successful European enterprises to show how it's done. It's surely no accident that the Sepik District, the only district of New Guinea, which has no network of established European coconut, cocoa or coffee plantations or any industries, is the most economically backward in the Trusteeship Territory.

Nature hasn't been over-kind to the Sepik either, and the vast areas of grassland that it contains are judged by some so-called experts to be useless. It's hard to believe this, although the results achieved by Yambi Agricultural Station would shake the confidence of the most optimistic.

Yambi has been there on the plains between Maprik and Pagui for the last six or seven years trying to prove something. Corn, rice, rubber, cocoa, with and without fertiliser, coconuts—all have been completely unsuccessful. Just now they are trying an experiment in "pasture improvement"—apparently as a last resort.

Yambi, today, consists of a timber bungalow flanked by a row of yellow, dispirited coconuts which have never grown more than five feet high, sitting down on a vast open space where not even the kunai seems to grow with any enthusiasm. It all adds up to the utter negation of human effort.

The man in charge is a lone Englishman who came there from Kenya. I asked him why on earth he left Kenya for the loneliness and frustration of the Sepik plains, and he said that he was still trying to figure it out. I should say that death at the hands of the Mau Mau would be a kinder fate than a two year sentence at Yambi.

On Friday morning Royce Webb started off in the Land-Rover back to Wewak and Bob Bunting left for Drekkir, a patrol post further

out. They both told me that a plane would pick me up that afternoon—The District Officer, Wewak, was organising it.

I filled in the morning profitably, and in the afternoon settled down to await the plane. A huge storm blew up at lunch time and the mountains were blotted out with purple cloud, but there didn't seem any reason why the plane wouldn't eventually arrive.

Air-Borne Bishop

Several other messages came from the District Office—the plane was coming, sometime. The DC had the matter in hand.

Good old DC—whoever he might be. I still thought so right up to 4 o'clock when the Wewak control tower, appealed to directly, reported no intending flights from Wewak to Maprik that day. That seemed to be that, and I had already reconciled myself to staying at Maprik, to not catching the next day's plane to Lae or the Sunday plane to Port Moresby, when out of the dark sky appeared a blue and white Cessna which landed halfway up the strip.

I didn't know whether this was the mysterious DC's doing or not, and I didn't much care. In no time flat I was down at the plane, complete with baggage, had asked the pilot for a lift to Wewak and had been told to "hop in the other side". It wasn't till the tall, American pilot in the white shirt, slacks and sun helmet had climbed in too that I learned that he was the Most Rev. Leo Arkfeld, Roman Catholic Bishop of Wewak.

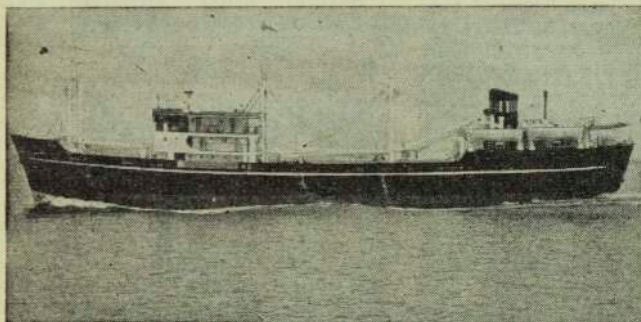
The Bishop took his Cessna off like a bird and when we had flattened out at cruising level he got out a black book, propped it up in front of him and read his office. I watched the scenery beneath and in half an hour we were in Wewak.

That evening I met the District Officer. He was very charming, didn't seem to be unduly surprised to see me there, but asked how I'd got in. I said I'd hitched a ride with the Bishop—and to that he replied that it had been very sensible of me.

I didn't ask what happened to this plane that he was alleged to have had in hand. For one thing, sometime about dusk, a plane may have called at Maprik for me, in which event he would have had every right to be mad because I'd already hopped it. If, on the other hand, the stars had not been right in their courses for a plane that day, or if he hadn't known about the plane he was supposed to be "organising", there was no point in bringing it up. The vital thing was that I had made it, hale, hearty and in one piece.

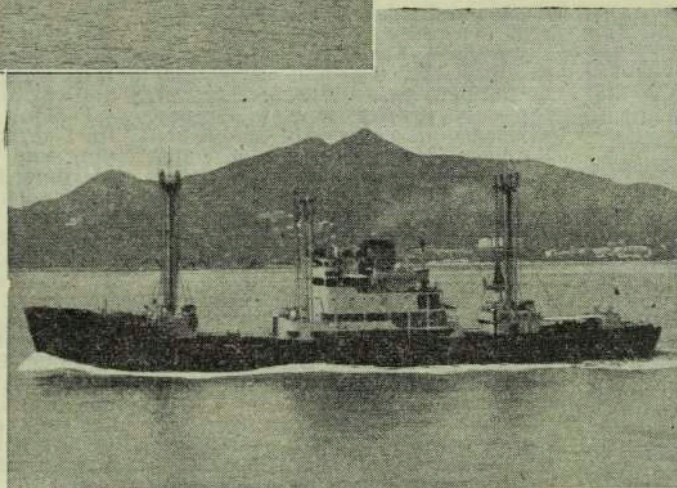
It just went to prove again that, in New Guinea, if you remain calm, don't panic and just wait, something—up to and including a flying Bishop—is certain to turn up.

TAIKOO DOCKYARD HONG KONG



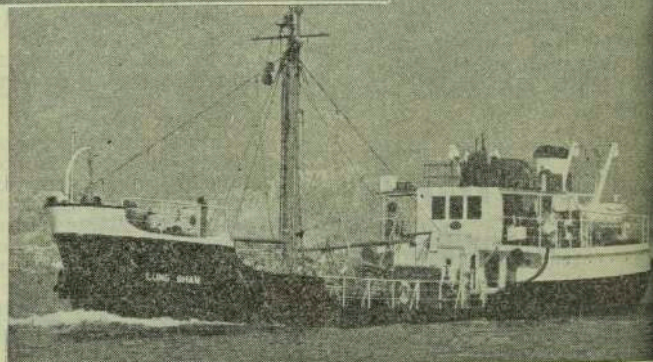
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

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Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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PACIFIC SHIPPING AND CRUISING YACHTS

New Zealand has given the all-clear for some ships to replace rigid, conventional life-boats with inflatable life rafts.

The main disadvantage of the raft has been that the former could not be launched with its engines aboard—but that is now overcome by various means. There is also the problem—which exists—that the inflatable rafts have to be unpacked, inspected, and packed in chalk once a year by a trained person. Some manufacturers have therefore not attempted to sell in areas where they have no servicing organisation—such as in the Pacific Islands areas where these rafts have great potentiality. New Zealand shipping regulations coming into force at the beginning of 1961 will permit rigid lifeboats to be replaced by these much more compact and convenient rafts in certain cases, and will require certain vessels to carry rafts.

These regulations will apply to New Zealand-registered vessels operating in the Islands—if any. The rafts will have to be sent to Auckland for servicing—if the ships are not going there. They will be sent to Marine Department sur-

veyman Empire Airways Ltd. have undertaken to handle this work for shipping, at a fee. They now carry out similar work on aircraft rafts. The fact that this service is now available in Auckland should encourage the use of inflatable rafts on islands vessels in Fiji, Samoa, Cooks, and other areas with connections with Auckland.

Sydney the raft manufacturers have their own organisation. There are at least four makes of

rafts now on the market in Australia.

• **SAFELY DELIVERED:** Captain Ron Barnett and Chief Engineer Bob Fluker arrived back at Auckland by air on December 9 after completing delivery of the former Australian coaster *Kooraka*—now to be named *Aldebaran*—to Vila for Mr. G. Seagoe, who joined his ship at Auckland as Mate. It was a fine-weather passage.

Also safely delivered by Captain R. Boulton, of Auckland, in December was the New Zealand coaster *Sumatra* towing the vehicular ferry *Ewen W. Allison* from Auckland to Hobart via Eden, NSW. Despite a good deal of bad weather en route, the passage to Eden averaged 4.9 knots. Both Captain Boulton and the ferry are ex-Islanders.

• **BANNO SHIP'S NAMED:** The Banno Company of Osaka, which has been operating chartered vessels of various nationalities to South Pacific ports, announced in December the new names for three second-hand vessels which it has now purchased for this trade. They will be registered in Hongkong—perhaps to permit operating to ports of Communist China when required.

The first of these ships, *Daisen*, has already entered service. She was the Dutch vessel *Larenberg*, built in 1941 at Krimpen and owned by Vinke & Co. of Amsterdam. Her tonnages are 3,764 gross, 2,195 nett, and 7,700 dead-weight. She is a single-screw motor vessel and has a service speed of 9½ knots.

With five hatches and holds, *Daisen* will be a very handy cargo handler. She has 402,120 cu. ft of bale space.

The other two vessels are identical

to the company's present chartered Korean ship *Inchon*—a well known type of US-built World War II vessel. Recently under the Venezuelan flag and owned by Compania Anonima Venezolana de Navegacion they were named *Republica de Venezuela* and *Rio Orinoco*. They were launched as *Magnus Hitch* and *Mainsheet Eve* in 1945, and will now take the names *Daiko* and *Daisei* respectively. Their tonnages are 3,805 gross, 2,123 nett, and 6,007 deadweight. They each have three holds and hatches served by 12 winches. They originally each had 8,840 cu. ft of refrigerated cargo space as well as their 225,460 cu. ft of bale space for general cargo, but the refrigerated space may be converted to general cargo use. Both ships are single-screw vessels with Busch-Sulzer diesels, giving a 10½-knot service speed.

• **NO MUTINY EXPECTED:** Outward bound for Tahiti, the latest movie version of *HMS Bounty* cleared Lunenburg, Nova Scotia, at the end of November, sailing via Panama. (See elsewhere for later details).

The little ship is certain to cause a lot of interest at ports of call en route and at Papeete. Her radio signals have been heard in New Zealand—call-sign VYMF—in the morse shipping bands.

As recently reported, this vessel is not an exact replica of Captain Bligh's ship. The latter had a deck-line length of 85 ft, the present ship is 118-ft, and has a pair of 300-hp diesels and a lot of other modern refinements.

• **COMING IN 1962:** The 22,000-ton Shaw Savill liner *Northern Star* will make her first voyage around the world in July-August, 1962.

The Japanese trade promotion ship "Aki Maru" which drew many thousands of visitors in New Zealand and Australian ports in November-December. The ship has been chartered from NYK Line by the Japan Industry Floating Fair Commission and is the third such ship to be sent overseas from Japan in post-war years.

The News This Month

Maru	Makoa
Maran	Marguerite
	Maroro
ina	Norla
oon	Northern Star
ada	Paraita
ty	Patsy Jean
Domingo	Red Witch
Mia	Revel
line	Rosanna
ose Maru	September Song
en	Shiralee
no	Soney
rosyne	Southern Cross
W. Allison	Southerly
runner	Sumatra
lango	Solo
each Ban	Tamare
quirite	Tanganui
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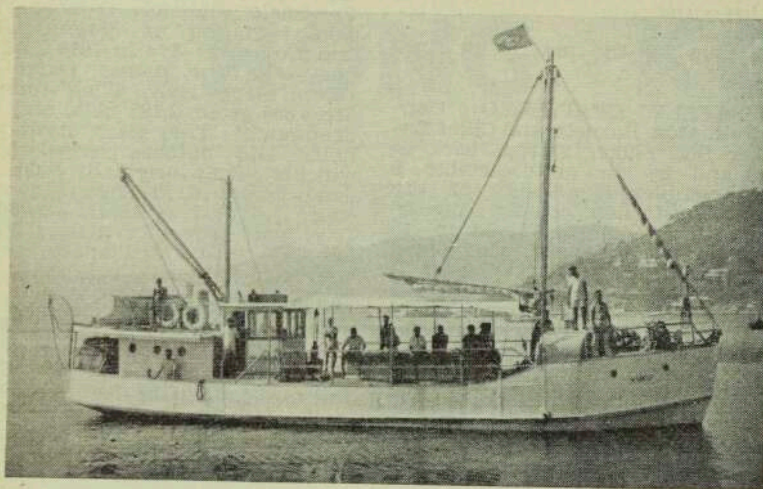


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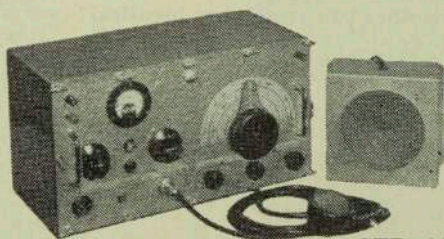
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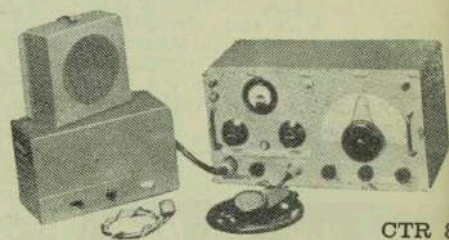
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Geoffrey Seagoe, of Vila, who purchased Australian coaster "Kooraka" (now re-named "Aldebaran", and shown p. 109) for the New Hebrides inter-island trade.

When she comes into service she will make four eastbound voyages a year, while the present *Southern Cross* will then make four round voyages. In the second half of 1962, Suva Papeete will have a fast and direct sea connection with the rest of the world with the appearance of the new big liners on the Pacific.

Captain L. H. Edmeades, at present in command of *Southern Cross*, will take command of the new *Southern Star*. The older ship will be commanded by Captain L. J. Edmeades.

GERMAN SHIPS MAY CALL AT COOKS: It seems likely that from time to time one or other of the fast refrigerated German vessels of the company owned by Rudolph Oetker, may call at Rarotonga occasionally to uplift tomatoes for export when required. The company has now entered the frozen food trade from New Zealand to the U.K. and the U.S., the first vessel, an 879-ton, 18-knot *Cap Domingo*, is due at New Zealand ports in November.

Rudolph Oetker, a baking powder pudding-mix magnate, entered the shipping business in 1951 and has a considerable fleet of very fast ships on the high seas. Through a variety of subsidiary companies, they range from tankers to passenger ships, and other specialised vessels. The Cap-ships, the new run have accommodation for a few passengers.

COMING SOUTH LATER: The *Winds*, the Auckland-owned and registered trading ketch-

cum-yacht, which has lately found some cargo work in the New Hebrides-New Caledonia area, will be lingering there a little longer than previously planned. According to a Vila report she will now probably head for refit in Auckland about February. The original male-and-female crew that left Auckland in March still mans the little ship, with the exception of Ted Copsey who is back at his Auckland business.

• **WHAT'S NEW IN EQUIPMENT:** From a nautical point of view, one of the more interesting of the thousands of exhibits aboard the 7,733-ton Japanese Trade Fair

ship *Aki Maru*, which called at Australian and New Zealand ports in November-December, was a transistorised "fish camera"—a portable echo-sounder no larger than a medium-sized pocket transistor radio receiver, for use in small fishing vessels. It would be equally applicable for yacht use.

Not only capable of giving bottom depths, it also had sufficient definition to indicate shoals of fish—its primary use.

Also on display were several very compact transistorised direction finding receivers and other receivers for ship use. Not on display, but now available, is a compact radio facsimile receiver for fishing boat

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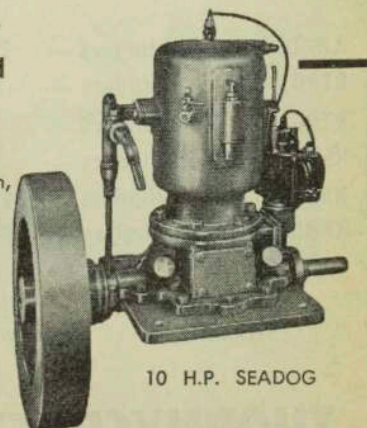
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use. It will receive and print weather maps and maps showing best fishing areas soon to be broadcast from Tokio to aid fishermen in their work. It is expected that the equipment will operate satisfactorily as far away as the Indian Ocean.

• **TO BUILD IN JAPAN:** A representative of one of Japan's largest shipbuilding companies said aboard *Aki Maru* in November that a modern, steel, general-cargo vessel of the type that might trade in the Islands, of 320 tons dead-weight cargo capacity and the smallest vessel for which he was able to supply information on the spot, would cost approximately the equivalent of \$US123,000 built in

Japan. Costs are thus not particularly low, but delivery is usually fast.

• **NEW CHART:** Resulting from RNZN survey work in Tongan waters in recent years, a new chart of the approaches to Nukualofa is now on sale in New Zealand from the Marine Department and chart agencies.

• **IN TROUBLE:** Attempts to establish locally-owned boats in American Samoa's tuna fishing industry have so far failed. The ex-sub-chaser *Isabel Rose*, converted from a cargo carrier to a tuna longliner last year, is now laid up and the subject of litigation, according to reports from Pago Pago. There

was a financially unsuccessful attempt to operate the Tonga registered *Trade Winds*, on charter to Pago Pago interests last year also. A lot of capital is involved in a well-equipped and properly signed tuna longliner—and a lot of hard work, too.

• **NEW ZEALAND BASE NEXT:** Two Japanese tuna fishing companies—probably Taiyo and Nippon Suizan—have indicated to a large New Zealand food processing company, J. Wattie Canneries, that they would be ready to supply tuna with fishing vessels based at the North Island East Coast port of Gisborne.

The Labour Government turned down the project—but the National Government, which came to power in December, may have other ideas. There is no doubt that the tuna are available nearby. Longliners attached to the mothership fleets, these two companies operate as far south as New Zealand in the winter months each year. In addition, trawlers—net-fishing for bottom feeding fish—are now operating continuously on the New Zealand continental shelf outside territorial waters.

Recent reports from Japan indicate that five major fishing companies are expanding their plans for trawling—as opposed to deep-sea longlining—near New Zealand, Australia, and both coasts of Africa.

By the end of 1960 it was expected that 12 large trawlers would be available for these three fisheries and that they will fish approximately 12,000 tons in 1961—mainly red snapper which the Japanese call Kai. About 4,000 tons of this will be sold overseas, and the remainder consumed in Japan.

• **MATSON CARGO PLANS:** The Matson Company will soon replace its war-time built C2-type freighters *Alameda*, *Sierra*, *Sonomi*, and *Ventura* with larger and faster vessels, and resume calls at Auckland—which port was dropped out

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Sideways For Suva

The new Orient liner "Oriana", on her maiden voyage round the world, received a rough baptism soon after clearing Southampton on December 3. And, to adhere to her schedule, she had been forced to leave 20,000 bags of Christmas mail behind due to a dock strike.

There will be great interest in Suva to see how this liner's side-pushing propellers do their job of berthing the ship in that tugless port. The big question is whether the slipstream from these propellers in their thwartships tunnels will cause serious erosion round the foundations of Suva's decrepit wharf.

Only 56 Varieties Are Left

In May, 1958, a member of Australia's Antarctic Expedition tossed 57 bottles into the sea at Quarrie Island. He did it as publicity gimmick for the 50th anniversary of Sydney's department store, David Jones Ltd., and for the food processors, H. J. Heinz Pty. Ltd. Each bottle contained a voucher for £100 worth of goods.

Two and a half years and 100 miles later, one of the bottles has been picked up by a fisherman called Arnoldo Quelme Garrido, of Puerta Abales, Chile. He has sent the voucher to DJ's, Sydney, and claimed the goods—or the cash value thereof "which would be no more acceptable".

However, Garrido is to get Australian goods, without the condition, as soon as possible. One condition of claiming the reward is that a label from a tin of Heinz soup should be enclosed. We presume that Messrs. Heinz and their 57 varieties have penetrated even as far as Puerta Abales, and that Garrido was able to fulfil this part of the contract.

So far there have been no claims in respect of the other bottles; but the offer stays open until May, 1963 (five years all) so there is still a chance of someone along that line of

the trans-Pacific route in 1954 recently. With the entry of the new ships—their exact details not yet been given—the frequency of the service will be slightly increased.

THAT NON-MAGNETIC SCHOONER AGAIN: *Zarja*, the Russian-built, Russian-owned, 80-foot, three-masted, wooden, non-magnetic research schooner is another circuit of the Pacific. She sailed from Sydney December for New Zealand, South America, Japan, and Vladivostok. She called at Port Moresby in April, Captain Taras Mazhara apparently been replaced by Captain Alexander Udovich, aged 45 and five years junior to his predecessor.

Zarja—her name means "dawn"—carries about 7,850 sq. ft of canvas sail set. She is gaff rigged with sails and has a 300-hp diesel engine made mainly of gunmetal. Press reports have given the age as 205, 250, 300, 330, and PIM's information from Moscow is 580 but does not indicate whether this is gross, displacement,

or deadweight. Similarly, there is no indication whether the length given—110½ ft—is waterline or overall. Beam is 27 ft 4 in. and depth of hull 11 ft. Non-magnetic schooners are a rare commodity and those interested in ships like to have the facts.

• **UNDER NEW MANAGEMENT:** A year or two ago the Rarotonga Island Council took over the management of the Avarua smallship wharf from the Union Company which had leased it for many years. Now they are taking over control of the wharf at nearby Avatiu, which has been used in the past almost entirely by A. B. Donald & Company's vessels. Cargo charges will

be levied as from January 1, 1961, to go to the Rarotonga Harbour Improvement Fund.

• **FIRST VISIT:** An unusual caller to Rarotonga and Mauke in November was the Mormon Mission schooner *Paraita* from Papeete, under command of Captain Tehina Tapu. Of 128 tons gross and 85 ft waterline length, this schooner was formerly the American yacht *Fandango*, built in 1930. She was donated to the Mission a good many years ago and renamed with the Tahitian version of the surname of Addison Pratt, first Mormon Missionary to Tahiti.

In fair winds *Paraita*, with her 110-hp motor and her 4,300 sq. ft

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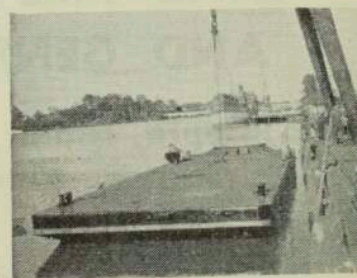
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navas, makes 10 knots. She has been fitted with a new engine. carries a little cargo, but has accommodation for 30 Mission ngers. The occasion of the Islands visit was to bring staff ewly established Morman on stations.

aboard was Mrs. McCauley, of the Resident Agent at yn, who had journeyed to i in *Wild Goose II* and on e US with her daughter earlier e year. The child died there ing a heart operation.

TILL UNDER FIJI FLAG: in R. D. Matheson, who ed the command of the Suva-

Kurimarau in October, is in command of the Suva- ured *Babinda* which, with a crew, plies the Tasman and visits the Islands.

TILL GIVING IT A GO: The of Royal Intercean Line s which ply down from the ast to Fiji and NZ have had d brushes with the Customs rities through attempted gling. Confiscation of goods— y transistor radios and es—and heavy fines may disge the men caught, but there nvariably other members of Chinese crews who will "give go".

ever the Chinese did not have their own. The Auckland ms made a haul of over £1,000 of goods in the Union Com- s Islands vessel *Tofua* on De- er 14 when the ship arrived Suva. The goods, transistor s, liquor, and cigarettes, were aled in a foodhoist to the eroom.

FOR TAHITI FLEET: Mr. S. ett, Secretary of A. B. Donald npany of Auckland, confirmed ember that his company had making inquiries recently for o of 300 or 400 tons gross with cabin passenger accommoda- for use in French Polynesian

waters, but no purchase had been made to mid-December.

The Tahiti subsidiary, Etablissem- ents Donald Tahiti, operates the Australian-built, wooden, 300-tonner *Charlotte Donald* and the hand- some 181-ton schooner *Vaitere* in that trade at present. In the Cook Islands trade they have the 173- ton, 47-year-old schooner *Tiare Taporo*, which in December was bound for Papeete via the Cooks Northern Group to undergo her annual hurricane season refit, with Captain Andy Thomson in com- mand.

Recent purchases of ships for the French Polynesia trade seem to indicate that business is prospering in that territory at the present time.

• **LAMB LINER AGAIN:** For more than two months, *Delfino*, formerly Australian coastal pas- senger vessel *Westralia*, and in 1959 a sheep transport between Australia and America, has been moored to a buoy in Sydney harbour. Rumours that she was to be sold East for scrapping following a collapse in the lamb trade have been circulat- ing freely.

Just before Christmas, a spokes- man for the owners, International Shipping and Export Co., said the rumours were unfounded and that *Delfino* would sail again in the New Year with 25,000 sheep for America.

High price of sheep, and engine spares that had to come from Scot- land were blamed for the delay.

Delfino was in the news for months in 1959 when she started carrying sheep to America. There were the usual labour troubles as- sociated with doing anything new in Australia; protests from people who felt the sheep were badly accommodated or treated cruelly; and wails from other experts who insisted that some Merino sheep (a prohibited export from Australia) had slipped through the screening processes.

Losses on the first Pacific cross- ing were higher than expected but

Just One Of Those Graces

In a very formal note from the British Residency, Vila, New Hebrides, we have been informed that it has been decided to name the 68-foot British Service vessel, at present under construction at Millkraft Boatyard Pty. Ltd., Brisbane, "Euphrosyne" after the steam yacht which was attached to the Residency between 1912 and 1929 and was sold in Noumea after being thrown upon a reef in a sudden squall.

The first "Euphrosyne", which was purchased from a private owner in the United Kingdom, was a wooden vessel 131 feet long, built at Gosport in England in 1889, coal fired, with a cruising speed of eight knots.

We have been informed, further, that Euphrosyne was one of the three Graces of classical mythology, and means "Good Cheer". We are of the opinion that in naming ships as in naming race horses, it's better to stick to something simple that won't be murdered by the public at large. As "Cheers" is about the most overworked word in any South Pacific vocabulary, it might have been an idea to give this name to the new ship and save a lot of confusion.

these were later cut through better ventilation and feeding techniques.

• **AUXILIARY CUTTERS OF A SPECIAL DESIGN:** Three 25 ft auxiliary cutters are being built at the SPC boatbuilding school at Auki, in the Solomon Islands, from a special design developed by the Commission's fisheries officer, Mr. H. van Pel.

The cutters, which were designed primarily for use in Pacific waters as a live-well fishing boat, may equally well be used for trochus fishing, carrying copra, or as a general workboat.

The cutters are being built for the BSI Government by the 24 Islands trainees attending the school from Papua and New Guinea, Solomons Islands, Netherlands New Guinea, Gilbert and Ellice Islands, New Hebrides and Micronesia. They are being supervised by Mr. Cecil Fisher, director of the school, who has had many years of boatbuild- ing experience in Port Moresby.

• **THE END OF THE LINE:** With 30 years of hard work behind her, one of the best-known ships in recent years in the South Pacific will make her final voyage this month (January).

She is the 3,000-ton Japanese steamship *Chitose Maru*, which has been ice-breaker, tug, salvage vessel and freighter.

Chitose Maru will call at New Guinea ports in January with gen- eral cargo from Japan. Then she will go back home—and to the breaking-up yard.

The ship has been the mother- ship for four years of extensive salvage operations in the Solomon Islands, New Britain, Bougainville

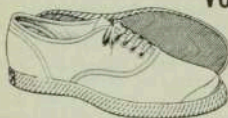


"Roa," the new New Zealand Government vessel, back in Auckland with the stains of her first voyage to the Cooks upon her.

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he Carolines. She has kept go-
fleet of smaller ships and
s and a team of 200 men, and
carried away the bulk of the
aged material.

has also towed to Japan for
ing up the stripped hulks of
alian destroyers which were
abandoned" in Sydney Harbour
the war. On one occasion she
two ships in single tow from
alia to Japan.

towed a floating crane from
to New Guinea, battling
st storms near the Philippines.
ree years ago she salvaged the
apanese freighter *Eifuku Maru*
went aground on the Great
er Reef off the Australian East

ly in 1960, she figured in a
atic but unsuccessful attempt
ave the grounded freighter
saki Maru from Helen Reef
the Caroline Islands. She took
crew to safety in seas which
so high that they crashed into
ngine room.

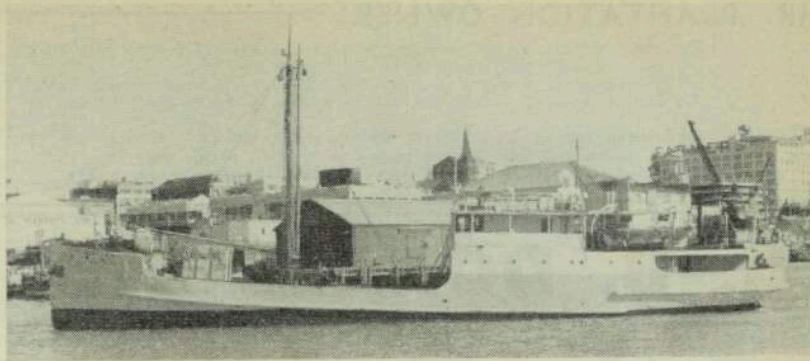
tose Maru was built at Yoko-
in 1921, and was originally an
eaker with Japanese expedi-
to the Antarctic. Her present
is the Okadagumi Salvage
any.

UNDER REPAIR: A Union
any announcement in De-
er said that repairs to the
n plating of the trans-Pacific
ster *Waitomo*, which went onto
reef at the entrance to Apia
our in October, were expected
volve about six weeks in a
puver dock. The damage was
ibed as "not serious".

ys of Cruising Yachts

ED WITCH, 35-ft American ketch
sought assistance 750 miles east
ail in mid-November, was towed to
ilu by a Coastguard vessel and was
held there under writ in December
g settlement of an alleged debt of
to a Los Angeles firm. Bound for
lia via Islands ports Victor and
ss Westfall and their children Vicki,
ed Clyde, 11, and two other crew-
ers, had cleared San Diego early
ber. Their sails had blown out
their engine was not functioning
they sought assistance. Time San
Honolulu—70 days.

E RAPUNGA, George Dibbern's
n ketch which was dismasted in a
while bound from Whangaroa, NZ,



"Aldebaran", ex "Kooraka" which has recently been purchased by Mr. G. Seagoe, of the New Hebrides. Photograph was taken in Auckland.

to Brisbane in March, 1959, and was
towed back to Auckland by the Japanese
freighter TOKUWA MARU in battered
condition, is again in the water. The
yacht was left in the hands of an
Auckland yachtman-boatbuilder and
Captain Dibbern returned to his Hobart
farm, but he is back in New Zealand now
and the ketch was re-launched late
November.

● FORERUNNER ex SPRINGBOK, 26-ft
yawll which crossed the Pacific from
Canada to New Zealand soon after War
II, and which, under other ownership made
an Islands cruise in 1952, is reported to
be for sale again at Whangarei, NZ. Owned by Andre Guerin who sailed from
Auckland for the Islands last Winter, the
cruise ended at Whangarei when Guerin
became ill. Now recovered, he is think-
ing of obtaining a larger yacht. Guerin
left Tahiti some years ago in the motor
yacht PHILANTE-II.

● TANGANUI, 32-ft x 9½-ft x 5½-ft
sloop with a 10-hp diesel, was being
prepared at Okahu Bay, Auckland, in
December for a cruise to Tahiti about
April. With owner Nigel Watson will be
crewmen Terry Burling and "Lofty"
Goebel. This yacht was built about 1948
by Peter Edmunds who cruised the Pacific
in another yacht a few years ago.

● WANDERER III of Southampton,
SI YE PAMBILI and BEN GUNN, were
all hauled out at Okahu Bay, Auckland,
in December. The Hiscocks put their
little sloop back in the water on December
15 in readiness for some Christmas
cruising in the Hauraki Gulf, and on that
same day the BEN GUNN team launched
a small sailing skiff which they had just
purchased.

● PATSY JEAN of Auckland, which has
been based at Rarotonga for many months
—and which made an excursion from
there to Mitiaro and return in Novem-
ber with Don Silk, Bob Boyd, and Dave

Saunders aboard, was reported heading
back for home base in December.

● MARGUERITE, a 25-footer with a
man-and-wife crew, which sailed from
Cooktown, Queensland, on November 7, for
Port Moresby, NG, was the cause of an
unsuccessful air search in December when
the yacht failed to reach its destination.
Two days after sailing the yacht reported
by radio that it was 150 miles south-
west of Port Moresby. (See elsewhere for
more details).

● SHIRALEE and the Burkes who sailed
from Sydney to Honolulu via Rarotonga
late in 1958—after having lost their yacht
VENTURER on the Queensland coast in
June of that year—are still in Honolulu.
The Burkes live aboard the 40-ft double-
ender ketch and dream of some more
cruising some day.

● TAMARE, a 14-ton Dutch-built double-
ender cutter, is at present being prepared
at Ostend by Belgian photographer Robert
Robelus for a world cruise, to commence
about mid-1961.

● WAIHAPE, twin screw 42-ft motor-
sailer of Waiheke Island, near Auckland,
owned and skippered by veteran cruising
yachtsman Johnny Wray, which left New
Zealand in mid-March arrived back at
Auckland on November 28 at the end of
a 31 day passage from Gladstone, Queens-
land. Also aboard, A. Lake, of Wellington.
The yacht had cruised to Barrier Reef-
New Guinea waters.

● MAKOA, 32-ft Atkins cutter arrived
Hilo, Hawaii, some time back, 19 days out
of Los Angeles. Don and Dorothy Gillum
plan on cruising the Marquesas, Tuamotus
and Tahiti about April.

● SONCY, 38-ft ketch of San Diego,
arrived Honolulu, November 23, skipper-
owner Rockne and Ruby Johnson and son
Dane Aukai, 1 year old. Trip took 20 days
out of Bora Bora. SONCY departed San
Diego for French Oceania, June 1, 1960.

● BABBOON, 52-foot schooner, departed
Honolulu for mainland US in early Dec.

● REVEL, 30-ft sloop from Auckland,
arrived Honolulu, December 6, 29 days out
of Tahiti. Skipper-owner John Smith and
wife Marlene sailed directly from Auck-
land to Tahiti and plan on sailing for
Vancouver, BC, in April, 1961.

● TAHITI, 30-ft ketch, owner Lorin
Smith, arrived Honolulu in mid-November
from Tahiti.

● SEPTEMBER SONG, 33-ft sloop sailed
by American couple Dr. W. M. and
Gretchen Lee, is currently in Port Moresby,



This photograph shows
an increasingly common
sight at the Honiara
anchorage—more than
one vessel.

From left to right:
The Dutch
vessel
"Mataram",
French
naval ship
"Francis
Garnier" and
China
Navigation's
"Chung-
king" all anchored off
Point Cruz.

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The cruising yacht, "September Song" photographed close up against the Dutch vessel "Snellius" some months ago when between equator and the north coast of Dutch New Guinea. It was a chance encounter but very welcome one for Dr. and Mrs. Lee, they were out of sugar and cigarettes and low on water. The Dutch captain and his crew filled "September Song's" water-tanks with water; her ice box with ice and a case of Heinekens beer; gave the Lees sugar and cigarettes, fresh bread and "even a stack of paper-backs". While they were being entertained at dinner on board by the captain someone took this photograph, developed and presented it to them. Even after months the Lees (now in Port Moresby) are still talking about it. "We'll never forget their kindness, hospitality and generosity", they say. (See page 109 and below).

from which point Mrs. Lee writes to say that C/- Papua Yacht Club will be the address for the next 12 months. The sloop was twice reported overdue in New Guinea-BSIP waters in June-July last year and so much rough weather was encountered thereabouts that lengthy and costly repairs were necessary when they finally reached Madang, N.G. in August. The long stay over in Port Moresby designed for financial recuperation—not physical.

In her letter Mrs. Lee comments on the experiences of D'VARA in Indonesian waters (Dec. "PIM", p. 113). She says that in one respect she can agree with the Bradfields—Indonesian hospitality is very unpredictable! The Lees had both visas and a clearance for those waters sent them by the Indonesian Navy, yet in March, 1960, when they were within the three-mile limit off the coast of Morotai they were fired on by mortars, machine guns and rifles. "It didn't take us long to decide which way to head", she says.

• **TASMAN RACE:** When entries for the 1961 Tasman Yacht Race closed with the Royal Akarana Yacht Club of Auckland on November 30, 18 entries had been received—six from Australia and the remainder from New Zealand. Some of these yachts and yachtsmen have made Islands cruises in the past.

The Whale That Got Away

The death in November of the last man in Rarotonga to have harpooned a whale from an open boat—in 1922—brought back memories of a lot of people.

As elsewhere in the Islands, whalemeat is looked on there as a delicacy, so when the whale was harpooned off Wairangi, the coconut radio quickly passed the word.

The whale kept to the surface and headed round the coast, all along the route the farmers unhitched their horses from their ploughs, snatched up tools and sacks, and joined the procession. But disaster came off at Tavera, 10 miles from the starting point, when the whale broke loose and disappeared rapidly seaward.

The dinner was off. All hands went back to work—and they haven't tasted whalemeat since!

Australian entries are: ASTOR, schooner; ARCHINA, 52-ft ketch; AL, 40-ft cutter; NORLA, 38-ft SOLO, 57-ft cutter; and HERLY, 35-ft sloop.

New Zealand entries are: BOUNTY, ketch; CARA MIA, 32-ft ketch; JINE, 29-ft ketch; FANDANGO, 38-ft FITHEACH BAN, 83½-ft schooner; TTE, 34-ft cutter; KESTREL, 40-ft MARORO; ROSANNA, 30-ft ketch;

SHIRALEE, 28-ft ketch; VECTIS, 32-ft sloop; and WAIRANGI, 30 ft. ketch.

The Australian entry NORLA is owned by the well known Halvorsen family, who have not only cruised in the Islands in other yachts but also have close and long commercial connections with the Islands. Of the New Zealand yachts, BOUNTY and FITHEACH BAN have both been in Islands ports, though they are now under different ownership.

While it is possible that all these yachts may not line up for departure from Auckland on January 28 for the race to Sydney, it seems certain that this will be by far the largest number to enter a Tasman Race. Largest previous field was of nine yachts in 1951.

● SYDNEY-HOBART RACE: A number

of the Australian yachts entered for the Trans-Tasman event sailed in the 1960 Sydney-Hobart Race, which left Sydney on Boxing Day.

The 1960 version of this classic was a real piece of cake. The whole of eastern Australia lay in the grip of a heatwave and the race was sailed throughout in light nor'east winds.

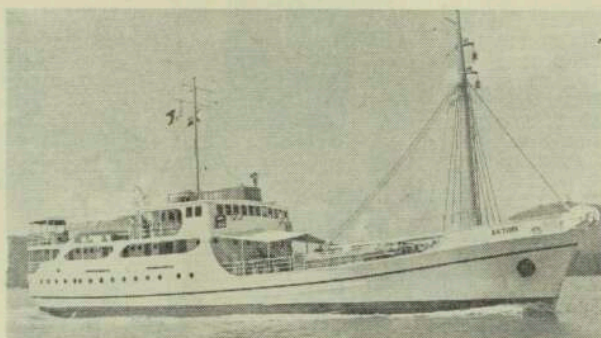
First to reach the finishing line in Hobart was the big yacht KURREWA IV, but the 35-ft sloop SIANDRA was declared the official winner on handicap.

SIANDRA also won the race in 1958.

Second in the 1960 event (the 16th Sydney to Hobart Race) was KALEENA; and third, MALOHI.

NORLA, the Halvorsens' 38-ft cutter, won Division One of the Race (for smaller handicaps).

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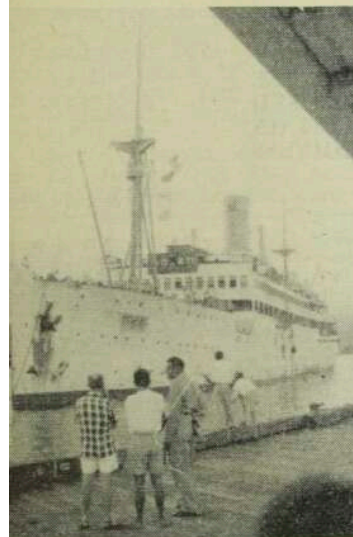
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—there will be more lambs for her 11—or so they say. (See page 107). Her future is still something of a mystery. Advertisements appearing in the "Times" recently have been to the effect that M. R. Carpenter & Co. Ltd. will not be responsible for debts in connection with "Delfino". There have also been stories that he will be chartered to take Pilgrims from Indonesia to Jedda.



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X/EXS/5

Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

London Trip': Criticism Fiji Sugar Leaders

B. D. Lakshman, MLC, in De-
er, continued his attacks on
s of some Fiji cane-farmers'
s, alleging they were using in-
ation to raise funds for a trip
ndon.

word "intimidation" has been
ed about freely in Fiji ever
the December, 1959, rioting in
and not without cause.

as common knowledge in Fiji
g the 1960 cane-harvesting
ock that a big majority of
ers wished to cut their crops, but
afraid of reprisals. The police
some arrests, but found it
in court to sheet home guilt,
nesses retracted their original
s.

ong a largely illiterate popula-
a threat to burn a farmer's
or his home, or do physical
ge to him or members of his
7, is very real indeed, and an
ve deterrent against harvest-

Lakshman (who lives at
ka in the heart of the Viti
cane country) kept in close
with farmers throughout the
e and knew what was going
a his latest attack upon some
s, he alleged they had said
wanted to go to London (pre-

sumably to the Colonial Office) to
plead the case of the farmers.

He said he did not object to that,
but he did object to the methods
they used to raise money to pay
their way. (He apparently did not
mention that some of these leaders
are fairly wealthy men and could
easily afford to pay for the trip
themselves if they really had the
interests of the farmers at heart).

Mr. Lakshman said that if the
farmers did not pay it was a case
of "you'd better look out". He chal-
lenged those leaders who wished to
make the trip to make their appeal

and then stay at home and see just
how many people would send them
money.

However, since the Sugar Com-
mission of Inquiry was announced
on December 22, any suggestion that
information about cane-growers'
grievances should be specially carried
to London has lost its force.

At least one Indian member of
the Legislative Council has asked
the Government to order payments
from the Sugar Price Stabilisation
Fund.

However, the Fund was set up
originally for use if the price of
sugar fell because of conditions out-
side the Colony, and it has been
built up largely through a propped-
up price on the UK market.

In any case payments from that
fund are guarded mainly by a series
of ordinances, and are in the hands
of a board which has strict control
of the money, subject to the legis-
lation. The Government view is
that the initiative for any payments
must come from the board.

The official feeling also is that
with the 1961 sugar output esti-
mated at 188,000 tons, complaints
about the possible plight of farmers
in 1961 may be over-emphasised.

(Over)



are prettier places and more de luxe
ats—we showed you a picture of some
Dal Lake in Kashmir ("five rooms, four
, and flushing toilet") some months
it so far as the Sepik River, NG, is
ed, this is a vastly improved method
g on patrol.

top picture shows an Administration
at which has three tiny rooms and
ing occupied, in November, by ADO
rallope, his wife and small daughter,
European Medical Assistant and his
s they make a patrol down river from

small houseboat in the lower photo is
simpler affair and belongs to a trader
res permanently at Maprik. Both are
d by outboard motors—the motor in
ministration boat can be seen at rear,
up in canvas. The boats are wired
keep out mosquitoes which between
er and May come in such swarms on
ik as to make life a misery, even for
ives.

boats were photographed at Pagui,
is a couple of hundred miles up the
he stream at this point is still about
er mile wide.



HOT WATER—FOR NOTHING. This small domestic solar water-heating unit gives enough hot water for the bathroom of a home in Lae, New Guinea. It costs about £50 installed and nothing to run—a consideration in the Territory where electricity charges are fearsome. The heating is done in the rows of pipes, which are inclined towards the sun, and set each side of the tank—one set of these pipes is seen left centre of the picture, but because of the angle from which it was taken, details are not clear. The water, when heated, is stored in the tank. This particular unit is not insulated or lagged, consequently the water in the storage tank cools off during the night, however, by mid-morning it is scalding hot again.

Back on the Job

Bish Ltd., the old-established engineering firm, which announced in September that it would close has decided to re-open. It would have been a tragedy for Fiji if the works closed permanently.

The reasons for the closure, which would have thrown 60-odd skilled men to an already over-crowded labour market, were insufficient business, and the loss of certain ship repair work to the PWD at Walu Bay.

In November there were rumours that Mr. Sethi Narain, managing director of the Narain Construction Company, and Mr. Maurits Helsen, formerly manager of the Suva branch of Burns Philp & Co. Ltd. and a director of that firm, would take over and operate Bish Ltd. Mr. Jack Bish confirmed that there were negotiations under way.

Late last month Bish Ltd. announced that the firm would open for several classes of engineering with Mr. Jack Bish as consulting engineer.

Good Fun at the Polynesian Society

The Polynesian Society of Sydney's annual pre-Christmas party was a gay affair for Islanders living in the "big smoke". The treasurer, former Kai Viti, Mrs. A.

STABYLO

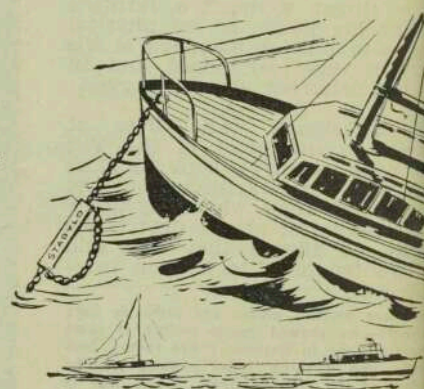
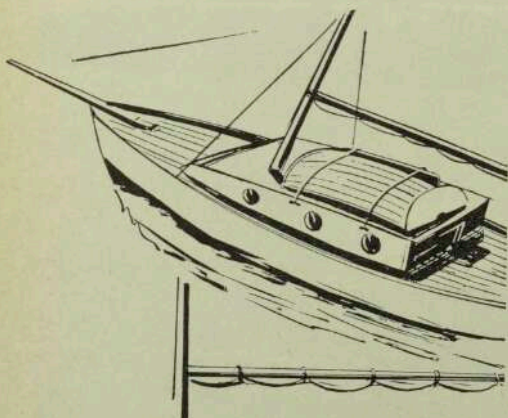
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Excelsior!

atest news, hot from Port resby, is to the effect that the ss Gallery in the new Legis- pe Council is being re- elled. When finished, there be three rows each of four ss with headphones. The at row will be slightly above r level and the other two be progressively higher and her. The Hansard girls will moved into the middle of the umber.

if you want to know why there eneral rejoicing in local NG ss circles over this, read the el on page 35, November M", which told how, at the meeting of P-NG's Legis- pe Council, 10 press and io representatives sometimes to try to sit on four seats.

n, who will spend about six in New Zealand over tmas and New Year, received mbrella to protect her against ummer storms.

guests included Mr. and Mrs. anderson, of Apia, Miss Grace ms, Suva, who is studying ag in Sydney, Miss Mary , Whangarei (NZ), Mrs. Maria (nee Wise), Fiji, Mr. Martin r, Suva and Tarawa, Mr. and Arthur Speers, Suva (Mrs. s, formerly Miss Susan Curtis second in the first Fiji Miss us contest held in 1956), Miss Curtis, Suva, Miss Alma g, Norfolk Island, Mr. George en, Norfolk Island, Mr. Charles an, Papeete, Monsieur Marcel et, Tahiti (who has since red to the Society Islands).

se for New Welfare Body

Fiji Council of Social Ser- which has been in existence few months only, has already favourable comment for its re work among less fortunate ns of the community. The nor (Sir Kenneth Maddocks), opening the recent Budget n of the Legislative Council, ked:

social welfare problems of olony have been increased by ployment and by the continued o the towns, but in the present ial situation the assistance the Government can give to oluntary organisations which ch excellent work in this field erely limited.

he newly-formed Fiji Council ocial Services has shown its . . . A locally-born probation r is now undergoing training e UK and provision has been in the Estimates for the

appointment of the Colony's first social welfare officer."

The main task of the new body is to co-ordinate the work of many welfare organisations in Fiji.

Cow-Farming Plan For Highlands Villagers

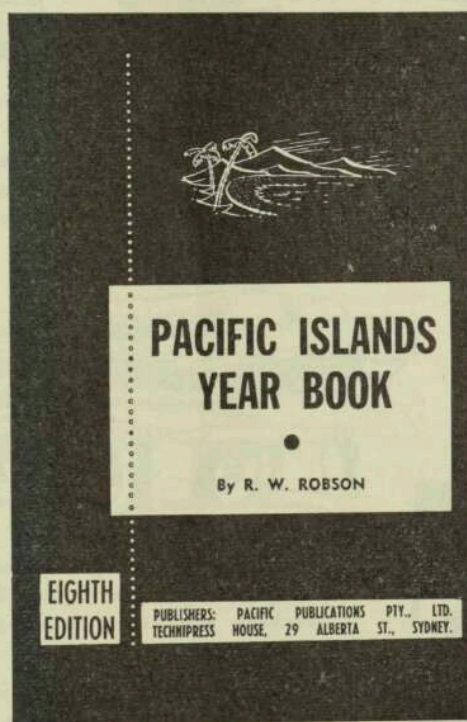
A "pilot project" to find out if it is possible to establish small cattle herds in village communities in the Highlands has been started by the Department of Agriculture in Papua and New Guinea.

The first village herd, comprising four cows and two calves, was delivered in September to the Kapugumarigi people, near Goroka.

On their success in handling the stock will depend the extension of the scheme to other villages.

Under the scheme, at least four villagers must each purchase a cow. A bull for the herd is then supplied free by the Department of Agriculture. The owner must provide a small bail and calf pen, each with a cement floor, and a properly fenced five-acres night paddock. The stock will be grazed on adjoining land during the day.

Villagers who purchase cattle are being given special training at the Government Livestock Station at Goroka, before taking delivery of their stock. This station has been selling pure-bred Canadian Berkshire pigs to villagers to raise the standard of local pig herds. (Over)



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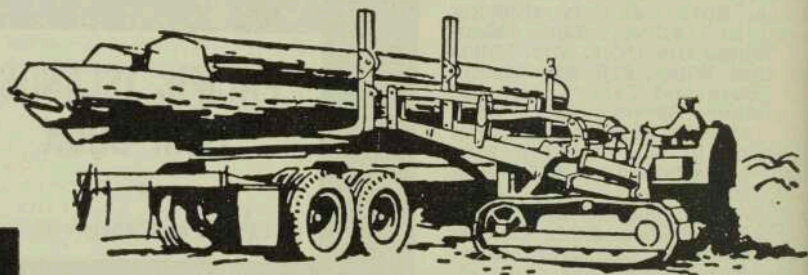
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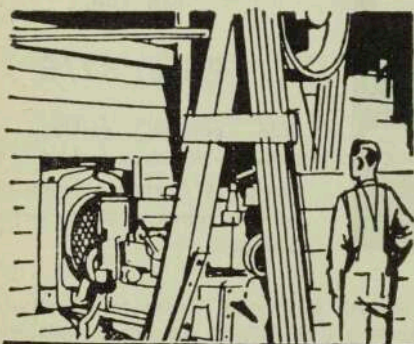
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Dutch Are Training Papuan

The education programme for Papuans being carried out in the Netherlands New Guinea, and their training to take greater responsibility in administration, impressed the Secretary-General of the South Pacific Commission (Mr. Smith), during a visit in November-December.

He inspected schools, training centres, hospitals, and various projects for the development of agriculture, fisheries, ship-building, rubber production and roads.

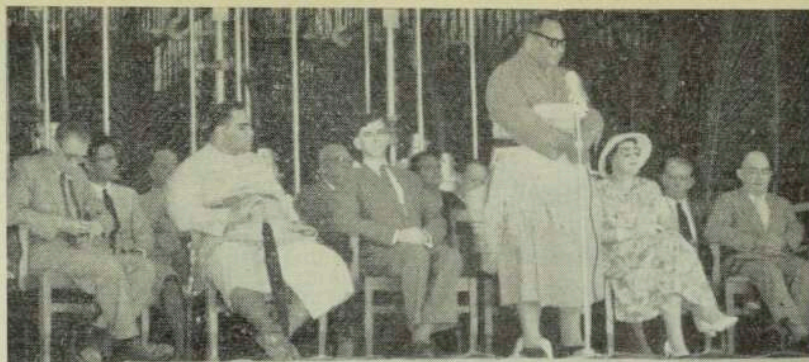
A highlight of Mr. Smith's trip was a visit to the remote Baliem Valley. This, accessible only by air, was discovered when an American aircraft crashed there in 1945, and the crew were rescued by glider. 100,000 inhabitants have a Stone Age culture, and their staple food is the sweet potato. Mission posts were established in the valley in 1954, and Government posts in 1956.

and E. Colony Thanks Leper's Trust

High ranking chiefs and representatives from the Gilbert and Ellice Islands formally expressed their gratitude to the people of New Zealand and the New Zealand Leper's Trust Board for their help in the care and treatment of lepers. This was carried with acclamation at the Third Colony Conference, recently on Makin Island, under the Chairmanship of the Resident Commissioner (Mr. M. L. Macchi).

aper Petrol for Tonga and N. Hebrides

Tonga and the New Hebrides will benefit substantially from reduced prices of petroleum products through the introduction of new, bulk oil installations by the Shell Co. (PT)



Prince Tungi shown opening the new Shell Company bulk terminal near Nukualofa, Tonga (see this page).

The Tongan installation, at Nukualofa, has been finished. Work on the New Hebrides project will start in April and the target date for completion is December next.

The Nukualofa installation has a capacity of 160,000 gallons. Bulk supplies arrive from Suva by bulk lighter and a tug operated by the Tongan Government. Until recently, supplies arrived from Suva in more costly drums.

The products handled at Nukualofa are motor spirit, which will fall by 8d a gallon; lighting kerosene, down 6½d a gallon; and diesel oil, down 6d a gallon. The installation cost more than £25,000, and will distribute 500,000 gallons of fuel a year.

The New Hebrides installation will be built at Santo and will cost about £120,000. The storage capacity will be 1,000,000 gallons. The Santo terminal, like that at Nukualofa, will handle motor spirit, kerosene and diesel oil.

The New Hebrides at present receives fuel supplies from Suva in 44-gallon drums. When the Santo installation is operating, 18,000-ton ocean-going tankers from Singapore will carry the bulk petroleum products to the New Hebrides.

The Nukualofa terminal was officially opened by Prince Tungi, Premier of Tonga, on December 3. In an address he outlined the events

leading up to that day—the building of the tug *Hifojua* and the oil barge, *Lolo Maana'ia* in which oil for the bulk terminal is transported, and the negotiations with the Shell Company for building the installations.

He said that Queen Salote had consented to name the barge discharge basin and the installation site and in future it would be known as *Touliki*—which, in Tongan, means "constant supply" or "continuous flowing".

The Shell Company later entertained guests to a buffet dinner.

The first discharge of the oil barge *Lolo Maana'ia* went smoothly and 32,000 gallons of motor spirit, 16,000 gals. of diesel oil and 15,000 gals. of kerosene were discharged into the Shell tanks in 10 hours.

Matson Finds Profit In Rarotonga

While British shipping lines turned up their noses at the idea of making profitable calls at Rarotonga to uplift or set down passengers, the American Matson Line seems to be proving that it can be worthwhile, even at luxury rates.

Since the Matson liners *Mariposa* and *Monterey* started making southbound calls, on the run between Papeete and Auckland, the number of passengers uplifted at Rarotonga has steadily increased.

Early in December *Mariposa* picked up 50 passengers at Rarotonga. The fares vary with accommodation from about £NZ51 to £NZ90, so a handy sum was earned in a few hours' stay off the island—with no port charges involved, and no interference with the ship's schedule (the time is easily made up on the passage to Auckland).

Passenger loadings out of Rarotonga are seasonal, of course, and in mid-summer all who can will take their leave or arrange their business visits to New Zealand.

Returning to NZ from her first voyage to the Cooks early in December, Island Territories' new *Moana Roa* had a full load of 40

The Lid's Off Grog In N. Caledonia

Noumea was expecting Christmas and New Year to be noisy, if anything else. Main reason being that the local Assembly has taken all restrictions off native drinking.

Previously the real New Caledonian was restricted to beer—while "New" New Caledonians, including Polynesians from Wallis Island and other places, could drink any kind of liquor they pleased. Some residents thought this restriction unfair; others said that as the natives made a big enough noise and created enough disturbances with beer, they trembled to think what it was going to be like now they had wine and spirits.

However, Authority seems to be satisfied that there has been no increase in alcoholism in New Caledonia in recent years and that the new freedom will do no harm. Which perhaps seems odd in view of the big anti-alcohol campaign in Metropolitan France of recent years and the discovery there that alcoholism, even from pre-adolescent years, was practically an endemic disease. Part of the scenery of France these days are the hoardings that urge "Sobriete" upon you at every turn of the road.

passengers—fare fNZ37 for adults.

A special RNZAF Hastings flight in mid-December was fully booked with passengers heading South. This aircraft took school children from NZ home to the Cooks for the summer holidays.

Dried Bananas—And The Hesitant Tongans

An offer to establish a £60,000 banana dehydrating factory in Tongatabu, made to the Tonga Government in mid-1960 jointly by a Dutch and an American business promoter in New Zealand, was still being discussed early in December—according to Mr. Anton Van Impelen, the Dutch partner, who went to Tonga in May.

Messrs. Van Impelen and C. E. Davidson offered to put up all the necessary capital—about £15,000 in the first year—and operate the industry entirely at their own risk. They asked only for assurances that ample supplies of bananas would be organised by the Tonga Government, and that there be no time limit on the period of operation of the industry.

The Tonga Government had not been prepared to accept this proposition. It sought a controlling interest in the industry.

A counter-offer was made by the promoters that they be left in full control for a minimum of two years, to get the industry established, and that the Government then take it over completely on a cost-plus-25 per cent. basis.

But the Tonga Government asked for a controlling financial interest, from the outset.

Mr. Van Impelen said that offer had also been made to Government to set up the industry purely in a consultative capacity. This includes organising the marketing outlets in Europe.

The partners say they have been ready for months to proceed, but were still ready; but the slowness of the negotiations with the Tongans highlighted their reasons for seeking complete control pending the establishment of the industry.

Mr. D. C. Brown, of Rarotonga in Auckland, in November, discussed the possibility of a banana industry for the Cook Islands, with Mr. Van Impelen. He was told that while Rarotonga has a good banana potential, it would be unwise to plan such an industry before ample supplies of bananas were available. Tongan conditions were ideal.



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

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No Inter-Samoa Plane at Present

Travellers between Apia (West Samoa) and Pago Pago (American Samoa) are back again to sea transport.

The American-owned Samoa Air Lines, meeting financial difficulties, ceased running some time ago; but the Apia-owned Polynesian Airlines carried on with their small "Prince" aircraft. However, on Saturday, December 3, the last plane, when coming in at Falea airport on a return flight from Tafuna (American Samoa) to land on a deflated tyre. It was seriously damaged and is reported to be a total loss.

Polynesian Airlines is at present negotiating for the purchase of a second-hand plane in Tanganyika and in December the operating manager, Capt. R. R. Barnewell, was expected to go to East Africa to arrange for the planes to come from Tanganyika to Apia.

Encouraging NG Highlander To Run Cattle

Out of a grant of £1,170, made by the Australian Reserve Bank to assist agriculture development in Papua and New Guinea, £600 will be devoted to encourage cattle-raising by natives in the New Guinea Highlands.

The first "pilot project" in this direction was established at Bena last September, when Australian Illawarra Shorthorns from the Government Livestock Station in the Highlands were sold to selected villagers at from £15 to £20 each.

The balance of the grant goes to provide prizes for native exhibitors.

Whitians At Sydney Stadium

The Sydney Stadium, at Wharfedale's Bay, has seen many large sights since the big old title fight between Jack Johnson and Tommy Burns for which it was built in the first decade of this century. Roller skaters, crooners and wrestlers as a whole legion of American "stiffies" have sent the tin roof ringing with applause of the gaily teenage patrons.

The latest booking for February features "A Night in Tahiti", presented by Louis Armstrong and Gilbert Seng for "three shows only". This will be part of a variety show.

Headbills around the city promise "exciting native songs and dances" on Feb. 3 and 4.

From past performances, if it rains in Sydney (and it often rains in February) those songs are going to be awfully hard to hear back in the bleachers.

The various annual district shows in the Territory.

From another fund, the Reserve Bank is donating £1,183 to the South Pacific Commission, to encourage research work on the biological control of coconut pests.

Fishing in Cook Islands

The return of flying fish (after years absence) to Atiu, CI, for fishing, has provided the islanders plenty of fish and risks.

A correspondent in the Cook Islands Review writes: "Thirty fish were kept busy, each catching 100 to 150 fish. Shark incidents numerous. A large shark bit Potoru's canoe clean in half, only a paddle and a piece of fish were saved. Another shark jumped into Karo Opunga's canoe upset it, all the fish being added to the shark. Joe Papa had a lucky escape when the shark bit the net as he was removing a fish, but he suffered only a scratched thumb."

N. Samoa, Just Months to Go

Dependence is now less than a year away in Western Samoa, and new stamps, 10 postage and three 1d, will be issued to commemorate Day—January 1, 1962. Denominations of the postage stamps will be from 1d to 5/-, with 1/-, £1 and £5 for the fiscal issues.

Samoans have been invited to submit suggestions and designs for a pictorial series, which will replace the current issue, but a professional stamp artist in New Zealand will be commissioned if there are no suitable designs by local artists.

Although a cash prize is being offered by the Samoan Government for an acceptable design or suggestion so far there have been few starters.

Children Christen Niuean Fleet at £1 a Time

Niue's merchant fleet of two government launches and eight lighters are now bearing names, and 10 local children are each £1 better

off following a successful "Name the Lighters" competition.

The Administration donated the cash.

The competition was suggested by the Works Officer on Niue, Mr. J. Roughan, and school children were asked to choose 10 suitable names of historical and legendary importance to the island.

Ordinance is "Full Of Obscurities"

The Fiji Liquor Ordinance came in for sharp criticism in the Colony's Supreme Court in December, during the hearing of an appeal against a Magistrate's Court refusal to issue a certificate for a publican's

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licence for the South Pacific Hotel, Lautoka.

The exasperated presiding judge, Mr. Acting Justice Knox-Mawer, remarked when he allowed the appeal, "This case necessitates the interpretation of a provision of an Ordinance that is so full of obscurities as to be a nightmare".

Cathay Hotels (Fiji) Ltd. appealed to the Supreme Court after the Senior Magistrate at Lautoka (Mr. M. J. C. Saunders) refused to issue a certificate for a publican's licence to Sir Percy McNiece, of Cathay Hotels.

Mr. Saunders said the matter had been brought before the Court without any of the provisions of the section relating to objections being complied with. No member

of the public could object to the licence because he did not know the matter was coming up.

Mr. R. G. Kermode, who appeared for Cathay Hotels, asked pointedly in the Supreme Court whether the public had a right to object after a provisional certificate which allowed the hotel to be built had been issued.

If it were possible for someone to raise an objection after the hotel had been built no one would invest the large sums needed to build a hotel.

Mr. Justice Knox-Mawer once remarked to Mr. Kermode: "Your interpretation, with which I am inclined to agree, would render the last few words (of a section in the Liquor Ordinance) meaningless".

Constable Peni Got His Man

Peni Seru became a fully-fledged constable in the Fiji Police Force in October at the age of 19. Less than two months later he won a warm commendation from a Senior Magistrate for courage and devotion to duty, when he chased a thief half a mile across country in the dark, and suffered a heavy blow in the fight with the thief.

Constable Peni did not get his man then but, like a good policeman, he was able to give an accurate description which led to other police making the arrest. In the subsequent court hearing it was revealed that Constable Peni, when his man threatened him with a pair of tin snips after the chase, went in with a flying tackle.

During the scuffle the representative of law and order attempted to blow his whistle. The quarry grabbed the policeman's truncheon and struck Constable Peni on the head, and got away.

When he was arrested these tin snips were found in his possession and Constable Peni was able, in court, to identify them as the only pair with which he had been threatened.

The court praised Constable Peni and sentenced the thief to a total of 27 months' imprisonment on five charges.

West Samoa Sells Its 1961 Copra

The Copra Board of Western Samoa has recently concluded sale contract for the major portion of the Territory's 1961 copra production (approximately 15,000 tons).

Some 3,500-4,000 tons of the 1961 copra were sold to the New Zealand buyers, Messrs. Abels Limited (exact quantity to depend on production) and some 6,000 tons (1 per cent. more or less) were sold to the British firm of Unilever (Raw Materials) Ltd.

The Copra Board also signed a freight agreement with two Directors of the Bank Line Ltd., Hon. A. C. R. Weir and Mr. J. C. Hawkes, who visited Apia. The Board obtained a 10/- per ton reduction on the 1960 freight rates.

The prices stipulated in the copra contracts were not disclosed but were reported "satisfactory, considering the present market rate".

The "Crash" Did Not Pay Off

Mr. Frank Andrew Brunt, who had been a member of the staff of Apia (Western Samoa) Broadcasting Station for many years, was selected, early in 1960, under the "crash training" programme, to proceed to New Zealand to receive



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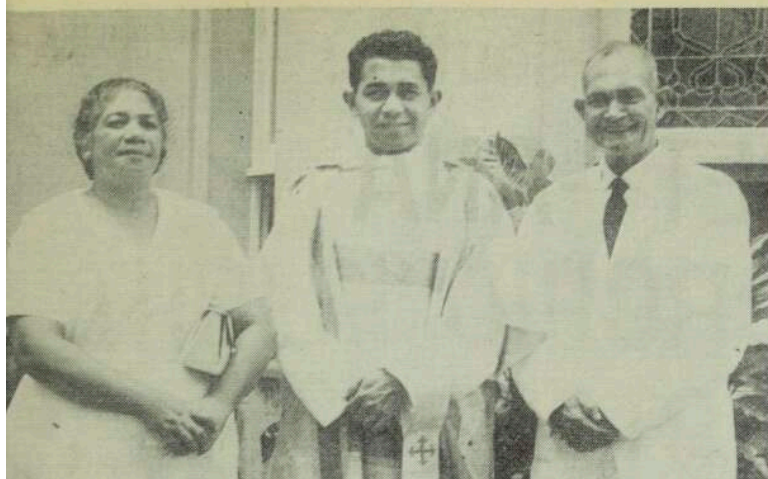
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BAKED BEANS



The Rev. Jabez Leslie Bryce (centre) who was ordained Deacon in the Holy Trinity Anglican Cathedral, Suva, on Sunday, December 18, photographed with his parents Mr. & Mrs. William Henry Bryce.

Mr. Jabez Bryce is 25 and was born in Vava'u, Tonga. He went to Samoa while an infant and was educated at Leifiifi School and Samoa College and later at St. John's Theological College, Auckland, from 1957-60. He will serve his title at Holy Trinity Cathedral, Suva, under the direction of the Rector, Rev. H. W. Figgess. Mr. Bryce's parents are still living in Apia, W. Samoa.

Photo: Stinsons

A few amenities remain to be added—one of them a swimming pool between an extended Adi Kuila Bure and the sea, and a few more trees have yet to be planted.

The new accommodation block has 19 rooms, all with shower and toilet, and some of the bedrooms have their own baths. Korolevu can now accommodate 125.

(Over)

al training in broadcasting, nistration and supervision. It understood he would be oted to the post of Director of icasting in succession to Mr. . Turner, who was leaving. Brunt managed the Broad- ing Department, after the de- ure of Mr. Turner, for several hs and was then appointed tor by the Public Service Com- on.

appeal against this appoint- was lodged with the Public ce Appeal Board by a radio ician of the Radio Depart- . Mr. James William Moore. appeal was allowed by the d. The Public Service Com- on then cancelled Mr. Brunt's intment and appointed Mr. e to the position.

is incident has caused resent- and protests by Samoan als, and particularly by the h" trainees, who were promised rence in promotion to senior ions of the Public Service, on letion of their special train-

looks like a muddle by bureau- . The "crash training" pro- me was subsidised by New nd—an apparent waste of y.

m For More Now Korolevu

rolevu Beach Hotel, pride of Ragg chain of hotels in Fiji, known throughout the world, reached its capacity for guest mmodation, according to Sir a Ragg, Managing Director. told guests at the opening of w block, just before Christmas: think we had better stop now e the hotel gets too large for o give the best service to the c."

e Governor of Fiji, Sir Kenneth docks, officially opened the new ions, which include bedrooms, s, kitchen and reception rooms.

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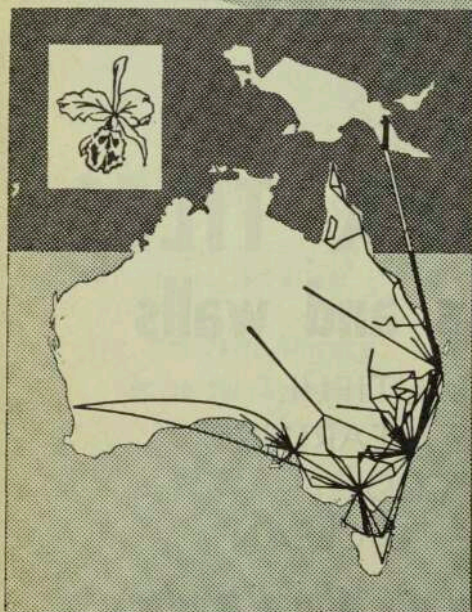
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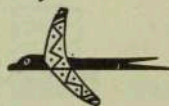
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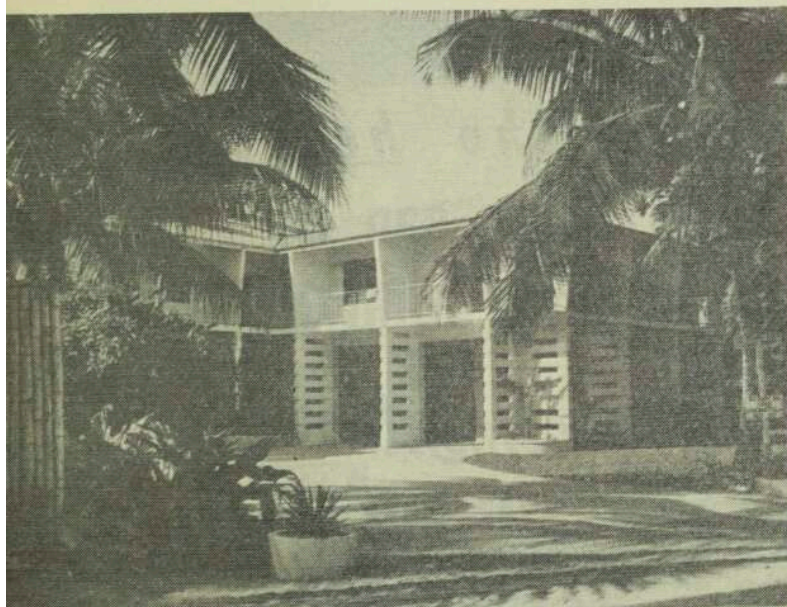
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Photographs show (TOP): The Governor, Sir Kenneth Maddocks, receiving yagona after he had opened the additions to the Korolevu Hotel in December. (See story page 121 and below). Sir Hugh Ragg is shown right.

LOWER: Part of the new additions showing the new bedrooms, each with its own sun balcony, on the upper floor.—Photos by Stinsons.



one of the new rooms, known as the Function Room, will be available for private parties, functions, receptions, etc.

The new kitchen is equipped with many modern devices all designed to maintain an efficient service to the dining room. A 12-ft square walk-in freezer stores meat and other perishable foods for daily requirements.

Guests may drive up to the reception desk in the new offices and enjoy an uninterrupted view of the beach, sea and reef while they complete booking-in formalities.

There are nine Ragg hotels scattered throughout Viti Levu and they are capable of accommodating about 400 guests.

Shipboard Accident Kills Rarotonga Woman

While en route from Atiu to Rarotonga, in the Cook Islands, on November 22, an accident occurred on the auxiliary ketch *Taveuni*, which resulted in the death of a 31-year-old woman passenger, Ngametua Rua Enoka, of Rarotonga.

Cargo, cabin and deck passengers had been taken on board the vessel at Atiu to travel to Rarotonga, and, on this particular trip, deck passengers were allowed to accommodate themselves on the forward hatch cover, and a tarpaulin was placed over the boom to provide shelter.

After clearing Atiu, deck passengers made use of the shelter provided. The mainsail was raised with the aid of a winch and suddenly the timber holding the pulley block on the masthead gave way, and the main pulley block with three double sheave blocks, weighing approximately 130 lbs, fell to the deck below.

Mrs. Enoka was lying on the hatch when the pulley block crashed through the tarpaulin shelter onto her right side.

The ship immediately returned to Atiu to seek medical advice for the injured woman. The medical officer there treated her and the ship returned to Rarotonga. But Mrs. Enoka died at 2 a.m. the following morning before reaching hospital there.

The *Taveuni*, which is owned by Mr. Dick Brown, of Rarotonga, had recently completed a major overhaul at Pago Pago, American Samoa.

New Powers Over The Press in Fiji

The December, 1959, Fiji riots, and the "liveliness" attending the subsequent dispute in the sugar industry, revealed that the Colony's laws were not adequate to deal effectively with matters adversely affecting the general wellbeing of the community.

The Government's legal depart-

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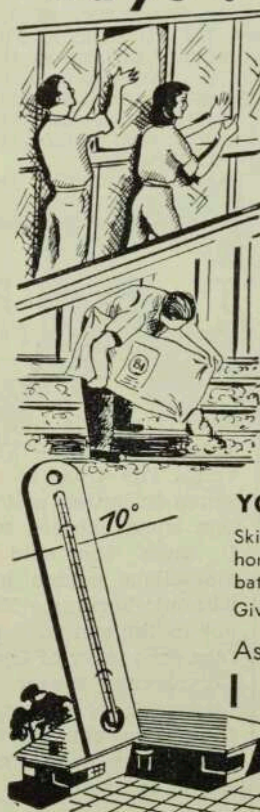
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s found themselves hard at in 1960, looking into the old and designing amendments new laws suitable to changed instances.

One of the most important of the measures is an amendment to Press Correction Ordinance, it is not unexpected.

During the sugar dispute some of the Press indulged in a of propaganda which was not false, but contributed to a deterioration in racial relations.

There were many requests during currency of the dispute for amendments to the ordinance, to the Government to deal with leading reports and propaganda, words which, while not outright sedition, were mischievous in their effects.

The amendment, which became law in December, will allow the Governor to order correction of or distorted Press reports without running the risk of a law-suit. The Governor-in-Council may act if in his opinion distorted false statements about individuals are likely to cause a public mischief.

The amendment to the Penal Code strengthens the law relating to violence and to disturbance of the law; and provides a penalty of up to two years' imprisonment, or a fine up to £200, both, for breaches.

The Criminal Procedure Code has been amended to add to the class of persons who can be required to enter into undertakings to be of good behaviour, or to keep the peace. In future, the code will include persons disseminating any matter likely to be dangerous to the peace and good order, or likely to lead to the commission of an offence.

At the Highlanders' and Settlers' Association building at Goroka. It is made of fibro-cement and is an attractive building. It contains a large meeting hall and is the office for the Association plus premises for the outside staffs. At right, a photograph shows how the Cinva-Ram works. The machine is of earth and concrete and is mixed and pressed into the body of the block. The lid is pulled down to compress the block under high pressure. The handle is released and the block rises up in an easy position for removal and stacking.

AND NOW—BIRD - EATING SPIDERS!

Goroka, NG, has got a monster insect (see cover) but, not to be outdone, Port Moresby has got spiders, seven inches across, that eat birds.

What's worse for Port Moresby, of course, is that what they've got is real even if Goroka's monster is not.

According to Reuter, since the "wet" arrived in Port Moresby these spiders have been invading homes. In the last 10 days of December, five of the spiders had been caught by householders.

The Administration entomologist, Mr. A. Catley, said that they are known as "bird eating spiders" and are amongst the biggest in the world. They are common to parts of P-NG and Queensland. Normally they live in holes in the ground, but when the rains come they seek something a bit more permanent in the way of shelter.

Their bite is fatal to birds and fowls, could make a human very sick and might even kill a baby.

So far no one in Port Moresby has been bitten.

Building to Last

In Goroka (See photos below)

No matter how well you build in fibro-cement and timber the result does not have the substantial look of bricks and cement. The few—very few—buildings that are now appearing in Papua-New Guinea in the latter medium underline this fact.

Bricks and cement in the Territory are expensive, however, especially in the interior, which makes Goroka's effort at producing permanent building materials even more remarkable.

At present, a small, simple machine called a Cinva-Ram (it's imported from America) is turning out stabilised earth blocks there and causing a lot of local interest. The Native Local Government Council in Goroka has secured the agency for these gadgets and has already sold about 40 of them. The stabilising medium, in this case, is

cement and the basis of the block is common earth. Ideally, the earth from the site of the building should be used; but experiments in Goroka have shown that the efficiency of the block varies greatly with the type of earth used and the soil for those shown being made in the picture on this page (taken behind the District Office, Goroka) was brought from some miles away, and looks something like river sand.

The cost of the blocks varies with the amount of cement that goes into the block, and naturally with the price of cement. According to the specifications, each block takes about 1½ lbs of cement and this, based on the price of £55 per ton for cement sold "over the counter" at Goroka, works out at about 10d per block.

If cement is bought in ton lots and air-freighted from the coast as backloading, it costs about £32 per ton and the blocks are correspondingly cheaper. Administration Departments get cement everywhere



in the Territory at the same flat rate—about £15 per ton.

The blocks are suitable for all types of buildings, including native labour quarters. A wash-room block has been built from them at the District Office and part of this can be seen in the background of the picture on page 125.

A fired red brick is also being made by private interests in Goroka and the attractive new Farmers and Settlers' Association building (shown also page 125) has been made from them. These bricks are sold at about £32/10/- per thousand, which makes the initial outlay on a brick building in this area pretty expensive. But from a

maintenance and depreciation point of view, it probably is still a worthwhile proposition.

'Bellowing' Manam—And The DC's Nightmare

Sixty explosions an hour is real liveliness, in anyone's vulcanology.

That record was achieved for one brief period in November by the double-cratered volcano Mount Manam, which lies almost under the equator, 10 miles off the coast of New Guinea, between Madang and Wewak.

Manam is New Guinea's busiest volcano. During 1960, it practically

never ceased erupting and bellowing. The official vulcanologist, Mr. G. A. Taylor, calculated that, from November 18 to 25, Manam was exploding 45 times per hour.

Manam got into high gear last February, and in March the people of two villages were removed from a danger zone. But they soon went back.

Apart from its volcanic ferocity Manam is a fertile and pleasant island on which to live, and 4,000 natives stubbornly regard it as home.

The harassed District Commissioner at Madang has arranged mass evacuations of the people on occasion, and tried to induce them to settle elsewhere. But, for them it's Manam or nothing. The DC in occasional nightmares, probably envisages a day when a couple of slow-moving villages will be fricasseed, and headline-hunting Southern newspapers will howl for his blood. But what can he do in New Guinea today? Brown Brother is the Boss!

NG Tribute To The 'Foreign Doctors'

Migrant doctors who had not been allowed to practise in Australia had played a great part in the recent advancement and development of New Guinea, said Mr. Cliff Ryan, manager of the Department of Agriculture Experimental Farm at Bereima, Papua, when addressing a meeting in Australia recently.

Foreign medical men and scientists who had come to Australia, seeking a new life, had been barred from practice, and had been forced to engage in labouring work. These men readily accepted the chance to go to Papua and New Guinea, where they were allowed to practise.

"As a result, we got some of the best brains in Europe up there and they have been the backbone of the advancement made," Mr. Ryan said.

How Do You Index These Taxpayers?

A Rabaul writer says that the Tolai system—matriarchal—of naming its citizens is giving headaches to the newly-established, conscientious tax-gatherers of Rabaul.

The taxation documents follow the Western pattern, and demand the name of the taxpayer's father, so they may use it as a surname for indexing purposes. Whereas, in this particular society, the young citizen ignores his daddy and takes the name of his mama.

The taxation officials (says the correspondent) must either change Tolai social practices, or face the hideous alternative of changing their indices.

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Prevention Worse Than Cure

A Uruguayan Naval yacht, "Alvarez de Navio Campora", arrived at Suva last month on an unusual mission—to be the first Uruguayan yacht to sail around the world. But there is something else that was unusual about her, too.

The yacht received its name from a man chosen as a member of the crew who died shortly before the voyage started. The Uruguayan Navy insisted that for safety's sake the officers and crew should have their appendices removed, and "Alvarez de Navio Campora" did not survive the operation.

The Uruguayan Government had decided on the cruise when it realised that no yacht from the Republic had ever circumnavigated the globe.

The voyage is expected to last 18 months and a half years.

Personal Parties

A large gathering of members of the Pacific Island Society and their friends met at the Feminist Club, 77 King Street, Sydney, for the annual cocktail party on December 12.

The Society, which seemed to be newly heading for an early grave a few years ago, has taken a new lease of life under the Presidency of Mr. N. H. Foxcroft, who is supported ably by his wife and an enthusiastic executive committee.

Friends and well-wishers donated £90 to the New Guinea Women's Club of Sydney for their 10th year children's Christmas party. The party was held on December 12 at the Feminist Club, 77 King Street, Sydney, and each young guest received a letter from Santa, a lot of good things to eat and drink, and a ventriloquist did his stuff. The adult Christmas cocktail party for members and their friends was held on December 15, and was of unusual great success.

Donations for Children's Party

	£
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R. Cambridge	3 3 0
C. Perichon	2 2 0
N. Laws	2 2 0
E. Gray	1 0 0
G. Thomas	5 5 0
R. Haviland	1 0 0
R. Pye	1 0 0
Guinea Trading Co.	5 5 0
O. Nelle	10 0
G. Green	2 2 0
J. Duncan	2 2 0
J. Keenan	10 0

New Guinea Club	10 10 0
Mr. B. G. Edgell	3 0 0
Mrs. G. Sturgeon	10 0
Mrs. B. Perriman	10 0 0
Mrs. A. Wheeler	1 1 0
Mrs. W. C. Carpenter	3 3 0
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Pacific Islands Monthly	2 2 0
Mrs. L. Mansfield	3 3 0
Burns Philp, Port Moresby	2 2 0
Robert Gillespie	5 5 0
Mrs. E. Wauchope	2 2 0
Mr. T. Prince	2 2 0
Mrs. J. Dunbar-Reid	2 2 0
Mrs. C. Normoyle	1 0 0
Mrs. H. Baldwin	18 0

TOTAL 91 11 0

Tense Christmas Eve In Western Samoa

With Christmas only one week away, the people of Western Samoa on December 17 were anxiously scanning the horizon for a glimpse of the motorship *Ratanui*, carrying a large quantity of bottled beer.

Beer supplies ran out in November, and Apia's clubs had been without this favourite refreshment for many weeks.

Beer supplies ordered from England and Germany were delayed by waterside strikes in England; and the Customs Department failed to get substitute supplies from Aus-

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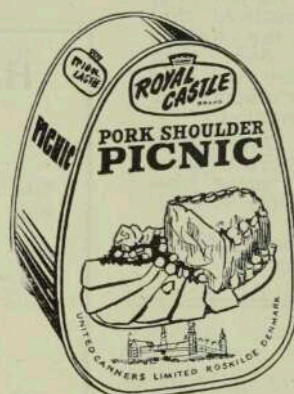
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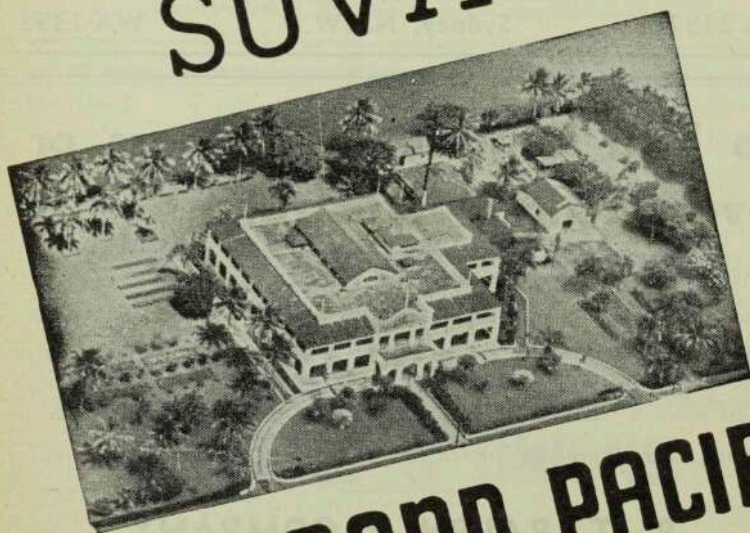
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The First!

The 20-year-old son of a native storekeeper on a small island off the south coast of Papua will probably become Papua-New Guinea's first university student.

He is John Nautera and this year he matriculated at Mt. Carmel College, Charters Towers, North Queensland.

He gained an "A" in mathematics II, "B's" in mathematics, history and physics and "C's" in English and Latin.

He is the Territory's first native student to matriculate, and one of a select few to gain Leaving Certificates.

He is also the first native to become eligible for the Walter Long Memorial Scholarship which was set up over 10 years ago by a former Chief Medical Officer of Papua to enable Territory natives to attend Australian Universities.

But even if John doesn't get the scholarship, the Department of Territories will no doubt see that he attends University. (He intends to study Agricultural Science at Sydney.)

and New Zealand. Finally, the Union SS Co. chartered the *Mani* to bring transhipment ships, which arrived in Suva, Fiji, the Port Lyttleton on December 10 to Apia.

Alcoholic liquor is imported to Apia under bond, and is not for retail sale. Privileged persons are allowed to purchase liquor at the Store, usually because they have a medical certificate that alcohol is necessary to their health.

Veroe False Accusations Case

Red Veroe, well known as a photographer in both Western and American Samoa, has not yet been sentenced in Australia on false accusations charges rising out of the kidnapping of eight-years-old boy, Graeme Thorne, Sept., p. 133 and Dec., p. 133.

Veroe pleaded guilty in the lower court to a charge of having attempted to obtain, by false accusations, about £25,000 from the boy's father. The boy was later found dead, but it was not alleged Veroe had taken any part in kidnapping or subsequent murder, or knew anything about the crime, other than what he read in the Press.

Veroe was to have appeared for sentencing in the Sydney Quarter Sessions in December, but his case was not called. The earliest he can

now appear is February, as the Quarter Sessions are closed for the end-of-year vacation.

Those Submarines Are Around Again

The sudden departure from Suva on December 23, 24 hours earlier than planned, of a Russian research ship, the *Shokalsky*, caused a stir throughout the South Pacific. The RNZAF, based on Laucala Bay, sent Sunderland flying-boats into the air, and gave rise to a spate of rumours that the ship had disappeared.

RNZAF spokesmen were cagey about the movements of the aircraft and equally cagey about unconfirmed, but persistent reports, of an unidentified submarine, or submarines, near Tarawa, in the Gilbert Islands.

The theory was that it was a Red nuclear submarine testing a Polaris-type missile. And the general opinion was that it should not be there, although how the Russians are to be prevented from using the open sea is hard to say.

Finally the RNZAF at Wellington confirmed that one of the flying-boats had sighted a submarine in the Pacific "north of Fiji" about December 26. One of the spokesmen at Wellington added that the *Shokalsky* had been seen regularly by Sunderlands.

The "silent" service Chief of Naval Staff (Rear-Admiral P. Phipps) broke silence at Wellington, when asked to comment, and said, "We have heard nothing about it."

Rear-Admiral Phipps said the RNZN was not concerning itself with the *Shokalsky* and added that he would be surprised if the RNZAF was either looking for or shadowing the ship.

"I know they are doing some flying from Laucala Bay, but I would be very surprised if it had anything to do with the Russian ship", he said.

The *Shokalsky* arrived at Suva on December 20 for bunkering and minor repairs. The Russian officers, sailors and scientists welcomed visitors to the ship.

Tass, the official Soviet news-agency, reported at Moscow a week earlier, that the *Shokalsky* had launched the first Soviet meteorological rocket in the tropical atmosphere belt before calling at Suva.

Danny Weil Yells For Help Again

The English radio "Ham", Danny Weil, who has been in trouble so often now and has raised so many radio yelps for assistance that it now seems routine, was hollering for help again in December.

This time his third yacht, *Yasme III*, was foundering—almost—65

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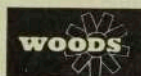


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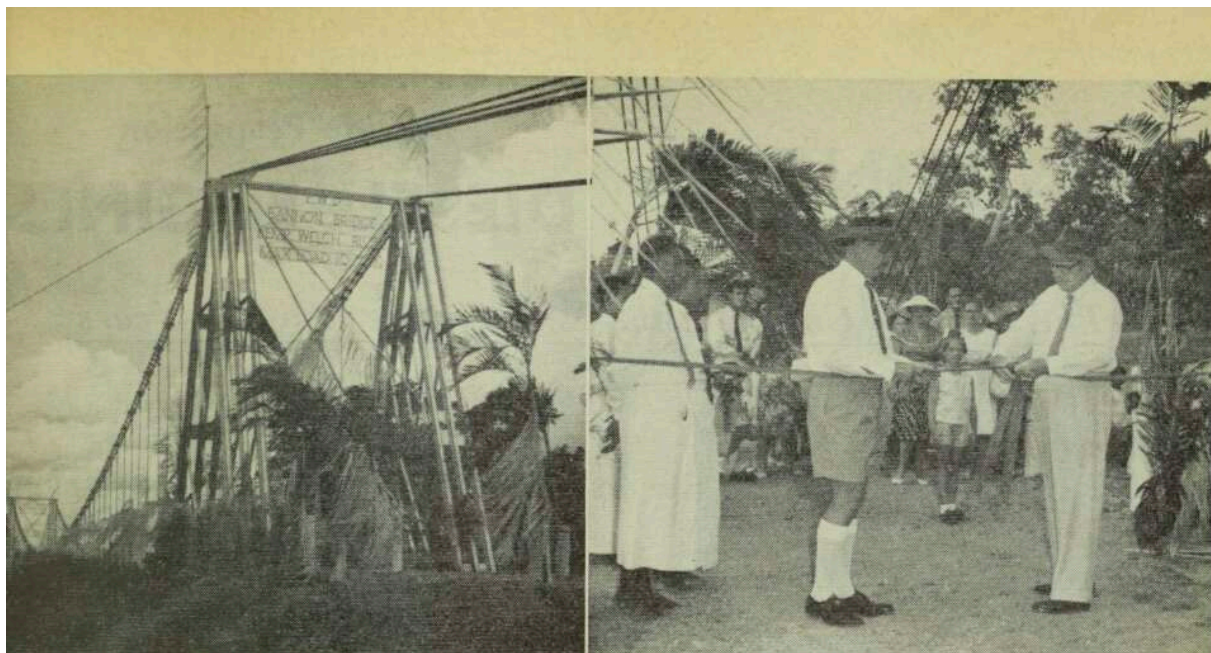
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The biggest single span bridge in the Territory was opened by the Administrator of Papua-New Guinea, Brigadier D. M. Cleland, on December 8. It is over the Kemp Welch River in the Rigo Sub-District in Papua. Photographs show, left, the Rigo Bridge itself (it was named after a former Administration officer); and right, Brigadier Cleland cutting the ribbon. Holding the ribbon, left, is the ADO of Kwikila (which replaces the Rigo station) Mr. E. S. [unclear].

off Cape Corrientes, Mexico, brother Ham, Mr. J. W. White (X) of Gisborne, NZ, was instrumental in bringing aid.

White—who happens to hold world's record for greatest number of overseas amateur stations contacted—was tuning the 20-band on the evening of December 19 when at 5.13 p.m. Danny's for help came drifting across Pacific.

Radio conditions were such that signals were inaudible in nearby New Zealand or the United States—a not unusual situation—and it was not five hours later that those radio stations could receive station B aboard the 60-ft *Yasme*

any, who is accompanied by wife on the present voyage, reported that the yacht was taking in water fast, that he was working frantically on the pumps, and that he urgently required assistance in form of a tow to the nearest

site could not make contact with Weil, so he immediately made contact with a California Ham, who

connected the Gisborne man through to the US Coastguard headquarters by telephone landline connection.

White then explained the situation to the Coastguard. Shortly afterwards he made contact with a Ham in Mexico City who in turn contacted Mexican Navy Headquarters.

It happened that there was a ship inbound for Manzanillo, just south of Cape Corrientes, from Socorro Island, which the Mexican naval authorities immediately diverted by radio.

But when this ship arrived alongside the yacht its master was apparently not able or willing to undertake any salvage work. He was prepared only to take off Weil and his wife and abandon the yacht. Weil would not agree to this so the ship departed.

As *Yasme III* was later reported at Manzanillo it is assumed that the leak was kept under control; perhaps with the aid of a pump or other equipment supplied by the ship.

On December 22 the Gisborne station was again in contact with Weil who then reported that the leak had been repaired at Manzanillo and the yacht was again at sea and bound for San Diego, California.

This, of course, is all good clean fun for the radio Hams of the world, and especially of America, who have financed the various Weil expeditions to foreign parts, but it does nothing towards the sport of yacht cruising, and provides added grist to the mills of those who would have all yachting ventures completely surrounded by red tape in the hope of preventing expensive search and rescue operations at the taxpayer's expense.

There is more than a feeling that Mr. Weil and *Yasme III* will not

be much welcomed in South Pacific waters by maritime authorities unless he is prepared to engineer his own salvage operations.

It will be remembered that a Qantas Catalina pilot plucked Danny off a Papuan reef some years ago and the P-NG Administration subsequently sent in a bill for the cost of the charter. As far as we know Danny never paid up.

Presumably P-NG will not be on the itinerary during the present Pacific cruise.

Soft Words at Bridge Opening

The native people of Papua and New Guinea were aware of "grave mistakes" made by countries which granted self-government to dependent territories "at the wrong time and to the wrong people."

A Papuan leader, Mr. Phillip Taunakekel, vice-president of the Rigo local government council, made this statement on December 8.

He added: "We do not want this to happen here, and we are working towards unity with Australia."

"We look towards Australia as Australia looks towards Britain as the Mother Country."

These sentiments, regarded as most admirable by the Papua and New Guinea Administration, were expressed by Mr. Taunakekel, when speaking at the official opening of the Territory's longest single-span bridge, 60 miles south-east of Port Moresby.

The Administrator, Brigadier D. M. Cleland, performed the opening ceremony of the 280-ft bridge, which crosses the Kemp Welch River.

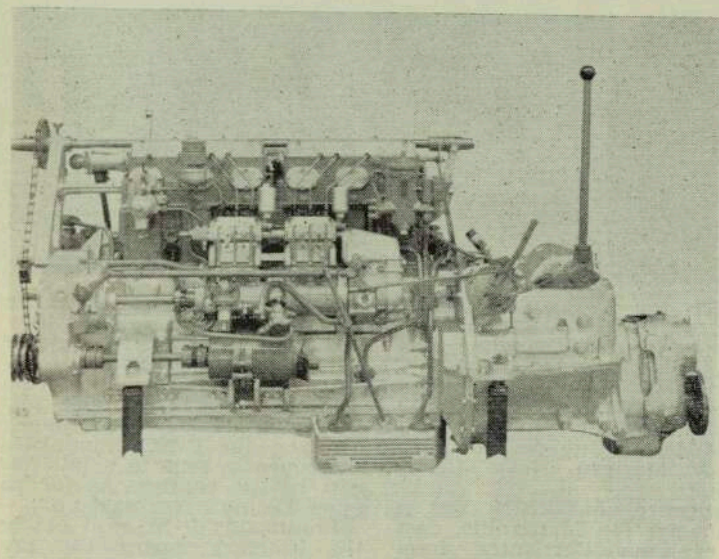
Mr. Taunakekel said the bridge meant much to native farmers in the Kemp Welch River district. It would provide an economic way of getting their produce to market in Port Moresby.

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the bridge is further evidence of the excellent work being done in Australia in Papua and New Guinea," he said. "We are grateful for these things. I am expressing the opinions of the Council when I say we feel that though we must govern ourselves one day, we shall always be for complete harmony with the Australian Government." A Papuan member of the official Council, Mr. Rarua, MLC, said Mr. Wakekei's words expressed the wishes of many native people. Mr. Rarua, in his formal speech, said the bridge would do much to assist in the development of the area.—*Reuter report.*

Words from Daniel J. Leahy

It seems probable that Mr. Wakekei (unless he is a very un-Papuan) was assisted in the construction of that speech (above) by a European official.

However, the same day (December 8) *Reuter* also distributed to the Australian Press the text of an article in the New Guinea newspaper, written by NG veteran, Daniel J. Leahy.

Leahy savagely challenged Hasluck's assurances that a friendly relationship to Australia would be ready for self-government in the near future. Here are a few of his points.

The view that democracy—rule by majority—is the divine right of every majority, irrespective of cultural background, is the view of a majority.



NEW HOTEL. This is the lounge of Cathay's new South Pacific Hotel, which opened for business at Lautoka, Fiji, in December. It has 25 bedrooms, including two suites, all with their own bathrooms and all air-conditioned. Photo: Stinsons

- Why should we be grateful for a generation's grace before the unarmed and politically immature indigenouses, and their betrayed, white fellow-countrymen are handed over to a Lumumba-type rabble led by visionary Canberra politicians?

- Either Australia must have control of the destiny of this country, or we (the settlers who have invested our all here) must agitate for a watertight guarantee

of compensation, to enable us to move out and leave the country to be run by the visionaries.

- Dedicated missionary-educators have not been able, in three-quarters of a century of effort, to produce one native University graduate.

- Canberra visionaries say they are going to produce a whole native governing body, complete with Governor and Administrator, in a generation. In 10 years of dairying, here at Zenag, we have never been able to train a native to run a farm.

- And that goes for almost any occupation calling for some brain-power and attention to detail.

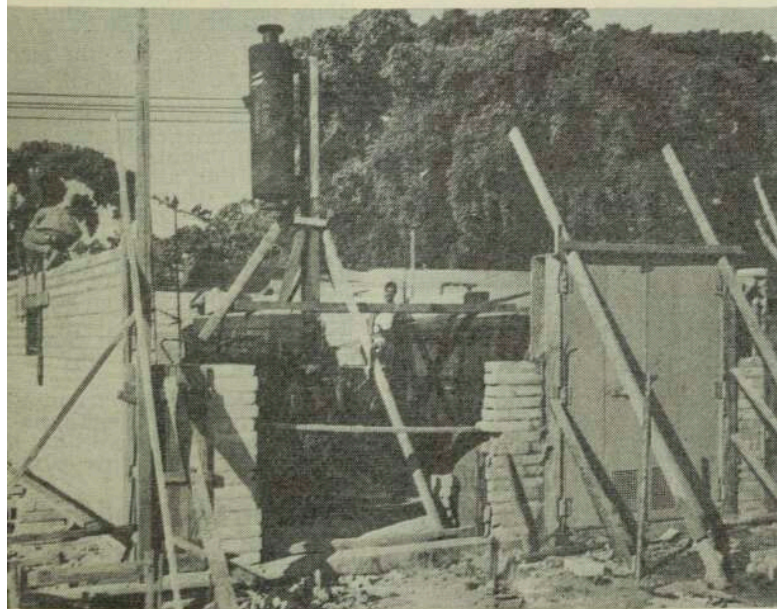
No End Yet To A Seven Year Fight

One of the queerest tax cases ever—with some prominent Cook Islands residents the victims—is getting somewhere towards finality. Back in 1953 when residents of the Cooks Islands were required to—but rarely did—pay taxation to the New Zealand Government, Mr. D. C. Brown, a leading trader, decided to go to Italy to look over a ship which was for sale.

But before the shipping line in New Zealand could issue a passenger ticket, it was necessary for Mr. Brown to get a NZ taxation clearance, like all other travellers.

That was where the fun started. Up to then, the NZ Government had never made any determined legal effort to collect taxes in the Cooks. This perhaps was mainly because the number of persons with taxable incomes was very few.

But Mr. Brown apparently was



ON THE WAY. This is how the new Mocambo Hotel, on Namaka Hill, near Nadi, looked in late December. This building will be the hotel's power station. The construction is being supervised by the proprietor, Mr. Barry Philp, and the foundations have already been poured for the first 30-room wing of the new hotel. Mr. Philp expects the hotel to be completed within the next six months. Photo: Stinsons

too good to miss. He got his clearance and went to Italy—after the Taxation Department had exercised its powers and laid hands on £10,000, pending a proper accounting of his earnings over a period of years.

Later, they assessed the tax due at £12,500—and decided to investigate a few other residents of the Cook Islands.

Among the Big Fish eventually included were William H. Watson, and Napa Tauri Napa—who jointly decided to "resist".

Argument proceeded over a lengthy period.

During this time the taxation laws were altered, and Cook

Islanders became liable to pay their taxes to the Cook Islands Government instead of to the NZ Government. Cook Islanders in general objected to paying taxes while having no vote in New Zealand.

With this change in the taxation laws the Big Fish sought to have their impounded bank accounts released, and to be allowed to make a fresh start by paying taxes to the Cook Islands Government in future.

But the Cook Islands Government was adamant about that back money, so it took Messrs. Brown, Napa and Watson to court in Rarotonga, in 1959.

There, Judge Kay held that the

High Court of Rarotonga had jurisdiction as the taxes were payable to New Zealand under the former taxation scheme. He referred the case to Auckland.

When the case came before Judge McCarthy, in February, 1960, said he had no jurisdiction and sent it back to Rarotonga.

In November, 1960, the Commissioner of Taxes in the Cook Islands applied to the Supreme Court of New Zealand for a writ of mandamus requiring Judge McCarthy to hear the cases in Auckland. Judgment in the matter was reserved.

The case could be wound up—Auckland or Rarotonga—some time in 1961.

In the intervening years, one of the Big Fish has become a member of the Legislative Council, and all three now are Members of the Rarotonga Island Council.

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Conscription For N. Caledonian Natives?

During the recent session of the New Caledonian Assembly, the two major political parties—UNR and Deputy Lenormand's Union Calédonienne—both presented motions (which were passed unanimously) asking that New Caledonian natives be called for military training of six months, on reaching the legal age. The only NC natives now doing military services are recruits, volunteers recruited by the Army.

Mr. Lenormand asked that the natives be called up under the same conditions as their "white brothers".

All that remains now is for the Metropolitan French Government to give assent. This could be a big thing for the native. Military discipline, catching him at a critical age, could teach him the self control that so many of the natives lack.

It is assumed that military service would automatically mean full citizenship rights, including the right to drink all types of alcohol. At present (theoretically) he may only consume light beer. He would learn to drink like a civilised person and not, as sometimes happens, "like a guzzler". The Army also would watch over the young conscript's health.

Possibly the French Government had some idea like this in mind when a decision was made to build a permanent military training camp in the environs of Bourail, half-way up the island. A good deal of money is being spent on this camp.

Some Straight Talking On P-NG Apprentices

In December the Papua-New Guinea Native Apprenticeship Scheme ended its first five years but for the Port Moresby men behind the scheme there was still a big question mark on the horizon. The horizon, to be exact, was 500

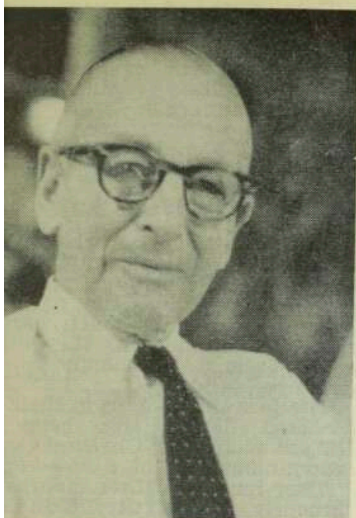
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See also advertisement on page 62.



NEW YEAR'S HONOUR. Mr. James Knight, New State secretary of the Returned Service League, was made an Officer of the Empire in the Queen's New Year Honour. Mr. Knight served in both World Wars and has been a member of the RSL since 1920. He was in Port Moresby in 1946, and apart from his RSL interests, he is co-founder and president of the Lae Chamber of Commerce and a member of the Morobe District Agricultural Society.

away at Rabaul where employers were presenting a solid front of indifference towards the scheme.

The Chairman of the Native Apprenticeship Board, Mr. F. D. C. Brown, decided to bring all guns to bear on Rabaul in an attempt to break down the resistance.

The result was that three members of the board and the board's official made a rush trip to Rabaul and lined up a public conference, a series of interviews with employers, and a general publicity campaign about the scheme.

Board members who made the trip were two private enterprise executives, Mr. H. H. Stubbs and Mr. J. Maloy, and an Administrator, Mr. G. Newton. With them was the Executive Officer, Mr. Brown.

In glowing terms they told how the apprenticeship scheme had been successful in bringing trade training to native people, and how it was working with success in all parts of Papua-New Guinea—except Rabaul.

They told how the first small group of apprentices had already graduated and how a bigger group would be ready in a few months time.

Mr. Maloy, in particular, spoke from the shoulder. He said that the scheme was a piece of government window-dressing. "Stubbs and I don't work for the government and we believe the scheme is a wonderful one, so that it won't wash with us," he said.

He also made no pretence that the tradesmen could replace

European tradesmen—or not, at least, for many years to come. Added Mr. Maloy: "But there is a place for both, and an increasing need for the native tradesman."

When the Rabaul employers got down to tin tacks in their arguments with the board, it became increasingly apparent that there was only one major objection to the scheme in Rabaul.

This was the fact that accommodation legally required for apprentices was of a much higher standard than that required for other native workers. Apart from the finance angle, there was the possibility of dissension from existing workers and a general problem of lack of space for providing accommodation, the employers said.

They indicated their willingness to pay board and lodging for native apprentices at an approved hostel—but were reluctant to provide the capital for building a hostel.

And there the matter would have deadlocked but for the timely intervention of the Methodist Overseas Mission. The Rev. Ian Fardon, of Rabaul, and the Chairman of the mission in New Guinea, the Rev. Wesley Lutton, announced that the church was prepared to build a hostel and operate it. They were willing to care for apprentices and transient native people—but they would need a low-interest Government loan to complete the building programme.

The mission is now holding talks with the Papua-New Guinea Administration on the subject.

The present position is that a group of employers has agreed to sign on 15 apprentices as mechanics, carpenters, joiners, plumbers,

welders and boilermakers if the accommodation problem can be solved.

Neither the Methodist Overseas Mission nor the Administration has much to say about the proposed hostel—but all the signs are hopeful.

Papeete-US Radiophone Link—Later

Papeete nearly made it, but not quite.

After a published announcement by the local Director of Telecommunications and of the Radio-electric General System, that radio-telephonic communications between Papeete and the United States would be started on December 8, there came a statement that the date was postponed.

Delay was due to international administrative reasons "beyond their control".

All long distance calls, at the time of writing, were being sent via Paris.

The Stateless Stowaways Have Landed at Last

Joseph Vae and Samuel Abdullah (see *PIM* Sept. and Dec., 1960) have finally found themselves a country, thanks to the humanity of a responsible official in the British Home office.

These were the young men of Indian continental origin—they said they were from East Punjab—who visited Suva in the artificially lit, locked cabin of the P & O liner *Strathnaver* when that vessel made an Islands cruise last August (Sep-



THEY'RE MARCHING. Marching in formation has rapidly become a popular pastime and competitive sport in Fiji. There is a Fiji Marching Association now, and the president (Mr. Vic Hugo) says there are five teams in Suva, six in Lautoka, and one in Nausori. There was a Colony-wide competition in Suva on December 10 and, despite heavy rain, four teams competed. Lady Maddocks presented trophies to the prize-winners. Here is the winning team—Millie Chang (leader), Ida Smith, Angeline Kamali, Mabel Chambers, Kitty Cadigan, Maira Curtis, Marie Curtis, Asinaca Petersen, Olive McComber, Doreen Petersen.

Photo: Stinsons

tember *PIM*, p. 51). The paying passengers were unaware of the existence of the stateless prisoners aboard their ship and it was only by accident that a *Fiji Times* reporter heard of them.

An Indian crew member took reporters to the barred port-hole of the locked cabin to hear their story. Later in the day, as the ship lay at the Suva wharf, a request was made to the Staff Captain for permission to photograph the men.

This was at first refused, but when it was realised that the Press already had their story, this permission was given and the men were brought out on deck. They had then been on the ship since the previous June.

Near land or in port they were

either kept under lock and key or held in prisons ashore.

This was their second period in *Strathnaver*. They had first stowed away in this ship a year earlier and with no papers of identity they were unacceptable in any country. They had no known relatives and were believed to have been victims of the violence associated with the partition of India which left many children homeless or stateless.

They were shuffled from one P & O ship to another in the hope that some country somewhere would accept them. That was how they came to make their trip to Fiji with its partly Indian community—but the Fiji immigration authorities turned thumbs down on a landing permit.

They were again back in the Pacific in *Strathnaver* in November. It took the United Kingdom, with its long tradition of hospitality to political exiles, to finally accept them on January 2.

Free Hot Jazz and French Movies

Not since the days when a crew of Tahitians played guitars and shipload of Frenchmen provided picture show have the natives Rabaul received as much harbour side entertainment as they did recently from a jazz-happy group of Japanese sailors.

The jazz-happy Japs in their rusted fishing ship came in Rabaul soon after Christmas on the ignominious end of a tow rope.

They had been three months continuously at sea, they didn't have a lifeboat or a dinghy—but neither did they have a care in the world.

When they were anchored in shallow water where they could use the record player, out came a stack of records. But they didn't use a portable gramophone or even a radio gram. They had a public address system which would have done credit to a parade ground (22 watt audio output, for the technically minded).

Two big speakers mounted on the mast-head beefed out a program of hot jazz with a Japanese vocal and in no time at all a big crowd of natives gathered on the beach to hear the fun.

At one stage there were 200 Toe-tappers on the waterfront, some of them waving to the Japanese fishermen.

The disabled ship was the 200-ton *Toya Maru* No. 18, which broke down in fishing grounds more than 200 miles north of Rabaul. She was towed to Rabaul for repairs. Another fishing vessel, *Huyjin Maru* No. 3.

The free harbourside entertainment recalled the time nearly five years ago when an unnamed French naval landing craft spent three weeks at Rabaul undergoing engine repairs.

At that time a movie project was set up on the wharf and the slab side of the ship was used for the screen. The word soon spread around the Tolai community that picture show was available simply for the looking.

On the third night that the pictures were screened, the wharf and the Customs sheds were lined with natives. Some even climbed on the roof of the main Customs shed to get a better look.

Because the native people are supposed to look at uncensored films, and because French films are what they are, the Administration was forced to politely suggest that the captain of the ship should exercise discretion in the films he chose.

He co-operated admirably with

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es of humorous features. No one
d follow the language, but the
ves—and a fair sprinkling of
opeans—continued to enjoy the
WS.

ne other occasion when harbour-
entertainment came to Rabaul
four years ago when the old
mship *Oliver Mac* passed
ugh Rabaul on her way to
an for breaking up.

ne had a crew of Tahitians, and
one memorable night the skipper
e them some spending money
sent them ashore.

hey took their guitars and other
uments with them and gave a
ormance from the waterfront
s of the Cosmopolitan Hotel,
ch was one of the best im-
mptu entertainments Rabaul has
wn.

In Hohnen Leaves New Guinea

r. John H. Hohnen, MLC, who
been a leading public figure in
ua and New Guinea since the
resigned the managing-
ctorship of New Guinea Gold-
s unexpectedly in December, in
er to take up the managing-
ctorship in Australia of the Rio
o Corporation, a world-wide
nisation which has moved into
tralia lately in a big way. It is
rested in all kinds of metals,
a blue metal to uranium.

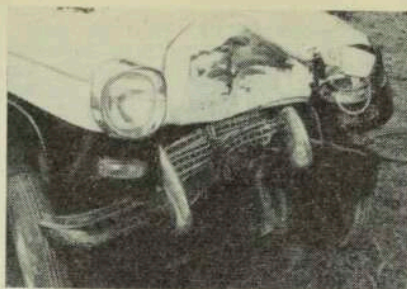
a public statement in Port
esby in December, the Admin-
tor (Brigadier Cleland) paid a
m tribute to the valuable ser-
es given to the Territory over
y years by Mr. Hohnen, not only
ead of NGG Ltd., but also as a
slative Councillor and as chair-
of the Native Apprenticeship
rd since 1954.

ne Rio Tinto Corporation wanted
Hohnen in a hurry; Mr. Hohnen
been contemplating retirement
a New Guinea for some time;
so the NGG Board gave evi-
e of its goodwill towards the
a who has carried its heavy
dens for some years by releasing
at short notice.

he departed immediately for
ope and Canada on Rio Tinto
ness.

ey Have Them Rarotonga, Too

r. Jim Little, of Rarotonga, Ad-
istration employee, must have
dered just how hard a coconut
is when he surveyed the
ckage of his three-weeks-old
umph Herald motor car on Sun-
morning, December 4. When
got up that morning the car
missing from the garage which
a few yards away from the
se. Later the car was found
roximately nine miles away. It
collided head-on with a coconut
and was extensively damaged.
he 20-odd miles of major road



This is what happened to Mr. Little's new car
in December. Now Cook Islanders are a little
more car-key conscious.

Photo: R. D. Moore

on the island of Rarotonga leave
little chance of success to a pro-
spective car thief, and the crime
of car stealing is little known in
the Cook Islands. The person, or
persons, who took the car,
apparently pushed it out of hearing
distance and then drove off. The
crime appears to have been more
premeditated than the average local
criminal offence.

The Police were still investigating
in December but no person had
been charged. Meantime local re-
sidents are a little more car-key-
conscious, and locked garage doors
are more in fashion.

The coconut tree was undamaged.

Unlucky at Sea

Of all the men who spent
Christmas at sea in the Pacific,
Able Seaman John Boone was the
unluckiest.

Boone, 42, celebrated Christmas
by falling 40 feet into a hold of
the 7,000-ton British freighter
Fresno City mid-way between Japan
and Australia.

But not content with flinging him
into the depths of the ship, the
Fates had more in store for him. As
he struggled to rise, a plank from
the hatch cover crashed on top of
him.

He was unconscious and described

as critically ill when the ship made
an emergency diversion to Rabaul
the nearest major port.

A launch met the ship in Rabaul
Harbour on Boxing Day night and
took the injured man to hospital.

Doctors operated on him for con-
cussion and treated him for a
broken arm.

Latest reports indicate that he is
recovering quickly from his in-
juries.

Polynesians Were Natural Policemen

Two young Pacific Islanders, one
from Rarotonga and one from
Western Samoa, who attended an
advanced course of training for
police detectives in New Zealand,
gave the CIB head, Superintendent
F. N. Alpin, something of a sur-
prise.

Although almost inexperienced,
the two men not only kept up with
the course—about the toughest and
most comprehensive of its kind in
the world—but went on to take the
examination, and scored more than
50 per cent. in each of the two
parts. They failed by less than 10
marks.

"The course covered fully every
category of crime, from murder to
Calcutta sweeps, procedures for in-
vestigation, arrests, interrogation,
presentation of evidence, and police
law," said Mr. Alpin. "All the
other candidates had had at least
2½ years on CIB work, with regular
in-service training each week. Had
these two boys got 25 per cent. I
should have said they'd done ex-
tremely well."

The two who astonished the CIB
instructors at the NZ Police Train-
ing School are Tangatanekeare, of
Rarotonga, and Temporary Con-
stable Nikoloa Masoe, of Apia,
Western Samoa.

Tangatanekeare, 19, went to New
Zealand as an inexperienced cadet
for basic training.

Temporary constable Nikoloa

VILA SCENE

The new store of French
firm Maison Barrau, now
being built in Vila, New
Hebrides, looked liked
this in December. The
building seen here is
already occupied, and
the retail store is
rising at the front of it.

Photo: Reece Discombe



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Masoe had been five years in the police. He originally went to New Zealand as a carpenter, but was accepted for the Samoan Police in 1955. After two years in the criminal inquiry branch at Apia, he was invited to spend four years in the fingerprint section of the CIB in Wellington.

Working from Wellington, Nikolo has already formed the nucleus of a fingerprint branch in Western Samoa Police Headquarters, and will finish his job when he returns to Apia.

According to Mr. Aplin, his performance in cases involving fingerprint identification is as outstanding as his achievement in the detective qualification course. "He worked on several cases recently and came up with the right answer practically every time," he said.

The Gendarmes Pounced In Tahiti

There are always those who will try for easy money with the least effort, reports Papeete's daily newspaper, *Les Nouvelles*, in a story entitled "Pipe Dreams in Paradise".

Two seamen, Philippe Rossi, 29, born in Corsica, and Michel Cavagna, 24, from Nîmes, France, employed aboard the *SS Caledonien* (en route from Marseilles to Sydney) dreamed up an easy way to fill their pockets—selling opium to the highest bidder.

On docking, Cavagna checked into Hotel Pacifique. There he was met by Rossi, who had successfully smuggled off the ship the well-wrapped packets of opium. These were hidden in the clothes closet.

After dark, the seamen—not suspecting that their movements had been followed by members of the local gendarmerie ever since their arrival—set off for a rendezvous with their prospective purchaser in front of the Cathedral.

It was a long wait and a fruitless one—so the gendarmes pounced. Rossi vainly tried to hide the incriminating packages in a bush of flowering bougainvillea, but the opium was spotted and taken as evidence, and the men arrested. They refused to disclose their source of supply or their accomplices.

New Telephone System For Norfolk Island

Norfolk Island has a brand new 30-subscriber telephone exchange, and all things being equal, a new era of telephone communication is about to dawn. The system came into operation on December 19.

A large proportion of new poles and all new wire replaces the old system which had got to the stage where the wires held up the poles in several places. "Earth return"

the order of the day and the induced in this type of regulation in proximity to power caused subscribers' tempers to flare. Often it was quicker to visit a wanted party.

An arrangement with the Department of Civil Aviation, a line from the new Airport to Anson Bay on ground control cable has been made available to the NI Administration, and will be connected to exchange giving first-class telephone circuits from the Post Office, Kingston, to the Cable Station in the North of the Island.

Although a manual-type of unit, the exchange will operate for seven days daily, 9 a.m. to 1 p.m. and 2 until 5 p.m. Many of the subscribers will be on party lines and be able to converse even after exchange is closed and during week-ends, when the exchange will be unattended.

When suitable control equipment is on hand, the 10 a.m. broadcast to residents (news of shipping and aircraft movements) will be made from the Administration offices at Kingston. This has been held out, in the past, from the telephone exchange at the air-

Are you're Drinking the Orange Juice

Americans are consuming a rapidly increasing amount of citrus fruits, mainly in juice.

Consumption of oranges per person trended sharply upwards over the past two decades. Grapefruit increased moderately until the 1940's, then declined. Lemons, limes, tangerines and tangelos usually increased.

Oranges have risen from two per cent of the total citrus consumed, about two-thirds, with a steady increase from fresh fruit to juice in processed forms. Per capita consumption of oranges, fresh and processed, is now about 61 lbs per person, compared with a total citrus consumption of about 83 lbs. About 75 per cent of the orange consumption is in processed form—canned sections, juice, frozen concentrates, and, increasingly, chilled juice.

Orange juice today is even transported coastwise, and from the East Indies, in an ocean-going liner.

Now the Cook Islands have got to persuade the New Zealanders to follow the same trend.

With Problems in Fiji

A magistrate, a former policeman, two ministers, two scoutmasters and a former rugby international are named in a committee which will investigate youth problems in Fiji. The committee's terms of reference

"To consider the problems of guidance and employment of boys and girls of all races between 14 and 18, especially in urban areas, and to make recommendations."

The committee members are Mr. Q. V. L. Weston (chairman), Miss Saira Azam, Adi Losalini (wife of Ratu Dr. J. A. R. Dovi), the Rev. Father J. Dutton, the Rev. L. D. Fullerton, Mr. A. E. Muir, Mr. A. Seeto, Eliko Seru (scoutmaster), Mr. Deodatt Singh (scoutmaster), Mr. Moti Tikaram (magistrate), Joiji Suguturaga (former police Assistant Superintendent), Emosi Vuakatagane (former Fijian rugby representative).

Mr. R. C. G. Strick, who was secretary for the Burns Commission, is secretary of the committee.

US Banded Bird At Aitutaki

A white bird with grey head and tail was found floating dead on Aitutaki lagoon near Ureia (Cook Islands) at the end of November.

The bird was found to be wearing an aluminium band issued by the United States Fish and Wildlife Service, Washington, DC, which means that it could have been banded in Hawaii or the US mainland.

The scanty information given in the *Cook Islands News* is insufficient to identify the bird—assumed to be a land bird like most varieties that migrate from Alaska and North

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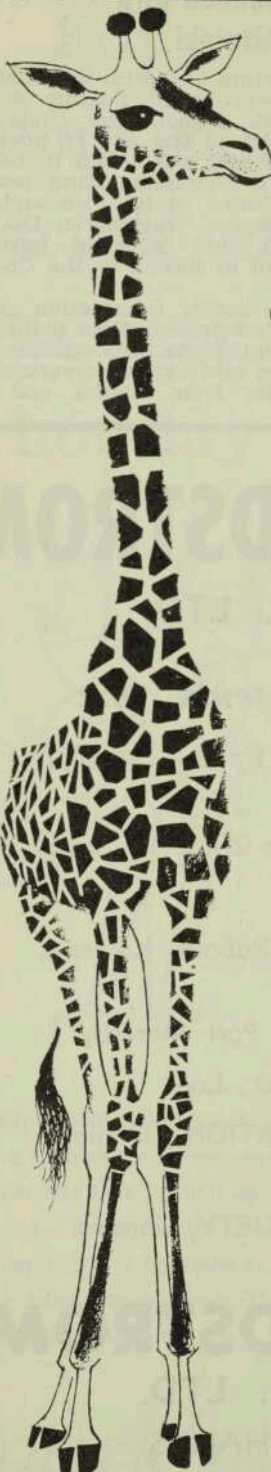
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DEPARTURE: Popular Sister Mary Brister, who has been nursing at the Presbyterian hospital, Vila, for a number of years, recently left the New Hebrides to return to Tasmania, because of illness. She is missed by all.
Photo: Reece Discombe

America to Hawaii each year, but inquiries are being made.

At the end of 1949, a banded pin-tail duck, one of six in a group, was shot on a brackish lake at Penrhyn atoll, Northern Cook. Inquiries revealed that it had been banded in California a few months previously and this was the longest recorded migration route of the variety.

Actually these ducks had been known by the Penrhyn people to call at the island for a short period each year though this fact was unknown to ornithologists.

Until the identity of the bird was found at Aitutaki is established there can be no indication of whether this particular finding has special interest, as certain birds migrate from the US to Tahiti, the Cooks, and even to New Zealand regularly.

The boy who found it had the good sense to remove the ring with its stamped registration number before disposing of the bird, so it will be easy to determine where this particular bird was banded.

Big Backing for Pastoral Industry

One day, a few weeks ago, a ship left the port of Gladstone, North Queensland, for Lae, in New Guinea, carrying 100 pure-bred Poll Short horn heifers and four Drought master bulls.

One wonders if the ghost of Cecil J. Levien was hovering somewhere near, to witness this further significant development of the plan which (probably unconsciously) he initiated nearly 40 years ago, when he guessed that in the Bulolo flats below the Bulolo Gorge and Edith Creek, there was that vast deposit of alluvial gold.

ut of his guess came Guinea d NL, a modest Adelaide con- a. Out of Guinea Gold came olo Gold Dredging Limited, nea Airways Limited, Placer ited and Commonwealth-New nea Timbers Limited—about the est group of money makers ever i in the Pacific Islands.

ne gold is nearly all worked out . In its place is the huge veneer timber industry which it made ible. But the restless, clear- king Board of Bulolo Gold iging Limited is not content to and watch the timber business v.

ast year, it acquired from the inistration a lease over 18,000 s in the upper Markham Valley; now, in co-operation with the itory's Department of Agricul- and the Commonwealth's RO, it has embarked on an ex- mental programme of pasture ovement and beef production. shipload of highly-bred cattle h left Gladstone was consigned GD's new cattle-station.

is a very good example of what ch gold industry can do in the lopment of a country—always ided that the people behind the industry have vision and en- rise.

New Years Honours South Pacific

ne award of a KB to Mr. Justice rt Lowe, Chief Justice of Fiji, gs the number of knights in Fiji our, if Sir Percy McNiece, chair- of Cathay Hotels (Fiji) Ltd., is ded. The other two are the ernor, Sir Kenneth Maddocks, Sir Hugh Ragg, who is the only n-born knight among the four. ief Justice Lowe received his hthood in the New Year ours' list, which included the wing awards in Fiji and other s of the British South Pacific: BE: Mr. G. R. Powles, High missioner for NZ in India but uly NZ High Commissioner in tern Samoa.

MG: Rt. Rev. Alfred Hill, Bishop Melanesia.

BE: Mr. C. S. de C. Reay, chair- of the Fiji Public Service Com- ion.

BE: Mr. G. H. Goodacre, Min- of Finance, Tonga; Ratu K. T. Mara, Deputy Secretary Fijian Affairs; Mr. James ght, secretary of the New Guinea rned Servicemen's League; Lucy Hawkes, now sister-in- ge of the Bush Nursing home, inlay, Q'd., and formerly r-in-charge, Rarotonga Hospital, Islands.

BE: Mr. A. C. Blair, Honiara nessman; Mr. P. J. Bull, Fiji ter and timber miller; and itary division) Warrant Officer illiams Cava, bandmaster of Fiji Military Forces.

JEEN'S POLICE MEDAL: Mr. Beaumont, Fiji Commissioner ouse.

Vietnamese Leave

(Continued from p. 21)

going home to the land of their youth? Whatever political regime might be there, it was still home.

Youngsters Happy

The youngsters were glad to go, for they were following their parents, and parental control is strong amongst this race. Besides, the new land—which they had never seen—was supposed to "offer a chal- lenge".

They had not been brainwashed by members of the Communist delegation which arrived from Hanoi to oversee the repatriation. Apparently they were confident in their youth that they would man- age the new and harder life ahead of them.

Most families seemed to have as many as seven or eight children, and many of the young people were in the 16 to 19 age bracket—dynamic and in growing health, a great improvement on their parents' physique.

Most of the young men are good footballers and certainly many will be missed in sporting circles there. Amongst those sailing was the family of a prominent young Viet footballer who was murdered there a year or two ago for a small sum of money.

One cannot help thinking that it is the Communists who will get the advantage from these healthy young people.

The results of recent school ex- aminations in New Caledonia placed Vietnamese among the best scholars, and it is many of these bright young people who are leaving for "home".

There were also young married couples with children who are sail- ing simply because their parents ordered it.

And not only is New Caledonia losing brains to Communist Vietnam, it is also losing beauty (although that is not a scarce com- modity there). Most of the young Viet women are very lovely, a curi- ous contrast to their mothers, with their betel-stained mouths and black lacquered teeth.

However, the young girls have not known the weary slavery that their mothers knew both in Indo-China and in their early years in New Caledonia as indentured labour.

Don't Like Banks

The departing Viets had been in- vited to transfer their money to their new country through the bank, but it is understood that few of them did. The Viets also have had little trust in banking institutions. But many repatriates are very rich, and it can only be conjectured as to how they have transferred their money. No doubt it is by means of

gold and jewellery, and perhaps dollars.

Also, as soon as the first departure date was announced in Noumea, Viets made a raid of local stores buying great quantities of dress materials, and other goods easily transportable.

Already preparations are in hand for the second voyage in February and the buying spree has begun again.

The new repatriates have seen the conditions aboard the *Eastern Queen* and are quite satisfied with them.

Aviation Round-Up

(Continued from p. 20)

Australian airline operators are watching, with lively curiosity, the rapid growth and development of Mandated Airlines, a Carpenter-owned corporation based in New Guinea.

In January, P-NG echoed with rumours of an imminent "merger" between Ansett-ANA and Mandated Airlines Limited.

On January 16, *PIM* was officially informed that, up to that date, no merger had been arranged.

When we asked whether any dis- cussions were in progress *PIM* was told, "Possibly".

Mandated Airlines was formed 25 years ago, after the tireless Walter Carpenter decided to do his own air freighting in New Guinea mainland, instead of paying a large monthly bill to Guinea Airways and one or two small operators.

Carpenters started very modestly, with a couple of Moths, in January, 1933; became competitive in 1934; bought Pacific Aerial Transport Co. (started by Ray Parer); and in 1936 were registered as Mandated Air- lines Ltd.

In 1938, Carpenters beat Guinea Airways in successfully tendering for the Sydney-Rabaul airmail ser- vice, which they inaugurated on May 30, 1938, with three De Havil- land 86B's. This service folded up when the Japs invaded in January, 1942.

MAL, when war came, were hold- ing five DH84 Dragons; three DH83 Fox Moths; one DH60 Moth; one Avro; and two Lockheed 14 10- passenger planes for the Sydney- Rabaul service.

Competition With Qantas

Carpenters were prepared to re- sume the Sydney-New Guinea ser- vice after the war; but it was officially ear-marked for Qantas. Carpenters sold out amiably to Qantas and, in the ensuing 14 years, while Qantas operated so success- fully in New Guinea and between New Guinea and Sydney, there was

a good relationship between Qantas and Carpenters.

Qantas and MAL operated side by side. There was competition—but no ill-feeling.

Changes in New Guinea

MAL grew with the country. A couple of years ago, it bought out the Gibbes airline—a couple of Norsemen and Junkers, and a good big workshop at Goroka.

Then came the Canberra decision which forced the Commonwealth-owned Qantas out of New Guinea, and introduced the strong Australian airlines, Ansett-ANA and TAA.

Qantas did not like it—New Guinea, over the years, had been a

splendid training-ground for the pilots and technicians needed for its rapidly-growing international services.

Among the New Guineans who, also, did not like the new set-up was MAL. Nothing was said; but the indications were that if there now was to be internal air development in Papua and New Guinea, the Carpenter-owned airline would be in it.

Early in December, Mandated Airlines bought out Madang Air Services. The latter, in a few years, had grown from one Dragon to a Dragon and five Cessnas.

About the same time, Mr. J. B. Sedgers, head of the Carpenter interests in New Guinea, arrived in Tamworth to discuss with East-West Airlines a contract for engine-

Less Hospitality For The Poppa

In an interview with Princess Turia Salmon (who earned a full-page photograph in the South Pacific edition of the American "Holiday" magazine's October issue) "PIM's" Tahiti correspondent asked her opinion on the changes that are taking place in Tahiti, due to the growing influx of tourists.

Charming pareu-clad and flower-bedecked Princess Turia agreed that Tahiti is changing, but that the whole world was also.

In the old days, she said, Tahitians would always welcome the visiting "popaa" (white man) to their homes; but now, with the ever-increasing number of "popaa" visitors, what are they to do?

In the old days, fresh, green drinking nuts would be offered without any thought of payment. But today, with the great increase in the cost of living, what are they to do?

A basic food favourite with the Tahitians, canned corned beef, which they prepare in nearly a dozen different ways, now costs 35-40 francs a can (about 4/-), which makes a big hole in a Tahitian's daily earnings (when he works) of 200 to 280 francs. So the selling price of one green coconut in downtown Papeete remains a steady five francs.

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maintenance and overhauls of Mandated Airlines' DC3 aircraft. MAL now own nine DC3's—in addition to many smaller planes—and was arranged that, about once every six weeks, a MAL DC3 should fly from Lae to Tamworth for overhaul.

In January it was announced that Mandated Airlines was purchasing two Italian Piaggio twin-engine pusher-type aircraft.

The first Piaggio was being delivered immediately from Italy and the other was due in April.

And then, right on the heels of these moves including the earlier official statement, Ansett Transport Industries Ltd. announced on January 18 that it had acquired Mandated Airlines for £A950,000, comprised of two million Ansett 5/- shares and a cash payment (thus making W. R. Carpenter the largest single shareholder in Ansett).

Mandated will continue to operate under its own name, and Mr. F. Ansett, chairman of Ansett, says services will possibly be extended and more aircraft added to Mandated's fleet.

DEATHS OF ISLANDS PEOPLE

Rev. Robert Rankin

His death occurred in Melbourne December of the Rev. Robert Rankin, who for 32 years was with the London Missionary Society in New Guinea. Mr. Rankin, who was 60, was on leave in Melbourne.

Mr. Rankin was very well known in Papua, where he first joined the LMS in 1928. In 1957 he and his wife, the Rev. S. J. Rankin, opened a training centre, Chalmers' College. He is survived by his wife, son Robert, of the Department of Agriculture.

Mr. Reginald Steward

Mr. Reginald Steward, who was resident of Fiji for 53 years, from early years until he retired in 1951, died in Newcastle, NSW, recently, aged 68. He was, in his early years, in the employ of Robbie Kaad Co. until Burns Philp took over that firm. He then continued the service of BP for 46 years. Steward did much to further the interests of bowls in Fiji. He left a widow and three children.

Mr. John Robert Young

Mr. John Robert Young, aged 44, died at the Norfolk Island Hospital in November. He was the son of the original Pitcairn settlers. John was a popular figure in Norfolk life, and was always on hand to assist in public activities. A member of the NI Dramatic Society and of the Polynesian Society, his death is regretted by his many friends.

Mr. Joseph Walter Jenkins

Early in December, Norfolk Island lost another of its old residents in the death of Mr. Joseph Walter Jenkins, aged 82. "Uncle Joe" was known to all Norfolk residents—he arrived there from New Zealand 47 years ago. He was a keen bowls player until the late 1950s.

Hugh Bartholomew Burrell

On December 11, Mr. Hugh Bartholomew Burrell died in hospital, Norfolk Island. Mr. Burrell was 63, and was a fly-officer in the RFC during World War I, from which he retired with the rank of major. Active again in the Second World War, and with the rank of Wing Commander, he was in command of the RNZAF, Hobsonville (NZ). He was awarded the OBE for his work in the Pacific. He had resided on Norfolk Island for the past 15 years and is survived by his wife, a son and a daughter.

Mr. H. R. Gough

The managing-director of Hackshalls Ltd., Mr. H. R. Gough, died in Sydney on January 7, aged 74. He was the actual founder of Pacific Biscuit Co. and Union Soaps Ltd. in Fiji. He visited Suva in 1921, and bought the land where the two factories soon afterwards were established by Mr. Leslie Brodie, and the late Mr. Malcolm Brodie, who died a few weeks ago.

Mrs. A. W. Kane

The death occurred in Georgetown, North Queensland, on December 21, of Mrs. Alexandra Winifred Kane, well known pre-war resident of the Morobe goldfields area.

Mrs. Kane was the wife of Mr. Jack Kane and lived in Bulolo, Wau and Salamaua at various periods before she was evacuated to Cairns, Qld, at the outbreak of the Pacific war.

She is survived by her husband and a son, Geoffrey.

Mrs. Kate Thomas

Catherine Mary, wife of Gordon Thomas ("Tolala") died in a private hospital in Campbelltown, NSW, on December 30, in her 86th year.

She was one of the pioneer Mission Sisters of the Methodist Mission in New Britain, arriving in 1905 in the first overseas vessel to berth at the NDL wharf, Rabaul.

For several years she was in charge of the Girls' School at Watnabara, Ulu, in the Duke of York Group.

In 1912, she married Mr. Thomas, at Kieta, Bougainville, and for some years the pair lived in Buka, Bougainville, and at Faisi, in the BSI.

After Mr. Thomas' return from War I, she joined him in Rabaul in 1921. In the '30's she was Hon. Secretary of the Agnes Wisdom Library in Rabaul and during the early part of War II was a keen worker for the Red Cross and Comforts Fund.

Together with the other women she was evacuated in 1941 and for the past 15 years she had been living in Campbelltown, where she devoted considerable time to the interests of charitable and other organisations. For the last three years she had been in indifferent health.

Mrs. Thomas was born in Port Chalmers, New Zealand. She is survived by her husband, and in New Guinea by her nieces, Mrs. R. I. Parker (Port Moresby), Mrs. Joan Brierley (Rabaul) and grand-niece, Mrs. Jan Saave (Port Moresby).

Mr. Albert Schaafhausen

An old, greatly respected resident of Apia, Western Samoa, Mr. Albert Schaafhausen, died on December 10, aged 85. He arrived in Samoa in 1900.

The German Governor, Dr. Solf, engaged him first to look after the valuable horses imported from Australia. Later, as he had technical knowledge and experience in architecture and construction, he did excellent work for the German Administration in building many roads, and planning and erecting Government buildings. He acted also as Chief of Police and as Chinese Commissioner for the 3,000 Chinese indentured labourers taken to Samoa by the Germans.

As Chief of Police, in 1912, he solved the murder of a German trader, Lehnert, by some brilliant detective work—the story is told on p. 32.

Although Mr. Schaafhausen was interned in New Zealand as a German national during both World Wars, he was placed in charge of the Public Works Department by the New Zealand Administration and, for long years, rendered valuable service. He was known for inflexible honesty, efficiency, and devotion to duty, and was greatly respected by his staff and by the community.

Mr. Schaafhausen left two sons, William and John, and two daughters, residing in Germany and USA. His wife, a member of the Wallwork family, predeceased him.

Mr. Edward Westbrook

Mr. Edward Westbrook, a planter and former mayor of Aleisa Settlement, Western Samoa, died recently at Aleisa. He was a son of the late Mr. George Westbrook, a very well known pioneer and writer, of German and Trusteeship Samoa.

Mr. Arthur Groom

Mr. Arthur Groom, who died in the CWM Hospital, Suva, on December 28, at 84, was a builder and contractor in Fiji for many years. He was born at Levuka and educated at the Levuka Public School.

Mr. Groom set up business in 1903 and carried this on till 1916, when he left the Colony to join the AIF. He served in Egypt and France, where he was twice wounded.

He married five times, and is survived by nine children, 12 grandchildren and 16 great-grandchildren.

Mr. J. Probert

Mr. Jack Probert, formerly of the Fiji Police Force, died in London recently at the age of 68. He began his civil service career in the Health Department in 1924, and in 1927 he entered the police as a sub-inspector.

He served at most of the police



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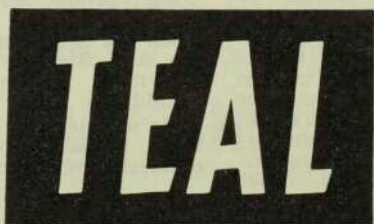
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res of Viti Levu, and at Levuka. was in charge of the traffic department at Suva for a period.

Mr. A. Drummond Thomson

One of the best known planters in New Guinea, Mr. Archibald Drummond Thomson, died at his home in North Sydney on January 8, 1964. He had been in poor health some years. His passing will be met with sorrow in many places—Drummond Thomson of Numa Numa represented an era.

Drummond Thomson had only finished his education in Melbourne in August, 1914, and he was in the AIF before World War I was 30 days old. Early in 1915, though not yet 19, he got a commission in the King's Own Yorkshire Light Infantry. He served until the end with the British in France, and finished as captain.

In 1921, as a young man, he went to New Guinea, to the staff of Bukaratu and Trading Co. Ltd., Bougainville; learned the business of tropical planting; and as a local manager at Numa Numa.

In 1927 onwards he made this his the Territory's most profitable plantations. Drummond Thomson, again, was sent into World War II. When the Japs came, he went coast-guarding for a few months; and he was commissioned in the Italian naval forces, and held a series of administrative posts in the Hebrides, Solomons, Bougainville and Melbourne. For his liaison work with the USA forces, he was awarded an American decoration.

Drummond Thomson went back to Numa Numa after the war, as managing director of the company and about 1945 when all was running smoothly, he retired to live in Sydney. He visited the Territory frequently and was a well known figure in Rabaul and Moresby. He married Miss Myrtle Hoddinott, of Melbourne, and she, and one son and one daughter, survive him.

Mr. Colin Marshall

Colin Marshall, who was Controller of Forests in Fiji from 1945 to 1950, died recently in Ghana, at the age of 54.

He was seconded to Fiji from Malaya, and returned to Malaya after his tour of duty in the Pacific. In Fiji he did a lot of work in forestry to the notice of the public.

He went to Ghana from Malaya. Marshall is survived by Mrs. Marshall and three children.

John D. Harrington, well known Rarotonga trader, who was coming to settle in New Zealand with his family and had purchased property there, returned to the islands in November and now plans to continue to reside in Rarotonga.

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travel talk

some ideas for those who want to travel and for
those who just dream about it

With certain famous exceptions, the world's tourist spots that have been a natural, just happened to be on a route to somewhere else. That is the easiest way to develop a tourist industry — and airline companies, with the concessions that round-the-world tickets bring, and the main shipping services, which plug along the recognised routes, perpetuate the trend.

THE PACIFIC PICTURE

TO be even just slightly off the recognised tourist track, makes the development of a tourist industry that much harder—and most of the Pacific Islands, although they can provide some of the world's most pleasant scenery and interesting native life, fall by the wayside of mass tourism on that account.

Until recently, Fiji was the only South Pacific island that was on the main sea route and main air route between Australasia and North America, and in the last 10 years it has cashed in handsomely on a growing tourist industry.

It now has an international airport at Nadi that puts some in far larger countries in the shade; a growing string of excellent hotels right around the main island—many of them right up to recognised international standard; and adequate local road and air transport.

Apart from the people who fly to Fiji or arrive by ship to spend several weeks in the Colony, the big airline operations, Qantas, Pan American and Canadian Pacific Airlines, on their services between Australia and New Zealand and North America, every day of the week are dropping people off at Nadi to break their journey for a few days in Fiji before they resume their main journeys north or south, or around the world.

Tahiti is Good

That's been the Fiji tourist story for some time—and now it is obvious that another South Pacific island is going to get very much into the same sort of picture.

Tahiti, of course, has always been a magnet for the more romantic sort of South Seas magic-seeker, but now that it has got onto an air route that can easily be incorporated in a round-the-world air ticket, it is going to get a lot more regular tourists as well.

Because of the new airport at Faa'a, near Papeete (it is now taking conventional aircraft but will be ready for the big jets by mid-year), Tahiti becomes an interesting deviation to the usual main trunk route.

The French Airline, Transports Aériennes Intercontinentaux, has a service now that goes all the way from Paris to the Pacific coast of the US via Sydney, Noumea, Fiji and Papeete, using DC8 jets on the Paris-Noumea section, and DC7c aircraft on the remainder.

But there are other variations on the theme: Qantas or one of the other big operators from Europe and America to Honolulu; South Pacific Air Lines from Honolulu to Papeete; TEAL to Nadi, Fiji; then back to Qantas or other international operator for Australia and the Middle East route back to Europe.

Try New Guinea or New Zealand

Both airline operators on the Sydney-New Guinea service, Ansett-ANA and Trans Australia Airlines, are interested in developing tourism in Papua-New Guinea.

Hitherto the Territory has had no organised tourist industry—except for round-trippers on the ships trading between Australian and Territory ports, and occasional cruises by the big overseas shipping companies to Port Moresby and Rabaul.

TAA plans four conducted air tours to P-NG in 1961, the first leaving Melbourne (or Sydney) on May 8; and others following on June 12, July 22, and August 26.

Each tour party will be escorted throughout by a hostess and the duration of tours will be 14 days. The number in the party will be limited—with not more than 20 in any of them, but with the number probably around 12.

Hotel accommodation in P-NG is too limited at present to be able to cope with a larger party.

The itinerary for the tour leaving Sydney (or Melbourne) on May 8

has now been released. It is expected that the other three tours will follow the same general route but the May tour has the advantage of taking in the Goroka Show which this year is scheduled for the weekend of May, 20-21.

The Show is the amateur photographer's delight, as thousands of Highland natives through the Show Grounds dressed in magnificent feather head-dresses (but little else).

The tour leaves Melbourne/Sydney on May 8, arrives Port Moresby the following morning and divides the following 12 days in the Territory between that town and Wau, Bulolo, Lae, Madang, Goroka and Mt. Hagen. Except in Lae, where the party will be accommodated in TAA transport quarters, local hotels will provide accommodation.

Using the above centres as a base for road and air tours—and some cruising to islands off the Lae and Madang coasts—will occupy many days. Plenty of opportunity will be given for shopping, visiting plantations, inspecting the industries of the Territory and points of historical interest such as the War Cemetery in Lae and Port Moresby. Native villages, schools, etc., also figure largely on the programme.

Inclusive cost of the 14 days to Melbourne - back to Melbourne, £A285, first class; £A270/13 tourist. Sydney-back-to-Sydney £A261/14/- first class; £A252/14 tourist class.

Low cost package-deal air tours of New Zealand are now possible through a new air company that



Good value is Fiji's Korolevu Beach Hotel which in December opened a new wing for those who prefer hotel rooms to native-style bures. Popular hosts at Korolevu are Mr. and Mrs. Bill Clark (above).

Photo: Stinson

& O - ORIENT CRUISES

P & O and Orient Lines plan cruises to Pacific Islands in 1961, all beginning from Sydney. They are:

"ORSOVA", leaving Sydney on February 2 on a 20 days cruise ending at Hobart, Wellington, Auckland, Nukualofa, Suva and Noumea. Fares range from £45 to £175, tourist class; £115 to £195 to £380, first-class—with some special suites at higher rates.

"STRATHNAVER", leaving Sydney May 28 for 19 days cruise to Auckland, Nukualofa, Suva, Pago Pago, Suva, Noumea. Fares on this one-class vessel are from £128 to £181.

"STRATHNAVER", leaving Sydney on June 18 for 10 days cruise to Noumea, Hayman Island and Brisbane. Fares are from £69 to £96.

"ORSOVA", leaves Sydney on June 26 for 13 days cruise to Green Island (Barrier Reef), Port Moresby, Noumea. Fares range from £87 to £105, tourist; and £117 to £228 for first class—with special rates for special suites.

They went into operation in the Union.

These tours are primarily designed for Australians but should be of interest to residents of the South Pacific Territories as a variation of the usual three-months-leave-in-Australia.

The package deal is for return travel across the Tasman and a 2,000 mile circuit of both islands of NZ. The inclusive cost—only—is approximately £100. In Auckland, the air tour goes down the west coast of the islands via New Plymouth, Mount Cook, Nelson, Mt. Cook, Milford Sound, across Central Otago and up the east coast via Christchurch and Dunedin. (There are other variations in this route, too).

The whole thing could be done in a week-end—or extended over a period of months. Cost of stopovers is a liability of the passenger. The trans-Tasman section of the tour is by Tasman Empire Airways Ltd. The New Zealand section undertaken by a new air company, which is 49 per cent. owned by the New South Transport Industries of Melbourne, Victoria.

The new company's name is the South Pacific Airlines of New Zealand Ltd., and as it is sometimes referred to in the New Zealand Press as "South Pacific Airlines" and sometimes as "Airlines of New Zealand" there is a certain amount of confusion about it that is unfortunate. (South Pacific Airlines,

which has no connection with the NZ company, operates Super Constellation services between Honolulu and Papeete).

The New Zealand company is using specially converted DC3 aircraft for their scenic route. The aircraft have five-foot long windscreen-like windows that allow customers to get the full effect of New Zealand's spectacular fiordland, rugged mountains and beautiful lakes.

TOURING ABROAD

For the more blasé traveller who likes to go by ship to Europe, but is fed up with the old Suez route, P&O and Orient Lines have a new variation on the theme for mid-1961.

THEY call this one the Safari Voyage, and it is being carried out on the now fully air-conditioned 30,000 tons *Iberia*.

The route is Sydney, Melbourne, Fremantle, Mauritius, Zanzibar, Mombasa, Middle East Ports and Suez Canal, Athens, Naples, Lisbon and London.

Departure from Sydney is June 30; arrival in London, August 6.

For those whose geography is a little rusty: Mauritius is the small British island in the Indian Ocean, about 1,000 miles due east of the African coast (Lat. 20 deg. S), which is very like Fiji on a small scale.

Zanzibar, a small island off the coast of Tanganyika, is still a self-contained British Protectorate and was once an ancient Arab trading post.

And Mombasa is, of course, the most important port of Kenya.

A feature of this voyage—and hence its name—is the three days the ship stays in Mombasa to allow passengers to make excursions to Kenya's game reserves.

Normal first class and tourist class fares to Europe operate. Cheapest single passage (tourist, of course) is £165; and the most expensive de luxe first class is £1,081.

Some Sun-drenched Places

For those who have tried just about everything in the travel line; or appear likely to land in Europe at the coldest time of the year, there are various unusual, sun-drenched places that were once off the beaten track but have now become virtually next-door through jet travel.

One of these places is Dakar, which is suggested by Pan American Airways for winter travellers in search of the sun.

Pan-Am have services from New York to Dakar via Lisbon; at present it usually means an over-night stop in Lisbon but when jets go onto the Lisbon-Dakar leg of the route, later this year, the whole journey will be done in a matter of 12 hours.

Dakar is on the Cape Verde Peninsula, which juts out into the Atlantic as the western-most part of the big bulge of West Africa. From Dakar to Natal, at the tip of the corresponding bulge in Brazil, is the shortest hop across the Atlantic, and Dakar came into wartime prominence because of this.

Dakar was once French Colonial, but is now the capital of the new Republic of Senegal and the seat of the Federation of Mali. It has also become a fashionable tourist resort, and its white beaches and blue sea attract hundreds of visitors during the dry season, November to May.

Back from the beach is the palatial Grand Hotel de N'Gor which caters for the tourist trade in the best French Riviera tradition. Cost of a double-room is from £4/10/- per day. Close by is Yoff International Airport.

Local colour is provided by the Moslem fishermen, the Senegalese silver and ivory merchants and the gaudily dressed Dakar women. But over all is still the influence of Colonial French.

Go to Timbuktu

Dakar is also the jumping off place for trips to Timbuktu, the fabled lost city of the desert. An airfield is now being built near Timbuktu, but at the moment the journey must still be made by steamer up the Niger River. This once famous Moslem stronghold, the southern terminus for caravan routes across the Sahara, is now little more than a cluster of baked mud huts and a few mosques.

Northern Cruising

P & O and Orient also run short cruises from Tilbury or Southampton during the northern tourist season. Vessels which will cruise in 1961 are "Stratheden", "Oronsay", "Arcadia", "Strathmore", "Iberia" and "Chusan". Length of cruises varies from about 13 days to 20 days—and prices vary accordingly.

Most of the cruises are to the Mediterranean and North Africa, Spain, Portugal and other spots designed to get full sunshine.

Probably the cruise that would have most appeal for visitors from the Southern Hemisphere would be that of the "Strathmore" from Southampton on August 5. It is of 13 days duration and calls are made at Copenhagen, Leningrad and Stockholm, in each of which excursions are arranged. Fares range from £Stg.50 to £Stg.75.

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IPPING TIME-TABLES

ydney-Papua-N. Guinea

Sailings are approximate and may vary by as much as two weeks.

Montoro sails from Melbourne for y, Brisbane, Port Moresby, Samarai, d, Kavieng, Wewak, Madang, Lae, Moresby. Next Sydney sailings: Jan. ar. 22 (approx.).

Malekula sails from Sydney for ne, Port Moresby, Samarai, Lae, y, Wewak, Alexishafen, Madang, Lae, y. Next Sydney sailings: Feb. 7, 19 (approx.).

Malaita sails from Sydney, Bris- Port Moresby, Samarai, Rabaul, um, Lorengau, Madang, Lae, Samarai, ne, Sydney. Last Sydney sailing: 3. Next Sydney sailings: Feb. 15, 29 (approx.).

Bulolo sails about every six weeks: y, Brisbane, Port Moresby, Samarai, Madang, Lombrum, Rabaul. Next y sailings: Jan. 31, Mar. 10.

ills from Burns, Philp and Co., Ltd., ge Street, Sydney.

Sinkiang: Leaves Sydney for Bris- Port Moresby, Samarai, Rabaul, g, Lae, Port Moresby, Sydney. Next y sailing: Feb. 24 (approx.).

Shansi: Leaves Melbourne for Sydney, ne, Port Moresby, Samarai, Lae, g, Wewak, Kavieng, Rabaul, Port y, Sydney. Last Sydney sailing: 3. Next Sydney sailing: Feb. 25.

Soochow: Leaves Melbourne for z, Brisbane, Pt. Moresby, Samarai, l, Kavieng, Madang, Lae, Port y, Sydney. Last Sydney sailing: 0. Next Sydney sailing: Mar. 8.

ills from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 St., Sydney.

Elizabeth Boye: Leaves Sydney imately every five weeks for Port y, Lae, Madang, Rabaul. Next sailing: Feb. 10 (approx.).

Slevik: Leaves Sydney monthly for Howe Is., Pt. Moresby, Lae. Last sailing: Jan. 18. Next Sydney : Feb. 17 (approx.).

ills from Karlander (NG) Line (F. phens Pty., Ltd., agents), 176 Day dney.

Malacca and Matupi maintain a service between Australian ports round at Adelaide), Papua-New , and Borneo.

api: Dep. Sydney Jan. 27, Brisbane 9-31, Pt. Moresby Feb. 5, Rabaul 0, Lae Feb. 14, Madang Feb. 16, Sandakan and Borneo ports, arr. a Mar. 4 for turn-round on south- voyage direct to Australian ports.

cca: Dep. Adelaide Mar. 3, Mel- Mar. 5-10, Sydney Mar. 12-15, ne Mar. 17-18, Pt. Moresby Mar. baul Mar. 28, Lae Apr. 1, Madang 3, thence Sandakan and Borneo arr. Labuan Apr. 26 for turn-round thwards voyage direct to Australian

ills from Blue Star Line (Aust.) Pty., agents), 17-19 Bridge St., Sydney.

Sydney-Netherlands NG

Three weeks service by MV's Sigli, Silin- doeng, Sibigo and Sinabang carrying pas- sengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (with call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Last Sydney sailing: Silindoeng Jan. 20. Next Sydney sailings: Sibigo Feb. 7, Sigli Mar. 2 (approx.).

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.

UK-Papua-NG-BSI

The Bank Line (Andrew Weir & Co. Ltd.) has inaugurated a new direct service from Europe to Papua- New Guinea and British Solomon Islands, the vessels going on to Australia for cargo- loading and returning to UK via Suez. Loading brokers in London are Bethell, Gwyn and Co. Ltd. Burns Philp (NG) Ltd., act as agents in P-NG, and BSI Trading Corporation in the Solomons.

Ashbank: From UK, due Pt. Moresby Feb. 9, Samarai Feb. 10, Lae, Feb. 12, Madang Feb. 13, Rabaul Feb. 15, Kavieng Feb. 16 (if inducement), Honiara Feb. 18.

Avonbank: From UK, due Pt. Moresby Mar. 2, Samarai Mar. 3, Lae Mar. 5,

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Sailings of P. & O. and Orient Line Passenger Ships

		ORSOVA	ORCADES	ORIANA	IBERIA
SYDNEY	depart	Feb. 26	Mar. 24	May 8	May 12
AUCKLAND	arr/dep	Mar. 1	Mar. 27	May 11	May 15
SUVA	arr/dep	Mar. 4	Mar. 30	May 14	May 18
HONOLULU	arr/dep	Mar. 9	Apr. 4	May 18	thence
VANCOUVER	arr/dep	Mar. 14-15	Apr. 9-10	May 22-23	to
SAN FRANCISCO	arr/dep	Mar. 17-18	Apr. 12-13	May 25-26	Japan
LOS ANGELES	arr/dep	Mar. 19	Apr. 14	May 27	and
HONOLULU	arr/dep	Mar. 24	Apr. 19	May 31	Far
SUVA	arr/dep	thence Japan	thence Japan	June 6	East
AUCKLAND	arr/dep	and	and	June 9	Ports
SYDNEY	arrive	Far East	Far East	June 11	June 26

Details from agents: P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney.

Madang Mar. 6, Rabaul Mar. 8, Kavieng Mar. 9 (if inducement), Honiara Mar. 11. Details from The Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney.

Europe-Tahiti-Noumea-BSI-Papua-NG-Netherlands NG

A direct service from the Continent and London, via Panama Canal to Tahiti, New Caledonia, BSI, Papua-New Guinea and Netherlands New Guinea is operated jointly by Nederlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Karimata (NL): From Continent, dep. London Jan. 23, due Papeete Feb. 21, Noumea Mar. 2, Honiara Mar. 6, Pt. Moresby Mar. 10, Rabaul Mar. 13, Lae Mar. 16, Madang Mar. 20, Hollandia Mar. 23, Biak Mar. 28, Manokwari Mar. 31, Sorong Apr. 3; thence Europe, via Singapore.

Langkoeas (RL): From Continent, dep. London Feb. 20, Papeete Mar. 21, Noumea Mar. 30, Honiara Apr. 3, Pt. Moresby Apr. 7, Rabaul Apr. 10, Lae Apr. 13, Madang Apr. 16, Hollandia Apr. 19, Biak Apr. 24, Manokwari Apr. 27, Sorong Apr. 30; thence Europe, via Singapore.

Details from Royal InterOcean Lines, 255 George St., Sydney.

NZ-Papua-N. Guinea

Vessels of Crusader Shipping Co. (London), running between New Zealand and Japan, now call at Pt. Moresby (Papua) and Rabaul (New Guinea) on their northbound run.

MV Crusader opened the service late December, calling at Pt. Moresby and Rabaul.

Next vessel: MV Turakina, dep. Auckland Feb. 7, arr. Pt. Moresby Feb. 13 (approx.), Rabaul Feb. 16 (approx.).

Details from Shaw, Savill Line, managing agents, Queen St., Auckland, NZ.

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: On southwards voyage through P-NG, due Pt. Moresby Jan. 29, thence Honiara Feb. 3, Suva/Lautoka Feb. 12 and return via Apia (if sufficient inducement) to Japan, arr. Mar. 9.

Chekiang: Dep. Japan Jan. 31, via Hongkong, Wewak Feb. 16, Madang Feb. 19, Lae Feb. 21, Rabaul Feb. 24, Pt. Moresby

Mar. 2, Noumea Mar. 10, Suva/Lautoka Mar. 13, Santo Mar. 19, thence Hongkong Apr. 3 and Japan, arr. Apr. 13.

Chengtu: Dep. Japan Feb. 18, via Hongkong, Madang Mar. 16, Lae Mar. 19, Rabaul Mar. 22, Pt. Moresby Apr. 1, Honiara Apr. 3, Santo Apr. 6, Suva/Lautoka Apr. 9, Noumea Apr. 16, thence direct to Japan, arr. May 9.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line MV's Aros, Citos, Delos, Milos, Samos and Tenos maintain 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.

Milos: On northbound voyage, due Rabaul Jan. 22, thence Manila, Hongkong, and Japan, dep. Japan (Moji) southwards Feb. 15 for Hongkong, Borneo, Tarakan, Madang Mar. 6-7, Lae Mar. 8-10, Rabaul Mar. 11-13, Honiara Mar. 14-15, Vanikoro Mar. 17-18, Santo Mar. 19-20, Vila Mar. 21, Brisbane Mar. 24-25, Sydney Mar. 27.

Aros: On southbound voyage, due Rabaul Jan. 24, Lae Jan. 26-28, Brisbane Feb. 1-2, arr. Sydney Feb. 4; dep. Sydney Feb. 9 for southern Australian ports for loading, returning Sydney Feb. 24; dep. Sydney, northbound, Feb. 28 for Brisbane Mar. 2-4, thence Japan direct, arr. Mar. 16; dep. Japan (Kobe) on southwards voyage Mar. 24.

Delos: Dep. Japan (Kobe) Jan. 25, via Hongkong, Borneo ports, Rabaul Feb. 16-17, Lae Feb. 19-21, Brisbane Feb. 25-28, Sydney Mar. 2.

Samos: Dep. Sydney Feb. 1, for Brisbane, Feb. 3-4, thence direct to Japan (where she will dock at Yokohama), dep. Japan southwards Mar. 3 direct to Sydney, arr. Mar. 15.

Tenos: On first voyage, will sail from Japan (Kobe) on February 3 direct for Sydney, arr. Feb. 15. Thence dep. Sydney Feb. 17 for loading at southern Australian coastal ports, returns Sydney Mar. 4-9, then sails for Brisbane and Japan direct.

Citos: Dep. Sydney Feb. 13, Brisbane Feb. 15-17, Lae Feb. 21-22, Rabaul Feb. 24-25, thence Manila and Hongkong, where she will dock on March 8; dep. Hongkong Mar. 12, Sandakan Mar. 15-20, Lae Mar. 27-29, Brisbane Apr. 2-4, Sydney Apr. 6.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 30 Pitt St., Sydney, and Islands Agents.

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip North Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailings: Jan. 27, Mar. 14 (approx.).

Details from Burns, Philp and Co., Bridge Street, Sydney.

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Ltd. coming from Marseilles, via West India and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motor ships, Tahiti and Caledonien and chartered vessel, Melanesien. Next Sydney sailings: Melanesien Feb. 9 (at Noumea Feb. 12-16, Vila Feb. 17-25, Papeete Mar. 4-9), Caledonien Mar. 21 (Noumea Mar. 24-27, Vila Mar. 28-Apr. 5, Papeete Apr. 11-16).

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides (Vila and Santo). Last Sydney sailing: Jan. 20. Next Sydney sailings: Feb. 10, Mar. 3.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

Europe-Sydney-Noumea

Fast cargo vessels of Messageries Maritimes Line maintain a regular monthly service between Dunkirk (France) and Noumea (New Caledonia), via French West Africa, Ceylon and Australian ports. It has accommodation for 6 to 12 passengers. From Sydney, vessels go to Brisbane and Noumea; then return to France via Australian coastal ports.

Next sailings from Sydney for Noumea: Koung Si Feb. 9, Ventoux Mar. 10.

Details from Sydney Agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavuniya, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Jan. 24, Feb. 21.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailing: Feb. 9.

Details from all offices of Union Steamship Co. of NZ.

Sydney-Pacific Ports-Panama-UK

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two westbound, then two east-bound, calling at Fiji and Tahiti every trip.

Next voyage: Dep. Southampton Feb. 1, via Panama, Papeete Mar. 24-25, Suva Mar. 30, Wellington Apr. 3-5, Sydney Apr. 8-10, thence via Sth. Africa to Southampton, arr. May 15.

Details from Shaw Savill Line, 8a Castlereagh St., Sydney.

New Zealand-Cook Is.

S Moana Roa (40 passengers) makes monthly voyages from (NZ) to Rarotonga (Cook Is.) with calls at Niue and some Cook Islands when cargo warrants. Calls 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 ports with sailings every alternate month. Ports depend on cargoes offering.

Isle: On southbound voyage, due Jan. 31-Feb. 3, Pago Pago Feb. 10-13, Nukualofa Feb. 17-18, Noumea Feb. 20-23, Suva Feb. 27-28, Rabaul Mar. 1-2, Apia Mar. 9-11, Los Angeles Mar. 23-25, San Francisco Mar. 26-27.

Thor I: Dep. New Westminster (B.C.) Feb. 25, Tacoma (USA) Feb. 28, San Francisco Mar. 2-6, Los Angeles Mar. 7-9, Papeete Mar. 20-22, Pago Pago Mar. 26-28, Apia Mar. 29-31, Suva Mar. 3-4, Lautoka Apr. 6-8, Townsville Apr. 12-14, Apia (open), Pago Pago Apr. 18-20, Los Angeles May 8-10, San Francisco May 11-12.

Isle from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

S-Tahiti-Pago Pago-Fiji-Australia

Union-Oceanic Line of San Francisco has a regular five-weeks passenger service from Los Angeles with the Sierra and Alameda. Southern ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago, Suva, Sydney, Brisbane and Australian ports depending on cargoes.

Sydney sailings: Ventura Jan. 23, Sierra Feb. 6.

American Pioneer Line has eight ships (Gem, Isle, Glen, Reef, Cove, Star, Gulf) on Australia-Panama-US Pacific Coast service with calls at Suva, Sydney, Brisbane and Australian ports depending on cargoes. Sailings every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) has a service three times yearly with a 1000 ton, 98-passenger vessel Lakemba on the above route. Accommodation entirely first class, two-berth cabins, calls at Suva, Lautoka and Honolulu. Sydney sailing: Mid-April.

Isle from American Trading and Navigation Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-Fiji

Rona (4,500 tons) leaves Sydney monthly every three weeks for Suva, Lautoka, with cargo and passengers (class accommodation for eight). Last sailing: Jan. 10. Next Sydney sailing: Feb. 6 (approx.).

Isle from Colonial Sugar Refining Co. Ltd., Bent St., Sydney.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific from Sydney to Vancouver and USA ports via Suva, Lautoka, Nukualofa and Apia as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation.

Waitomo, temporarily withdrawn for docking at Vancouver, will re-enter service at the beginning of March for voyage to Australia.

Next Sydney sailings: Waihemo: Late Feb., Waitomo: Late Mar. (approx.).

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London, and Burns Philp (South Sea) Co., Ltd., are agents in Fiji. Cargo for transshipment at Suva for Tonga is handled onwards by the Union Steam Ship Co. of NZ Ltd.

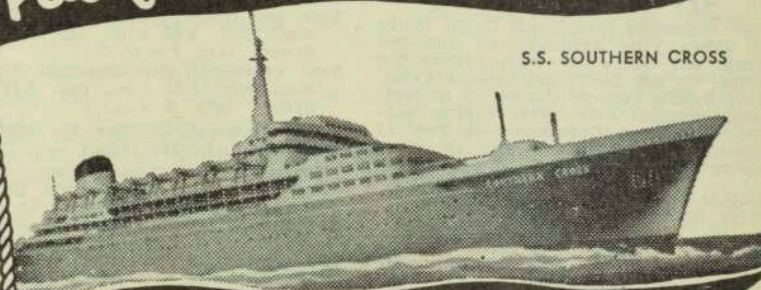
Sailing dates from London for 1961 (subject to alteration without notice) are as follows: Feb. 9, Mar. 9, Apr. 6, May 4.

U.S.A.-Tahiti-Cook Is.-N.Z. Sydney-Fiji-Samoa-Hawaii

Matson Line's Mariposa and Monterey make round passenger trips from US

Linking the
Pacific Islands with

S.S. SOUTHERN CROSS



EUROPE, WEST INDIES,
NEW ZEALAND, AUSTRALIA
AND SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned • Two swimming pools • Unencumbered sports decks • Children's play rooms and deck • Spacious lounges • Air-conditioned Dining Rooms • Orchestra • Cinema Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti,
Papeete. Cable Address: Donald, Papeete.

Pacific Coast ports to New Zealand and Australia, via Pacific Islands ports.

Monterey: Dep. San Francisco Feb. 1, Los Angeles Feb. 2, Papeete Feb. 10-12, Rarotonga Feb. 14, Auckland Feb. 18, Sydney Feb. 21-24, Auckland Feb. 27-28, Suva Mar. 3, Pago Pago Mar. 4, Honolulu Mar. 9-10, San Francisco Mar. 15.

Mariposa: Dep. San Francisco Feb. 19, Los Angeles Feb. 20, Papeete Feb. 28-Mar. 2, Auckland Mar. 8-9, Sydney Mar. 12-15, Auckland Mar. 18, Suva Mar. 21, Pago Pago Mar. 22, Honolulu Mar. 27-28, San Francisco Apr. 2.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

Far East-Fiji-NZ

Royal InterOcean Lines operate a service from the Far East (Singapore) to Fiji, NZ, and Australia, with three vessels calling periodically at Suva and/or Lautoka. They are Van Cloon, Van Nort, and Van Neck. Next calls at Fiji: Van Cloon Lautoka Feb. 12, Suva Feb. 13, Van Nort Lautoka Mar. 3, Suva Mar. 4.

Details from Royal InterOcean Lines, 255 George Street, Sydney.

Sydney-Tahiti-Europe

The Nederland Line Royal Dutch Mail's MV Johan van Oldenbarnevelt and MV Oranje sail irregularly from Sydney for Europe, via NZ, Tahiti and Panama Canal, giving Sydney-Papeete connection in east-bound direction only. Next Sydney sailings: Johan van Oldenbarnevelt Feb. 13 (Papeete Feb. 23-24) and May 17 (Suva May 27, Papeete May 31).

Details from Royal InterOcean Lines, 255 George St., Sydney.

The Italian Sittmar Line (Panama flag) MV's Fairsea, Castel Felice and Fairsky sail from Sydney for Europe, via NZ, Papeete and Panama at irregular intervals, with eastbound calls two or three times yearly at Tahiti.

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney.

NZ-Tahiti-UK

New Zealand Shipping Co. Ltd. vessels, operating between NZ and the United Kingdom, via Panama, mainly Rangitane (21,867 tons) and Ruahine (17,851 tons), now make an approximate two-monthly call at Papeete, Tahiti, on both northbound and southbound voyages.

Next northbound vessel: Ruahine, dep. Auckland Mar. 8.

Details from NZ Shipping Co. Ltd., 30 Quay St., Auckland, NZ.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Fiji (Suva and Lautoka) with MV Aoniui, 500 tons gross. Calls are made, as required at Haapal, Vavau, Niuaotupapu and Niuafoou; also occasionally at Apia, Western Samoa. 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: Jan. 28 (calls Apia), Feb. 25 (calling at Apia and the Tokelaus), Mar. 25. Leaves Suva about four days later in each case.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

(First and Economy Classes)

BY QANTAS EMPIRE AIRWAYS

(Boeing 707 Jets)

NORTHBOUND

Effective from February 1

Tues. and Thurs.: Sydney (dep. 7 p.m.), Nadi (arr. 1.05 a.m., dep. 1.50 a.m.), Honolulu, San Francisco.
Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 1.05 a.m., dep. 1.50 a.m.), Honolulu, San Francisco, New York, London.
Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 1.05 a.m., dep. 1.50 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Effective from February 1

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.30 a.m.), Sydney (arr. 9 a.m.).
Tues. and Thurs.: San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.30 a.m.), Sydney (arr. 9 a.m.).
Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.30 a.m.), Sydney (arr. 9 a.m.).
(International Dateline is crossed between Nadi and Honolulu.)

Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland, connect at Nadi on Wednesday and Friday with Qantas northbound flights, and on Thursday and Saturday with southbound flights (see Table 17).

TEAL Douglas DC6 aircraft from Auckland, New Zealand, connect with Qantas northbound flights at Nadi on Tuesday and Thursday (from Auckland) and Saturday (from Christchurch) and at Nadi on Wednesday (to Auckland) and Monday (to Christchurch) for southbound flights.

BY PAN AMERICAN AIRWAYS
(With Intercontinental Jet Clippers*)

Tues., Thurs. and Sun.: Dep. Sydney 5 p.m. for Nadi (arr. 10.50 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles (arr. Tues., Thurs. and Sun. 4.35 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.
Tues., Fri. and Sun.: Dep. Los Angeles 8.30 p.m. for Honolulu, Nadi (arr. 5.20 a.m. Thurs., Sun. and Tues., dep. 6.30 a.m.) and Sydney (arr. 8.45 a.m., Thurs., Sun. and Tues.).

(International Dateline is crossed between Nadi and Honolulu.)

*Pan American DC7C is used on connecting services Auckland, Nadi, Tafuna (American Samoa), and Honolulu (see table 20).

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)

Every Fri.: Sydney (dep. 1 p.m.), Auckland, Nadi (arr. Sat. 3 a.m., dep. 4 a.m.), Honolulu, Vancouver, (thence by Britannia 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.), Auckland, 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-A operate from Sydney to Lae and ret with DC6B's. TAA runs the service Saturdays, Mondays, Wednesdays; ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

First and Tourist Classes

Sat. and Mon. (TAA)

Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.
Sun., Tues. Sun., Tues.
Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6.15 a.m.
Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

First and Tourist Classes

Tues., Thurs., and Fri. (A/ANA)

Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.
Wed., Fri., Sat. Wed., Fri., Sat.
Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby, 6.45 a.m. Arr. Lae, 7.45 a.m.

First and Tourist Classes

Wed. (TAA)

Dep. Sydney, 8.20 p.m. Arr. Brisbane, 10.20 p.m.
Wed. Thurs.
Dep. Brisbane, 11.20 p.m. Arr. Townsville, 2.15 a.m.
Thurs.
Dep. Townsville, 3.15 a.m. Arr. Pt. Moresby, 6.15 a.m.
Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

SOUTHBOUND

First and Tourist Classes

Tues., Thurs., and Sun. (TAA)

Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.
Dep. Brisbane, 5.30 p.m. Arr. Sydney, 7.35 p.m.

First and Tourist Classes

Wed. and Sat. (A/ANA)

Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.
Dep. Brisbane, 5.30 p.m. Arr. Sydney, 7.35 p.m.

First and Tourist Classes

Fri. (A/ANA)

Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Townsville, 2.15 p.m.
Dep. Townsville, 2.55 p.m. Arr. Brisbane, 5.40 p.m.
Dep. Brisbane, 6.25 p.m. Arr. Sydney, 8.30 p.m.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-TOWNSVILLE
TAA, with Fokker Friendship

(First Class Only)

Alt. Mon.: Dep. Cairns 3.10 p.m., arr. Moresby 5.30 p.m. (Jan. 30, Feb. 27, Mar. 13, 27, etc.).
Alt. Wed.: Dep. Pt. Moresby 2.15 p.m., arr. Cairns 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (Feb. 1, Mar. 1, 15, 29, etc.).

AIRNS-PT. MORESBY-BRISBANEA/ANA, with DC4 Airfreighter
(Air Cargo Only)

Mon. (Jan. 30, Feb. 13, 27, Mar. 13, 27, 31): Dep. Cairns 6.30 a.m., arrive Port Moresby 9.25 a.m. Dep. Port Moresby 10.30 a.m. (same day), arr. Brisbane 3.00 p.m.

P-NG Internal Services

Operated by TAA

**PORT MORESBY-BAIMURU-KIKORI
(DH Otter)**

Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day Baimuru, Kerema, Yule Is.

Thurs.: Port Moresby, Ihu, Baimuru, Kikori; returning via Baimuru, Ihu the same day (Feb. 9, 23, Mar. 9, 23, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs., returning same day via Baimuru (Feb. 9, 23, Mar. 9, 23, etc.).

(DH Otter)

Kerema, Baimuru: Alt. Wed. (Feb. 15, Mar. 1, 15, 29, etc.), returning Fri. (Feb. 3, 17, Mar. 3, 17, 31, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

Dep. Port Moresby, Samarai departing Port Moresby 8.15 a.m., returning same day (Feb. 8, 22, Mar. 8, 22, etc.).

Alt. Port Moresby, Samarai departing Port Moresby 8.15 a.m., returning same day (Feb. 4, 18, Mar. 4, 18, etc.).

Alt. Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Feb. 11, 25, Mar. 11, 25, etc.).

**LAKE-MADANG-WEWAK-MANUS-
KAVIENG-RABAUL SERVICE (DC3)**

Dep. Lae 6.30 a.m., Madang arr. 7.30 a.m., Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Dep. Lae 6.30 a.m., Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DH Otter)

Lae (7.45 a.m.) to Wabag, calling at Goroka, Nondugl, Minj, Banz, Hagen, Baiyer River, Wapenam, Wabag. Arrival back at Lae depends on stops made.

SOUTHERN HIGHLANDS (DH Otter)

Lae (7.30 a.m.) to Goroka, calling at any of Alyura, Kalapit, Kainantu, ap, Goroka, Arona. Arrival back at Lae depends on stop made.

BULOLO-WAU (DC3 and DH Otter)

Wed.: DC3 dep. Lae 8.30 a.m., Bulolo arr. 9.10 a.m., dep. 9.45 a.m., Lae arr. 10.15 a.m., dep. 10.15 a.m., arr. 10.45 a.m.

DH Otter dep. Lae 7.30 a.m., Wau 8.10 a.m., dep. 8.25 a.m., Bulolo 8.40 a.m., dep. 8.55 a.m., Lae 9.25 a.m.

PORT MORESBY-WAU-BULOLO (DC3)

Sun.: Dep. Pt. Moresby 7.20 a.m., Bulolo 8.30 a.m.

Sun.: Dep. Bulolo 8.50 a.m., arr. Wau 9.30 a.m., dep. Wau 9.35 a.m., arr. Port Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 12 noon, via Mt. Hagen, Banz and Minj, Goroka arr. 3 p.m., dep. 3.20 p.m., Madang arr. 3.55 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05 a.m.

**PT. MORESBY-MT. HAGEN-MADANG
(DC3)**

Tues. and Fri.: Dep. Pt. Moresby 7.30 a.m. via Goroka, Minj, 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, Kainantu arr. 1.40 p.m., dep. 2 p.m. Goroka arr. 2.25 p.m., dep. 2.55 p.m., Madang arr. 3.30 p.m.

MADANG-PT. MORESBY (DC3)

Fri. and Sun.: Dep. Madang 7.30 a.m., Goroka 7.35 a.m., dep. 8 a.m., Port Moresby arr. 10.20 a.m.

Tues.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 8 a.m., Kainantu arr. 8.25 a.m., dep. 8.45 a.m., Pt. Moresby arr. 10.25 a.m.

RABAUL-PT. MORESBY (DC3)

Sat.: Dep. Rabaul 7.30 a.m., arr. Pt. Moresby 10.45 a.m.

Sun.: Dep. Pt. Moresby 7.15 a.m., arr. Rabaul 10.30 a.m.

LAKE-RABAUL-LAE (DC3)

Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues.: Dep. Rabaul 1.05 a.m., Lae arr. 3.45 a.m.

Tues., Wed., Fri.: Dep. Lae 10 a.m., Finschhafen 11 a.m., Rabaul arr. 1.15 p.m.

Thurs., Sat.: Dep. Lae 10 a.m., arr. Rabaul 12.30 p.m.

Wed., Thurs. and Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

Alt. Fri. (Feb. 3, 17, Mar. 3, 17, etc.): Dep. Rabaul 6.40 a.m., Hoskins 8 a.m., Lae arr. 9.45 a.m.

Alt. Wed. (Feb. 8, 22, Mar. 8, 22, etc.): Dep. Lae 6 a.m., Hoskins 8 a.m., Rabaul arr. 9.05 a.m.

Alt. Wed. (Feb. 8, 22, Mar. 8, 22, etc.): Dep. Lae 6 a.m., Jacquinot Bay 8.25 a.m., Rabaul arr. 9.20 a.m.

Alt. Thurs. (Feb. 9, 23, Mar. 9, 23, etc.): Dep. Rabaul 12.30 p.m., Jacquinot Bay 1.40 p.m., Lae arr. 3.50 p.m.

* Calls Hoskins before Rabaul, on request, on Wed.

RABAUL-BUIN-RABAUL (DC3)

Mon.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, Buin arr. 10.30 a.m., dep. 11 a.m., Aropa, Wakanai, Buka, Rabaul arr. 3 p.m.

Alt. Thurs.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, Buin, arr. 10.30 a.m., dep. 11 a.m., Aropa, Wakanai, Buka, Rabaul arr. 3 p.m. (Feb. 2, 16, Mar. 2, 16, 30, 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.

Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.

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.

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.

Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Madang 7 a.m. for Minj, Banz, Mt. Hagen, Madang.

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Sat.: Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

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Sat.: Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

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.

Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

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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.

Alt. Wed. (Fokker): Dep. Honiara 6.20 a.m. for Munda, Rabaul (NG), Lae, arr. 11.50 a.m.
 Mon. (DC3): Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 5 p.m. same day.
 Tues. (DC3): Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. same day.
 Alt. Wed. (DC3): Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Honiara, arr. 4.40 p.m. (Feb. 1, 15, Mar. 1, 15, 29, etc.).
 Alt. Thurs. (DC3): Dep. Honiara 7 a.m. for Munda, Buka, Rabaul, Lae, arr. 3.50 p.m. (Feb. 2, 16, Mar. 2, 16, 30, etc.).

6. Sydney-Noumea

Qantas, with Electra International
 Fortnightly service, every alt. Fri. with First (sleeper-chairs) and Economy classes.
 Dep. Sydney alt. Fri. (Feb. 3, 17, Mar. 3, 17, 31, etc.) 9.15 a.m., arr. Noumea 2 p.m. same day.
 Dep. Noumea same day (alt. Fri.) 3.15 p.m., arr. Sydney Fri. 6.30 p.m.

7. Paris-Sydney-Noumea-Fiji-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. 7.05 a.m., dep. 8.05 a.m.), Noumea (arr. 12.35 p.m.).
 Dep. Noumea by DC7C every Wed. 4.30 p.m. for Nadi (arr. 8.30 p.m., dep. 9.30 p.m.), Papeete (arr. Wed. 7 a.m., dep. Thurs. 10 p.m.), Honolulu, Los Angeles.
 Dep. Los Angeles by DC7C on return flight

Sat. 2 p.m. for Honolulu, Papeete arr. Sun. 8.30 a.m., dep. Tues. 12.15 a.m.), Nadi (arr. Wed. 6.15 a.m., dep. 7.30 a.m.), Noumea (arr. Wed. 9.45 a.m.).
 Dep. Noumea by DC8 every Thurs. 8.30 a.m. for Sydney (arr. 10.10 a.m., dep. 11.10 p.m.) for Darwin, Saigon, Bangkok, Karachi, Teheran, Athens and Paris (arr. Fri. 12 noon).
 (Note: Crosses International Dateline between Nadi, Fiji, and Papeete, French Polynesia.)

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats
 Regular return flight from Rose Bay base each Tuesday and Saturday (with extra flight Thursdays as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft
 Alt. Sat. (Feb. 11, 25, Mar. 11, 25, etc.): Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, alt. Sun. (Feb. 12, 26, Mar. 12, 26, etc.) 2.45 p.m., for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland-NI. (See table 12 below.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft
 Tues. and Thurs.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 8.55 a.m., dep. Vila 9.30 a.m., arr. Santo 10.45 a.m., dep. 12.15 p.m., arr. Vila 1.30 p.m., dep. Vila 2.05 p.m., arr. Tontouta 4 p.m.

11. N. Caledonia-Wallis Is.

TAI with DC4 aircraft
 Monthly, from Noumea on Feb. 5, Mar.

5, Apr. 2, etc.
 Dep. Noumea, Sun., 6.30 a.m., arr. Wallis Is. 2 p.m.; dep. Wallis Is. Mon., noon, arr. Noumea 5.30 p.m. same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)
 Alt. Sat. (Feb. 11, 25, Mar. 11, 25, etc.) Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m., Ret. next day, Sun. Feb. 26, Mar. 12, 26, etc.), dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

TEAL, with Jet-Prop. Lockheed Electra and Douglas DC6 Aircraft
 Wed., Sun. (Jet): Dep. Auckland 10 p.m., arr. Sydney 10.55 p.m.
 Wed., Sat. (Jet): Dep. Sydney 1.30 p.m., arr. Auckland 7.25 p.m.
 Daily, except Monday (DC6): Dep. Auckland 8.30 a.m., arr. Sydney 11 p.m.
 Daily, except Wed. and Sat. (DC6): Dep. Sydney 1.30 p.m., arr. Auckland 7 p.m.
 Wed., Sat. (DC6): Dep. Sydney 11.30 p.m., arr. Auckland 6.20 a.m., Thurs., 8

14. Sydney-Christchurch

TEAL, with Jet-Prop. Lockheed Electra
 Mon., Thurs., Fri.: Dep. Sydney 12.30 p.m., arr. Christchurch 6.30 p.m.
 Wed., Fri., Sat.: Dep. Christchurch a.m., arr. Sydney 11.25 a.m.

15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed Electra
 Tues.: Dep. Christchurch 8.30 a.m., arr. Melbourne 11.30 a.m.

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Dep. Melbourne 12.30 p.m., arr. Christchurch 7 p.m.

16. Sydney-Wellington

QAL, with Douglas DC6 Aircraft
Dep. Sydney 8.30 a.m., arr. Wellington 3.35 p.m.
Dep. Wellington 5 p.m., arr. Sydney 9 p.m.

17. Melbourne-NZ-Fiji

with Super Constellation chartered from Qantas
Fri.: Dep. Melbourne 8.15 a.m., arr. Auckland 4.15 p.m., dep. Auckland 5.15 a.m., arr. Nadi 10.30 p.m. Return, same date, Thurs. and Sat.

Connects at Nadi with Qantas Boeing service from Sydney to USA.)

18. Auckland-Fiji

QAL, with Douglas DC6 Aircraft and Qantas Super Constellations
Thurs.: Dep. Auckland 4.30 p.m., arr. Nadi 9.45 p.m.
Fri.: Dep. Auckland 5.15 p.m., arr. Nadi 10.30 p.m.
Fri.: Dep. Nadi 9.30 a.m., arr. Auckland 2.45 p.m.
Sat.: Dep. Nadi 7 a.m., arr. Auckland 12.15 p.m.

Wed. and Fri. flights ex-Auckland, and Sat. flights ex-Nadi are served by Qantas under charter to

19. Christchurch-Fiji

QAL, with Douglas DC6 Aircraft
Dep. Christchurch 1.15 p.m., arr. Auckland 3.30 p.m., dep. Auckland 4.30 a.m., arr. Nadi 9.45 p.m.
Dep. Nadi 9.30 a.m., arr. Auckland 5 p.m., dep. Auckland 3.45 p.m., arr. Christchurch 6 p.m.

20. NZ-Fiji-Am. Samoa-Hawaii

FAA, with DC7C Aircraft
Auckland 5.30 p.m., Sun. and Thurs., arr. Nadi 10.15 p.m.; dep. Nadi Mon. 12 noon, crosses International Dateline, arr. Tafuna (American Samoa) 5 p.m., Sun., dep. Tafuna 5 p.m., Honolulu 5 a.m. Mon.
Honolulu 12.15 a.m. Tues., arr. Tafuna 8.45 a.m. Tues.; dep. Tafuna 8.45 a.m., crosses International Dateline, arr. Nadi 10 a.m. Wed.; dep. Nadi 6.45 a.m., Thurs., arr. Auckland 11.35 a.m.

21. Fiji-Tahiti

TEAL, with DC6 aircraft
Dep. Nadi 11.59 p.m., crosses International Dateline, arr. Papeete Sat. 12.5 a.m.
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
Nadi-Suva: Two flights daily (dep. 8 a.m., arr. Nadi 8.45 a.m., dep. 9.15 a.m., arr. Suva 10.05 a.m.; dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5.05 p.m.)
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 Fri. afternoons (Feb. 3, 17, Mar. 3, 17, 31, etc.) and alternate Mon. mornings (Feb. 6, 20, Mar. 6, 20, Apr. 3, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft
Flights depart Nausori (Suva) 7 o'clock on the morning of each second Thursday (Feb. 9, 23, Mar. 9, 23, Apr. 6, etc.) and depart Fua-amotu, Tongatapu, on return (Feb. 11, 25, Mar. 11, 25, Apr. 8, etc.). Flying time about three hours each way.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. 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 Faala 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.

24. 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-Koumle (Isle of Pines): Mon., Wed., Sat. (dep. Noumea 10.30 a.m., dep. Koumle, noon).

Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). Note: On this flight a call will be made at Plaine des Gaïacs if required.

25. Micronesia

Trans Ocean Airways
Using Grumman Albatross twin-motored amphibious flyingboats, TOA operates a service throughout the Trust Territory of Micronesia (Caroline, Marshall and Mariana groups) on behalf of the US Government.

Details from Trans Ocean Airways Agana, Guam.

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(APPROXIMATE ONLY)

[NOTE: Exchange rates for equivalent of Australian currency in other Territories: Aust. £1 equals approximately 16/- Stg., NZ, or West Samoa; 18/- Fiji; 20/- Tonga, Solomons and WPHC areas; 196 Pac Frs.; SUS2.35.]

FROM SYDNEY (Aust. currency) TO—

	Single	Return	Table
	£ s. d.	£ s. d.	No.
Moresby	48 14 0	92 5 0	2
Lae	59 13 0	112 19 0	2
Rabaul	69 18 0	130 9 0	2, 3
Noumea	56 18 0	102 8 0	6, 7
Honiara	91 14 0	169 13 0	2, 5
Norfolk Is. . . .	27 10 0	49 10 0	9
Lord Howe	16 9 0	32 18 0	8
Nadi	85 9 0	153 17 0	1, 7
Suva	92 0 0	167 0 0	1-22
Auckland	53 15 0	96 15 0	13
Christchurch . .	53 15 0	96 15 0	14
Wellington	53 15 0	96 15 0	16
Honolulu	282 12 0	508 14 0	1, 7
San Francisco . .	350 9 0	630 17 0	1
Vancouver	350 9 0	630 17 0	1
Papeete	181 5 0	326 5 0	1-21, 7
Biak	103 15 0	186 15 0	4

FROM AUCKLAND (NZ currency) TO—

Nadi	41 7 0	74 9 0	18
Norfolk Is. . . .	19 15 0	35 11 0	12
Papeete	114 10 0	206 2 0	18-21

FROM SUVA (Fiji currency) TO—

Nadi	5 16 0	11 12 0	22
Nukualofa	18 10 0	43 0 0	22a
Papeete	74 10 0	134 2 0	7, 21

FROM NADI (Fiji currency) TO—

Noumea	32 13 0	58 16 0	7
Papeete	87 0 5	157 1 0	7, 21

Fares quoted are First Class. Cheaper Economy Class fares are available to some ports.

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Why Not a P-NG Fish Industry?

From a NG Correspondent

Not every attempt to establish a new industry in Papua-New Guinea has met with happy results as the record shows:

The much-vaunted peanut industry has yet to shell out big money. An attempt to establish a rubber industry produced only a lot of sweat.

Of all the potential industries tried, the one which would seem to have brightest prospects is a fish-canning industry. The potential value of such an industry, apart from its earnings, is brought home forcibly at present as Papua-New Guinea faces a possible serious shortage of canned

Australia and to other well-developed Pacific countries a shortage of canned fish might not be shattering, but in a territory as P-NG the effects could be reaching.

Canned fish, particularly mackerel from Japan, forms a major part of ration issues to native soldiers in all parts of the Territory. In addition it is well up on the list of staple foodstuffs which natives buy by choice, whether or not he is on a ration issue. The fact that P-NG has placed its reliance on an overseas canned fish may or may not be wise. But beside the point of the argument now that the shortage is being

The shortage has been caused by a depression in the Japanese fishing industry, where the season's catch has been only a fraction of what was anticipated.

Fish Orders Refused

The fishing crews are blaming the position on typhoon conditions which prevailed recently in the western Pacific. Others say it is a breeding depression which sometimes occurs at intervals of 10 to 15 years.

The Japanese Government has tried to control exports because Japan herself cannot afford to meet her internal requirements. Importers are finding their orders refused.

Canada, too, there has been a lull in the seasonal river fish and this has made the world position more serious.

In November, inquiries were being made into the possibility of bringing tinned fish from Europe to P-NG.

This naturally leads to the point of why couldn't P-NG have her own fisheries industry? The Administration is already operating—and most successfully—a fisheries training and research vessel.

The real necessity, however, is for a survey to determine the potential for setting up a commercial canning industry. The capital needed would be great and the technology required would not be picked up at the roadside.

But on present indications two points in favour of the industry seem obvious. The first is that adequate economic labour would be available, and the second is that there is no apparent shortage of fish.

Even the fresh or frozen fish market potential is not used today to the extent that it could be. The average native selling a few fish around the urban areas of P-NG does not even bother to clean the fish.

With the temperature in the 90's and the fish seven or eight hours out of the water, it is no wonder that consumer reaction is a little jaded!

Future of Fiji's Gold Industry

As was indicated in December "PIM", shareholders in Emperor Mines Limited, meeting in Melbourne on December 16, expressed concern over the future of their enterprise in Fiji, in view of the Fiji Government's decision to discontinue its annual subsidy.

Chairman J. Wren said that further capital expenditure was needed to raise Emperor's production to an economic level. Development during the past two years showed that the Emperor's ore bodies were much more extensive than was originally thought. If capital could be found for the necessary operations, it seemed certain that increased mining production could be achieved and maintained over a long period.

The Chairman said that "negotiations are being continued to find a solution to this problem"—which presumably means that the Fiji Government, in order to ensure the continuance of this important industry in Fiji, will be under pressure in some way to assist in finding finance for the development of the newly-proved, rich, deep lodes.

Emperor GM Co's Profit Up—But No Dividend

Emperor Gold Mining Co. Ltd., operating company for Emperor Mines Ltd., earned profit of £A38,105 for the year to June 30, 1960, comparing with £A22,734 in 1959. No dividend is again recommended.

Ore treated was 177,741 tons against 177,159 in the previous year for 75,464 oz gold (75,991).

Lucky Loloma of Fiji

Loloma Gold Mines NL, of Fiji, are in the remarkable position of having made a loss from mining in the year ended June 30 last of £21,763, while recording a profit of £98,672—and, of course, distributing rich dividends to shareholders. The answer, of course, lies in the fact that in its heyday Loloma made phenomenal profits from mining in Fiji—and saved them up in Fiji where they were free from the rather cruel attentions of the Australian Tax-collector. Thus, the company accumulated nearly £1,500,000, and made investments with same which now are worth at least £2,500,000. So now the income from those investments are enough to take care of over £20,000 per annum lost in mining, and still give the fortunate shareholders a profit of nearly £100,000.

All of the company's mining interests in Fiji have now been transferred to Emperor Mines Ltd. for 234,000 1/- shares, at a premium of 4/- each.

Remarkable Growth of Bali Plantations Ltd.

Australian stock exchanges are beginning to take a lively interest in Bali Plantations Limited, which owns and operates an increasing string of coconut and cocoa plantations in New Guinea.

A little time ago Bali acquired Marau and Kolai plantations for £36,000; and last year it purchased Stockholm plantation for £45,000 from Shew Leon and Co.

The directors are being very careful in relation to share issues. Bali finances are easy, as the result of profitable operations and wise administration; and the purchases of Marau, Kolai and Stockholm have all been made with temporary bank accommodation.

Then the company managed to make a deal with Mr. Jimmy Joyes, and bought the well known Iwi plantation (copra and cocoa) on the east coast of Bougainville, in November, for £70,000.

Bali's chairman, Mr. J. Dunbar-Reid, stated in December that, to take care of the Iwi purchase, it had been necessary to raise more share capital. But it appears to have been shrewdly done—110,000 shares, nominally worth 10/-, were placed in Sydney at a premium.

The New Guinea Islands District will not be happy at the news that Iwi is sold. Jimmy Joyes has been a highly regarded citizen in those parts for many years, and his place will not be easily filled. (over)

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Cook Is. Find New Markets

A Cook Islands co-operative society is reported to have established an excellent market for candied pineapple in Italy. Prices received for produce sent last year produced a very encouraging financial return.

Recently a small consignment of peanuts despatched to New Zealand from Aitutaki found the market in short supply and brought a satisfactory return. Virginia Bunch realized from 2/- to 2/3 per lb and the smaller Red Spanish brought 1/9. These prices are above average but they are likely to encourage further activity on the part of Cook Islands growers.

Southern Pacific Insurance Is Still Growing

Southern Pacific Insurance Co., Ltd., established very modestly in 1934 by the late Sir Walter Carpenter to take care of the insurance of the increasing Carpenter interests in the Pacific Is., recently issued its 25th annual report. It has grown hugely since the 'Thirties, and it is still growing.

Its gross premium income in 1959-60 was £1,792,146, and its operations produced a net profit for the year of £64,156—all figures being a substantial increase over the previous year.

The issued share capital is £200,000, and there is an accumulation of unappropriated profits (used, of course, in the insurance business) of some £280,000. The company pays its shareholders a steady 12½ per cent.

Takeover Bid for NI Whaling Co.

A takeover offer for Norfolk Island and Byron Bay Whaling Co. Ltd. was made by Whale Industries Ltd., Sydney, early in January.

Norfolk directors said the bid of 1 WI 5/- ord. share for every 2 NI 5/- shares

and/or convertible notes was too low. They declined to recommend it to shareholders. Whale Co. will now make offer direct to NI shareholders.

Capital comprises £420,000 in 5/- shares (quoted on Sydney Stock Exchange at b5/-, s6/9). There is also £50,000 in 5/- 10 per cent. convertible notes.

The company omitted a dividend for the year ending October 31, 1960, although the year's profit of £63,609 actually showed an increase over the previous year when 10 per cent. was paid.

Reason given by directors was the company's continued dependence on bank accommodation plus the Australian Government's action "of a restrictive nature" affecting the banking system.

New Plan for Manihiki Pearl Shell

Under a new plan to conserve the valuable mother-of-pearl shell resources of Manihiki lagoon, Northern Cooks, only a maximum of 100 tons can be taken from the lagoon each calendar year.

Six licenses will be issued this year in respect of diving suits or other forms of air supply, to operate below the 15-fathom level. There is no limit on the number of licenses issued to divers not using equipment. The whole of the lagoon will be fished each year—and not alternate halves as had earlier been considered—and minimum shell size will be five inches across the broadest part.

The plan is experimental. It appears to be a compromise between those who consider that Manihiki has not been over-fished, and that the closure of the lagoon in recent years has been unnecessary; and the Government's more cautious view.

Two More Plantations For Dylup

Dylup Plantations Ltd. has added two more Madang plantations to its empire. They are Wagol and Meiro Plantations, between them having an area of over 900 acres and producing coconuts and cocoa.

The purchase was financed by the placement of 52,000 five-shilling stock units at a substantial premium.

Watkins Consolidated Issue

Watkins Consolidated Ltd., announced a new share issue of 500,000 5/- ordinary shares and 500,000 5/- seven per cent. notes late in 1960. All applications must be for an equal number of shares and notes, the latter being convertible at par in 1965 and meanwhile rank with ordinary shares for new issues.

Watkins Consolidated is a holding company that has acquired all the issued capital of T. J. Watkins Ltd., which operates in Queensland and D. C. Watkins Ltd., which operates in Papua-New Guinea.

The group has eight subsidiaries which are interested in contracting, ready-mixed concrete, the distribution of builders' supplies and a number of allied products and services.

The new issue is to finance general expansion in these fields—but especially in ready-mixed concrete.

Best Pearl Shell Still Brings Good Price

Torres Strait pearlers have been receiving around £900 a ton for their best shell, reported Mr. J. L. Dunwoodie, president of the Master Pearlers' Association, Thursday Is., recently.

Most top grade shell was coming from the dangerous Darnley Deep, known locally at TI as a "diver's graveyard"; but nowa-

days the Darnley area did not worry divers, provided they were "staged" to surface.

Okinawans have been doing well, divers, he said. Two years ago, when they first joined the luggers, they were practically useless and brought up too many pieces of rock, but they have learnt the trade now just as well as an islander.

Most of the ordinary shell fetch around £550 a ton, he added. Few boats were fishing for trochus.

Big Profit for Q'ld. Ins.

The Queensland Insurance Company, subsidiary of Burns Philp and Company, again earned record profits in the year ending September 30, 1960. Overall profit from investments and underwriting was £663,368—about two-thirds of it from investments.

A dividend of 12½ per cent. was declared for the 12th successive year.

Economic Outlook

After the jolt of an end-of-year slump the Sydney Stock Exchange re-opened on January 3, 1961, on a subdued note, trading during the first week or so showing a firm tendency. 1960's lowest "ordinary" index of 267.7 (Nov. 16) had moved upward to 284.06 by January 11. Commentators expect a slow, steady recovery.

Australia's trade deficit for the months to December 31 hit £143.4 million and the Federal Government is about to commit itself to some revolutionary proposals, including "tax incentives" to increase export earnings by £100 million.

Exporters will need the help—they find it increasingly difficult to break through the shackles of tighter credit, higher taxes and interest rates, and rising wages.

Overall, though, Australia's economic growth in 1961, with increasing population and expanding secondary industries, should continue.

SYDNEY SALES PRICES

	Dec. 6, '60	Jan. 9, '61
Bali Plantations . . .	13/9	13/-
Burns Philp . . .	88/-	85/-
Burns Philp (SS) . . .	60/-	60/-
C.S.R. . . .	£70/7/6	£75/-
Dylup Plantations . . .	11/9	10/-
Fiji Industries . . .	13/3	13/-
Hackshall's . . .	14/3	12/-
Kauri Timber . . .	19/3	19/-
Kerema Rubber . . .	10/3	9/-
Koitaki . . .	18/-	20/-
Lolorua . . .	10/-	11/-
Mariboi . . .	9/6	9/-
Norfolk Is. Whaling . .	4/1	6/-
Ditto Notes (5/-) . .	6/-	7/-
Pacific Is. Timbers . .	6/-	6/-
Plantation Holdings . .	5/9	5/-
Queensland Insurance .	90/-	92/-
Rubberlands . . .	5/8	6/-
Sthn. Pac. Insurance . .	b18/-	19/-
Steamships Trading . .	48/-	45/-
W. R. Carpenter Hold. .	25/-	25/-
Timor Oil . . .	4/-	4/1

OIL AND MINING SHARES

FIJI			
	July 9, '58	Dec. 6, '60	Jan. 9, '61
Emperor . . .	b5/0	s5/-	b4/-
Loloma . . .	—	b40/-	b40/-
PAPUA-NEW GUINEA			
Bulolo . . .	b35/-	b49/6	b49/6
N.G.G. Ltd. . .	b1/9½	b1/6	b1/11
Oil Search . . .	b2/6	b5/3	b2/3
Ent. of N.G. . .	b7d	b2½d	b3d
Pac. I. Mines . .	—	b110/-	b95/-
Papuan Apln. . .	b9d	b2/6	b2/-
do. opt. . .	b6½d	b4½d	b3d
Placer Dev . . .	b88/6	b120/-	b117/-
Sandy Creek . .	b4d	b1½d	s4d

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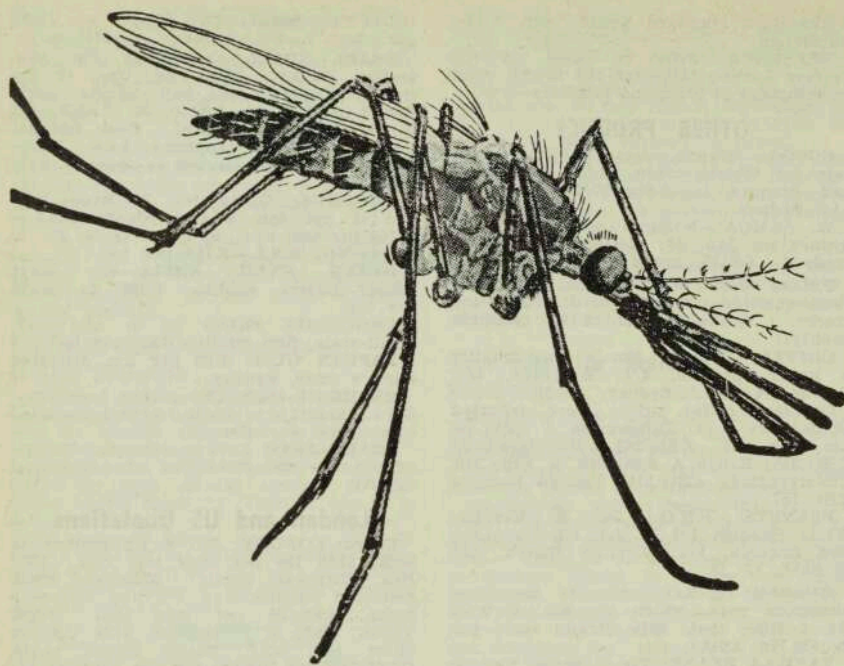
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Index to Advertiser

Academy Drive	Kopsen & Co.
Yourself 51	Kraft Food Co. 7
Adams Industries 32,	Lawrence, A.
59, 93, 123	McIlraith's
Angliss, W., & Co. 48	Mac. Robertson
Ansett-A.N.A. 122	Malleys Ltd.
Arnott, Wm. 112	Marino Products
A.N.Z. Bank 5	Mendaco
Ballina Slipway 106	Millers Ltd.
Bank of N.S.W. 118	M. H. Ltd. 22
Bank of N.Z. 88	Mungo Scott
Bethell, Gwyn 149	Nathan & Wyeth
Blaxland-Pae 103	N.G. Co.
B.O.A.C. 148	N.G. Aust. Line
Bosley Clipper Co. 32	Nile Products
Bradford Cotton	Nixoderm
Mills Ltd. 74	Ogden Industries
Bradford Installa-	Pacific Islands
tions 124	Transport Line
Braybon Bros. 90	Parke Davis 110,
British Dairies 58, 70	Parshotam
British Paints 14	Philips 62
Brunton & Co. 69	Phoenix Ship Co.
Burness 155	P. & O. Orient
B.P. 84, 119, 121,	P. I. Society
142, cov. iii	Piccaninny Wax
Cadbury 26	Pring Dean
Carlton Breweries 47,	Prouds
52	Qantas
Carpenter Ltd. 2,	Qld. Insurance
162, cov. iv	Qld. Milling
Carnation Milk Co. 8	Ralph, R.
C'wealth. Bank 30	Ransomes, Sims
Cheoy Lee 111	Jeffries Ltd.
Colgate 10	Scientific Service
Colonial Meat 28	Co.
Colyer Watson 89	Seward Ltd.
Crammond Co. 102	Shaw Savill
C.S.R. 121	Sisalcraft
Cystex 97	South Pacific Air-
Degenhardt, C. 157	lines
Demka Pty. Ltd. 38	Sparklets
Donald Ltd. 110	S. P. Brewery
Douglas, W., Co. 120	Stapleton, J.
Dunlop Rubber 108	Steamships Tr.
Filmo Depot 39	Stewarts Lloyd
Firth Cleveland 13	Sihn. Pac. Ins.
Franke & Heidecke 66	Sullivan Ltd.
Frigate Rum 134	T.A.A. cov
Gardner Eng. 132	Taikoo Dockyard
Garrett, D. & M. 158	Tait, W. S.
Gilbey, W. & A. 57	Tatham, S. E.
Gillespie Bros. 108	Taubman's Ltd.
Gillespie, R. 82,	T.E.A.L.
83	Thornycroft Co.
Glaxo Lab. 46	Tilley Lamp Co.
Goodyear Tyre Co. 60	Tillock & Co.
Gordon's Gin 67	Tooth & Co.
G.P.H. (Suva) 128	Thornburgh
Grove Ltd. 58, 92	College
Halvorsen, B. 102	Turners Supply Co.
Handi-Works Co. 88	Ventura
Hari, G. B. 56	Victa Mowers
Hastings Diesels 116	Vi-Stim
Hellaby Ltd. 91	Walkers Ltd.
Hemingway Robert-	Warnock Bros.
son Institute 66	Webster, D.
House for Sale 31	Wesley College
I.C.I. 164	Weymark P/L
International	White Rose
Harvester 64	Whites Aviation
Jorting Knitting	Wilhelmsen, W.
Mills 96	Woods of
Kanimbla Hall 53	Colchester
Kennedy, Capt. 103	Yardley
Kerr Bros. 111	Yorkshire Ins.
King & Yuill 159	
Kinsley 127	
Kiwi Polish 145	
Kodak 62	

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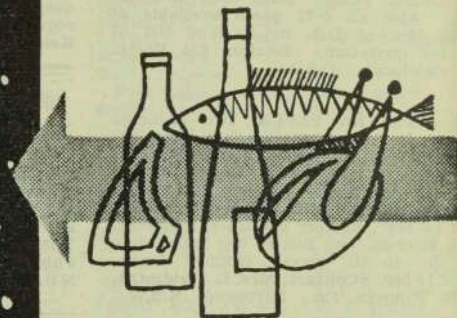
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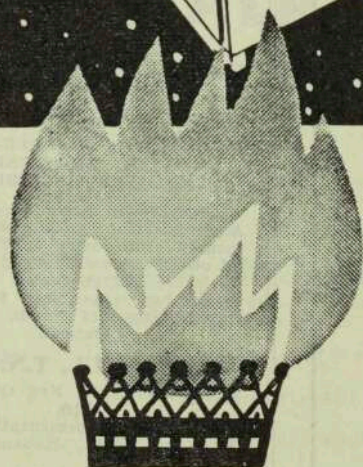
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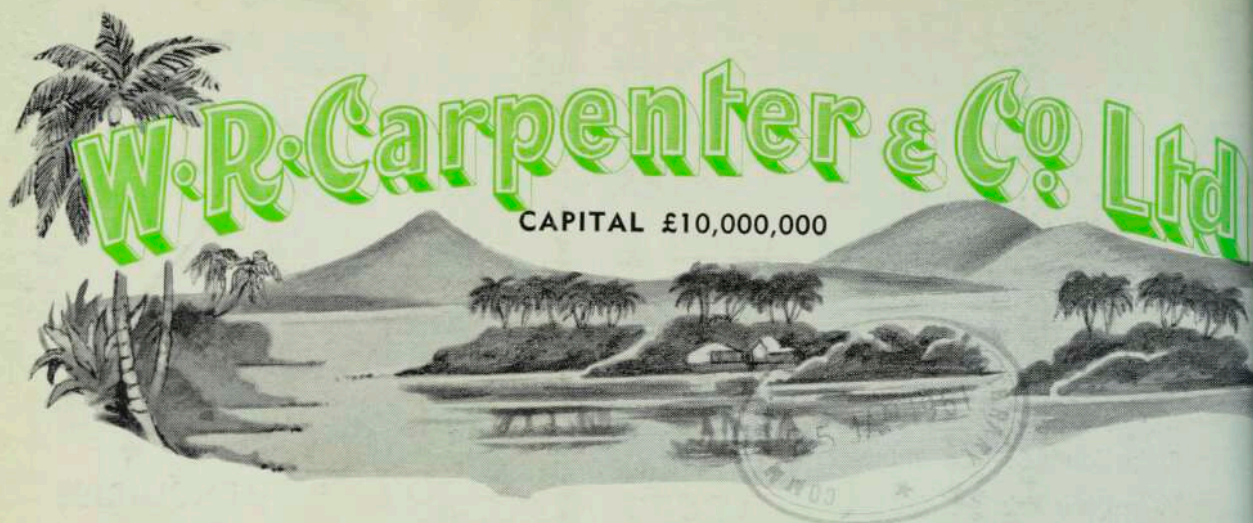
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