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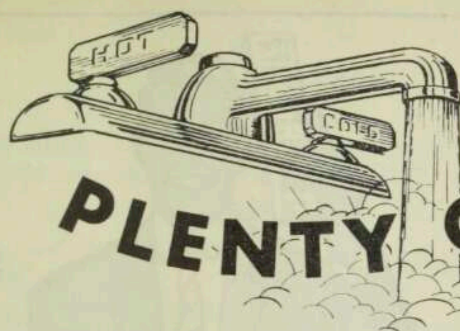
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PACIFIC ISLANDS MONTHLY—FEBRUARY, 1961



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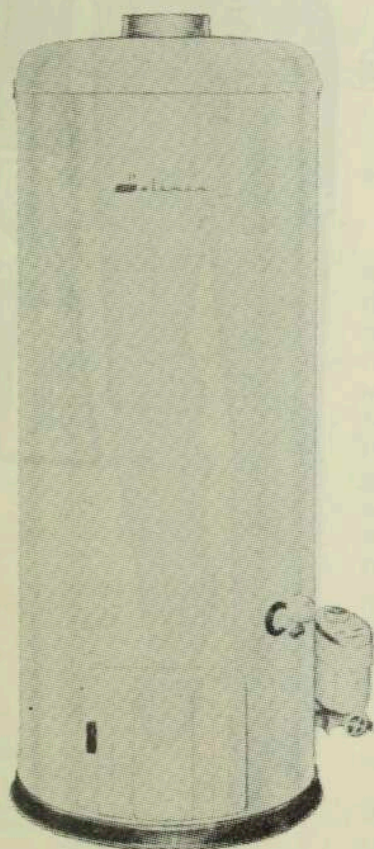
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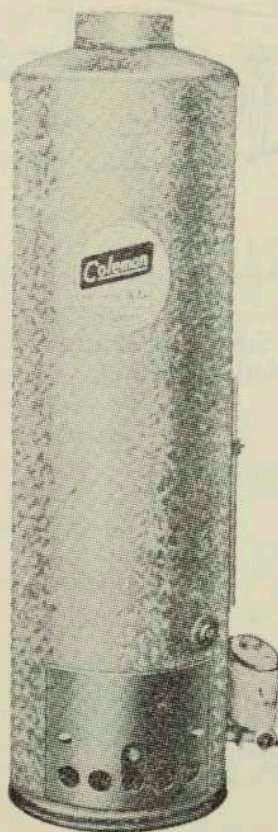
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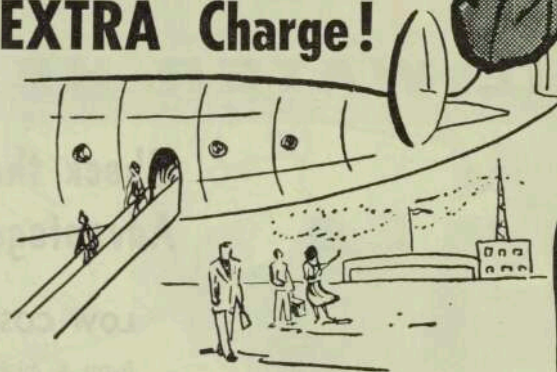
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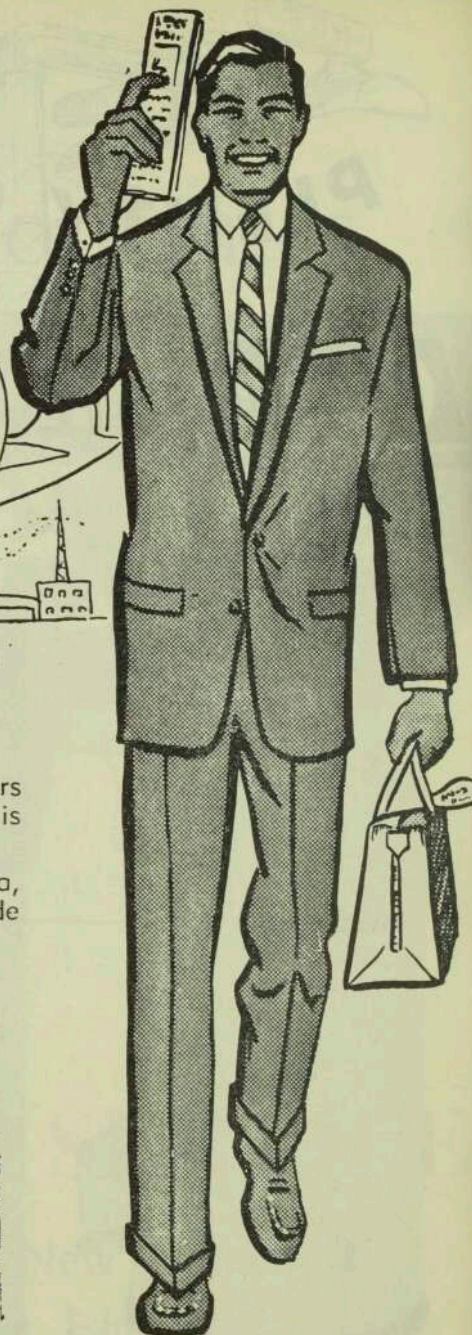
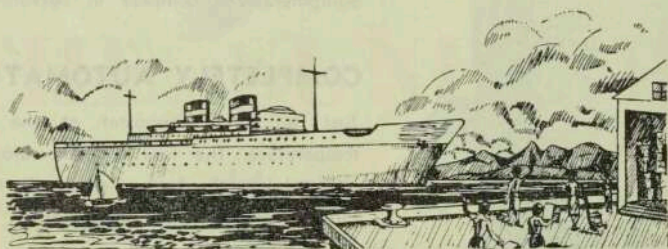


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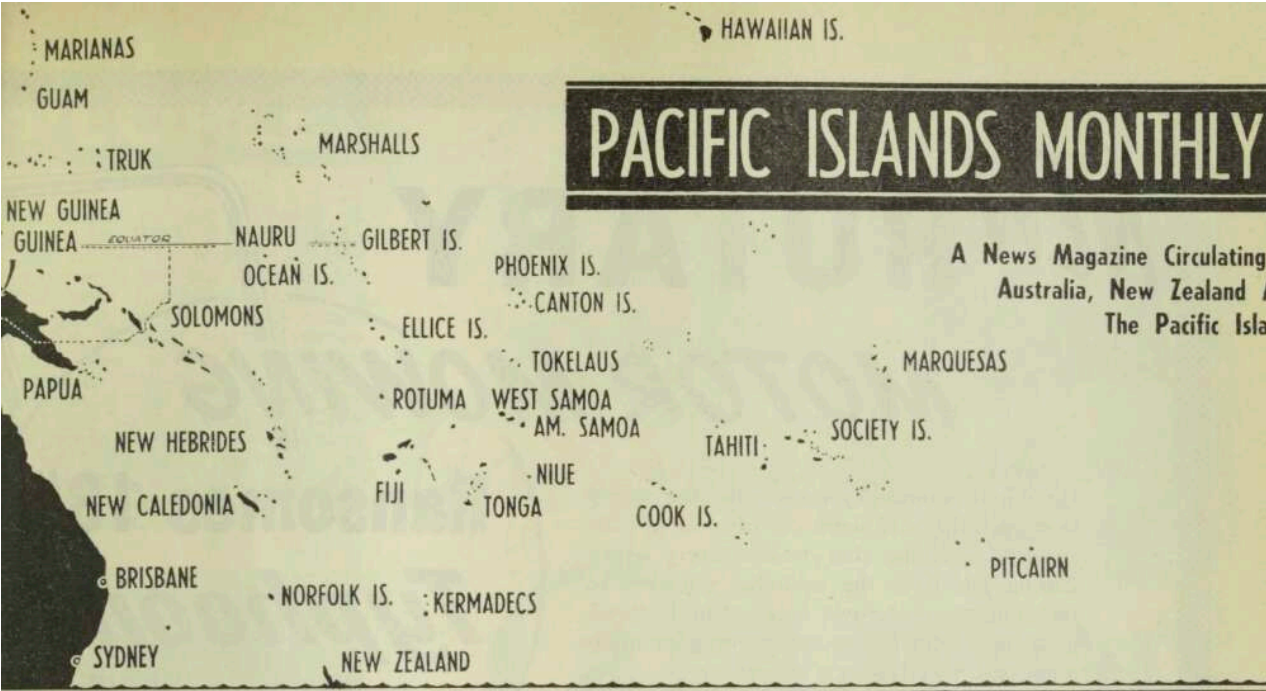
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THE COVER: From their earliest years Tahitian youngsters have a lot of fun in joining their elders in traditional hula dancing. They'll probably find themselves doing more and more of it now that Tahiti is gaining more and more tourists.

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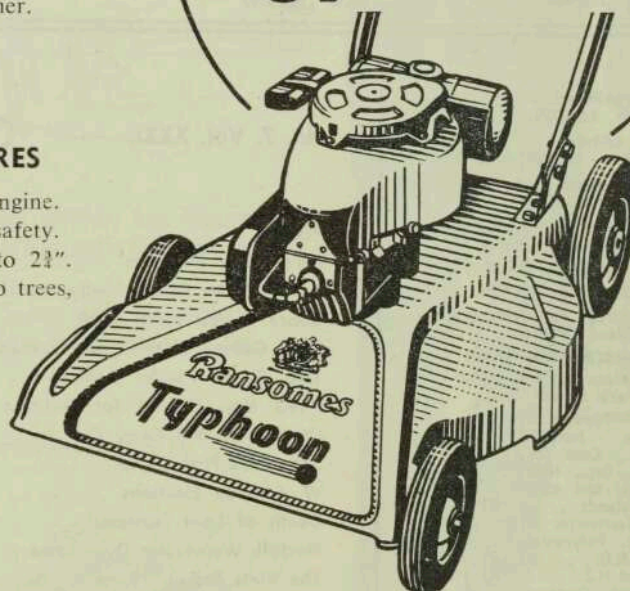
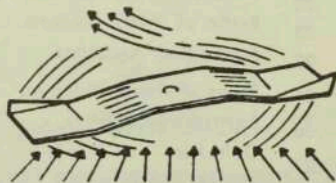
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PEOPLE

in Brisbane in late January en route from the BSIP, from where he has just retired as Western Pacific Commissioner, Sir John Gutch told the Press that he would like to see the BSIP remain a protectorate for another 15 or 20 years. However, he added, the cry for self-government would probably occur before then. Sir John and Lady Gutch were on their way back to England. Later they called in at Sydney, where they stayed, without publicity, at Long Beach, with Mr. and Mrs. R. A. Eden, and later went to the Blue Mountains.



the Matson liner "Mariposa", made her call at Rarotonga in January, Captain Russell welcomed aboard "Miss Rarotongana" (June Taringer).

New Guinea's best known priest, Father James Dwyer, has been transferred from the Catholic Mission at Rabaul to Australia's Northern Territory. He has been a vocal, and, member of the P-NG Legislative Council since its inauguration in 1951, and has had interests in a wide field of community work. Among those who paid a tribute to his outstanding work of popularisation was Father Dwyer when the unexpected news of his transfer was announced in January, was the Administrator, Gerald D. M. Cleland, who said that all sections of the Territory regretted Father Dwyer's departure.

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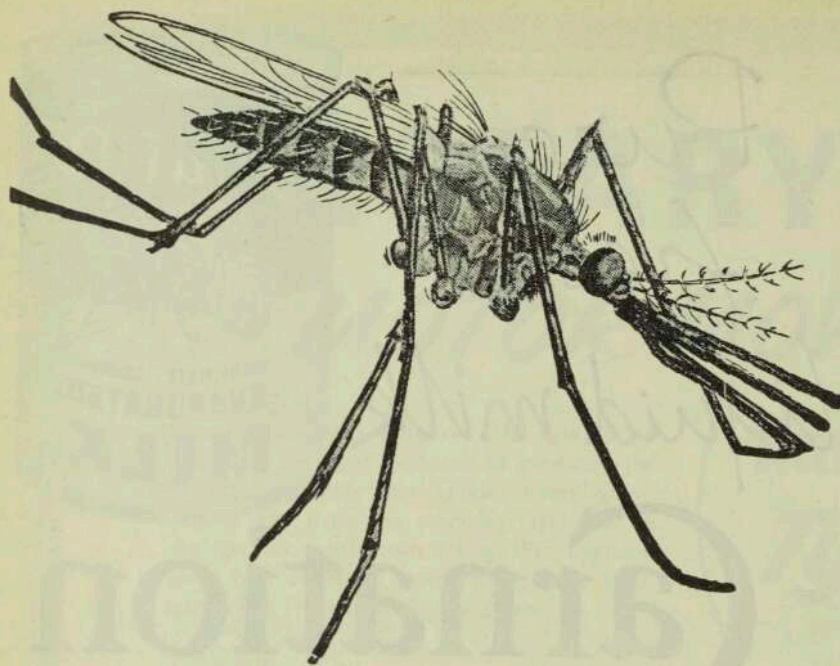
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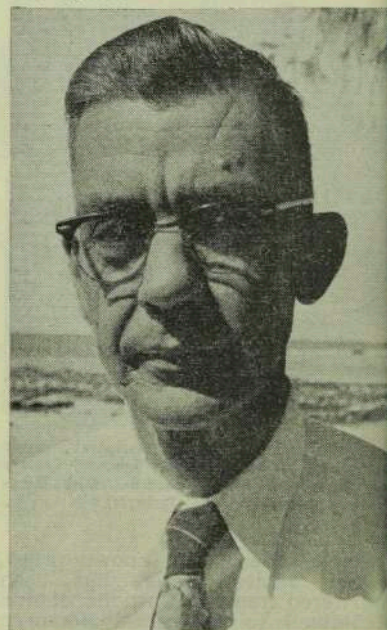
P-NG's first university student, John Nautera, 20, who last year became the first P-NG native to matriculate. He has now been awarded a four-year scholarship for agriculture at Sydney University. He is the son of a native storekeeper on Yule Island.



Recently returned to NZ after relinquishing command of RNZAF station at Laucala Bay—Group Captain A. A. N. Breckon. He is shown here with his wife and two sons aboard the "Orcades".

Photo: C. L. Chen

Tonga's world-ranked light-heavy weight, Johnny Halafih (he's ranked number seven) told his fans in January that he may bring his English wife and their daughter to settle permanently in New Zealand. He arrived in Auckland from London in late January for a series of NZ fights.



The South Pacific's only active astronomer, Mr. Frank Bateson, has moved out of Rarotonga—lock, stock and telescopes—to settle in New Zealand. Mr. Bateson's observatory at Avatiu, Rarotonga, sponsored by overseas observatories, has been one of the sights of Rarotonga for a good many post-war years. His "after-hours" work in the study of variable stars has brought him recognition on an international level in the astronomical world.

A Labour member of Australia's Federal Parliament, Mr. C. K. Jones, who last year toured P-NG with

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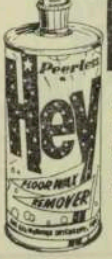
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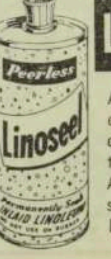
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PACIFIC ISLANDS MONTHLY — FEBRUARY, 1961

7

COCOA & COFFEE GROWERS...

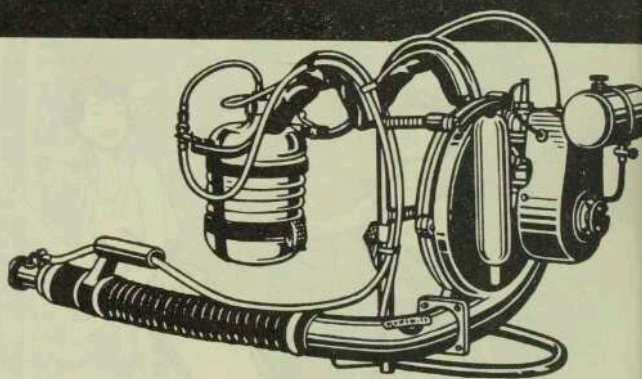
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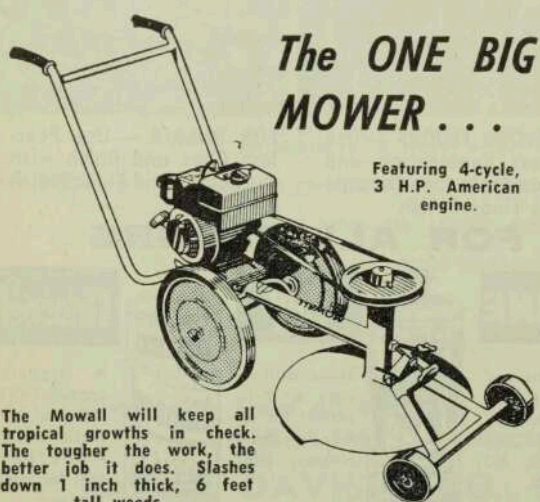
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party of Labour politicians to
 up party policy towards the
 itory for Australia's forthcom-
 general election, had something
 ay about New Guinea industry
 luncheon in Newcastle in early
 uary. He said all Commonwealth
 ernments had been reluctant to
 er the growth of New Guinea
 stries that might compete with
 ralian industries. Governments
 not want to encourage peanuts
 assionfruit, and didn't want to
 urage moves to grow sugar
 on a large scale in the Terri-

the NZ Minister of Island Terri-
 s has written a letter of com-
 mation to Mrs. G. W. A. Parks,
 of the former Resident Agent
 auke Island, Cooks, for her out-
 ding work as the island's dis-
 nurse during her stay on the
 d. Her work in the field of
 c health was the subject of a
 al letter by the people to the
 ster.



the recent passengers leaving Fiji
 the "Orcades" for NZ were Mr. and
 mis Oldham. Mr. Oldham, an architect,
 recently completed his contract with
 Larsen and Associates, Suva.

Photo: C. L. Cheng

k in Noumea from the 1961
 c Area Travel Association
 rence in Honolulu in January,
 's official representative in
 Caledonia, M. Jean Brock, said
 onference was a big success.
 here had been some surprise
 e attitude of Tahitian repre-
 sives who said they would not
 ahiti's dues for PATA publicity
 ear. The trouble, it appears,
 t Tahiti opinion is divided on
 desirability of encouraging
 ts there. Some think tourism
 eached the maximum and that
 islands have "had" the high
 re tourist business. Others
 things may settle down when
 s film unit leaves, and the
 ny gets back to normal.

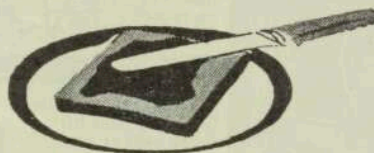
don zoology student Michael
 24, in January retired to an
 h village to write a book about
 cent adventures in Australia
 ew Guinea. Part of it will con-
 report of his search for a
 frog 18 in. long", sometimes
 at the headwaters of Jimmi
 He didn't find a specimen on



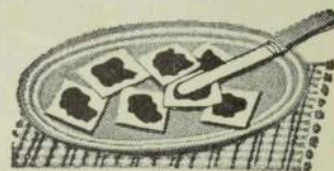
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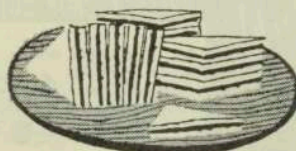
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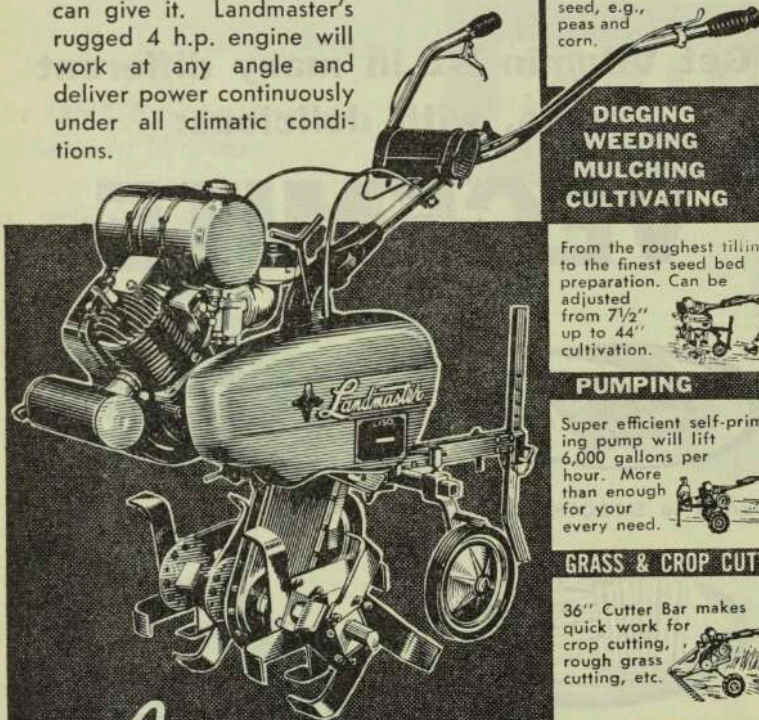


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his recent trip, but he intends to go back next year and "tear the place apart, rock by rock" until he finds it.

The Netherlands Ministry of Home Affairs announced at The Hague, January that the NNG Attorney General, Mr. G. W. van Meyenfeldt had resigned. It gave no reason for the resignation, but it followed an investigation by Mr. van Meyenfeldt on reports that a Dutch official had committed "cruelties" against natives in the Baliem Valley. The Home Affairs Office said Mr. van Meyenfeldt had recommended that no legal action need be taken against the official, "provided certain administrative measures were taken."



Papuan Forestry field assistant James Mera, 19, left Port Moresby in January for a months course at the Fiji Forestry Training School. He is the first P-NG native to study forestry overseas. Here, shortly before departure, he studies a survey map, with assistance of Regional Forest Officer in Port Moresby, Mr. E. C. G. Gray.

P-NG Official Photo

The Cook Islands' Chief Medical Officer, Dr. E. Simpson, in January described the condition of housing on Rarotonga as "extremely alarming". He had made a survey of 100 of the villages on Rarotonga in December and found 35 in every 100 were sub-standard, and many were unfit to be used as homes. One village possessed no latrine, more than 74 per cent. of unsatisfactory homes. One householder had admitted that 30 people slept in one place each night.

The Rev. Father Ernest Sabatini of the Sacred Heart Order, who has compiled a Gilbertese-French dictionary during his 48 years service in the Gilbert and Ellice Islands and has also written a history of the Catholic Mission in that Colony was recently presented with the insignia of Honorary Member of the Order of the British Empire by the Resident Commissioner, Mr. Bernacchi.

The Australian newspapers, January 14 carried a report from the USA that famous American writer

8311

est Hemingway was undergoing treatment in the Mayo Clinic, in Rochester, Minnesota. That day he received a letter dated January 11, written from the Mayo Clinic, Rochester, Minn., by Father Bodnar, who was a popular missionary in the Highlands area of Guinea for many years. Father Bodnar reported that the Mayo experts were patching him up successfully for a new parish in Texas; and he added: "Ernest Hemingway and his wife are here, only a few days from me. He seems to be a kind gentleman. Since he is feeling too good, I do not talk to him very often."



Papuan James Merava was leaving Port Moresby in January to study in Fiji (see opposite) a Fijian Visitors Bureau officer, Manu Tupou, was leaving Fiji to study at the University of Hawaii. He was one of other applicants from Fiji who were awarded a scholarship by the university. One of the others was young union secretary James Merava, who was a key figure in the Suva riots of 1959.

Photo: Stinsons

and Mrs. Lloyd Hurrell, of New Guinea, have just spent three months caravanning holiday in the Eastern Australian States with five children, two of whom are now down here at school. They returned to the Territory on February 1 day after nominations closed for the forthcoming P-NG Legislative Council elections, leaving Mr. Hurrell unopposed in the NG Legislative electorate. He made his debut as a MLC at the October, 1960, session of the Legislative Council. As he said himself at the time, he was charged with presenting the views of the people who had elected him—so he presented them, in a maiden speech which shook the new Council members' foundations. His future should be interesting.

Give Dad a *man-sized* breakfast



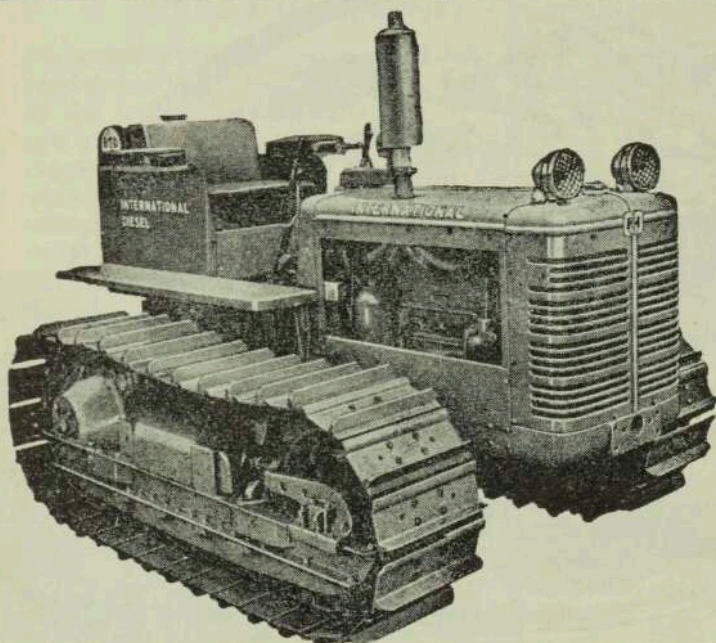
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WEET-BIX

CHOOSE ONE OF THESE POWERFUL I-H TRACTORS



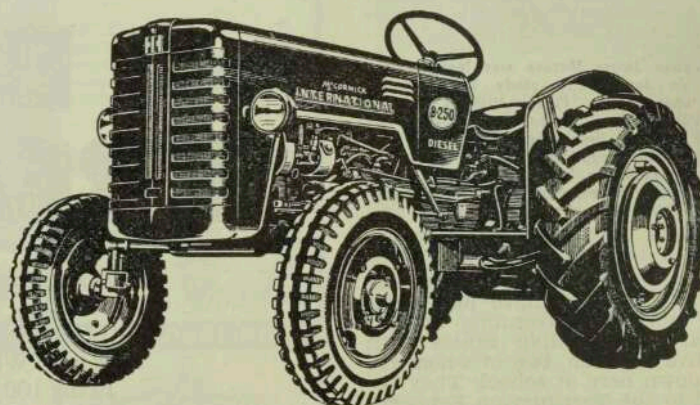
BTD-6

Here's real pulling power—built into a tractor less than 9 feet long! This International BTD-6 has a cold starting, economical 50.5 h.p. diesel engine, with an exceptional drawbar pull of 10,250 lb. The ruggedly built transmission is designed to give trouble-free service for long periods.

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

B-250

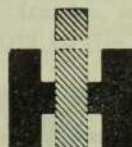
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s. Tom Manning, Associate's
 tion of the Honiara Golf Club,
 golfing news when she became
 first person to hole-in-one on
 Honiara Golf Course. She accom-
 plished the feat over the fourth hole
 7 yards. Mrs. Manning is the
 of the BSIP Comptroller of
 and Telecommunications, and
 had something of a spectacular
 career. She has been Asso-
 champion for the past two



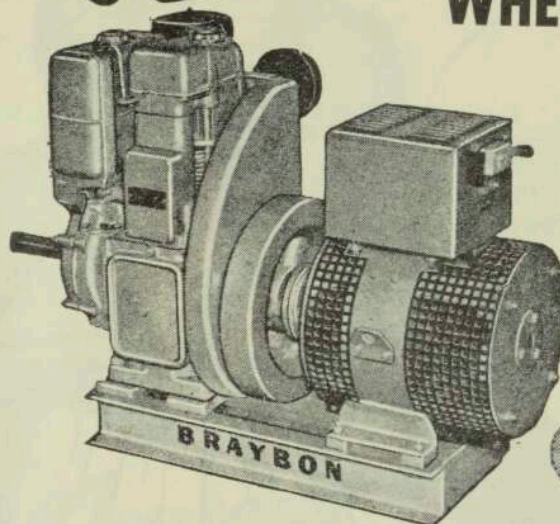
Year was heralded at the stroke of
 at the Korolevu Beach Hotel, Fiji,
 big function there in January, by
 Stephanie Clark, who made this pretty
 picture.

Photo: Stinsons

Commission of Inquiry into
 Fiji sugar industry, which will
 vital bearing on the Colony's
 money earner, was arousing
 interest in Fiji in February.
 man of the Commission, Sir
 m Trustram Eve, was due to
 in mid-February and the
 hearings to begin in early
 His two assistants, Mr.
 I. Bennett, a London chartered
 ant, and Mr. Ivison S.
 ley, of the Colonial Office,
 doing preliminary interviews
 ists in early February. Sugar
 are also being brought from
 and Australia to appear at
 quiry, and Mr. B. D. Laksh-

Light & Power

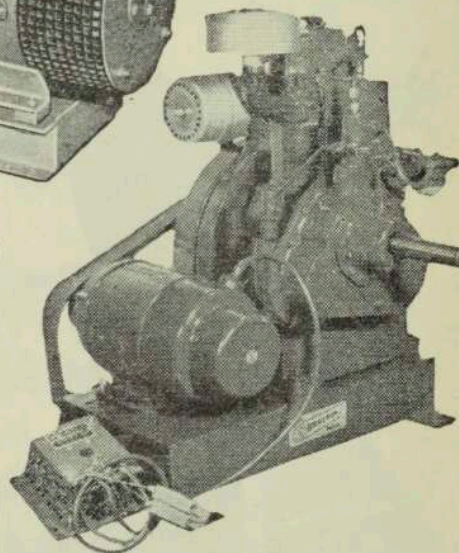
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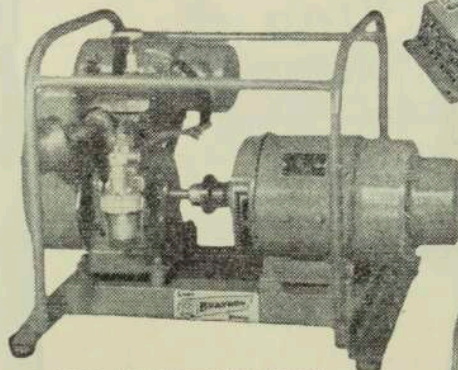
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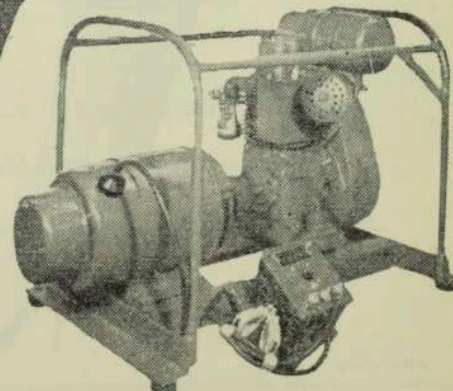


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Next to myself I like B.V.D. best.'



an Indian member of the
lative Council has been attend-
n Australian sugar industry in-
to gather background.

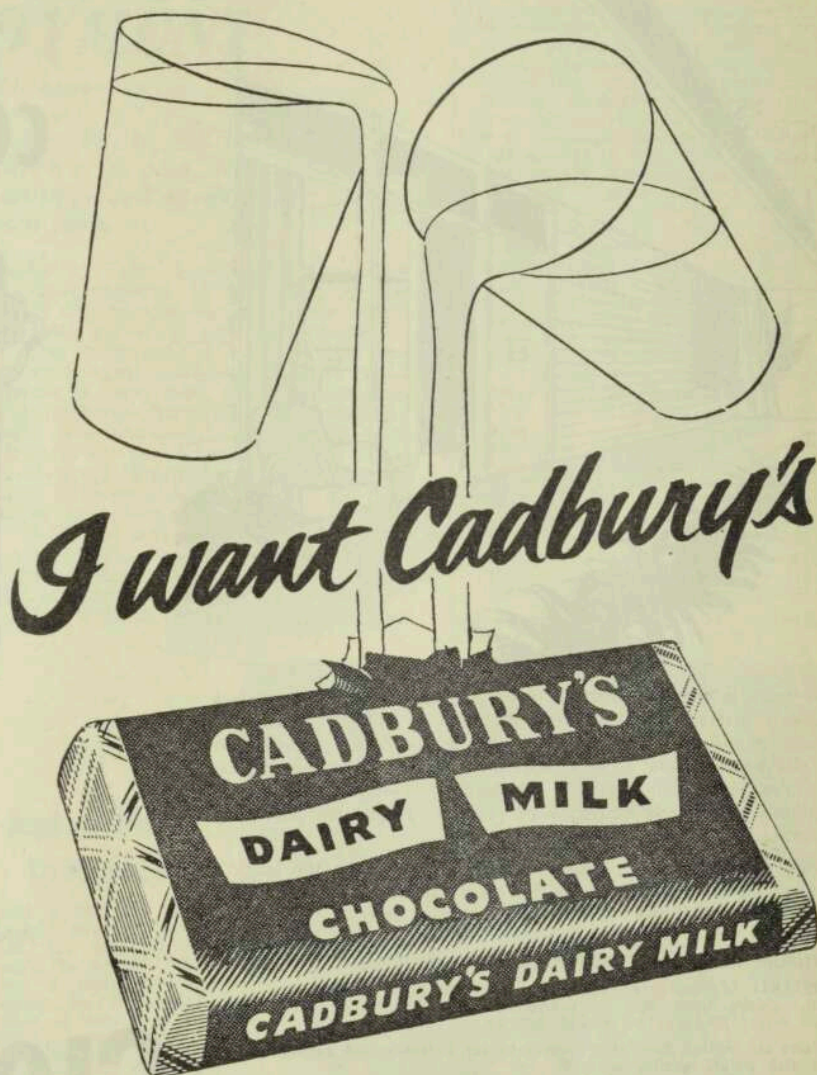
American Samoa's Governor
Coleman was visiting Wash-
in early February, back home
were asking, Who will be Gov-
? Because of the recent US
cal changes the position of
rnor of American Samoa re-
s confirmation, and two names
being hawked around as pos-
opponents—that of David K.
s, a member of the Hawaii
ative and Major Eric Scanlan,
e US Air Force. Major Scanlan
part-Samoan, who is retiring
military service after a bright
r, and who has shown some
est in Samoan politics.



lousia Hosking, daughter of Mr. W.
of the Rarotonga Agriculture Depart-
with her bridesmaids just prior to her
e in Auckland in January to Mr. George
Mr. Cowan will shortly become the
ok Islander to complete the professional
tion in land surveying. Also in the
are Miss Alice Hosking (left), Miss
erendsen and Barbara Pemberton, the
girl. Photo: D. C. Berry

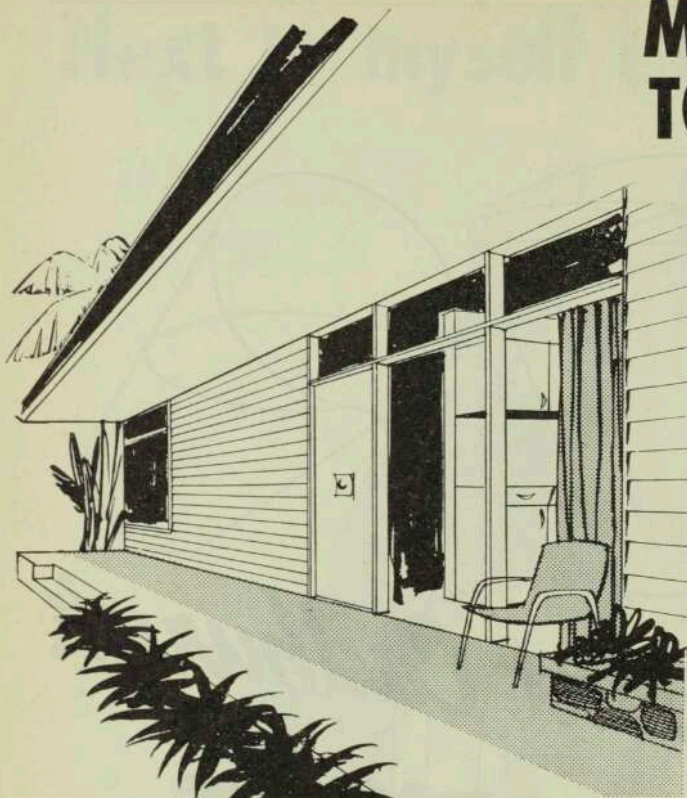
ing a visit to the islands of
iviti in February, the Governor
i, Sir Kenneth Maddocks, and
Maddocks, saw the famous
calling ceremony at Naikasi.
the top of a towering cliff
watched as a ceremonially
ed member of the Manukura
chanted at the empty surface
e sea. One after the other the
s rose to the surface and in
utes ten turtles had appeared.
was described officially "as a
kable response to the calling".

her Marion Ganey's famous
union movement in Fiji was
ised recently through an
can film unit which completed
days of shooting a colour
about the movement. The film
ed its initial screening in Fiji
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Harrassed Fiji And Its Many Problems

BIG INCREASE IN UNEMPLOYMENT

From a Staff Correspondent

The economic-racial-politico situation in Fiji is not static. Now and with considerable evidence of pain, it is growing and developing. But it is largely an unguided development. No one knows where Fiji is going from here.

DURING the past few weeks, the situation has been affected by major and minor factors, plain for all to see. They could mean a lot, or little. Here are some of them—not necessarily in order of importance:

The cane-crushing season is over, and CSR Co. has laid off hundreds of mill-workers more than usual. Because of the prolonged strike of growers, the crushing season was much shorter than usual.

As a result, into this pool of unemployed workers—more than usual and with less money than usual—has come a large body of semi-skilled workers, from Lautoka. The new houses are built, and the builders are doing other work. In the present state of the Colony's economy, there are few jobs for them.

Politically "Quiet"

January in Fiji was politically quiet. The cane-farmers had nothing to say about the closing of the mills on the due date (Jan. 1).

Cane planting is going on, but, according to some, not in the quantity necessary to ensure a full quota next year.

1960-61 crush, as anticipated, short of quota by about 60,000 cwt. The balance for shipment made up from the 1959 surplus. Because of unemployment, both Fijians and Indians in the North are offering to work for much less than the basic 1/9 an hour paid by the PWD and some trading

part of the building trade is paid 4s per hour and some unskilled employers are paying less than this.

These are the people who cause employers to adopt the go-slow which is a feature of so many contracts.

After the Inquiry, What?

Government has the remedy. It has established a more-or-less wage for its PWD workers. Why not a basic wage for the whole country?

The economics of the sugar

industry are being examined by British experts, to see whether the CSR Co. should—or can—pay more, or less, for cane and for labour.

The outcome of this official inquiry is vital to Fiji's future. It could mean a new and perhaps happier relationship between the company and the thousands of people who depend on the sugar industry for a livelihood. Equally, it could mean the withdrawal from Fiji of the CSR Company.

It is an open secret that the company, with its immense ramifications, is not enthusiastic now about its investment in Fiji.

The world's consumption of sugar

And a Photo To Prove It

With a fish like that, Fijian Suliano Koroi and his wife Florrie ought to be SMILING! It's a jack crevalle, known by the Fijian name of saqa, one of Fiji's more common fish, but they do not often run to the size of this 97½ lb fisherman's dream. Suliano and Florrie caught it at 6 o'clock one morning in January, after fishing all night from a boat in Suva's main passage. It was a live bait on an 80 lb nylon hand-held line, and it took 35 minutes to boat. The photograph was taken by Rob Wright, who, as a noted fisherman himself, could be excused if he were envious.



PACIFIC REPORT

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

Roncador Reef Claims Another Victim—117. French Minister to Visit Tahiti; Advice on Pago Pago; Suvarrow Copra white-anted—117; Cooks' Authors Call Home; Malaytown Shanties Investigated—119.

West Samoan Newspapers' Court Action—121. PIR Will be Permanent; W. Samoan Independence a Step Nearer—121; A Wire Across the Pacific—122; P-NG's New Hospitals; Cooks' Pilot Medical Project—123; They're Seeing Submarines Again; Tonga Can't Dynamite Its Whales—125; P-NG Native Elections—131. US Samoa Doesn't Want to Unite—131; New Caledonian Shortages Overcome; New Hebrides Makes Tourist Bid; This is What a Tidal Wave Can Do; Suva Plans New Civic Centre; Airlift of Chorus Girls—133.

New Hotel Idea for Port Moresby—134. Tourist Ideas for Rarotonga—134. Noumea's Haircuts Go Up; Island Ball a Flop—135; Kuru Quarantine Breaks Down—136; New Cook Islands Commissioner; Ansett Talks Business With TEAL—137; Suva Airport Debate; Stone Throwing—138.



Mr. I. S. Wheatley and Mr. C. J. M. Bennett, two of the three members of the Commission of Inquiry into Fiji's sugar industry.

Photo: Rob Wright

is huge, and increasing. But sugar is sold in an intensively competitive market, wherein low-wage producers have a great advantage.

Every man of vision in Fiji wants better living conditions there for all classes. But if the price of the Colony's chief product is governed by factors far outside the Colony's control, so that the return from sales does not permit a fair return to the four classes concerned (grower, mill-worker, producer and marketer), a number of unpleasant possibilities arise.

How is the return to be divided? The official inquiry is expected to provide the answer, or data on which an answer can be based. But what happens if one or other of the classes concerned will not accept the answer?

Mr. Lakshman

• Mr. B. D. Lakshman, MLC, chief spokesman for the mill-workers' organisations in Fiji has been in Australia, and in consultation not only with Australian trade-union leaders, but also with some of the chief officers of the CSR.

Mr. Lakshman, in the past couple of years, has shown some sense of public responsibility, and breadth of vision; and, if another crisis should develop in the sugar industry, he probably will try to induce mill-workers and miscellaneous workers generally to face realities and avoid extreme action.

But the stark fact is that a labourer, seeking a means to provide food for a family, is just as likely to be one-eyed in relation to national economics as a company director faced with a cut in legitimate profit rates.

And, in the field of Fiji's national economics, the outlook is very grim.

Mr. Lakshman's labourers, Mr. Potts' company directors and Mr. Patel's cane-growers are facing the

(Continued on p. 147)

What Do The Fijians Really Want?

From a Staff Correspondent

From the recent Legco discussions on the Burns Report, and from the Budget meetings, there have emerged several facts, some trends of thought, and several conclusions which are clear to a close observer.

I HAVE heard no worth-while comments upon any of them, either verbally or in published articles; and this merely adds weight to my belief that in Fiji there are few sincerely interested in the Colony's future, except in a strictly narrow economic sense, and that entirely personal.

The task of adjusting Fiji's future to present-day conditions—a most unenviable one—would appear to belong entirely to the Government whatever its shape may be.

My conclusions lead to the defeating thought—that the Fijian race, as a whole, does not *want* to be brought up to the educational and economic level of its competitors.

This is a bitter concept of an otherwise most estimable race; but no other answer can be deduced from recent statements by its leaders.

Admittedly, with the exception of possibly three, the Fijian leaders, by reason of their education and present environment far from koro (village) life, show that they are, and have been, influenced by Euro-

pean colleagues and by European ways of life.

This must be accepted as inevitable; and, after all, their training was designed to do just this: It follows that, perhaps, they do not reflect the exact attitude of the great majority of Fijians, although it is claimed that the Burns Report, particular, was very thoroughly explained to the villages by the ro and bulis.

Puzzle: Find Public Opinion

On the other hand, any statements made by Fijian leaders at the recent Legco meetings should have had the approval of the Council of Chiefs. So what was said and also what was left unsaid implied—must be taken as the considered opinion of the Fijian people.

Never before have Fijian leaders been so forthright, and so unanimous.

The Burns Report, insofar as applied to Fijian welfare, was thoroughly scorned.

This attitude of denial of common sense in the Report leads inevitably to the conclusion that the Fijian is not to be led by the nose by either his leaders or by the Government, into a race for survival in the modern world.

In other words, the Fijian attitude is: "I am not going to change my ways overnight. In fact, I am not sure that I will change them at all. Why should I get all worried about economic survival? I always get three meals a day anyhow."

"Meanwhile, leave me alone. I am not very susceptible to change overnight."

There is much to be deplored in this stand, from a European standpoint; equally much to back it from the Polynesian side. For the Fijian way of life has much to commend.

But if, by his refusal to accept civic responsibility, education and coaching in the modern battle of everyday living, and for better health conditions, the Fijian is left behind by his better-equipped competitors, he will be doing a disservice both to himself and to the Government which has so consistently shielded him over the years.

Now, has his "shielding" policy paid off?

(Continued on p. 141)

Copra—Lowest Since 1948

At the beginning of January the c.i.f. price of copra, UK/European ports was, at £Stg.59/10/-, the lowest since 1948 but from that point the price rose steadily and finished the month at £Stg.63/3/2.

This gave an average for the month of £Stg.61/5/- and in terms of the Papua-New Guinea Marketing Board's contract with Unilever (Raw Materials) Ltd. this price will be applied to February shipments.

The tentative main ports purchase price will remain unchanged at £A54/10/- for Hot Air grade, £A53 for FMS and £A52 for smoke.

P-NG produced 105,152 tons of copra in 1960—46,651 tons of Hot Air grade; 39,038 tons of FMS and 19,463 of smoke grade. The low percentage of smoke grade is considered very satisfactory.

—From the Monthly Report of the Chairman of PNGCMB.

108 Natives Will Contest First P-NG Election

When nominations closed for the Papua-New Guinea elections to be held March 18, it was obvious that while native candidates had offered themselves in enthusiastic numbers, some Europeans who had seemed likely starters had had second thoughts.

FIXING date for nominations was February 7 and this was the list of candidates after that

WESTERN GUINEA HIGHLANDS ELECTORATE: Mr. Ian Downs (opposed); and 40 native candidates.

WESTERN GUINEA COASTAL ELECTORATE: Mr. Lloyd Hurrell (European member, unopposed); seven natives.

WESTERN BRITAIN ELECTORATE: Don Barrett (sitting member); J. L. Chipper; 12 natives.

WESTERN GUINEA ISLANDS ELECTORATE: Mr. W. Meehan; Paul Mason; 25 natives.

EASTERN PAPUA ELECTORATE: Mr. Craig Kirke (sitting member); Mr. R. Slaughter; 13 natives.

EASTERN PAPUA ELECTORATE: Mr. J. R. Stuntz (unopposed); 11 natives.

This makes nine European candidates for six European seats and 108 native candidates for the six native seats.

Native Candidates

Native candidates of special interest include John Guise (Eastern Highlands); Willie Gavera and Marua Rarua (who was formerly a nominated member of the Council); for Western Papua; Simogun (formerly nominated) and Salum (both for NG Coastal); Boralamit and Epinery (New Britain); Anton, Boski Tom and Paliu Maloat (Islands) and Kondom, for the Highlands.

The Party

The European candidates are divided between United Progress candidates and anti-party candidates, and that is probably the electorate will vote also, some Territorians have yet been convinced that a political party of any sort is necessary at the present stage of political development.

The party was founded by Messrs. Barrett, R. F. Bunting and

Simogun Peta after the last Legislative Council meeting in October. The candidates who are standing as Party candidates are Messrs. Downs, Barrett, Meehan, Slaughter and Stuntz. The others are independents, if not actually anti-party.

Mr. Kirke, sitting member, and an independent in this election, said that while there is a permanent

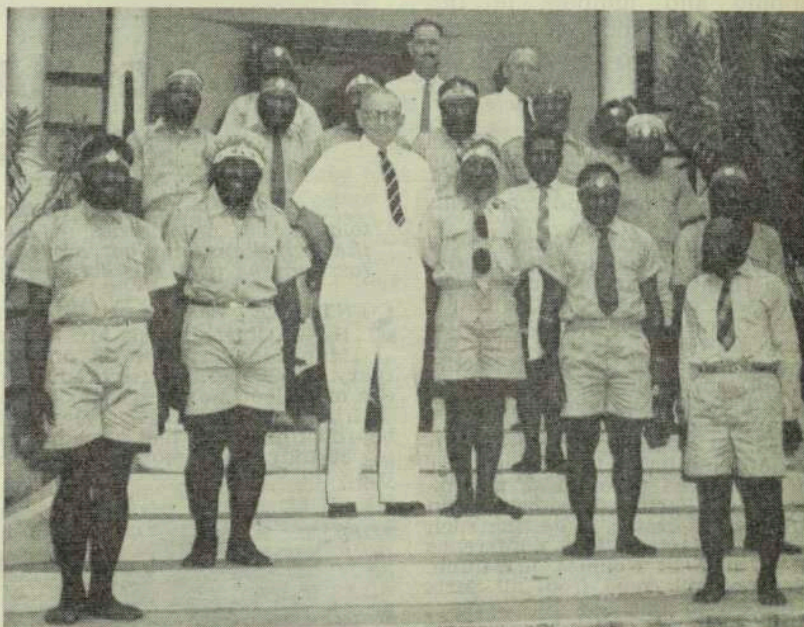
Administration majority in the Legislative Council the existence of a party meant only that there would be a split in the unofficial minority—that is, if members of the party voted on party-political lines.

He could see nothing new in the party's platform and in his view, non-official members of the next Legco must continue to be independent and co-operate with each other as they had done in the past.

Mr. Ian Downs let off a counter-blast in reply. He said that the UPP was not premature, but overdue and that Mr. Kirke would, in three years time, wish that he had joined it.

The UPP's main concern was the future of the Territory and its development along non-racial lines. The fact that the party attracted such natives as Simogun Peta and

(Continued on p. 140)



CIVILISATION, HERE WE COME

Well, thank Heaven they left them alone from the neck up! If they've Europeanised the Sikhs of India from the neck down, and left them only their magnificent beards and turbans, who are we to complain if they hand out the same treatment to the Western Highlanders of New Guinea? (New Guinea's getting to be so like India, so the experts say).

This group of 15 native leaders from the Mt. Hagen area (shown here with Administrator Cleland) were in Port Moresby in January seeing how things are done in the Big Smoke. They were shown places like the hydro-electric installations, the Legislative Council chambers and the hospital. (And they were probably impressed, too).

Recently these people sold the Administration enough land, seven miles from Mt. Hagen, to build a 10,000 ft jet strip—although what that has to do with their visit to Port Moresby we wouldn't know. Most members of the group are coffee planters in their own right, and several of them are going into the road haulage business.

The Best Village

To build up local colour along Fiji's Queen's Road, which links Suva with Nadi airport, the Fiji Visitors Bureau sponsors a model village contest. A cheque for £200 goes to the best kept village. This year's winner was Naevuevu village, on the Sigatoka coast, whose women are shown here bearing coconut platters of food as they prepare lunch for their official visitors during the prize giving ceremony in January.

Photo: Rob Wright



THEY MAY HAVE TWO SOUTH PACIFIC GAMES

By a Staff Reporter

There may be some hopping, skipping and jumping in the South Pacific soon if the organisers of two rival Pacific Games don't get together to see what each plans to do.

THE would-be rivals are the organisers of the proposed South Pacific Games and the Pan Pacific Games.

The South Pacific Games were proposed in Rabaul in 1959 at the fourth South Pacific Conference, which was organised by the South Pacific Commission. Delegates to the conference came from the six member nations of the South Pacific Commission, including the United States Trust Territory of the Pacific, and American Samoa.

The 21st Session of the South Pacific Commission in Noumea last October agreed to organise a conference of Pacific Territories who might be interested in getting such a Games started. This conference will be held in Noumea in March. Delegates will come from all parts of the South Pacific.

The Pan Pacific Games are to be held in Honolulu in July-August, and the organisers would like them to be held regularly every two years. The SPC Games presumably would also be held regularly when they get started.

Wants Support

The leading light behind the Pan Pacific Games in Honolulu is Mrs. E. Fullard-Leo, of Honolulu, a sportswriter on the *Honolulu Advertiser*, and a member of the family which owns Palmyra, in the Line Islands. She is on the Board of Governors of the US Amateur Athletic Union, and secretary-treasurer of the Hawaiian association.

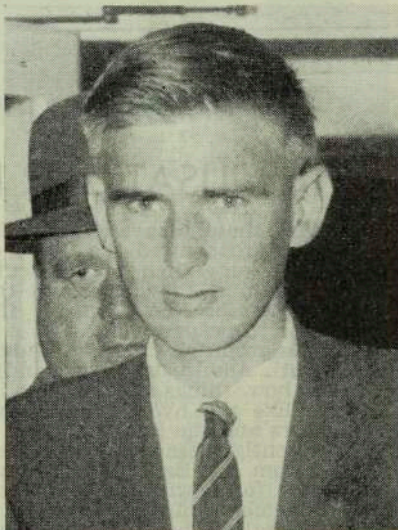
Mrs. Fullard-Leo was in Australia in January attending the Pan Pacific and South-east Asia Women's Con-

(Continued on p. 147)

P-NG MAN GAOLED FOR SEDITION

A young Papua-New Guinea Co-operatives officer who allegedly told natives at a series of meetings that they ought to overthrow the Europeans and get immediate self-government was sentenced to two months gaol in February for having used seditious words.

SENTENCE was passed by the P-NG Chief Justice, Mr. Justice Mann, in Port Moresby on February 1. Cooper, 24, a product of one of Melbourne's best schools, and with an Arts degree at the Melbourne University, had already been in custody two months awaiting trial.



Brian Leonard Cooper.

An appeal against the sentence was lodged to the High Court in February.

The case aroused wide interest in P-NG. Cooper had pleaded guilty.

Cooper joined the Administration as a Co-operatives clerk in 1958, signed last October 14 and was arrested in Sydney on November 1. He was returned to New Guinea for trial.

The seditious words were allegedly uttered at three lunch hour meetings with a group of natives in Madang last September. According to crown evidence Cooper had asked the group to tell all the natives to seize control in Madang.

He had suggested they break into stores for guns and liquor and then they destroy Madang airstrip, and send all white people home. Russia and China would help the natives.

"No Offence"

Cooper's defence counsel, Mr. Staunton, submitted that under the laws of New Guinea no offence had been committed.

In convicting Cooper, Mr. Justice Mann said he was taking into consideration the "rashness of youth" in giving Cooper a light sentence. He wouldn't give him a suspended sentence, because what had to

(Continued on p. 141)

Oil Search Will "Carry On"

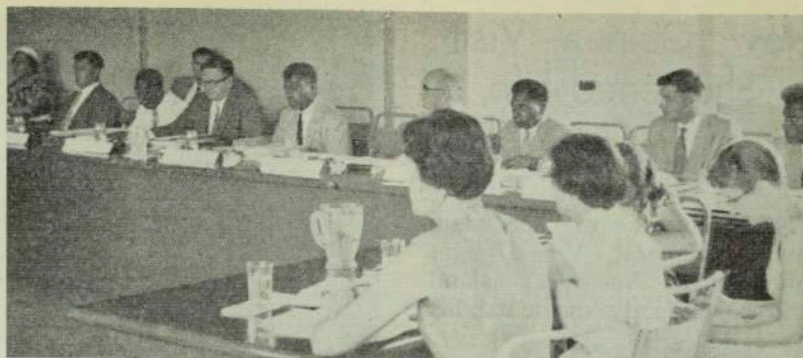
An announcement at the beginning of February that Oil Search will carry on the search for oil in Papua with an 80 per cent. interest in APC, while the big partners in the company will retain a 20 per cent. interest, was some relief to Papuan nationalists—but did not entirely put an end to their misery.

SINCE 1938, the Australasian Petroleum Company and its associate, Island Exploration Co. Ltd., have spent £34,000,000 on search for oil in Papua—most of this money flowing in to the Territory since the end of the war. Papua, which is poor in natural resources and is responsible for only about 25 per cent. of the combined G.T. Territory's export income, has received this half of the Territory's income. The big partners in APC, until the February announcement, were Standard-Vacuum groups and British Petroleum. They held 85 per cent. of the shares. Oil Search, an Australian company, held the rest.

Increased Holdings

Oil Search Ltd. will now increase its holding to 80 per cent., by a further transfer of shares from the other partners (although how this is to be financed is not clear). Oil Search will also take over the management and control of the two exploration companies and will nominate three of the five directors on their boards. These decisions were reached in principle at a meeting of the company's partners in London in January, and speculation as to the future of the company has been running in Papua since it was known that the last well at Iehi, drilled to a depth of 10,000 ft, had produced plenty of gas but no trace of oil.

At the time of the announcement, Oil Search Ltd. had about £A1,000,000 at hand to finance its share of the oil prospecting. Now, until the company can reorganise itself under the new conditions, all drilling has ceased, field personnel have been reduced to a minimum, surplus equipment and installations will be disposed of, and the company is consulting with its geological advisers, Guyer and MacNaughton, of Dallas, Texas, about its forward plans. In the meantime although the big partners of APC, and the big money they represent, have gone or are going from Papua, many people, both in the Territory and elsewhere, still maintain that there is oil in Papua. They probably are right—but it doesn't help matters if no one can find it.



Here is the scene at the inaugural meeting of the BSIP's first Legislative Council.

SOME SHATTERING NEWS FROM THE SOLOMONS

From a Special Correspondent in Honiara

Any report of the successful opening, and conclusion, of the first Legislative Council in the history of the Solomons should, no doubt, be sheathed in all sorts of words like "colourful", "moving", "historic", "vital step towards self-government", etc.

AND no doubt the meeting held at the BSI Training College at Honiara, accompanied as it was with the honour guards and ceremonial parades one would have wished, does deserve all those tributes.

But for the man-in-the-street, if Honiara has such a fellow, this higher vision became blurred by one shattering piece of news which came out of Kukum early in the piece—that is, import duty on beer has been raised by 50 per cent!

The new budget increases it from 4/6 to 6/9 per gallon, which means a bottle of beer goes up 6d (to 4/6) and a can goes up 3d (to 2/3). Beer

isn't sold by the glass here.

It hasn't been much use the Financial Secretary pointing out that duties on copper nails, building materials, sheathing for ships, and kerosene-operated domestic deep-freezers, have been reduced somewhat.

Needs The Money

The Protectorate needs the money, it seems. The UK will be handing out more than £570,000 to the BSIP this year, which will be about half the Protectorate's budget, and the locals are expected to help all they can.

Besides the beer, there is also now a small export duty on timber. After this news, the rest of Legco was just routine.

The High Commissioner, Sir John Gutch, reported that the BSIP was making progress generally, except that the 1961-64 Development Plan had not yet been approved by the Secretary of State, which was "disappointing".

Agriculture, co-operatives, the building programme, Local Government Councils, are all doing well enough.

Liquor Permits

Sir John said the BSIP is simply aiming at keeping services maintained at their minimum requirements, and then spending a little bit extra for a "reasonable measure of expansion".

There is no money to spare, as usual. The drop in copra revenue made things a bit tighter than had been expected.

(Continued on p. 139)

West Samoa Elections

A late report from West Samoa as this edition of "PIM" went to press gave provisional results for European candidates at the general elections for the West Samoa Legislative Assembly in February. Eight candidates contested five seats.

The five elected were Messrs. G. F. D. Betham, F. C. F. Nelson, P. Plowman, H. J. Keil (all sitting members) and Mr. A. M. Gurau.

Defeated were Messrs. T. M. Allen, W. Betham and P. L. M. Morgan.

A final recount was to be made.

New Guinea Visit "Shortened Life of Gov.-General"

From Our Canberra Correspondent

The interest of the late Governor-General, Viscount Dunrossil, in Australia's island territories directly shortened his life.

THE decline in his health before his death from heart failure in his sleep at Yarralumla, Canberra, on February 3, began with an attack of dysentery contracted in Papua-New Guinea last October. Lord Dunrossil had already been feeling the strain of an all-States tour when he arrived in Port Moresby.

That meant the infection hit him harder than it might otherwise have done.

Severely Affected

He was so severely affected by the illness in Papua-New Guinea that at one stage it was doubtful whether he would be able to go through with the main ceremony of his visit, the opening of the Territory Legislative Council.

Alternative arrangements were made for the Chief Justice, Mr. Justice Mann, to perform the opening if necessary.

But the Governor-General insisted on going through with it himself.

Pictures of the ceremony show that he was under strain, and contrast with his relaxed attitude at earlier Territory functions.

Was the Territory programme too heavy for him?

Perhaps it was overmuch to ask a man of 67 to go into the tropics from a cool Canberra spring and undertake a crowded, rushed programme.

In addition to the Legislative Council opening and the normal arrival and departure functions, the Governor-General had to:

Open the Lae Show, inspect troops and police, attend a crowded reception, visit the Bomana War Cemetery and meet native hospital patients.

A few weeks before he went to the Territory, the Governor-General was advised by his doctor to take things quietly, to trim his official programme wherever possible.

Inquiring Mind

But such was his inquiring mind, his anxiety to know Australia and her Territories, that he insisted on keeping to as much of his planned itinerary as possible.

Before he returned to Australia

(Continued on p. 139)



MAIDEN VOYAGE. About the same time one big crowd in Noumea was farewelling a ship (see opposite), this crowd in Suva was welcoming another. The visitor was the P & O-Orient's 42,000 ton, 804 ft "Oriana", built at cost of £A17,500,000. The "Oriana" received a rowdy welcome in all her Australian ports and in San Francisco when she completed her first Pacific voyage. She will be on the England-Australia-South Pacific run in future.

Photo: Rob Wright

NORFOLK WANTS ITS OWN LAWS

Norfolk Island Council is unhappy about the Minister for Territory's rejection of its proposals for "a greater share of democracy".

IT still thinks that Norfolk citizens should have the power to make their own laws, and have control of the budget.

"The time has come," said the council at a meeting in January, "when an intelligent and responsible public can no longer be denied their basic rights."

It said the form of government proposed by the council last year, and now rejected by the Minister, was the only form of government "that will work in harmony with the Administrator and avoid the feeling that he is not representing the wishes of the people".

Norfolk Island Council put forward its plans for democracy after it had been elected last year.

That election was a first step in local government for Norfolk, but Canberra presumably got something of a shock when it found that Norfolk's choice of representatives didn't intend to take their powers quietly.

Right from the start they made it clear that the ordinance under which the council was established wasn't nearly wide enough, and they

wanted a greater say in just about everything.

Apart from making their own laws (to be approved by Commonwealth Parliament) they wanted a reconstructed council of six or eight with the Administrator as ex-officio chairman, "to operate like a managing director and a board of directors".

No Changes

Mr. Hasluck gave a lengthy reply in December.

In a nutshell, what he said was that he expected the council to keep going as it was, and try out the system it already had before peering over into green fields.

At its meeting in January, the council made it clear that it didn't intend to take the Minister's rejection lying down.

It requested "early replies" from Mr. Hasluck on such questions as these:

Does the Minister hold with the principle that the will of the people is the basis of the authority of government?

(Continued on p. 142)



When the British vessel "Eastern Queen", under charter, left Noumea in January with the second contingent of Vietnamese to go to Communist Vietnam, there were 4,000 people to the ship off. It was one of the biggest wharf crowds ever in Noumea. The pretty lass at right was one of the passengers, headed for a home she had never seen.

Photos: Fred Dunn



Flags, Speeches, Greet Home-Going Viets

The first contingent of New Caledonia's Vietnamese received a official welcome when they arrived "home" in North (Communist) Vietnam in January. They had left Noumea in late December.

When the British ship, the *Eastern Queen*, was greeted in the port of Haiphong by the Prime Minister of North Vietnam, and other senior members of the Government. Repatriates received in Noumea said the first of the wharf area when the *Eastern Queen* arrived were greeted and a huge crowd saw 568 repatriates come ashore.

There was a procession to the centre, where there was an official reception for the repatriates. There were some tearful family reunions, which were broadcast by North Vietnam radio.

Many Viets picked up the broadsword in New Caledonia and New Hebrides. This helped to brighten the morale of the remaining Vietnamese in the Islands, who had not been very sure of the welcome awaiting them.

Most of the repatriates have never seen "home". They were born in the Islands.

While the Viets were going home to North Vietnam, details were being finalised for a second contingent from Noumea.

There wasn't long to wait. The waiting was considerably less im-

maculate than when she first arrived in Noumea in December, the *Eastern Queen*, which is a British liner under charter, glided back into Noumea harbour on January 28. The following day the second contingent started to embark. All

538 were aboard by 11 a.m., and out the ship went on her second journey to Haiphong.

The crowd on the wharf, estimated at 4,000, was one of the biggest ever seen on Noumea's wharf. All races were present, but Viets were in the majority.

"You'll Be Sorry!"

Some of the crowd came to gloat, and to shout "You'll be sorry!", but most came to wish the Viets bon voyage.

This departure was more gay than the first one, probably because of the heartening news of the earlier official reception at the other end.

Youth again dominated in the contingent, and a very big proportion of them were tradesmen.

(Continued on p. 142)

The Background To The Repatriation

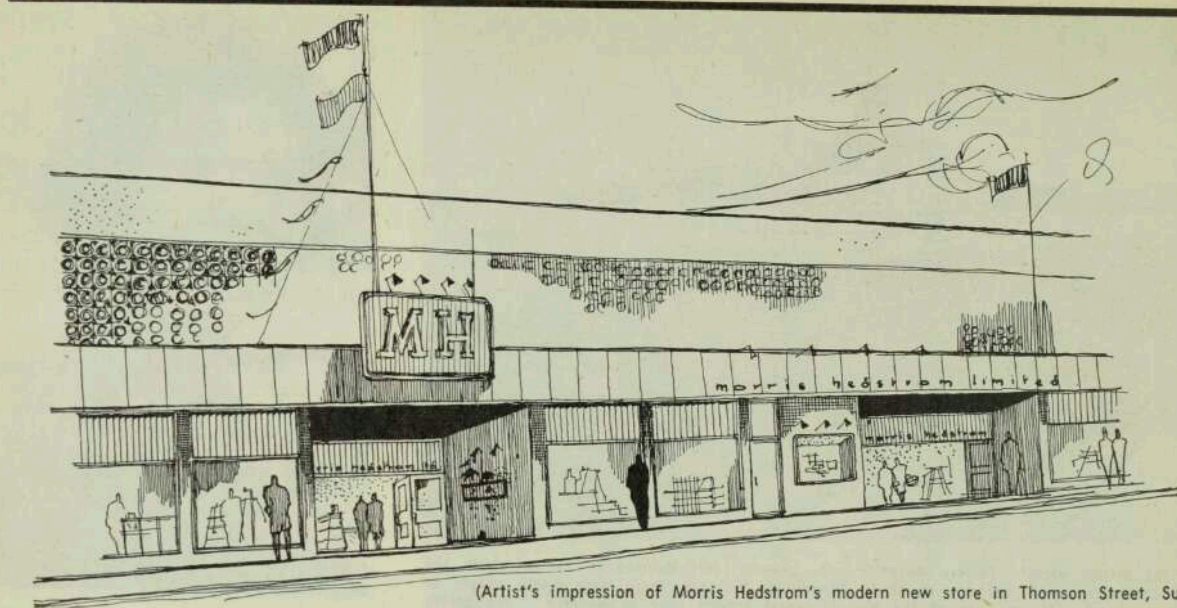
The Vietnamese at present being repatriated from New Caledonia and the New Hebrides originated in French Indo-China before the war. They came to the two territories under an indentured labour scheme, but their repatriation was held up because of the war and they were allowed to remain as free citizens.

Last year the French administration took a survey of their numbers in the two Territories and gave the Viets the choice of being repatriated to North (Communist) or South Vietnam or to remaining in New Caledonia or New Hebrides. The repatriation scheme followed several years of negotiations.

The survey, made in April, 1960, revealed that there were 4,300 Viets in New Caledonia and 2,320 in the New Hebrides.

In New Caledonia about 3,550 of the total asked to be repatriated to North Vietnam, about 270 to South Vietnam and 480 wished to remain in New Caledonia. In the New Hebrides 2,030 wanted to be repatriated in North Vietnam, about 30 to South Vietnam, and about 260 wished to remain.

Most of the Vietnamese available for repatriation are young people. Of the total of Viets in New Caledonia, about 2,390 were found to be under the age of 21.



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

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COMMENTARY

Australia Must Get

of The Fence

An Australian economist, Sir Douglas Copland, proposed in January that Australia and the Netherlands should get together and divide the whole island of New Guinea over to the UN as one trust territory.

He said Australia and the Netherlands would have joint responsibility for the trust, together with two trustees from South East Asia, who would be nominated by the UN.

His proposal wasn't received with much interest, which is not surprising.

Anybody really believes that two countries working together can help a primitive country to progress they should go and take a long look at New Hebrides, where 50 years of Condominium system haven't achieved anything.

That four countries, plus the Security Council of UN, would do with a tropical hotspot like the two New Guineas is too horrible even to contemplate.

It is true that the Dutch will be happy to get their share of New Guinea off their hands. And it is true that, when the time comes, Australia has every intention of getting rid of hers.

But by "getting rid of", neither country means "throwing away". They can't throw their territories away, for they are already too heavily committed.

The political developments which have sponsored these last months now make it impossible for them to do anything else but to give up their territories and hand them back to the natives.

The time has passed when either one of the big island can be handed over to anybody else without the natives being consulted. And the vocal members of the population would ask for independence. The new Councils is "independent", despite the unhappy fact that not one of them at the moment has any idea of the meaning of the word.

That's the way of the world. The only doubtful quantity in the New Guinea question today is Indonesia.

She insists she wants Dutch New Guinea. The only way to get it is now left open to her is to fight for it.

It would be utter stupidity, but it could hardly be the first time that a country had started a war, and

Russia's help. Indonesia is probably stupid enough to try it. That the Australian Government

has got to do now—what it should have done at least 12 months ago when behind-the-scenes diplomatic pressure began to be applied with some force by the Dutch—is declare where it stands so Indonesia is left in no doubt.

- Australia should publicly subscribe to the Dutch viewpoint that the present co-operation between P-NG and NNG in the administrative field should be widened to a full-fledged, financial, economic and military co-operation.

- Australia should make perfectly clear internationally whether it will or will not militarily back the Dutch if their position in NNG is attacked by a third party.

- Australia should make it perfectly clear within Australia what the guiding principles for the future are to be, so that there will be no misunderstanding among political parties, trade unions and the public generally on where Australia stands.

After the Danube and Taj Mahal—What?

SOMETHING like a crystal ball with built-in electronic computer would be a help in calculating the number of tourists who are, at any given time, drifting about other people's countries, spending money.

But people and organisations do make calculations along these lines and one of the answers to one of the questions is that 50,000,000 people became tourists at some time during 1959.

Death of Lord Dunrossil

Australia and her Territories in February mourned the death of the Gov.-General, Lord Dunrossil, while in office. Only last October he had visited P-NG, and planned to make another visit this year. While in NG he took ill (see p. 22). In this photograph Lord Dunrossil is shown at Lae's Show Ball, receiving a Lae debutante, Miss Wendy Harrison.



In a world population of 2,000 million, that is one in 40 people, which still leaves room for improvement, particularly in the Pacific.

The European tourist is a poor bet as a potential Pacific customer, his lust for foreign travel being easily satisfied by crossing the nearest frontier or the English Channel.

It is on America that most Pacific tourist hopes turn, and the Americans have always had Hawaii and the West Indies—so much easier to get to, so much better equipped. But there must be a good time coming, and not only from the direction of America.

A large proportion of those 50 million tourists are *persistent* globe trotters not just "once only" types, and having done the sights and cathedrals of Europe; the temples of Bangkok; seen the Taj Mahal by moonlight; the midnight sun from North Cape; the Danube when it's blue; taken in the winter sports at St. Moritz; cine-shot lions in Africa—what is there left?

The Pacific. What are we doing about it? Scattered through this issue of *PIM* there are descriptions of numerous embryo tourist schemes, most of them still in the talking stage. Whether they blossom and bear fruit depends on the amount of effort behind them from there on.

Fiji, fortunately placed at a Pacific crossroads, has her tourist industry well in hand. Tahiti is getting into the same happy position. New Caledonia has done a lot of organisational work but hasn't developed any great tourist trade, yet.

Papua-New Guinea has indulged in a great deal of wishful thinking about a tourist industry and done least of all about it; and now little

New Hebrides, is also bent in getting into the picture and has set the wheels turning.

Four months ago, a tourist association was formed in Port Moresby, but little more seems to have been done in organisation, as yet. They are talking tourist hotels there too, but so far without any hard, cash backing.

The New Hebrides, on the other hand, which is in some respects, the most unlikely of tourist centres, already has its hotel site picked, £50,000 in hand and some very forward-looking plans, including a gambling casino.

The development of a tourist industry needs much private and public capital and faith, and above all, some idea of where the country itself is going. Possibly P-NG's off-and-on thoughts about tourism can be attributed to the fact that a lot of its European residents are doubtful where the Territory is going.

But whatever any Territory, anywhere, does about it, there is one sure thing—the growth of travel and tourism will continue to be one of the phenomena of the post-war world.

It was for this reason that *PIM* began, experimentally, a travel section in January. It is designed as a two-way service—to help sell Pacific tourism to our readers in America, Australasia and elsewhere; and to tell our Pacific readers, who are the most frequent and accomplished holiday-takers in the world, about some of the avenues now open to them abroad.

We hope, particularly, that Pacific territories which are interested in developing a tourist industry, will take advantage of this new section.

The Editors' Mailbag

No Nuts on The Coconuts

There comes a time (or so it seems) when we've all got to make sacrifices for Art, but some make them more reluctantly than others. During the month we received this broadside from Lema Low, now of Norfolk Island, once of Fiji and Pago Pago:

"I could not believe my eyes when we opened the *PIM* and the new cover appeared! And I can assure you that it will be a long time before we become accustomed to the change. We loved the old cover, with the two graceful palms, lovingly entwined, and the row of palms in the background. The two skimpy little palms on the new cover haven't even got any coconuts on them! Even the little wide-eyed girl on the December cover (she looks like a Rotuman) seems rather scared of what the postman will bring!"

Well, there's some who liked it and some who didn't—and amongst the latter you can count a number of people in this office.

If it makes Mrs. Low feel any better, we can assure her that the instructions that went to the artist were that he should reproduce, in miniature, in the left, top corner of the new cover, an exact replica of the old "lovingly entwined" coconut trees.

We don't pretend to know what does on in an artist's mind, but what came back in that top, left-hand corner was two stiff, white weeds. Repeated return trips to the artist at least induced the palms to entwine, to have leaves on their

fronds, and segments in their stems.

More we couldn't do, and after taking expert opinion, we have been convinced that no one, with valid reason, could expect an artist's impression of a coconut palm to look like a coconut palm—and that the white weeds on *PIM*'s cover really are 1961 coconuts, if you tell yourself often enough that they are. (Wonder copra has come down with such a thud).

We hate to think what's going to happen this month when Mrs. Low opens her *PIM* and finds that the whole thing has turned blue. I'm revolutionary, of course, and may even be horrible, but no one can say that we haven't noticed these "winds of change" blowing over the Pacific or aren't even trying to keep up with the Joneses.

No PM's in The Family

In a short, five-line letter, Mr. Richard Seddon, Executive Officer for Social Development, South Pacific Commission, Noumea, pointed out that he is not a descendant of the late "Dick" Seddon, one-time Prime Minister of New Zealand.

The only thing that the late Dick and the present Richard have in common is that New Zealand was the birthplace of both.

In January *PIM*, in commenting on the reappointment of Mr. Seddon to the SPC for a further five years, we said that he was a grandson of the once-famous Dick. It was just misplaced, editorial association of ideas, for which we now apologise.

The Coastwatcher Mixture As Before

The *Reader's Digest*, February issue of the Australian edition repeats its old story by John Hers that it published back in 1944 (from the *New Yorker*) about Lieutenant John Kennedy and his PT boat that was run down by a Japanese destroyer.

Not a line of it had been altered from the original; the same mysterious, non-existent Lt. Winco of the New Zealand Army is said to have rescued him—which might teach Australia's Mr. Reg Evar now of Sydney, who really did the rescue job, not to be so silent in the future.

PIM gave the full story of the rescue of the man who is now President Kennedy in the January issue. The subject had been kicked around, and various clues offered in every issue of *PIM* from last October on. The hare was original



Tourist's Eye View

More accurately, perhaps, it is a rear-end view, but anyway what the gentleman's TV camera sees is meant among other things to whet the appetite of would-be tourists in Europe for the sights of Vila. The cameraman was a member of a French TV film unit which recently shot the highlights of Vila and the New Hebrides.

Photo: Reece Discombe.



That was no monster—that was a crane-fly. Sometimes it's called a "daddy long legs". The monster (see left) was on our January cover. It had been photographed quite unconsciously by Rev. Father Mike Bodnar, who thought he was getting a picture of the New Guinea town of Goroka from a nearby hill. The monster somehow got stuck on the lens, and appeared on the negative. Opinion was divided, in New Guinea and America, as to whether the monster was a mosquito or a wasp. However, Dr. John Simons, a biologist with the Zoology Dept. of the Sydney University, passed the cover around the staff room at a morning tea break in January, whereupon the monster was firmly identified.

Explained Dr. Simons: "It is not a wasp because it has only one pair of wings, whereas wasps and most other insects have two pair. In the group of insects which have only one pair (and this includes the true flies, mosquitoes and midges) the second pair of wings are modified to form structures called halteres, which resemble small, knobbed stalks sticking out from the side of the thorax behind the wings. The halteres, which are clearly visible in the photograph, act as small gyroscopes. If they are removed or damaged the insect is incapable of stable flight".

Dr. Simons adds that other points which prove it to be a crane-fly rather than a mosquito are its long legs (four of which have been broken short), the absence of a proboscis, and the pattern of the veins in the wings. You get the picture?

running in October by *PIM*'s island man, J. P. Shortall. At the end of the article in the Australian edition of the February *Digest* there is a small note to say that "as this issue is to press" the *Sydney Daily Telegraph* discovered a Mr. Reg Evans who "claims" to have been one to have rescued Lieutenant Kennedy.

Who sent a canoe for Lieutenant Kennedy isn't any longer in doubt; "discovered" Mr. Reg Evans is presently another matter.

Commander Eric Feldt, of the watchers, told *PIM* in November (p. 27) that Reg Evans was the red man, and in the same month Mr. Evans contacted us. It was weeks before the *Daily Telegraph* had anything to say on the matter.

Accidentally in early February, an Australian representative of the *Christian Science Monitor*, who contacted *PIM* for a follow-up on Mr. Evans, as he did think Evans' account was known in America.

The magazine of February 10, that on the new President's in the White House there is a coconut shell on which Navy Lt. Jack Kennedy had scratched a message asking for rescue after his plane had been rammed," etc. Evans didn't say anything about a coconut-note, but if there was one, it was that Kennedy had a pretty sense of history, even then, if remembered to get it back during a few hours he subsequently spent with Evans at the latter's post.

A banker member of a group of American businessmen currently in Australia appeared on a key TV station the other night with a "Kennedy pin"—part of the design of which is a PT boat. So, way and another it seems that, though President Kennedy might be forgotten who sent that canoe for him, he certainly hasn't forgotten the incident.

ward, Democracy!

That's all this blurb from Radio Australia about Queen Malietoa of Western Samoa visiting Sydney,"

writes an irate New Zealander. "Is she calling herself queen these days—and if so, of what? Or is it just another sample of Radio Australia ABC ignorance of the Islands? In matters of pronunciation of well-known Islands place-names they put over the most awful blues. The 'Queen' touch sounds like the Sydney Sundays papers—and they'll all have Queen Salote of Tonga on their backs if they don't watch out."

Our trans-Tasman friend will be pleased to note that the wife of High Chief Malietoa was down on the list of delegates to the Pan Pacific Women's Conference in Canberra as just plain "Mrs". The ABC (which, in spite of what he says, usually knows better), the other radio and TV stations and the newspapers were, however, all in full cry after the "Queen" of Western Samoa. One or two of them perhaps got it right—one paper in fact did print a firm disclaimer from an embarrassed Mrs. Malietoa that she was a "Queen".

However, although Australians are supposed to hate pretentiousness worse than sin, they are all suckers for royal titles. No Islander ever appears in print here below the rank of "Princess", and it is only fair to say that if the wives of West Samoa's other two High Chiefs had come to Australia, they also would have been promoted, and, without fear or favour, called Queen Tamasese and Queen Mataafa.

Ownership of Casandy Estate

Mr. A. Andy Andersen, of Casandy Estate, Goroka, New Guinea, writes:

In your January issue, you have an article ("Petition to Wind up NG Coffee Enterprise", page 45), which mentions my name and my estate in connection with a promoter, namely, Mr. Frank Austin O'Sullivan.

I should like to make it clear that I had my property up for sale and that Mr. O'Sullivan merely took an option on the place to buy it. I have no other connection with Mr. O'Sullivan or the defunct New Guinea Coffee Estates Ltd.

At the time he purchased the option, he told me he was the leader of a large organisation in London which was liquidating its holdings there in order to buy up large coffee plantations here in New Guinea. In the option paper, he gave me his address as 341 Queen Street, Brisbane. Later, when I wrote to him, protesting about certain advertising in the *Sunday Telegraph*, the letter was returned to me marked, "not known".

Last June, while I was in Sydney, I consulted a solicitor, but we could not locate Mr. O'Sullivan.

I request that you make it known that Casandy Estate is a legitimate plantation producing coffee and is in no way to be construed as being part of New Guinea Coffee Estates Ltd.

Have You Seen Any T. molucca Lately?

Mrs. Eva Standen, who with her husband Harrie, has completed 25 years now at the Bamu River Mission ("The Mission in the Mud") in Western Papua, tells us that a couple of months ago a local native shot an Ibis with a Commonwealth Scientific and Industrial Research Organisation tag on its leg.

They returned the tag to the CSIRO, and received an enthusiastic reply, although it has been the second band returned to them from those parts within a month.

CSIRO scientists say that the Bamu River bird and the other (from Kukipi), reveal hitherto unsuspected movements of species that breed in Australia. This particular White Ibis ranges from the Moluccas through New Guinea to Australia (except the SW of WA and Tasmania). The bird itself is closely related, if not identical, with the Sacred Ibis of Egypt—*T. aethiopica*. (The one found in the Bamu River areas is called *Threskiornis molucca*).

The Bamu bird was shot in November—one year and 11 months after it was banded as a nestling at Reedy Lake, Kerang, Victoria.



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Territories TALK-TALK

With TOLALA

Is it mere coincidence that natives of Papua and New Guinea pick on New Year time to stage what has been chemistically termed "demonstrations"?

PIR malcontents "broke out their barracks" on January 1961; the Rabaul "strike", some 3,000 employees—house-boys and what-have-you—failed to report for duty on the morning of January 3, 1929. And a carefully-planned, but abortive, massacre at Rabaul during the Germans days scheduled for a day or so following the New Year.

I am inclined to the opinion that the sophisticated native, accustomed to the ways and weaknesses of his white master, realises that the days immediately following the Christmas and New Year festivities, when the natives are rife and white reinforcements are slow, is the best period to launch offensives. It should be. The native is nothing more than a realist.

Rabaul

It is more than probable that a number of the present-day European residents of the Territory have never heard of the events which took place in Rabaul on January 3,

as triggered off by a New Irechooner master working for the Melanesian Company, by the actions of Sumasuma, assisted to no degree by Sgt.-Major Rami, a Police, a native from the island.

Their objective was £1 a month. Both these lads were receiving more than that sum in their present jobs, but they were working for the masses of house-boys, laundry-boys and ordinary workers in the town.

Reed, in his *The Making Of New Guinea* (published in 1929) has this to say about the events:—

One of the most recent developments in the system of native labour . . . has been the first stirring of group consciousness. The most remarkable manifestation of this embryonic trend was an event which took place in Rabaul. . . . On the morning of January 3, 1929, European residents were astounded to wake and find not a single labourer in the town; more than 3,000 workers had deserted in a body to a station a few miles away.

. . . The whole thing had been planned and carried out so efficiently that no inkling of it had reached white ears. This was the most disconcerting fact of all, showing the Europeans how little they knew of the forces behind native behaviour and how easily the whole structure of the compound society might be imperilled.

Thus the comments of an American sociologist with a keen, discerning eye.

An inquiry followed, naturally, of which Brig.-General Tom Griffiths was Commissioner. The result was that both ring-leaders were "deported" and the cause described as coming from an agitating negro seaman from an American freighter, together with Sumasuma and Rami.

The Commissioner commended the actions of Mr. John Walstab, who was Acting Government Secretary at the time, Mr. W. B. Ball, Acting-Inspector of Police and Rev. J. H. Margetts for their handling of the situation.

And that was that.

Trimming Sail

What is really more disturbing to my mind in connection with current Territorial affairs is the natural reaction of company employers in reducing their native staff, which affects the labourer, and the decline in copra prices, which affects all producers.

How many of the native employees, plus the native producers are "hep", *au fait*, or understand the economical potentialities of these changes?

Most natives have the idea that fluctuating prices are controlled locally. Do they understand the intricacies of world markets, of demand and supply? Few. And I cannot see the situation improving. The solution?

One suggestion is to give them their independence now and let them fight out the problems of increased wage demands and lowering world prices of their staple primary products.

As in Tonga, let them appoint Europeans as heads of departments and see then how they get on in this ever-changing modern world.

They would realise what a fairy god-mother they have had protecting them from a hard and bitter world. That would be learning independence the hard way and the wisdom of adopting a standard of living commensurate with the country's economy.

Not yet ready for self-government? . . . No? . . . Then what did they do in the centuries before the white man came? (Over)

Old Territorians Fight For Better Pensions

The 10th annual meeting of the Papua-New Guinea Returned Officers' Association met at History House, Sydney, on January 20 and elected the following officers:

President, J. T. Bensted; Deputy President, L. C. Roberts; Secretary-Treasurer, H. W. Evans; Committee, M. W. Rich, E. W. Oakley, E. Britten, C. Schuler and H. Downing.

Mr. Evans took over the Secretary-Treasurer job that Mr. Ward Oakley, well-known pre-war District Officer in Madang, had held for ten years.

Ex-officers of the old Public Service of Papua, the old Public Service of New Guinea and the newer Public Service of Papua and New Guinea are eligible for membership of the association, whose object, briefly, is to promote the interests of retired Territory public servants.

This it has already managed to do, by throwing its weight behind moves to have pension rates reconsidered. Inflation has made the lot of all people on pensions exceedingly difficult, and what seemed like a generous pension 20 years ago is sometimes scarcely enough to live on today.

The Commonwealth Government has been persuaded to make some adjustment to P-NG pensions, but with inflation still going on, this is a matter that needs to be kept continually under review.

The Retired Officers' Association operates from Sydney but ex-public servants now living elsewhere are eligible to join—and will help the good work along if they do. Annual subscription is a modest 10/-. All correspondence should be addressed to Mr. H. W. Evans, 3 Musgrave Street, Turrumurra, NSW.



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We are beginning to wonder selves.

Consistency

—A Jewel

Usually Government departments are more or less consistent using proper names. However noticed an exception to this rule other day when sorting out philatelic "covers" from Guinea.

Some of the post-marks "Papua and New Guinea", others were merely "Papua-New Guinea" and I have one which shows "P.N.G."

Officially, the country is known the Territory of Papua and Guinea. And the ampersand is

Actually I do not remember seeing a post-mark with the Territory's correct name. Perhaps, in stream-lining, initial-using age should condense the name PANGA!

I am quite aware there are greater issues at stake than uniformity of post-marks. Still Care in small matters is not neglected!

And talking of vagaries in postal world: Old residents will remember the days back in the when the Australian stamp, printed "N.W. Pacific Islands" in use in the T.N.G.

N.W.? . . . Northwest from point? What are we doing the the South Pacific Commission crowd? . . . Magnetic variation less than 40 years?

An Anniversary

Again

It happens to be January 23 day as I pick up my *Talk Talk* to write. A date I shall never forget.

It takes me back 19 years gods! how the time flies); the of the Japanese landing in Ral

Nearly every resident in the had taken shelter in Refuge C (the entrance to which was in grounds of Judge Phillip's house Namanula.)

There were two exceptions: Brown of Motor Transport and J. O. Smith. They slept (?) in Brown's bungalow and were awakened rudely by a patrol.

The Gully contained a medley races: European, Chinese, Malay and natives. The actual landing brought home to all of us who after hearing machine-gun from the Namanula Road and zooming of Zeros, Rogers—Warden's despatch-rider—arrive the Gully badly wounded. He died.

At daylight a white-flag party was organised to surrender the

The Cans With The Kick

English-made cider, in 2/- cans, imported and sold as a drink turned out to be something more exciting in Rabaul recently when Europeans reported that they felt slightly sick after drinking it.

There was nothing on the cans to say that it was alcoholic—though most cider can be considered to be so—and it was seized through Customs on that basis.

Analyses showed that it contained between five and eight per cent. proof spirit—and was promptly withdrawn from sale pending police pending duty re-assessment by Customs.

at the safety of the occupants of the Gully be assured.

proved to be a wise step, for the villagers from the Gully (with exception of the wounded ones) were brought down under escort to the sports ground where they remained until late afternoon when they were transferred to the Kuomintang Hall. They slept the night.

The events of that day are still in my memory: The pummeling received from an enthusiastic private; the degrading tour in a truck around the town, together with Brown, Smith and Heckerson.

On the walk from the Gully to the sports ground under escort; the beans' eviction from the grandstand so that natives might have shade while we stood in the "co-prosperity" policy was already in force; the "frisking" of persons; the long, hot, hungry until the evening when we were taken into the Kuomintang Hall, the night made hideous by the of the Asiatic women as they raped them.

They are not pleasant memories. . . such is war.

ification

to keep the record straight the two nostalgic photos (January, p. 34). The lady sitting beside Harold Page Sir Walter McNicoll (two please) in the top one is not Page but Mrs. Jean Woods, now Mrs. Jean Scott.

ding ntices

ening to a news review session the ABC network the other was somewhat surprised to an official of an oil company P-NG make the statement that (the oil company) were the

first people to introduce the native apprenticeship scheme in the Territory.

He was referring to the post-war period.

I realised he was only one of many who have the idea that nothing was ever done for the native before the Second World War.

I have distinct recollections of several Rabaul industries back in the '20's taking on native apprentices and being subsidised by the Administration to the extent of providing rations for them.

Harry Hamilton, who took over the Rabaul printing works from the Government; Gilbert Renton, who was at that time running a tin-smith and plumbing business was another.

Ah Tam's ship-building concern was also one and Adams & Cooper, motor mechanics and engineers, another.

And that was nearly 40 years ago.

Later on I read in *PIM* (January, p. 135) all about the lag in Rabaul over private employers not supporting the present system under existing conditions and I was not surprised.

It was in the late '20's that the TNG Administration started its own technical school at Malaguna.

In that same decade there was an Administration School of Domestic Science, where cook-boys were trained by a competent European women teacher in the gentle art of cake-making and other culinary mysteries.

Fair go! Credit should be given where credit is due and it does not all go to the post-war period by any means.

And, remember insofar as TNG was concerned, it all came from internal revenue. No £14M out of an Australian cornucopia.

That Economic Survey

From what I have read of the economic mission's survey on P-NG conditions, the aspects which please me most are the remarks advising the P-NG Workers' Association not

to confine their thinking according to Australian methods and practice and for the Administration not to overplay its role of "fairy god-mother" to natives in guarding their interests when employed by Europeans.

If the guardians of native welfare can use a local yard-stick, instead of endeavouring to "Australianise" the natives, something progressive will be accomplished towards native education.

The need to "think native" is as important now as it was 50 to 60 years ago when the first European educationalists tried to plumb the depths of native intelligence.

Experience has taught us (or, at least, it should have by now) that military leaders must have something more than a knowledge of the Field Service Pocket Book to be successful in handling native troops and that self-appointed lecturers to natives in political science are a dangerous addition to the Territory's community of expatriate Australians.

An Incipient Danger

Whatever the final result of the Cooper sedition case, one part of the evidence reminded me of the danger of discussing abstract subjects and the expounding of theories to natives by a beginner using the Pidgin language as an intermediary.

There is often a vast difference between what a European intends to convey by words and the interpretation placed upon such message by the native listener.

Often the most innocent remark uttered by a European new-chum is twisted and turned by the native into what the native thinks the white man meant to say.

Newly-arrived Europeans, especially those holding positions of instruction to natives, should avoid advancing abstract theories—political or economical—until they have a full grasp of a language and can be sure their meaning cannot be misinterpreted.

I can see many a pit-fall for some of these "crash" educationalists if they don't watch their step.

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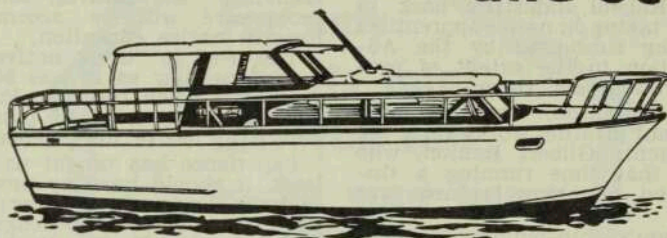
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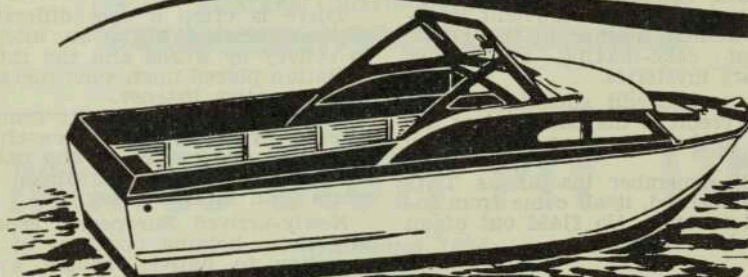
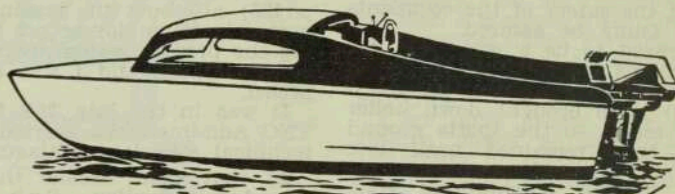


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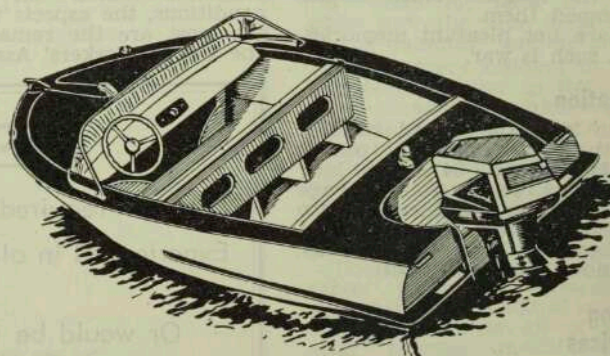


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Fijian Gesture Towards Better Fiji Relations

By a Special Writer

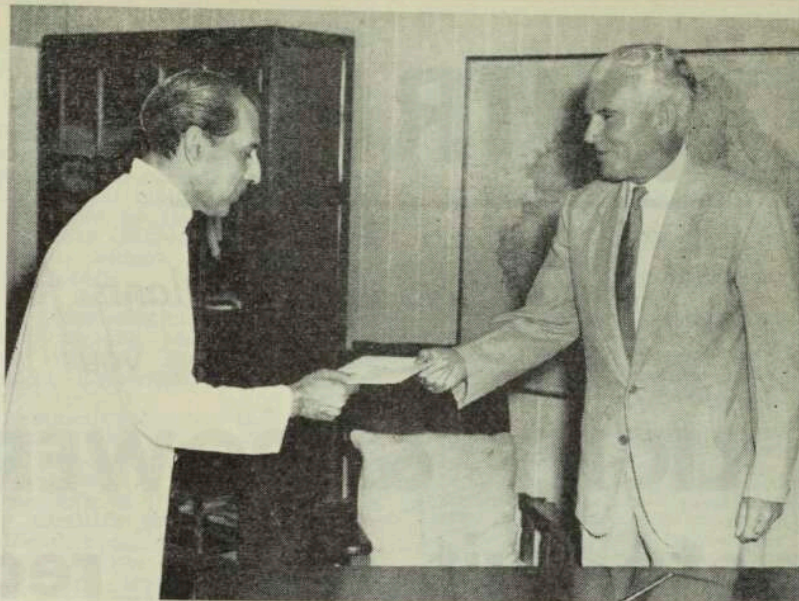
An interesting and significant event in Fiji in February was the departure from Fiji for India of a four man delegation, to tour the islands as the guests of the Government of India.

The four men selected for the mission are Ratu K. K. T. Mara, the R.R. Deoki, Mr. Tikaram and M. Abdul K. Ratu Mara is to be the head of the delegation.

This is the outcome of a plan some time ago by the former Commissioner in Fiji, Mr. K. D. Bhasin who, in his three years residence in Fiji, has done a great deal to bring together the interests of the Fijian and Indian communities.

Bhasin takes the same view as most experienced observers of Fiji—he feels that the only way to ensure the future security of this valuable Colony is to encourage the Fijian and Indian communities to co-operate in future government and development. He put forward his proposition to the Government of India that a delegation of Fijians should visit India as guests and so perhaps gain a better understanding of India's position on Indian immigration and settlement.

Bhasin had proposed that the



Fiji's new Commissioner for the Government of India, Mr. J. K. Ganju, in January presented his credentials to the Governor of Fiji, Sir Kenneth Maddocks. He arrived in the "Monterey". Mr. Ganju, 46, will live in Suva with his wife and three children. He was educated in England and later taught law at Lucknow University. Mr. Ganju has served in diplomatic posts in Burma, Persia and Mexico.

Photo: Rob Wright

delegation comprise two Indians and two Fijians; but other Fijians nominated could not get away at this particular time.

"Man of Vision"

Mr. Bhasin was delighted when, after consultation with the Governor of Fiji, Ratu Mara accepted the invitation, because this young

Fijian now is ranked among the leading men of vision and education in the Colony.

Because of industrial and political events in 1959-1960, there has been a certain strain in the relationship between Fijians and Indians in recent months, and this is an embarrassment to the Government which is trying to get on with developments calculated to take care of Fiji's economic and political problems.

(Advertisement)

Face Spots

The quickest and easiest way to remedy these little skin blemishes and pimples is to dab them over with lemon delf and then, before powdering or making up, see that they are protected against possible infection and the entry of acne germs by smoothing on your oil of ulan. This, in itself, is mildly antiseptic and covers the area with a protective film. You will be delighted to see how quickly your skin will clear using this method.

..... Margaret Merrill.



On his departure from Suva, the former Commissioner for India in Fiji, Mr. K. D. Bhasin, had many functions in his honour. Here, the president of the Fiji Youth Club, Mr. Stinson, presents a gift to Mr. Bhasin, who was patron of the club. Also in the picture is Mr. Eric Stinson.

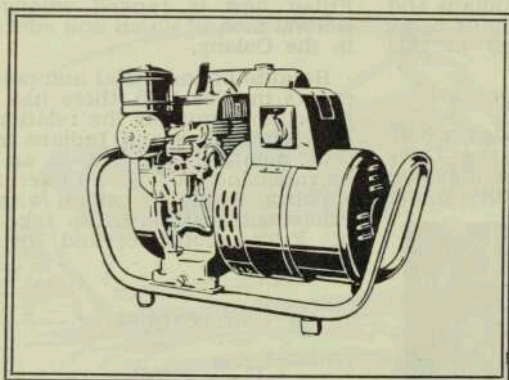
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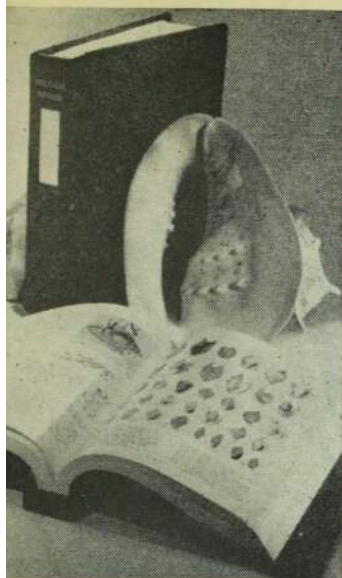
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Copies of the new scientific journal, "Indo-Pacific Mollusca".

They're Searching For Shells

from a Special Correspondent

For most people, sea shell collecting is a pleasant and a notorious hobby which serves to combat island boredom or to give the universal yen to collect beautiful objects.

For a group of American scientists in Philadelphia, the study of the marine mollusks of the Indo-Pacific is an important, large research project to increase man's knowledge of oceanography, marine geology and oceanic life.

In 1839, when the famous naturalist, Titian Peale, began exploring the Pacific for marine shells, the Academy of Natural Sciences of Philadelphia has been specialising in the study and classification of

over a period of 149 years, many scientists have described new species of shells and added a research collection of 5 million specimens.

In 1955, a special research programme was begun under the joint auspices of the Natural Science Foundation of Philadelphia.

Joining the effort to survey and map the marine shells of the Indian and Pacific Oceans is Dr. R. Tucker Abbott, conchologist on the staff.

Contributing scientists include outstanding men as Dr. A. W. Powell, of the Auckland Natural History Museum, Dr. William

J. Clench, of Harvard University, Dr. Harald A. Rehder, of the Smithsonian Institution, and Dr. Tadashige Habe, of Japan.

Fifteen Expeditions

Fifteen expeditions have been undertaken in the last six years, usually in co-operation with local fisheries and biological stations, to such places as the Palau Islands, Dutch New Guinea, New Caledonia, Western Samoa, Zanzibar and Madagascar.

Other expeditions are planned for such conchologically little-known places as the Marquesas, Tonga, Cook Islands, Borneo, Andaman Islands, Seychelles, and the Red Sea.

Specimens of even the common sea shells are greatly needed from many other areas to facilitate the research work.

The core of the programme is a new scientific journal, *Indo-Pacific Mollusca*, which is a series of monographs of the sea shells of the Indian and tropical Pacific areas. Emphasis is placed on identification, classification, biology and geographical distribution of the marine shells.

Coloured photographs, descriptions, distributional maps, and natural history information accompany each species.

The research will be published over many years with each family or genus issued separately.

To date, the Conch shells (*Strombus*) and Vase shells (*Vasum*) have been published in Volume 1, Nos. 1 and 2.

The journal is sold at cost of manufacture—\$5.00 per hundred pages, and is available either in loose-leaf form or as stapled pamphlets. A sturdy post-binder for the copies is available at manufacturing costs—\$4.25.

Non-profit Body

The Academy is a private, scientific, non-profit organisation.

An odd thing about this journal is that in rare instances, subscriptions to it may be paid for in shell specimens! They have to be fresh-collected and accompanied by information on where they were collected. However, subscribers located in conchologically little-known areas have an advantage here. In practice, wanted shells are purchased from a special but limited fund and transferred to the journal accounts.

All specimens sent to the Academy are catalogued and added to the research collections for the use of future students of zoology and oceanography. Shell gifts of even the common species are most welcome. As time permits, limited identifications are made for correspondents. Anybody in the South Pacific who wants more information can get it by writing to Dr. R. Tucker Abbott, Academy of Natural Sciences, 19th & The Parkway, Philadelphia 3, Pa., USA.

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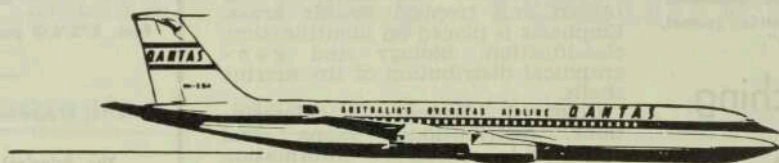
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New Guinea's Kandrian Puts Itself On The Map



Kandrian, on the western end of New Britain, is putting itself on the map with a new 4,200 ft all-weather airstrip. It was expected to be opened early in the new year. Supervision has been in the hands of Mr. Ken Ranger, of the PWD, and ADO Campbell Fleay, but the most notable fact of the operation is that almost the entire work has been done by local natives, using very little else but picks and shovels, axes and coconut baskets balanced on their heads. A small tractor and trailer and a roller have been the only mechanical equipment used, and all the work of removing giant trees, including the roots, levelling and filling has been done by hand labour. The photos, from top, show native workers removing the old flying-boat mooring buoy from Kandrian; grass planted on the strip; the tractor and roller—the only heavy equipment used; and a giant clam shell found during construction and estimated to be about 30,000 years old.

Photos: Gordon Bladen

Papua's Rigo Comes Out Of The Back-Blocks

From a Special Correspondent

Things have been happening down at Rigo lately, and from being a back-block area now it suddenly finds itself literally at the back door of Port Moresby.

THE key to this almost overnight transformation is the re-opening and reconstruction of the old wartime track from Port Moresby to Rigo, which, for a good weather run, puts the district no more than a 2½ hour road trip out of Moresby.

Previously, sea travel has been the only means of transport, Rigo at times could be a very long way from Moresby and few travellers could count on less than a day for a one-way trip. Now trucks move daily over the road, despite occasional bad patches in wet weather.

Papuans Awakening

Not the least surprising result has been a rapid awakening on the part of the Rigo Papuans to the new opportunity for cash cropping.

Nobody has yet been able to tally all the market garden produce trucked out of the Rigo area, but a fairly solid estimate is that the



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..... Margaret Merrill.

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Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

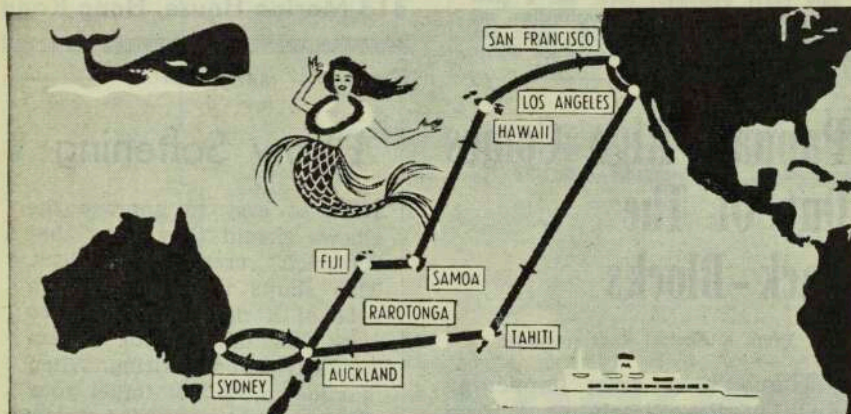
Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the last Thursday of each month, at 8 p.m.

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Auckland	dep. 28/2	18/3	15/4	3/5	30/5	17/6	15/7	1/8	29/8	15/9	16/10
Suva	dep. 3/3	21/3	18/4	6/5	2/6	20/6	18/7	4/8	1/9	18/9	19/10
Pago Pago	dep. 4/3	22/3	19/4	7/5	3/6	21/6	19/7	5/8	2/9	19/9	20/10
Honolulu	arr. 9/3	27/3	24/4	12/5	8/6	26/6	24/7	10/8	7/9	24/9	25/10
Honolulu	dep. 10/3	28/3	25/4	13/5	9/6	27/6	25/7	11/8	8/9	25/9	26/10
San Francisco	arr. 15/3	2/4	30/4	18/5	14/6	2/7	30/7	16/8	13/9	30/9	31/10
San Francisco	dep. 19/3	5/4	3/5	21/5	18/6	5/7	2/8	19/8	16/9	3/10	3/11
Los Angeles	arr. 20/3	6/4	4/5	22/5	19/6	6/7	3/8	20/8	17/9	4/10	4/11
Los Angeles	dep. 20/3	6/4	4/5	22/5	19/6	6/7	3/8	20/8	17/9	4/10	4/11
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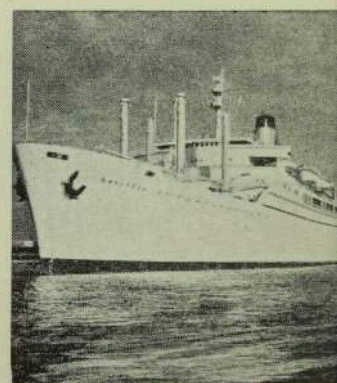
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Mrs. Mary Wardrop, of Poligolo Plantation, Rigo District, conducts a regular weekly clinic for wives and children of plantation employees. Since she started the clinic there has been a marked fall in the incidence of sickness among the children. Her work ensures that serious cases go promptly to hospital.

Photo: K. Vellacott-Jones

n is now supplying around 70 cent. of the requirements of Moresby's Koki market.

lagers who formerly drowsed the sleepy hours after they out in subsistence food gardens, now up and hard at it cultivating commercial sized holdings.

ie, some produce used to go by ship before the road was it, but it wasn't a service that ed right to their villages. And ing will always be important that way, especially for move- of the big stuff.

ere's another big change at and that is the transfer of the Rigo station to a new site at ila, about 12 or 15 miles in- The old station had no for expansion, and it was a long way from the inland e.

Important Bridge

y that a bridge has been built the Kemp Welch River (it is largest single span bridge in a-New Guinea, and it was ally opened in December), the will be pushed out into what strictly foot travel country. dy survey work has been done he first over-the-river roads.

e new Kwikila station is in country, and already it has w District Office and staff s. The Papuans got in first their own club house or com- y centre, which opened last mber, but by Christmas the eans of the district had their club opened at the station, and gives a social centre for the scattered Europeans of the

e club was built by voluntary and subscriptions from club ers.

ere is another type of club has become very popular and active in the Rigo sub-district the past year. These are the

village women's clubs, which, as elsewhere in the Territory, have given a great lift to the life of the womenfolk in the villages.

Impressive Influence

The European plantations in the area have of course always been the backbone of the sub-district, and if someone could tally all the copra and rubber which have been shipped out since the first properties came into production in the early years of this century, it would be an impressive total.

Now the trend is to plant up new areas, and the first commercial block of plantation cocoa is just coming into bearing, with others to follow shortly.

Locally milled timber is in demand for the new buildings at Kwikila, and there's a market in Port Moresby for any output above local needs.

As for the future, there is a lot of good agricultural land awaiting development, and there are a lot of villages coming under the influence of Agricultural Extension Division activities which in time can contribute such crops as copra and coffee to the Territory's export shipments.

All in all, things are moving down at Rigo.

You Can Now Drive Right Round Savaii

A road around Savaii, West Samoa, was officially opened by the West Samoan Prime Minister, Flame Mataafa, in January.

The road is 110 miles around, and the last section, from Gataivai to Taga, took 18 months to complete.

Savaii now has its road ahead of the other main island Upolu, on which Apia is situated. Upolu has the largest population, but Savaii is the larger of the two main islands.

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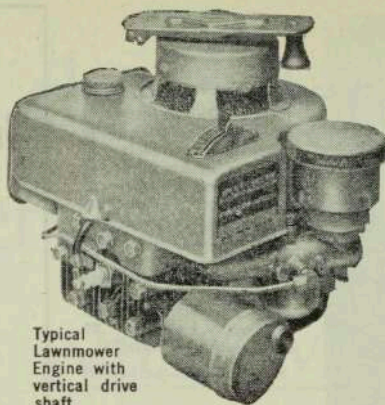
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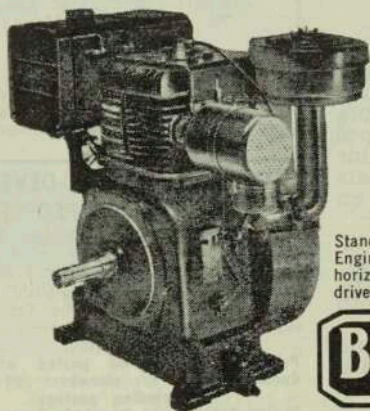
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Public Service Is 'Crux' Of NG Wage Problem

Concurrently with Papua-New Guinea's New Year labour troubles (see January "PIM"), the Tripartite Mission on Labour Matters in P-NG issued a report which turned out to be a far more sober and sensible document than we are used to getting from hit-and-run experts who visit the Territory.

Members of the Tripartite Mission, as they called themselves, were drawn from Australian employers' organisations, the P-NG and the Australian Department of Labour and National Service;

Members of the mission were:

A. M. Simpson, past-president, Associated Chambers of Manufacturers and Adelaide Chamber of Commerce;

A. L. Blake, treasurer and president of the Australian Council of Employers' Federations;

A. E. Monk, president of the Australian Council of Trade Unions;

W. P. Evans, vice-president of the Australian Council of Trade Unions, general secretary of the Federation of Engine Drivers' and Fire-Engine Association; and

H. A. Bland, secretary to the Department of Labour and National Service.

The mission was accompanied by Mr. B. Wilson, of the Department

of Labour and National Service; Mr. N. Thompson, of the Department of Territories, and Mr. F. D. C. Caterson, chairman of the P-NG Native Employment Board. The mission was in the Territory between September 27 and October 15.

Main Points

Some of the most important points the mission made in its report were:

- Attitudes of mind of the bulk of Europeans in the Territory did not appear to have adjusted to the increasing tempo of change;

- It would be unwise to underestimate the importance of maintaining the morale and confidence of the European entrepreneur, planter and agriculturalist since the speedy development of the Territory is heavily dependent on outside capital;

- Investors must be given some confidence that any investments they make which can be shown to be important to the economic advancement of the Territory shall "not be in peril" (some evidence was found of withdrawal of and deferring of investments);

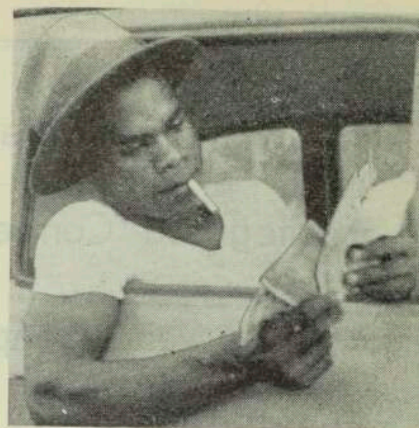
- The whole problem of economic development of the Territory requires urgent examination.

The principal matter that engaged the Board's attention was the emergence of employer and employee organisations, in an industrial relations sense.

Of employers' organisations they had this to say:

It is true that some of the employer organisations became involved in the recent proceeding of the Native Employment Board and ultimately were in a position which bore some resemblance to processes of collective bargaining. . . . However, we detected a sense of frustrated resignation that causes members of these organisations to believe that, in due course, the Administration will, and taking scant heed of what they may think, decide what if any machinery is required for handling industrial relations.

Generally speaking they see themselves as the prospective sacrifices to pressures originating outside the Territory and only occasionally did it appear that individuals felt that they might influence the course of developments and believe possible that a set of circumstances could be fashioned in which there would be a place for Europeans working in co-operative partnership acceptable to the indigenes and the Europeans alike.



One question which members of the mission heard frequently from native workers: Why should native members of the public service be paid more than natives employed elsewhere? The natives, the mission found, were very much interested in more money.

On the employees' side, the mission found to exist, beside the Public Service Association, a Papua and New Guinea Workers' Association, and various welfare organisations. The Workers' Association they found was the only one resembling an embryo trade union.

"Appropriate Unionism"

No objective observer, reports the mission, could conclude that trade unionism in the Australian pattern, would necessarily be appropriate for the Territory. And for numerous reasons that it sets out—one of them being that few P-NG natives have any idea of what trade unionism means—the mission feels that nothing should be done at present to force the growth of trade unionism.

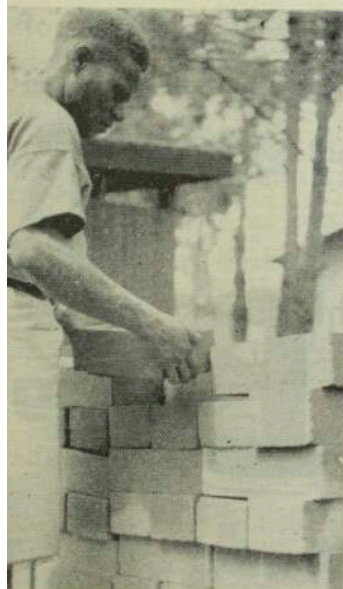
The natives should, instead, be encouraged to develop the sort of institutions that appeal to them, or fit in with their pattern of culture. Nor should Europeans be discouraged from joining these associations as their interest would encourage co-operative participating in the political, social and economic development of the Territory.

The problem that kept recurring most during the mission's investigations in the Territory was a wages policy most appropriate to the Territory.

Crux of Problem

The native workers were mostly on the inquiring end over that—but not just because they couldn't see why a native truck driver should be paid less than a European truck driver; but more often because they couldn't see why a native in the Public Service should be paid so very much more than a native employed somewhere else.

The mission seemed to see the P-NG Public Service as the crux of the wages problem of the Terri-



Papua New Guinea labour mission visited this factory at Goroka during its fact finding tour of the Territory surveying working conditions.



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rs of the mission saw some obstacles
smooth working of a negotiated wage
applies only to workers in the main
What about agricultural workers, such
his native shearer in the Highlands?

and it urged that the whole
structure of the PS be re-
ined from the viewpoint that,
ately, it will be almost entirely
ive Public Service.

e mission believed that all
pers of the PS should be paid
ame salary for the same job,
that ex-patriate employees
d be paid, in addition, com-
atory allowances that would at-
them to the Territory "pend-
ativisation".

e mission seems to see nothing
good in what it mistakenly
the "indentured system".

denture is a term that has
out of use in P-NG since 1945.
es now work under "agree-
", from which all the old penal
s of the indenture system have
dropped to the extent that
the employer must still as-
all his old obligations the em-
can get out of most of his).

reason that the mission did
like contract (or agreement)
t, however, is because it felt
n-over of labour every two
does not make for efficiency
y industry.

with that opinion few could
ee.

he same time, the mission saw
obstacles to the smooth work-
the negotiated wage (i.e., the
week that now applies for
led labour in Lae, Rabaul and
oresby), under present Terri-
circumstances.

Same Old Problem

mission makes the point that
ages policy facing the Terri-
oday is not new—it has been
in other places progressing
is self-government—and the
act to keep in mind is that
in P-NG must be related to
apacity of the Territory to
them.

the present time, the Aus-
taxpayer is subsidising the

Territory—but at some stage the
Territory itself must become
"economically viable in a compet-
itive world".

The mission, in the course of its
report makes numerous observa-
tions—a few of which are based
on a not very extensive knowledge
of the Territory but most of which
are penetrating and shrewd.

One of these concerned the lenient
attitude of Administration labour in-
spectors when confronted with "em-
ployment by native entrepreneurs".

"After all," they say in their re-
port, "if we believe we should en-
sure that there be respect for the
rights of native employees, the
sooner native employers are treated
like European employers the better."

HOLLANDIA WILL TRAIN MORE SEAMEN

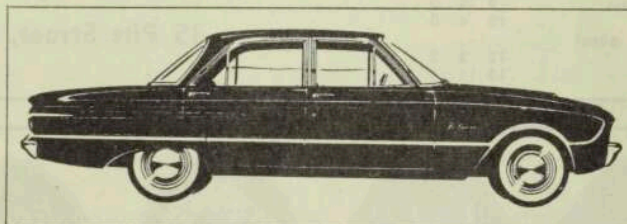
A second group of 12 P-NG natives
will train at the Hollandia Nautical
School in 1961 under an arrange-
ment between NNG and P-NG.
Their training will begin in April
and take ten months.

The school conducts a course for
trainee seamen and marine engine
operators. The training is mainly
practical.

The first P-NG students to do the
course were sent to Hollandia last
year, and completed it at the end
of the year.

They have just joined the crews
of P-NG coastal ships.

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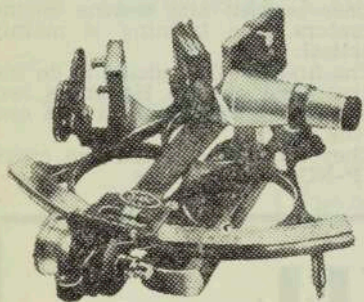
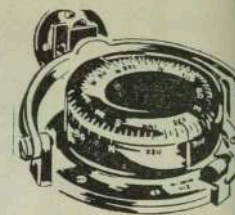
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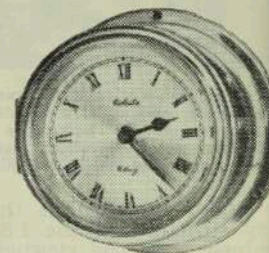


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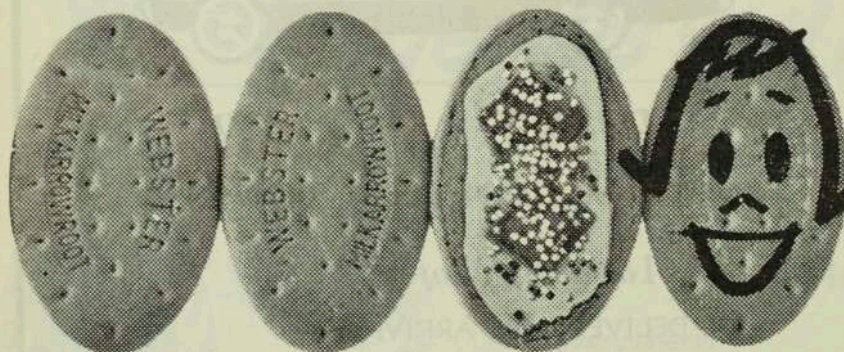


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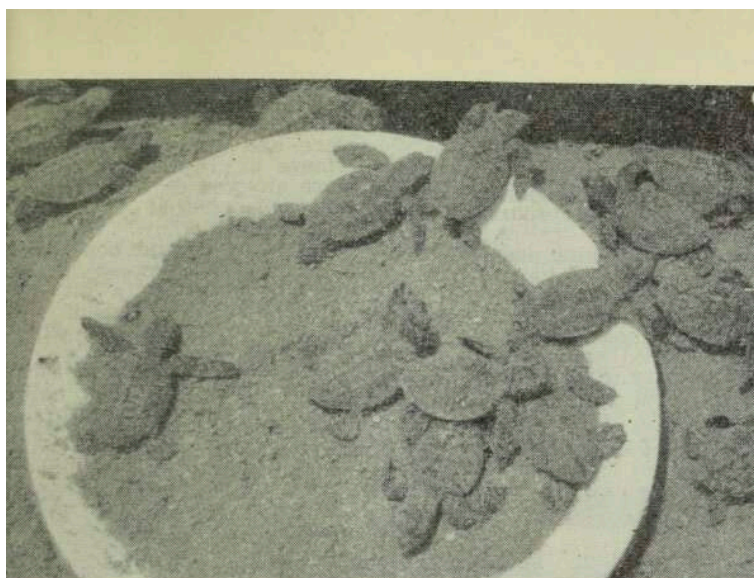
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Recent visitors to Sydney were these baby turtles from Manus Island, New Guinea, that arrived in the care of Captain Bill Wilding of the "Bulolo". Captain Wilding always carries some form of fauna to zoos and sanctuaries when his ship goes south.

Photo: M. R. Hayes

Sydneysider

At Home Base

Got To Be In It To Win It

Like Asian flu, the newspaper competition is likely to break at any time in epidemic form. Right now Sydney readers the four dailies may win something from a modest £5,000 to a more satisfying £55,000 for winning TV shows or filling in the simple-seeming crossword puzzle.

Treasurewords, the brainchild of newspaper opponents John Fairfax & Sons Pty. Ltd. and Consolidated Press (an unholy union if you like), offers £55,000 1/-, a coupon and the solution to a set of X-word puzzles. To be outdone, the independent "Mirror" offers £30,000 the correct solution to crossword puzzles.

The "Sun" has had a £5,000 competition about something or other, and the "Daily Telegraph" has a £10,000 "Telechoice" test. A list of 30 TV shows offered and the customer has named the top 10 in order of popularity.

Only four of the shows are from ABC National station, the other two from the two commercial stations in which the newspapers have heavy investments.

It would be quite interesting, therefore, and a horrid waste of £5,000, if one of the ABC shows were top of the poll. (Not that likely, popular taste being what it is).

The order of the popularity will be worked out by electronic computer. My, my, wonders of this scientific

LIFE WITH THE OTHER HALF

There is a grey carpet in the foyer, patterned with strange devices. To the left is the expresso coffee bar. The patrons sit in tiers of chairs behind men steadily figuring at small desks. Beyond stretches 65 feet or so of polished wood floor, 120 feet wide. At the end of this huge air-conditioned hall is a battery of strange, many-horned objects, twisting and turning like a giant milking machine in convulsions. And above everything else is the continuous clatter of hard rubber hitting on hard wood.

WHAT is it? A ten-pin bowling alley, of course. Old stuff in America but not a year old in Australia.

Australians are such suckers for sport in any form it might have been taken as read that this new one would have taken on, but the success of the first venture has confounded alike the optimists and the few critics who condemned it as Yankee nonsense; who said Australians wouldn't go for that indoor stuff; or contemptuously wrote the game off as "skittles—only more expensive".

Australia's first 10-pin bowling alley was built at Hurstville, a prosperous densely-populated middle-class suburb on the city's south side.

It was completed in 1960 and has been open for business, 9 a.m. to midnight, seven days a week ever since.

At popular periods—such as Saturday night or Sunday mornings—those addicts who know the drill make their bookings long in advance, or have a permanent booking. Even so, there is often a two or three hour wait for a lane.

Australia came late to the bowling alley business and thus inherited all the refinements—including the air-conditioning, the soft grey carpet patterned with bowling pins and spots of expresso coffee and ice-cream; the electronic devices that set up the pins and return your bowls to you down a subterranean channel.

But, according to the small booklet that you can buy for 6d at the counter, it was not always so and the Americans did some hard pioneering in the past.

It's Grown Up And Respectable

Up to the 1930's, 10-pin bowling was considered not quite respectable and was usually confined to men addicts, bowling in some old basement. In the '30's, due to "some far-sighted manufacturers" and the efforts of a few pioneer females, the game took on the aura of a family sport.

Specially constructed buildings began to appear on suburban lots, furnished in much the same way

as today's bowling alley, but without the automation.

In those days the motive power was supplied by pinboys, who worked in the pits behind the pins, and set them up for the customers. But after Pearl Harbour, the supply of pinboys ran out almost overnight, and 10-pin bowling took the count for the duration.

Pinboys were slow to return to the industry after the end of the war and it was not until 1952 that there was a major breakthrough—with the invention of the Automatic Pinspotter by the American Machine & Foundry Co. The day of the pin-boy was over for good; and for the

investors in 10-pin alleys, joy was unconfined.

It is this same revolutionary machinery that is now installed in Australian bowling alleys and with it, 10-pin bowling becomes the most automatic, effortless sport in this life.

There is no walking about or use-less effort. All you have to do is stand there and hurl large, heavy balls (10 to 16 lb in weight according to your choice) down 62 ft 10½ in. of polished wood, 41 in. wide "lane", and try to knock over the 10 pins arranged triangle fashion at the end of it.

The automatic machine which

comes down from above like a fairy in the pantomime, will set up the pins for you in the place, and after your first bowl remove all the pins and then place any you did not skittle in exact places that your first bowl left them.

After the second bowl, an automatic gate will sweep all the maiming pins into a pit behind and that is the end of the first of the 10 "frames" for which you paid your five bob.

While the machine is setting the next ten pins, your ball is turning to you underneath the first and pops up on a rack beside just as you are ready to commence on your second "frame".

Now you begin to see why it's game suited equally to grandmothers and tiny tots.

Happy Players

Make Happy Shareholders

How long will the craze last? O Australians have taken up a sport they never entirely abandon although the boom period may pass.

One of the sights of Sydney was flying over it at night was the pattern of illuminated night-ten courts. People still play night ten but not in so many numbers as the boom years immediately after the war.

Sport has now gone indoors night—to squash courts, many which have been established in movie theatres that received a *coup de grace* from television; late hotel closing; and, as we have seen, to 10-pin bowling.

Whatever happens to this sort of bowling in the future, the current period is sure to last long enough to return shareholders their original investment and handsome profits on the side.

It is a better proposition than other post-war amusement impositions from the US—the drive-in theatre which has suffered along with more orthodox movie theatres.

The Hurstville alley cost at £55,000 to set up, a part for the automatic machinery. The machinery belongs to the parent American company which receives a percentage rake-off from the money the patron pays.

A second bowling alley went into operation in Sydney recently; there is one in Melbourne near completion, and there are more planned or in course of construction—to the delight of enthusiasts.

A Five Nights

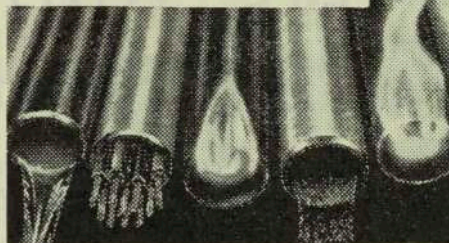
A Weeker

One such told me one recent Sunday night that he plays on an average five nights per week on Sunday mornings, and that there are hundreds like him.

He looked the average, dehydrated type of Australian who could

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Stahl Salum In The News

Stahl Salum, of the Madang District, New Guinea, was in the news twice in January. Once because he was one of the chief witnesses in the case against former P-NG Co-operative member, B. L. Cooper, who was charged with sedition and arrested in the Port Moresby Supreme Court. And twice because he was appointed to the Copra Marketing Board, the first native to receive such an appointment.

When he is not hitting the lines, Stahl Salum manages one of the largest native stations in NG. It was set up pre-war by his father, who was a Paramount Chief.

of the patrons belong to the 40 brigade, with a high reputation in their teens. It's a well-kept crowd, sitting watching the game or taking their turn at the table. There is no skylarking—the thing. And no screams—there's a nursery for

our five-times-a-week-once-a-day friend who put me right on the question that apparently is on every mug onlooker: "What get out of it?"

first thing that strikes most is still with that old side-show of skittles as an image at the back of the mind—is that it is silly to pay 5/- for the privilege of trying to knock down 10 pins and yet get nothing if you should succeed in it.

"said our friend, licking an ice-cream after an hour-long game with our friends, "thousands of people pay money to play on a golf course and they don't win a prize. Ten-pin bowling's different. You can play on your own, trying to better your last score. Or you can bring along a crowd of friends. It's more fun with

ing by the fun the friends are having—in a very quiet way. It's fun goes these days—I say he was dead right.

screening in England of a film about Norfolk Island brought numbers of enquiries from people interested in settling in Norfolk. The film was made by a TV team last year.

Netherlands "Wants To Keep The Open Door"

The Netherlands Minister of Foreign Affairs, Dr. J. M. Luns, said in January that the Netherlands was always willing to subject its policy in Netherlands New Guinea "to the continual scrutiny and judgment of the United Nations".

Dr. Luns was speaking in Parliament on the subject of the Netherlands' relations with Indonesia.

He said the severing of diplomatic relations by Indonesia in 1960 made it clear that Indonesia didn't want to keep the way open for better relations with the Netherlands. How-

ever the Netherlands Government had always kept the door opened for better relations with Indonesia.

Meanwhile in NNG, elections are progressing for the Territory's first council, which will begin operating in April. Early figures show an attendance of 69 per cent. of eligible voters.

The commander of French naval forces in the Pacific, Rear-Admiral Martinet, visited Canberra in late January, on his first visit since he assumed command. He held discussions with members of the Australian Naval Board and other senior officers. His visit coincided with the arrival of the French frigate *Francis Garnier*, which spent three weeks in Sydney undergoing a refit.

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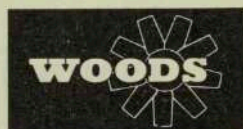
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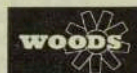
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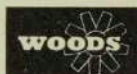


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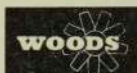
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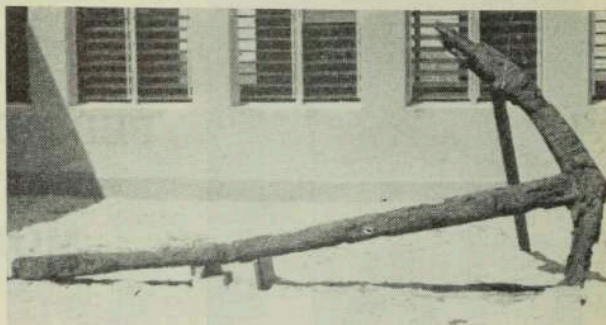


Cuts labour costs.

Captain Peter Dillon the first man to discover the fate of
La Perouse? Some doubts are raised in this article.

THE MYSTERY OF THE CROSS OF ST. LOUIS

By R. A. LANGDON



PETER the French navigator La Perouse sailed from Botany Bay in his ships *Boussole* and *Astro-* in March, 1788, no white man saw him again; and nearly 40 years passed before the mystery of his disappearance was solved.

Irish seaman, Capt. Peter Dillon, has always been given the credit for being the first to learn the fate of La Perouse's ships. He was at Vanikoro. There is evidence to suggest that he was beaten to it. While doing some research on La Perouse recently I came across a map which suggests that Dillon

may have been anticipated by the captain of an English whaler.

The item, reprinted from a French paper called *Constitutionnel*, was published in the *Asiatic Journal* for October, 1825. This was eight months before Dillon collected his first relics of the La Perouse expedition.

The item reads:—

"Admiral Manby, of the English Royal Navy, has recently arrived in Paris with the news, which is strongly supported by presumptive evidence, that the place where the intrepid Peyrouse with his brave

Many relics from La Perouse's "Astrolabe" are now in Vila, New Hebrides, from where recent expeditions have set out on successful searches. Above is an anchor, at left lead ballast, a cannon-ball and a piece of timber, all of which were presented to the Vila Cultural Centre last year. A contingent of Australian Army Sappers was present during the presentation ceremony. Photos: Reece Discombe

crew perished 40 years back is now known.

"An English whale ship has discovered a long and low island surrounded with innumerable rocks between New Caledonia and New Guinea, at nearly equal distance from those islands.

"When the inhabitants came on board, they perceived that one of the chiefs had, as an ornament, a Cross of St. Louis hanging from his ear.

"Other natives had swords upon which was marked the word Paris, and some medals of Louis XVI were seen in other hands.

"When they were asked how they became possessed of those articles, one of their chiefs, of about 50 years of age, answered that when he was a boy, a large vessel was wrecked in a violent tempest upon a coral reef, and that all the men that were in her perished.

"The sea cast upon the shore of their island several chests in which was found the Cross of St. Louis, along with many other things."

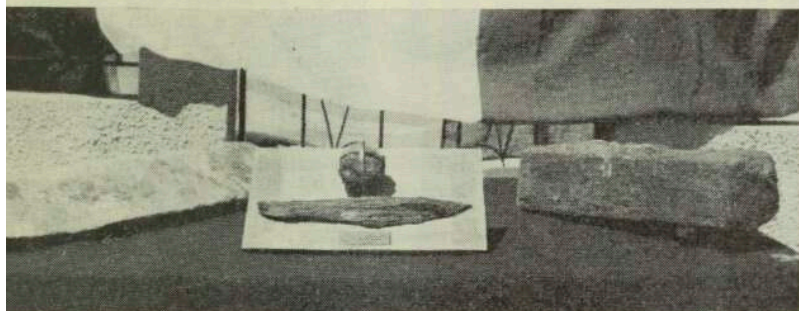
The *Asiatic Journal* went on to say that during a voyage around the world which Admiral Manby had made, he had seen several medals of the same sort which La Perouse had distributed among the natives of California.

It All Fits In

The article added that the Cross of St. Louis was then on its way to Europe and was to be "placed in the hands of Admiral Manby".

Regarding this item, it is interesting to note that:

- The location of the island—about half-way between New Cale-





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donia and New Guinea—fits that of Vanikoro fairly accurately.

- The description of the island as "long and low" and "surrounded with innumerable rocks" accords roughly with that of Vanikoro.

- The articles which the people in the whale ship saw were similar to those that Capt. Dillon and others afterwards discovered.

- The chief's story of the fate of the European ship tallies closely with that told to Capt. Dillon.

Other evidence that Dillon may have been anticipated is contained in Dillon's own *Narrative . . . to ascertain the actual fate of La Perouse's Expedition*, published in London in 1829.

Dillon first stumbled on relics of La Perouse when he visited the island of Tikopia in May, 1826.

He had been prompted to call at that island out of curiosity to see if two seamen—a Lascar called John and a Prussian called Martin Bushart—were still living there (Dillon had landed them there in 1813 after an affray in Fiji).

While at Tikopia, Dillon obtained from the natives a sword guard and other articles of European origin which he suspected might have belonged to the La Perouse expedition.

Bushart told him that the natives had got the articles from the nearby island of Vanikoro.

Bushart also said (and this is the point) that about 20 months previously, a whaler had whaled near Tikopia for a month before sailing to England, and that a second whaler had come about 10 months previously.

In the case of the first whaler Bushart said that he "went on board and remained with her until she sailed for England".

And in the case of the second, Bushart said that he went on board and remained about 20 minutes, when she set sail and stood to the westward"—i.e., in the direction of Vanikoro.

After learning other details Dillon sailed to Vanikoro to investigate Bushart's story further. But he was becalmed off that island for several days, and he sailed to Caletta without learning anything more.

Dillon Rewarded

In September, 1827, however, Dillon returned to Vanikoro in a specially-chartered ship, and there collected a great number of relics and sufficient information to put the question of La Perouse's fate beyond doubt.

In Paris a year or so later, he was handsomely rewarded by the French Government for his discoveries and was made a Chevalier of the Legion of Honor.

Meanwhile, what had happened to the Cross of St. Louis that was supposed to be on its way to Europe for Admiral Manby? Did it ever reach him, and did he learn anything further about its discovery?

The Family Joins The Navy

Australian naval ships in January began holding a series "Family Days" as part of their celebrations for their 50th anniversary; 1961 is anniversary year. Families of naval men are being invited aboard destroyers, frigates and the aircraft carrier HMAS "Melbourne" to see the ships go through their "paces" at sea. The "paces" include upon demonstrations, high-speed transfers at sea, diving displays, and exhibition flying from the carrier.

story, unfortunately, seems to be silent on those points. The only other information I have been able to gather about Admiral Manby's statement is in Capt. Mont d'Urville's *Voyage de la Corvette Astrolabe*, which was published in Paris in 1830. d'Urville, who visited Vanikoro after Dillon and collected her relics of La Perouse, was in the process of preparing for a voyage to the Pacific when Admiral Manby's statement was published in the French newspapers.

d'Urville's Instructions

d'Urville had been specifically instructed, among other things, to ascertain the fate of La Perouse, he wrote to Manby asking if he could call and see him—in the hope of learning further details of the whaler's discovery. Manby was out of town when d'Urville's letter arrived, and when he eventually got it, he replied that he knew nothing more than what he had already stated, there was no point in d'Urville coming to see him. d'Urville was rather put out by the reply, and he concluded angrily that Manby's story was just a cock-and-bull yarn. d'Urville seems scarcely to have been justified in jumping to that conclusion. Manby, an Admiral, would hardly have been the sort of person who would have given a story to the newspapers that he did not believe to be true. It is probably too much to hope that this late stage that any papers ever come to light that will shed some light on Manby's serious statement. But you never know. They ever do, it could well be that Capt. Dillon will be deprived of the honour of being the first to find the fate of La Perouse. It is even more fascinating possibility is that the papers might reveal at long last, what happened to La Perouse's men who were not

drowned or killed by the natives at Vanikoro.

When Dillon visited Vanikoro, he learned that the survivors of one of La Perouse's ships (there were no survivors from the other) had built a two-masted ship from the wreckage of their vessel, in which they sailed away.

This vessel was never seen again, and its fate has not been elucidated to this day.

In all probability it was wrecked on some other island in the then uncharted seas around Vanikoro; and it might have been from that island that Admiral Manby's whaler got his Cross of St. Louis.

Anyway, there is little doubt that there was at least one Cross of St. Louis in La Perouse's ships, as La Perouse, himself, was made a

Chevalier of St. Louis on May 24, 1777.

As for Admiral Manby, the *Dictionary of National Biography* says that he was born about 1766 and died in 1834.

He sailed to the Pacific with Capt. Vancouver in 1790 and finished the voyage as an acting lieutenant. (This accounts for his statement that he had seen several Louis XVI medals which La Perouse distributed in California).

After a voyage to the Arctic in 1808, Manby's health broke and he lived the rest of his life in Norfolk.

He was promoted to the rank of Rear-Admiral on May 27, 1825—i.e., shortly before the visit to Paris described in the *Asiatic Journal* article.



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Home Town Remembers Harold Gatty

By a Staff Writer

The townspeople of the late Harold Gatty's Australian birthplace are erecting a monument to the man "who contributed so much to the safety of aerial travel, yet has not received due recognition in his own country".

(Advertisement)

A Beauty Hint

Give your skin a delightful bloom to last through the harshness of summer. It's the simple trick, for a tired skin, damp a cloth in the cold water from your frig. and smooth it over your face and neck or better still cool your bottle of lemon delph and use this. Feel the skin relish the toning, and the lemon delph refining action. Now to nourish and to hold the bloom, smooth on your oil of ulan and keep it there always under your make-up to protect against the weather and to give the skin that dewy look.

..... Margaret Merril.

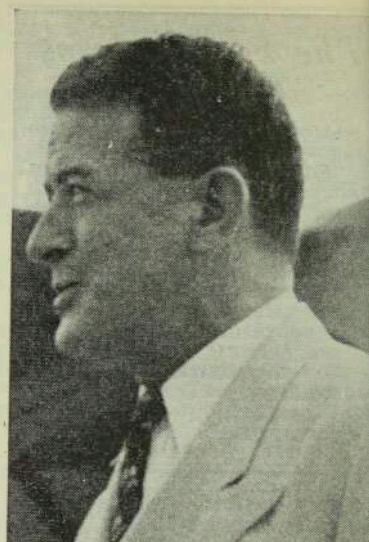
THE monument is being erected in Campbell Town, Tasmania, and takes the form of a 20 ft steel column on which is a globe showing the route he and Wiley Post took in the first flight around the world. On the top of the globe is a replica of their aircraft, *Winnie Mae*.

The memorial itself has been completed, and it will shortly be erected on a grassy site, close to the main Hobart-Launceston road, and within a few hundred yards of where Gatty was born in 1903.

Gatty died in Fiji in August, 1957.

The committee handling the memorial fund hopes also to establish a Harold Gatty scholarship for children of the district.

The idea of the memorial was initiated by a Hobart estate agent, Mr. Gordon Cashmore. During his flying training under the Empire Training Scheme in World War II, Mr. Cashmore visited the U.S. and was amazed at hearing of the great contribution Harold Gatty had made to air navigation, and of learning



The late Harold Gatty (above) will be remembered in his home town, Campbell Town, Tasmania, with a monument comprising an aircraft and globe on the top of a 20 ft steel column. The detail of the globe and base of the monument is reproduced at right.

of the high esteem in which he was held by Americans.

Cambell Town Moves

Following Gatty's death, Mr. Cashmore wrote to a Tasmanian newspaper, enclosing a donation suggesting that a fund be opened at Campbell Town to honour Gatty.

The idea was taken up by the Campbell Town Council, and with the assistance of Mr. Cashmore and Mr. Angus Wilson a fund was opened which soon raised £200. The Government gave a further grant of £200.

The Hobart Technical College undertook to design and construct the memorial free except for the cost of materials.

They recently finished it and handed it over to the memorial committee in Campbell Town, which consists of the Warden and Councillors and Messrs. Cashmore and Wilson.

The globe is eight feet in diameter and built of copper tubing arranged in longitude and latitude lines. The land masses are cut out of copper sheet and attached to the tubes.

The model of the *Winnie Mae* supporting the globe is three feet long and built of timber, fibre glass and resin.

Scholarship Plan

Campbell Town Council Clerk, Mr. K. J. Worsley, told *PIM* in January that the cost of the work to date had been £206, and that a local contractor had agreed to erect the memorial free on a small triangular block overlooking the school grounds. He said he understood that the school children would maintain it.

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Tonga Now The "Most Advanced Country In The World"

For the residents of Tonga, 1961 will be just 40 minutes shorter than last year.

Clocks were advanced by that amount at midnight on December 31 and Tonga now takes precedence over New Zealand's Chatham Islands as the most advanced country in the world—in terms of standard time.

The Chathams are 12 hours and 45 minutes ahead of Greenwich Mean Time. Tonga is now 13 hours ahead.

The change to an even hour is in conformity with world-wide trends, though many countries still adopt a half-hour standard.

It is not clear why Tonga has chosen to adopt the standard of 13 hours rather than 12 hours, as the latter conforms much more closely with her true longitude time.

The 180th meridian lies about 270 miles to the west of Nukualofa while the 165th meridian of West longitude lies about 580 miles to the east.

But having adopted standard time for 165 degrees West longitude, Tonga should correctly be on Western date, the same as Samoa—that is, a day behind neighbouring Fiji.

To make such a change would have meant having two December 1st's and that would possibly involve certain legal problems.

The time change will mainly be of interest in the field of international communications.

It will also reduce the possibility of the *Fiji Times* remaining the first newspaper to be published in the world each day, if as seems probable, Tonga one day has a real daily newspaper in place of its present typed news-sheet.

The possibility of the Chathams having such a newspaper seems light indeed.—JPS.

with the idea of making it a park.

Mr. Worsley added:

It is hoped that with the balance of the money a yearly scholarship will be endowed with which it will be able to perpetually honour the name of Harold Gatty.

The fund is still open and any other contributions received will be devoted towards fencing and improving the general surroundings of the area, to make it really worthy of the memory of a man who contributed so much for the safety of air travel but has yet not received due recognition in his own country.

That the Campbell Town people are to say about the prophet who has no honour in his own country is of course true. Campbell Town's memorial is a much needed tribute. The general Australian public has heard of Harold Gatty, and few of us know of his career.

Wiley Post Flight

The achievement which first won world fame was his flight with Wiley Post in 1931. Gatty was Post's navigator when the two flew from New York to New York in the then phenomenal time of eight days. The two wrote a book, *Around the World in Eight Days*.

Gatty served for a period in the Air Corps and later worked for American Airways in the South Pacific where he secured for PAA the right to place a trans-Pacific air-boat terminal in Auckland.

In World War II he served in both the U.S. and Australian air forces and gained a Distinguished Flying Cross.

In this period he gave play to one of his ruling passions—the art of navigation—and produced the *Raft Book*, as a guide to the many ways in which an ordinary person lost at sea might navigate to safety and sustain life. The U.S. Government bought tens of thousands of copies for distribution among servicemen. Because of wartime printing difficulties, Gatty set up his own printing house.

He and his wife made their home in Fiji after the war, where Gatty formed a company to introduce the tuna canning industry to the South Pacific. It failed.

In 1951, he established Fiji Airways, which was a wonderful success. Upon his death it was bought by Qantas, and it is now an important British flag carrier, which has just begun international operations in that area. It is owned by three Governments.

After his death another of his books was published, *Nature Is Your Guide*.

The publisher of PIM, Mr. R. W. Robson, in writing an obituary of Gatty in 1957, said, "He was a brilliant, pig headed, lovable, argumentative, hospitable man, whom it was a delight to know."

"His mind at 50 was like that of an eager youth of 20. He may have died at a early age, but no one could ever say that he lived in vain".

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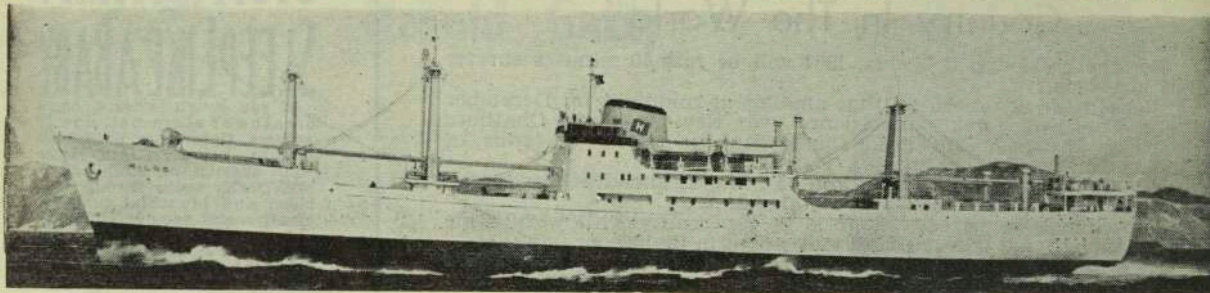
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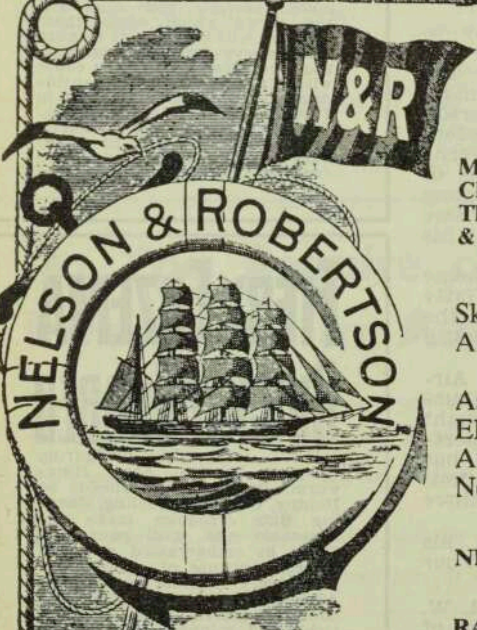


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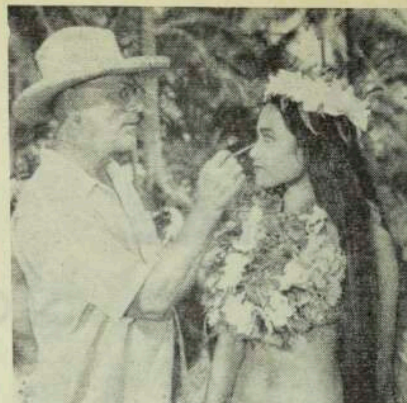
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MGM make-up man Keester Sweeney in Papeete in January, prepares leading lady Tarita, 19, for the cameras. Tarita plays the part of Fletcher Christian's vahine—Christian in the film being Marlon Brando. In the photo at left, Tarita is the one in the bikini. How bikinis fit in with Marlon's fancy period-dress we don't know, although the fans probably won't care.

Life On A Desert Isle —Paris Style

Tahiti News Round-up from Beryl Sawyer.

How well could an average man, city bred and reared, react to the comforts of modern city life, to a solitary existence on a tropical desert island?

JACQUES ANTOINE and Robert Lamine, founders of France's top "gimmick" radio station, Radio Number One, are in Tahiti and out. At last they selected an uninhabited island in the Tetiaroa group. At a moment's notice, with a trunk of luggage, but no food, to live for 30 days the life of Robinson Crusoe on a deserted tropical island in French Polynesia with only a few for companionship. The winner, Jacques Talleric, 36,

arrived at Papeete-Faaa airport on January 18 looking much the same as any other Frenchman after the long flight from Paris. He had on a crumpled sports jacket and slacks, soft felt hat, plus an air of resigned weariness.

He watched the rain pouring down on the asphalt outside, and lit another cigarette from the butt of the first.

His two well-travelled suitcases contained, not the usual tourist camera equipment and natty sports clothes, but a selection of fish hooks, fishing lines, a rifle, miscellaneous tools and a bundle of worn clothes and sneakers.

As "an average city dwelling Frenchman of average means" Talleric is employed by the Lesieur oil factory.

Unattached, tired of the humdrum of crowded city living, this product of modern society armed with only tools enough to construct a basic shelter, and fishing equipment which should supply his daily sustenance, is at present living alone with a two-year-old dog Kazan on his remote desert island.

His only contact with civilisation is a radio transmitter, with which he sends daily reports on his experiences to Paris.

How will a modern Robinson Crusoe react to a solitary existence of primitive peace on a tropical desert island—especially during the rainy season?

I'll keep you posted in next month's PIM!

A TAHITIAN fisherman, Roland, and his vahine, Celine, from the island of Tikehau, set off one day at dawn for a four-hour fishing trip aboard their tiny 15 hp out-board engined skiff.

Toward mid-day, they were struck by a rainstorm, the seas roughened and all sight of land was lost.

Their sole food supplies consisted of a can of *puna puatoro* (corned beef), a can of meat paste, and eight *firi-firi*—twisted fried dough cakes. On board also was a gallon of fresh water in a metal drum, an axe, a knife, a fish spear and a bowl.

At dusk, they cut the engine to conserve fuel, and decided to drift in the hope of seeing land by dawn. But the rain and rough seas continued and they were hopelessly lost. Food and drinking water were rationed. (Over)

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R. M. L. Gladney Retires

Mr. R. M. L. Gladney, known to thousands of American servicemen who served at, or passed through, Penrhyn atoll during the war years, and also later to similar servicemen and to thousands of TEAL Coral Route passengers passing through Mutaki, has retired from Cook Islands government service.

He was Resident Agent at the above islands.

Mr. Gladney, a Canadian, first came to the Cooks in 1933 and was carried into a prominent Cook Islands family.

He served first with the Agricultural Department and in recent years has been Secretary to the Health Department. A very keen fisherman, Mr. Gladney has amply demonstrated that the Cook Islands have a great sport potential in the game-fishing sphere.

Due to poor health, Mr. Gladney has now decided to live in New Zealand.

The food supply lasted six days and water ran out on the eighth so they began to drink small quantities of sea water, which only eased their thirst.

On the 13th day, Roland speared fish which they ate for three days but they became too weak to catch other fish.

On their 24th day at sea, depleted and emaciated, they were washed upon the shore of Scilly, where they were found by copra plantation workers.

After four weeks in Scilly, the schooner *Vaitere* arrived with a load of giant turtles en route to Papeete. Safely in Papeete, they are awaiting transport back to Papeete.

Their estimated drift during 24 days at sea—400 miles. The Pacific does not always merit its name.

GODEFROY DE NOAILLAT, Director of the French Government tourist office in Papeete, announces that permission has been granted for the sale and construction of the Royal Tahitian Hotel on the black sand beach at Papeete, about three miles east of Papeete.

Financed largely by American money—Adolph Rempp of "Adolph's Travelizer"—the hotel will be managed by Luigi Rigler, also an American.

Plans for a complete face-lift of the hotel include the construction of modern Polynesian style bungalows and comfortable rooms.

Plans also approved this month include the construction, by a Franco-American corporation headed by Bob Frazier, of a 30-bungalow hotel situated five miles east of Papeete, at Marau Beach, near Lafayette.

Construction by the same group of the Hotel Bora Bora at Nunue, four miles from the village of Vaitape on Bora Bora, will be completed by June 15.

Eighteen units, a bar-restaurant, pier and yacht anchorage will be available at rates from \$26-\$30 per day single (American plan, with meals) and \$36-\$40 per day double. The hotel will be serviced by a weekly Réseau Aérien Interinsulaire flying-boat from Papeete-Faaa.

Newly opened at Taravao, 30 miles

east of Papeete in January, a 12-bungalow hotel adjoining the deluxe restaurant Faretea, financed by a French-owned travel agency, Tahiti Tours.

This beachside hotel is the first in the Peninsula area and will open up to tourists an unspoiled wilderness of unexcelled beauty, with waterfalls, mountain streams and black sand beaches.

TRANSPORTATION to the outer islands of French Polynesia is normally made by trading schooner. It's a far cry from the comfort and service expected by a majority of American tourists to the islands.

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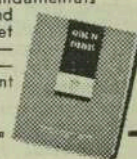
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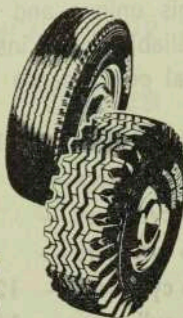
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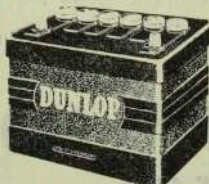
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A First Hand Look

These three young Australians made a thorough investigation of TEAL routes in the South Pacific before they established themselves as the airline's information counsellors in Sydney's new Chevron-Hilton Hotel. The photograph was taken at Papeete's new airport at Faaa. The travel advisors are Freda Tisbury (left), Mary Heien and (hiding her light behind Miss Heien) Miss Jane Brailey.

of living in Tahiti, plus an upset in Tahitian economy, is directly due to the MGM "invasion" of Tahiti since last November.

During the 14-16 week filming schedule, some 4,000 Tahitians will have been employed in set construction, as extras, drivers, dancers and musicians.

Just a Million!

The MGM budget for filming in Tahiti, Bora Bora and Moorea is set at \$1 million.

No action has as yet been taken against Frank Fay although French law could possibly charge him on two counts—defacing the public highways and promoting publicity in a foreign language.

A French decree insists that all publicity in French territories be in French language with, if necessary a translation underneath in smaller lettering.

One evidence of a current boom in spending in Papeete: Tahitian boys and girls proudly riding their brand new scooters and motor-bicycles through the crowded streets of downtown Papeete.

(Advertisement)

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The secret of smoothing out wrinkles is to simply saturate the skin with moist oil. Smoothe it on layer upon layer. You will be amazed how much the skin will absorb until the furrows are swelled out with moisture. Have this saturation treatment once or twice a week and make sure you use this oil under your make-up every day. This will enable the moist oil of ulan to protect against further wrinkle dryness besides eradicating any damage already done. Your cosmetic counter will have oil of ulan.

... Margaret Merrill.

of discomforts which are as the trademark of the South trading vessel as her frayed rusty chainplates, and freely malodorous cargo.

in an effort to provide a treat under the best possible conditions, the French flying-boat RAI announced in January a two-day flight to the atoll of Tangiroa, Tuamotu Islands, and the four-engined, twin-deck flying-boat *Frigate Bird* which was formerly owned by Sir Gordon.

Nobody Interested

excursion was planned to include a native feast, fishing party, unlimited music and entertain-



of the golden sands of Tahiti, but the golden sands of Fiji. Tahiti has no light on South Pacific beaches. Rob took this at Korolevu in December.

ment for an inclusive price of 8,500 francs—about £42/10/-.

But the tourist response was slight, in spite of hotels being jammed with visitors from the United States, Australia and New Zealand. So it was cancelled.

Tourists to Tahiti come generally from a high income bracket, so it was not a question of cost.

Could it be that once installed in a hotel, with U-Drive car at their disposal and most—if not all—the comforts of home, that they have neither the courage nor the initiative to explore further afield?

At last, Marlon Brando's leading lady has been selected jointly by *Mutiny On the Bounty* director Sir Carol Reed and producer Aaron Rosenberg.

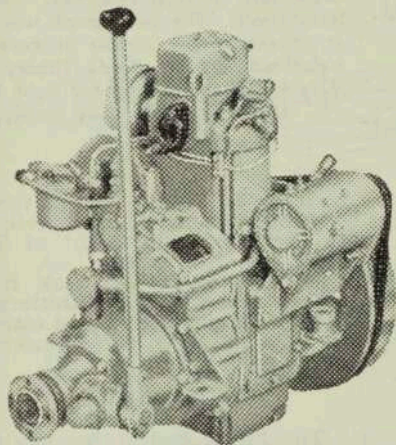
She is Tarita Teriitaita, 19, a dancer from Bora Bora and a member of the film's 72-women dance team.

Tarita, a pure-blooded Tahitian, has been awarded a seven-year Hollywood contract and is undergoing intensive coaching for her part as Maimiti—Fletcher Christian's vahine.

MGM is, of course, very much in evidence at Tahiti now, and Frank Fay, a local artist and potter has confessed himself solely responsible for painting signs in the streets of Papeete, *MGM Go Home!*

Fay, a French national born in France of American parentage, claims that an increase in the cost

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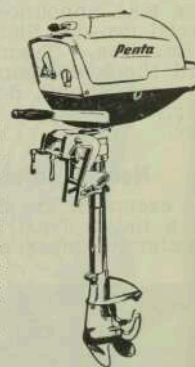
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Mr. Noel Maloney.

WANTS TO BUILD HOTELS IN MORESBY

By a Staff Reporter

An ambitious plan to tap the untapped tourist potential of Port Moresby with a chain of motels and drive-yourself cars is being inaugurated by Mr. Noel Maloney, manager of the newly formed Port Moresby Tourist and Travel Association who is spending some time in Australia.

There are no motels at the moment, but Mr. Maloney said in Sydney in January that one motel organisation in Australia had expressed interest in the Territory.

The plan is for tourists to be flown to the Territory by Ansett-Tasmania or TAA, stay overnight at a hotel in Port Moresby, then set out in drive-yourself cars to cover the Territory and scenery round about. From there the tourists could fly to Lae, stay at another motel and hire a drive-yourself car for the trip to Bulolo. Or else set out from Lae for Goroka, staying overnight at a motel at Kainantu, then later on to Mount Hagen, and on to Goroka.

After they could leave the hire car and fly back to Moresby or on to Rabaul, and arrange for trips.

Winter Travel

The season for this travel scheme will extend over Australia's colder months, May to November, said Mr. Maloney.

The whole plan would be offered to tourists as a "package deal" with air travel, hire car and motel accommodation included.

He said the motels would have to be modern, two room or four room, air conditioned, with refrigerators and hot water jugs and glasses.

Each suite should have a servant. Mr. Maloney said cost of the publicity which would be required to get the tourists moving north could be met by "everyone who benefits". This included the motel operators, the Administration, business people and primary producers. Anyone in business in the Territory would benefit from an influx of tourists, he said.

In five or six years a properly organised tourist industry in the Territory could make that area a mecca for tourists from Australia.

At present the man in the street in Australia was extremely ignorant of what kind of country the Territory was. Day-to-day newspaper reports did not put it into perspective.

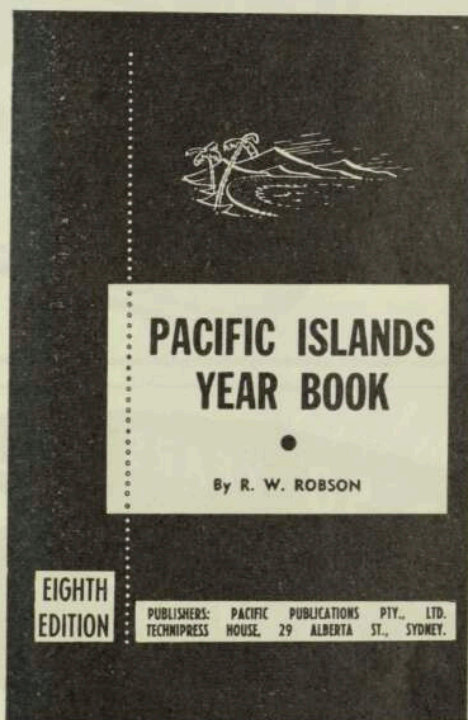
Mr. Maloney said that something that would appeal to the average tourist was the fact that two or more people could share the cost of hiring a car or staying at a motel.

Wide Interests

Mr. Maloney himself has been in the Territory since 1948, when he started business as a customs and shipping agent on his deferred pay of £250 from the RAAF.

He later began coastal trading with a boat, was the Territory's first licensed auctioneer, and then started some trade stores.

In 1957 he opened Maloney's Building in one of Port Moresby's main streets, and these days he also has interests in real estate.



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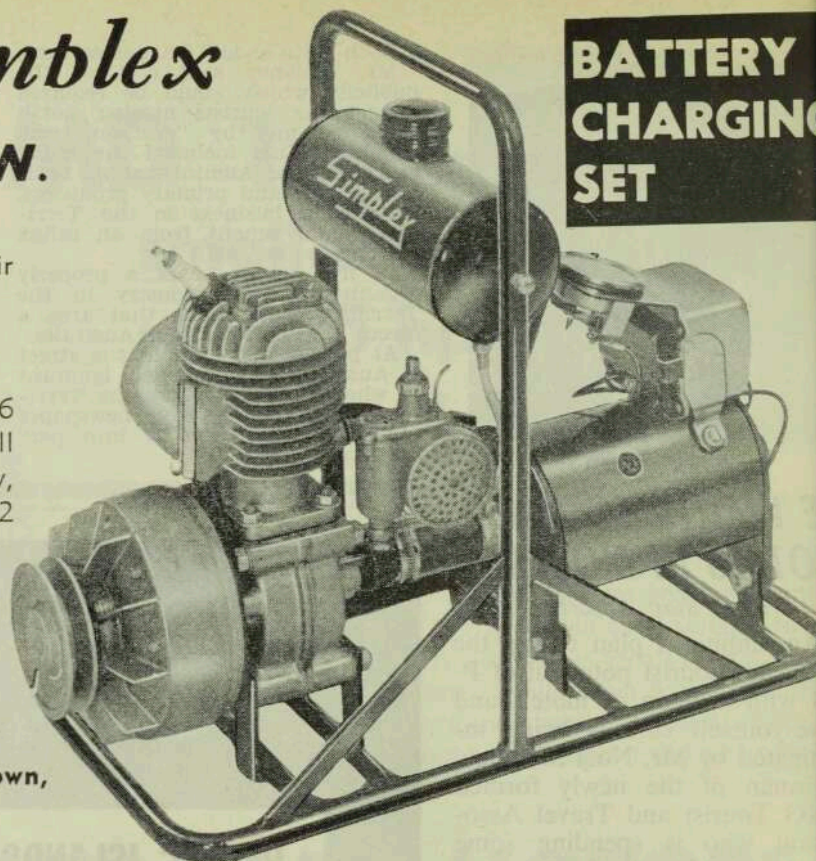
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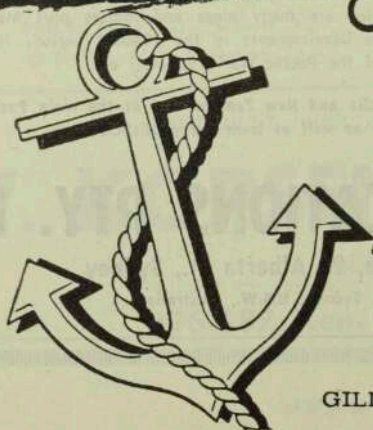
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THAT MAN AND HIS ISLAND

Mr. Tom Neale, of Rarotonga, and in January that you just didn't get away from it all.

From J. P. Shortall, in Auckland

Tom made the headlines because he happened to be lonehanding it on Suvarrow atoll, Northern Cooks, since the mother-of-pearl diving team was withdrawn in November.

According to the world Press Union, Tom—no surname was a "because he wished to remain anonymous"—was found wandering naked round "Stravenof Island", 600 miles east of Samoa by helicopter pilot from USS *Glacier*, S. Navy icebreaker which was bound for the Antarctic last November.

The helicopter flew back to the atoll and took aboard Captain D. W. Neale, commanding officer of the *Glacier*, and the ship's surgeon, to check up on the castaway.

An Old Hand

There is no reason to suppose Mr. Neale told the unexpected news what appeared in the newspapers, because if anyone knows Suvarrow's recent history it is Tom Neale, and the newspaper versions are hopelessly inaccurate.

One account Tom had been on Suvarrow Island for 2½ years and only yachts had dropped in up to the arrival of the *Glacier* visitors.

Tom had first gone to the island to supervise guano mining operations for the Government, this story

In fact, Mr. Neale was on Anchor Island, Suvarrow, from October, 1954, to June, 1954, and for part of the time a team of shell divers was stationed there.

Tom was again there as Government overseer with another team of divers over a two-months period in 1956.

Tom was not there again until April 1957 when he landed from the *Tahiti*. He preceded another team on this occasion by several days.

The divers were withdrawn on November 6, so he could not have been without company for more than three weeks at the time of the helicopter visit.

Tom had been considered unwise to leave the diving team to remain on the low-lying atoll through the

hurricane season, but evidently Mr. Neale obtained permission to remain on his own.

Glad To Have Him

The Administration is probably glad to have a reliable person stationed there to discourage shell poaching by stray vessels that may drop in from time to time.

Tom and his cats received a good deal of publicity following a visit in 1956 to the atoll by the American yacht *Mandalay*, skippered by James Rockefeller, who wrote illustrated articles and included a great deal about Tom in a subsequent book, *Man On His Island*.

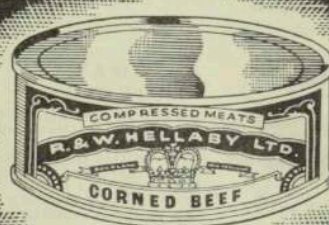
Tom is certainly something of a

sun worshipper. He was caught with more than his pants down when the helicopter dropped in, so the *Glacier* pilot could be excused for presuming him to be a castaway from some shipwreck.

He apparently has a good garden with plenty of foodstuff and also poultry and eggs—and all he wants is to be left alone and in peace.

But just to prove that even the most isolated island is not off the track these days, an American yacht was lying in Suvarrow lagoon several years ago, en route from Tahiti to Samoa, when it blew a similar U.S. Navy helicopter from a ship somewhere below the horizon.

Those helicopters certainly get around!



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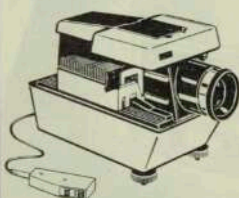
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most of the white residents of Papua-New Guinea
ry, the name of the Expropriation Board doesn't mean a thing.
yet 40 years ago it was an administering body in
Guinea which in some respects had greater powers than
Administration itself. In this, the concluding of two
les specially written for "PIM", Gordon Thomas—"Tolala"—
lls some events of that early, unprecedented
ertaking, which in many ways laid the
adations for Australian tropical experience.

Dispossessed New Guinea Germans Were Worse Off Than Even They Knew

By Gordon Thomas

With between 250 and 300 German plantations to be brought under Expro Board control at the end of World War I, plus all the assets of the big German trading companies, and a team of mostly untried Australian ex-servicemen to do it the task that was still ahead of us in 1920 was not easy.

was not made any easier, in
ne way, when in May, 1921,
Australian Civil Administration
over the Government of New
ea from the Australian military,
had in turn taken it over from
Germans.

der the edicts of the newly-
ed Mandates Commission of
League of Nations, native wel-
policy became the chief con-
ation. In this, the new Admin-
ion clashed with the Board,
e main work was to safeguard
German assets, and at the same
put everything on an economic

ere had been little trouble
the Military Administrator
adier-General Tom Griffiths)
as a professional soldier,
eciated the position.

e new Civil Administrator was
ier Brigadier-General, Evan
Visdom, also a keen military
but also a one-time politician
estern Australia, and he arrived
time when relations between
Administration and Board were
what tense, because of a hous-
problem.

Board and Administration

e board's staff in Rabaul was
asing at an abnormal rate and
modation was required; but
of the commercial bungalows
occupied by Government
als and they took a dim view
eing turfed out of their homes
he sake of board employees.
suggestion in the right quarter
a South that the activities of
board were being prejudiced
g to a house shortage, etc., etc.,
ght about an easing of the
ion.

Yet at no time was there an open
breach between those two Govern-
ment concerns. The junior officers
of both services mixed well in pub
and club life and friendly rivalry

existed in the somewhat restricted
sporting world.

Tennis and cricket were only in
their infancy in early '21; there was
no cinema and very few motor cars;



This group doesn't look altogether happy—and for good reason. They are Germans who have felt the effects of the Expro Board, and are awaiting repatriation to Germany. The photograph was taken in the Botanic Gardens, Rabaul, in 1921. Among the group are Mesdames Hoff and Fehr, and Messrs. Eidelbach, Keitel, Fehr and Kramer.

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electric light, so the popular recreation after office hours in Rabaul was a pub-crawl, or a visit to the fan-tan schools in Chinatown.

On official levels, relations were somewhat different.

At one period when the board was scraping the bottom of the financial barrel to meet current commitments, owing to a hold-up of shipping and delay in payment for copra, the Administration presented an account to the Board for some tens of thousands of pounds. It represented unpaid rents and licence fees on trading stations throughout the Territory which had been accumulating for years. But payment had to be made forthwith—else!

These trading stations represented man assets that must be preserved, so the board was in a spot. Suddenly, someone had a brain-wave and remembered that the NDL wharf in Rabaul had been requisitioned by the military in 1914 so much a day (I forget the amount but it was certainly not peanuts) and nothing had ever been paid!

The contra account tendered by the board far exceeded that received from the Administration. The round went to the Board!

It is not surprising that the Prime Minister's Department gave a sympathetic ear to the board's demands in the early days of its operations.

The expropriation and repatriation of the German residents appeared to be of more importance than the routine task of governing an old-time German colony, whose present economy and future development was practically in the hands of the board.

Native welfare was not a high priority in those early days of the League of Nations before it was properly functioning and while still wobbling around for policies and experts to enforce the ideals that were underlined the needs of the native peoples.

RSA Is Formed

With the increased arrival of returned staff—all of them returned officers—it was only natural that a branch of the Returned Soldiers' Association (as it was then called) should be formed, and this was done at a rally in early 1921, with Fred Mey as president, and F. V. Sanders as secretary. I forget the names of the other officers, but I do remember "Nobby" Clark and Jack Gilchrist were amongst them, and I was appointed publicity officer.

At the initial meeting a big wail was recorded from the married men because they were not permitted to bring their wives to the Territory. From the very first the board had stipulated that its employees could not be accompanied by their wives. This was a characteristic edict of the time, as the chairman.

During the years he had been Island Inspector for Burns, Philp he never tolerated married men having their wives on the plantations. They would spend too much time, he claimed, in the bungalows and not give their undivided attention to the plantation.

Very Vocal

But the selected staff of BP plantations was slightly different to a hundred or so Diggers, eager for the company of their spouses after years of separation overseas when domestic life had been denied them.

The RSA meeting was very vocal on this point and, as publicity officer, I was instructed to get busy

and start an agitation for the policy to be revised.

I did so by sending a report of the meeting, in suitable language, to the association's official organ in Sydney.

This apparently caught the eye of the Prime Minister, the inimitable "Billy" Hughes, who immediately put machinery into operation—much to the disgust of Lucas.

I did not see the published report, but I encountered its after-effects one day when Walter Lucas returned to Rabaul after one of his periodical trips to Melbourne. He was very hostile. His attitude showed, without doubt, that the campaign of the Diggers had been successful. Later, in 1921, many im-

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patient couples were re-united and the RSA felt it had had its first victory over autocratic bureaucracy.

Appeals By Germans

By the beginning of 1922 the Board had become more or less properly organised. It had taken over the big stores in Rabaul and in the outports; many of the German planters and their families had arrived in Rabaul where they were domiciled for the most part in the local hotels, receiving sustenance.

Other Germans had filed appeals against their expropriation and their cases were listed for hearing by a Special Tribunal, appointed for that purpose.

Protests were lodged by the Germans against various edicts of the Australian Government, amongst

them the price to be paid for a full-bearing coconut palm on the estates as taken over by the board; the amount of the sustenance paid whilst awaiting transportation to Germany and the value of the personal possessions they were entitled to take with them to Germany.

A full bearing coconut palm was eventually priced at 16/10, the sustenance at £1 a day and the value of personal possessions, other than clothing, was fixed at £25.

Worse To Come

Appeal cases lasted for months. Tension was rife in many cases. It is not to be wondered at if in some cases open hostility was not expressed towards the board by these de-possessed old German settlers.

Unfortunately for them the worst

was to come—of which they had no premonition.

But history records that when they arrived in Germany, armed with their lists of assets to be collected from the German Government, which had been credited for these assets on a gold basis in the Reparations Account, these one-time plantation owners were compensated by their own Government in the current paper money, which had become so inflated that it required millions of marks to purchase a packet of cigarettes!

I heard of one repatriated planter who stated the proceeds from his plantation had provided him with a good dinner—without counting the wine!

Some of the appeal cases were successful. The map of Europe had been changed. Persons who had been staunch Germans (even holding Government positions) suddenly realised they were Poles or Czechoslovaks and as such were not classed as ex-enemy nationals.

Getting Into Stride

By the middle of 1923 the board had become bureaucratically streamlined, and the paper war was in full swing.

Systems, which at the start had been somewhat slap-happy, had been tightened up.

The headquarters of the board in Rabaul now occupied the first floor of the big New Guinea Company store building, which in late years became W. R. Carpenter's store (and was burned down in the middle 'Thirties although their present store occupies the same site).

Here were assembled an army of desks, filing cabinets and typists for the half-dozen odd sections of the board's activities: the executive officers in private cubicles, while outside were ranged the paper-littered desks of the various sections accounts, stores, plantations, shipping and insurance.

In separate buildings nearby were the workshops, medical and native labour sections.

All the time, data was being collected for statistics and the compilation of catalogues for the eventual sale by tender of the properties.

Parenthetically, let me add, that at one period Lever Brothers toyed with the idea of making a bid for all the properties *en bloc*, and I was deputed to accompany George Fulton, their Island Inspector, to "have a look" at plantations in the Kavieng and Witu areas. For various reasons the deal fell through.

Tenders Called For

The first tenders were called for in 1926 when certain township allotments and plantations were offered.

Every encouragement was given the ex-servicemen to tender; special terms were laid down for them, and the Big Firms showed a decided

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ingness to finance those re-
ed men who were known to
n, and had had plantation ex-
perience.

Consequently many one-time
rd employees now became
ers—in name at least—of prop-
erties they had previously been
naging. And some of them have
e well as a result of their early
rd experience, plus careful man-
agement and business acumen.

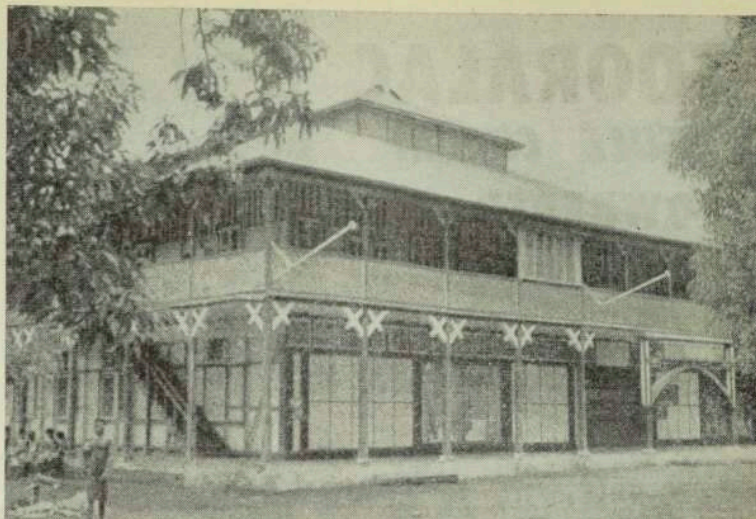
here come to mind such names
Dyson Hore-Lacy, Harold Cold-
n, Jock MacLean, Fred Archer,
hur Cresswell, Bill Middleton,
ny" Edgell, Norman Whiteley,
MacGregor, Claude Rouse,
k Gilmore and there must be
ers whom my ageing memory
not recall off-hand.

nd then there are those whom
Japs took away on their last
age in the *Montevideo Maru*; old
rd hands, some established,
ers working towards that end:
L. ("Nobby") Clark, who had
n O/C Workshops and later be-
ne a member of the Legislative
uncil and president of the State
SAILA; Dick Moore, "Birdie"
on, Tom Garrett, Noel O'Dwyer,
y Allen, Col McKellar, Frank
nders, Bill Box, Latham Hamil-
n, Lou Carson and others.

Changes In the Board

y the time the first properties
e put up for tender there had
n many changes in the board's
sonnel.

ucas, as chairman; Jolley, as his
uty, and Cliff Judd, as business
nager, had all resigned. J. T.
ner, as finance member, had
aded over his duties (and was



Headquarters of the old Expro Board with all
its ramifications was on the first floor of
this building, which had formerly been
owned by the New Guinea Company, and which
later was W. R. Carpenter's store.

At left is Brigadier-General Wisdom, a keen
military man who nevertheless gave the Board
some headaches when he took over from the
military occupation as Civil Administrator in NG.

later to become Public Service Com-
missioner in Canberra).

Colonel Peck occupied the box
seat as chairman for some time, to
be succeeded later by J. C. Archer
(O/C Auditors at one time) as
custodian. "Clarrie" Archer is now
Administrator of the Northern Ter-
ritory. Edwin McCarthy, who was
also chief of the Knights of the
Green Ink (Auditors) for a while
is now a Knight in the true sense
of the word, and Australia's Am-
bassador at The Hague.

Many of those old board person-
alities have gone to their long rest
now: Lucas, Jolley, Pinner, Judd
and Peck. A. V. Chisholm, for some
years board secretary and later one
of the Big Six at Edie Creek gold-
fields, has also passed on.

In Retrospect

And now . . . 40 years after the
board was first created there re-
mains one lone personality in
Rabaul that handles the reins of
the one-time flourishing organisa-
tion—Arthur Richards, who started
his board career as manager of
Arawa plantation down in Bougain-
ville in the early days of 1921.
"Richie" has seen many changes.

Looking back, after all these years,
one cannot but realise what a
stupendous and unprecedented task
the board was faced with in the
early days of its formation: the in-
ternational legal technicalities, the
domestic sociological problems and
the economical structure.

There were no precedents to act
as guidance for the formation of
policy; replacement for the experi-
enced German executives, planters
skippers and storemen were con-
fined to Australian ex-servicemen,
most of whom had had no tropical
experience, nor knowledge of hand-
ling native labour; and, beneath the
surface—sometimes not too thinly
veiled—there was an antagonism to
this new regime, this post-war
Government instrument organised
to deprive the old Colonial Germans
of the assets which they had built
up through hard work for many
years.

But these same Diggers made
good, and I do not think any other
race of men could have accom-
plished the same task with the same
success.

Admittedly mistakes were made;
there was vacillation on a political
level at times; there was bureau-
cratic arrogance to hide official
ignorance and, amongst the em-
ployees, there was the occasional
"dud" whose dishonesty was dis-
covered and the "necessary action
taken".

But, by and large, they were a
good mob who did a good job.

Their memorial stands in coconut
plantations throughout the Terri-
tory, whose production was main-
tained during that difficult transi-
tion period when the Aussie Digger
proved the value of his natural
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Guinea Highlands natives, including a boy and one bushman with his grass feathers, gather outside the serving of a native trade store at Mt. Hagen. They be paying a great deal more soon for sets? The nights get cold in the Highlands.

BATTLE OF THE P-NG TRADE BLANKET

By a Staff Writer

to Papua-New Guinea natives and bigger, woollier, stronger, more expensive blankets? Probably not, but seems that they are going to get just the same. It is believed that new specifications for so-called "de" blankets, which will be set shortly, will bump the price blankets for native labour, ex- ce, from about the present 10/- to - or more each.

IE size of the blankets will be increased from the present 48 in. x 72 in. to 60 in. x 80 in.; instead of being made from 50 cent. wool they will be made n 100 per cent. wool and will e a very high tensile strength. his last requirement has Mr. A. Cook, of the Belgian Chamber Commerce in Australia, baffled. sees it as an attempt to "freeze" Belgium blanket manufac- ers from their portion of the NG trade which they have en- ed for the last 30 years.

he new specifications, he be- es, will suit an Australian mill he expense of the Belgians, who it is not worth while to alter r machinery to produce the n-tensile blanket.

The reason why the P-NG Ad- ministration wants a blanket that has very little nap but enough strength to swing a Tarzan through the trees is not known.

The Belgium mills say they are happy to produce a blanket to meet all the new requirements except the high tensile strength, for a price of 30/-. But, they fear that, although their price might be 15/- lower than the nearest Australian price they will lose the trade.

Nearly Lost Out

The all-wool Belgian blanket has a lot of "nap" and feels like a blanket; while the high-tensile blanket feels and looks like a piece of flannel.

Some years ago, the Belgian mills nearly lost out on the P-NG trade when the Department of Territories rejected their tender (although it was the lowest) on the grounds that

if the blankets were exported to Australia they would be liable to heavy duty.

The Belgians successfully appealed to the Minister, by pointing out that the Department specified delivery to P-NG, and thus no Aus- tralian duty could be considered applicable.

On a per capita population basis, Belgium is one of Australia's best customers for wool. And at present Belgium's unhappy economic position at home, following gigantic losses in the Congo, makes her apt to see these things darkly.

It seems likely that the P-NG Administration (for which read the Department of Territories) is not trying to make things tough specifi- cally for Belgium but is aiming at another supplier—Japan.

According to the last trade figures available—those for 1958-59—P-NG imported blankets worth £82,062

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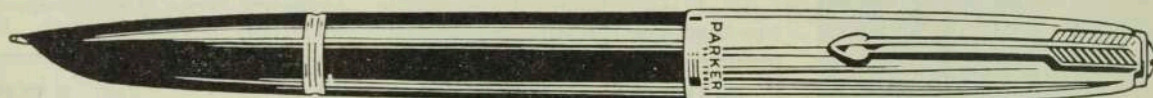
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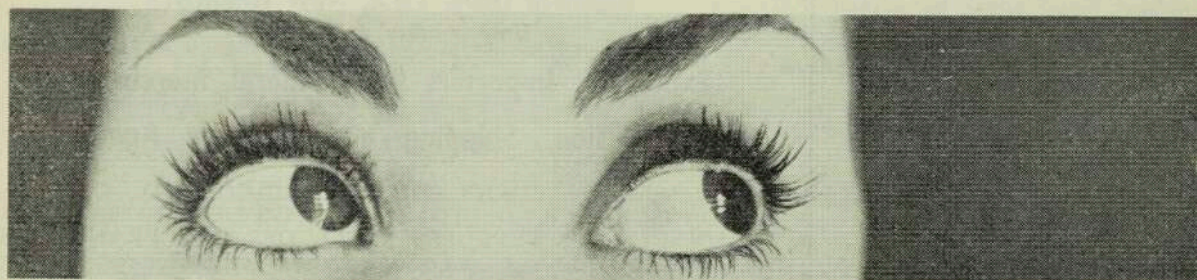
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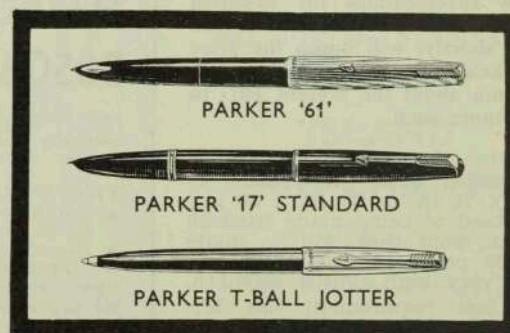
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In March the former British troopship *Dunera*, 12,615 tons, will be sailing from a UK port on her first cruise as a full-time floating school in which UK children will learn their geography through visits to foreign places.

Each cruise will last about 10 weeks and will accommodate about 800 students. Each student will pay from £28 to £30, which will include the cost of shore trips, study fees, etc.

The student groups will come from schools all over the UK and each group will be escorted by an adult who will pay a slightly higher fee for better accommodation. The children will live in dormitories.

This venture is being organised by the British India Company, owners of the ship. Similar cruises could be profitably organised from Australia and New Zealand perhaps?

year. Of this amount Australia contributed £36,333 worth; Belgium £13,836; and Japan £33,836.

Blanket Values

In 1956-57, the total value of blankets imported was £94,357, with Australia having a £54,923 slice of the cake, Belgium £6,435, and Japan, £32,999. In 1957-58, the total was £107,700, with Australia's share £64,400, Belgium's £5,935 and Japan's £37,365.

It will be seen, therefore, that though Belgium's share of the total has remained more or less constant over those three years, it has encroached on Australia's quite effectively.

The old "trade blanket", common issue to contract native workers, hasn't changed much in a century of generations and seems likely to have filled the bill.

P-NG natives don't of course, use blankets in native life, nor in coastal areas do they need them. Under work conditions, their greatest use seems to be serape fashion, for misty or wet mornings, when the blanket's drab colour blends beautifully with a dark skin and a doleful, dawn expression.

With normal use, and even without "high tensile strength" they seemed to last out the first period of pre-war indenture or post-war contract.

Probably the new specifications don't mean that the old blankets were a failure—but just that things are getting better all the time, even for NG contract labour.

A few years ago, remember, British seamen lived like pigs in

the fo'castle; now they have air-conditioned, single cabins with diffused lighting.

Employers Meet Costs

The cost of better blankets will, of course, have to be met by employers, of whom the Administration is the biggest in P-NG.

Latest figures show that 18,000 natives, including police, were employed by the Administration, so that if each blanket is to cost 30/- more, that means an added cost of some £27,000.

The Australian taxpayer, through the grants that the Commonwealth makes to P-NG, will pay about £18,000 of it (less than 1d per head of population); and P-NG taxpayers the rest.

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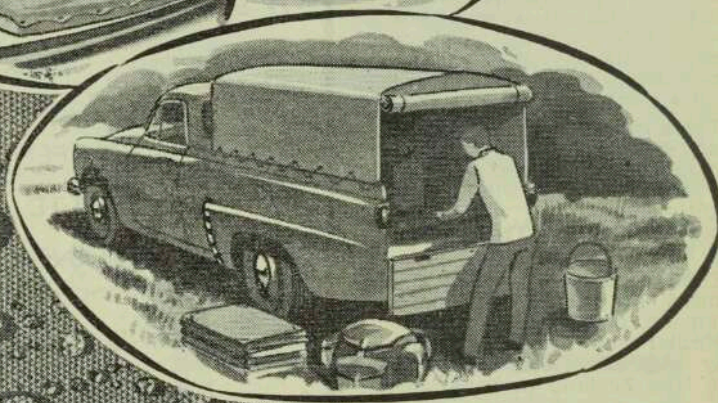
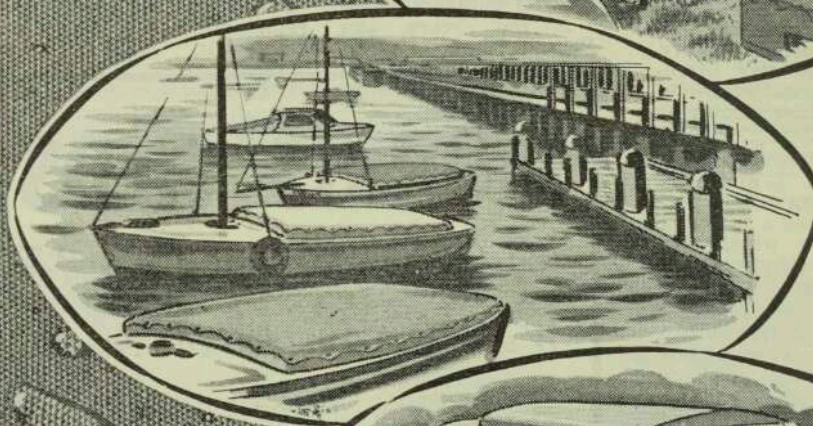
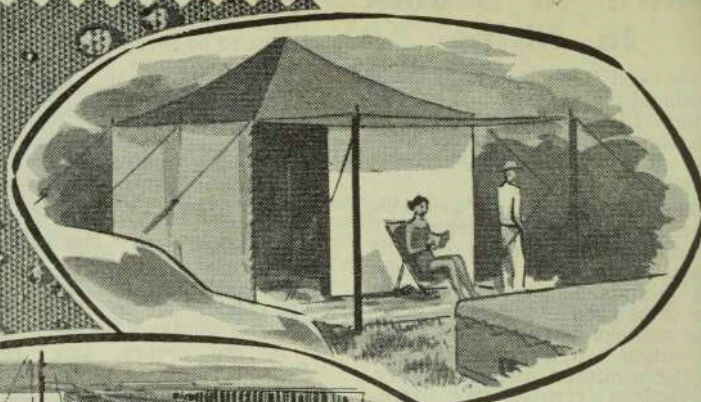
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The Rich Island of Kar Kar

THERE'S NO PLACE MORE DESIRABLE

By S. M. PASLEY

Except that it has a couple of dangerous volcanos, liable to erupt at any time, there is no more desirable island in the archipelagos which constitute New Guinea Territory than Kar Kar, off the north mainland coast, and 35 miles from Madang.



Yauwiga, one eyed, one med, former New Guinea astwatcher (he lost the e and the arm in a bomb plosion) keeps the kind pets which one would pect of a native New inean with such a repu- tion for toughness that auwiga has.

He keeps cassowaries.

Cassowaries are fierce, ngerous birds if they de- le to attack, with feet of mendment power which ey can use to disembowel attacker.

Yauwiga, who these days es at Kreer village, near ewak, in New Guinea's pik, buys these birds en they are young chicks d raises them as pets.

ot long ago Yauwiga ough two of his pets to Sepik Show, where he y proudly displayed m. They arrived with ir legs tied, and it was very careful operation in ding them — with uwiga taking as much e as anybody. For he ws very well that cassow- ies are not exactly pre- table pets.

IT is oval in shape, mountainous, densely wooded, and about 54 miles round. There is a 5,000 feet mount at the southern end, and a smaller peak at the northern end, and a 2,000 feet "saddle" or plateau between. Most of the area is of extraordinary fertility.

There are around 12,000 light-skinned natives on Kar Kar, and the population is steadily increasing. Although the agricultural potential of the big island has not been developed, it presumably is the policy of the Administration to reserve the whole area for the natives.

Dampier, who discovered the island a couple of centuries ago, described the people as savage and dangerous. Lutheran missionaries made a settlement there early in the German occupation in New Guinea, but were driven out. Four or five were killed. Later, several areas were taken up by German planters, but for some time planting there was a very precarious undertaking. The planters were in constant danger of attack.

Native Attack

The late George Eidelbach, who died in Rabaul in 1958, used to tell of an attack on his mate, the late Paul (or "Kar Kar") Schmidt, at a time when Eidelbach was away in Madang. They were at the time developing Marangis Plantation.

Schmidt and his labourers were attacked, and Schmidt was thrown down a deep gully and severely injured. He was eventually rescued by some of his workers and reached Madang. They later returned with some German officials and native police on a punitive expedition, and, according to Eidelbach, quite a number of natives were shot or captured.

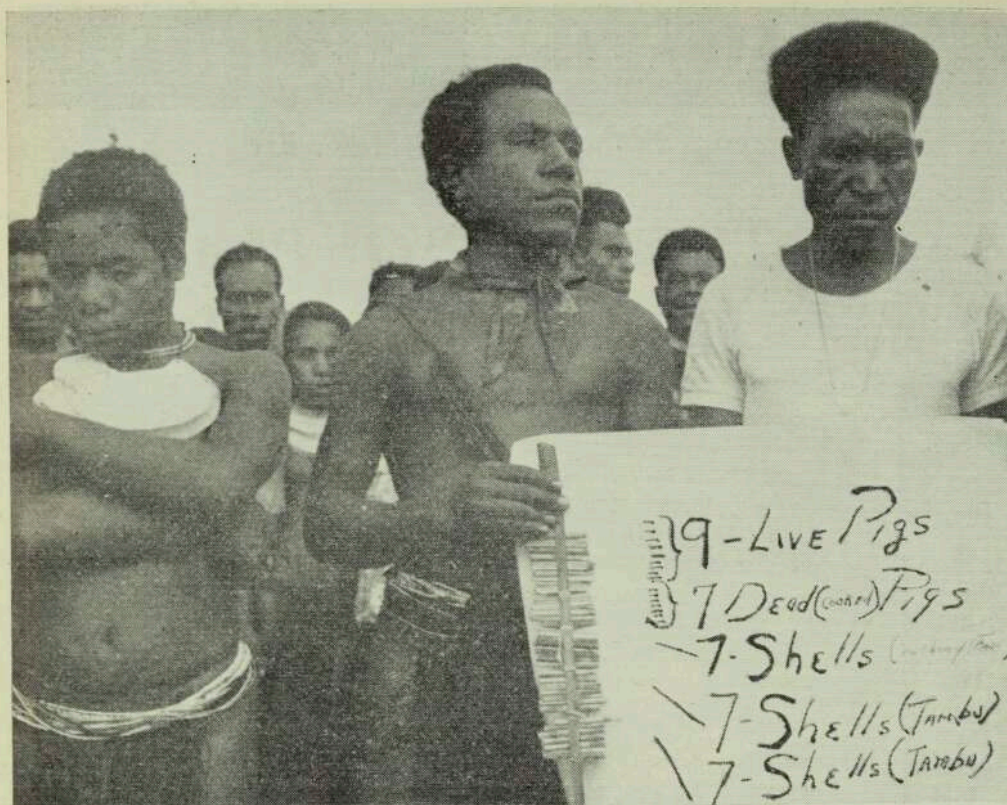
This had a salutary effect—from then on the Europeans were left alone.

It is worth the two or three hours' climb to reach the lip of the crater, a magnificent sight. It is nearly circular in shape, and about three miles in diameter. The walls are sheer cliffs on all sides, dropping away to the bottom, 1,500 or 2,000 feet below. The floor of the crater seems fairly level, looking down, but it is lightly timbered and heavily strewn with huge boulders and old lava beds. In the centre rises a cone over 1,000 feet high, and from this cone there is generally a wisp of smoke and steam, for this is the still active part of the volcano.

(Over)



The late Paul ("Kar Kar") Schmidt grew cotton on Kar Kar Island in the early days. This old photograph shows the young Schmidt with some of it.



AND WHAT OFFERS?

The most miserable looking bloke at this wedding (New Guinea Eastern Highlands style) is obviously the one on the right. He's the brother of the groom (taking a complacent view of things, centre) and has to pay in pigs and shells. The bride, taking a deliberately couldn't-care-less pose, far left, looks more than capable of making her new husband savvy when she gets him alone. A careful accounting is kept of the bride-price on the counting stick held by the bridegroom — the first section of nine bamboo sticks equals the nine live pigs. The placard was added by the photographer who is Fr. M. Bodnar.

Kar Kar has two other notable craters. One is Kavilo Harbour, at the south end of the island; and is a large circular bay with a narrow entrance. The other is at Kurum Mission station, on the south east side. This is small, rising at its edges about 60 feet from surrounding levels, and is about 200 yards in diameter. It is full of a particularly brass-throated breed of frog, whose constant chorus, day and night, causes extreme irritation to newcomers.

From the beach to the lips of the crater, all around the island, the soil is wonderful. It is mostly rich black volcanic loam, very deep and extraordinarily prolific. Nowhere else in these islands in there such a variety of big and better bananas. Taro and most other tropical vegetables grow quickly and easily to huge size. Natives can clear and plant a garden almost anywhere. Coconut palms there surpass those of any other part of the Territory. Some plantations bear up to two tons per hectare per year, which is "tops".

Enormous Trees

The virgin land—which is, of course, the great part of the island—is very heavily timbered with a variety of good millable hardwoods. These trees grow to enormous size and would cut many thousands of feet of good timber.

There are also great numbers of

beautiful softwoods, including the valuable breadfruit and inevitable galip—the nuts of the latter are most highly prized by both natives and Europeans as a first-class table nut. Hibiscus, crotons and all other shrubs and flowers climatically suitable grow in profusion.

The natives generally are a healthy and sturdy people, light-brown in colour and, prior to World War II, cheerful and co-operative. They then numbered about 9,000—now about 12,000. Once dangerous, between the wars they became friendly and quiet; but they retained many strange customs and superstitions which are a source of concern to Administration and Missions. Especially marriage customs.

It was the custom for a man to exchange a sister for a wife. Or, more accurately, a man gave his daughters in exchange for wives for his sons.

Thus, if a boy had three sisters and no brothers, he could get three wives; and if a family consisted of, say, three sons and one daughter, only one son could marry.

This, of course, led to a lot of trouble, apart from polygamy, as many women, having borne one or two sons, hoped to have daughters; and if another son came along, he was not wanted, and did not live. Government and Missions both tried hard to stamp out these customs, but with little success up to 1940.

Besides killing male infants,

these people had a strange leaning towards suicide. It was fairly common for one of them—more frequently a woman—after a domestic quarrel to go into the bush and commit suicide by hanging.

Sorcery ("poison") was rampant and was practised by the men with little difficulty. It is very seldom they will admit such a thing as natural death. Even in death from some well known illness the native believes that the deceased was killed by some deity or other evil, brought about by sorcerer or by the spirit of some departed man.

The practice of sorcery was punished by law, and there have been many prosecutions and convictions on Kar Kar.

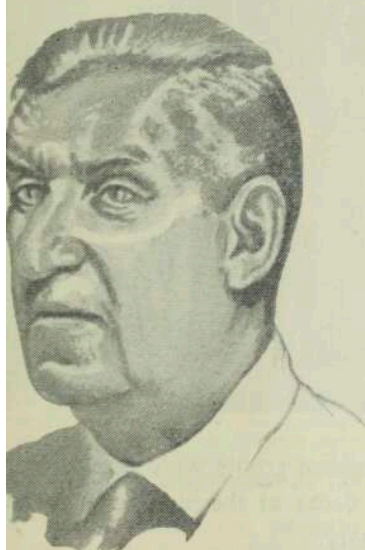
One plantation manager was confronted by 14 of his labourers from a certain village, and told that they were in great trouble because they had been mixed up in a disgusting piece of sorcery. A youth aged about 12 years had died. His father and uncle exhumed his body some weeks after burial; and he accused these young men, and several others working on another plantation, of having caused the death. This of course was hotly denied. However, the two parties persisted. They cut off one of the arms of the dead lad, made a great stew of taro and rice

(Continued on p. 99)

This Shark Catch Was A Family Affair

DOUG ASKEW tells a fish story

It was some years ago, certainly, but the memory of that shark I caught is with me yet. And why wouldn't it be? It was such an unusual catch, apart from the fact that I deserve some thanks for all the trouble I saved those people on the Sydney beaches. I mean, if I hadn't caught this huge Noah's Ark in the New Hebrides, who knows but she may have decided to make a summer cruise down to Bondi and scare the living day-lights out of a lot of bikini-clad citizens!



A Brett Hilder Profile

HE'S A VETERAN TERRITORIAN

Tex" Roberts, of New Hebrides, is a veteran Territorian, having been there off and on since 1916.

He was born at Prestatyn, in Wales, on March 31, 1887, and christened Edward. He trained as a telegraphist in the early days, and worked in Morse code at the port of Liverpool. He came to Australia and settled in Brisbane, as a Post Office telegraphist. When he broke out in 1914 he went to sea as a wireless operator, serving in the troopship *Anaëas* of the Funnel Line. In 1916 he joined the Navy as wireless operator,

(Continued on p. 97)

IT all happened back in 1934 on a nice calm Sunday morning, when the old *Makambo* was anchored off Aoba Island in the New Hebrides. By that year the *Makambo* was no longer the pride of BP's fleet, and she had been relegated to the task of picking up copra and shell around the New Hebrides outposts, and brineing it to Vila, where she connected with the *Morinda* from Sydney. She was, in fact, just a floating trade store.

When she left Vila every six weeks, part of her rations were half-a-dozen live sheep from Erromanga, which were kept aft and butchered as required on the way around.

On this particular Sunday morning I was leaning idly over the rail when the Chinese cook came along and hurled a bloodstained sheepskin over the side. This evoked little interest beyond the natural thoughts of roast mutton and chops as a change of diet.

Then I saw this huge shape appear from the depths.

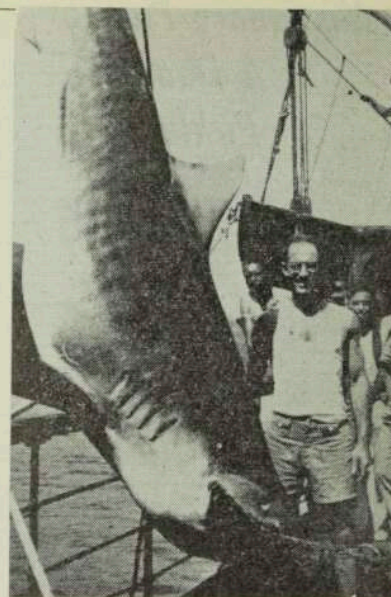
Some Quick Action

Without stopping to think I grabbed a long bamboo pole with a hook lashed to the end and smartly hauled the sheepskin back on board. It was a sort of reflex action which no doubt peeved the shark.

While the Chinaman's eyes stuck out like a crabs I sighted a great big shark-hook attached to a length of heavy chain hanging in the rigging! I have never seen a hook like it before or since—must have been two feet long and hand forged. It was the daddy of all hooks, and just ready to hand at the right moment!

I passed it through the sheepskin and tossed the lot back over the side, and blow me down, the shark was practically sitting up waiting for it. Without hesitation, it swallowed the lot. And the battle was on!

Big and all as this monstrous shark was, it didn't have Buckley's



Here's the author with proof of that far-off shark catch! You can see the chain at the end of the giant hook.

chance of getting away from such a magnificent hook plus chain and swivel, made fast to a stout manila rope.

By this time everyone on board was in the act, and as the line went out to its limit we would all grab hold and haul it back in again, and then off it would go once more!

This went on all that hot Sunday morning. Finally the shark gave up the struggle and we pulled it in to the side of the *Makambo*.

The problem then was to get it on board and this was solved by the First Mate, Gordon Howe (who is now a Torres Strait pilot I believe) casually sliding down a rope and standing on the shark while he arranged a bowline round its great tail!

What a Monster

The rest was easy—we bent the line round the winch and up it came. Not one of us had ever seen such a monster I guess! We stood around while the boat's crew cut it open. Out tumbled a tremendous liver followed by an avalanche of young sharks, about two feet long, and all very much alive—42 of them!

We threw one over the side and it promptly swam away. So the crew took the others for kai. After taking pictures, the body was swung over the side and cut loose. It must have been really ravenous that shark because there was nothing else in its stomach.

It was a pity that we couldn't weigh it. But perhaps some one mathematically inclined could figure it out. Length 17 ft 2 in. by 11 ft 6 in. girth—plus the family.

Missionary Pioneer In A Double Pickle

That doughty missionary pioneer, Rev. John Williams, 125 years ago, had a unique experience with a leak in a ship, his famous "Messenger of Peace".

HE built the little sailing vessel himself, in Rarotonga; and, by use of it, he introduced Christianity into many islands of Polynesia.

After a happy meeting with old King Malietoa Tavita, Williams sailed away from Samoa, for Vavau; and on November 11, 1832, the *Messenger* sprang a leak.

Out on the ocean, they pumped and they searched, but they could not find the leak. But they kept afloat by continuous pumping and got to Vavau.

They took their gear out of the ship, and raised the cabin floor, and inspected the inside; and native divers examined the outside. But eventually they had to leave for Nukualofa, still leaking and pumping.

John Williams has told how that night he lay sleepless in his bunk and "in my mind I went over every plank and every seam, and every bulk-end in the vessel, from stem to stern-post, from keel to deck, and I cannot think that anything could possibly have given away."

Mystery Solved

In Nukualofa, two English captains took over, heaved down the *Messenger*, and solved the mystery. In one place, two augur holes had been bored, for one bolt. One hole had been left unplugged, and the *Messenger* had sailed thousands of miles before the water eventually crept past the mud and the crushed coral which had filled the hole. With paeans of joy, they put the ship back on her even keel, and tidied up.

Within a few hours, to their horror, they discovered the little ship half full of water. They just managed to get her to a shallow place, before she sank. They then discovered that the carpenter had drilled the muck out of the hole, with an augur, but had neglected to plug it up.

It took them a fortnight to raise the ship and make her ready for sea. "All our tea, sugar, salt and biscuits," records the missionary, "which had been placed in the cabin, were pickled together."

Williams was afterwards murdered and eaten by New Hebrides savages. His son and his grandson successively filled the office of British Consul in Samoa in the turbulent days between 1865 and 1885.



There is no doubt at all that these Papuan scouts were having a lot of fun in publicly performing this drum dance at the big Sydney jamboree in January.

All Together At The Big Jamboree

When 15,000 Boy Scouts camped at a big jamboree at Lansdowne near Sydney the first week in January, the South Pacific was well represented.

AMONG the 3,000 tents pitched around the 400-acre jamboree city were those housing 90 scouts from Papua-New Guinea, 26 from Nauru, 11 from the New Hebrides, seven from Fiji, six from Netherlands New Guinea and four from Ocean Island.

Several of the groups gave colourful displays, particularly the New Guinea men, who put on tableaux and dances.

A further flavour of the South Pacific was instilled with the visit to the jamboree of West Samoa Prime Minister, Flame Mataafa, who was a guest of the big, 296-man New Zealand contingent. Mataafa addressed them in Samoan. Fijian scout Adriu Kaubale, star of the Shell documentary *Two Men of Fiji*, which has had a wide distribution in Australia and New Zealand, was included in the Fiji



and's representative at the jamboree, Ben Hoek, made friends with the Netherlands New Guinea contingent, and played his guitar (left). Norfolk Island's contingent were a happy noisy band as they arrived at Sydney's Kingsford Smith Airport on their way to the jamboree. They proudly showed their flag. Below, members of the Fijian contingent get a cheer as they pass the saluting base in Sydney's Martin Place, during a city march by all members of the world jamboree. Taking the salute was Sydney's Lord Mayor Jensen.

ingent, and he received a lion's share of Press and radio publicity. During the jamboree, the film which tells the story of how two boys fare when they leave their home group to work in Suva) was shown at a national screening on TV. Kaubale was interviewed at the end of it.

The Fijian contingent brought their own yaqona supply with them. The Fijians were a great hit and had so many offers to swap yams with fellow scouts that they didn't cope. They decided to put off all their swapping until one day near the end of the jamboree.

From the air the Lansdowne camp looked like an army division under arms.

When the jamboree opened, camp was stocked up with 100,000 loaves of bread, 200,000 eggs, 10 tons of cake, two-and-a-half tons of fruit and 15,000 gallons of ice cream, apparently that was only a drop in the ocean. Nobody was game to give the final figures.

As well as the South Pacific contingents, scouting groups came to the jamboree from as far off as Cambodia, India, Great Britain, Hongkong, Japan, Malaya, North Borneo, New Zealand, the Philippines, Sarawak and Thailand.

During the week of the jamboree, the scouts produced their own eight-daily tabloid newspaper.



Do You Remember?

German raiders in the Pacific (some of them had just knocked the stuffing out of Nauru), the serious shortage of shipping for copra, and the building up of Polynesian defence bases, were the main topics of news in the South Pacific 20 years ago. Here are some extracts from "PIM" of February, 1941:

Pro-de Gaulle New Caledonia found itself with a nickel problem which was happily solved. With the collapse of France the colony's market there was cut off, but there was one very eager buyer—Japan. New Caledonia was reluctant to sell, although she needed the money. Finally Governor Sautot reported that the US, and British countries, including Australia, would take the nickel and New Caledonia's commercial balance "would be completely secured".

Said a report from Papeete: Everything is running very smoothly here under present conditions. All elements sympathetic to the Vichy Government have been eliminated.

A lot of ill-feeling had been stirred up in Tonga when a judge sentenced C. S. Ramsay, of Tinian Island fame, to six months imprisonment for the theft of a puppy. The puppy had wandered away from its native owner, and when it appeared at Ramsay's home he fed and cared for it. There were allegations that Ramsay didn't get a fair hearing.

Mormon missionaries were being mysteriously withdrawn from French Oceania and Tonga, and no reasons given, according to a report from Papeete.

In Pago Pago, building of a new naval and submarine base was proceeding "very rapidly". About two million dollars were being spent, although America of course had not yet come into the war. A correspondent reported, "As a result of this great expenditure on defence, trade is booming in American Samoa and the depressed condition of the copra industry has been forgotten".

Details were being awaited around the Pacific of the results of the Pacific Copra Conference held in Sydney in January. It was expected a new plan for handling and shipping South Pacific copra would shortly be given approval by various governments.

Included in the New Year Honours List announced in January was an MBE to Mr. R. H. Garvey, assistant to the Resident Commissioner, New Hebrides.

Why, Why, Why, Ask New Guineans

PROBLEMS OF FILM CENSORSHIP AND RADIO BROADCASTING

In driving on with its hurried programme of "crash training" New Guinea natives for early self-government, the P-NG Administration has run into some queer entanglements—and not the least of these is the regulation under which films must be censored by P-NG officials before being shown to full-blooded natives.

IN the Territory, there are two classes of cinemas—those attended by Europeans, Asians and Euronesians (persons of mixed blood), and those conducted exclusively for the native Melanesians.

The latter are under censorship. Natives generally do not attend the other cinemas—but, if they do, the film to be shown must have the OK of the censorship.

Cinema proprietors now are insisting that well-dressed and well-behaved Melanesians should be admitted to all cinemas, and that the censorship already imposed in Australia is sufficient for Papua and New Guinea. There now are four non-native cinemas in Port Moresby, and more planned elsewhere; and it is clear that, if the embargo against Melanesians continues, there will not be enough non-native cinema-goers to justify this expansion.

The matter is "under consideration" by Administration. In view of Canberra's current "crash training" policy, there is little doubt about the result.

Judging by the lurid posters in front of theatres in Asian countries and in some Pacific Islands centres, Western films which would not be tolerated in Australia are regularly shown to native peoples (primitive and otherwise) in other countries. So, presumably, P-NG natives cannot be kept indefinitely in a screened-off chamber.

Anyway, why censor films for natives, when female tourists from Australia and New Zealand, pin-headed and generously-buttocked, are now permitted to stroll through Suva and Noumea and Port Moresby and Rabaul, attired in costumes that are only one degree above Bikini level?

More Native Broadcasts

The growing sophistication of P-NG natives is emphasised in a recent article by Alan Ramsey, Reuter correspondent in Port Moresby, describing the growth of the broadcasting services provided for natives.

He says that, where four or five years ago only a few talks on elementary subjects were broadcast to natives, now services of local and international news are beamed out to them three times a day.

Native programmes are broadcast three hours each day, except Sundays.

Four Europeans and 12 natives on the staff of 9PA's "native broadcasts section" do most of the translating and broadcasting.

The article does not explain how the language problems are overcome—problems apparent in the fact that the 1½ million natives use between 500 and 600 languages—is the world's most multi-lingual Territory.

It is merely stated that the broadcasts are in English, Pidgin and Motu, and the "listening audience" is estimated at 26,000.

Probably, it is good policy to use the natives' eagerness to get radio service to induce them to seek better knowledge of English. The absence of a *lingua franca* has been—and still is—the Number One headache of the P-NG Administration. An audience of 26,000 (1½ per cent. of the population) does not indicate rapid progress.

Some Curly Questions

Mr. Roger Wilson, of the Broadcasting Service, told the writer that the most popular service among natives was "Your Questions Answered". In the beginning, the questions were very simple—"Why Does the Wind Blow?", and "Why Does the Moon Get Larger and Smaller?" were typical. But now the section receives such questions as these:

- Why are Australian aborigines and Papuans and New Guineans more backward than American negroes?

- Why is it that white people are more civilised and have a better background of knowledge than black and brown-skinned people?

- Why doesn't the United Nations contribute towards the cost of developing Papua-New Guinea?

- What are the necessary steps to self-government?

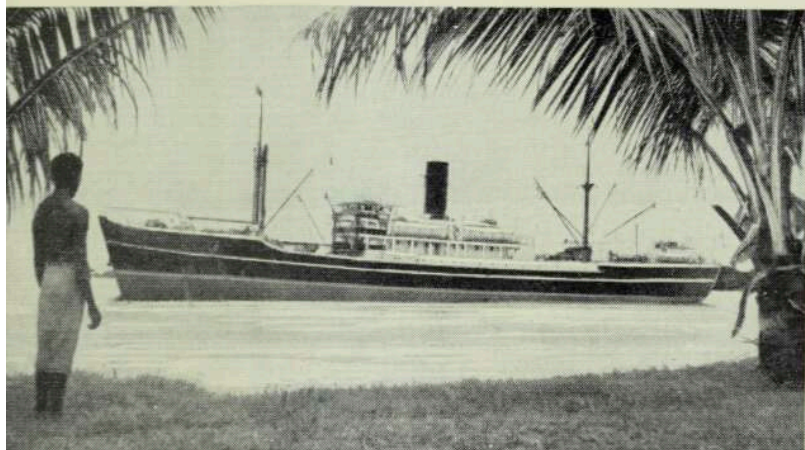
"We try to answer every question that has general appeal," explained Mr. Wilson. "We go to the best available authority and tape the answer in his own words."

"Many of the questions, through their simple frankness and reasoning are difficult to answer. Many affect Australian government policy and cannot be answered over the air. But we do our best."

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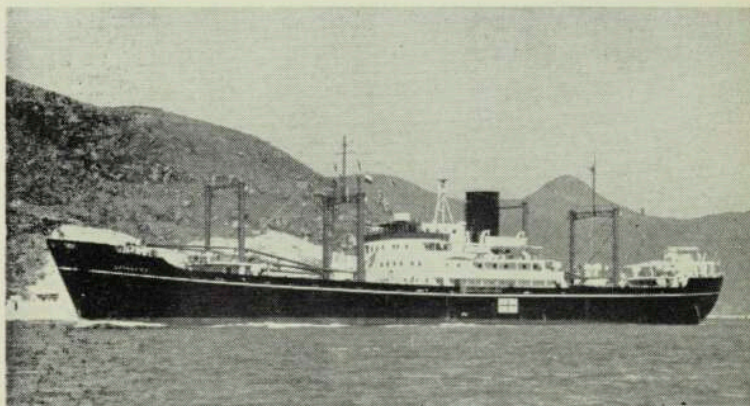
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THE MONTH'S NEW READING

WITH JUDY TUDOR

The Death-Defying Japanese —and Singapore

What makes a "war crime?" One may be permitted to wonder and to ask after reading *Singapore—The Japanese Version* by Masanobu Tsuji, now a member of Japan's Upper House but who was, during the Pacific war, Colonel Tsuji, Chief of Operations and Planning.

EUT.-GENERAL YAMASHITA, general officer commanding the Japanese forces in Malaya and Singapore, was executed as a war criminal in Manila after hostilities. Colonel Tsuji, however, who planned the campaign and was in Borneo at the time of Japan's military collapse in 1945, was instructed to "appear" and preserve himself for his country's reconstruction. This he did, wandering around post-China in disguise, for some time until cleared of all charges. Whether you consider Japan's attack on Singapore—or her attack on Pearl Harbour, for that matter—justified must colour your opinion as to just how culpable was Colonel Tsuji, the planning officer. According to the Colonel, of course, the attack on Malaya and Singapore was entirely logical, once you accept the premise that Japan would have been in the war at all. To one on the Allied side of the issue is likely to adopt the Tsuji justification, which is couched in the best terms anyhow. Although he had, he says, regarded war as "inevitable", because America and Britain had denied Japan vital supplies including petroleum, after the China "incident", it was Hitler's attack on Russia in mid-1941, that made Japan really serious about the matter. The Japanese began to feel then it was a case of having to be prepared to win it; that if they delayed too long, they might miss out altogether. For some time, however, the War Office of Japan could not make up its minds whether to make war on Russia through Manchuria; or to win all their faith on a southward thrust.

Liberating SE Asia

History has now recorded, and none of us down here in this part of the world are ever likely to forget, the ultimate decision was the southern adventure, which, tentatively, allowed Japan to hang an additional halo around its own flag—the "liberation of the count-

less oppressed millions in Asia".

The main reason why Colonel Tsuji has written this book at all seems to be in order to refute Winston Churchill's claim made in *Hinge of Fate*, that the onslaught by Japan on British and American forces in the Pacific and South East Asia had been long prepared, and that the Japanese troops who took part in the Malayan campaign were well-trained jungle troops.

Tsuji proves—to his own satisfaction, anyhow—that their's was a war without long preparation; that not until a few months before had the southwards thrust (as against the northern drive into Russia) been decided upon. And that the Japanese troops, far from being jungle-tested, had never seen a tropical jungle, but had, instead,

(Over)

TAUGHT AUSTRALIANS HOW TO CRAWL

According to "Skindiving in Australia" (reviewed below) Australians of 60 years ago were able to see a remarkable swimmer and diver in action. He was Alick Wickham, "a native lad from the Solomons". In Sydney he raced against white swimmers and beat them all; and in Melbourne he was asked to give a demonstration dive into the Yarra from a 100 ft tower.

When he arrived, he found the tower had been built on a 105 ft cliff—but he dived all the same, for the benefit of the 60,000 spectators, lost three layers of swim suits as he hit the water, and created a 205 ft 9 in. record for high diving that lasted 37 years.

It is believed to have been Wickham who introduced the crawl to Australian swimming and with it he beat all comers. But on one occasion he adopted even more unorthodox means—he submerged and ran along the bottom. "Scientifically, it makes no sense", says the author, "but Pacific natives are believed to be able to do it just the same".

What we'd like to know is what happened to Alick. Presumably he went back to the BSIP, where Wickham is still a name connected with the early days there.

IT'S FUN DOWN BELOW

People write, and publish, books about any mortal thing under the sun—and under the sea—these days, so it was pretty inevitable that someone should eventually come up with one for the estimated 100,000 skin-divers in the Australian midst.

SKINDIVING in Australia is written by an Englishman with a French name—Edward Du Cros—but it tells you how to do it, where to do it, and who does it, complete with diagrams and photographs and a history of the sport at home and abroad.

Skindiving is skindiving only because it doesn't require a helmet and a diving suit and some men on a tender above to pump air down to you. The equipment can, however, vary from the simple—your bare skin plus goggles and flippers—up to haversack-type compressed air bottles and even a kind of midge submarine to ride (strictly for the kind of people who, on land, use motorised golf buggies, I should imagine).

The French appear to have been the first to have any sort of yen to walk along the sea bed for fun—probably because they had the warm

and frequently calm Mediterranean conveniently at the back door. Underwater sport filtered slowly through to Australia, although most coastal Australians are, by nature, amphibious. Spear fishing, underwater photography and underwater adventure generally has really caught on in Australia only in the last dozen years.

All States in Australia now have at least one skindiving club or organisation and most of them are willing to take the novice into membership. There are also numerous places where equipment can be bought and gas cylinders replenished.

You will find a list of these organisations set out in the book—as well as instructions on how to catch fish, take photographs, frighten sharks and explore wrecks.

(SKINDIVING IN AUSTRALIA. Published by Angus and Robertson Ltd. Australian price, 25/-.)

been trained in the sub-arctic conditions of Manchuria.

Nonetheless, in spite of what he says about this aspect of affairs, it is clear from what he records elsewhere in the book, that as far back as September, 1940, the Japanese High Command had decided not to "include America and Britain out" in the war they knew was coming.

This was in retaliation for the freezing of Japanese funds in the US, and the ban on the export of scrap metal to Japan following the worsening of relations with the Allies when Japanese troops moved into Indo-China after the collapse of France.

And, in early 1941, some thought

to jungle warfare was being given in the setting-up of a special unit on Formosa, to which Tsuji was appointed as officer in charge of the Research Department.

In this job his chief study was Malaya—the military geography of it; and the equipment, tactics and supplies that would be necessary to carry out a campaign there.

The Impregnable Fortress

In this assignment he was helped considerably by a Major Asaeda, who specialised in cloak-and-dagger jobs and at one time, disguising himself as a coolie, infiltrated through Thailand into Malaya and

YOU CAN'T ALWAYS DO IT YOURSELF

Why do people have children? First there is the nine-months discomfort of having them; followed by the first year or so of getting used to them, followed by the two-to-five hellion stage when life for Mum and Dad can be sheer misery.

AFTER this, when the children come into head-on collision with school and the outside world, there is a somewhat halcyon period when they are apt to seem almost civilised, but this leads inevitably to the teens when Mum and Dad again begin to wonder if they are nurturing vipers or changelings in the bosom.

Why then do people have children? Even the theorists don't have all the answer, although they say it's compounded of deep human urges, spiritual needs and the pattern of our culture that revolves around the family. Totted up and compared with the coldly logical disadvantages, the best thing to do is to lay it all at the door of illogical human cussedness, and leave it at that.

But even in this day, when we appear to be brewing up something tasty on world dimensions for the next generation, it is obvious that people do still want children, and it is for these (generally), and for the small proportion who have difficulty about it (in particular), that *Children for the Childless* (edited by Morris Fishbein, MD, and J. Stallworthy, FRCS, FRCOG) has been produced.

It has long been a standing joke that the world is composed partly of people who have children and don't want them, and partly of people who want children and don't have them.

But according to the editors it's no 50-50 deal. About 90 per cent. of couples have no difficulty whatever in becoming parents. Ten per cent.—often for no obvious reason—do have difficulty and as the apparently unobtainable drives most

humans to extremes, this minority is the most vociferous.

Human sterility is, of course, as old as man himself. The Bible abounds with "barren" women who were generally held in contempt. And up until quite recent years it was still believed that it was the woman at fault in all childless marriages.

What is comparatively new is the effort of childless couples who desire children to do something about it—and that is mostly what this book is about. In this aspect, it is a pretty clinical account of what goes on in a sterility-clinic, gynaecologist's surgery or a hospital, and as such is calculated to make all but the most ardent and determined prospective parents think twice.

Which perhaps is a good thing. According to the authors, the reasons that some women have for wanting a child aren't, in their opinion, valid. The invalid reasons include wanting a baby because other women have them; to patch up a shaky marriage; or make a husband face up to his obligations.

According to these experts, a baby won't save a shaky marriage—it will just end in a third human being miserable; nor will it make an irresponsible or weak-minded husband assume responsibilities.

Apart from telling you how to try to have a baby even if it kills you, some of the writers of the articles in this book take excursions into Malthus' theory of over-population, birth control, artificial insemination, and Mendel's theories on dominant and recessive genes.

(CHILDREN FOR THE CHILDLESS. Published by Wm. Heinemann Ltd. Australian price, 15/6.)

Some More of Mr. Caldwell

Whether you think Erskine Caldwell is better in short bursts or not, that's what you get in two new books of his short and shorter stories, published recently.

One advantage in this aspect of his writing is that he moves about somewhat and there is an occasional change from the over-sexed females and the corn cobs and cotton of the Depressed South. Such as excursions into Czechoslovakia and New England.

Either you like Caldwell's stories or you don't. But there are sufficient millions amongst the former category to make him a rich man. It was not always so, as he indicates in an autobiography which he has also produced recently and which sounds as though it could be far more entertaining than his usual accounts of tumbling in the Deep Southern corn.

(WE ARE THE LIVING, Australian price, 18/9; WHEN YOU THINK OF ME, Australian price, 17/-. Published by Heinemann).

was able to bring back valuable information.

Even at this early stage, the Japanese were well aware that the £1 millions that had been spent lavishly on the "impregnable" fortress of Singapore had provided armaments only for the seaward-facing side of the island, leaving the rear defence facing the Straits of Johore, conspicuously absent.

The author is scathing in his criticism of this defect—and with reason; and even more so for the feeling of complacency that the propaganda about the "bastion of the East" engendered in British force in Malaya and the British public at home.

At no time was it Tsuji's plan to make a frontal attack on Singapore in the face of its fixed guns; it was always his plan to thrust down the Malay peninsula and nip Singapore off from behind.

Two days after Hitler started his war with Russia, Tsuji was appointed an assistant member of the Headquarters General Staff and in September of that year of 1941, the Japanese began in earnest their preparations for a war to the south.

In that month also Tsuji was appointed a staff officer to the forces in Indo-China, where one of his first jobs was preparing the aerodromes to accommodate the planes that would cover the planned Japanese landings at Singora, in Thailand, and at Kota Bharu, over the border in Malaya.

Where the Vichy French were

in giving permission to construct these airstrips, the Japanese went ahead and built them, anyhow, by early December, 1941, the Landing Divisions were ready for embarkation at Samah and Hainan and, while the headquarters staff were equally ready at Saigon. The things took place, as planned, on November 8, and the rest is history. The 70 days between the Japanese landing and the final collapse of Singapore is one of the decisive campaigns of military history and the fact that, 31 years later, the Japanese lost all they had gained does not alter it.

What was the reason for the Japanese defeat? Tsuji attributes it, in part, to criminal British complacency and faith in the Singapore garrison, in part to Japanese inferior planning; but most of all to the patriotic fervour and self-sacrifice of front line Japanese soldiers and men.

The Dream Plan

Tsuji's reckoning, Britain had superior forces all along the line, not in the air, yet in 10 short months, by one means or another, the Japanese—riding down the well-trodden roads of Malaya on battalions of cycles or fighting in the rubber plantations—were able to push the Commonwealth forces the whole length of the peninsula, over the way into Singapore, cut off the water supply and end the campaign.

This book is not without its sense of the oriental ridiculous. While the campaign was still in the planning stage, Tsuji had a dream and when he awoke he went to some pains to interpret its symbolism.

The upshot of this was that he envisaged a "death defying volunteer" that would disguise themselves as Thai troops for the landings at Singora, where they would overthrow some genuine troops (by the way, who would be put at the head of a column which would head the Malayan border.

The British Army border guards, unable to distinguish genuine from Japanese, would swallow the cock-and-bull story they would be up and let them through.

With this manoeuvre in view, a uniform was acquired and copies made. Then came the surprise landing at Singora that proved out to be such a surprise even the Japanese clerk in the consulate, who was supposed to have been there to welcome them, arranged the bribery and corruption was still in bed asleep.

Tsuji and a small party had to rush to the Consulate and knock the clerk up—by which time the military police and the army were on the alert and the Japanese plan of bloodlessly penetrating the Malayan border had to be abandoned.

SINGAPORE — THE JAPANESE CAMPAIGN. Published by Ure Smith. Australian price, 35/-.)

SOME SPECIALS IN THE JUNIOR DEPARTMENT

Most of the good-class books published for children these days fascinate adults almost as much as the youngsters for whom they are designed. Some of the most unusual children's books are published by World's Work (1913) Ltd. Some of these are of Continental origin and have been translated into English; and all of them are beautifully illustrated, frequently in a most unusual way.

The only fault parents are likely to find with them is the price, which is not cheap. However, nothing could be more appropriate for a special-occasion gift for children in the three to seven years bracket than any of the batch that have come in this month from this publisher.

THE POINTED BRUSH, by Patricia Miles Martin, is the story of a small Chinese boy, the only one of six brothers who could read and write, who was able to save Elder Uncle when mere brute strength had failed. The illustrations in this book are beautiful and unusual. (Australian price, 13/3).

HENRIETTA CHUFFERTRAIN, a story in verse by James Kruss, translated by Marion Koenig, with illustrations that are original and amusing. Would be appreciated by the three to four age group. (Australian price, 10/9).

CLEAN CLARENCE, by Pricilla and Otto Friedrich. The story of a pig who refused to get into the trough and eat with his brothers and sisters but stood off with his snout turned up in disgust. Clarence was the despair of Farmer Jones but he finally ended up as a trained pet with a blue ribbon around his neck. Coloured drawings help to tell the story. (Australian price 13/3).

LOST BEAR, by Ann Durrell. The Very Back of Beyond is where the lost animals go, and usually are pretty happy. But Little Brown Bear has other things on his mind. This book is illustrated by real photographs, in colour and black and white, of toy animals—taken by Desmond Russell. (Australian price, 15/6).

THE "I CAN READ" BOOKS—Youngsters during their first year or two at primary school shouldn't have much difficulty in reading these books for themselves. The stories are amusing, the illustrations are clever and help out, and the words used are simple and within the vocabulary of most seven-year-olds. The three that we have are numbers four, five and six of the series: *JULIUS*, the story of a young gorilla who went all the way to America from Africa to become the star turn in a circus, and loved it. *SAMMY THE SEAL*, who lives in the zoo and should be happy there but yearns to see the outside world. And *LAST ONE HOME IS A GREEN PIG*, about a duck and a monkey who challenge each other to a race and use their wits, legs and some strange conveyances during it. (Australian price, 12/- each).

In The Wild South Coast Mountains

ARTHUR UPFIELD fans who admire this author's painless way of presenting Australian background, will probably do a double-take when they read his latest mystery, *Bony and the Kelly Gang*.

The locale for this story will seem completely un-Australian to overseas readers who are more used to his sleuth, Napoleon Bonaparte, going through his paces in the arid outback.

Nonetheless, the country he describes in this book—the seaward fall of the mountains just south of Sydney—are far more typical of the Australia most Australians know than any part of "Out West". Those who know this particular area well can almost pick the Cork Valley of the book. Author Upfield, of course, now lives in that area himself, just

as, in his youth, he lived in the Outback.

But you couldn't say that Upfield's Kelly gang are typical Australians—they seem to bear a much stronger resemblance to the moonshine-making McCoys of the wild Kentucky mountains.

Running sly-grog, it's called in Australia, but whether there's the fortune to be made out of it that Upfield would have us believe is doubtful.

Bony, the part-aboriginal Detective-Inspector, became interested in the inhabitants of Cork Valley when an excise officer disappeared. He joins the Kelly gang disguised as a horse-thief and spud digger and a good time is had by all before the curtain is rung down with a solution.

(*BONY AND THE KELLY GANG*. Published by Heinemann. Australian price, 17/-.)

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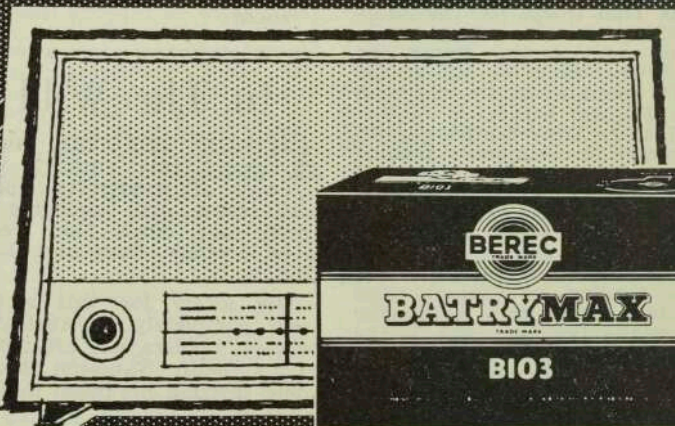
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Maybe it's the post-war migration programme or a sub-conscious desire for elbow room—even if taken only vicariously—but our crystal-ball has got its wires completely crossed, we are for a boom in the novel with the Australian background.

WHEN this reviewer was going through the teen-age period when reading becomes almost disease, a large part of the contemporary literature had an African ground. But where are those rhapsodies of Smuts and Botha Cecil Rhodes today? Or the tales of the voortrekkers; or the of the Rand, the diamonds and 's of Kimberley; the novels at strong, silent agricultural h Africans and Rhodesians and tiful English girls?

Where are they? Gone. Read, disd, unfashionable. Anything is likely to come out of Africa y will be mixed up with culture, and race relations, and theid. Deadly dull and no fun ll.

at since Africa has become a e from which the nicest people their shrinking skirts, publishers e been quick to leap in and pre- Australia as just the place to the vacuum.

ad we say *publishers* advisedly; e have always been Australian ers, but until the last decade of them have ever managed to other than a local publisher or cal audience.

mes are changing—no month passes without one Australian el or story, published in Eng, making its bid for public ur. Most are excellent, but ther Australia will ever have old glamour of Africa is btful. We have no rogue hants or rampaging lions; our really wild life being confined rocodiles in the North, sharks Bondi beach and, perhaps, on-driven motorists on our ways.

his month's piece of Australia the United Kingdom is *The o Dusters*, by Geoff Taylor, who a couple of other successful els to his credit, although not aralian-backgrounded.

his is not such a gripping or written novel as *The Green k*, which was reviewed here last th but the author combines t of the ingredients—migrant ners, assorted band of small air- operators and authentic back- und—to make it acceptable and prehensible to overseas as well cal readers. It would also make excellent movie script.

op dusters or aerial spreaders phosphate are a well enough

known adjunct to modern agricul- ture but what these boys had to spray was a swarm of grasshoppers which formed, millions strong, some- where up in the dry north-west and in their own good time began to

move on the lush greenness of the irrigated holdings at Red Bend, along the River Murray, where it forms the border between NSW and Victoria.

The emergency raggle-taggle air force that is hurriedly got together to deal with the menace included all sorts from the perennial Wing Commander type, through the ex-Luftwaffe fighter pilot to the incipient dipsomaniac. Together they make quite a team, and by delving back into their assorted pasts and histories, the author is able to take in a lot of the world not strictly Australian—a device which the late Nevil Shute also made pay hand- some dividends.

As well as aviation, the novel also

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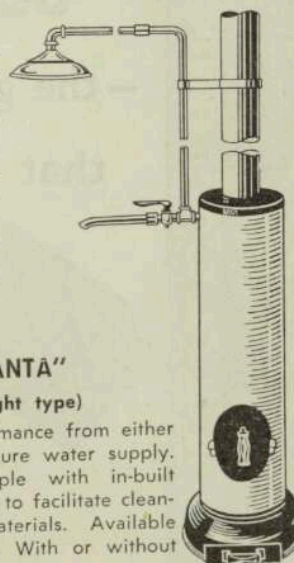
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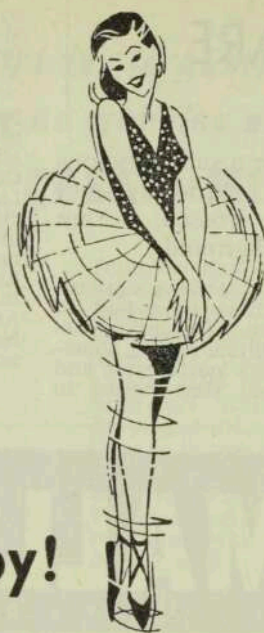
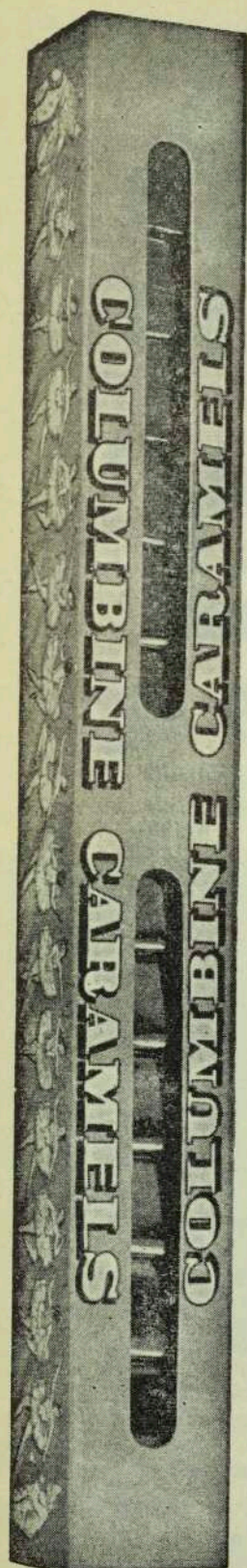
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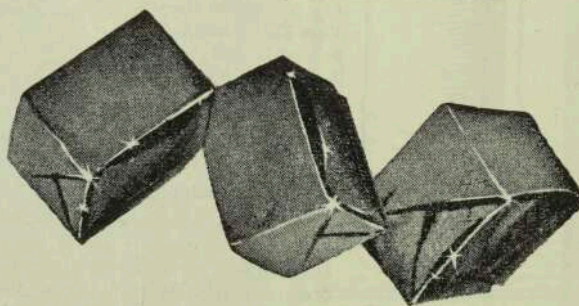


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contains a couple of love stories and a denouement that would have thrown any but the most modern heroine into two loops and a spin.

(THE CROP DUSTERS. Published by Peter Davies Ltd. Australian price, 20/-)

The Wild Irish

WHEN Elizabeth O'Connor—real name Barbara McNamara—wrote her first book, *Steak For Breakfast*, it was autobiographical and became an Australian best-seller. Her second book is set in the same Gulf Country of Northern Australia, but is a novel which while giving more scope to the accomplished writer, could have put a novice through the hoops.

Most people have an autobiography somewhere within them; O'Connor's *The Irishman*, passes the tests and proves that she has also got at least one novel.

This is the story of Michael Doolan, growing to manhood in the 1920's in a decaying mining town in the Gulf Country, his own inner conflicts the reflection of the larger conflicts of the changing times and how they affected his family.

Michael's childhood was dominated by his father, Big Paddy Doolan, the teamster, and the tensions generated within his own family and outside of it. When Big Paddy living as a teamster was threatened by the advent of motor transport, he at first fought madly against it and then went to the coast to sell his team.

He does not return and this has a profound effect on the youngster who, unlike his mother, Jenny, who loves Big Paddy but does not understand him, and his brother Will who hates him, both loves and is in rapport with his wild father.

Apart from its main purpose as a novel—to describe the sometime pathetic and sometimes amusing lives of this Irish family—the book also tells the story of the settler in that grim tract of country south of the Gulf of Carpentaria. The author now lives nearer civilisation on the Atherton Tablelands behind Cairns, but her memory and fondness for the country that provided *Steak For Breakfast* is still quite apparent.

(THE IRISHMAN. Published by Angus and Robertson Ltd. Australian price, 22/6.)

It's Roses And Old Lace

AMONG the autobiographies this month is one by a female rebel (see opposite) and a much quieter one by successful, 75-year-old novelist Frances Parkinson Keyes.

Even the title of it—*Roses in December*—has a flavour of pot pourri.

polished antique furniture, and
ly New England houses. Not
Frances guerilla warfare in the
ntains of Java; nor could you
ine her, under any circum-
ces, being walked naked through
streets by Japanese guards.

ances was born in 1885, at the
ersity of Virginia, where her
er, John Henry Wheeler, was
of the Greek department. Her
er had been a young widow at
ime Wheeler married her, and
Wheeler himself died when
ces was a few years old, she
died again. In those days,
ough it was considered decent
a widow to remarry once, to
twice was not quite the thing,
eccentric to say the least.

ances' mother, according to
fashion of the times, was not
pletely conventional in many
s, and not only did she have
husbands but she had other
imonial difficulties as well, and
ained flirtatious until nearly 90.
ances, however, had a very
er upbringing and when, in her
s, she fell in love with Henry
er Keyes, who was 30 years her
er, she was, according to the
oved tactics of the time, whisked
o Europe in order to get over

the cure failed, and at 18 she
died Keyes who subsequently
ne Governor of New Hamp-
and then served three terms
the United States Senate.

was while they were living in
ington that she began her
ng career which has totalled,
all, 21 novels, the associate
rship of *Good Housekeeping*
azine, the editorship of the
mal *History Magazine* and
erous religious works. Mrs.
s is now a Roman Catholic—
ough she appears not to have
born one and was married in
Congregational Church.

he speaks four languages
tly, has spent a great deal of
in Europe and has been able
luck the best from both the
rican and Continental ways of
As far as this story is con-
ed, except for some foresight
and there, it covers mostly
first 18 years of her life up
her marriage.

abounds in names of cousins,
s, relatives and friends which
mean something to Americans
know the social history of New
and, but a great deal of it is
prehensible to an Australian
can know nothing of it.

netheless, it is a restful sort
ok, as it tells in a quiet sort of
er, something of the social
s of the privileged class of
ican at home and abroad at
urn of this century.

SES IN DECEMBER. Published by
Davies Ltd. Australian price.

The View From The Other Side

As Kipling said, woman—once she has taken the bit be-
tween her teeth and bolted—can prove more deadly than the
male, although most are still disposed (and a good thing, too)
to stay quietly at home having babies and not-so-quietly wash-
ing dishes.

THE rebel female we are concerned
with in *Revolt In Paradise*
(Paradise in this case meaning
Bali and not, for once, a Pacific
island), is called K'tut Tantri and,
at a later stage of her career,
Surabaya Sue.

She was probably born with an
English name, as her parents were
from the Isle of Man, but this she
shed early in her lively career.

When still a young girl she went
with her mother to America and
by 1932 was a naturalised citizen
and had a well-paid job in the
Hollywood film industry. But she
was always subconsciously searching
for a spiritual home although she
had no inkling of where this might
be until one day, by chance, she
happened to see a movie on Bali.

She cashed in on all her worldly
goods and left for the East Indies,
by freighter, forthwith.

It should be made clear from the
outset that this is a book that no
one with one drop of Dutch blood
could possibly find to his liking.
K'tut went to the Indies as no
ordinary tourist and, once there and
settled in, she identified herself with
the Indonesians and their "cause".

The Dutch are the villains of her
piece, and worse, in some respects,
than the Japanese, who merely pro-
vided an interlude.

If K'tut were not so one-eyed
about this alleged Dutch villainy
she might be more convincing, if
less of a woman. On only one
occasion does she appear to have
taken any notice of a Dutchman
in the 15 years of her residence in
Indonesia, and that was when one
told her that the war with Japan
would last only three months.

She believed him and refused
evacuation to Australia. The war,
of course, lasted three years.

Does The "Not Done"

Amongst officialdom, Dutch or
otherwise, there is always a fair pro-
portion of stuffed-shirts and the
reactions of East Indies officialdom,
1932 vintage, when the crazy Ameri-
can woman wanted to go off and
live amongst the Balinese instead
of staying in the tourist hotel, was
about the same as that of any
Pacific Islands administrator when
a case of attempted beachcombing
comes to his notice.

K'tut has a peculiar talent for do-
ing the not-done thing and for get-
ting in Dutch hair and she began
it early in her Bali career when,
after repeatedly being warned off,
she headed for the interior in her
car, determined to settle down just
where the petrol gave out.

Fortuitously, the petrol-tank ran
(Over)

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outside the gate of a Rajah's house, she went inside and was welcomed by the Rajah and his family—just like that.

From that time went on she was given a name—K'tut Tantri—which was the fourth-born child; was initiated into a new religion, learned to read and Balinese, wore Balinese dress and dyed her hair black so her natural red hair was, in fact, reserved only for demons and evil spirits, and in any event did not wear Balinese clothes.

The Gossip Started

Rajah had a charming son, Anak Agung Nura, and it was long before gossip was circulating about him and K'tut; but when she later built and lived in a hotel on the beach it was sure amongst the European community that it was really a scandal.

It was believed that these rumours were deliberately set afloat by Dutch officials—although most people who lived in a small tropical community tell her differently.

When the Japanese invaded Java in 1942 most Indonesians believed, at first, that through them they would be liberated from the Dutch. But they were soon disillusioned, and although of course the Japanese invasion of the Indies did lead, in the end, to some strange by-ways, to the independence of the Indies.

The Japs invaded Bali before K'tut escaped from there to Ubud, where she was for some time before the Japs arrived. For a while they treated her well, but eventually persuaded themselves that she was an American spy. In the end she was beaten, starved and killed, and on one occasion she was made to walk naked down a street in Bali carrying a sign in which she was saying: "The Yankee Mata".

It was Lady Godiva, and not Hari, all over again. The Japs did not reckon on Balinese sense of decency, and when they saw what was happening they fled in panic and slammed doors and windows shut, leaving the Japs, now foolish and losing face fast, to continue the street with the naked woman.

Still Hung On

After the Japanese war K'tut had not had enough to do to the Javanese hills with her fighting for Indonesian independence. She became associated with the present President, who indulged in espionage and was fast for the "freedom radio" (and thus earned the nickname of Surabaya Sue).

Finally, it was decided that it was K'tut who would attempt to break through the Dutch blockade to tell Indonesia's story to the outside world—the outside world, in this case, being Australia.

This was not without good reason. Most Australians will remember the immediate post-war years when the wharfies were calling our international policy by declaring black the vessels of those nations that didn't please them. This was evidently interpreted by K'tut and her mates as being support from Australians as a whole—a belief that was bolstered by the fact that the Government of the day allowed her to land without a passport.

(In her book she gives Australia, with India, top marks for having helped the cause of Indonesian independence most).

According to K'tut, her visit to Australia caused snowballing sensations of no mean order (received

jubilantly by the trade unions, cursed by the "reactionary press" and offered 100,000 guilders by the spokesman for a group of Dutch businessmen if she would go away and forget Indonesia), although your Australian reviewer cannot now recall the visit at all.

One practical result of it was the Indonesian Medical Aid Society and a considerable amount of money to relieve distress and want.

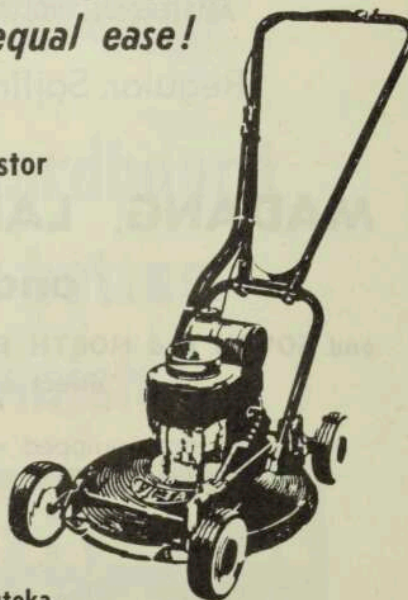
What Happened To Her

What happened to K'tut after her Australian adventure, except that she went back to America, neither the author nor her publishers say. What she tells in this book merely proves, of course, what we said in

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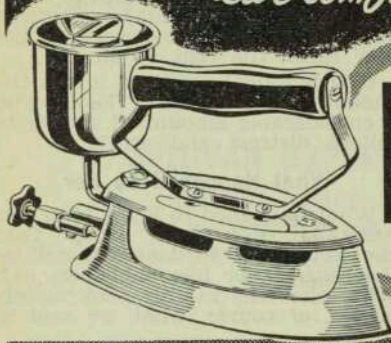
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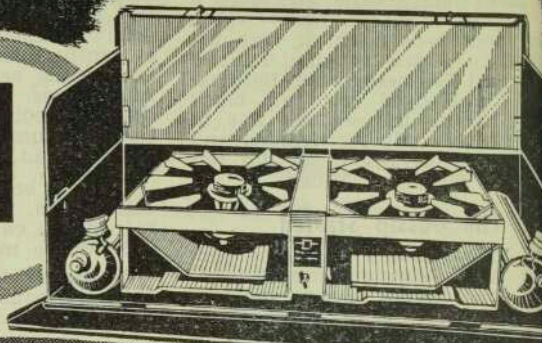
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beginning—there are more ways
woman to make her mark on
world than by washing dishes
having babies.

VOLT IN PARADISE. Published by
Heinemann Ltd. Australian price,

Old Something pain

NAGERS of the less-
sophisticated sort will like
Geoffrey Household's *Spanish*
an adventure story of the
ish coast near Asturias, on the
of Biscay.

s is the first book Household
wrote—it was published first
36—and since then he has
d to adult novels, of which
e *Male*, published in 1939, first
his name well known.

sehold has been a man of
careers; banker in Rumania,
a shipper in Spain, and
other things in the United
t, Spanish America and the
ment.

ing the war he was an
gence officer in the Middle

All of this provides good
round material for adventure

Spanish Cave is set in pre-
ationary Spain, but the date
t show. Dick Garland, 15,
with his brother, a railway
or, in Asturias, and with his
men and other Spanish friends
le to clear up the ancient
ry of why, from time to time,
were without a trace sunk off
ave of the Angels, in calm
er.

le exploring the labyrinths of
nd cave, Dick and his friends
hat it was inhabited by a
hing", whose identity they
only guess at. Some said it
a plesiosaur—a prehistoric
er hitherto believed to have
extinct.

ther it was a plesiosaur—and
e is a Monster in Loch Ness,
ot a plesiosaur in Asturias—
ther kind of "something", the
akes for a lot of suspenseful
ure in its telling.

SPANISH CAVE. Published by
Head. Australian price, 13/3.)

-It-Yourself ould Help

H some books it would be a
reat kindness on the part of
e publishers if a leaflet of
tions—as in a model aero-
kit or a new vacuum cleaner
enclosed.

indness for busy book re-
s, that is; if you happen to
the declining minority who
isure, it no doubt would be
tely fascinating to take time
rapple with a book like *Three*
Minikoi, by Kjeld Abell.

Maybe it wouldn't be such a frus-
trating book—even lacking the do-
it-yourself instructions—if one could
read it in the original Danish; it's
likely that Danish doesn't translate
so well into English.

And even allowing for these
natural drawbacks, it still does have
its moments—although not sufficient
of them to "get in" a working book-
reviewer who, after a hard day at
the office, is absolutely guaranteed
to be lacking in the sense of *fey*
possessed by this writer.

Kjeld Abell went on a visit to
China, by slow boat, seven years
after the Communistic experiment
began. He is accompanied on the
boat trip by his girl-friend (real)
and three ghosts who, while he is

being impressed by the recreated
Chinese empire, turn into something
that is symbolic of the prejudices
and fears of Western Europeans.

The ghosts were Bella, Virginia
and Archie, who had been passengers
on the vessel on her maiden voyage
20 years before. However, they had
prankishly tried to go ashore by row
boat to one of the small islands off
Ceylon, and had got drowned. It
was their ghostly habit thereafter
to board the vessel off the island
on the leg of the journey that took
the ship on to China and back.

There is a lesson in this book for
all of us. (It says so on the jacket).

(THREE FROM MINIKOI. Published by
Secker & Warburg Ltd. Australian price,
26/-.)

(Over)



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What's New in Paper Back

WM. HEINEMANN & CO., publishers, have introduced a series of paper-backs each designed to fit us more easily in the scientific age we live in.

Originally they were published in the United States as part of a fresh approach to the teaching and study of physics, and as they are written in English, and not in the language of science (which is mathematics) they are well-suited for the layman as well as the student.

The first five books in the Science Study Series cover a large field from soap bubbles to neutrons, although reading them won't turn you into a nuclear physicist, it will allow you to understand what important men of our times are talking about.

This—remember?—is the age in which there are no more frontiers and no worlds to conquer except those of science.

SOAP BUBBLES and the Forces that Mould Them: This is probably the earliest of the five books to start with, as it was written as far back as 1889, for a juvenile audience, by Sir Charles Vernon Doolittle, one of the foremost mathematicians and scientists of his day.

Most people have blown soap bubbles some time or other, and haven't bothered to think that the bubbles' behaviour in any way phenomenal or puzzling.

It will probably come as a shock, reading this book, to realise that in a bubble you are in contact with many of the basic principles of pressures, liquids, electrical conduction and jets.

C. V. Boys was a human sort of scientist and a pretty good bubble-blower in his own right. He shows you how you can get quite a few variations on the old theme—like blowing one bubble inside another, attaching them to rings or threads, etc.

HOW OLD IS THE EARTH? Ever since man became a reasoning animal, he has been interested in the earth and the moon and the stars and the sun. In each age there have been people who have concerned about the earth we live on, its age, and each generation has developed a new theory or modified an older one.

In our own nuclear age, new and accurate methods have been developed based on the radioactivity of the earth and experiments linked to the known life of various elements.

Dr. Patrick M. Hurley who writes this book was born in Hongkong but went to school and university in Canada. In his lifetime he has—amongst other things—carried on research in radioactivity, prospected for gold and advised the Navy on anti-submarine warfare and underwater ballistics.

MAGNETS — The Education of a Physicist. This subject, dealing with some of the many influences one bit of matter can exert on another, has been the study of Professor Francis Bitter. As a professor of Physics, his researches have been spread over a large field from studies of the magnetic behaviour of atoms to the defence against magnetic mines during the war. This book is a story of the Professor's own life, his science, and reads less like a text book than some of the others in the series.

ECHOES OF BATS AND MEN.

language of echoes is one that some animals understood before man. Bats have long been known to have some sort of inbuilt echo-sounding devices, but Dr. Ronald R. Griffin has also studied porpoises, beetles and migratory birds in his researches into sonar and radar. Working simultaneously in biology and physics has allowed him to come up with some useful conclusions, most of which have very practical applications.

THE NEUTRON STORY is told by Donald J. Hughes, who worked on the Hiroshima atom bomb project in America and thus helped father the clear age. This is a biography of the neutron, its chain-reacting history and strange behaviour that has not only made possible the atom bomb, but radio active materials for medicine and industry, ship propulsion and the generation of electric power. But the neutron is not the intimate; some day, the author thinks, it may stumble on this and write the intimate account of matter. When that day comes, the neutron will be one of the story's great chapters.

THE SCIENCE STUDY SERIES. Published by Wm. Heinemann Ltd. Each of the books is priced at 5/9 Australian, all except "Soap Bubbles" has an excellent—rare in a paper-backed book.)

HAT, by Val Gielgud. This is, in a way, a murder story but concerned more with the murderer and what made him do it, than in clues and detection. On the fourth page, Charles Trent knocks out a pipe and says: "I don't want to waste your time or the country's money. I love Evelyn Cavendish".

UNREASONABLE DOUBT, by Elizabeth Harris. When Alistair Dirke and his wife went for a holiday to the South of France they were asked to undertake a small job for a friend and there they got mixed up with another couple and eventually the French police. Back in England they were disposed to put it out of their minds—until they received an anonymous and mysterious message.

THE MEMOIRS OF FIELD-MARSHAL MONTGOMERY. This book was reviewed in this section when it was first published by Wm. Collins Ltd. in 1958. As Lord Montgomery said at that time, these Memoirs are the stamp of Montgomery on every page. Need more be said? Viscount Montgomery was never a mild-mannered man, and he doesn't write like one.

COLOUR SCHEME, by Ngalo Marsh. The author returns to the land of her birth for this one, and has her victim turn to a turn in one of the boiling muds of New Zealand thermal district. First published in 1943.

THE LAST SQUADRON, by Gerd Gaiser. A novel translated from the original German to tell the story of the last days of a fighter squadron defending the homeland in a desperate rear-guard action.

UNDER IN THE DUST, by Alan Leitch, who writes cowboy sagas for those who want them. Hero Tom Cloud tries to start up a ranch in Lower California which is, at any rate, a change from the Wyoming—but has a tough time of it. His cowboys are Mexicans which is also different but also another item.

OUR FRIGHTENED PEOPLE, by E. Robertson. A story about Malaya, not about the Emergency. Bubonic plague breaks out on the old freighter against the 500 Chinese on her lower deck, for various reasons of their own, the Europeans on board decide to off her and walk.

APPOINTMENT WITH DEATH, by Agatha Christie. This is one of her Middle Eastern numbers, the background for which Agatha, no doubt, absorbed when on a digging expedition with her archaeologist husband. Hercule Poirot somehow got himself there, too.

MINUTE FOR MURDER, by Nicholas Blake, who has a dazzling blonde poisoned and the Director of a Government Department stabbed—all in the interests of high treason, human relations, suspense and a good thriller-mystery.

DRIVIN' WOMAN, by Elizabeth Chevalier. A full blooded story of two sisters at one of the dramatic periods of American history—the post-Civil war. A story of "love adventure, big business and gambling" plus a Virginia heiress and a riverboat gambler.

THE YELLOW TURBAN, by Charlotte Jay. Brooke was the second man to be sent to Karachi to trace the whereabouts of Roy Findlay. He woke one night to find the corpse of number-one in bed with him. Quite a jolt.

(Our copies from Wm. Collins (Overseas) Ltd. All Fontana books, and all A3/9 except "Memoirs of Field-Marshal Montgomery" and "Drivin' Woman", which are 7/6.)

Hilder Profile

(Continued from p. 77)

and was first stationed at Woodlark Island. This station, with a mast about 340 feet high, relayed the traffic between Rabaul and Townsville. He was later sent to the ex-German station at Bitapaka, near Rabaul.

In 1920 Tex resigned and went into the motor engineering firm of Adams and Cooper in Rabaul.

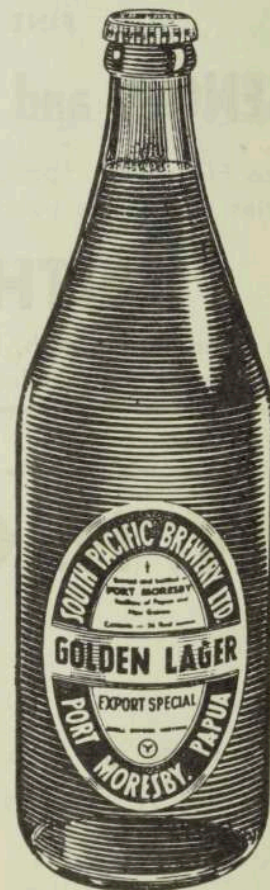
Soon after this he started a car hire service there. He tells the story about the day he was engaged to drive Lord and Lady Forster around during their vice-regal tour of the territory. Poor Tex was dressed up in starched whites, after being briefed in the necessary protocol. All went well until the dignity and solemnity of the occasion was shattered by the joyful voice of "Tiger Lil", who had just recognised Tex in his unaccustomed attire.

About 1923 Tex and the Cooper of Adams & Cooper began clearing and planting some land in the Bainings with coconuts.

In 1926 he set out with a party, which included "Blue" Allen, from Salamaua to look for gold. They reached Edie Creek after 13 days, and had some success. So for the next 10 years Tex was in the gold-fields area, prospecting and occasionally recruiting, and having many adventures in the rough country. He was the first to find gold on the Schilling River, 20 miles in from Wewak.

In 1936 he took up 300 hectares for a copra plantation on the coast

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outh of Rabaul. His property was named "Tallis", and it is next to Induna.

He filled in his time cutting walnut logs from about 10 miles of the neighbouring coast, and these were cut into fitches and shipped out from Induna. Tex saw the 1937 eruption at Rabaul from a safe distance to windward.

Upon the arrival of the Japanese forces in 1942 he took off down the coast, luckily avoided the Tol massacre by going inland, and then spent three months at Drina plantation awaiting rescue. He was finally picked up by the *Laurabada*, under Ivan Champion.

Returning to New Britain after the war, Tex was married in 1948 to the Kunai Methodist Church at Rabaul. This church fell down the very next day. The bride was Rita Georgina, nee Brain, the widow of German planter, Peter Uechtritz. He owned Sum Sum plantation. Her son, by her first marriage, is Robert Harold Roberts, an agricultural officer in Queensland. Tex and his wife have now made their home in Sydney, living at Arrawee, and he makes occasional visits to New Guinea to look after his plantation interests.

The Story Of Kar Kar

(Continued from p. 76)

and squeezed some fluid from the man into the pot. They then challenged the young men to eat his stew, stating that if they were innocent nothing would happen, but if they were guilty they would die.

The young men partook of this stew, and none died. The matter was reported and a patrol officer was sent to investigate. Fortunately he had a sound knowledge of natives; and took the two elderly gentlemen off to Madang for a stretch in gaol. An inexperienced officer would have gaoled all the young men as well, because they took part in "sorcery".

The use of real poison was not heard of. On one occasion a medical officer exhumed the bodies of two labourers who had died in strange circumstances. He found traces of poison, which eventually was traced; and it was found that native natives had extracted this poison from the spine of a rare bird, and had put it in the food of the deceased.

The Administration has refused to let the natives sell any more because they say they haven't enough. However, the late George Murray (pre-war Director of Agriculture) stated that cocoa could be grown almost to the top of the crater. He also thought that Arabica coffee could be grown at the top, starting above what he called the banana line—that is

where the bananas ceased to grow, 900 to 1,000 feet above sea level.

Very few villages or gardens are established more than a mile inland. There are thousands of acres of good land available.

Lots of Cocoa

Kar Kar is now producing a lot of cocoa and copra from established plantations, and a good deal of copra from village groves; and these are being increased. Cattle and horses do well on the island and there are thousands of pigs.

Nature, after providing such a surfeit of growth and wealth on this island, evened up the score by also providing a great variety of snakes. These are very numerous, mostly of the coconut or carpet variety, and harmless except as egg

and chicken stealers. There are lots of large pythons and constrictors, and a few, though very few, vipers or adders.

The disposition of the natives seems to have changed in the last few years. Some of them worked. But money did not mean anything because nature had provided all their needs, and a mild pleasant climate in which to enjoy them. Now, however, with Government-sponsored co-operatives, they are becoming more money-conscious. The people seem to have lost their spontaneous friendliness and have adopted a sullen and surly attitude towards others.

Rich Kar Kar is an island few New Guinea people seem to know much about it. But it should be visited more often.



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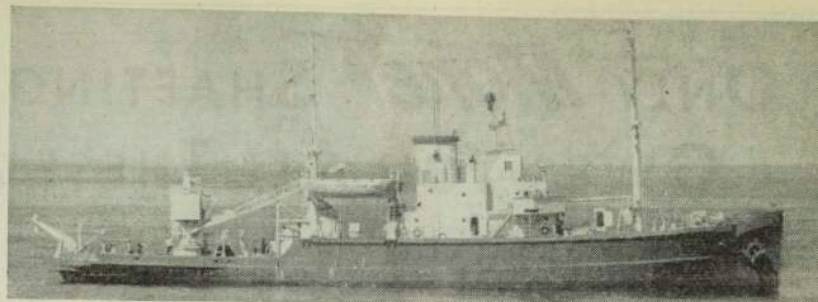
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In The News This Month

Argo	Marinero
tu E	Nikau
wahnee	Nivanga
afje	Ninikoria
irgitte Basse	Northern Star
ounty	Nanette
orrachita	Norla
Charles H. Gilbert	Paluma
orinthic	Paraita
hekian	Phoenix
ardigan Bay	Rotui
ara Mia	Rosanna
aiko	Rebel
aisei	Spencer F. Baird
obiri	Stranger
explorer	Shokalsky
itheach Ban	Santa Teretia II
iesta	St. Bride's Bay
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ay Lady	Tiare Taporo
orizon	Taveuni
is	Tiare Maori
land Queen	Tahoe
oyita	Te Vega
ylami	Ventura
aren Margrethe	Vectis
oana Roa	Wairangi
auli Pomare	Wanderer
iranda	Yanawai
arie Celine	Zarja
anu Rere	



These two research vessels were among those busy in the South Pacific in January. They are the "Argo" and "Horizon", of the Scripps Institution of Oceanography.

Photos: Scripps

PACIFIC SHIPPING AND CRUISING YACHTS

The world's oceans, including the Pacific, are the scene of a great deal of scientific activity these days. Some of the specialised ships are engaged in rocket or satellite tracking, some are investigating the mineral potential, some are studying fishery resources, others are interested in what happens to the by-products of nuclear explosions when they fall into the sea, others are interested in ocean currents or the chemical constituents of the oceans. A number of these ships have appeared in the South Pacific lately.

THE Russian non-magnetic schooner *Zarja*, which is carrying out a variety of research work in addition to her primary task of measuring the earth's magnetism, left Wellington, NZ, on January 8 for the Chatham Islands, Valparaiso, Rapa Island, Honolulu, Tokyo, and Vladivostok, where her voyage commenced some months ago.

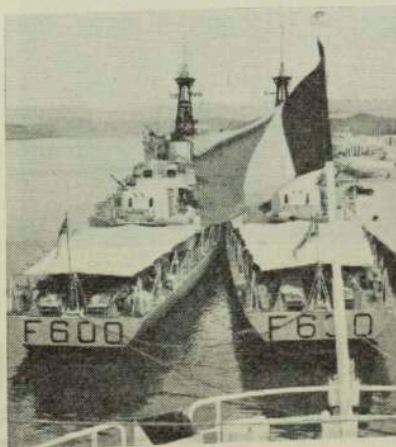
She came south by way of Hong Kong, the Philippines, Indonesia, Darwin and Sydney. As she now sails eastward across the far South Pacific she is sending weather messages back to New Zealand.

Another much larger Russian research ship, *Shokalsky*, the nature of her work less well known, and of which no details appear in the standard reference books, dropped anchor at Suva.

She appeared to be specially equipped for radar tracking—and probably was connected with some Russian operation which was evidently in hand in the central Pacific in mid-January when American

sources reported three tracking-ships heading for the area west of the Line Islands near that used for earlier Russian rocket firings.

A report that this ship was "missing" a day after she sailed from



Suva on December 24 seems to have stemmed from a rumour that someone had requested an air search. This was denied by the RNZAF, but they indicated that they were showing an interest in her movements and knew where she was.

Next to appear was the American Scripps Institution of Oceanography vessel *Argo*, 1,360 tons displacement which called at Hobart and Wellington in January. This was the vessel which was to have called at Suva last year when westbound for the Indian Ocean.

From Wellington she was to make a slant southeast of New Zealand then head up to Tahiti and back to her home base at San Diego, California.

At Wellington her master, Captain Laurence E. Davis, came ashore ill and was replaced. Known as the Monsoon Expedition, this was the longest cruise by the largest vessel ever despatched by Scripps. It involved general oceanographic work.

It commenced last August 23 and was to end about March 1.

In addition to *Argo*, Scripps have had their *Stranger* operating in the South China Sea for nearly two years, *Horizon* has recently been studying the Peru Current in the eastern South Pacific, and *Spencer F. Baird* is operating in the Caribbean.

Recent visitors to Noumea—the British frigates "Cardigan Bay" and "St. Bride's Bay". The two vessels were in harbour five days, and the Navy men made a first class impression with their good behaviour. Photo: Fred Dunn

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CARGO VESSELS

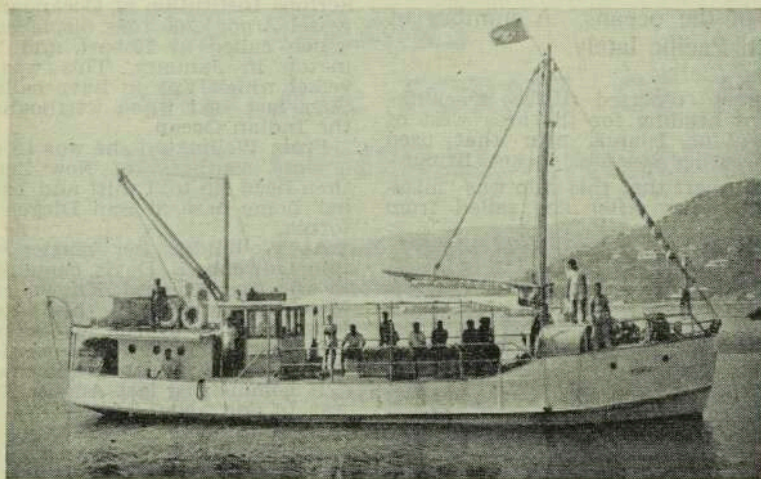


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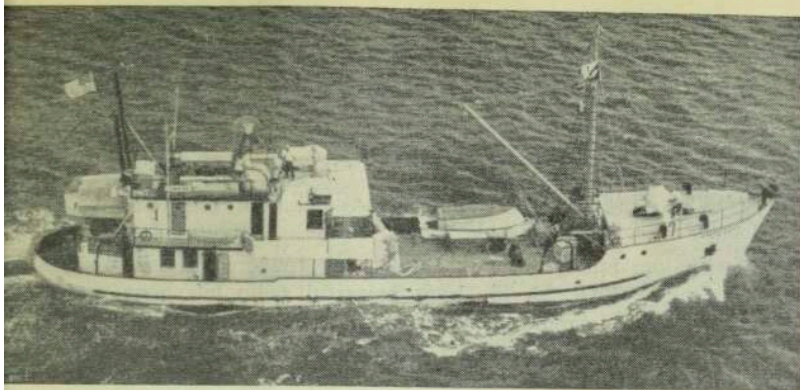
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"Charles H. Gilbert", the US Fish & Wildlife Service's Honolulu-based research vessel which made her 50th cruise in December. The 188-ton craft makes voyages as far south as Tahiti.

Photo: US F & WL

ean. All these vessels have called at South Pacific ports in the past.

The US Fish and Wildlife's "Charles H. Gilbert" returned to Honolulu in December from her 50th cruise—to Fanning, Christmas, Apete, Rangihoa, and most of the main islands in the Marquesas. The object was mainly to blood-type tuna in a study of the separate tuna families in the Pacific, a method of checking on migration characteristics of this valuable commercial sea fish. The island calls were to collect small baitfish for the tuna fishing operations.

The cruise has indicated that the tuna colonies found in French Polynesian waters have no connection with those found round the Hawaiian Islands—and therefore that fishing activities in one of these two areas would not effect fish densities in the other area.

By similar methods there is proof that North Pacific tuna do migrate between eastern and western areas. In the Tasman Sea, in January, the Royal Australian Navy's frigate "HMAS Stirling" with a group of CSIRO scientists aboard, was carrying out sea-mass studies to determine the borderline along which Antarctic and sub-tropical waters meet. Best fishing possibilities usually exist along such borderlines.

To the uninitiated, all sea water may seem alike but in fact there is no great mixing between the major water-bodies of the ocean and they can each be identified by chemical and temperature differences.

• A LUMP NEAR TONGA: A dip of another kind, the U.S. Navy's icebreaker "Glacier", south-bound for the Antarctic by way of New Zealand—one of whose helicopters looked in on Tom Neale at Hawarow in November—seems to have made an interesting discovery 10 miles southeast of Tongatapu. Here the existing navigational charts show 4,000 fathoms—24,000

ft of water—"Glacier's" electronic sounding gear found a mere 50 ft.

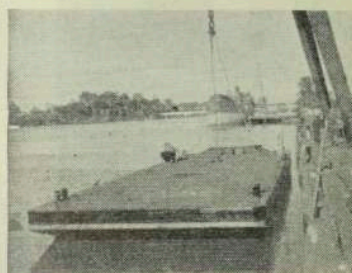
This is an area of underwater volcanic activity and it is possible that a major eruption has taken place there comparatively recently.

There was, for example, the report of a vast area of pumice in the area extending 900 miles northeastward from a point about 150 miles from Auckland made by the master of the liner "Corinthic" in January last year.

The shoal is well off ordinary shipping tracks between main Pacific ports.

If it rises from surrounding depths of 4,000 fathoms it represents a pretty considerable undersea moun-

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SUDDEN DEATH OF CAPT. JOHN HARE

Captain John William Hare, master of New Zealand Island Territories Department's new *Moana*, was found dead, slumped over the radar screen, on the bridge of the ship an hour after the vessel had cleared Auckland for Rarotonga on January 16.

The ship put back and sailed again the following day, with the former chief officer, Mr. R. A. Fraser, in command.

Captain Hare had assumed command of *Maui Pomare* several years ago on the retirement of Captain Boulton. He had been chief officer in that ship for some years. Earlier he had served as Second Officer in the well known cable ship *Iris* during and after World War I when that ship was based in Suva. He served with the RAN during World War II, afterwards bringing a vehicular ferry across the Tasman to Auckland where he remained.

He went to the UK last year to take command of the new ship, Mr. Fraser taking command of *Maui Pomare* for the closing voyages. Captain Hare was aged 62. He is survived by his wife and a married daughter.

and could well become another iconic Island of eroding pumice, sometimes above and sometimes below the surface as alternate volcanic activity and sea action play their part.

JETS FOR REEF WORK: In December we mentioned new types of ships now coming to the fore—the Cushioncraft/Hovercraft type, and the hydrofoil.

The same month, Mr. S. G. Bryan, Resident Agent of Mani Island in the Cooks—where there are no wharves and all cargo has to be boated through a shallow passage between ship and shore—was in the South Island of New Zealand looking at another type of craft which is certain soon to fill a valuable place in the Islands.

This is the water-jet propelled coal-draught vessel, developed by C. W. F. Hamilton and now in production in New Zealand and overseas. The secret of the Hamilton jet is the highly efficient design of the water pump which draws water in and projects it out in such a way that it produces tremendous push and manoeuvrability to the boat.

There are no propeller blades to suffer damage and this type of craft can operate in a few inches of water.

No very large units suitable for cargo have yet been produced, but there is no reason why they could

not be should the demand arise. The present main Islands application would seem to be for cargo lighters and pleasure craft.

• **BP RESHUFFLE:** There were reports in January that Burns Philp (South Sea) Co. of Suva might soon transfer one of Fiji's largest and best-known vessels, the 434-ton, 23-year-old *Yanawai*, to the New Hebrides area, where presumably there is more work available for her than in Fiji waters. It was also reported that the 248-

ton, 51-year-old former New Zealand coaster *Nikau*, which BP's acquired in July, 1956, and transferred to the New Hebrides after an initial period in Fiji waters, was for sale.

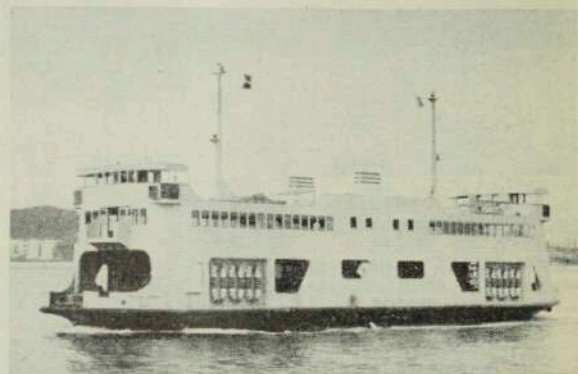
• **NOW SHE HAS A NAME:** The Gilbert and Ellice Islands Government's new ship, now on order in Hongkong and due for delivery before the end of the year, is to be named *Nivanga*.

Similar to the handsome *Ninikoria*, but with more passenger

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Ferry "PULAU AMAN", launched February, 1959, for Penang, Malaya. Seats 460 passengers, 32 cars. Voith-Schneider propulsion.



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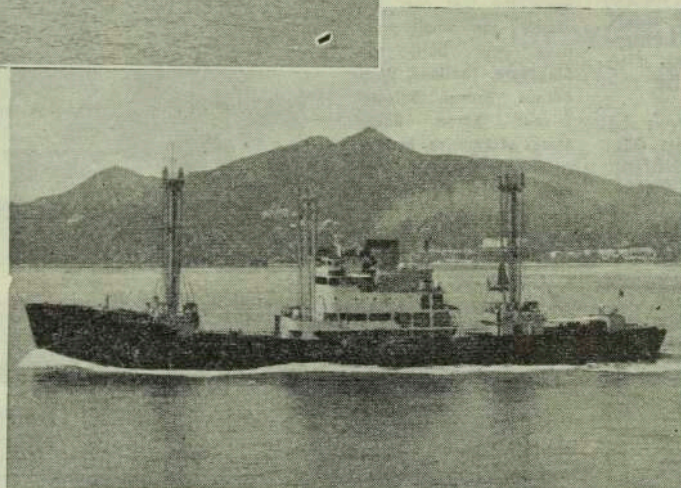
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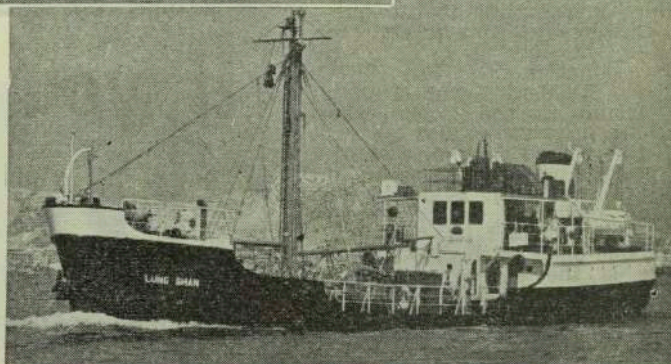
Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
Bruusgaard
Kiosterud
Drammen,
Norway.

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Left: M.V.
"TARAWERA",
all refrigerated
motor cargo
vessel built for
the Union Steam
Ship Co. of New
Zealand Ltd.

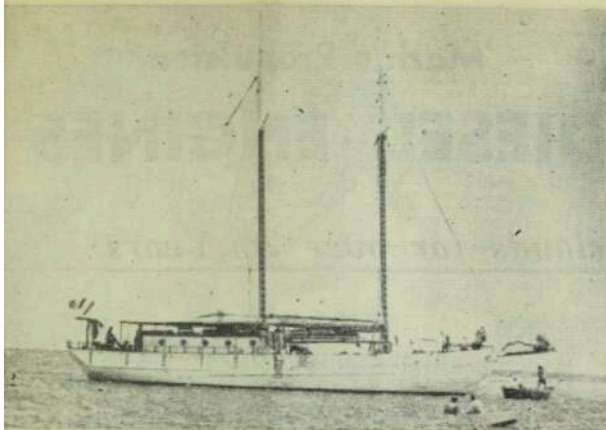
Right: "LUNG SHAN", one of two
bunkering vessels built to the
order of Shell Tankers Ltd., for
use in Hong Kong, supplying fuel
and lubricating oils to ships at
harbour moorings.



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RAROTONGA: A recent visitor in Rarotonga is the 85-ft Latter Day Saints' Mission vessel "Paraita". The passengers included Elder John Longden who is the supervisor of the LDS Polynesian Missions, and Joseph R. Reeder, who has become the first president of the Rarotongan Mission, which is now a separate mission.

Photo: R. D. Moore



SUVA: The wharf at Suva, like so many other South Pacific wharves, always appears to have either a feast or a famine of shipping. Over the Christmas-New Year period the wharf was very busy. Here in the background is the cruise ship "Rangitane", behind her, out-of-sight, is the "Matua", while busy smallships take up all the foreground.

Photo: Rob Wright

commodation, the new ship is presumably being built by the same firm—Hongkong & Whampoa Dock Co. Ltd. The *Ninikoria*, built 1958, is a steel vessel of 288 tons gross, powered by a pair of those popular 144 hp, 8L3 Gardners. She had the distinction of being cut in half and lengthened by 8 ft 9 ins. after undergoing her delivery trials.

• **FOR BRAVERY:** For jumping the rescue of a young girl who had fallen overboard from the Catholic Mission vessel *Santa Gertrudis II* on the night of October 1959, the Resident Commissioner of the Gilbert and Ellice Islands, Mr. M. L. Bernacchi, recently presented the Certificate and Insignia of the Queen's Commendation for Brave Conduct to Te. Tiaon Nabuti, crew member of the vessel. The incident took place some miles off Niua Island while the ship was under way.

• **THOSE BANNO SHIPS:** According to English shipping journals, the Banno organisation of Osaka paid \$US300,000 each for the two 3,805-ton, war-time-built logistic supply vessels now named *Osaka* and *Daisei* (see last month) which will soon enter the company's South Pacific services. The subsidiary Hongkong company registered as owners, is given as Oceania Navigation Company.

• **SOLD TO DENMARK:** Australian Petroleum Company's well-known Port Moresby-registered *Puan Explorer*, built in Holland in 1952 as *Hanne Sven*, has been sold to Basse & Co. of Copenhagen, Denmark, and renamed *Choky*. PIM has no information as to whether the ship is remaining in the Pacific or returning to European waters. This 507-ton modern

steel vessel was purchased by APC about 1953 and renamed. Over the past two years the company has been steadily disposing of its New Guinea-based vessels.

The Basse company of Denmark is not entirely unknown in the South Pacific. The Anchor Company of Nelson, NZ, purchased one of their vessels, *Birgitte Basse* in 1954 and she called at Papeete on her delivery voyage.

• **SAME SHIP:** Last July we reported that Societe Tahitienne de Navigation of Papeete had purchased the small Hawaiian inter-island vessel *Island Queen* for use in the French Polynesia trade.

We now learn that this ex-sub-chaser has been renamed *Rotui* and is operating between Papeete and the Australs.

• **LOGLINER FOR PAGO PAGO:** The Van Camp Company which operates the tuna cannery at Pago Pago has purchased a Japanese tuna longliner to be based and registered there for use as a vessel for the training of Samoans.

Up to now practically all fish canned has been supplied by Japanese and Korean vessels.

The training craft was due to arrive by January and was to be named *Atu E*—the call made by Samoans when they sight a school of bonito.

Our Pago Pago despatch does not indicate the size of the vessel, which is assumed to be second-hand and to have possessed a Japanese name.

The new owners organised a competition to select a Samoan name, and it was won by Toavalue Leau and Leta Faiivae, who chose the

Those Funny Funnels

Modern ship-funnels are like modern musical compositions—not everyone likes them. This goes for the new Orient Line flagship *Oriana* which made her maiden appearance in the Pacific in January.

Many feel that the two odd-shaped funnels on this fine ship very much detract from her appearance. (See photo on news pages).

The justification is that these chimney-pot designs efficiently project smuts upwards and well clear of the open passenger decks.

But passengers who have travelled in other modern vessels—mostly foreign—with comparatively low, attractively streamlined funnels which slope down aft, have had no complaints on the score of smuts.

Oriana's after funnel does not carry exhaust gases and could profitably have been eliminated from the point of view of appearances.

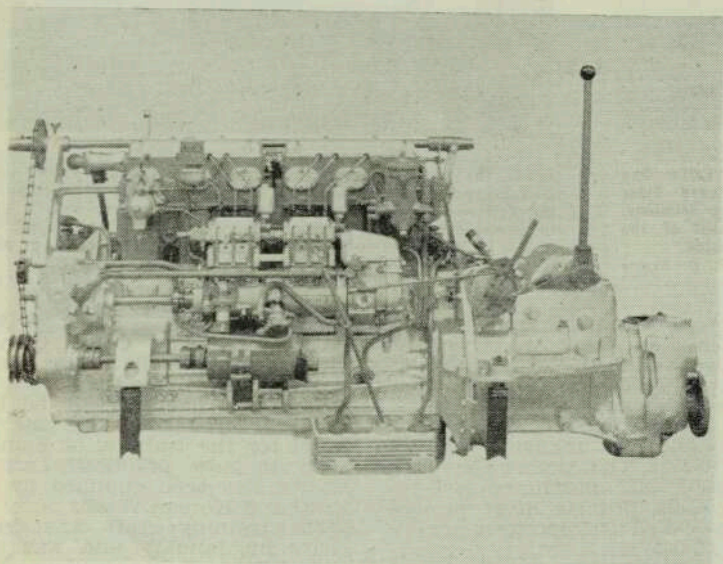
There is no denying that a streamlined attractively shaped funnel suggests speed and can sell passenger tickets, as certain Italian owned ships—amongst the most attractive looking on the world's seafarers—seem to have demonstrated in recent years.

An artists drawing of the new *Canberra* shows a somewhat more unobtrusive arrangement of side-by-side funnels for that ship. A similar artist's impression of the *Northern Star* indicates two tall and decidedly controversial funnels in line fore and aft.—J. P. Shortall.

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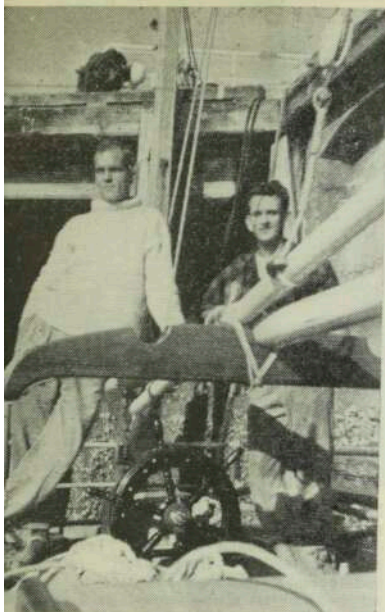
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schooner "Tahoe" has finally returned to
ey after four years of Islands cruising.
page 113 for details. Here is the "Tahoe"
se South Pacific with Fred Sheppard (left)
Reg Blake. Sheppard left the yacht in
land some time ago to return to Canada.

the name. They share the prize of
cases of canned tuna.
the ship will fly the American

JOYITA AGAIN: The 70-ton
essel *Joyita*, much in the news since
i, may again put to sea as a local
ist cruise vessel, according to
iji report. She has been lying
the beach at Ovalau Island, just
h of Levuka, since she was
ed there in January, 1960, after
nding on Vatuvula reef near
ogai in the previous November.
one-time motor yacht has suf-
d a series of mishaps since she
t missing and was found with-
her passengers and crew in a
erlogged condition in October-
ember, 1955.

MORE BANANAS: Although
and Territories Department's
na Roa is still using dunnage
the stowage of bananas—when
carries them—the Union Com-
has successfully landed banana
oes in New Zealand without
se, which is designed to improve
ilation but takes up a lot of
able space and involves a lot of
a loading and discharging time.
seems probable that all future
na cargoes coming in per Union
pany ships will be without dun-

FOR TREASURE HUNTERS:
one who feels that he is in a
ion to put his finger on any
ining gold bullion from the
eral Grant wreck at the Auck-
Islands far south of New Zea-
is now free to make applica-

tion to the New Zealand Govern-
ment for search rights.

The lease held by the last wishful
thinkers has now expired.

All that is known with reasonable
certainty is that the ship is com-
pletely broken up and scattered and
that the sea is rarely calm in those
southern latitudes.

Two rival expeditions, one organ-
ised in Auckland and the other by
an Australian in the UK in 1954-55,
both met trouble of one kind or
another and never went near the
islands.

No one who has made a close
study of the situation holds the
slightest hope of any expedition
proving a financial success, but un-
doubtedly others will "give it a go"

in the future.

• **SAVE THAT DIARY:** Mrs.
G. B. Beaver, of 139 Onewa Road,
Northcote, Auckland, possesses a
collection of papers which could be
of great historical interest to Fiji
and other Islands areas. They were
written by her father, Captain
Alexander Barrack, and cover the
story of 30 years of his eventful life
up to the time of his death in 1888.
His association with the Islands
commenced in 1851 and he settled in
Fiji in 1869 at Savusavu, bringing
with him from Sydney what is
thought to have been the first steam
launch to be seen in that group. He
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• **NEW LIFE FOR LEVUKA:** With increased copra buying activity on the part of Japanese interests in Fiji, the port of Levuka on Ovalau, abandoned by overseas shipping in post-war years since virtually all copra has been crushed in Suva, may take on a new lease of life.

Recently (as reported in Jan. *PIM*) the China Navigation vessel *Chekiang* loaded 400 tons of copra there, the first shipment of what is now expected to be regular consignments from that port.

• **THE MATSON SWITCH:** Last month we reported that the present Matson-Oceanic Company war-time-built C-2 freighters on the trans-Pacific run would soon be replaced. In January, *Ventura* was probably on her last trans-Pacific run.

Soon the larger C-3 type vessels, now in use on the Pacific Coast-



The two-masted schooner "Tiare Maori", which caught fire in Papeete in January, seen here (left) at Rarotonga with the "Taveuni" (mentioned below). "Tiare Maori" recently has undergone a thorough overhaul in dry dock. An underwater diving expert said in January that refloating would present difficulties because of the extent of the damage. See opposite page for details.

Hawaii service, and all bearing the prefix *Hawaiian*, will take over.

These are ships of about 8,000 gross tons, a speed of about 17 knots and a cargo capacity of about 12,500 tons deadweight. They carry 100 passengers. The C-2 ships will be sold or scrapped.

• **AWAY FROM HURRICANES** Captain Hugh Williams took his 135-ton *Dobiri* south to Auckland in January, for refit. Also getting away from the Cooks for the hurricane season was the Donald 173-ton schooner *Tiare Taporo*, which went to Papeete.

Only the *Taveuni* remains, and therefore transport between the Cooks is severely restricted, and some islands may not see a ship from six to seven months.

January to March, which also happen to be the hottest months of the year, are the hurricane season in the Cooks, although fortunately

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RAROTONGA — COOK ISLANDS

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USING LIVE BAIT

An unwise method of fishing—dangling the legs over the side of a canoe—was demonstrated in December off Amanave village, Tutuila, when a 35-year-old fisherman was attacked by a barracuda.

It gripped him above the knee and dragged him into the water.

Other fishermen hurried to his aid, but the injured man suffered further lacerations to an arm before he was hauled out of the water.

50 Years Of The RAN

The Royal Australian Navy is 50 years old this year, and it intends to mark the occasion right throughout the year by the most extensive celebrations.

Overseas countries will also send ships to take part. At least four navies are likely to have parships in Australia during jubilee year.

One gimmick that the Navy has planned is a competition for schoolchildren, with the prize a sea cruise in an Australian war-ship. That one shows real imagination.

The RAN was officially established on July 10, 1911.

There has not been a hurricane there since 1946.

Nevertheless, onshore roofs are always made secure every year (they are tied down with wire rope); dangerous trees are removed; and emergency organisations such as medical squads, repair gangs, etc., brush up on their tactics.

Also during the hurricane season the Cooks most Government departments work shorter hours—the usual last day from 7.30 a.m. to noon and from 1 p.m. to 3 p.m.

DESTROYED BY FIRE: The three-masted wooden staysail schooner *Maori*—ex *Henrietta*, ex *E. W. J. J. J.*, ex *Serena*, ex *Aurora*—one of the last true schooner-rigged vessels still trading in the South Pacific, caught fire off the Fareute Islands in Papeete on January 4 and was sunk in six fathoms by the fire pumped aboard to extinguish the blaze.

The schooner had been in Papeete many months following a serious engine breakdown and awaiting the slipway which she had just been off at the time of the fire. The cause of the fire has not been revealed.

The launch owned by the MGM film company, engaged in the *Bounty* film, was used as fire-boat with her water pumps.

This schooner, currently registered as a yacht at Nassau, Bahamas, came to the Cook Islands trade at the end of 1956, having been purchased by her owner-master, Walter Johnson, Jr., from the film company which shot *Around the World in Eighty Days*. There she appeared as the paddle steamer *Henrietta*, much disguised from her true appearance.

She was built in California in 1911 and at one stage, just prior to and after World War II, she belonged to the Scripps Institution of Oceanography. She was originally

built for Mr. Cliff Durant of Durant car fame, later owners being Irving T. Bush and Lewis Stone successively.

The U.S. Navy put her to work as a weather ship during the war.

Of 169 tons yacht measurement and 121 tons gross, this staysail schooner has been listed as for sale for some time past. The registered owners, South Pacific Trading Co. Ltd. of Vancouver, B.C., advertised for sale some of their shore facilities at Penrhyn Island a few months ago.

Tiare Maori has been mainly engaged in running oil in drums from Papeete to Rarotonga, but she paid

a visit to Auckland in May, 1957.

The vessel is understood to have been insured and presumably the insurers will now decide whether she can be economically salvaged. Otherwise she will probably have to be broken up to avoid obstructing the harbour.

• **MOANA ROA'S COMMAND:** Mr. R. A. Fraser, who took command of the *Moana Roa* on January 16 following the sudden death on the bridge of Captain John Hare (see p. 105) is a Scot.

He has been with the NZ Island Territories Department's shipping section since he went to NZ with

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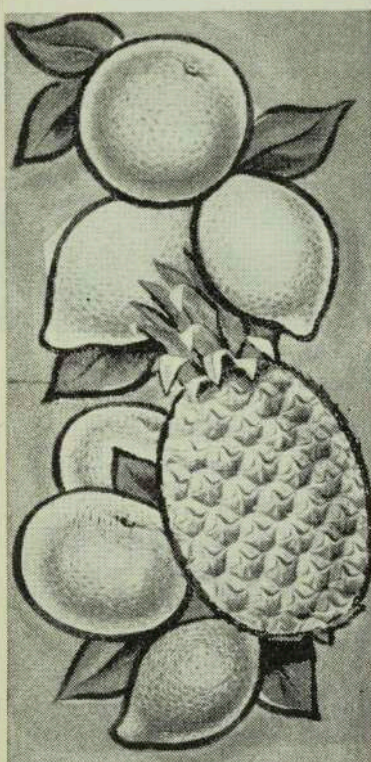
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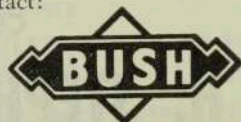
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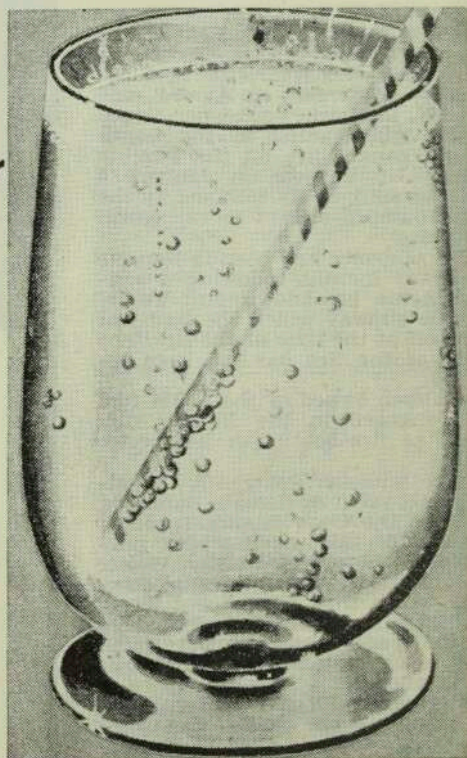
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Recent visitor to Wewak, New Guinea, was the 600-ton Dutch vessel "Sungei-Bila". One of her crew members was charged with murder following the death of the chief officer.

Photo: D. W. Hawksley

Wellington Harbour Board pilot much some years ago.

Mr. Tony Thomson, son of Captain Andy Thomson, of Rarotonga, now becomes chief officer in *ana Roa*.

NEW GUINEA SURVEY: The *AN* began work in January on the biggest peace-time survey programme undertaken in New Guinea. The survey vessel *HMAS Paluma* will operate continuously in the New Guinea area for some years, returning to Sydney only for an annual fit.

During the first year the *Paluma* will work mainly in the Port Moresby-China Strait area. There has been no surveying in New Guinea waters for 13 years.

GOING EAST: NZ Island Territories Department's 1,215-ton, 33-year-old *Maui Pomare*, laid off the Cook Islands run late last year, and which tenders closed on December 31, was reported sold to a Hongkong shipbroking and charter company in January and was expected to head for there in February. March to commence a new life. It is believed that the ship will not be scrapped but will be based in Samoa. Other details were not immediately available.

News of Cruising Yachts

THE 36-ft schooner *Tahoe*, which was last mentioned in *PIM*'s columns in November, has finally returned to Sydney after four years of Islands cruising. Owner Reg Blake had something intelligent to say to *The Sydney Morning Herald* on Islands cruising generally. He also mentioned that he had met and married a 17-year-old Tongan girl, who would shortly join him in Sydney. He has decided to give up cruising and settle.

He added:

"The biggest problem confronting one on an extended cruise is the problem of crew. The cruise is only as good as the crew you sail with."

"In the four years we had more than 20 different Europeans and six natives as crew, yet few were easy to live with in cramped quarters, week after week."

"I have no regrets; I think it was all well worth while."

"But it's wrong to get the idea that you could go to Tahiti and pick bananas and coconuts from the trees. You'll find they cost 6d each."

"I saw a great change within three years at Tahiti as a result of commercialisation."

"If anyone wants to find romance and natural beauty there, go soon or it will be too late."

• **THE TASMAN RACE:** As expected, not all the yachts which initially entered for this event crossed the starting line at Auckland on January 28.

The New Zealand yachts *CARA MIA*, *ROSANNA VECTIS*, and *WAIRANGI* had withdrawn for various reasons by mid-January, but an American yacht which had just cruised down through the Islands, Dr. R. C. Griffith's 53-ft cutter *AWAHNEE*, which arrived at Auckland from Tonga on Christmas Eve, had been accepted as a late entry—making a total of 15 entries as of January 20.

With the above alterations the list of entries is as given in last month's "PIM".

Those which have been seen in the Islands are *AWAHNEE*, *BOUNTY*, and *FITHEACH BAN*—but yachtsmen in at least one other yacht have cruised the Islands in other yachts in the past—the *Halvorsens* and *Terry Hammond* in *NORLA*.

As this section of "PIM" went to Press on February 6, the first yachts had just reached Sydney. *NOLA* was declared provisional winner, although line honours went to the Sydney cutter *SOLO*.

• **SENTENCE REDUCED:** Dr. Earle Reynolds who sailed his 50-ft ketch *PHOENIX* into the forbidden Marshall Islands American nuclear test zone in

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July, 1953, has had his two-year gaol sentence reduced to six months probation by the US Court of Appeals at San Francisco.

The earlier sentence was suspended pending the appeal and Dr. Reynolds, under bail of about £500, and his family have been living aboard the yacht at Hiroshima, Japan, since last June. Dr. Reynolds has had a teaching appointment at a school there.

Most people in the Islands will recall the PHOENIX cruise which commenced from Hiroshima in 1954.

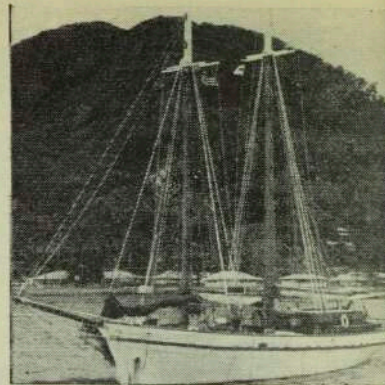
Aboard then were Dr. and Mrs. Reynolds, daughter Jessica, 9, and son Ted, 15, and three Japanese university students, Niichi Mikami, Motosada Fushima, and Mitsugi Suemitsu.

Fushima and Suemitsu had returned to their studies in Japan and were not aboard at the time of the incident which received world wide publicity.

● WANDERER ex GRACIE S, the 67-year-old schooner which American actor Sterling Hayden sailed to Tahiti and into the headlines in 1959, has been sold to Joe Price, of Bartlesville, Oklahoma, and will soon appear in the Islands again under the command of Omer Darr, former owner-master of the big steel schooner-yacht TE VEGA, now in the Caribbean but well remembered in the Pacific—if only as featuring in the Cinerama film, "South Seas Adventure".

WANDERER was to sail from Sausalito, California, for Pitcairn, Mangareva, the Tuamotus, Tahiti, and Noumea with cost-sharing crew members, each of whom was putting up about \$US1,900 for the four months' round trip.

● STORMALONG, 43-ft San Diego schooner with Will and Bess Hungerford aboard, is at present in the Hawaiian Islands and planning to head south for



The "Fiesta", Panama-registered, although she has never been in that area. She is owned by an American and is now back in Honolulu. See below.

French Polynesia within the next month or two.

● MIRANDA, 50-ft motor cruiser, Wellington, NZ, made a fast seven day run across to Sydney, arriving the December 26. With owner W. Edmunds was Mr. L. Tattersfield (formerly of CA Nadi), W. McQueen, J. Morgan, Granger, A. H. Campbell, and R. Kyle.

This craft should not be confused with the Wellington 33-ft ketch of the same name which cruised to Tahiti and the Cooks in 1957-58, with John O'Donnell in command.

● NANETTE, 28-ft ketch of Whangarei with C. Capon lonehandling, which cleared her home port December 22, arrived Lord Howe Island on January 5, en route to Australia. Future plans unknown.

● FIESTA, 72-ft schooner of Panama arrived Honolulu, January 13. Aboard were owners Martin and Ann Vitousek and children Georgina 10, Clinton 3, Teri 1 and a guest, Nina Lucas, of Tahiti.

FIESTA left Papeete December 8 with stops at Huahine, Bora Bora, Christmas and Fanning Island.

FIESTA is to remain in Honolulu for a year and return to Fanning Island for proposed scientific programme to be based there.

● MARIE CELINE: Owned by Mr. V. Williams, who was first-mate on the last cruise of Irving Johnson's YANKEE departed Papeete, Tahiti, January 4 for Honolulu via Moorea. The yacht was sailed by a hired crew, the owner having left for Djakarta by plane a few weeks previously.

● KYLAMI: Left Papeete for Honolulu in December with the owners, Mr. and Mrs. Ted Mangles and their 13 year old son aboard. They have been cruising French Polynesia for the previous 11 months.

● AAFJE: Owned and skippered by Mr. and Mrs. Robert Gaylord left Bora Bora on December 26 for Honolulu. The yacht, 58-foot staysail schooner, is a former US pilot boat, and before the last war had the headlines on one occasion when it was seized by a charter party and a murder committed on board.

● FREE FLIGHT, 34-ft ketch, owned and skippered by Ron Linderman, left Papeete for Honolulu and the US Pacific coast early in January.



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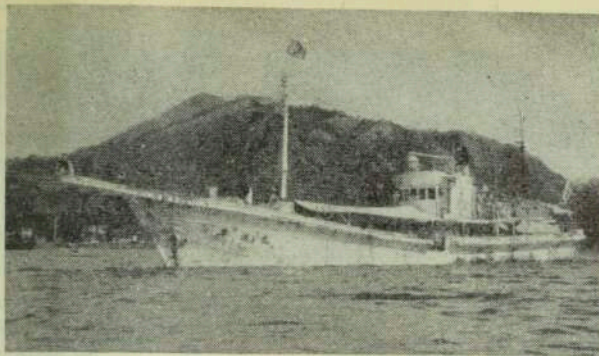


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"Toyo Maru No.
which recently
some time in
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rs. She attracted
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jazz over her
rifer system.
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wharf for some
to listen to the
jazz.

photo: M. R. Hayes



continue their cruise to the Cook Islands, Tonga, Fiji and Australia. The Christensons left their home port San Diego on April 17, 1960, and have been in French Polynesian waters since June.

It is Mr. Christenson who has supplied most of the Papeete yacht news in this issue, and in a letter from there on January 10, he takes to task previous correspondents in "PIM's" Cruising Yacht Section for incorrect spelling of yachts' names. The trouble is, of course, that most of our correspondents are better yachtsmen than they are spellers, and even when their spelling is OK, their handwriting is usually terrible. We're thinking of starting a fund for supplying sea-going typewriters to cruising yachtsmen.

KAREN MARGRETHE, of San Diego, owned by Fred and Virginia Davenport, left French Polynesia for Fiji on a late December. They had with their 4½ year old daughter, Circe. The yacht is a 38 ft, double ended ketch in Scandinavia. The Davenports are members of the Coronado Yacht Club and the Seven Seas Cruising Association.

BORRACHITA, of Santa Cruz, Cal., owned and skippered by Ed Dreis, left Bora Bora for Fiji in November. Stan Willard, a Canadian, sailed as crew. The yacht was built by Ed Dreis, and is a 38-ft, fibreglass cutter. He hopes to install a new diesel engine in Fiji and continue cruising westward.

REBEL, Auckland yacht owned by Smith and his wife, left Papeete for Honolulu in November and planned to continue in Canadian and US waters after time in the Hawaiian group.

STARDUST, the US converted ketch which has been in and out of French Polynesia for the last couple of years, left Papeete for Honolulu early December with a charter party of Americans aboard. The party was a diving and diving company and they intended to spend some time in the Cook Islands and the Marquesas to film underwater diving scenes. The ship is expected to have had quite a lot of time with French officials in Tahiti.

SEA WIFE, of Seattle, US, 38-ft ketch built and sailed by the owner, Ashford, has been cruising in French Polynesia since July, especially the Cook Islands and Tahiti. In Papeete January he was still undecided whether to continue on to New Zealand or return to Hawaii.

MANU RERE, 38-ft schooner from Port Beach, US, arrived Papeete via the Marquesas in December. Aboard were Wesleys and Louise Herr and their son, crew member Jim Bell and the captain of GAY LADY who had joined the crew of MANU RERE.

GAY LADY, 32-ft cutter from San Francisco arrived Papeete January 2 from the Marquesas skippered by Phil de Vita and his wife Helen who had left the crew of MANU RERE. (The captain of GAY LADY joined the crew of MANU RERE—above).

MARINERO, owned by Floyd Christenson and his wife Doris, was in Papeete January. With them is their 3½ year old son Keith, and they expect to be in French Polynesia until April, awaiting the birth of their second child. They will then

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Joaquim var. Douglas	Tetraploid
Foetida x Sumatrana	Fawn to pink
Madame Dinger	Mauve to purple
Marguerite Maron	White, pink spots
Amy	Dark purple

ARACHNES

Maggie Oei
Moschifera
Maingayil
Ishbel

ARACHNES

Spider shaped
" "
" "
" "

VANDAS

Cooperii	Dark magenta
Rose Marie	Pale rose
Teres	Rose
Van Deun	White to magenta
Josephine	White and purple
Rosalie	Rose pink.

ARACHNES

Maroon spots
Brown and green
Pink
Pink

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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Roncador Claims Another Victim

Another wreck in January was added to the list of disasters on the famous Roncador Reef, in the IP, roughly three-quarters the way from Malaita to Lord Howe and (also known as Ontong

Manu). The 150 ft Japanese tuna vessel *Yamaguchi Maru*, with 27 men aboard, struck the reef about 9.15 a.m. on January 7, but the Japanese government did not request assistance until three days later. A sister ship was able to rescue all but four missing men, but heavy seas prevented small local ships from taking part in the search.

A TAA DC3, which arrived in Papeete on January 11 on the normal flight from Lae, took part in a search for the missing men, but it saw nothing but some wreckage in the area.

It did not see anything of two other ships and the tuna mother ship which were believed to be communicating with the ill-fated vessel.

French Minister Visit Tahiti

In a message to the people of French Polynesia on New Year's Day, French State Minister Monsieur R. Lecourt announced he would make a personal visit to Tahiti prior to a special July Paris conference of representatives of Pacific territories.

The conference will be patterned after that of July, 1960, and will be held so as to unite more closely the populations of French colonies with the mother country.

Mr. Lecourt announced an increased programme of financial aid to the colonies and an increase in military investments.

Meanwhile, a Papeete correspondent reports that the budget for French Polynesia has been approved by a majority vote of the Territorial Assembly by the amount of 697 million French Pacific francs.

Of this sum, over 50 million will be raised by direct taxation and 423

million by indirect taxation including import taxes.

Biggest foreseen expenditures include social services, 238 millions; loans, allocations and contributions, 131 millions; community and other expenditures, 42 million and administrative services, 38 million francs.

To See Pago Pago, Note This!

All travellers passing through American Samoa must now possess current smallpox vaccination certificates if they wish to step ashore for a look around Pago Pago while their ship is in port.

Failure to comply with this requirement could be a source of disappointment to round-trippers in the Union Company's Islands vessels or in other ships.

Until recently such a certificate was only required for persons who intended to remain in American Samoa.

Suvarrow Copra White-Anted

Reports from the coconut-growing areas of the Cook Islands seem to indicate that that Group has produced something really tasty for the Australian termite or "white ant" and has thus improved the breed since it was imported (or so it is alleged) from Australia many years ago in a load of soil.

Since the discovery of modern insecticides and more knowledge of the natural habits of the pest, white-ant damage in Australia has lost a great deal of its terrors.

However, in the Cooks these termites are considered by one authority to be a menace to coconut palms "in some ways more formidable than the Rhinoceros beetle."

The pest is now known to be present in palms at Suvarrow, Pukapuka, Nassau, and Palmerston, in the Cook Islands, according to



RAROTONGA SHOWS HOW

Since the formation of the Rarotonga Amateur Players about 12 months ago, six plays have been presented as readings, but the recent presentation of a live play, "Castle in the Air", at Rarotonga's Empire Theatre, was regarded as an ambitious undertaking. Previously full-scale productions were considered to be impossible because of the lack of equipment, including lighting and props. However, everybody agreed that this presentation was a success (with special credit to Mr. L. Bailey) and that more amateur theatricals could be expected in the future. Above, in a scene from the play, are local players Gale Hanson, Barry Burnett (hidden), Judy Saywell and Beverley Holland.

Photo: R. D. Moore

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Authors Calling Home

According to "Cook Islands News", Johnny Frisbie, daughter of the late Robert Dean Frisbie, the American writer, and now Mrs. Carl Hebenstreit, of Honolulu, intended to visit the Cooks in January. Main purpose of her visit was to see her maternal grandmother, Tala, of Pukaruka, and to complete a dictionary-phrase book for the Bishop Museum in Honolulu.

The "News" also had word of Dr. Tom and Mrs. Lydia Davis, now living at Elizabethtown, Kentucky, USA. Dr. Tom, a medical officer in CI before the Davis family sailed their yacht across the Pacific to the US a few years ago, has since been doing research there.

At present he is visiting England, France and Sweden and his current hobby is sports-car racing.

Tom and Lydia Davis have to their credit, three sons (John, the eldest, now going to college, Jim, born in Rarotonga, and Bobby aged six, born about the time of the yachting adventure), two Pekinese dogs and two books. The first of the books, "Doctor on the Islands", had some interesting things to say about medical practice in the Cooks and caused a few pained comments from certain quarters when it was published.

B. B. Given, the expert who has recently carried out a study of insect parasites infesting various produce crops in this group.

In a published summary of his findings in connection with the termites, which have been known to pest Suvarrow since the beginning of this century. Mr. Given says that this species spread through the nut-growing areas of the island, the problem of control or eradication would be formidable.

For years the termites have actively killed the copra industry Suvarrow, but copra represents the sole export of the other atolls mentioned and a spread to the islands of Manihiki and Penrhyn would mean a serious loss of earnings to the people there and to the economy of the Group generally.

Mr. Given says that this particular species of termite is very large and not a mound builder. It attacks plant tissue and does not concentrate its attention to coconut palms.

Infestations usually begin with winged forms which are widely dispersed from established colonies. The plant tissues are infested both above and below ground

level, and a mature colony may extend from five or six feet below the surface to 80 feet or more up a palm trunk.

Mr. Given says that it is doubtful whether any palms over six years of age on Suvarrow are free. In extreme cases even young palms will collapse and fall on windless days.

The drop in yield on infested palms is considerable though it is almost incredible that heavily infested palms should appear as healthy as they do.

He says that it is imperative that every precaution be taken to ensure that no chance is given these termites to spread to other areas.

Malaytown Shanties Being "Investigated"

Rabaul's Council of Social Services has condemned the "shanty town" in which the majority of the town's mixed race people live and has recommended to the Administration that it "do everything it can to have this community properly housed".

The Administrator of P-NG said on January 20 that he had the report before him and that it was now receiving "immediate and full investigation".

This is not before time. People and organisations have been saying the hard things about Malaytown,

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COLD MEATS

- 12-oz. Trim (Pork & Beef).
- 12-oz. Camp Pie.
- 12-oz. Corned Beef W/C.
- 12-oz. Taper Corned Beef.
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- 6-lb. Taper Corned Beef.
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- 16-oz. Pork Sausages.
- 8-oz. Vienna Sausages.
- 4-oz. Vienna Sausages.
- 8-oz. Frankfurters.

TONGUES

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

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

MUSHROOMS

- 8-oz. Sliced Mushrooms.

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- 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.

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I. SAMOAN NEWSPAPERS GO TO COURT

The disputes that in December and January were going on between Western Samoa's two weekly newspapers, were destined to end up in court on March 9 when Samoa Newspapers Ltd. and its managing editor, Mr. R. F. Rankin brought suit for alleged libel against the Samoa Printing and Publishing Co.

The total amount involved is \$4,000.

The Samoa Printing and Publishing Co., publishes the Samoa Bulletin. Samoa Newspapers Ltd. is a comparative newcomer to the field and began publishing the weekly newspaper "Samoa" in 1960.

The libel allegations were connected with letters published in the "Samoa Bulletin".

his area is called, for years and investigations have got nowhere seriously.

Abaul's Council of Social Services is a voluntary body to which organisations as Rotary, Red Cross, Apex and others, belong.

The council is composed of sub-committees which pick an outstanding problem, study it to get the facts. One of these sub-committees has recently been ended, under the chairmanship of T. Daw, the Department of Native Affairs' welfare officer in Abaul, on the problem of Malayans' sub-standard dwellings, and the report is obviously the result.

The report said that the sub-committee had visited 16 houses in Abaul in which 89 people, about 100 of them children, were living. There were no toilet facilities in any of the houses visited and all personal bathing seemed to be done in a "bucket and a pannikin".

The only water available was water caught in drums, and in dry season, residents had to buy water from contractors at 4/- per gallon drum.

Something about Malaytown and Kombiui Society appeared in the December PIM, p. 65).

Permanent Even P's "A Blot"

can be taken from me," said Brigadier D. M. Cleland, Administrator of Papua and New Guinea, January 16, "that the Pacific Islands Regiment will continue and develop."

was making an official reply to a resolution passed by the Kokoporo Council, New Britain, that the Regiment was "a blot" on Army discipline, bad publicity for New

Guinea and should be sacked. [On January 3, about 80 natives troops of the PIR broke out of Taurama Barracks, Port Moresby, in a protest over alleged pay grievances. They were stopped by about 100 native police of the Royal P-NG Constabulary—see PIM for January.]

Brigadier Cleland's statement continued:

"I regret extremely that a responsible body such as the Advisory Council should take on itself the right to make the comments it did. Regarding the PIR there is a confusion of thinking.

"The roles of the PIR and the RPNCG are totally different and must not be confused. Both have their parts to play in the Territory and they will continue to do so.

"Any suggestion that the Regiment will not be continued is based completely on false premises. The incident which occurred on January 3 was extremely unfortunate. It involved only a small body of the Regiment itself and the public well knows that the culprits have been dealt with sternly and effectively, and without delay."

PM Takes W. Samoan Independence Nearer

The Prime Minister of Western Samoa, the Hon. Fiame Mataafa, returned to Apia on January 2, after representing his country at the meeting of the General Assembly of the United Nations in New York

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when Western Samoa independence was under discussion.

High Chief Mataafa, in his address to the General Assembly, expressed the views of the people of the Territory and, as a result, the General Assembly has formulated the questions to be asked at the plebiscite which will be held in W. Samoa, in May of this year under United Nations supervision, and which on this one occasion, will be under universal franchise.

The voters will be asked:

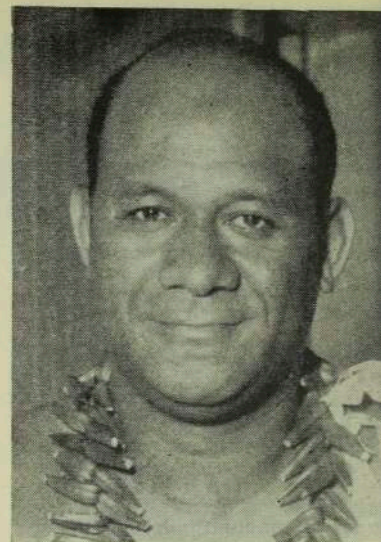
(1) Do you agree with the Constitution, as adopted by the Constitutional Convention? and

(2) Do you agree that on January

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

There can be little doubt (see *PIM*, January, p. 17) that both questions will be answered in the affirmative by an overwhelming majority of the Samoan people, though many of the untitled Samoans may have objections to those clauses of the Constitution as adopted, which restrict voting rights in future parliamentary elections to the matais (chiefs).

There can be no doubt that for, the present at least, there is no strong tendency amongst the Samoans to alter the matai system and



Prime Minister Fiaame Mataafa.

abolish the privileges of the chiefs, though the future may enforce gradual modification of the system in accordance with democratic principles.

It is well known, however, that the Prime Minister himself harbours modern and liberal views in this matter.

The Hon. Fiaame Mataafa on his arrival at Apia wharf was welcomed by the Hon. Fautua, Tamasese at Malietoa, by Cabinet Ministers, the High Commissioner, Heads of Departments and a large crowd. At a cocktail party in the evening at the Casino Hotel the Prime Minister was officially welcomed by the Hon. Tamasese, who paid tribute to the important service Hon. Fiaame Mataafa had rendered to the Samoan people at UN headquarters.



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A Wire Across The Pacific

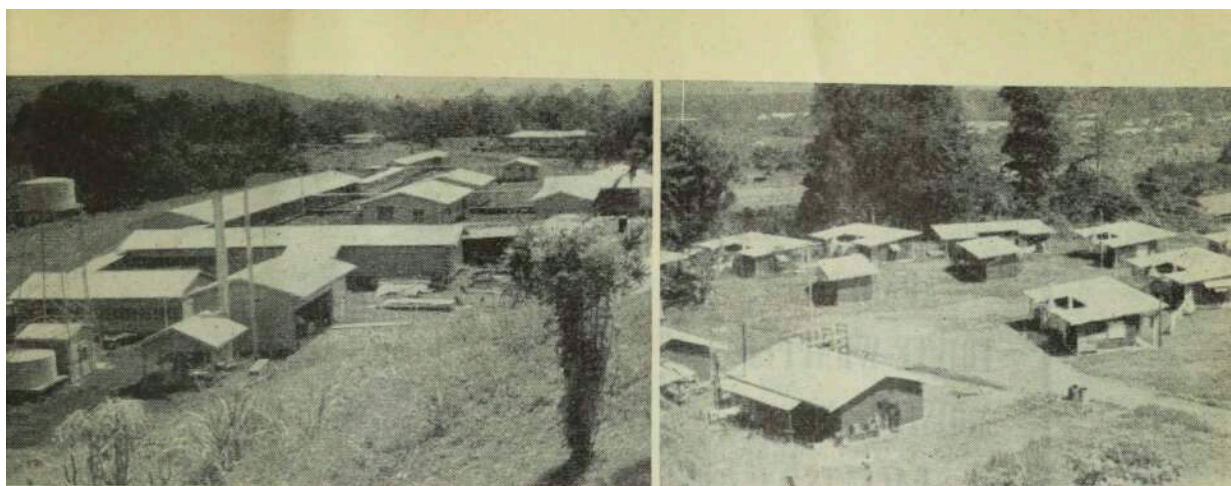
A section of the 8,700 nautical mile cable that will link Australia and New Zealand with Canada will be completed by July, 1961. The first section is between Sydney and Auckland, and work at both terminals is already in hand.

Cost of the entire cable will be over £22½ million and this will be borne by the Governments of Britain, Canada, New Zealand and Australia. It will have 335 submerged amplifiers along its route.

Two UK firms, Standard Telephone and Cables Ltd., and Submarine Cables Ltd., have won contracts for the job. Raw material will be supplied by Australia and Canada.

The Pacific cable will connect via Canada, with UK over a similar cable to be laid this year across the Atlantic.

When complete, the Pacific cable will have 80 telephone channels, public telegraph, phototelegraph and



is a real event in Lae in 1956 when town got the hospital it had been waiting for 10 years. The only hospital the town was one of rusted tin and tar paper left by the Army. These photographs, just before the hospital was opened, the main building and native staff. Now, a contract has been signed for further new building worth £600,000, will become the hospital proper. The photos above will be used for quarters and training school. See report below.

circuits, plus leased private lines for telecommunications service of all kinds and for broadcast programme channels.

G Gets More Hospitals

Australian Territories Minister Hasluck, in January, signed papers for the start of a new 1000 general hospital for Lae, Guinea. The new building will incorporate the present European hospital—which was built only a few years ago, and which will actually be used for sisters' quarters, training school and native

meanwhile other hospital work going ahead in the Territory. Lang's new hospital will be ready in April, and Wewak's new hospital be completed in August.

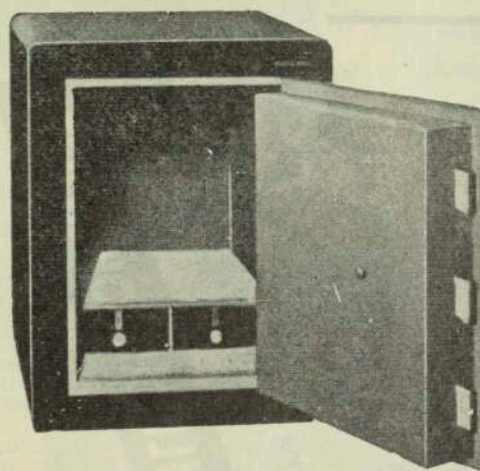
Medical Project Shows Good Results

The project to defeat the filariasis problem in the Cook Islands showing good results in its initial stages.

It was selected a year or so ago to be the first island in the group for attention.

The entire population was examined and, except for very young ones, has been receiving monthly doses of the drug Hetrazan.

The initial survey of the situation it was found that 70 per cent. of the population over 20 years of age gave positive blood findings and 10 per cent. under 18 years of age had micro-filaria in their blood. A recent survey has shown that



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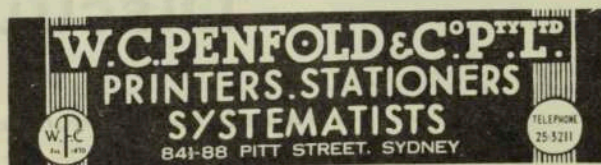
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They're Seeing Submarines Again

Some European residents of the Gazelle Peninsula area of New Britain believe that agitators—possibly inspired by a white man—are stirring up trouble in the Baining area, where natives are falling for the "American submarine" fever that was gripping other NB natives a month or so ago.

Father J. Hoehne, of the Vunapope Catholic Mission near Kokopo, told the local Town Advisory Council in mid-January, that bands of native agitators were creating false rumour and panic amongst sections of natives, some of whom had been led to believe that 12 US warships had anchored in the area.

Other reports had it that some natives were expecting a US submarine which would take some of them to America.

Fr. Hoehne told the Council that suddenly natives would disappear from their villages into the Baining Mountains, then would reappear in the villages, threatening and scaring the rest of the people and killing them their days were numbered.

Mr. Frank Wilson, a Kokopo planter, told the Advisory Council meeting that the trouble went even deeper than Fr. Hoehne thought, and that he believed it was possible that a European was behind it. He believed that the unrest was controlled and created to a set plan.

In Port Moresby a few days after the Kokopo TAC meeting, the PNG Administrator said that there would be an immediate investigation into the alleged native unrest in New Britain. (See also p. 130.)

adult infection has been reduced to a mere 2.6 per cent., and the rate for those under 18 years to only 0.5 per cent.

However, the treatment will have to continue for at least another year before the result can be expected to become permanent.

As it is not possible to completely isolate this island from other infected islanders arriving, the treatment and its effectiveness are somewhat complicated.

It will be necessary for all new arrivals, or Atiu residents who go on visits to infected islands, to be under Hetrazan treatment for a time to ensure that they do not reintroduce the mosquito-borne disease after the main project is completed.

The treatment is not in any way painful or objectionable, but a good deal of medical supervision will be involved in seeing that infected new arrivals do in fact receive the treatment.

A new drug with the trade name Mel-W has also been recently successfully tried for the first time in the Pacific at Atiu.

Given by injection it kills the blood-borne worms in the bloodstream which are the cause of the more advanced elephantiasis manifestations.

This drug was first used to attack sleeping sickness in Africa.

It is intended to extend the prophylactic stages to all the islands of the Cook Group.

It is unlikely that the disease could ever be eradicated by ordinary quarantine control methods.

Effective control methods, such as aerial dusting or spraying, would go beyond the financial means of the islands.

Rarotonga Has Another "First"

Inter-island communications in the Cook Islands through transistor transmitters are possible. Late in November a transistor transmitter with a portable aerial was used from Mangaia in a two-way contact with Rarotonga, 110 miles away.

Although signals were not strong, the occasion had some historic significance as it was a transistor transmission "first" in the group.

With the development of new transistors capable of more powerful operation as transmitters, it is likely that all present communications gear in outer islands will be replaced.

Only a few days later at the agricultural show at Rarotonga the local station, ZK1ZA set up a studio to demonstrate radio broadcasting. Tape recordings were played but were not being broadcast.

On the next stand the Rarotonga Radio Club had on display a minute transistor transmitter, small enough to fit inside a matchbox.

The two were combined, and the small transmitter was fed from a tape and picked up on all receivers on display, and on a number of portable transistor receivers about the grounds.

The club's miniature transmitter thus became a real broadcasting station for the day—almost certainly the smallest transmitter in the world ever to broadcast a radio programme.

They Can't Dynamite Their Whales Any More

Tonga has taken a closer look at local whaling activities, and as a result Tongans are going to use a lot less dynamite in catching their whales in future.

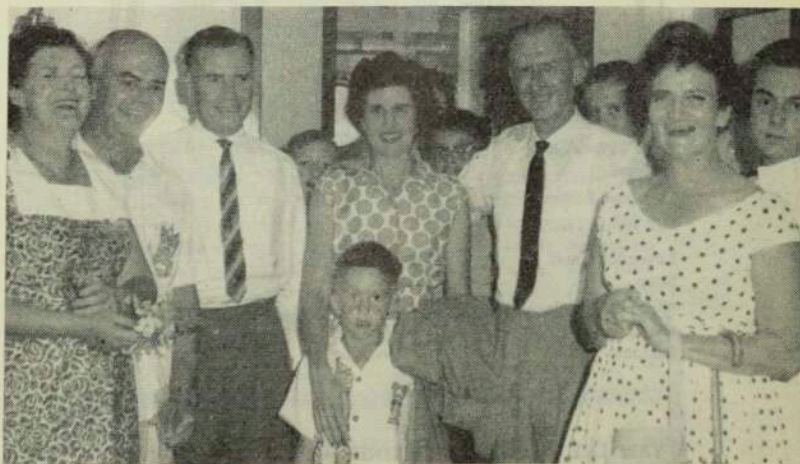
Tonga has had a whaling industry for many years, but it has never been really organised.

Local inhabitants have used sail and oar-propelled whale boats equipped with hand harpoons and lances.

They haven't worried about the finer items of equipment such as harpoon guns, explosive harpoon heads or air compressors to help in the recovery of the carcasses.

The design of the local boats still follows that of the whalers commonly in use in the 19th century.

Two years ago the Tongan Government took a look at all this activity and became alarmed at what was becoming a rather ex-



DEPARTURE. Colonel R. W. Foubister recently relinquished command of the Fiji Military Forces and returned to New Zealand on retirement. Here are Colonel and Mrs. Foubister and some of the many friends who saw them off. From left, Mrs. Foubister, the Mayor of Suva, Mr. Charles Stinson, the Deputy Mayor, Mr. Bruce Lawlor, Mrs. Stinson with her son Ian, Colonel Foubister, and Mrs. W. Walkinshaw.

Photo: C. L. Cheng

pensive misuse of dynamite by whalers, who were attempting to increase their yearly yield. The Government set up a Whaling Licences Committee in October, 1958, to control the issue of licences to whalers.

The committee was "to bring some control to the indiscriminate killing of hump back whales", and "prevent the haphazard dynamiting of whales" and "insist that certain equipment be carried by the whalers and that stand-by boats are always within easy reach".

For the 1960 season a limited number of licences were allocated to each of Tonga's provinces, and the committee carefully selected the applicants.

Tongatapu was given five licences (the biggest holder was given a

quota of 20 whales and one man was given a quota of five); Haapai was given eight licences, each with five whales, and Vavau four licences, with eight whales each.

The total whales caught in 1960 was 53, 36 of them in the Tongatapu district.

A recent Tongan Government statement says that these new self-imposed restrictions (Tonga is not a signatory to any international whaling agreement) should finally provide an adequate safeguard against indiscriminate killing of whales.

(Tongans kill their whales mostly to supply meat for the locals. Only a small amount of blubber is occasionally processed into crude oil).

Separate Mormon Mission In Cooks Now

The Latter Day Saints (Mormon) Church of the United States has now established a separate branch of its overseas missions in the Cook Islands, which since 1954, when the first Mormon missionaries came to that territory, has been under the jurisdiction of the Samoan Mission.

President Joseph R. Reeder, who served in Tahiti from 1934 to 1948 and from 1958 until now, has been appointed to take charge. He was officially installed at a ceremony at Avatiu, Rarotonga, conducted by Elder John Longden, Assistant to the Council of the Twelve Apostles.

At the 1956 census there were 10 Mormon followers in the Cooks, a total population of 16,680.

NZ Helps

Samoan Education

As another gesture of goodwill towards Western Samoa, now heading towards independence, New Zealand has provided three married teacher couples to staff three model district schools.

Houses for the teachers have been built at the expense of the NZ Government, and the salaries of the teachers will also be paid for by the Dominion.

The schools will be used as models to promote modern educational development in Western Samoa.

The three couples are Mr. and Mrs. G. W. Walters, who will go to Poutasi District school; Mr. and Mrs. D. A. Olliver, who will go to Palauli District school; and Mr. and Mrs. G. L. Buxton, who will be at Fagamalo District school.

W. Samoa Gets

Direct UK Ship

The refrigerated motor ship *Amalric*, of the Crusader Line, a new ship of 8,000 tons, built in Western Germany, called recently at Apia, Western Samoa, on her maiden voyage from England through the Panama Canal. Apia was her first port of call, where 30 tons of general cargo was discharged.

The *Amalric* has a speed of 12 knots. She is the second ship of the direct line, following the *Mystic* which called at Apia a few months ago. The new direct line should be of material benefit to Western Samoan importers, as direct shipment represents an appreciable saving in time and cost and the transshipment at Suva is cut out.

Honiara Up In The Air Over Aviation

Honiara people were still up in the air about their latest aviation developments in January.

A correspondent reported the

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RED. Recently retired from Burns Philp after 31 years with the firm, Mr. A. E. Lingham has taken up cane, bee and ry farming. He is at Vuna Point, Nadi, Fiji.

getting discouraged locally cause of the non-appearance of AA Fokker Friendship in January and the non-appearance of any announcement that Fiji Airways would begin regular flights with ons between Fiji, the New rides and the Solomons.

AA had announced in December t Friendships would make their ut in P-NG on January 17 on Lae-Honiara service.

he Friendship, a popular passenger aircraft in Australia, would e been the first turbo-prop air-t to operate internally in P-NG the BSIP. It was to include a ess service.

schedule was announced. How- , three days before the flight due to arrive at Honiara it was celled and no explanations given, Honiara people felt they were g to have to stick to their DC3's a long time. P-NG also did not the Fokker, but they didn't seem worry as much.

ji Airways made a proving ut to Honiara in December, but e was still no announcement at a regular service by early uary. Although BSIP people n't know it, this was because Fiji ways had decided not to start service until navigational aids e made satisfactory in the New rides.

ne BSIP government chartered eron from Fiji in December, and n in late January, to bring in onnel from Fiji and the New rides.

aid PIM's Honiara correspondent: th the setting up by the South fic Commission of a Fisheries ning School at Tulagi, and with already established SPC Litera- Production Centre at Honiara, Boat Building School at Auki, need for an air-link to Fiji is ntial."

Automation for P-NG's Post Offices

Two automatic postmarking machines went into operation at Port Moresby and Konedobu post offices, in Papua, at end of January.

Each machine can do the work of four human postmarkers—that is it stamps 400 envelopes a minute, which seems like a lot of envelopes in any machine's language.

One hundred letters a minute seems a lot of letters in any man's language, for that matter, but that is what the official statement says.

If these two Port Moresby machines don't run hot or fly apart

at 400 letters per minute under tropical conditions, then other post-offices in P-NG can expect to have machines of their own in due course.

Tonga Will Operate A Broadcasting Station Soon

Swift progress in January was being made on Tonga's new broadcasting station, which has now been allocated a call sign—ZCO, on a frequency of 1020 kilocycles.

For the last couple of months, the Tonga Government has been looking at various imported samples of transistor radio receivers, with the object of importing them in



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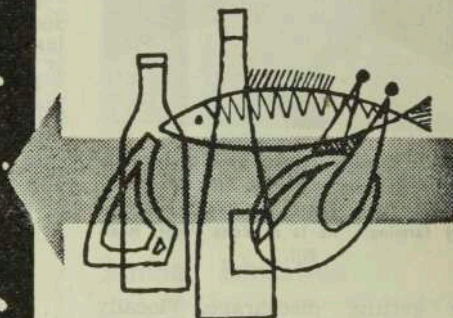
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new sight in P-NG—maroon berets which are of the new uniform for warders of P-NG. The berets remind many people of "red devils"—the berets worn by British and Australian commandos. See below.

Photo: M. R. Hayes

so that they can be passed on to the young men on a low profit margin. The young men are not likely to complain about that step, although at the local stores think about it might be another matter. European personnel for the station now beginning to arrive in P-NG and others are due. Already in Tonga, in January, was H. J. Chapman, who is to be station engineer. Mr. Chapman, 45, is a New Zealander, who has been with the NZ Broadcasting Service since 1934. He is on secondment to P-NG. The station manager, Mr. Ronald Haggett, and the programme director, Mr. Ross MacDonald, are due to arrive in February from New Zealand. They also are on secondment from the NZ Broadcasting Service. Mr. Haggett, 43, an Englishman, joined the NZ Broadcasting Service in 1947, and Mr. MacDonald, 39, a New Zealander, has been with the service since 1948. He is a keen musician.

Police Change in Uniforms

to the relief of all, no doubt, the new uniforms are no longer to be worn by the police and constables of the Solomon Islands Police Force. They will, however, continue to wear black uniforms—to which nobody has any objections. Other changes approved in the new uniforms' uniform are for sub-

inspectors. Future uniform consists of a beret, a khaki bush jacket and khaki drill belt, khaki shorts and stockings (the stockings with blue tops) and black shoes. They will wear Sam Browne belts only on formal occasions.

Meanwhile, in Papua-New Guinea, there has been a change in the uniform of warders in the Corrective Institutions (gaols, to you).

The uniform is similar to that of the P-NG's Constabulary, except that the piping on jumpers and lap-laps is maroon and the cap badge is different.

But the most important difference is that the warders are now wearing maroon berets, which give them the appearance of Army commandos. See the photograph.

New Caledonia's Got That "bas Francais"

An attack on the low grade of French spoken in New Caledonia has been made by a writer in the *renouveau* sheet of the Public School Teachers' Association. Results of examinations in primary schools at the end of 1960 were "near catastrophic", according to the writer (less than 40 per cent. passed). They were due mostly to failures in French language and French composition.

The New Caledonian child is said to suffer from a disadvantage; in France, when a child presents himself at school, it is assumed that he already has a useful knowledge

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of his language including a good vocabulary. In New Caledonia it is not so.

Over the years the standard of French spoken has been greatly lowered—being now a *bas Français* due mainly to the fact that the New Caledonian has always found it necessary to lower his speaking standard so as to be understood by the coloured labour with which he has always been in contact.

Teachers find it difficult to get over the fact that, out of school hours, the child reverts to bad grammatical French common in his own environment.

New Guinea Ex-Servicemen Worry About The Future

The Rabaul sub-branch of the Returned Soldiers' League, at its annual general meeting in Rabaul in January, passed two resolutions expressing concern should the Federal Government hand the Territory back to the natives.

Fears were expressed that should this happen the natives may not accept responsibility for safeguarding ex-servicemen's jobs and investments in the Territory.

The two resolutions, which were

forwarded to the State Branch asked the Federal Government what steps were being taken to guarantee soldier settlers' investments against loss, and what steps were being taken by the Federal Government to cover ex-servicemen landholders and jobholders against possible adverse circumstances arising from a change in the Territory's status.

BSIP Regulations Make Too Much Work

New Customs Regulations introduced in the BSIP last year have received a "very poor response" according to a correspondent, who says that the main public complaint is that they make too much paper work for all concerned.

The staff of the Customs Department has had to be substantially increased to handle the extra work and the BSIP Chamber of Commerce has repeatedly made complaints about some aspects of the regulations.

Recently appointed chairman of the Chamber (in place of Mr. E. Lawson) is Mr. E. A. Evans. New vice-chairman is Mr. W. Quan, and secretary is Mrs. M. Falconer.

They'll Hatch You Some Americans

In a Rabaul Native Affairs court in January, stood a basket of small green daubed eggs which, according to native superstition, could hatch out into a squad of American soldiers.

The eggs were submitted as evidence at a hearing which led to a native named Tolangoran being sentenced to three months' goal for spreading rumours dangerous to law and order.

Tolangoran was arrested following a visit by police and Native Affairs officers to gloomy Watom Island, seven miles off the New Britain north coast, near Rabaul.

The party was in search of a native gaol escapee named Tandy. Tandy, who was serving a three months' sentence for tax evasion, was believed to have crossed to Watom Island.

Investigating officers on the island were told that Tandy and Tolangoran had been instrumental in administering mystic rites to the Watom natives.

Magic charms had been distributed and the eggs had been produced, a spell cast over them and given to the natives as a "means of producing American troops should they be required".

The officers were unable to find Tandy, who is wanted for questioning in connection with other superstitious native disturbances.

According to Police Superintendent J. Carroll, of Rabaul, Watom Island has long been a potential trouble spot and breeding

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ound for native unrest.

"They can see a pinnacle coming miles from the island's high peaks and when police get there everything is peaceful and the troublemakers are kept in the sh", he said.

Native Election

Procedure in P-NG

In P-NG, in January, arrangements were proceeding for the election of the first natives to the Papua-New Guinea Legislative Council.

Election day is March 18, when a total of 364 P-NG native representatives will cast their votes on behalf of nearly half a million voters.

A total of 220 representatives will be appointed by the 39 Native Local Government Councils in the Territory, and 144 representatives will be nominated by 33 special electoral groups.

The electoral groups cover advanced natives in areas where there are no Native Local Government Councils, but where preliminary work for the formation of Councils has started.

Native Local Government Council representatives and electoral group representatives to vote in the elections will be appointed at special five meetings. Areas with a larger population will have a larger number of representatives. Two or three days before the election on March 18 all native representatives will attend a conference of their electorates.

Here they will hold discussions among themselves, and will be addressed by Legislative Council candidates.

On election day the representatives will cast their votes for the candidates.

For the elections there will be more than 285,000 natives covered by Local Government Councils and more than 208,000 covered by electoral groups.

In January, 36 specially instructed men were travelling around the various electoral groups explaining election procedure to natives, giving details of the operation of the Legislative Council.

In the Native Local Government Council areas, election procedure is already familiar to the natives, because of their own Council elections.

American Samoa Doesn't

Want To Unite

One of American Samoa's district commissioners, High Chief Tuitele, said in Honolulu in January that American Samoa "would never unite" with an independent West Samoa.

He said American Samoans wanted no part of the fighting and squabbling that went on among the factions of West Samoa. He said

it was because of that squabbling that American Samoa had asked for the US flag 60 years ago.

High Chief Tuitele was in Hawaii attending the Pacific Area Travel Conference. His remarks were reported in a Honolulu newspaper.

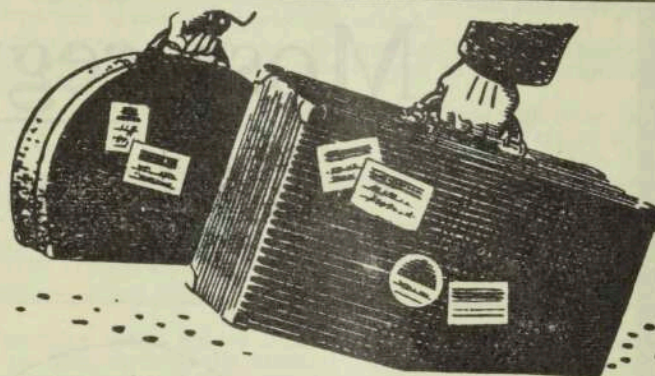
Tuitele said American Samoans feared, among other things, that if the two Samoas united, American Samoan chiefs would be outranked and there would be disruptive land claims.

Tuitele said he was "a Coleman man".

This last comment is a reference to moves going on inside American Samoa and in Hawaii to have David Trask, of Hawaii, nominated as Governor of American Samoa in place of Mr. Peter Coleman.

Governor Coleman got his support from the Eisenhower administration, and in the usual way of American politics, some people think there ought to be a change of governorship in American Samoa following President Kennedy's election.

David Trask's brother, Bernard, lives in American Samoa.



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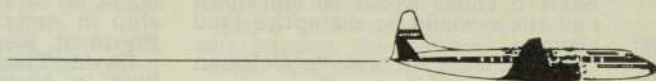


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in and Potatoes me Together

New Caledonia in the last week of January received two items that are much needed—rain and Australian potatoes. The rain, which was widespread, broke a long drought, which had been especially serious on the west coast. The rain brought with it some of the hottest and stickiest days in New Caledonia for years. The potatoes arrived aboard the *Synergie*. There had been a great shortage in Noumea, and housewives resented “like wolves” when 700 bags from the first shipment were placed on sale.

ew Hebrides Makes d for Tourists

A company called Societe Hoteliere (SHEF) has been formed in the New Hebrides with a capital of 10 million Pac. fcs. (£A50,000), including the value of a 30-acre block of land, with the object of building a tourist hotel near Port Vila. Negotiations between the new company and an Australian motel company are also in progress and the outcome of these is favourable, the capital may be raised to the equivalent of £A80,000. It is proposed to build a “Polynesian village” type hotel on a site in the lagoon of Erakor, two miles from Vila. It will consist of a restaurant, bar, dance floor, as well as sleeping accommodation. Entertainment will include water sports, and war dances performed by local tribes. One of the principal attractions is expected to be the incorporation of the New Hebrides Club, with a casino-type gambling place, in the grounds of the hotel. Other plans are for a swimming pool and a 10-pin American bowling alley. SHEF is working in close partnership with Coraltours of Sydney, which company will have the job of assuring a flow of tourists to the New Hebrides. It is expected that the proposed Fiji Airways air-service, Fiji-BSIP via New Hebrides, which will fill the missing link between New Guinea and the Comoros on the one hand, and the New Hebrides and beyond, on the other, will also feed in tourists from the main North America-Australia air routes. The promoters point out that the

WARNING: THIS IS WHAT A TIDAL WAVE CAN DO

A 24-ton boulder was rolled 200 yards inland, steel parking meter standards bent over flush with the ground, and all the branches of a pine plantation up to a height of about ten feet were stripped at Hilo, Hawaii, when the seismic sea wave which originated in Chile swept the Pacific last May.

These were some of the effects mentioned in a survey of damage made by Scripps Institution of Oceanography, and recently published.

Although the population was warned of the wave's approach in time for people to reach high ground, many ignored the sirens and 60 lives were lost in the down-town area of the city where approximately two square miles was devastated.

The survey showed that the average elevation reached by the wave after striking the Hilo foreshore was 16 ft above the normal sea-level at the time.

The wave came ashore as a sheer tumbling wall of water ten feet high, and it carried inland for up to three-quarters of a mile at a speed of about 20 miles an hour.

The wave was probably the largest of the century in almost every area of the eastern Pacific.

Due to the configuration of the coastline and sea bottom in the area, Hilo is particularly susceptible to damage and has in fact suffered repeated damage from these tsunamis in the past.

New Hebrides has a lot of unique things to offer tourists—the unusual Condominium form of Government itself; the famous Big Nambas natives of Malekula, and the equally extraordinary Pentecost natives whose 100-ft dives from bush towers, while tied by the leg with bush vines, have been pretty well publicised by now all over the world.

Suva Plans a Big New Civic Centre

The Suva City Council was asked last month to approve in principle a long-term plan for a new civic centre, to cost between £300,000 and £500,000.

It would incorporate a new town hall, council chambers, various offices, an auditorium, a restaurant, an information centre, a sea baths, aquarium, art and exhibition galleries.

The centre is planned for ground between Suva's present Cable and Wireless building and the Boys' Grammar School Hostel. One side of it will face Victoria Parade, and another on a new road to be built along the seafront on a reclaimed area.

Suva's Mayor, Cr. C. Stinson, told

the council that it could provide a 15-year building programme for the entire centre.

The council would possibly have enough money in hand to start on the first stage of construction by the end of this year.

Stage 1 would be a new two storey building containing accommodation for offices and the council chambers.

The architects' sketch below gives a view of the fine new centre from the Suva harbour, showing the town hall, a restaurant in the centre and the council chambers.

Air-lift of Chorus Girls for Noumea

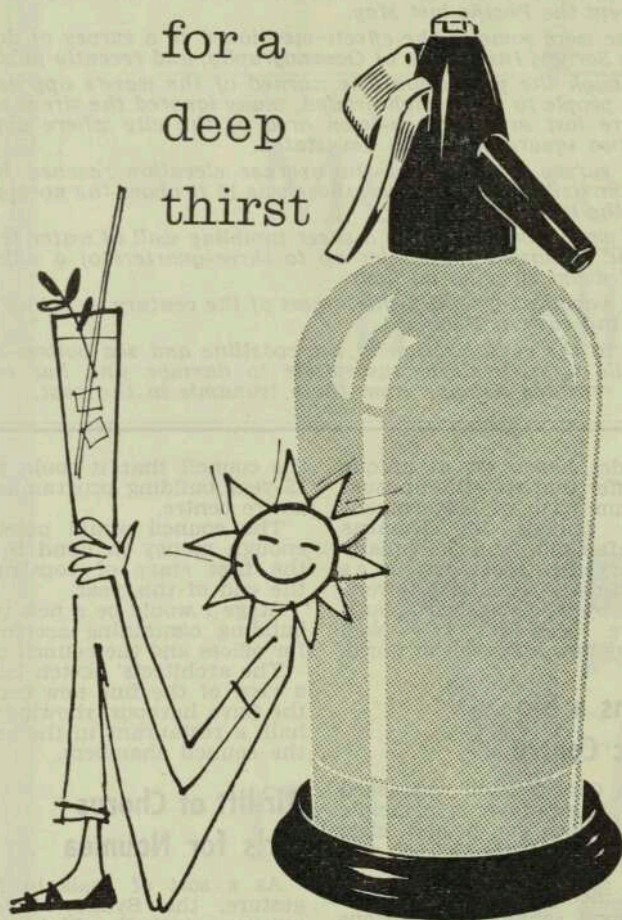
As a sort of coals to Newcastle gesture, the Sydney Tivoli revue company took the *Plaisirs de Paris* to Noumea in February.

A company of 30, including eight chorus girls, went over by air while scenery, costumes and technicians travelled by ship. The stage of the town's most modern cinema was enlarged for the show, special sketches in French were written and patrons professed themselves satisfied to pay 30/- each for seats.

It was the first time a revue company of this nature had visited Noumea from Australia.



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A Korolevu For Port Moresby?

An American travel agent, Mr. James Walton, of All World Tours, San Diego, Calif., was back in Port Moresby in early February on a second visit. He is trying to interest a group of local businessmen in financing a tourist hotel project.

Our report is that although the interest is there alright, so far there have been no promises of solid cash. However, Mr. Walton is still hopeful. He says he could raise the money in the States but wants local people in it.

The kind of hotel planned is the Fiji-Korolevu Beach type—detached bungalows in native materials but with all modern comforts. Several sites have been suggested—but the first, Idlers' Bay ("away to billy-oh" past Hanuabada, the Tatana causeway and Vabakori), has been scrubbed. Another selection, 12 miles out on the Laloki River has been looked at; but the piece of Crown land that Mr. Walton fancies for his project is on a saddle of Tuaguba Hill, from which there are magnificent views over Port Moresby.

Mr. Walton says that the Administration is interested in his scheme and will give him what help it can.

Steamships Trading Company has planned a big hotel on the section opposite the Hotel Papua since before the war; last year it was rumoured that Ansett-ANA would go into the scheme to help STC complete the project. But nothing more has been heard of it.

[EDITORIAL NOTE: The plan in Port Moresby to build a slap-up tourist hotel is on Ela Beach, even if some of the messy-looking buildings already there have to be moved to do it.]

All The Joys Of Rarotonga

PIM's Auckland man, Jim Shortall, couldn't agree more with new New Island Territories Minister F. L. Gotz, when he said (PIM, Jan., 1961, p. 16) that tourist trade for Rarotonga should be promoted because there was "great potential".

Shortall reports:

There is no more attractive island than Rarotonga, whether in natural beauty, in climate—it is only just inside the tropics—in sporting facilities from mountaineering to yachting, tennis, cricket, football or golfing.

It has what many other tourist-promoted places have not got—delightful sandy sea-beach with shady picnic grounds within easy access of the main township.

Above all, too, it has a warm-hearted, friendly population and no racial bickering.

What it has not got at present—and perhaps does not need—is much

They Won't Stick Their Chins Out

Noumea is likely soon to "present the appearance of a bearded Castro-type revolutionary centre", says a correspondent.

The revolution has started over the price of haircuts and shaves, which have just been increased to 80 francs (8/-) for a haircut and 60 francs (6/-) for a shave.

Some irate citizens have said they will cut their own hair, and do without a shave.

The barbering art in Noumea is mostly in the hands of the Viet and Javanese and some old-time Noumeans are sighing for the good old days before the war when barbers were Japanese and a haircut was five francs.

tourist accommodation. What really wanted are passenger shipping connections which would let tourists leave perhaps a week at the island. Undoubtedly hundreds of New Zealanders alone would go north on winter trips in the winter months, for only a couple of days at Rarotonga, if they could obtain berths on a suitable ship.

Many feel that the Government's *Moana Roa* should have been designed to carry a hundred passengers instead of 40.

And if it really is impossible to carry passengers at a profit under New Zealand conditions, then the ship should have been manned most entirely with Cook Islanders at Cook Islands rates of pay.

There are Cook Islanders in New Zealand who have been waiting for years to take a trip home as soon as they could be assured of a round-trip booking.

There is no indication that the new ship will cater for more than a very few such passengers, if any. It will always be overbooked in one direction at least, and usually in both directions on present itineraries.

However the south-bound calls by the Matson liners will present some opportunities. It will be possible at times for tourists—a very few—to go north in *Moana Roa* and pick up the *Mariposa* or *Monterey* for the return voyage after a short stay at the island.

What is now wanted is for the New Minister to persuade one of the inter-passenger shipping lines that a north-bound call at Rarotonga—en route to Papeete and Panama—would be worth while, not only in passenger revenues between New Zealand and Rarotonga, but, much more important, as an added attraction on the New Zealand-UK route. Matson have found a call of several hours off Rarotonga—with

no harbour dues involved—to be decidedly worth while from both points of view. Regular north-bound calls would benefit both the shipping lines and bring tourist money to Rarotonga.

It would greatly boost the existing curio industries there and encourage new ones. Adequate accommodation for tourists, not of the super-duper variety but good enough for the average New Zealand or Australian tourist, would soon be found.

No one envisages Rarotonga as a dine-and-dance type of tourist resort, but as a place for a quiet holiday on a beautiful island with a near-perfect winter climate.

Nobody Turned Up For The Big Ball

A hospital ball which fell flat was described as "shameful" in January.

The ball was a New Year festivity for Norfolk Island, an event which has usually been regarded as one of Norfolk's most important and enjoyable social functions of the year.

Describing this year's "dismal failure", the Administration's official weekly news-sheet, *Norfolk News*, said the ball attracted only a small attendance and "was

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Comptoirs Français des Nouvelles Hébrides, Vila and Luganville.
Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Suva, Fiji Islands.
Rarotonga Wholesalers, Rarotonga.
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby, Madang and Lae.
Société Franco Océanienne, Papeete, Tahiti.
Nigimij N.V., Hollandia, Fak-Fak, Merauke, Sorang, Manokwari, Biak, Seroei.

See also advertisement on page 148.



KR.2

notable for a marked absence of representative and leading citizens.

The band did not arrive, and the few expectant dancers sat around in desultory fashion waiting for something to happen. Finally at a late hour, volunteer pianists came to the rescue so a start could be made.

Norfolk News pointed out that the ball was arranged by the Hospital Board to give residents "a painless opportunity of supporting the hospital" and also to give an opportunity for the community to celebrate the New Year together.

It adds, "Most communities would be ashamed of the miserable effort made on New Year's Eve, and this paper suggests that Norfolk Island and all its citizens should be too."

Kuru Quarantine Breaks Down

A Papua-New Guinea Administration scheme to isolate the mysterious disease, kuru, to an 884 square mile quarantine area in central New Guinea is breaking down.

An informed source said in early February, that scores of natives were leaving the area and drifting back to the Territory's major centres.

Many already have gained employment in the main Eastern Highland towns of Goroka and Kainantu. The Administrator, Brigadier D. M. Cleland, said on February 6 he would have the matter investigated immediately.

He said that without using force, it was extremely hard to police such a scheme.

There is no apparent known cure for kuru and the victims die within six months of contracting the disease. In May last year the Administration announced that to check the spread of kuru, which appears to occur only in the Fore region of the Eastern Highlands, quarantine restrictions would be brought into force.

Announcing the details, the Assistant Administrator, Dr. J. T. Gunther said statistics indicated that kuru had killed half the women and one-tenth of the men in the Fore area.

In some villages the men outnumbered the women by more than two to one and many had left to seek employment in other districts.

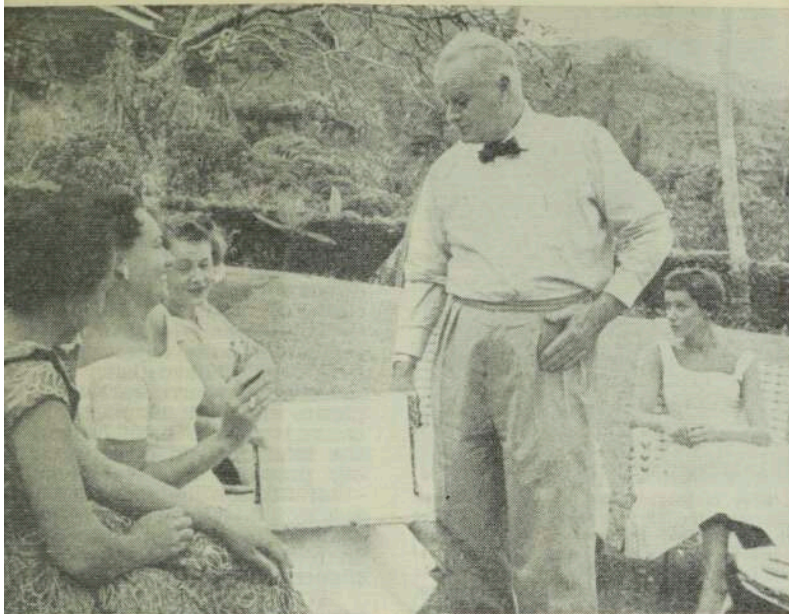
"This leads to the possibility of kuru spreading throughout Papua and New Guinea," he said.

To prevent this, the Minister for Territories, Mr. Hasluck, had agreed that the Fore people should be restrained in their tribal area.

About 30,000 natives of the Fore tribe are involved.

Many tribesmen who held responsible positions with the Administration in all parts of the Territory were sent home. They included policemen, clerks, soldiers and plantation workers.

An officer of the Department of



a farewell function to the retiring Resident Commissioner, Mr. G. Nevill, in Rarotonga, Mrs. Mary McQuarrie, signs the official visitor's book. Mr. Nevill is standing.
Photo: R. D. Moore

ve Affairs said recently: "But scheme hasn't worked out. The men have found that job opening in their own district are extremely limited. In the last two or three months, scores have just been let out of the quarantine area. There is virtually nothing to stop them and unless they actually have a job they are hard to trace." Meanwhile, details of a "mercy project" to aid the Fore people have yet to be announced.

Mr. Gunther announced last year that he would make these details available "in the near future". The project, reportedly will give the Fore people all the amenities of civilisation that are found outside their quarantine reserve.

A senior Administration officer said at that time that schools, roads, hospitals and good houses would be built. Agriculture would be developed to enable the Fore people to have their own crops, and that just because these people are afflicted with leprosy they should not be barred from progress afforded the rest of the Cook Islands.

Islands Commissioners New and Old

The Cook Islands new Resident Commissioner, Mr. O. Dare, reached Rarotonga on the *Moana Roa* in January. He replaces Mr. G. L. who retired in December. Also travelling on the *Moana Roa* as official guests were Sir John Lady Collins, Australian High Commissioner in NZ, and Mr. E. C. Clausen, Danish Charge d'Affaires.

The party was met by the Deputy Resident Commissioner Mr. L. K. Pitt, walked through a guard of honour formed by students and were challenged in the traditional Maori manner with a ceremonial spear on the steps of the Administration building.

In welcoming Mr. Dare, Mr. Pitt said he was bringing "relative youth, great energy and a very active mind" to the position and "we feel sure under your leadership these islands will forge ahead".

Mr. Dare in reply said he and his wife had great pleasure in returning to the Cooks after their pleasant stay in 1954-56.

He said he had some firm convictions about the Cooks. One was that in time the people would be able to stand on their own feet completely. There were opportunities in industry and agriculture.

Mr. Nevill had left Rarotonga on the *Moana Roa* on Christmas Eve. He had been nine years in the Cooks.

He said that in those years many old grievances had been remedied and the two races, Maori and European, were now in much closer harmony.

Mr. Nevill was given the OBE in the New Year Honours List.

Ansett and TEAL "Talking Business"

Speculation in January about Ansett-ANA taking over the Sydney-Norfolk Island service from Qantas was followed by a newspaper story that Ansett-ANA was also

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ROUND THE WORLD. When it was realised by the Navy of Uruguay that no Uruguayan had ever sailed a yacht around the world, it decided to send the 35 ton naval yacht "Alferez Le Navio Campora" on a world cruise. The yacht was in Suva in January, with the next stop the New Hebrides. Here are the crew members, all naval officers, as guests of the Suva Rotary Club in January. From left, Lt. Jorge Nader, Mr. A. J. Black (of the Suva Club), Lt. Carlos Costa, Mr. L. R. Martin, (president of Suva Rotary) and Sub-Lt. Jose Firpo.

Photo: Stinsons

contemplating "buying out" Tasman Empire Airways—and this was just as smartly followed by a denial by the Australian Minister for Civil Aviation that anything of the sort, so far as the trans-Tasman service was concerned, was likely or possible.

Talks between the Australian and New Zealand Governments on the possibility of NZ acquiring Australia's interest in TEAL will begin end of February. The possibility of allowing its jealously guarded TEAL to fall into private hands—and Australian private hands, to boot—seems remote.

The Sydney-Norfolk Island service may be a different matter. Qantas now receives a subsidy for running this service, but at the same time is forced to retain Skymaster aircraft in its fleet for this service alone. Some difficulties are foreseen on this score, as PIM has reported several times in the past.

If this service were taken over by a private company there may be some difficulties with TEAL because as matters now stand, Qantas on reaching Norfolk Island, becomes TEAL (or goes under charter to TEAL) and continues on to Auckland and back to Norfolk, before becoming Qantas once more for the NI-Sydney part of the journey.

A storm blew up in Washington in February when South Pacific Airlines, which is at present operating a service between Honolulu and Papeete, protested vigorously to the US Civil Aeronautics Board on what it said was a secret agreement between CAB and Qantas that the latter should have landing rights in Tahiti on its US-Sydney service.

SPA said that if the agreement were honoured it would amount to a giveaway of traffic which SPA had developed, unsubsidised, at a cost of \$2 million.

Qantas, in Sydney, would not comment on the complaint "while the hearing before CAB was still going on".

Walking the Land Rover Home

Tapini, in the Goilala sub-district of Papua, has had a tractor, a motor cycle and two bicycles for some time. By now it has probably got a Land-Rover as well.

The vehicle was bought on the coast, dismantled and most of the parts flown in to Tapini, piece by piece. The body was cut in two and airlifted to Tapini, where it was welded together again—but the chassis of tubular steel defeated the experts because it could not be so easily cut and put together again.

Aircraft big enough to carry the whole chassis cannot land safely on Tapini's airstrip, so eventually a team of natives set off carrying it the 40 miles from the coast over 8,000 ft rugged mountains to district headquarters.

They were expected to do the job in eight days and they were due in Tapini with that last piece of Land-Rover on Sunday, February 5. Everyone at the station was expected to turn out to give them a welcome.

Pro and Con Over Suva's Airport

Some eyebrows with long memories shot up in Suva late January at an unexpected protest from Mr. W. G. (Tui) Johnson against the proposed airport at Suva Point, to replace the one right out at Nausori.

At least, the protest was obviously unexpected by Suva's Mayor, Mr. Charles Stinson, who also happens

to be chairman of the Suva Regional Airport Committee inquiring into the project.

Voicing his surprise at Mr. Johnson's attitude, his objection that the airport would "blight" the peace and tranquility of the residents' Muanikau Ward and devalue the properties, Mr. Stinson said:

"As far as I recollect, the large companies of Suva were in favour of an international airport at Suva when it was suggested some years ago." (Mr. Johnson is managing director of W. R. Carpenter and Co. (Fiji) Ltd.)

"There seems to have been no suggestion of noise objection then, that would have been an international airport carrying big planes and built in much closer because it was to have been sited on the land, instead of reclamation of our proposed airport will be."

Mr. Stinson claimed that Mr. Johnson would suffer less noise from a craft using the proposed airport than he suffers now from RNZ planes using Laucala Bay.

"Where Mr. Johnson's house aircraft landing in Laucala Bay, almost directly overhead," said Mr. Stinson.

With this observation, Mr. Johnson would no doubt agree. He stated in his letter of protest to the Suva Council, that the people of Muanikau, while appreciative of the RNZAF, would bless the time when flying operations "cease by night and by day at Laucala Bay".

"Once an airfield is established

GET OUT THERE AND FIGHT, BOYS!

Apia's weekly "Samoa Bulletin" in January started a campaign against stone throwing in West Samoa.

It said "this most revolting and dangerous habit" was all too prevalent in Samoa. Sometimes stones were hurled at drivers of vehicles, and in one recent case a driver, hit by a stone, had had the presence of mind to apply the brakes before he lapsed into unconsciousness.

Said the "Bulletin": "Stone throwing is a most cowardly method of attack . . . it is our hope that the law, by imposing the most severe sentences possible on those found guilty of stone throwing, will support our campaign to eliminate this deadly practice from the community."

"If grown men have a difference—get out, and fight it out, with your fists, like men!"

"Do not wait for your quarry on a dark night and hurl a rock at him. Such conduct brings nothing but shame for the village concerned and the country as a whole."

anikau, it must be expanded and developed," prophesied Mr. Johnson. Practice night landings and take-offs would be certain and it is all but certain that in time regular take-offs for Samoa, Tonga and other islands as well as for Nadi will be made during the night and early hours of the morning.

In the site's claim to economy and convenience, Mr. Johnson wrote: "Without wishing to impugn any motives, I suggest economy will be mostly for aircraft operators and the relatively few people using the airfield every day." But how much ear-shattering the take-offs of Muanikau are likely to be experienced will be tested in March, when soil, site and noise surveys are to be carried out by two experts from Australia.

Mr. Stinson thinks the noise will be much diminished through the position of right-hand circuits instead of left-hand circuits which would mean no aircraft would cross any land, but would take off from the sea and approach from the direction.

The RNZAF today with their right-hand circuits fly over the whole Suva Peninsula. Therefore, it is a contention there will be far less noise than there is at present."

In one final comment on Mr. Johnson's letter, which is to be read to the Suva Regional Airport Committee, Mr. Stinson disagreed with Mr. Johnson's argument that airports were usually sited away from densely-populated areas because they were a plague to the population nearby.

It is simply that other cities have not the good fortune we have in Suva to be able to build one so convenient to the city," said Mr. Stinson.

BSIP Legco

(Continued from p. 21)

During the session it was revealed that the BSIP hopes to get rid of the liquor system this year. The Government does not want discrimination against drinkers.

(Already the permit system has been liberalised, and it is not hard for Melanesians to drink beer now.)

A Melanesian member, Bugotu, told the Council that discrimination on the basis of colour could cause tensions. He said either beer imports should be stopped, or everybody should drink beer.

The Rev. L. Alafurai later successfully moved for earlier liquor closing hours, "so that people would not be roaming around the streets".

The Government used its majority to block one move aimed at getting children's travelling expenses to and from the Protectorate as an allowable yearly tax deduction, in-



Fiji's Korolevu Beach Hotel ushered in the New Year with a "Shipwreck Party", which brought big crowds. Here are two shipwrecked "tourists"—hotel manager Bill Clark and Mr. J. Beresford.

Photo: Stinsons

stead of once every two years, as at present.

Mr. C. R. Reece said it was not too much to expect parents to want to see their children each year.

The voting was 11-10, which just happens to be the official and non-official composition of the Council.

Death of G-G

(Continued from p. 22)

he told how he was looking forward to another, more detailed visit to the Territory this year.

The Governor-General had made careful preparation for his visit to Papua-New Guinea.

From the time he arrived in Australia he was a regular reader of a Territory newspaper.

He read it carefully—it was one of the half-dozen newspapers he studied before breakfast—because he wanted to know what Territory people were thinking.

And he wanted to get the unofficial viewpoint on Territory problems as well as the official version put before him by his advisers.

Lord Dunrossil spent only a few days in the Territory.

But he will be remembered there



Fiji Floods

Unusually high tides around the Suva area in January were responsible for the flooding of the Queen's Road, in the Lami area. Here, a car makes its way through one of the flooded spots.

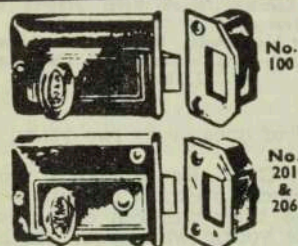
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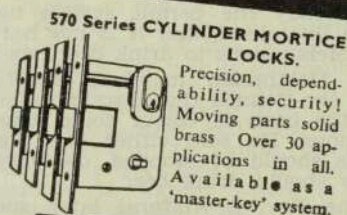
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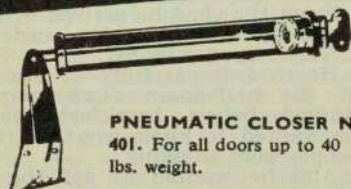
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for his natural dignity, his freedom from starchy formality, and for his warm, ready smile.

The real Dunrossil showed through at a function in Port Moresby, where he held out his hand to a new paperman.

The reporter explained that was from the mainland, in Papua New Guinea for the Governor-General's tour.

The Governor-General's eye twinkled. "But you might be a good fellow for all that," he quipped.

His relations with journalists—the result of a long Parliamentary career and 10 years as Speaker of the House of Commons—were good.

Soon after he returned from Papua-New Guinea he was the guest of Canberra journalists at the annual dinner.

Strenuous Tour

After such a strenuous tour, could reasonably have been expected to retire early.

But he stayed far into the night, chatting informally and all the time seeking further information about Australia.

When he was laid to rest in Canberra, the young city he had quickly come to love and regard as his Australian home, the official mourning included one from Papua-New Guinea.

It was the Chief Justice, who had so nearly had to substitute for him on that day in Port Moresby when the illness which weakened him began.

Said the Moderator-General of the Presbyterian Church, the Rev. Dr. Alan Watson, at the memorial service:

"In fulfilling his duty, he did not forget his own humanity, or the humanity of others."

NG Elections

(Continued from p. 19)

Willie Gavera was justification in itself.

Late Moves

In the last month Mr. Ron Levy, a Kokopo planter, who has signified his intention of standing against Mr. D. Barrett, the UPP candidate, withdrew and Mr. J. Chipper has taken his place.

The Eastern Papuan electorate which didn't appear to have a candidate at all up to beginning of February had a late nomination of Mr. J. R. Stuntz, of Samarai, to the UPP party.

On March 18, European electors who are in the mood (and in the Territory voting is not compulsory and in the past only a minority have exercised the privilege) will vote in the normal way. For the natives, election of their six candidates will be more complicated.

In January, 36 natives went back

school in Port Moresby when Extension Service lecturers instructed them how it was to be done, so that they in turn could go back to their districts and explain the process to their people.

This is the Theory

This is the procedure for the new people, based on an "electoral college" of 364 Papuan and New Guinea representatives who will cast their votes on behalf of nearly 100 people.

These 364, 220 representatives will be appointed by the 39 Native Government Councils in the Territory, and the other 144 will be nominated by the 33 other electoral groups who were listed in a special list of the P-NG Government Committee in January. Generally, electoral groups, while they have not yet formed Local Government Councils, are regarded as "electoral groups".

The 364 members of the electoral college, for practical voting purposes, will be split up into six electoral colleges, one each for the six electoralates—which means that in some electoralates, the number of candidates will be just about equal to the number of voters.

In the Highlands Electorate, for example, there is likely to be about 40 members of that particular electoral college, while at the same time no less than 40 candidates offered themselves to the electorate.

Anyone who knows anything about New Guinea natives and the problems they have to undergo to understand something of the complexities that will face those 50s, representing different sections and patterns of thought and feelings, over the whole vast Highlands area, trying to pick one out of 40 who will also represent widely different patterns of thought and loyalties.

Three days before March 18, the separate electoral colleges will meet in Goroka, Lae, Kavieng, Milne Bay, Port Moresby and Samarai to electively to have the system explained to them, talk, and be reassured by candidates "if considered necessary".

March 18, the college members will cast their votes. In places like New Britain, it will probably be normal ballot papers, as most members of that college will be presumed to be able to read and write. In places like the Highlands, the method of voting has not yet been decided on. That is being left to the judgment of the returning officer, Mr. M. E. Ford. The New Guinea natives have not been introduced to our form of democracy, a start has to be made somewhere—but there are a lot of

people who wonder if the complicated electoral college system is going to prove any easier for these people to digest than a straight-out system of universal suffrage—even if the candidates had to be represented by symbols and the voters had to use thumb prints.

Many people in New Guinea, are agreed, however, that it should be a lot of fun, while official Australia is taking it more seriously and was sending Mr. R. Maslyn Williams, of the News and Information Bureau, in Sydney, to New Guinea with a camera team in early February.

The team will stay in the Highlands area right through till after the elections, getting the Highlanders first brush with Democracy down on film for the benefit of the United Nations Trusteeship Council—among others.

Sedition Trial

(Continued from p. 20)

taken into account was what might have happened had Cooper not been reported.

He thought Cooper did not really expect to see an immediate armed uprising, but his intent was to start a movement which could cause the utmost embarrassment to the Administration at a time when international attention was critically focused on the situation of primitive people.

Cooper appeared to have been driven against his own interests by "fanatical zeal", and mainly by internal pressures of his own temperament, said the Chief Justice.

Highlights

Here were some of the main points of the trial:

- There was evidence that Cooper, in gaol in Port Moresby in January, had watched a number of Pacific Islands Regiment troops being marched to gaol following a riot in which they were involved, and had shouted out to police, "Remember South Africa, you dirty Fascists!"

- A Commonwealth Security Officer, formerly working in the Territory, Mr. K. A. Donovan, told the court that he had interviewed Cooper in Wewak in 1958 and he had been quite satisfied with Cooper's loyalty.

- Patrol Officer Peter John Wright said Cooper had told him on occasions he would like the natives to rise up and throw the white man out of New Guinea.

"Exploiting"

- Wright also said that Cooper had told him the Government and Europeans generally were exploiting the natives. On another occasion Cooper had kept turning to Radio Peking despite his objections, and Wright had suggested to him that he should go to Russia if he felt

the way he did. Cooper had said he "might do that".

- A native Co-operatives assistant, Keri Keri Hohora, said Cooper told him last March that it would be good to have a Communist Government in the Territory as the Communists all worked together and everyone got the same pay.

- Under cross-examination, Keri Keri admitted that he himself believed he could get into trouble and be punished by the Administration for talking about self-government.

- A leading native planter, Stahl Salum, of Madang, said Cooper had once told him, "All missionaries tell lies. There is no God. They are lying to you to get money to put up churches." Stahl gave detailed evidence on what Cooper had allegedly said to the three meetings about overthrowing the whites.

Stahl said he had had a meeting with others to discuss Cooper's talk, and they had decided not to spread it otherwise "big trouble would come up".

Cooper, in his own defence, said that all the Crown witnesses must either have told untruths or had misunderstood his statements. He denied he ever urged natives to commit an unlawful act or use any unlawful means to obtain a political end. He had not used the words in the terms set out in the charge.

He denied he was, or ever had been, a Communist. He was, he said, an atheist and he had pro-Communist sympathies.

He suggested that the natives who had testified against him might have been trying to get him out of the way in case he found out who stole £200 from the Co-operatives trade store in Madang. Other money had been lost in a rice milling account.

Three Methods

Cooper said he had outlined to the native meeting three methods by which natives could obtain self-government.

One was to sit down and do nothing and Australia would give them independence in 20 to 30 years.

A second way to seize power would be to seize the police, loot the stores, and burn aircraft but this was a violent method and it was no good. He said the outside world would simply think of them as a lot of savages.

He said he had advocated to the group a third method of achieving self-government which was by organisation, and the planning of trade unions and political parties. He had told them that they would have the moral support of the African countries in this.

Fijian Report

(Continued from p. 18)

Young Leaders With Rigid Views

The drift of the younger Fijians to the towns, at least in Viti Levu,

makes the problem of Fijian survival most urgent.

It has driven a great hole in the Fijian system of koro community life; to a great extent it has undermined the authority of the rokos and bulis; and it has presented to the Fijian leaders the picture of its young men as common labourers, and its young girls as house servants and/or nurses.

Are the Fijians content with such a fate?

It is rather surprising to find the younger Fijian leaders, fresh from a world education, so rigid in their views about any changes in the "Fijian way of life".

Quoting Rusiate Nayacakalou, who is studying for a doctorate of philosophy at London University: "Outside observers have repeatedly pointed out that the Fijian way of life has a stifling effect on economic progress. *Nevertheless it is still very much a value among the Fijians to preserve their so-called way of life or culture.*"

Rusiate then went on to explain this could be interpreted to mean anything from "manners of the land" to a "ceremony of exchange of wealth".

This well-equipped Fijian then referred to a Burns Commission suggestion as "something like the Highland Games".

If this is the spirit in which such an educated man takes a well-meant reference, it can only be concluded that the adherence of the Fijian race to outmoded methods of life is likely to be the worst obstacle to be encountered by any Government attempting to "uplift" the Fijians into modern life. Rusiate being the example, how much influence have the older chiefs on the younger ones such as Mara or Ganilau?

Perhaps this reluctance to "compete" is not so surprising. Life at subsistence level for many years is not the best preparation for a rapid emergence into the harsh competitive world of today.

Nor is it the treatment which encourages the Fijian to believe the best of the efforts of his would-be helpers.

The induction of the Fijian into competitive economics cannot be accomplished in one year or even 10. In 20 years, with expert help to the younger generation, it is perfectly possible but it will call for an over-all planning capacity which is not at present evident in the Colony.

It would appear that the Fijians react badly to the Government's appearance of haste; so that a "ca' canny" policy, carefully administered, may be the answer.

The Indian and His Loyalties

Also plain was the Fijian pre-occupation—possibly through ill-advised "bogey-man" stories in the Press and in certain business circles—with the possibility of Indian domination of Fiji.

This, when referred to in Legco, provoked an interjection: "We are not afraid of domination—we will not allow it."

A revealing remark to those who have watched the recent deterioration of Fijian-Indian relations with some alarm. And perhaps a revelation also to those misguided persons who, in recent months, have actively helped in this racial disharmony by various statements at meetings and at gatherings of servicemen.

This bogey of Indian domination of Fiji, either politically, economically or socially, is an empty threat; and could almost be called utter nonsense.

The continual outcry of "land-hungry Indians", "politically-ambitious Indians" is just a political stunt in Fiji. It appears almost ludicrous, when we study the present complete vista of a Colony completely ruled, in every way, by Europeans in Government and "big business".

To expect the puny efforts of a few demagogues, a few half-baked politicians with no unified support, a few sincere leaders with no following, and a community split deeply into many jealous sections, to upset this array of strength is completely unrealistic thinking.

Self-Government

Granted that Fiji will soon have some measure of self-government, any experienced observer of present-day Fiji must agree that, no matter what happens, while the present business interests hold sway the custody of the purse-strings will determine the destiny of the Colony. Not in many years, or even in many generations could Indian interests sway this destiny.

And, if force were attempted, it could only be of nuisance value by hooligan elements—since it is certain that 99 per cent. of the Indians in Fiji are extremely loyal to the British Crown, in spite of the harsh things said about them.

The small element of Indian malcontents can, and will be, disposed of quickly should such measure become advisable.

Truly, this Indian bogeyman, when thought is given to him, is a creature only of pallid proportions, a typical fallacy of vision, which needs only the breath of common-sense to disperse his pretentious appearance.

Viets Go Home

(Continued from p. 23)

Before the departure there was a run on local shops as the Viets bought up wood-working tools to take with them.

PIM's Noumea's correspondent, Fred Dunn, said that despite a wide search he had not been able to find any Viets in Noumea who had

received first hand news of the reception from members of the first contingent. He said presumably there was a censorship operating in North Vietnam.

Took It With Them

Few of the outgoing Viets avail themselves of local bank facilities to transfer their capital to the new country. They took it with them in goods, or else handed it to members of the Vietnamese delegation, some of whom are accompanying these voyages.

There is to be a third voyage, the *Eastern Queen* in early March and then the ship will make two trips from the New Hebrides, one from Vila and one from San. These will take the first Viets from New Hebrides.

It is expected that after the New Hebrides trips the programme will be reviewed. Some people in New Caledonia believe that by this time some Viets still on the waiting list may have changed their mind about being repatriated, depending on what reports, if any, that they get from their friends.

Meanwhile one immediate result of the departure of the two contingents of more than 1,000 from Noumea, has been a lifting of pressure on school accommodation. One report says that some class rooms planned to be built within now no longer be required for this year.

Presumably, too, there will be less Vietnamese at the head of school prize lists at the end of the year. Viets generally have been very good scholars.

Norfolk Laws

(Continued from p. 22)

Does the Minister realise that Norfolk Island had self-government 40 years before Australia?

Does the Minister consider the people of Norfolk Island are primitive to produce competent representatives?

Norfolkers, meanwhile, are not as one with the council. There is plenty of local opposition, and even something of the old spirit of mutiny.

Wrote "Mutineer", in a letter to the editor of the Administration weekly news-sheet in January: "Council's reply to the Minister was unpardonably rude and I can help wondering how much longer Norfolkers will tolerate such goings on."

"Mutineer" said he wouldn't agree with the council that there has been a lengthy economic decline. "Some Norfolkers can remember the time when, as children, we were afraid to display our underwashed branded 'Gillespies' across the seat!"

DEATHS OF ISLANDS PEOPLE



Eric Douglas Robinson, as Brett Hilder saw him.

Eric Douglas Robinson

His death occurred suddenly in Sydney on February 5, of Eric Douglas Robinson, better known in New Guinea as Sepik Robbie. He was 44.

He was down in Sydney from the Territory on leave when his death occurred.

"Wobbie" Robinson—he could not pronounce his "R's"—he went to New Guinea in the early 20's and spent time up to the mid-1920's in Bougainville as what was known as a lik-lik Doctor—a Medical Assistant. He transferred to District Services as patrol officer and in the late 1930's, by then an Assistant District Officer, he was posted to the Sepik.

He was "Wobbie" who in the process of becoming "Sepik Robbie", opened up the Sepik, and put the first mark of civilisation on the banks of the Sepik and Ambunti which had previously been regarded by young colonial officers as "punishment areas".

He remained there, a Sepik in-lieu, until the late 1930's when he retired to Sydney and bought the Victoria Hotel at Kings Cross. His first wife died during this period when the Pacific War broke out. He sold the hotel and went back again, to join the Coast-landers.

Captain E. D. Robinson he met in Bougainville and New Guinea, and won the MC. His story during this phase of his life is set out in some detail in Eric Feldt's *The Coast Watchers*.

Robbie married again and during the war bought a ship, the *Yai*. It was his intention to

base it on Madang and to go trading along the coast and up the Sepik River, but he came into collision with Territories Minister Eddie Ward's nationalisation of private New Guinea shipping; the scheme fell through and he sold the vessel to CPL Ltd. of Bougainville.

Robbie set himself up as a trader at Angoram, however, and carried on business there for sometime. Then he again "retired", taking a job as an Administration clerk at Angoram to keep himself busy. More recently he has been living at Mt. Hagen, and working for the Administration.

Sepik Robbie was born in Doncaster, UK. Of him Eric Feldt has this to say in *Coast Watchers*: "He had fair hair, now 'grey', blue, innocent eyes and the expression of a child who has not yet seen any evil in the world—a paragon of all the forgivable vices".

He was a man who fitted more easily into the old New Guinea than the new, but he leaves scores of friends of the older brigade to whom he was the symbol of an era.

Mrs. F. E. Eekhoff

The death occurred in Cairns, North Queensland, in January of Mrs. F. E. Eekhoff, well known resident of Lae before and after the last war.

She was the wife of Mr. H. G. Eekhoff who went to the Territory in 1921 for the Expro Board. When Guinea Airways established their base at Lae, the Eekhoffs started a store there, and they returned to the town after World War II and re-established their business.

They finally sold this and retired in Lae but went to live at Cairns some years ago as they felt that Australia had many social service benefits for elderly people that were entirely lacking in the Territory.

Mrs. Eekhoff is survived by her husband Harry, by her son Gordon Eekhoff and her daughter Mrs. A. R. Priebe, all of North Queensland.

Mr. Edward Jenyns

The death occurred over the Christmas period, at Greenslopes Repatriation Hospital, Brisbane, of Mr. Edward ("Ted") Jenyns, formerly a well known between-wars resident of the Morobe and Madang districts of New Guinea. He had been ill for a long time.

He was an ex-World War I, New Guinea Expropriation Board original, and arrived in the Territory in 1921 and thereafter was stationed in the Madang area for some time. He was married there in 1923.

When World War II broke out,

he was in Lae and a major and second-in-command of the NGVR in Lae. He sold his property there after the war and had been living in retirement in Queensland—during these latter years, in poor health.

Mrs. Wynifred Wager

The death occurred in Sydney, NSW, on January 30, of Mrs. Wynifred Wager, 77, wife of Mr. Christopher Wager, now of Queensland, but formerly of Fiji.

Mr. Wager is an Englishman who went to Fiji about 1904 for the Eastern Extension Cable Company; he later joined the police force and finally took up cane farming. Mrs. Wager was Miss Wynifred Rock, an Australian, who went to Fiji in 1911 on a visit.

She met Mr. Wager there and they were married the same year. Six children were born of the marriage and the Wagers left Fiji for Australia in 1924.

Although it is over 30 years since they lived there, both retained an enthusiastic interest in the Colony. Some of Mr. Wager's reminiscences have appeared in *PIM* from time to time.

Mrs. Wager is survived by her husband, one son, four daughters and 20 grandchildren.

Mr. Kati Heather

A leading personality of the Cook Islands, Mr. Kati Heather, of Arorangi, Rarotonga, died there on January 9, aged 65. A member of the Islands Council since 1956, a deacon of the LMS Church, and a member of various public bodies, he was also a keen sportsman. He is survived by his wife and five children.

Mr. W. E. Wilson

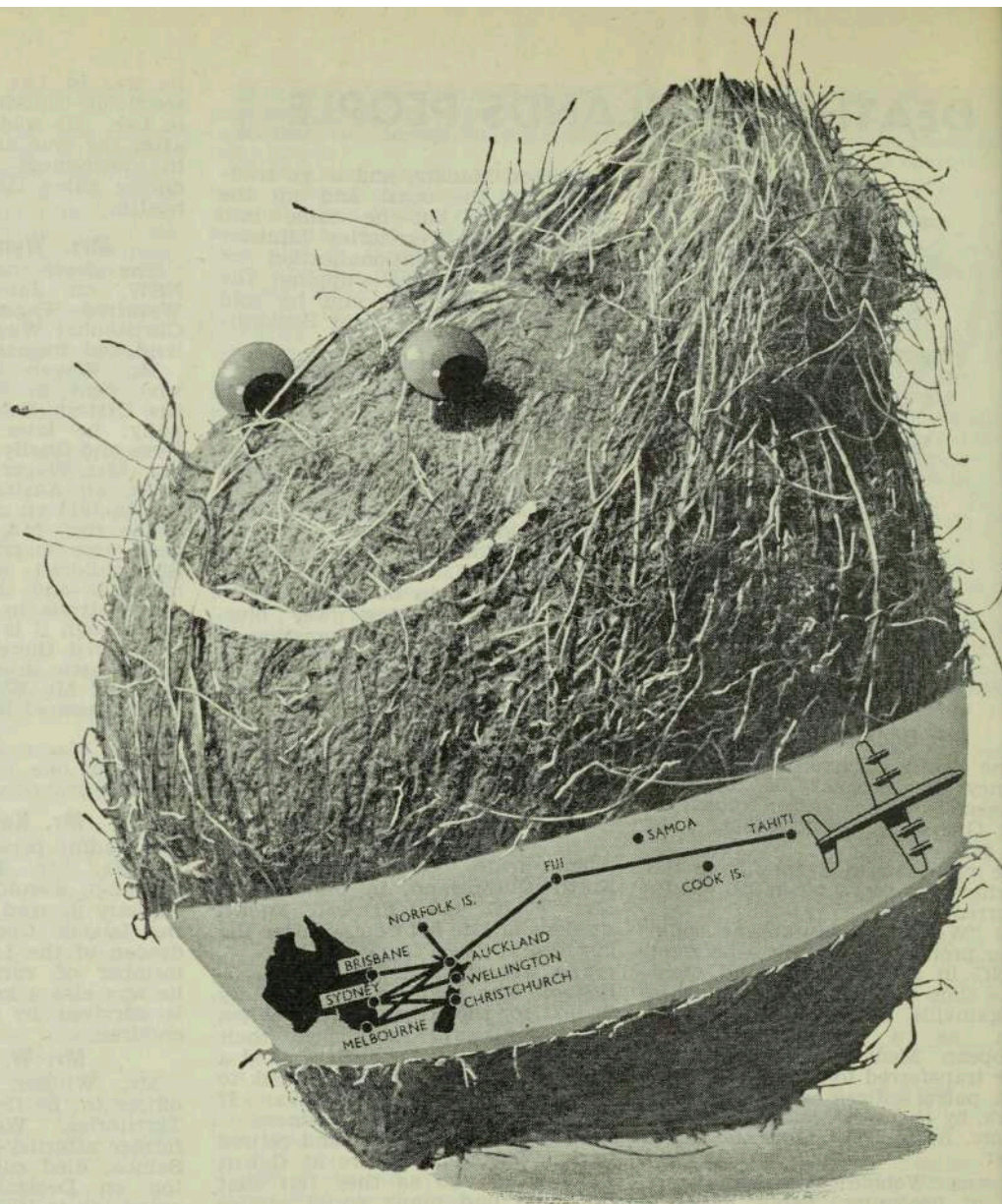
Mr. William E. Wilson, legal officer to the Department of Island Territories, Wellington, and a former attorney-general to Western Samoa, died suddenly in Wellington on December 15. He was preparing to leave for Rarotonga to take a relieving position as Judge of the High Court there. A Master of Laws, he was aged 56.

Mrs. E. L. Eggers

Mrs. Elizabeth Lovell Eggers, who recently died in New Zealand at the age of 92, was born at Niue Island in 1868, the daughter of Mr. and Mrs. Henry Head. Mr. Head was then Deputy Commissioner of Niue.

Mrs. Eggers was educated in England, and on returning to New Zealand was married in 1895 to William Farquhar Eggers—who died in 1939—and they settled in Wellington. Mrs. Eggers had a distinguished record in social work in her Church. This included raising the funds for the maternity wing of a hospital in India which bears her name.

She is survived by five children.



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travel talk

some ideas for those who want to travel and for those who just dream about it

Do you want to see Papua-New Guinea? There are details here on how to get there, how much it will cost, and what to see when you do arrive. And for Islanders planning their holidays abroad, there is some help—and some warning—about what to expect on overseas airlines.

PACIFIC

ng P-NG—How Much it Cost?

THE cheapest way—and most comfortable in many respects—to see something of Papua and New Guinea is to take a round trip on the Burns Philp or the Guinea-Australia Line vessels. The BP's *Bulolo*, the first-class minimum fare Sydney-back-to-Sydney calling at Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum (Manus) and Rabaul, is £125, calling at most of the same ports as the BP ship *Ex-Lombrum* but with the addition of Kavieng and sometimes Wewak. The NG-A vessels are about half the gross tonnage of *Bulolo* and carry only a fraction of the number of passengers, but some seasoned holiday travellers prefer the smaller vessels, mostly because they carry foreign articles with a foreign crew; and they say the service is better; the BP vessels have Australian crew, including stewards. The NG has two other passenger-carrying smaller vessels on the Australia-service, but for obvious reasons the larger *Bulolo* is preferred by round-trippers). The vessels mentioned above take about a month to make the round trip—give or take a few days, depending to weather, cargo to be carried, etc.—and as the cost of travel goes these days, it can be said that the price range, £125-£261, represents something of a travel bargain. The biggest disadvantage in round sea travel to Papua and New Guinea is that as all these vessels are primarily cargo vessels, it is impossible to nail them down to a fast and fast schedule, and for anyone who has to make his travel plans long in advance, or keep to a tight schedule, this can be difficult. For those who have limited time and must keep to fixed itineraries,

air travel to the Territory is the only alternative.

Both Sydney-New Guinea airline operators, TAA and Ansett-ANA, are offering conducted tours this year, and as described in the January *PIM*, the inclusive cost of a TAA, 14 days, Sydney back to Sydney tour, including accommodation and all ground transport, is £261/14/-.

These tours cover the mainland only and if you are the type who likes to go under your own steam there are alternatives—although more expensive.

It is possible to get a Sydney-back-to-Sydney air ticket for £144/9/-, which will allow you to travel to Port Moresby and Lae by trunk line service and then on by local service to Madang, Wewak, Manus, Kavieng, Rabaul and back to Lae, where you join up with the Sydney service again.

If you wish to visit the Highlands between the Lae and Madang leg

of the journey, it can be done at a small extra cost. You may, of course, break your journey at any of those points—all of them, with the exception of Manus, have hotels.

If you like flying just for flying's sake, or if you wish to see odd and fascinating places, the possibilities in the Territory are endless—the only drawback to this being that the odder and more remote the place, the less likelihood there is of there being a hotel there.

However, if you are a special visitor, or have some special reason for wanting to visit any particular place, arrangements can usually be made, once you are in the Territory.

But once you depart from the round-ticket basis of flying in the Territory, the cost goes up and bears no relation to the type of aircraft you will use.

As an example of this, the fare by Mandated Airlines DC3 freighter from Madang to Wewak, a distance of about 200 miles, is £10. (However, this same company will carry you from Wewak to Lae, via Madang and Goroka, and allow you to break your journey at both intermediate stops, for about £20.)

A Little Each Way

For those who like a little each way, it is possible to fly to Port Moresby and then pick up a ship for the voyage Port Moresby back to Port Moresby, returning to Australia by air. The cost of the return air fare Sydney-Port Moresby is £92/5/-, and the minimum fare (for two or three berth cabin) on *Bulolo*, Port Moresby round the group and back to Port Moresby, is £70.

This part of the voyage should take approximately two weeks, and in some ports such as Lae or Madang, there are opportunities for

LONGEST WAY ROUND IS STILL FAST

Mr. Alex Applebaum was taking some of his own travel medicine in February-March—that is, flying off in one direction in order to get to somewhere in the opposite direction. It all comes under these round-the-world air tickets.

Mr. Applebaum used to be TEAL's PRO in Australia and as such had a lot of friends in the South Pacific. Now he is District Manager, South Pacific, for Swissair.

All the Swissair representatives are meeting in Zurich this month and Mr. Applebaum is taking his wife and daughter for the ride.

They left Sydney by Cathay Pacific Airlines on February 7 for Hongkong, where they'll pick up a Swissair plane via Bangkok and the Middle East to Zurich. They expected to be back again in Sydney by March 6.

After September this year Swissair will introduce Convair jets (the fastest), to their Hongkong-Zurich service, when you'll be able to leave Hongkong at 5.30 p.m. and be in Zurich at 6 a.m. next morning, local time. (If you don't like to move so fast, you can still break your journey at Bangkok, Bombay, Karachi, Cairo or Beirut).

Swissair are now using Caravelles on their European services and DC8's and Caravelles on their Zurich-New York and Zurich-South American routes.

Although this company's routes don't come nearer Australia than Bangkok and Hongkong, they maintain an office in Sydney, with Mr. Applebaum in charge, and evidently find it profitable.

day air trips to the New Guinea Highlands.

By combining air and plane travel you have more control over the time the whole expedition would take, as it would be possible to leave the flight from Sydney to Port Moresby until the vessel was actually approaching Port Moresby.

There are now 17 licensed hotels in the Territory as follows:

HOTEL MORESBY, Port Moresby. Bed and breakfast, £1/11/6; full tariff, £3 per day.

PAPUA HOTEL, Port Moresby. From £3/15/- to £4/3/- full tariff, per day.

BOROKO HOTEL, Port Moresby. From £3/8/- to £5/10/- full tariff, per day.

ROUNA HOTEL, about 20 miles up in the ranges behind Port Moresby. From £2/15/- per day, full tariff.

HOTEL CECIL, Lae. From £3/10/- per day, full tariff.

PINE LODGE HOTEL, Bulolo, Morobe District. Bed and breakfast, £2/5/- per day; full tariff, £4/4/- per day.

WAU HOTEL, Wau, Morobe District. From £3/3/- per day, full tariff.

KAINANTU HOTEL, Eastern Highlands. Full tariff £3/10/- per day.

GOROKA HOTEL, Goroka, Eastern Highlands. Bed and breakfast from £2/10/-; full tariff from £3/5/- to £3/15/- per day.

MT. HAGEN HOTEL, Mt. Hagen, Western Highlands. Bed and breakfast, £2/10/-; full tariff £3/15/- per day.

MADANG HOTEL, Madang, New Guinea. Full tariff £3 to £3/15/- per day.

WEWAK POINT HOTEL, Wewak, New Guinea. Bed and breakfast from 33/-; full tariff from £3 per day.

MAPRIK HOTEL, Sepik District, NG. Full tariff, £3 per day.

ENGLAND'S HOTEL, Angoram, Sepik River. Bed and breakfast, 38/-; full tariff 58/- per day.

KAVIENG HOTEL, Kavieng, New Ireland. (Latest tariff not available).

HOTEL ASCOT, Rabaul, New Britain. Full tariff from £2/15/- to £4 per day.

COSMOPOLITAN HOTEL, Rabaul, New Britain. Full tariff from £2/10/- to £3 per day.

(All quotation in Aust. currency. £A1 = 16/- Stg.; US = \$2.25.)

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Other People's Airways

Even if you go to Europe by sea, the chances are that sometime during your visit you'll be using airlines — and airlines in Europe differ in a few fundamental details from those we know down here in the South Pacific.

TO begin with, flying in Europe on the whole costs more than domestic services do in Australia, although there are some cheaper "package deals" if you know where to look for them.

For example, for some reason best known to Europeans, night flights come cheaper than day-time flights; and there are also excursion-rate tickets that are valid for several



There is scenery for all in Papua-New Guinea, and New Guinea residents themselves aren't aware of many of the sights. These falls are within a couple of miles of the District Office at Lorengau, Manus, and are an ideal picnic spot. You can canoe yourself to the foot of them. Round trippers by sea could visit them.

weeks and represent a big saving on the normal rates.

"Normal rates" in Europe usually mean what we down here call "tourist class". If you want to go first class you should say so when asking for your ticket, otherwise you'll probably find yourself travelling tourist.

Tourist class means high-density seating arrangements—three seats on one side of the aisle and two on the other; and if you are travelling British European Airways, it means that half the seats will be backwards-facing and half forward-facing.

Where Legs Meet

It appears that some people actually like being pulled through the air backwards, even apart from the fact that these seats are supposed to be safer in a crash landing.

However, it's inevitable that the front-facing and back-facing seats meet somewhere, and if you happen to be unlucky enough to get any one of these 10 seats, you are going to spend a miserable journey with your knees touching your opposite number and your eyes, every time you look up from your magazine or book, or from chewing your lunch or dinner, peering deep into those of the him or the her opposite.

All of this can be hell, so watch out.

Which brings us to the most disillusioning part of European air travel for those who have been brought up in the more civilised style of Down Under.

Except for first class air travel, no seat tickets are issued, and the best seats therefore go to the best runners or those who have no scruples about using their boots and their elbows.

If you are pregnant, infirm, or have small children you can complain to the ground hostess and she will arrange to give you a head start at the top of the queue, otherwise you are on your own.

An added hazard in this department is the fact that in Europe the aircraft don't often come right in near the terminal buildings but anchor way out on the tarmac.

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aircraft or taken out to them in a bus, and the first person into a bus isn't always the first one out. So you don't get yourself wedged in a bad position in the bus. Get an aisle seat, near a door, if possible.

When loading is done straight into the terminal into the plane, it is amusing to see people forming up in their queues or manoeuvring for a good getaway—until you yourself get caught up in the end of something and find yourself with the worst seat in the plane.

If you are travelling in a party, you may care to divide it in two—half to carry the bits and pieces and take its time; the other half to hop into the plane and bag the seats!

Go Foreign

This method of loading planes, though infuriating in its way, does, of course, get back at the pest we have down in this part of the world: the person who has to be called many times over the public address system before he can be persuaded to take his seat and then makes an ostentatious entrance when the thing is set for take-off short of wheeling away the steps.

Most British people in the UK are taking an air trip to the Continent naturally think of British Overseas Airways. There is absolutely nothing wrong with BEA except its infernal backward facing seats, but give the airlines of the other countries a try, too.

If you are going to Spain, try Iberia Airlines going out and BEA coming back; if to Germany, Lufthansa going out and BEA coming back; or Air France for France, Swissair for Switzerland, or SAS for Scandinavia.

These national airlines, plus KLM, Belgium's Sabena and others, shuttle about all over Europe and beyond, and are all equally excellent airservice-wise. Each has a distinct personality of its own, too, and can be counted on to supply some little special facet to delight the traveller who likes to collect the different and the interesting.

For example, on Iberia you will get Spanish food and a small booklet which states the experience and competency of the air crew which has safety in its hands—and then, for extra assurance, commits you to the care of the Blessed Virgin. With the Spaniards, religion is a part of every day life as breakfast lunch.

Do You Eat Mutton?

These remarks on the over-all competence of airlines generally apply to many Asian airlines, as well. The Indian Airlines Corpora-

tion, which runs the internal airservices in India and down to Ceylon, conducts its business with the painstaking efficiency that Indians give to most things they have inherited from us.

Their service on and off the ground is excellent—but don't be surprised if the booking clerk asks you before departure if you "eat mutton". It seems to be his way of finding out whether you are a vegetarian or not.

And for airsick customers they provide cardboard cylinders, like the containers that are used for posting maps.

No one buys air-travel in the expectation of being sick—but if it has to be, it is a matter of opinion whether it is easier to perform the feat in a paper bag or a cardboard cylinder.

S. Pacific Games

(Continued from p. 20)

ference. While in Australia she took the opportunity to enlist some support for her Pan Pacific Games.

She saw, among others, Sir Harold Alderson, chairman of the Australian Olympic Federation.

A meeting was held in Sydney during January, attended by Australian officials and Mrs. Fullard-Leo. At the meeting, Mr. Eric Holford, who had met Mrs. Fullard-Leo in Honolulu, when taking the Australian rowing team to the Rome Olympics, was appointed liaison officer between the various interested bodies.

However, it is doubtful if Australia would send an official team to the Pan Pacific Games, as the facilities would not be up to international standard.

Training Ground

Mrs. Fullard-Leo had hoped the Australians would make use of her Games to limber up for the British Empire Games in Perth in 1962 and, of course, the Olympic Games in Japan in 1964.

Mrs. Fullard-Leo said that according to the constitution written by her, the Games would be open to countries bordering the Pacific between longitude 70 degrees west and 115 degrees east.

Which means Fijian athletes might find themselves face to face with an Alaskan, not to mention a South Korean, Chilean, Filipino, Australian and an inscrutable oriental from Taiwan.

Things being what they are today (the Russians are entering horses in the British Grand National) there is every likelihood of someone rolling up from Kamchatka (Russia), which also happens to come into the area covered by the Hawaii-organised Pan Pacific Games.

Hawaii, surprisingly, has no sports

stadium but Mrs. Fullard-Leo said that the US Army forces in Hawaii would provide facilities for the Games.

Every Two Years

She hopes that her Games will be held every two years, and that this will stimulate the Hawaiians into building a stadium or two.

A feature of the Games will be native canoe races, as well as the more traditional international sports, such as swimming and running.

Mrs. Fullard-Leo said she had raised the idea of the Games at the annual convention of the Amateur Athletic Union in Las Vegas last November, and Pacific coast delegates had been very enthusiastic.

When members of the SPC discussed their South Pacific Games at their session in October they did not know of Mrs. Fullard-Leo's plans, but no doubt the matter will be mentioned at the special March meeting.

Fiji's Future

(Continued from p. 18)

same blank wall of incontrovertible fact. A succession of unimaginative, routine-serving Governors has failed to make adequate provision for population growth and land unavailability, so that there now simply is not enough employment to take care of the oncoming workers, let alone the now surplus workers from sugar mills and completed public works.

What Of The Fijians?

• Three representative Fijian-Indians, led by Ratu Mara, most highly-respected of the younger Fijian chiefs, have gone to India, as guests of the Indian Government, to examine Indian culture, institutions, outlook on life.

This kind of thing could lead Fiji a long way, to a happy destiny.

Here is a lovely country, rich in natural resources. Here is one of the more gifted races of Islanders.

Hence came a small community of Europeans, to introduce Western customs and outlook. And here has been established a vigorous branch of the Aryan-Indo race, with permanent root in Islands life.

Whether these things were wise, or good, or bad, is now beside the question.

Here now are three strong communities, each dominant in its own field. United, they can establish a strong, healthy, happy nation in the South Pacific. Divided, they surely will fall.

• The attitude of the Fijians to the Burns Report—which represents a far-reaching official effort to deal adequately with Fiji's problems—is dealt with in a special article on page 18.

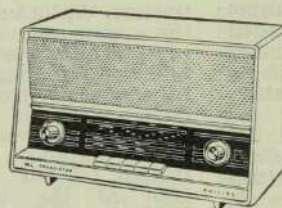
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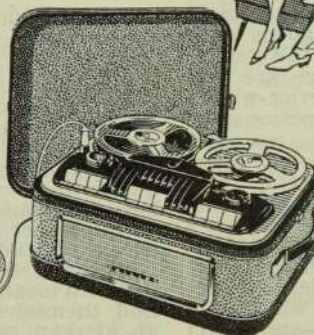
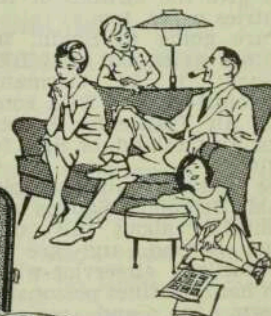
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Names of Philip' Agents/Distributors can be found on page 135.

SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

Sailings are approximate and may vary by as much as two weeks.

Montero sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Kavieng, Wewak, Madang, Lae, Port Moresby. Next Sydney sailings: Mar. 14, May 25 (approx.).

Malekula sails from Sydney for Port Moresby, Samarai, Lae, Wewak, Alexishafen, Madang, Lae, Port Moresby. Last Sydney sailing: Feb. 14. Sydney sailings: Mar. 22 (omits Lae), May 4 (approx.).

Malaita sails from Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Lae, Lorengau, Madang, Lae, Samarai, Port Moresby. Last Sydney sailing: Mar. 21. Next Sydney sailing: Apr. 3 (approx.).

Bulolo sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Madang, Lombrum, Rabaul. Next Sydney sailings: Mar. 14, Apr. 21 (approx.).

Sails from Burns, Philp and Co., Ltd., 176 Day Street, Sydney.

Shansi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Wewak, Kavieng, Rabaul, Port Moresby, Sydney. Last Sydney sailing: Mar. 22. Next Sydney sailing: Apr. 15 (approx.).

Sails from New Guinea Australia Line and Yuill Pty., Ltd., agents, 6 George St., Sydney.

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Lae, Madang, Rabaul. Next Sydney sailing: Mar. 17 (approx.).

Slevik: Leaves Sydney monthly for Howe Is., Pt. Moresby, Lae. Next Sydney sailings: Feb. 24, Mar. 27 (approx.).

Sails from Karlander (NG) Line (F. Stephens Pty., Ltd., agents), 176 Day Street, Sydney.

Sails from Malacca and Matupi maintain a regular service between Australian ports (round at Adelaide), Papua-New Guinea, and Borneo.

Malacca: Dep. Adelaide Mar. 3, Melbourne Mar. 5-10, Sydney Mar. 12-15, Port Moresby Mar. 17-18, Pt. Moresby Mar. 20, Rabaul Mar. 28, Lae Apr. 1, Madang Apr. 3, thence Sandakan and Borneo. Arr. Labuan Apr. 28 for turn-round southwards voyage direct to Australian ports.

Matupi: Dep. Adelaide Apr. 15, Melbourne Apr. 17-22, Sydney Apr. 24-27, Port Moresby Apr. 29-30, Pt. Moresby May 5, Lae May 10, Lae May 14, Madang May 16, thence Borneo and Sarawak. Arr. Labuan June 17 for turn-round southwards voyage direct to Australian ports.

Sails from Blue Star Line (Aust.) Pty., agents, 17-19 Bridge St., Sydney.

Sydney - Papua-NG - BSI

Sinkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Honiara, Lae, Madang, Lae, Port Moresby.

Sydney. Next Sydney sailings: Feb. 25, Apr. 25 (approx.).

MV Soochow. Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. Next Sydney sailings: Mar. 8, May 5 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

Sydney-Netherlands NG

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong, NNG (with call at Manokwari alternate trips), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sigli Mar. 7, Silindoeng Mar. 31.

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.

UK-Papua-NG-BSI

Bank Line (Andrew Weir & Co. Ltd.) operates a direct service from Europe to Papua-New Guinea and British Solomon Is., 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.

Avonbank: From UK, due Pt. Moresby

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Sailings of P. & O. and Orient Line Passenger Ships

		ORCADES	ORIANA	IBERIA	ORIANA
SYDNEY	depart	Mar. 24	May 8	May 12	June 14
AUCKLAND	arr/dep	Mar. 27	May 11	May 15	June 17
SUVA	arr/dep	Mar. 30	May 14	May 18	June 20
HONOLULU	arr/dep	Apr. 4	May 18	thence	June 24
VANCOUVER	arr/dep	Apr. 9-10	May 22-23	to	June 28-29
SAN FRANCISCO	arr/dep	Apr. 12-13	May 25-26	Japan	July 1-2
LOS ANGELES	arr/dep	Apr. 14	May 27	and	July 3
HONOLULU	arr/dep	Apr. 19	May 31	Far	thence
SUVA	arr/dep	thence Japan	June 6	East	UK
AUCKLAND	arr/dep	and	June 9	Ports	via
SYDNEY	arrive	Far East	June 11	June 26	Panama

Details from agents: P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney.

Mar. 3, Samarai Mar. 4, Lae Mar. 6, Madang Mar. 9, Rabaul Mar. 10, Kavieng (if inducement), Honiara Mar. 15.

Carronbank: Dep. London Mar. 6, due Pt. Moresby Apr. 10, Samarai Apr. 12, Lae Apr. 14, Madang Apr. 17, Rabaul Apr. 19, Kavieng (if inducement), Honiara Apr. 22.

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.

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.

Neder Waal (NL): From Continent, dep. London Mar. 20, due Papeete Apr. 15, Noumea Apr. 23, Honiara Apr. 27, Pt. Moresby Apr. 30, Rabaul May 3, Lae May 6, Madang May 10, Hollandia May 13, Biak May 18, Manokwari May 21, Sorong May 24; 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, 1960, calling at Pt. Moresby and Rabaul. She was followed by MV Turakina in February.

Details from Shaw, Savill Line, managing agents, Queen St., Auckland, NZ.

Far East-Sth. West. & Central Pacific

The Australia-West Pacific Line MV's Aros, Citos, Delos, Milos, Samos and Tenos maintain services between Japan and Australian ports. Southbound vessels 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.

Tenos: Arr. Sydney, on first voyage, Feb. 15; loading in southern Australian ports until Mar. 9, when dep. Sydney for Brisbane and Japan direct.

Milos: On southbound voyage, due Madang Mar. 1, Lae Mar. 2-4, Rabaul Mar. 5-6, Honiara Mar. 8-10, Vanikoro Mar. 12-13, Santo Mar. 14-15, Vila Mar. 16, Brisbane Mar. 19-22, Sydney Mar. 24; dep. Sydney Mar. 28 for loading at southern Australian ports.

Samos: After docking in mid-Feb. in Yokohama, dep. Japan (Kobe) Mar. 3 direct to Sydney, arr. Mar. 15; loading at southern Australian ports late Mar./early Apr.

Citos: After docking, dep. Hongkong Mar. 12 for Sandakan Mar. 15-19, Lae Mar. 26-28, Brisbane Apr. 1-5, Sydney Apr. 7.

Delos: Working Australian ports late Feb./early Mar., dep. Sydney Mar. 18 for Brisbane Mar. 20-22, Lae Mar. 26-27, Madang (opt.), Rabaul Mar. 28-29, thence Manila, Hongkong and Japan.

Aros: Dep. Japan (Kobe), Mar. 19 for Hongkong, Nth. Borneo ports, Rabaul Apr. 10-11, Lae Apr. 13-15, thence Australian ports.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 30 Pitt St., Sydney, and Islands Agents.

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.

Chekiang: From Japan and Hongkong, due Madang Feb. 24, Lae Feb. 26, Rabaul Mar. 1, Pt. Moresby Mar. 7, Townsville Mar. 9, Suva/Lautoka Mar. 12, Santo Mar. 14, Noumea Mar. 23, thence direct to Japan, arr. Apr. 11.

Chengtu: Dep. Japan Mar. 13, via Hongkong, Madang Mar. 29, Lae Apr. 1, Kavieng Apr. 4, Rabaul Apr. 6, Pt. Moresby Apr. 11, Honiara Apr. 13, Santo Apr. 16, Suva/Lautoka Apr. 19, Noumea Apr. 26, thence via Townsville and Hongkong to Japan, arr. May 20.

Chefoo: Dep. Japan Mar. 31, via Hongkong, Madang Apr. 16, Lae Apr. 19, Kavieng Apr. 22, Rabaul Apr. 24, Pt. Moresby May 3, Honiara May 5, Santo May 8, Suva/Lautoka May 11, Noumea May 18, thence direct to Japan, arr. June 9.

Details from China Navigation Co., Ltd (Swire and Yui) Pty., Ltd., agents, 6 Bridge St., Sydney.

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi makes a round trip Norfolk Is., Vila, Santo, Honiara and BSI ports Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailings: Mar. 27, May 5 (approx.).

Details from Burns, Philp and Co., Bridge Street, Sydney.

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Ltd from Marseilles, via West Indies and Panama, call about every six weeks. Papeete, Vila, Noumea and Sydney, a return by same route.

Next Sydney sailings: Caledonien Mar. 21 (Noumea Mar. 24-27, Vila Mar. 2 Apr. 5, Papeete Apr. 11-16), Tahiti May 1 (Noumea May 4-7, Vila May 8-Papeete May 22-27).

Next inwards voyages, ex-Marseilles: Caledonien: Papeete Feb. 27-Mar. 3, Vila Mar. 10-11, Noumea Mar. 12-16, Sydney Mar. 19. Tahiti: Papeete Apr. 6-Vila Apr. 17-18, Noumea Apr. 19-Sydney Apr. 26.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney, Noumea and New Hebrides (Vila and Santo). Next Sydney sailings: Mar. 3, Mar. 31.

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 Equatorial Africa, Ceylon and Australian ports. Each 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: Ventoux Mar. 10; Vosges Apr. 7.

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, Vava'u, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings, Mar. 21, Apr. 18.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailing, Mar. 9, Apr. 6.

Details from all offices of Union Steam Ship Co. of NZ.

Sydney-Pacific Ports-Panama-UK

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two westbound, then two east-bound, calling at Fiji and Tahiti every trip.

Next voyage: Dep. Southampton Feb. 2 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.

GS Moana Roa (40 passengers) makes approximately monthly voyages from land (NZ) to Rarotonga (Cook Is.), with calls at Niue and some Cook Islands when cargo warrants. Calls from NZ Government Department of Land Territories, Wellington, or any of the Union SS Co. of NZ, Ltd.

I. 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.

Service: Dep. San Francisco Mar. 10, Angeles Mar. 11-14, Papeete Mar. 15-18, Pago Pago Apr. 1-4, Apia Apr. 5-6, Apr. 9-10, Noumea Apr. 12-14, Papeete Apr. 18-21, Apia (open), Pago Pago Apr. 28-May 2, Los Angeles May 3-6, San Francisco May 19-20.

Service I: Dep. San Francisco Apr. 24, Angeles Apr. 25-27, Papeete May 7-10, Pago Pago May 14-17, Apia May 18-20, May 23-24, Noumea May 26-29, Papeete June 2-3, Rabaul June 5-7, Apia June 10-12, Pago Pago June 14-17, Los Angeles June 29-July 1, San Francisco July 2-3.

Calls from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger service from Los Angeles with the *Santa*, *Sierra*, *Sonoma* and *Alameda* (C3-type Hawaiian vessels). Western terminal ports, in Australia, with cargoes offering. Vessels call Papeete, Pago Pago, Suva, Sydney, Papeete and other Australian ports depending on cargoes.

At Brisbane sailings: *Sonoma* Mar. 10, *Sierra* late Apr.

American Pioneer Line has eight ships: *Peer Gem*, *Isle*, *Glen Reef*, *Cove*, *Star*, *Gulf* on Australia - Panama - US Pacific Coast service with calls at Papeete on southbound voyage. Sailings every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with 1,000 ton, 98-passenger vessel *Lakemba* on the above route. Accommodation includes first class, two-berth cabins, calls at Suva, Lautoka and Honolulu. Sydney sailing: Apr. 20 (approx.).

Calls from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-Fiji

Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva, Lautoka, with cargo and passengers (class accommodation for eight). Sydney sailings: Feb. 23, Mar. 17 (approx.).

Calls from Colonial Sugar Refining Co. 9 Bent St., Sydney.

Sydney-(or NZ)-North America

Cargo vessels *Waihemu* 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, after docking at Vancouver, will re-enter service in mid-March for voyage to Australia, via US and Island ports; due Sydney early May.

Next Sydney sailing: *Waihana* Mar. 3.

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: Mar. 16, Apr. 27, June 8.

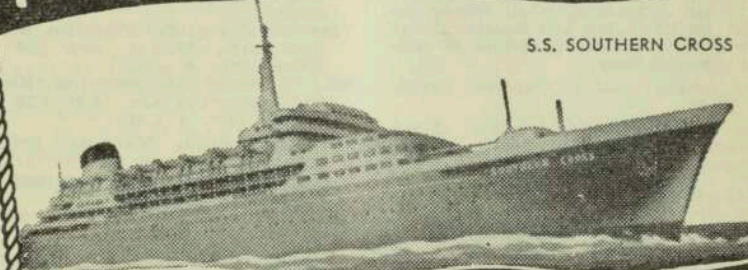
U.S.A.-Tahiti-Cook Is.-N.Z.

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



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Travel Shaw Savill

For full particulars apply —

Fiji — Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti,
Papeete. Cable Address: Donald, Papeete.

Pacific Coast ports to New Zealand and Australia, via Pacific Islands ports.

Mariposa: From USA, at Papeete Feb. 28-Mar. 2, Rarotonga Mar. 4, 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.

Monterey: Dep. San Francisco Mar. 19, Los Angeles Mar. 20, Papeete Mar. 28-30, Rarotonga Apr. 1, Auckland Apr. 5-6, Sydney Apr. 9-12, Auckland Apr. 15, Suva Apr. 18, Pago Pago Apr. 19, Honolulu Apr. 24-25, San Francisco Apr. 30.

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 call at Fiji: Van Nort Lautoka Mar. 18, Suva Mar. 19.

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 inwards call at Papeete: Oranje Mar. 21-22.

Next outwards Sydney sailing: Johan van Oldenbarnevelt May 17 (Suva May 27, Papeete May 31-June 1).

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 Aoni, 500 tons gross. Calls are made, as required at Haapai, Vavau, Niuatoputapu and Niuafuou; 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: Mar. 25 (Suva Apr. 4-5, Apia Apr. 12-13), Apr. 22 (Suva 24-25, Lautoka Apr. 26, Apia Apr. 28).

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

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. Sun. (commencing Mar. 5): Sydney (dep. 7 p.m.), Nadi (arr. 1.05 a.m., dep. 1.50 a.m.), Honolulu, San Francisco.

SOUTHBOUND

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.).

Sun. (commencing Mar. 5): Dep. 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. 2 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 12 noon Sun.), Honolulu, Nadi (arr. Wed. 6.30 a.m., dep. 7.30 a.m. Auckland, Sydney (arr. Wed. 5 p.m.).

(Note: Crosses International Dateline route.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-Australia operate from Sydney to Lae and return with DC6B's. TAA runs the service Saturdays, Mondays, Wednesdays; Ansett Tuesdays, Thursdays, Fridays.

NORTHBOUND

First and Tourist Classes

Sat. and Mon. (TAA)
Dep. Arr.
Sydney, 9.45 p.m. Brisbane, 11.45 p.m.
Sun., Tues. Sun., Tues.
Dep. Arr.
Brisbane, 12.45 a.m. Pt. Moresby, 6.15 a.m.
Dep. Arr.
Pt. Moresby, 7 a.m. Lae, 8 a.m.

First and Tourist Classes

Tues., Thurs., and Fri. (A/ANA)
Dep. Arr.
Sydney, 9.45 p.m. Brisbane, 11.45 p.m.
Wed., Fri., Sat. Wed., Fri., Sat.
Dep. Arr.
Brisbane, 12.45 a.m. Pt. Moresby, 6 a.m.
Dep. Arr.
Pt. Moresby, 6.45 a.m. Lae, 7.45 a.m.

First and Tourist Classes

Wed. (TAA)
Dep. Arr.
Sydney, 8.20 p.m. Brisbane, 10.20 p.m.
Wed. Thurs.
Dep. Arr.
Brisbane, 11.20 p.m. Townsville, 2.15 a.m.
Thurs.
Dep. Arr.
Townsville, 3.15 a.m. Pt. Moresby, 6.15 a.m.
Dep. Arr.
Pt. Moresby, 7 a.m. Lae, 8 a.m.

SOUTHBOUND

First and Tourist Classes

Tues., Thurs., and Sun. (TAA)
Dep. Arr.
Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.
Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
Dep. Arr.
Brisbane, 5.30 p.m. Sydney, 7.35 p.m.

First and Tourist Classes

Wed. and Sat. (A/ANA)
Dep. Arr.
Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.
Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.
Dep. Arr.
Brisbane, 5.30 p.m. Sydney, 7.35 p.m.

First and Tourist Classes

Fri. (A/ANA)
Dep. Arr.
Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.
Dep. Arr.
Pt. Moresby, 11.30 a.m. Townsville, 2.15 p.m.
Dep. Arr.
Townsville, 2.55 p.m. Brisbane, 5.40 p.m.
Dep. Arr.
Brisbane, 6.25 p.m. Sydney, 8.30 p.m.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-TOWNSVILLE

TAA, with Fokker Friendship

(First Class Only)

Alt. Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (Mar. 6, 20, Apr. 3, 17, etc.).

Wed.: Dep. Pt. Moresby 2.15 p.m., Cairns 4.45 p.m., dep. 5.30 p.m., Townsville 6.30 p.m. (Mar. 8, 22, 5, 19, etc.).

IRNS-PT. MORESBY-BRISBANE A/ANA, with DC4 Airfreighter (Air Cargo Only)

Mon. (Mar. 13, 27, Apr. 10, 24, etc.): Dep. Cairns 6.30 a.m., arrive Port Moresby 9.25 a.m. Dep. Port Moresby 10 a.m. (same day), arr. Brisbane 10 a.m.

P-NG Internal Services

Operated by TAA

PT MORESBY-BAIMURU-KIKORI (DH Otter)

Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day Baimuru, Kerema, Yule Is.

Tues.: Port Moresby, Ihu, Baimuru, Kikori; returning via Baimuru, Ihu the same day (Mar. 9, 23, Apr. 6, 20, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs., returning same day via Balimo (Mar. 9, 23, Apr. 6, etc.).

(DH Otter)

Kerema, Baimuru: Alt. Wed. Mar. 5, 29, Apr. 12, 26, etc.), returning Fri. (Mar. 3, 17, 31, Apr. 14, 28, etc.).

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 (Mar. 8, 22, Apr. 5, 19, etc.).

Alt.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Mar. 4, 18, Apr. 1, 15, 29, etc.).

Alt.: Port Moresby, Samarai, Esa'ala, returning Port Moresby 8.15 a.m., returning same day (Mar. 11, 25, Apr. 8, etc.).

LAE-MADANG-WEWAK-MANUS- KAVIENG-RABAU SERVICE (DC3)

Dep. Lae 6.30 a.m., Madang arr. 8 a.m., Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Wewak, Manus, Awar (on request), 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, Manus, Awar (on request), Lae, arr. 3.55 p.m.

TRAL HIGHLANDS (DH Otter)

Lae (7.45 a.m.) to Wabag, calling at Mt. Hagen, Nondugl, Minj, Banz, Hagen, Baiyer River, Wapena, Wabag. Arrival back at Lae depends on stops made.

WER HIGHLANDS (DH Otter)

Lae (7.30 a.m.) to Goroka, calling at any of Aiyura, Kalapit, Kainantu, ap, Goroka, Arona. Arrival back at Lae depends on stops made.

LOLO-WAU (DC3 and DH Otter)

Wed.: DC3 dep. Lae 8.30 a.m., arr. 9.10 a.m., dep. 9.45 a.m., LoLo arr. 10 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.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sun.: Dep. Pt. Moresby 7.20 a.m., arr. Bulolo 8.30 a.m.

Wed., Sun.: Dep. Bulolo 8.50 a.m., arr. Wau 9.05 a.m., dep. Wau 9.35 a.m., arr. Pt. Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 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 (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.

RABAU-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.

LAE-RABAU-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. (Mar. 3, 17, 31, Apr. 7, 21, etc.): Dep. Rabaul 6.40 a.m., Hoskins 8 a.m., Lae arr. 9.45 a.m.

Alt. Wed. (Mar. 8, 22, Apr. 5, 19, etc.): Dep. Lae 6 a.m., Hoskins 8 a.m., Rabaul arr. 9.05 a.m.

Alt. Wed. (Mar. 8, 22, Apr. 5, 19, etc.): Dep. Lae 6 a.m., Jacquinot Bay 8.25 a.m., Rabaul arr. 9.20 a.m.

Alt. Thurs. (Mar. 9, 23, Apr. 6, 20, 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.

RABAU-BUIN-RABAU (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. (Mar. 2, 16, 30, Apr. 14, 28, etc.).

SERVICES BY MANDATED AIRLINES (Scheduled flights with DC3 Aircraft)

Mon.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight.

Dep. Lae 7.30 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.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea) TAA, with DC3 aircraft

Dep. Lae 9 a.m. alt. Sat. (Mar. 11, 25, Apr. 8, 22, etc.), calls at Madang and Wewak, and arr. Hollandia 1.30 p.m.

Dep. Hollandia 10 a.m. alt. Sun. (Mar. 12, 26, Apr. 9, 23, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BLAK (NNG)-LAE

Netherlands New Guinea Airlines,
with DC3 aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Blak, Hollandia and Lae with Dakota DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4). The airline is a private company operated with the assistance of the Dutch Government.

Dep. Blak, alt. Sun. 7 a.m., Hollandia arr. 9.05 a.m., dep. 9.35 a.m., Lae arr. 1.25 p.m. (Mar. 5, 19, Apr. 2, 16, 30, etc.).

Dep. Lae, alt. Mon. 6 a.m., arr. Hollandia 9 a.m., dep. 9.45 a.m., arr. Blak 11.55 a.m. (Mar. 6, 20, Apr. 3, 17, May 1, etc.).

NNG INTERNAL SERVICES

Netherlands New Guinea Airlines

DC3 aircraft link Blak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar, Wamena, Ransiki and Genjem; Twin Pioneer to Seroel; and Beaver to Steenkool. Fakfak, Kaimana, Teminabuan, Sorong, Ajamaroe, Napan, Wisselmeren, Kokonao, Wasior and Inawatan.

4. Aust.-Netherlands NG

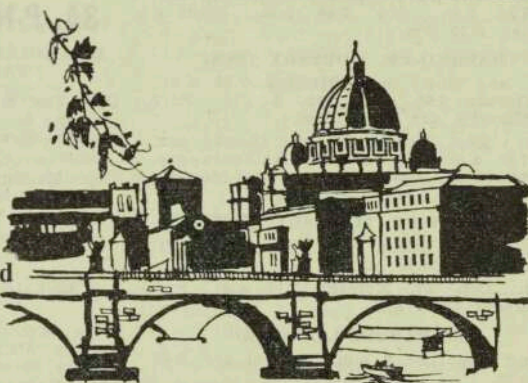
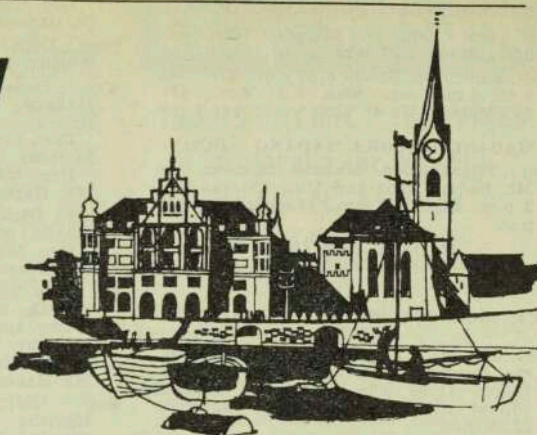
KLM Royal Dutch Airlines (DC8 Service)

A weekly service between Sydney (dep. Mon. 8.15 a.m.) and Holland with calls at Blak, NNG (arr. Mon. 1.25 p.m., dep. 2.10 p.m.), Manila (Philippines) and Amsterdam (arr. Tues. 10.50 a.m.). Dep. Amsterdam Fri. 10.50 a.m., via Manila and Blak (arr. Sat. 9.55 p.m.) for Sydney (arr. Sun. 7 a.m.).

DC7 aircraft dep. Blak Mon. 2.30 p.m. and Thurs. 9.45 a.m. for Japan en route to Amsterdam (arr. Tues. 9.15 p.m. and Fri. 4.30 p.m.). Dep. Amsterdam Thurs. and Sun. 7.30 p.m. for Japan and Blak (arr. 10.30 p.m. Sat and Tues.).

Holiday on your way to U.K.

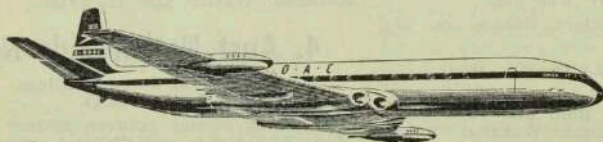
Stop-over at your
choice of Eastern and
Continental cities
en route.



NO EXTRA AIR FARE!

Whether you fly West by fast, smooth BOAC Comet from Sydney, or East by magnificent BOAC Boeing 707 from Honolulu, you fly the all-British Airline and have a wide choice of interesting stop-overs. Break your journey wherever you wish, as long as you wish in Eastern or Continental cities en route at *no extra air fare*. Enjoy, too, the superb luxury of BOAC jet travel . . . Luxury or economy services.

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WORLD LEADER IN JET TRAVEL

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH
AIR-INDIA, QANTAS AND TEAL.

A2c.84

5. N. Guinea-Solomons

TAA, with DC3 Aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, B. Munda, Yandina, Honiara, arr. 5 p.m. same day.

Tues.: Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 5 p.m. same day.

Alt. Tues. (Mar. 7, 21, Apr. 4, 18): Dep. Lae 6 p.m. for Rabaul, Munda, Honiara, arr. 3 p.m. (Wed.).

Alt. Wed. (Mar. 8, 22, Apr. 5, 19): Dep. Honiara 7 p.m. for Munda, Rabaul, Lae, arr. 2.05 p.m. (Thurs.).

6. Sydney-Noumea

Qantas, with Electra International

Fortnightly service, every alt. Fri., with First (sleeper-chairs) and Economy classes.

Dep. Sydney alt. Fri. (Mar. 3, 17, Apr. 14, 28, etc.) 9.15 a.m., Noumea 2 p.m. same day.

Dep. Noumea same day (alt. Fri.) 10 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. 1 p.m.).

Dep. Noumea by DC7C every Wed. 8 p.m. for Nadi (arr. 8.30 p.m., dep. 8 p.m.), Papeete (arr. Wed. 7 a.m., dep. 10 p.m.), Honolulu, Los Angeles.

Dep. Los Angeles by DC7C on return flight Sat. 2 p.m. for Honolulu, Papeete, Nadi (arr. Sun. 8.30 a.m., dep. Tues. 1 a.m.), Noumea (arr. Wed. 6.15 a.m., dep. 7.30 a.m.), Noumea (arr. Wed. 8 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, 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 each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft

Alt. Sat. (Mar. 11, 25, Apr. 8, 22, etc.) Dep. Sydney 8 a.m., arr. NI 2.45 p.m. dep. NI next day, alt. Sun. (Mar. 26, Apr. 9, 23, etc.) 2.45 p.m., Sydney, arr. 6.45 p.m. (Flight extended NI-Auckland-NI. (See table 12 below)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues. and Thurs.: Dep. Tontouta (N. Caledonia) 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 Mar. 12, Apr. 9, May 14, etc.

Noumea, Sun., 6.30 a.m., arr. Wallis 2 p.m.; dep. Wallis Is. Mon. 12 p.m., arr. Noumea 5.30 p.m. same day.

19. Norfolk Is.-Auckland

by Qantas Skymaster (Charter)
at. (Mar. 11, 25, Apr. 8, 22, etc.).
Norfolk 4 p.m., arr. Auckland 5 p.m., Ret. next day, Sun. (Mar. 26, Apr. 9, 22, etc.), dep. Auckland 6 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

with Jet-Prop. Lockheed Electras and Douglas DC6 Aircraft
Sun. (Jet): Dep. Auckland 8.30 a.m., arr. Sydney 10.55 p.m.
Sat. (Jet): Dep. Sydney 1.30 p.m., Auckland 7.25 p.m.
except Monday (DC6): Dep. Auckland 8.30 a.m., arr. Sydney 12.15 p.m.
except Wed. and Sat. (DC6): Dep. Sydney 1.30 p.m., arr. Auckland 8.20 p.m.
Sat. (DC6): Dep. Sydney 11.30 p.m., Auckland 6.20 a.m., Thurs., Sun.

14. Sydney-Christchurch

with Jet-Prop. Lockheed Electras
Thurs., Fri.: Dep. Sydney 12.30 p.m., Christchurch 6.30 p.m.
Fri., Sat.: Dep. Christchurch 9 a.m., arr. Sydney 11.25 a.m.

Christchurch-Melbourne

with Jet-Prop. Lockheed Electra
Dep. Christchurch 8.30 a.m., arr. Melbourne 11.30 a.m.
Dep. Melbourne 12.30 p.m., arr. Christchurch 7 p.m.

16. Sydney-Wellington

AL, with Douglas DC6 Aircraft
Dep. Sydney 8.30 a.m., arr. Wellington 3.35 p.m.
Dep. Wellington 5 p.m., arr. Sydney 10 p.m.

17. Melbourne-NZ-Fiji

with Super Constellation chartered from Qantas
Fri.: Dep. Melbourne 10 a.m., arr. Auckland 6 p.m., dep. Auckland 7 a.m., arr. Nadi 12.15 a.m., Thurs., Sat. same route, Thurs. and Sat. connects at Nadi with Qantas Boeing service from Sydney to USA.)

18. Auckland-Fiji

AL, with Douglas DC6 Aircraft and Qantas Super Constellations
Thurs.: Dep. Auckland 4.30 p.m., Nadi 9.45 p.m.
Fri.: Dep. Auckland 7 p.m., arr. Nadi 12.15 a.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.

ed. and Fri. flights ex-Auckland, and and Sat. flights ex-Nadi are by Qantas under charter to

19. Christchurch-Fiji

AL, 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.

Mon.: Dep. Nadi 9.30 a.m., arr. Auckland 2.45 p.m., dep. Auckland 3.45 p.m., arr. Christchurch 6 p.m.

20. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

Dep. Auckland 5.30 p.m., Sun. and Thurs., arr. Nadi 10.15 p.m.; dep. Nadi Mon. only 12 noon, crosses International Dateline, arr. Tafuna (American Samoa) 4.05 p.m., Sun., dep. Tafuna 5 p.m., arr. Honolulu 5 a.m. Mon.
Dep. Honolulu 12.15 a.m. Tues., arr. Tafuna 8 a.m. Tues.; dep. Tafuna 8.45 a.m., crosses International Dateline, arr. Nadi 10.50 a.m. Wed.; dep. Nadi 6.45 a.m. Sun., Thurs., arr. Auckland 11.35 a.m.

21. Fiji-Tahiti

TEAL, with DC6 aircraft

Sat.: Dep. Nadi 11.59 p.m., crosses International Dateline, arr. Papeete Sat. 10.25 a.m.
Sun. Dep. Papeete 1 a.m., crosses International Dateline, arr. Nadi Mon. 7.45 a.m.

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drovier Aircraft and Beaver Amphibian

Suva-Nadi-Suva: Two flights daily (dep. Suva 8 a.m., arr. Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.).

Suva-Labasa-Suva: One flight daily, except Sun.

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 (Mar. 3, 17, 31, Apr. 14, 28, etc.) and alternate Mon. mornings (Mar. 6, 20, Apr. 3, 17, May 1, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

Dep. Nausori (Suva) 7 a.m. alternate Thurs. (Mar. 9, 23, Apr. 6, 20, May 4), arr. Fua'amotu (outside Nukualofa on Tongatapu) 11 a.m.

Dep. Fua'amotu on return flight alternate Sat. (Mar. 11, 25, Apr. 8, 22, May 6, etc.), arr. Nausori (Suva) 11.45 a.m.

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 a.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-Kounie (Isle of Pines): Mon., Wed., Sat. (dep. Noumea 10.30 a.m., dep. Kounie, noon).

Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). Note: On this flight a call will be made at Plaine des Gaiacs if required.

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.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

[NOTE: Exchange rates for equivalent of Australian currency in other Territories: Aust. £1 equals approximately 16/- Stg., NZ, or West Samoa; 18/- Fiji; 20/- Tonga, Solomons and WPHC areas; 196 Pac Frs.; \$US2.25.]

	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	

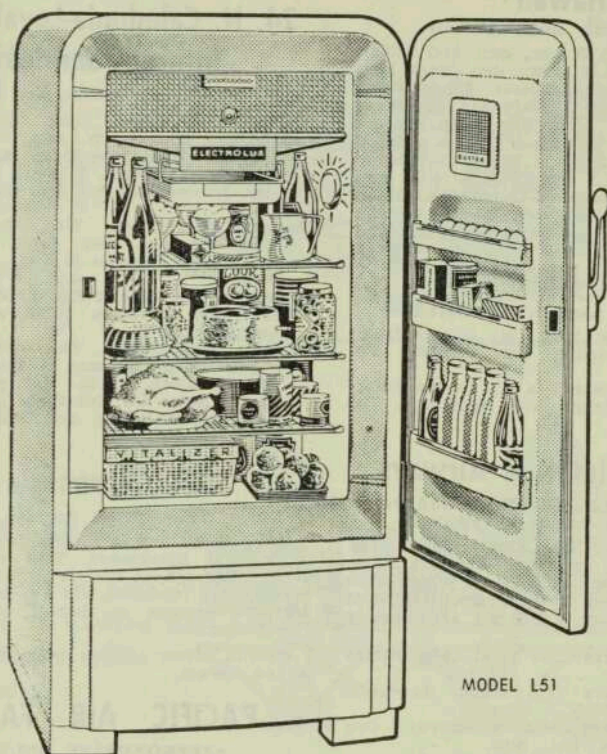
FROM AUCKLAND (NZ currency) TO—		Single		Return Table	
	£	s. d.	£	s. d.	No.
Nadi	41	7 0	74	9 0	18
Norfolk Is. . .	19	15 0	35	11 0	12
Papeete	114	10 0	206	2 0	18-21

FROM SUVA (Fiji currency) TO—		Single		Return Table	
	£	s. d.	£	s. d.	No.
Nadi	5	16 0	11	12 0	22
Nukualofa . .	18	10 0	34	0 0	22a
Papeete	74	10 0	134	2 0	7, 21

FROM NADI (Fiji currency) TO—		Single		Return Table	
	£	s. d.	£	s. d.	No.
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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Pacific Commerce and Produce

Misima Should Again Produce Gold

The prospects of re-establishing goldmining industry on Misima Island — the big mountainous island eastward of the island of Papua — appear to be very good.

The chairman of Pacific Islands Mines Ltd., Mr. G. W. Noe, in a January circular to shareholders reviewing the activities of the company in its first 12 months of operations, up to December, says: "The Board considers the Misima property has developed into a valuable asset which, in view of the company's low valuation, will be of distinct benefit to shareholders".

Goldfields have been worked on Misima with more or less success for at least 70 years; and Cuthbert's famous mine, in tunnelling and mining operations, made huge profits in the years immediately before World War II.

Misima goldfield was abandoned during the war and the workings collapsed; and the mining men went back to the war they could not pick up the lodes again, and decided to abandon all operations.

"More There Yet"

Three or four years ago a group of mining engineers, convinced that there is more rich gold in Misima than has been taken out, decided on a large-scale examination of the island, with a view to resuming operations.

In consequence, Pacific Islands Mines Ltd. was formed in Sydney, registered in Papua; and, during the past year, the company has carried out underground exploration, plant installation and the construction of roads. The chairman has made three new lode discoveries in the last quarter of the year, bringing the total of gold lodes known to exist in the island's areas to 20.

Construction of access roads has proceeded steadily, and a new house for European staff was built near the old plant.

An interesting development is that at the company's request, the Administration has made a survey of a potential air-strip on Misima, and a suitable site has been located, and

if the air-strip is built, communication between the mainland and Misima by air will greatly assist the operations of the company.

The tone of the chairman's report is decidedly encouraging.

Austral Malay Tin's Interest

Early in February, Pacific Island Mines Ltd. issued 910 £5 shares to Austral Malay Tin Ltd. The shares have recently been quoted on Sydney Stock Exchange at £6/15/- to £7.

Paid capital is now £49,148, comprising 9,828 fully paid shares and 330 shares paid to 6d.

Enterprise of NG Still After Oil Permit

Even though the last application for an oil-seeking permit, along the north coast of New Guinea, was refused because the company was unable to satisfy the Administration that it had the necessary financial resources, Enterprise of NG Gold and Petroleum Development NL is selling some of its assets to make another application.

Mr. W. L. Moss, chairman, told shareholders at the annual meeting in Melbourne on February 3 that MV "Tiare" had been sold and the sale of MV "Henrietta" was being negotiated.

The company was about £2,500 short of the £15,000 needed to obtain a Government oil permit, he said, but at least £20,000 would be necessary to make a start with safety.

Last year to August 31, the company incurred a loss of £9,735, operations being mainly confined to mining on gold lease No. 13, near Wau. A recovery of 365 oz of gold and 282½ oz of silver from 1,000 tons of ore treated realised £5,803. Gold subsidy for the year to June 30 was £1,550.

Fiji's New Cement Works Under Way

Fiji Industries Ltd. commenced erection of units of its new cement works this month, at the site off Queen's Rd., outside Suva.

The area had been cleared, graded and drained and foundations for the kiln and mills installed by late January. Construction of roads and a jetty are well in hand.

Machinery and plant were purchased in Australia at a favourable price and care has been taken to prepare it to meet Fiji's climatic conditions.

The company has secured the services of an outstanding Australian cement

chemist, who has been appointed manager in Fiji.

Directors, in a recent interim report, stated that the demand for cement in Fiji should be maintained at a satisfactory rate, assuring a ready market for the company's products.

The issue of 486,724 stock units of 10/- (Fijian) each was fully subscribed for last year by Fiji and Australian shareholders.

Experienced and hard-headed business organisations behind Fiji Industries include CSR, W. R. Carpenter, Burns Philp (South Sea), Development Finance Corporation, and Dickson Primer.

Makurapau Estates Listed On Sydney 'Change

Latest of the New Guinea coconut plantation floats, Makurapau Estates Ltd., was given listing on Sydney Stock Exchange in January.

The company was formed in November last year to acquire Makurapau, one of the best known and best run estates in the Kokopo area, New Britain, N.G., owned by Mr. Ted Fulton. Its capital is 560,000 shares of 5/- each—over half of which were taken up by Territory residents.

Makurapau shares were expected to open on Sydney 'Change at a premium, but there were sellers at 5/- (who thus showed a loss to the extent of their brokerage).

In early February, the shares were quoted at: buyer 4/5, seller 4/8. While the drop in copra prices and reports of over-production in the world cocoa market no doubt are factors causing Australian investors to show a lack of interest, Territory people who know Makurapau consider them a good buy and anticipate that the directors' expectation of regular 10 per cent. dividends will be realised.

NI Whaling Shareholders Get Dividend—No Takeover

In an unexpected move, directors of Norfolk Island and Byron Bay Whaling Co. Ltd. declared an interim dividend of 10 per cent. on January 26—and spiked the direct takeover bid for the company by Whale Industries Ltd. Whale Industries then withdrew their offer of one Whale 5/- share for every two NI 5/- shares and/or notes, which had earlier been rejected by NI Whaling directors as "inadequate".

There was a sharp exchange of opinion between both companies' directors over the development—Whale Industries claimed that one condition of their bid was that no dividend be declared between the date of offer, January 20, and its closing date, February 6. NI Whaling directors denied that the dividend move was surprising, adding that it was "amply foreshadowed both in their annual report and at the December 29 annual meeting".

Whale Industries do not intend to make any other offer, said their chairman, Mr. R. Crichton-Brown.

Prospects for NI Whaling's future are

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good, according to the directors—they expect to increase the company's earnings by as much as 50 per cent. Their earlier decision to omit a dividend for the year ended October 31, 1960, was because of continued dependence on bank accommodation. When declaring the 10 per cent. div. in January, they said the company "has now succeeded in arranging its finances to enable the payment".

Carpenter's To Double Capital—To £10 Million

One of the two "Big Firms" of the Pacific, W. R. Carpenter Holdings Ltd., which owns a string of subsidiary companies operating stores, shipping, copra milling, planting, etc., mainly in P-NG and Fiji, proposes to double nominal capital, from £5 million to £10 million.

A meeting of shareholders will be held on February 24 to confirm the increase. Present paid capital is £2,789,443.

The holding company was formed in 1957 which gave WRC shareholders an effective one-for-one bonus issue. Since then the dividend rate has been pushed up from 11½ per cent. to 13¼ per cent. and was very solidly covered last year, taking just over a third of the £1 million profit.

By its sale of Mandated Airlines Ltd. and associate smaller air concerns in New Guinea to Ansett Transport Industries Ltd. for 200,000 Ansett shares and £450,000 cash in January, Carpenter Holdings became the largest single shareholder in Ansett/ANA. It already had huge shareholdings in several other leading Australian companies, including paper merchant and flour miller, Dalton Bros. Holdings Ltd., Commercial and General

Acceptance Ltd. and Associated Securities Ltd.

Response to Second NG Loan "Disappointing"

Although the P-NG First Territory Loan of £100,000, in 1959-60 financial year, was over-subscribed in three months, the second Loan, opened in November, has lagged. Of the target of £450,000, only £100,000 had been subscribed by mid-January.

To boost the sale of £10 bonds and savings certificates of £1, £5, £10, £50 and £100 both the P-NG Administrator, Brigadier D. M. Cleland, and the Treasurer, Mr. H. H. Reeve, gave residents and natives pep-talks over the radio on January 21 and 24.

Finance Director Reeve described the results to the end of December as "rather disappointing" and hinted that unless the loan were filled "the Territory's vital works programme could be materially affected".

Pearl Culture at Thursday Is.

A new Australian-Japanese company will soon start pearl culture at Thursday Island, according to a Tokyo report early in February.

Mr. Oakeharu Muto, grandson of the famous Kokichi Mikimoto, who established the industry in Japan, heads the Japanese interests, while Australian Pearling Pty. Ltd. is the other partner.

Japan will supply technicians and equipment, and Australia would erect

buildings at TI and supply mother pearl from Torres Strait and other areas. The company would divide the profit equally.

NGG Ltd. Splits Its Mining and Trading

As from February 1, the trading activities of New Guinea Goldfields Ltd. as distinct from its mining operations have been taken over by a subsidiary NGG Trading Company, with Mr. R. Curtis as manager.

The timber section of the business, the freight service, however, will continue under the control of NGG Ltd.

NGG's January mining report shows that 699 oz. fine gold and 1,261 oz. silver were won from 4,001 tons of ore treated at Golden Ridges mill. Golden Ridges alluvials yielded 84 oz. bullion; tributaries, 58 oz. The sawmill produced 206,721 su. ft. of timber.

Union SS Co. Had A Good Year

Union Steam Ship Co. of New Zealand which runs the "Matua" and "Toto" between Auckland and the Islands, trans-Pacific cargo vessels as well as Dominion shipping, more than doubled profit in 1959-60.

Result for the year to September rose from £NZ377,170 to £NZ790,000. Previous year's profit fell to £NZ664,839.

Dividend on ordinary capital, all owned by the P and O group, is steady at 10 per cent.

Profit remained after providing for depreciation £NZ5,697 more for depreciation £NZ1,239,168 and £NZ180,876 more tax of £NZ424,374.

Fleet replacement reserve rose to £NZ300,000 against nil the previous year.

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Economic Outlook

Australian stock markets generally, Sydney Stock Exchange in particular, have made encouraging gains with expanded turnovers during the past weeks. "Ordinaries" index for Sydney moved out of the 280's and by February 9 was touching 294.64.

One influence that brought a new confidence to the market was the rise and heavy trading in CSR shares—the investing public apparently anticipating a coming share issue and splitting of the £20 units into £10 units, though the company has not made any announcement about proposals.

Change has not been swayed to great extent by the persistent attack on the Menzies Government by a section of the Australian press (notably, "SMH" group), which has been vociferously condemning its economic policies—planning—or lack of them.

Devaluation of the Australian £, imposition of import licensing, etc., have been thrust forward as measures to combat the decline in the nation's international reserves, but the Prime Minister has not risen to the bait.

Some commentators believe that the really radical change in Australia's economy, except the Government has perhaps moved a little more strongly to curb the trend of expansion. Business is in for a period of credit-squeezing, as a result of the

t's anti-inflationary budget, but the half of the year might see the reserves arrested, as imports drop exports begin to rise.

SYDNEY SALES PRICES

	Jan. 9, '61	Feb. 8, '61
Plantations	13/-	13 1/2
Philp	85/-	86/-
Philp (SS)	60/-	55/-
	£75	£78 15/-
Plantations	10/-	9/8
Industries	13/-	13/-
all's	12/-	12/9
Timber	19/6	18/6
Rubber	9/3	7/9
	20/-	19/9
	11/1	9/6
pau	—	4/6
	9/-	9/4
Is. Whaling	6/9	5/6
Notes (5/-)	7/-	5/6
Is. Timbers	6/-	6/6
ion Holdings	5/8	5/2
and Insurance	92/-	88/-
ands	6/-	5/9
Pac. Insurance	19/6	24/-
ips Trading	45/-	47/-
carpenter Hold.	25/9	30/-
Oil	4/10	7/1

OIL AND MINING SHARES

	July 9, '58	Jan. 9, '61	Feb. 8, '61
FIJI	b5/9	b4/-	s5/-
	—	b40/-	b40/-
PAPUA-NEW GUINEA			
	b35/-	b49/6	b57/6
Ltd.	b1/8 1/2	b1/11	b2/-
rch	b2/6	b2/3	b2/4
N.G.	b7d	b3d	s3d
Mines	—	b95/-	b125/-
Apin.	b9d	b2/-	b2/6
pt.	b6 1/2d	b3d	b4d
Dev.	b86/8	b117/-	s140/-
Creek	n4d	s4d	b1 1/2d

Exchange Rates

Through BANK OF NSW, ANZ and BANK OF NZ, Australia on basis £100 Fiji: Buying, £A111/2/6; £A113. Fiji-London, basis £100 B. £110/15/-; S. £112. NZ-Fiji, 100 NZ: B. £111/11/9; S. £110/4/3. A.—Through BANK OF NZ, Auson Samoa, basis £100 Samoa: £A123/12/6; S. £124/10/9. Samoa-basis £100 London: B. £99/7/6; /10/-; Samoa-NZ, basis £100 NZ: B. £100/10/-; Samoa-Fiji, basis Samoa: B. £111; S. £110. OLK IS.—Commonwealth Bank exchange rate Australia - Norfolk 5/- per £A100.

A - NG.—COMMONWEALTH BANK resby, Lae, Rabaul, Goroka, Bulolo, Madang, Wewak), BANK OF NSW es: Port Moresby, Lae, Bulolo, Madang, Samarai, Goroka; Wau, Boroko, Kokopo), ANZ (Port Moresby, Lae, Rabaul) and AL BANK OF A/ASIA. (Port Lae) quote exchange rate a-Papua-NG: 10/- per £A100.

CH PACIFIC COLONIES.—Pacific francs are used in New Caledonia, New Hebrides, and Fr. Polynesia. I BANK (Comptoir National pte de Paris) in Sydney Feb., 1961, Selling, Noumea, 196 Pac. francs st.; Papeete 196 (nom.) Pac. francs ust.; 246 Pac. francs to £ Stg.; ac. francs to US \$; Noumea, 18 ncs to 1 French heavy franc (con-rate: 1 Pac. franc equals 0.055 anc), Paris-London: Selling, 13.731 rancs to £Stg.

ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by six members, including three planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (30,000 tons under contract covering 1961), (b) Australia (30,000 tons for local consumption), (c) crushing-mill in Rabaul (40,000 tons), and (d) Japan (300 tons per month or more if available). Prices generally arranged in accordance with ruling rate in Philippines market, with premiums for hot-air dried.

From January 1, 1961, P-NG Copra Board's Tentative Purchase Prices, for copra delivered main ports: Hot-Air Dried, £A54/10/- per ton; FMS, £A53 per ton; Smoke-Dried, £A52 per ton.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mills in Suva. On Feb. 6 prices were: HAD £F55/5/-, FM £F52/15/-.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. In 1961, 3,500-4,000 tons will go to Abels Ltd., NZ crushers, and about 6,000 tons to Unilever, UK, out of an estimated 15,000 tons production, under this year's contracts. Prices last year were: Hot-Air Dried, £S67/13/8 per ton, Sun-Dried No. 1, £S65/3/8, Sun-Dried No. 2, £S61/13/8. The new 1961 prices have not been made public yet.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMON IS.:—All production marketed through official BSI Copra Board, at prices based on Philippines rates. Of the Protectorate's 1961 output (about 20,000 tons), 14,000 tons will go to Unilever, UK; 4,000 tons to Australian crushers; and the balance sold on the open market. Local price (which is partly financed from reserves) for February: 1st grade, £A60; 2nd grade, £A58/10/-; 3rd grade, £A56 per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges.

E. SAMOA:—Producers receive 7 cents lb. (\$US156.8 or £A70/4/6 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—On Jan. 3, 1961, rate had declined to £A35 (7,000 Pac. francs), per ton delivered Vila/Santo but was expected to rise shortly. French price on Feb. 3, 1961, was 86 heavy francs per metric ton, c.i.f., Marseilles.

COOK IS.:—Subject to the copra contract provisions between Cook Is. shippers and Abels, Ltd., of Auckland, who operate the only NZ copra crushing mill, the price paid is average London price for previous three months, less

handling charges. Price fixed for first quarter of 1961: £NZ56/0/2 1st grade, £NZ54/15/2 standard grade—both f.o.b., Rarotonga.

TOKELAUS: Price is based on the average London price for the month prior to shipment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which on Feb. 9 had dropped to £Stg.173 per ton c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Feb. 10: £S190, f.o.b., Apia, grade 1; £S185, grade 2.

P.N.G.: Feb. 10—Quote No. 1: £220 (best quality). Quote No. 2: £200 (top grade). Quote No. 3: £190 (medium quality).

COFFEE.—P.-N.G.: Feb. 10, good quality A grade, per lb, 4/1; B grade, 4/-; C grade, 4/- c.i.f., Sydney.

Overseas coffee prices were reported on Feb. 10 as: Tanganyika A £Stg.350 per ton, B £Stg.340, Undergradings £Stg.265; Kenya A £Stg.380, B £Stg.340, Undergradings £Stg.310; Uganda Robusta Stg.145.

PEANUTS: P.-N.G.: Feb. 9, Kernels. White Spanish 1/7 lb del. buyer's store; Red Spanish, 1/4; Virginia Bunch, 1/9. In Shell, 1/- lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Feb. 9 was: No. 1 RSS, Spot, 79 1/4 Straits cents per lb (27.64d Aust.).

VANILLA BEANS: Victor Karp. Tulk & Co., Sydney, report: White and yellow label, processed, standard packs 52/9; green label, 50/9, c.i.f., Sydney.

RICE (Aust.): Prices as from May 1960—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £63 per ton, f.o.w.; under 5 tons, £63/10/- per ton. Other Pac. Islands: Dry, brown, etc., £66 per ton f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on Feb. 10 by Sydney independent shell agents were: Sound £A825, D £A550, E £A300, EE £A190 (in store Sydney). Cook Islands: Penrhyn £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS: Quote No. 1.—Papua-N.G.—£160 per ton, c.i.f., Sydney; B.S.I.—£160 per ton, c.i.f., Sydney. Quote No. 2: Papua-NG, B.S.I.—£150 per ton.

GREEN SNAIL SHELL.—Still in short supply—£460-£470 per ton.

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PAPUAN GUM: £80 per ton delivered buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co. Suva, quote F2/- to F4/- lb for well processed commercial varieties.

London and US Quotations

Copra: LONDON, Feb. 8, Philippines, in bulk, £183 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights c.i.f. UK/Nth. European ports, £Stg.65/10/- per long ton. NEW YORK: Feb. 8, Philippines \$175 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 935 Rupees per ton, c.i.f.

(£1 Australian is equal to about 2.25 US Dollars; £1 Aust. equals approx. 10 1/2 Rupees).

Coconut Oil: LONDON, Feb. 8, Ceylon, 1%, in bulk, £Stg.102 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.95 c.i.f.

Rubber: LONDON, Feb. 9, c.i.f., RSS No. 1, Spot, 24 1/2d Stg. per lb.; RSS Apr./June 24 1/2d Stg. lb.; Feb. shipment 23 1/2d Stg. lb.



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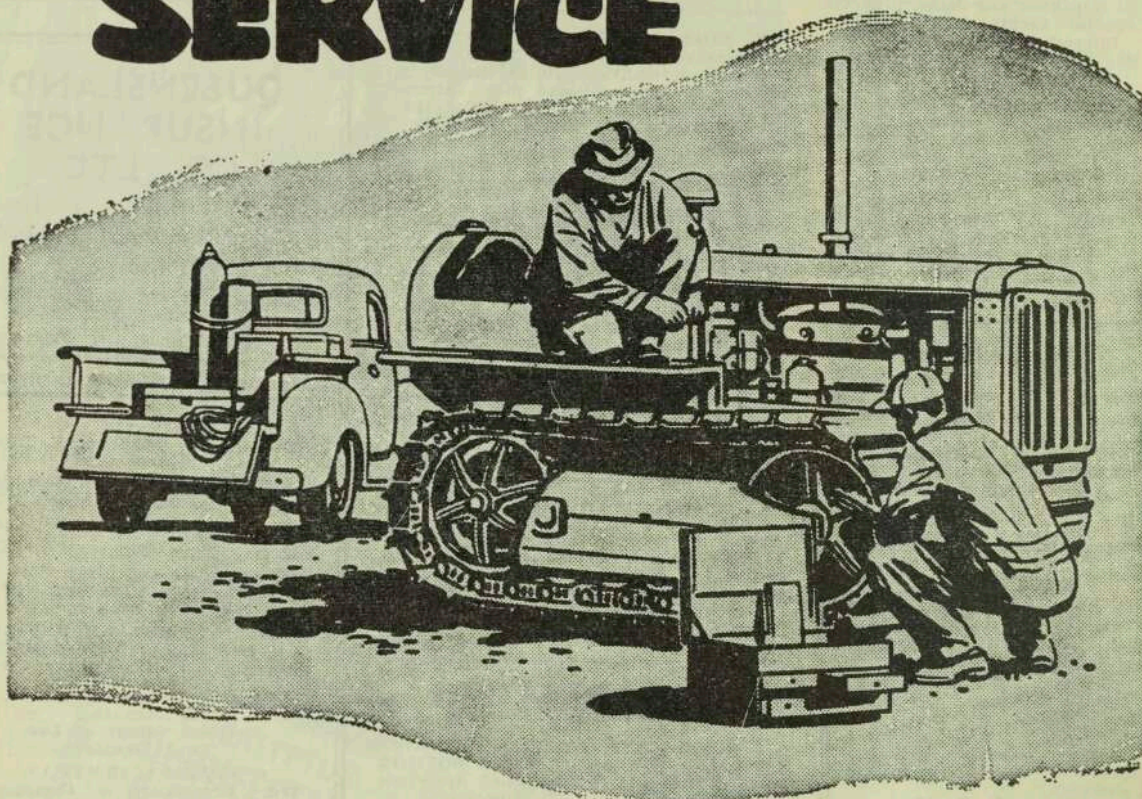
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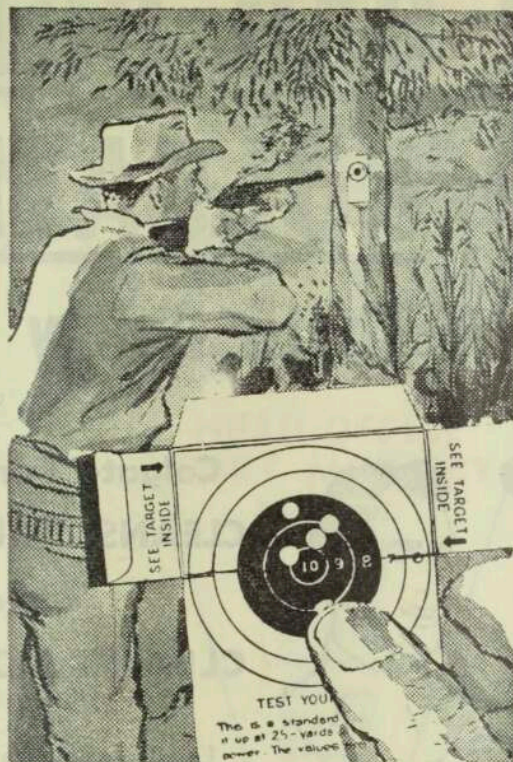
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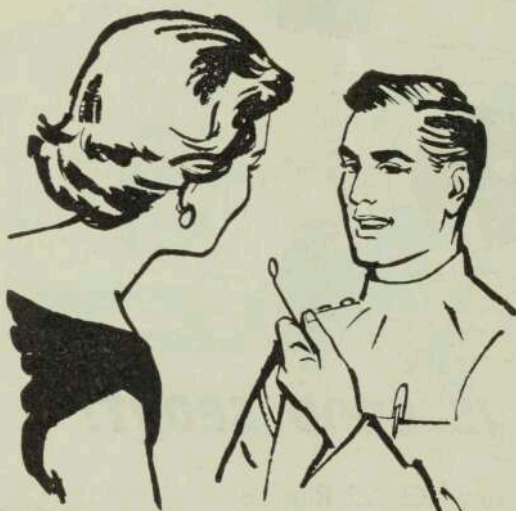
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