

Vol. XXXI, No. 8 (Mar. 1, 1961)

Date : 7/17/26, 3:30 AM

<https://nla.gov.au:443/tarkine/nla.obj-322674443>

Copyright varies by issue and article

Reason for copyright status: Serials have an open range of dates.

Copyright status was determined using the following information:

Material type: Literary, dramatic or musical work

Copyright status may not be correct if data in the record is incomplete or inaccurate. For more information regarding Copyright in Library Collections visit <http://copyright.org.au> and <https://www.library.gov.au/services/copyright-library-collections>

The National Library of Australia supports creativity, innovation and knowledge-exchange but does not endorse any inappropriate or derogatory use. Please respect indigenous cultural and ethical concerns.



TAA

Top Australian Airline

operates



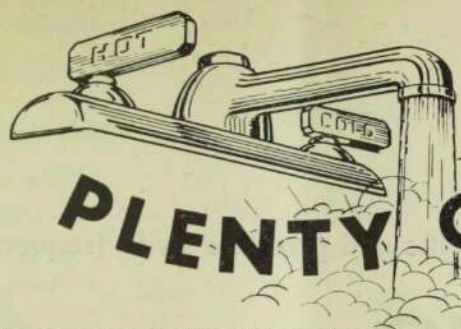
THE SUNBIRD SERVICE

to 44 places in Papua, New Guinea
and the neighbouring Islands.

FLY *TAA* THE FRIENDLY WAY

PACIFIC ISLANDS MONTHLY — MARCH, 1961

TAA



PLENTY OF HOT WATER

... without waiting



AUTOMATIC OIL WATER HEATERS

Check these Important Advantages...

LOW COST

Burns a minimum of fuel for a maximum of efficiency.

LOTS OF HOT WATER

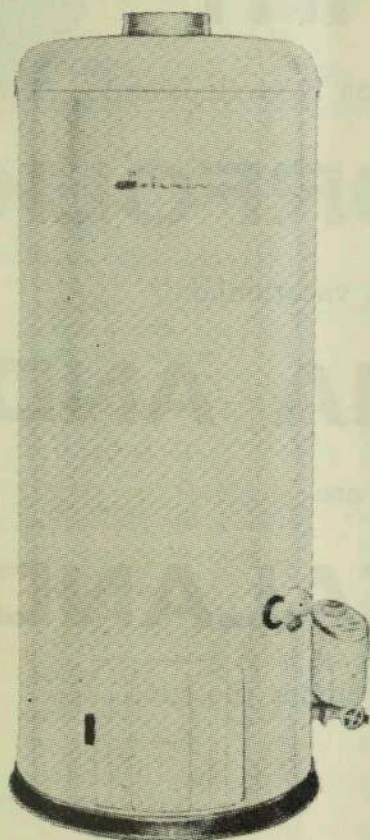
75 gallons of hot water the first hour from a 30-gallon tank.

RAPID RECOVERY

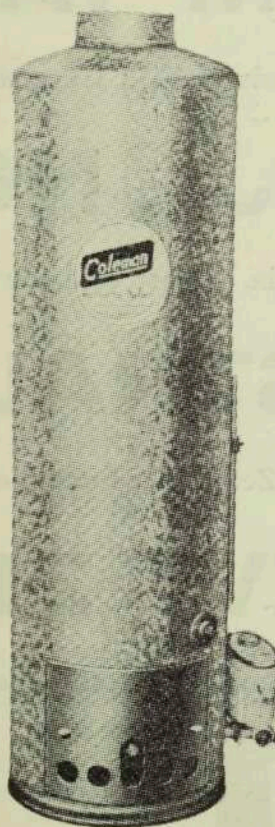
Heats up to $1\frac{1}{2}$ times its size per hour. No other type of conventional water heating equipment can compare in performance.

COMPLETELY AUTOMATIC

Just set the thermostat at the desired temperature. The fuel is then automatically metered into the burner at exactly the right rate to maintain that temperature.



SUPER PERFORMANCE
Model 163A—30 gal.



MASTER
Model 165—20 gal.
Model 166—30 gal.

SUPER PERFORMANCE
Model 163A—30 gal.

MASTER
Model 165—20 gal.
Model 166—30 gal.

Representatives for the Pacific Islands:

ERT GILLESPIE PTY. LTD.
22 Young Street, Sydney

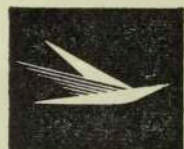
ROBERT GILLESPIE (N.G.) LTD.
Lae, Madang, Rabaul, Port Moresby

PEARCE & CO. LTD.
Suva for Fiji Islands



TEAL

TEAL pioneered air travel through the South Pacific and provides swift, frequent



FLIES

air services in pressurised airliners from fabulous Tahiti



FROM TAHITI

to the friendly and colourful islands of Fiji; from serene Norfolk Island



TO FIJI, NORFOLK

through to Cosmopolitan Australia, a vast and varied vacationland,



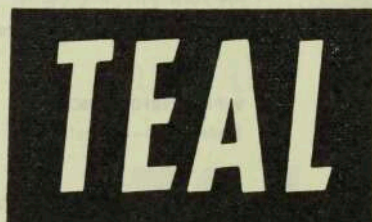
AUSTRALIA AND

and to luxuriant evergreen New Zealand where there are



NEW ZEALAND

more scenic surprises per square mile than any place under the sun.



New Zealand's International Airline

SERVING THE SOUTH PACIFIC

AP5R 86

PACIFIC ISLANDS MONTHLY

A News Magazine Circulating
Australia, New Zealand And
The Pacific Islands

Publisher: R. W. ROBSON.

Editors:
JOY TUDOR STUART INDER

Manager: SELWYN HUGHES.

Advisors: General Business, Editorial,
A 9197-8, MA 7101, MA 4369.
G.P.O. BOX 3408, SYDNEY
Graphic Address: PACPUB, Sydney.

ANNUAL SUBSCRIPTION RATES:
(Includes surface postage)

Pacific Is.—Papua-N.G., Samoa, Norfolk, Tuvalu, B.S.I., Cook Is., Fiji, G.B.E. Grp., Niue, New Hebrides, and other Pacific Islands . . .	£1 4 0
Pacific Territories and New Guinea . . .	£1 7 0
Australia and N.Z. . .	£1 10 0
K., British Common- wealth Countries, and Foreign (40/- Stg.) . .	£2 10 0
U.S.A. and U.S. Pacific Territories (\$6.00 U.S.) .	£2 12 6
Copies (postage extra) .	2 6

ANCHOR OFFICE IN PAPUA-NG
Publications (NG) Ltd., Theatre
Building, Fourth St., LAE.
Tel.: 2577.

Miss Pat Robertson, Manager.

BRANCH OFFICES IN FIJI:
Fiji Times Building, 20 Gordon St.
Tel.: 4043.

Mr. A. J. C. Foster, Vitogo Pde.
Tel.: 38.

REPRESENTATIVE IN N.Z.:
Mr. Whitcombe, P.O. Box 5179,
Auckland. Tel.: 22,570.

REPRESENTATIVE IN U.K.:
Mr. Ashburn, 13 Rood Lane, London,
W.3. Tel.: Mincing Lane 8633.

PRINTING OFFICE: Newspaper House,
1 Collins St. Tel.: 63,7053.

AGENTS: All main trading firms and
newsagents in the Pacific Islands.

Publications Pty., Ltd., is the
Australian agent for THE FIJI TIMES.

No. 8. Vol. XXXI.

CONTENTS

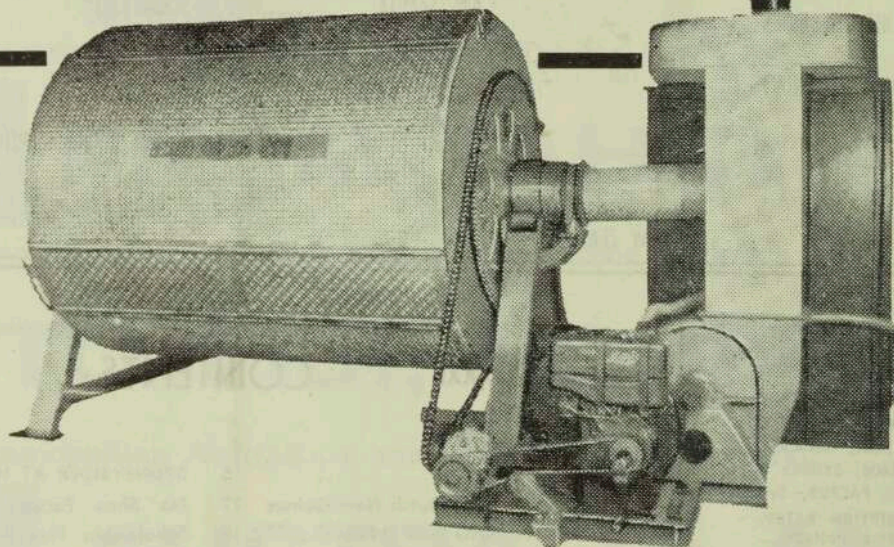
March, 1961

PEOPLE 5 It's Crisis Time for Dutch New Guinea 17 Elections in NNG and P-NG 18 No Solution of Fiji's Troubles 19 Lower Plantation Incomes This Year 19 West Samoa Picks a Vital Cabinet . . . 20 Cook Islanders Want Liquor Reform 20 Fiji's Student-Farmer Scheme 20 Sir John Gutch Talks of the Future 21 New Hebrides Land Case 22 Earl Mountbatten Visits Fiji 22 Tongan Sued for Breach of Promise 23 Future of TEAL May Be Known Soon 23 A Report on P-NG Election Candi- dates 23 Priest Suggests We Adapt Native Rite 23 COMMENTARY 25 The Editors' Mailbag 26 Report from the Fiji Sugar Inquiry 27 West Samoa's Forthcoming Plebiscite 29 TERRITORIES TALK-TALK, with Tolala 31 The Need for Goodwill in the Islands 33	SYDNEYSIDER AT HOME BASE 41 No Shoe Factory for P-NG 41 Scholarship Plan for the Pacific . . . 45 Honiara Offenders Treated Too Leniently 47 Air War in the New Hebrides 49 Harold Gatty's Memorial 57 Beryl Sawyer's Report from Papeete 59 Story of Errol Flynn's Daughter . . . 51 Americans "Not Wanted" in Tahiti 63 They're Taking the 'Bush' Out of Flying 65 Island Owner Wants to Meet Others 69 Fiji is Not What it Was, says Lema Low 71 MAGAZINE SECTION 75-100 News of Pacific Shipping 101 PACIFIC REPORT 117 Obituaries 145 TRAVEL TALK 146 Shipping, Airways Timetables 149 Commerce and Produce 157
--	---

THE COVER: We don't know her name, but she's a young
native girl of the Goroka area of the Eastern Highlands of
New Guinea. What interests us is the dignity and character
which is shown in her features. Mr. N. V. Salt, of Rabaul,
took the photograph.

A Product of Pacific Publications Pty. Ltd., 29 Alberta Street, Sydney

*a truly modern rotary dryer
for the progressive planter
—designed specifically for the
drying of cocoa!*

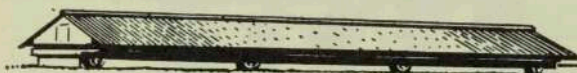


THE NEW 1961 A.S.P. ROTARY COCOA DRYER

— for diesel or electric drive —

- Every A.S.P. Unit is backed by a FULL GUARANTEE!
- Capacity is 7,000 lbs. of wet beans.
- Drive with either diesel or electric power.

Ask also for particulars of the A.S.P. UNIVERSAL SUN/FORCED HOT-AIR SLIDING ROOF COCOA DRYERS



26 Ridge Street,
North Sydney,
N.S.W.

Telephone: 92-0271
Telegrams: "Chatspa",
Sydney.

Sole Agents for Papua & New Guinea: A.S.P. (NG) LTD.,
Box 166, Rabaul, T.N.G.

To: A.S.P. (Overseas) Pty. Ltd.,

Please send me full information on your ROTARY COCOA DRYERS [] and/or SUN/FORCED HOT-AIR SLIDING ROOF COCOA DRYERS [] (tick in squares for information required).

NAME

ADDRESS

P.I.M.3

PEOPLE

Indonesian Minister for National Security, General Abdul Nasution, with his wife, will make an official five day visit to Australia on April 18. He will visit Canberra, Melbourne and Sydney. The Indonesian Minister for the Navy, Admiral Kartadinata, will accompany General Nasution but he will undertake a separate tour.

General Nasution has been one of the most outspoken Indonesian leaders on the Dutch New Guinea question and has been rattling his sabre in that direction for a long time.



gracious and well-informed, Mrs. Lulu Lutoa, president of the West Samoan branch of the Pan Pacific and South East Asia Women's Association, was a first class ambassador for emerging independent Samoa when she visited Australia recently. She was publicised in every important newspaper—sometimes inaccurately as the "Queen of Samoa", which was no fault of her ("PIM", Feb. p. 26).

Tele-Photo

A former commissioner of the Western District of Fiji, Mr. H. G. R. Alpine, who was ambushed and shot outside his house in Lautoka last July, has been retired from the Colonial Service on medical grounds. The assailant who has never been identified fired two rounds from a shotgun into Mr. McAlpine's thighs and abdomen at a time when feelings were running high over a sugar cane strike.

Mr. N. H. Foxcroft, in February, was re-elected president of the Pacific Islands Society, Sydney. Vice-presidents are Mr. N. B. Casey, Mr. A. R. Howell, Dr. G. W. Mackness, Mr. H. Sabben and Mr. A. Stephens.

Consult the man who can advise you on your investments . . .



He will tell you how to increase your income. Invest in Cambridge Credit Corporation Limited, First Mortgage Debenture Stock.

9½%

P.A. 10 YEARS

9%

P.A. 4 YEARS

INTEREST PAID QUARTERLY
FREE OF EXCHANGE

SHORT TERM RATES

8% P.A. 12 MONTHS' NOTICE
7% P.A. 6 MONTHS' NOTICE
6% P.A. 3 MONTHS' NOTICE
5% P.A. 1 MONTH'S NOTICE

RENEWAL INTEREST RATES apply to all investments. FUNDS MAY BE WITHDRAWN in a personal emergency.

FIRST MORTGAGE DEBENTURE STOCK

For PROSPECTUS and APPLICATION FORMS, CALL at, or WRITE to:

BANK OF NEW SOUTH WALES

CC56

ANY MEMBER of a Recognised Stock Exchange
THE COMPANY'S OFFICES,

Suite 53A, 5th Floor, T. & G. Building, Queen St., Brisbane.
Box 1168P, G.P.O., Brisbane.

— UNDERWRITING BROKERS —

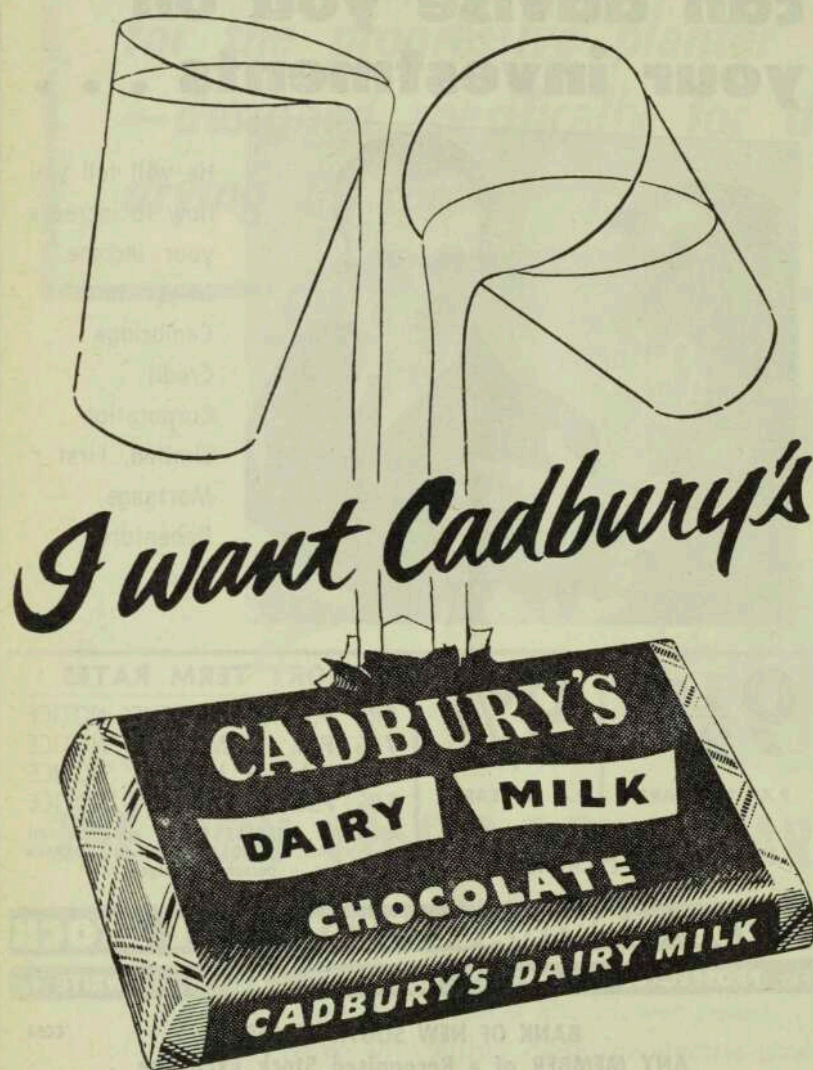
RALPH W. KING & YUILL (Members of the Sydney Stock Exchange)

CORRIE & CO. (Members of the Brisbane Stock Exchange)

LEONARD G. MAY & SON (Members of the Stock Exchange of Melbourne)

Applications for the debenture stock accepted only on one of the forms of application attached to a printed copy of the Prospectus.

**CAMBRIDGE
CREDIT** 
CORPORATION LIMITED



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

WDS/2FC/9

Tunde Topangilli admitted to Rabaul court in February that he had padded a long stick with chewing gum, reached behind the counter of a waterfront shop, thrust the stick into the till and drawn a note out of the jackpot. Unfortunately, natives outside the shop saw what was happening, chased Topangilli for two blocks and held him until police arrived. He was fined £2.

Attractive Japanese, Rose Kantaka, will be the leader of a team which in March and April will make a film in Australia and New Guinea. The film, one of a series on Asia and the South Pacific, will go before a TV audience of 10 million in Japan.

Mr. Paul Heller, senior executive officer of the New Zealand Air Department, in February was appointed economic adviser and financial secretary to West Samoa. Mr. Heller is 58.



Ifereimi Kubukawa, of Nadroga, Fiji, a veteran of over 30 years service with the Fiji administration, was recently presented with the Certificate of Honour and medal, by the Governor, Sir Kenneth Maddocks, during his official visit to the Sigatoka district.

Photo: Rob Wrigley

Mr. and Mrs. Frederick Johnson, who were married at Vila, New Hebrides, on February 20, 1911, celebrated their golden anniversary in Sydney last month.

Mrs. Johnson was formerly Miss Agnes Cronstedt. Her father first settled at Aneityum, NH, in 1865.

The resignation in February of Mr. Arthur Karne, agronomist in charge of the P-NG experimental agricultural station at Keravat, near Rabaul, was the fifth resignation from the same post in the last two years. It is believed Mr. Karne will join the Victorian Department of Agriculture. Others who have resigned from that post have taken

ivate appointments in the Terri-
ry as consulting agronomists or
anagers.



Miss Sa'euteuga S. Le'au returned to
merican Samoa in Feb. to join the teacher
ing staff at Feleti Memorial School. Miss
uteuga graduated from the American
oa High School in 1956, attended San
cisco State College and received a BA
degree in Education.

According to Rev. Father Joseph
Reischl, of Tavui mission station,
Rabaul, a Mau Mau-like
terrorist cult, led by mysterious
five priests, is active in New
Guinea. The cult, known as the
"Five", had sworn to kill all Euro-
peans and Chinese in New Guinea,
and its members also want to kill
Queen Elizabeth, said Father Reischl.
He added that Roman Catholic
missionaries had been extremely
alarmed about a recent upsurge of
terrorism. Father Reischl has been 21
years in P-NG.



Wedding in Rabaul in February, Miss Patsy
performed the ceremony for Mr. Bruno Chung, at the Catholic
Church. Father O'Hanlon performed the
ceremony. Photo: Larry Chin

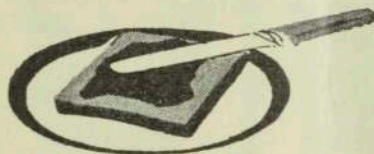
filming of the MGM film *Mutiny
on the Bounty* in Tahiti stopped
temporarily in January (see p. 60)—



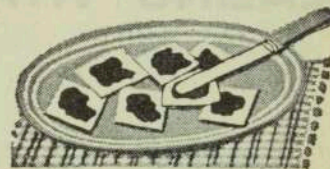
YOUR FAMILY NEEDS VITAMIN B1 EVERY DAY!

**Get Vitamin B1 in many different
ways, with delicious:**

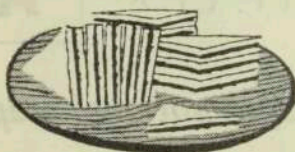
VEGEMITE



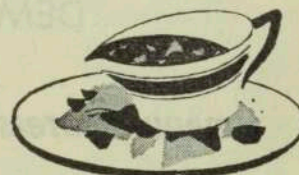
SPREADS so SMOOTHLY on toast



DELICIOUS on biscuits



SO NOURISHING in sandwiches



ENRICHES gravies

Every member of the family
needs Vitamin B₁ every day for
VITALITY.

Vegemite is the only pure con-
centrated yeast extract, and yeast
is the **richest known** natural source
of Vitamin B₁—the vitality
vitamin.

But remember! The body cannot
store up Vitamin B₁—it needs
a fresh supply **daily**. So enjoy
Vegemite **every day**—for Vitality.



KR3

DEALING

with

DEMKA

means

DEALING WITH MANUFACTURERS

DIRECT

DEMKA PTY. LTD.

ACT

as

manufacturers' salespromotional representatives in the

SOUTH PACIFIC

the most important being

NETHERLANDS NEW GUINEA
PAPUA/NEW GUINEA
BRITISH SOLOMON ISLANDS

NEW CALEDONIA
NEW HEBRIDES
FIJI

TONGA
WESTERN SAMOA
EASTERN SAMOA
TAHITI

for many world-wide known manufacturers established in

AUSTRALIA
BELGIUM
CEYLON
DENMARK

FRANCE
HOLLAND
HONG KONG
INDIA
WESTERN GERMANY

ITALY
SWEDEN
UNITED KINGDOM
UNITED STATES OF AMERICA

ORDERS ARE PASSED ON TO THE MANUFACTURERS WHO EXECUTE AND SHIP DIRECT

2-12 Carrington Street, Sydney

Cablegrams: DEMKAY, Sydney

the reasons being given as a spell of rainy weather and the state of producer Sir Carol Reed's health. Back in Hollywood in February it was announced that Sir Carol was no longer director of the big film, but whether he was sacked or had signed nobody would say.

Recently visiting Wewak, New Guinea—"Johnno" Johnson, diver of Niagara fame, who was making an underwater wreck survey for the Matsukura Company of Tokyo, which has recently undertaken successful salvage operations at Manus and New Ireland. The work in New Ireland is expected to be completed late March, when work may be started at Wewak. The company expects to get about 5,000 tons from the Wewak area.

Matsukura's chief diver, Kitazama, surveyed the British battleship *Prince of Wales*, two weeks after she was sunk by the Japanese off Singapore at the beginning of the war. She is 200 ft down and on an even keel, said Kitazama recently, but she won't be salvaged because the British have declared her grave a prohibited salvage area.



Recent departures from Port Moresby: Mr. & Mrs. W. Sykes of British Petroleum Company, who were on loan to Australian Petroleum Company. Mr. Sykes went to Zealand, and planned to join Mrs. Sykes children Sarah and John in England a later. Photo: Papuan Prints

Former missionary in the Comoros, who is now president-elect of the Methodist Church in New Zealand, Rev. E. C. Leadley, received a warm welcome when he returned to Munda on a visit in January. Mr. Leadley was in charge of the Methodist College at Kokeng from 1934 until the Japanese invasion, and was then responsible for taking to safety the vessel *Fauro* with a number of European men and others, including the

Mr. A. J. Corbin, who for some time was adviser on civil aviation matters to the Western Pacific High Commission. Honiara, has been appointed Superintendent of Civil Aviation in the BSIP.

ingaroy (Queensland) peanut farmer Bert Ford, 61, arrived back Brisbane in February after hav-

5 fascinating cheese flavours in KRAFT SPREADS

—for quick-spreading on sandwiches and savouries



These Kraft Spreads come in slim and attractive re-usable glasses which will prove very handy.

Just look! 5 easy-to-spread treats — all deliciously different. Kraft Spreads bring new, tasty variety to party savouries — or spread on toast fingers or biscuits for

quick snacks — ideal for sandwiches, too.

Be sure you always have Kraft Spreads in your pantry — there's a flavour to delight every member of your family.

KR1



A.C.M. PRODUCTS

keep on giving
all through the years . . .



- First **QUALITY** Raw Materials.
- All **NEW** Materials.
- Products **CUT** to your Specifications.

You'll find by using A.C.M.'s materials your products can be economically produced and will give life-long durability, service.

FLOCK AND GARNETTED WADDING

SUPPLIED: In rolls or to your specifications from all **NEW** high-grade material.

GLAZED WADDING, BORDER WADDING

(single or double glazed).

SUPPLIED: In rolls or to your specifications, from all **NEW** material.

NU-FELT

(approved).

SUPPLIED: In rolls from all **NEW** materials.

TEASED FIBRE FIBRE PADS
INSULATING AND CARPET UNDERFELT
COTTON WASTE CLEANING CLOTH
STOCKINETTE

**AUSTRALIAN COTTON
MANUFACTURING Co. Ltd.**
90-92 O'Riordan Street
Alexandria, N.S.W.



PHONES
MU 2505-6-7
MU 1301-2-3

Choose the product, choose the time and you'll find A.C.M.'s prompt delivery — equally matches their products' quality.

CO./NAME

ADDRESS

For details of agency, please send me conditions.

*Are you a
Regular
Subscriber?*

PACIFIC ISLANDS MONTHLY

... keeps you abreast of news and developments in all the Island Territories. Recognised as THE News-Magazine of the South Seas PIM provides a complete coverage of affairs and events, and presents their significance against the wide background of the entire Pacific scene.

In addition, there are articles dealing with Islands people, agriculture, shipping, aviation, education, social progress, and a host of other items. PIM's complete picture coverage includes many exclusive and unusual shots. Packed with topical articles of interest for all, PIM offers you many hours of entertaining and informative reading.

Make sure of receiving regular copies now. Complete the order form hereunder and send with your remittance to:—

PACIFIC PUBLICATIONS PTY. LTD.

G.P.O. Box 3408, Sydney, Australia

ORDER FORM

Please enrol me as a subscriber to PIM for one year, for which I enclose the sum of, commencing with issue.

NAME

(Block letters please)

ADDRESS

ANNUAL SEAMAIL SUBSCRIPTION RATES

Papua-N.G., Fiji, Samoa, Cook Is., Tonga, B.S.I., New Hebrides, and other British South Pacific Territories, 24/- (or A\$ Delivery to P.N.G. and Fiji, 42/-); French Pacific Is., and Dutch N.G., 27/-; Australia and New Zealand, 30/- (N.Z. subs may be remitted through J. I. Whitcombe, P.O. Box 5179, Auckland); U.K., British Commonwealth or Foreign, 50/-; U.S.A. and U.S. Territories, \$6.00 U.S.

ng climbed P-NG's famed Kokoda Trail—"the oldest European to have made the trek", he said. He added for good measure, "There's nothing to it. In fact I put on weight." Mr. Ford is an elder of the Seventh-day Adventist Church, and he and his wife went to P-NG on a visit to their sons-in-law, who are missionaries.

The Sydney fortnightly review, *Nation*, reported in March that the Australian School of Pacific Administration journal, *South Pacific*, was closed down and replaced by a new magazine, *Australian Territories*, because the Governor of NNG, Dr. Bateel, had objected to an article by Mr. Ian Moles, a history lecturer at the school. The Dutch also told Mr. Moles that though he was planning to visit NNG, he would "not be welcome", said *Nation*, and added that the man behind the decision to bow down to the Dutch was Australian Territories Minister Paul Hasluck.



Recent visitor to the Polynesian Association Sydney was Miss Louisa Crawley. Miss Crawley was a delegate to the Pan Pacific South East Asia Women's Conference and she comes from W. Samoa.

Photo: Tele-Photos

A report from Washington in February, unconfirmed, said that President Kennedy's administration would "definitely" replace Samoan Peter Coleman as Governor of American Samoa, and had asked for his resignation. Coleman had been offered an Administrator's job in the Marshall Islands. Governor Coleman is a Republican nominee.

Where do we go now?" asked Colonel Officer Mike Cockburn in New Guinea Bar, in early March. PO Cockburn, just down

Pure, safe, nourishing milk for your baby...

Give your baby a wonderful start in life — give him the best milk money can buy — pure wholesome Carnation.

Doctors all over the world recommend Carnation Milk for babies. They know Carnation is the safest, purest, most easily digested form of milk for baby's bottle. Wonderfully nourishing, it's no wonder Carnation is the largest selling brand of milk in the world.

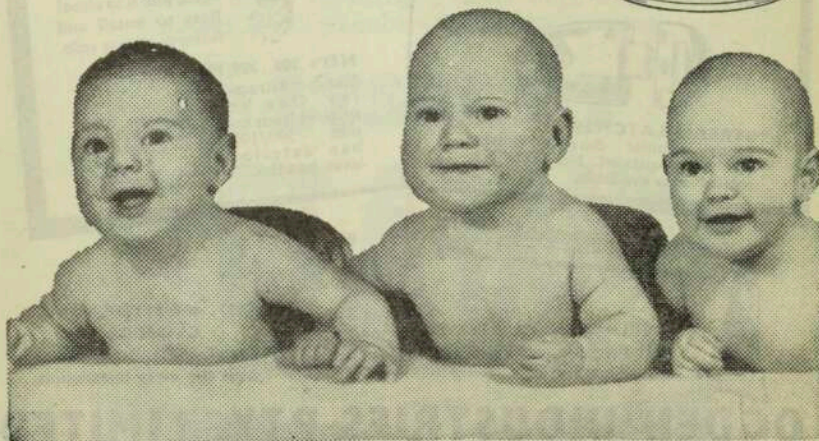
Carnation Milk is so easy and convenient to use and it never varies. Every can from first drop to last is pure, wholesome, safe cow's milk. Ask your Doctor or Baby Health Centre about Carnation for your baby.

Free illustrated folders on formula preparation in English, German or Italian are available from Carnation Co., 252 Swanston St., Melbourne, Vic.

Carnation

Milk

from contented cows.



MILK IN ITS MOST CONVENIENT FORM

LOCK UP WITH *Lockwood*



for top security..

Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security".

Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".

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

STREAM LATCHES.
Many popular durable finishes. No. 211 illustrated. No. 200 "Narrostile" also available.

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

307 SCREEN DOOR TOUCH LATCH.
Just push door to open, pull it to close! Easy to install and features strong snib.

NO'S 300, 300/101 LATCH.
Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.

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

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

OGDEN INDUSTRIES PTY. LIMITED
Edward Street, Huntingdale, Victoria.
Largest manufacturers of cylinder locks in the Southern Hemisphere.

from P-NG on leave, was mere one of a dozen NG men asking the same question in the Castlereagh Street bar of Sydney's famous Ushers' Hotel, and the reason for their query was that the Mortgage Development company had just announced it had bought Ushers and would close it down within a few weeks and turn it into business offices. For almost 30 years NG men—planters, officials, crocodile shooters—have been using Ushers as an unofficial meeting place while in Sydney. The probable betting on a new meeting spot: the bar at Aaron's Exchange Hotel, Gresham Street, which for some time now has had a sprinkling of NG drinkers among the wool men and share brokers who frequent it.

In Sydney on leave from his school mistress duties at Lifuka, Tonga, Miss Muriel Snell commented on a fact of Tonga which is common in other Pacific islands too—most enthusiastic buyers are users of native basket weaving and other crafts are Europeans. The Tongans prefer to buy European plastic handbags and leather suitcase.



A former resident of Fiji, New Hebrides and New Caledonia, Mr. Abraham Whippy, is now in England, working and studying. He plans to visit the USA. Photo: A. O'Grady.

Born on Papua's Kokoda Trail during a war-time trek just ahead of the Japanese, Cecil Natera, 19, February, was elected captain of Sydney's Oakhill College, Castle Hill, where he is a student. Said Cecil: "I am named after one of the Australian soldiers my father carried a stretcher-bearer on the Trail. My father never knew his last name. Said college headmaster Brotham: "Cecil has a natural ability to lead. He could be one of Papua's leaders in a few years."

In Federal Parliament, in early March, Mr. L. D. Clay expressed himself interested in the absence

es from Lord Howe Island, 436
les NE of Sydney, and directed
e following question to Health
nister Dr. Donald Cameron: "In
w of the fact that Lord Howe is
gularly blessed in many ways,
h as being represented by the
ourable member for West Syd-
t, freedom from newspapers, tele-
ones and the common house fly,
house fly having disappeared
y during the past five years, will
Minister ask the CSIRO to in-
tigate whether some useful para-
responsible for the disap-
rance of the house fly from Lord
ve Island can be introduced into
ustralia?" Dr. Cameron said he
uld get the scientific organisation
investigate the numerous pests to
ch Mr. Clay referred.

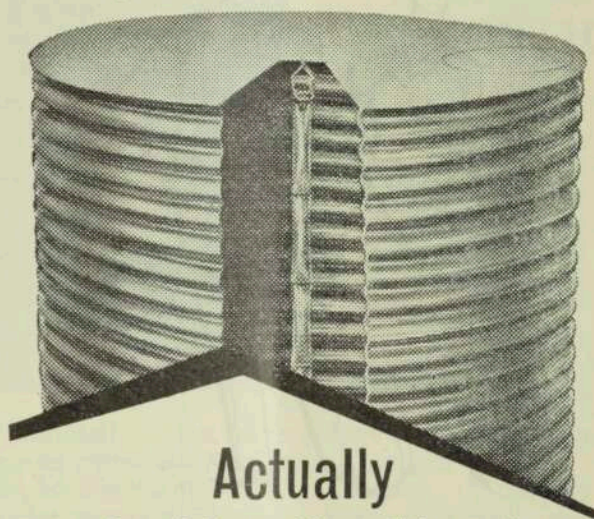


he Lutheran Church, Lae, in February,
Mary Wan was married to Mr. Jones
Also in the photo are Mr. Bernard
(best man) and Miss Marian Wan
(maid). Photo: Larry Chin

mong the movements of Se-
h-day Adventist missionaries
duled for February and March:
t. and Mrs. R. O. Yeatts, back
leave in the USA, have taken
ge of a new hospital now being
at Wabag, New Guinea.
stor L. A. Gilmore, of New
and, is returning to the NG
lands after an absence of some
s and will be stationed in
ag. Pastor L. T. Greive will
sfer from Tari to Mt. Hagen.
rd Howe Island has a new
ster, Pastor D. H. Watson, and
or W. P. Claus has been wel-
ed to Norfolk Island.
stor R. E. Cobbin has been ap-
ted to Buca Bay, Fiji, and
or Don Davies is on his way to
airn.

Guadalcanal schoolteacher Frank
otu has made local news in
iara by being the first Melan-
n elected to the Guadalcanal
—usually considered something
European outpost of Empire.
was nominated by two Admin-
on officers and accepted at the

What rust resisting miracle lies in this plastic tube ?



Actually doubles the life of new rainwater tanks!

Simply hang a TECT-A-TANK unit inside each new tank before its first filling. As water flows in, the unit becomes activated to deposit a lasting anti-corrosive film on the inside walls. Cannot harm water in any way. Never needs replacing. Costs only a few shillings. At all plumbers and hardware stores.



LYSAGHT TECT-A-TANK

Trade Enquiries: John Lysaght (Australia) Pty. Ltd.,
70-84 Clarendon Street, South Melbourne

(T86V)

The Wife and I . . .



We've been partners in running our home a long time. It was hard at first, but it's easier now because we budget and have A.N.Z. Cheque and Savings Accounts. We really enjoy the convenience of having both accounts at the one A.N.Z. branch — it saves time, effort and money. The children particularly enjoy having Savings Accounts at our Bank; they feel quite grown up.



You'll like banking at

A.N.Z. BANK

AUSTRALIA AND NEW ZEALAND BANK LIMITED
AUSTRALIA AND NEW ZEALAND SAVINGS BANK LIMITED

Cheque Accounts—Savings Accounts

ANZ642.2FC

annual meeting—after the general committee had referred the matter to the wider audience. Bugotu, a member of the BSIP's new Legislative Council and he made a good impression at the first Council meeting in December when he spoke intelligently and without bitterness about the dangers of discrimination.



Captain Joe Shephard, famous in the Pacific as senior flying boat skipper on the Coral Route service between Fiji and Australia until the old boats were withdrawn last year, has been awarded the Brackley Memorial Trophy by the Guild of Air Pilots and Navigators. The trophy is a memorial to British air pioneer, Air Commodore H. G. Brackley and the Duke of Edinburgh will make the presentation at a Guildhall banquet in London in April.

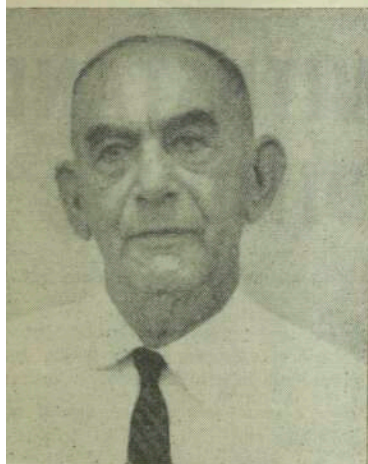
When Constable John Chute went into trouble while struggling with two violent men who attacked him after an incident in a Fiji salaried Fijian bystander Isoa Koroi went to the constable's aid and the men were overpowered. In January, Police Commissioner R. F. Beaumont presented Koroi with a £5 cheque for his help, and commented: "It is the duty of the police to assist the police. Unfortunately this is not fully understood in the community but it is the only basis from which law and order and stability in the community can be built."



The wedding of Miss Jan Duggan to Mr. Finn was celebrated at the Boroko Church, Port Moresby, on February 31. Photo: Papuan I.

Auckland, NZ, has a Tahiti Nui Club, which has been formed by former residents of French Polynesia living in NZ. Residents of French Polynesia passing through Auckland, or anybody with close links with that area, are invited to contact the president, Mr. N. Mara, or secretary, Mr. W. F. Barrie. Vice-president is Mr. Charles Halligan, and the committee includes Mrs. Germaine Duane, Mrs. W. F. Barrie, Gus Lindsay, Mr. Tony Lindsay and Mr. Frank Tumahai.

Writing to Norfolk Island's Administration news-sheet, *Norfolk News*, in February on the question of a forthcoming election to the Norfolk Island Council—a body which has been in the wars a lot lately—old Norfolk Islander R. H. H. Hobbs warned that electors were voting towards a number of “undictable and perhaps explosive candidates”. If electors didn't wake up now soon it would be too late and Norfolk would “only have itself to blame”.



Recent photo of Mr. A. M. Gurau, who in January was elected as one of the five Euro-pean members of the West Samoa Legislative Assembly. The four other members were elected from the previous assembly. See p. 20.

In Christchurch, NZ, in February, the “Leper Man”—Mr. P. J. Homey, secretary of the NZ Lepers' Board, received an unexpected letter in the person of Sir John Birch, retiring Western Pacific Commissioner, who was on his way home to England (see p. 10). Sir John called in to say how grateful he was for the work that the Lepers' Board was doing in the Western Pacific. The Board has three mission ships for medical work in that area and also established dispensaries and villages.

Ava businessman A. E. Pearce donated to Fiji a fully furnished home for elderly people. It can accommodate 13, and cost about £1000.



PERSONALITY OF THE MONTH



Pierre Smirnoff vodka is a Russian—an aristocratic Russian naturally, born in the days (1818 to be precise) when Grand Dukes were really grand, and a frequent visitor to the Court of the Czars in old St. Petersburg.

With the Revolution, the last Czar lost his throne and his life and Pierre Smirnoff became a world wanderer. Pierre Smirnoff went to Poland and then, a jump ahead of another political upheaval, to the United States. Here a remarkable thing happened.

Distilled to the traditional formula, brainwashed and bottled, Pierre Smirnoff became the constant companion of clubmen and millionaires, sportsmen and society women, fantastically popular, the romantic newcomer of the spirits world.

Soon Pierre Smirnoff had broken all records for new ways of drinking . . . the only Russian who could ever conquer the United States!

Now Pierre Smirnoff has come to Australia, made here by Gilbeys under agreement with the American owners, Heublein's, and well on the way to repeating its triumph.

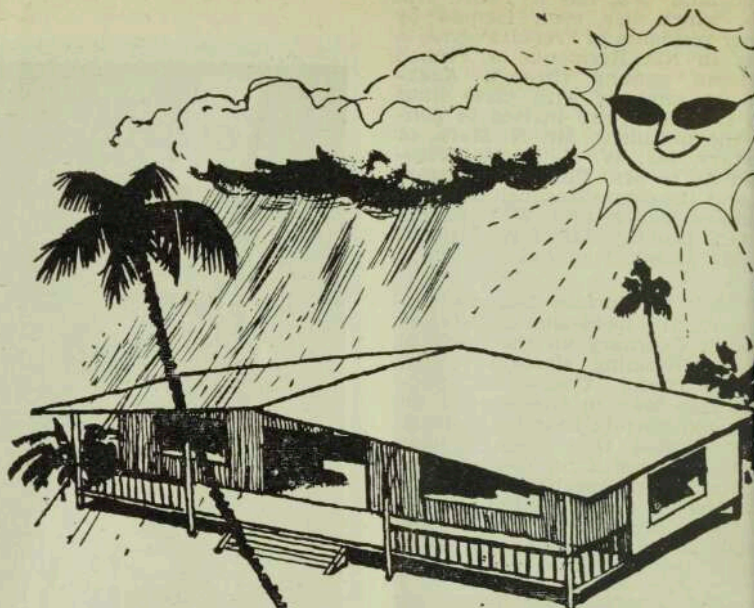
Colourless, made from pure grain spirit, Pierre Smirnoff, despite the legend, is no stronger than any other spirit.

Pierre Smirnoff vodka can be drunk plain “no taste, no odour” (though “almost no taste” would be more correct), or as the perfect blending ingredient of a multitude of mixed drinks. Try it yourself . . . we know you'll agree.

GILBEYS LIMITED

S 8972

A GUARANTEED
BEAUTIFULLY EVEN,
SATIN FINISH ENAMEL



MANUFACTURED TO WITHSTAND ALL TROPICAL CONDITIONS

Resists heat, humidity, mildew, fungus and mould! Satis-Tone gives beauty and long-lasting protection. Guaranteed free of any brush marks. Dries to a beautiful, even semi-gloss finish.

Satin-Tone is specially manufactured to stand up to the rigorous tropical climates. It dries hard—gives long-lasting protection to interior and exterior walls, ceilings and all woodwork. It's unaffected by steam and cooking vapours, which makes it ideal for kitchens, bathrooms and laundries. You can scrub it and scrub it without hurting or dulling its distinctive satin lustre.

Skilled colour stylists blended Satin-Tone's exceptional colour range. You can choose from a wide selection of strong colours and soft pastels. See them now at your nearest British Paints Limited depot or store.

IMPORTANT: For maximum protection against fungus and mould growth always treat new or previously painted surfaces with British Paints Limited's anti-mould solution.

Enquiries are invited from storekeepers to act as authorised agents for British Paints quality products.

Write to British Paints Limited, Box 43, P.O., Bankstown, N.S.W., Australia.



**BRITISH PAINTS
LIMITED**

Satin-Tone

SATIN FINISH ENAMEL

SOLD AND RECOMMENDED BY:

Burns Philp (New Guinea) Limited: Samarai.
Burns Philp (New Guinea) Limited: Port Moresby.
Burns Philp (New Guinea) Limited: Wau.
Burns Philp (New Guinea) Limited: Bulolo.
Burns Philp (New Guinea) Limited: Lae.
Burns Philp (New Guinea) Limited: Madang.
Burns Philp (New Guinea) Limited: Goroka.
Burns Philp (New Guinea) Limited: Wewak.
Burns Philp (New Guinea) Limited: Kavieng.

Burns Philp (New Guinea) Limited: Rabaul.
Burns Philp (New Guinea) Limited: Kokopo.
Burns Philp (New Guinea) Limited: Daru.
Burns Philp (New Guinea) Limited: Kainantu.

Steamships Trading Company: Port Moresby.
Kam Hong: Lae.
Scotts New Guinea: Lae.
Tang Mow: Wewak.
Laurie Chan: Rabaul.
Wong You: Buka Passage-Bougainville.

HONIARA, B.S.I.P.

A. C. Blair Ltd., Honiara.
F. C. Symes Pty. Ltd., Honiara.

FIJI

Burns Philp (South Sea) Co. Ltd., Suva.
Burns Philp (South Sea) Co. Ltd., Lautoka.

NORFOLK ISLAND

Burns Philp (South Sea) Co. Ltd., Norfolk Island.

IT'S CRISIS TIME FOR DUTCH NEW GUINEA

From a Special Correspondent in Canberra

The next few weeks could be crisis time for Netherlands New Guinea. If Indonesian huffing and puffing is to come to a climax, if the increasingly warlike statements of Indonesian leaders are meaningful, then March could be their chosen hour.

BECAUSE early in April the Indonesians will lose the propaganda initiative.

On April 5 the Netherlands New Guinea Council will sit for the first time, and the following fortnight there will be the inaugural meeting of the enlarged Papua-New Guinea Legislative Council, which has elected native members for the first time.

One of the Netherlands New Guinea Council's first tasks will be to advise on how the policy of self-termination should be put into effect.

There seems no doubt that the Council will report in favour of self-termination; all eight political parties are committed to such a policy.

The main questions to be decided are how and when.

Speed is the Question

Both these points hinge largely on the speed with which the Dutch can train sufficient natives to take over the task of administration.

Latest official figures show that there were fewer than 2,000 Papuan employees in the Administration, mainly in the lower grades, at the end of 1959.

But 34 of the 69 administrative districts were under Papuan heads, with administrative control over the inhabitants, irrespective of nationality.

Some Dutch authorities fear that the Indonesians may be tempted to make some spectacular move in an effort to counter the impetus toward self-government given by the creation of the New Guinea Council. The Dutch, however, may themselves make a spectacular move—such as internationalisation.

The Dutch point to the mounting diligerence of statements by Indonesian leaders. These statements include:

• "The struggle will be determined in West New Guinea itself."—Defence Minister General A. H. Nasution, August, 1960.

• "The problem is a military one."—Gen. Nasution, October.

• "It will be difficult for Indonesia to guarantee there will not be a meeting of armed forces."—The reign Minister, Dr. Subandrio, December.

• "A situation endangering world peace."—The Chairman of the Indo-

nesian Nationalist Party, Dr. Ali Sastroamidjojo, December.

• "No one can hold Indonesia responsible if it is obliged to adopt stronger measures in the face of the continuing Dutch policy of force."—Indonesian Ambassador to U.S., December.

• "The Indonesian people are determined to settle the issue within little time in the beginning of the New Year. Dutch forces may have



Throughout Netherlands New Guinea and Papua-New Guinea in February the native people were voting. In NNG they were holding the second and final stage of the elections to the first New Guinea Council. In P-NG they were selecting voting representatives for the election on March 18. Here in Port Moresby, a lone woman candidate Stephanie Maino, an assistant welfare officer with the Administration, looks forlorn as she awaits votes. She was not selected.

Photo: K. Vellacott-Jones

PACIFIC REPORT

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

"Excellent" Chance of Oil in P-NG—119; Tonga is Now on the Air; Income Tax is Troubling Some in Fiji—110. Rabaul Airport to be Improved; A Pacific "Navigator"—121.

P-NG Natives Want More Wages—122; P-NG Air Weight Restrictions—125; Expensive Malaria Fight; Gaoled for Supplying Liquor—127; NNG to Grow Rubber; NNG Film Censorship; "Critical" Period for Fijians; Norfolk Thinks It's "Theirs"; New Govt. Offices for Honiara—129; The Muu Muu Has Arrived—130.

Heavy Food Loss in N. Caledonia Cyclone—131; P-NG Assault Charges—133; Lautoka Has a Wharf at Last—134; Luxury Hotel Plan for Noumea; Dutch Protest at Indonesian Landings—137; Norfolk Weed is Too Tough to Handle—138; Suva Spends All the Money; Why Does P-NG "Buy Foreign"?; Fiji's Magnetite Discovery—139; Mick Leahy Loses Tick Case—140.

to face Indonesian forces."—Dr. Subandrio, December.

• "Military conflict might break out at any moment. Invasion in New Guinea is imminent."—Indonesian Military Attache, Bonn, January.

Nearer home, a man who has worked unstintingly for better Australian-Indonesian relations, the retiring Indonesian Ambassador to Australia, Dr. A. Y. Helmi, said on his departure from Canberra at the end of February that he believed Indonesia's friendly relations with Australia would be unaffected by West New Guinea.

Dr. Helmi said that Australia was a third party in the dispute and "was not directly concerned".

No Military Alliance

A newspaper report which emanated from Hongkong in February of an undercover military alliance between Australia and the Netherlands in the event of Indonesian aggression against West New Guinea, is incorrect.

If Indonesia were to attempt to move into West New Guinea it would be reasonable to assume that Australia would quickly strengthen her own very light forces in Papua-New Guinea.

But open military support to the west of the border would be a very different matter.

The Dutch appear to be reconciled to this.

There is official Dutch recognition of these basic facts of life:

• Dutch interest in Australia's Near North is temporary.

• The Dutch have declared their intention of granting self-determination to the West New Guinea people as soon as they are able to accept it.

• When that happens, the Dutch



P-NG ELECTIONS: The P-NG Director of Native Affairs, Mr. J. K. McCarthy, (centre, top picture) congratulates four successful voting representatives who were elected in the Port Moresby area in February to help vote in the final P-NG elections on March 18. Lower picture, a P-NG official photo, shows the voters lined up for the ballot.

will no longer have any interest whatever with South-East Asia and the Pacific.

• The Dutch recognise—ruefully—that they cannot expect military support from Australia, which, they admit, must seek to remain on good terms with the country which will be its nearest neighbour for all time, Indonesia.

Another report which got some space in Australia in February, but which is not correct, is a New York report of an angry clash in Washington between Prime Minister Menzies and President Kennedy over Netherlands New Guinea.

The American and Australian viewpoints on West New Guinea are obviously not the same, but that does not make for an "angry clash".

Mr. Menzies is believed to have

taken the opportunity during his brief Washington talks to explain Australia's special interests in the area, and to have recalled that much Australian and American blood was spilled in its defence.

President Kennedy is understood to have put the view that the United States, with its long history of anti-colonialism, had to refrain from voting on the issue in the UN. There was nothing new in this.

U.S. attitude is that it cannot afford to embroil itself in the area by seeming to espouse what much of the world believes to be Dutch "colonialism".

Such a stand leaves America's relations with Australia on the Netherlands New Guinea question much the same as Australia's present on-the-fence attitude to the Dutch.

TWO NG COUNCIL ELECTIONS ALMOST COMPLETE

Netherlands New Guinea and Papua-New Guinea will inaugurate new Legislative Councils in April, thus bringing the move towards independence closer. NNG will get council for the first time—P-N will have an enlarged council, with natives elected for the first time.

AN Australian Parliamentary delegation, led by the Minister for Territories, Mr. Paul Hasluck, will attend opening meetings of both councils.

Elections for the NNG Council known as the Raad—have been completed, but final results were not known when this issue of PIM went to press. Final elections on the Australian side of the border were to take place on March 18.

Sixteen of the Raad's 28 members are elected and 12 appointed. In early results, three Dutchmen have been elected, including a Holland lawyer, Dr. O. de Reike, who has been an outspoken critic of the Administration. He says the Government is moving too slowly towards independence.

Electoral Colleges

There are 14 electorates, but only two, Hollandia and Manokwa, are there direct elections. The others use the electoral college system.

The New Guinea Raad will replace the old Council of Directors whose members were Administrative departmental heads.

Native representation in the enlarged 37-member P-NG Legislative Council will be limited to 11—six of whom will be elected by a portion of the native population (500,000 out of 1,800,000). They also will be elected by the electoral college system.

There were no elected natives of the old Legislative Council, which was established in 1951.

A total of 20,000 eligible European voters will elect directly six European members (three more than the old Council). However, little more than 6,000 of these bothered to enrol for a vote—a fact which brought forth the comment from Administrator Cleland that not many Europeans were apparently interested in political development. There are nine Europeans and 10 natives, standing for six European and six native seats.

The New Guinea Raad will hold its inaugural meeting on April 14 and the P-NG Council will meet on April 14.

No Solution of Troubles in Sight

The Fijians Grimly Hold The Balance

From R. W. Robson

Suva, March 6.

An announcement by the Fiji Government on February 28, that it proposed to introduce a little constitutional reform by admitting four non-official Legislative Council members to be supervising "members" of selected Government departments, has been received with general disappointment.

FOLLOWING the virtual collapse of the Burns plan—the result of stubborn and uncompromising position by the Fijians—it was hoped that something really positive could be done by the Colonial Office to meet the Colony's clamant need. As has been so often pointed out in recent years, the Colony is being carried steadily towards economic trouble by over-population and under-development.

It has everything except a control—plenty of good land, communities (some of them) able and eager to work, an equable climate, reasonably quiet political conditions. But the population is now over 1,000,000; and, with Indian birth-rate at a phenomenal 42 per thousand a year, and the Fijian birth-rate at 31 per thousand (also remarkably high), it is increasing rapidly.

So also is unemployment, and public discontent. The call is upon the Government. Since the Government cannot itself implement the Burns plan, and is without the high-powered Development Commissioner recommended in the Burns Report, the Government must find its own way out of an increasingly dangerous situation.

The Governor's Plan

When it was announced that Sir Kenneth Maddocks had, ready for release, a constitutional reform plan, hopes rose. It was thought that selected men of Fiji might be admitted to that section of the Government which makes policies and exercises real executive power. The Governor's plan is very simple.

Four non-official men will be selected from Legco and (if they are not already there) added to Executive Council. As "members" they will supervise certain administrative departments—but they will have no authority.

If they have criticism, constructive or destructive, they must carry it to Executive Council. Then, they must strictly support whatever decision is reached by Executive Council, whether they personally approve or not.

As Executive Council is dominated by the Colony's three top bureaucrats (Governor, Colonial Secretary and Finance Secretary) the Legco "members"—either alone or as a quartet—really will have no authority; they are necessarily "yes-men".

It is provided that if they will not accept Executive Council decisions, they must resign.

"To Become Ministers"

After a certain period (an official explanation says "three or four years") the system (it is hoped) will produce a number of men competent to accept posts as Ministers in charge of Departments, with a Minister's usual duties and responsibilities.

But it is indicated that the majority (and therefore the policy-making and executive power) in

Lower Plantation Incomes in 1961

The average UK c.i.f. price for copra during February was £Stg.62/17/6—and this was £Stg.1/12/6 better than last month. During February, prices recovered from the low point of January and on February 10 were over £Stg.64. Unhappily they dropped again towards the end of the month.

All in all, 1961 could be a crucial year for all planting in the South Pacific. Copra, cocoa and rubber prices have all dropped and coffee prices also remain low. At the same time cost of production in all of these industries tends to rise all the time—especially in Papua-New Guinea where all these industries are important.

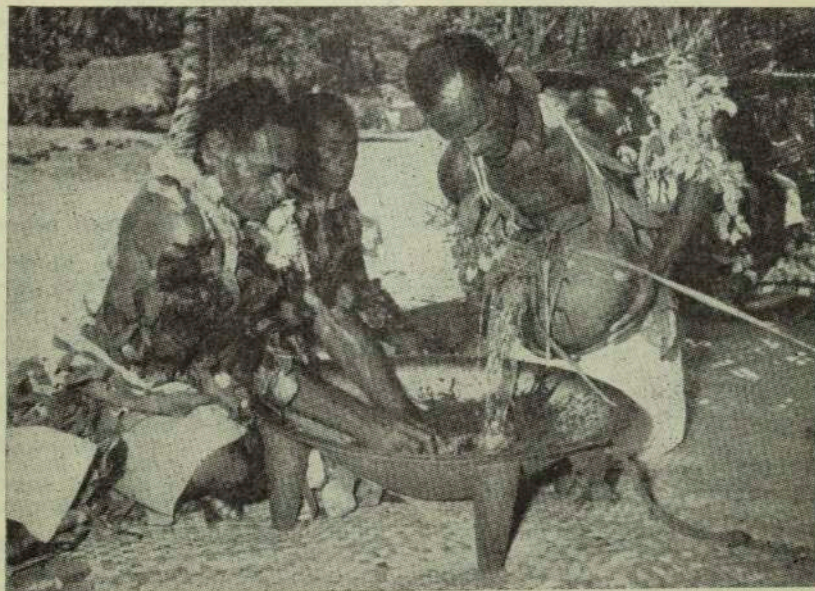
Labour costs are going up and so are many plantations' supplies.

Exco still would remain with the Colonial Office's top bureaucrats.

Thus the innovation of these "members" would have no impact whatever upon the Colony's present serious situation.

The Colony needs planning, and drive and ruthlessness now in its Government, to deal with an urgent and peculiar situation.

And all the governmental authority is concentrated in the hands of the Governor (Sir Kenneth

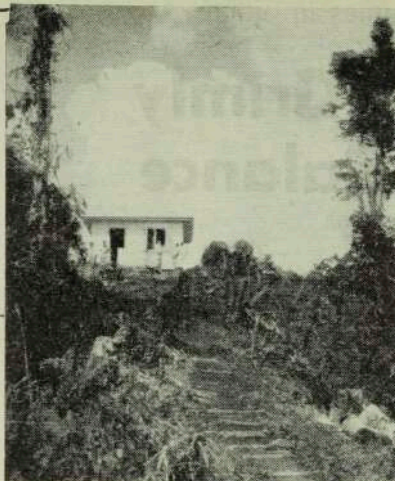


FIJIAN WELCOME: Fijian villagers of the Sigatoka district of Viti Levu who have never before been visited by any Governor of Fiji, gave a spontaneous welcome to Sir Kenneth Maddocks when he visited there in February. Sir Kenneth reached one of the villages, Malomalo and some others nearby, by travelling on a special engine on a narrow gauge sugar railway track, because there are no roads. Here the men of Malomalo prepare yaqona during a ceremony of welcome for the Governor. Photo: Rob Wright

STUDENT-FARMERS

A student farmer scheme has been started at Navuso Agricultural School, Fiji, following upon the recommendation of the Burns Commission. Twelve students will live in small cottages—and each will farm subsistence and cash crops, for a monthly allowance. Here is one of the houses, built by trade students from the Ratu Kadavulevu school on land cleared by the boys. In a few years it is hoped the scheme will be self supporting.

Photo: Rob Wright



Maddocks, who spent most of his official life in West Africa and never saw Fiji before 1959), Mr. Macdonald (Colonial Secretary) and Mr. Bevington (Finance Secretary).

Messrs. Macdonald and Bevington are Colonial Office career men, who have spent many years in and around the Pacific; but they are not trained for the rough-and-tumble of politics—and it looks now as if rough-and-tumble politics is the only thing that will give Fiji what it wants.

The "member" idea might have served admirably in Fiji if introduced 10 or 20 years ago. In Malaya it has been a success, and has led on to the introduction there of the Cabinet system. But, while Malayan conditions in some respects resemble those of Fiji, they lack the growing urgency now behind Fiji's problems.

Here it is again a case of too little being proposed too late.

Silence and Suspicion

The Fiji Times, expressing criticism and disappointment, urged that the Governor's "reform" proposals be postponed for a while, and that efforts be directed towards the early assemblage of an All-Fiji Constitutional Convention.

It urged that all classes should be given an opportunity of discussing the Colony's problems, and of co-operation with the Governor in devising a form of government which would preserve Colonial Office supervision while giving the people of Fiji a much larger and more useful voice in the government.

But nothing came of it. There is not one solitary move among the communities towards national unity.

In 1959, during the Burns inquiry, there were signs that Fijians and Indians might get together, for the common good; and hopes were high that all communities would unite to promote good feeling and development.

It would have been so easy. This Colony, under direction and control, could support three times 400,000 people in comfort and peace.

And then came the disastrous sugar deadlock of 1960, and clear evidence of the bitter, uncompromising and unscrupulous machinations of an influential section of the

(Continued on p. 143)

COOK ISLANDERS WANT ACTION ON LIQUOR

Firmer action to combat the mounting rate of drunkenness and illegal consumption of alcohol in the Cook Islands seemed forecast following a meeting of community leaders at Rarotonga in February.

At the meeting, there was general agreement that the problem was increasing and that some action would have to be taken.

THE following seven-point resolution was agreed upon:

- The sale of malt and hops should be controlled and restricted.
- Penalties for brewing and illegal consuming should be increased.

- There should be a programme of education and a combined campaign by the churches and the Social Development Department to attack the problem.

- There should be wider police patrolling of country areas.

- There should be no racial differentiation in the treatment of persons found breaking the liquor laws.

- Great care should be exercised in the introduction of proposed new legislation which would make liquor more freely available.

- There should be some control on the migration of people from the outer islands to the main island of Rarotonga—as landless and jobless persons appeared to be the worst offenders in crimes of drunkenness and associated crimes.

During the meeting, the Chief of Police said that over the past 10 years there had been 6,000 convictions for consuming alcohol without a permit, 354 convictions for brewing, and 136 convictions at Rarotonga alone for being in illegal possession of alcoholic liquor. The island has a population of under 8,000.

Samoa Picks A "Vital" Cabinet

From our Apia Correspondent

The Prime Minister, Fiamataafa, and five of his eight Cabinet ministers, retain the posts following the general elections in West Samoa of February 4.

THE new Legislative Assembly which met for its inaugural meeting on February 14, unanimously passed a vote of confidence in the Prime Minister, which thus enabled him to appoint his Cabinet for the next three years.

And the next three years will be three of the most important in West Samoan history—embracing as they do a period before and after the expected date of West Samoan independence—January 1, 1962.

The five Cabinet Ministers who retained their old portfolios are the Minister of Justice, Anapu Solofa; Minister for Post Office, Radio and Broadcasting, Fa'alava'au Galu; the Minister for Land, To'omai Lilomaiava; the Minister for Works, Mr. F. C. F. Nelson; and the Minister for Education, Tuatagalo Leutele.

The three new names in Cabinet are the Minister for Health, Tufu Fatu; the Minister for Finance, Mr. G. F. D. Betham; and the Minister for Agriculture, Asiata Lagolago.

The three new Ministers actively participated in the previous Legislative Assembly, and Mr. Betham sometimes strongly criticised government policy.

Some Criticism

They replace in Cabinet Lualu manuvae and Mr. E. F. Paul (neither of whom stood for re-election), and the former Minister of Agriculture, Tualalelei Mauri, who lost his seat in the elections.

The new Cabinet has not had the undivided approval of either the Assembly or the public. Some people feel it would have been wiser for the Prime Minister to have appointed a complete new Cabinet, and to strengthen his position with the many new members of the Assembly.

Following the elections, more than half the members are newcomers to the political scene.

As predicted (*PIM*, Jan., p. 17) there was a tendency by the Samoa electorates to elect younger and presumably more active representatives.

In 41 of the Samoan constituencies, 21 nominated only one candidate who was thus elected without a ballot. Two constituencies did not nominate candidates by the

(Continued on p. 141)

Sir John Gutch Looks Back—and Ahead

Future Of New Guinea And Solomons "Is Together"

By a Staff Reporter

Native-dominated governments of Papua-New Guinea and the British Solomons may one day choose to bring their territories together in some kind of association, and it would be a good idea if their present administrations keep the possibility of such a development in mind.

THIS is the view of Sir John Gutch, retiring High Commissioner for the Western Pacific, who says he personally would like to see some kind of association, although, he stresses, the ultimate decision would eventually be a matter for the people themselves.

Sir John Gutch was speaking in Sydney in February, en route to London on retirement after spending his last five years in the Colonial Service as WPHC.

He and Lady Gutch spent three weeks in Australia visiting friends, and later went on to New Zealand on a holiday tour, from where they will board a ship home via the Panama.

Can't Predict Targets

Sir John said he was unable to predict any target dates for the emergence of native-dominated governments in the islands.

He said he was unable to predict what form of association the territories might decide on, if they decided in favour of one at all; whether it would, for instance, be as strong as a federation.

But personally he believed that the territories had common problems, shared interests, and that their destinies would be together one day. Developments in New Guinea were bound to have an impact on the British Solomons.

"If the type of co-operation which at present being undertaken by PNG and the BSIP were continued and extended, the Melanesian people of the two territories would become increasingly aware of one another, and thus some type of association would emerge fairly naturally," said Sir John.

"Australians for this reason should be very interested in the kind of co-operation which is already going on. That northern island chain is very important to Australia.

"Because of Australia's position and influence in the South Pacific, we must clearly play a leading part in shaping the future of the Melanesian people.

"The Australian people ought to be more aware of possible future developments than they are. I would like to see them more conscious of the Solomons and what it is doing, and what it can do."

Australia Can Help

Sir John said there was already an increase of administrative co-operation between islands of the Western Pacific High Commission and Australia in various fields, including that of education, which was very important.

Australia could probably help more in the sphere of education in the Western Pacific than in anything, and had already expressed her readiness to give help under arrangements arising out of the Commonwealth Education Conference of 1959.

At present a man each from the



NEW HIGH COMMISSIONER: Mr. David Trench, new High Commissioner for the Western Pacific, arrived in Honiara from Hongkong with his wife and daughter on March 4, and was sworn in the same evening. Mrs. Trench is an American.

New Hebrides and the BSIP were at Australian secondary schools under scholarships provided by the Commonwealth Government.

Some technical students from the Solomons were also at present undergoing technical training at Malaguna, Rabaul (the Protectorate paying for them).

Arrangements were in train for Australia to supply an instructor for some months to give teacher training to local teachers in the Solomons. This was something in the nature of



Sir John and Lady Gutch, aboard the Matson liner "Monterey" in Sydney in February shortly before they sailed for New Zealand. They made a brief NZ tour before going on to London.

New Hebrides' Land Case

The New Hebrides Joint Court in late March will hear a case in which the French Government is seeking an injunction to stop Burns Philp erecting a building on land on the west side of Port Sandwich, Malekula, Island, pending final determination of the ownership of the land.

The case will be defended by Mr. H. P. Ragg, barrister and solicitor, of Auckland, who is the son of Sir Hugh Ragg, of Fiji. Mr. Ragg was until recently practising in Fiji, and many Vila people would like him to establish a law practice in Vila.

a "crash" programme, to supplement the normal teacher training being carried out at the Solomons Training College near Honiara.

Sir John said that one problem was that the islands of the Western Pacific could not at the present stage supply students of sufficient qualification for University education.

But this would come as the flow of students from the Protectorate's secondary school increased, and the provision of places at university and technical institutions would then be a means by which Australia could give vital help to the Solomons.

Needs More Money

Sir John said the BSIP needed more money for its development.

This was despite the fact that the sums which the UK Government was putting into the BSIP compared favourably, in proportion to the Protectorate's 100,000 population, with what the Australian Government was contributing in P-NG, with that territory's population of almost 2,000,000.

For 1961, the BSIP had a grant-in-aid of some £400,000 which he hoped would be matched by development funds of about the same figure.

This should enable the Solomons to maintain services adequately, and to continue a "reasonable" measure of expansion.

Sir John said he considered it was important to provide economic development which would increase local revenue to bridge the gap and not depend solely on the UK Government for bigger grants.

That was why the Protectorate was hopefully building up its cocoa plantings, had plans for increased timber extraction, and was spending a lot on geological surveys. A recent discovery of copper on Guadalcanal could prove interesting.

(Continued on p. 143)

Mountbatten's Visit

Story Of A Suva Telephone Call

By a Staff Writer

It was late in the evening of Thursday, March 2. A telephone rang in the residence of a well-known Suva man.

I AM not going to say which telephone—but you will find the number among the first dozen names listed in the Suva telephone book.

The caller asked for Mrs. Blank. Presently, Mrs. Blank responded.

"This is Mountbatten speaking," said a quiet, cultured English voice. "Do you remember me?"

The lady gasped. "Yes, yes, of course, I do. But I cannot imagine how you remembered me."

The caller laughed—that engaging chuckle that is characteristic of the famous British leader and his even more famous nephew.

Three Decades Ago

He told Mrs. Blank that, although more than three decades had passed since he visited Fiji as a young aide, with the then Prince of Wales (remember young Edward's tour just after World War I?) he had never forgotten his charming dance partner at a Suva Government House ball.

Naturally, the lady was flattered. Perhaps the setting had something to do with it. That evening (March 2) a gorgeous full moon lent enchantment to the view over Suva from Government House hill.

Perhaps it was the dinner. A number of distinguished officials met Admiral of the Fleet Earl Louis Mountbatten at the Governor's hospitable board, and the distinguished visitor was in the mood to exchange airy badinage with old comrades of the Services. They say that that famous leg-puller, Ratu Edward Cakobau, had his own leg well pulled.

Whatever the cause, Mountbatten's kindly action, based on a pleasant memory of Suva of many years ago, will never be forgotten in one Suva household.

Most Informal

The official who controlled Mountbatten's visit to Suva embarrassed the Governor. Many Suva groups—especially Services groups—would have liked to meet the famous man who has so deeply influenced the Royal Family and the post-war Empire. But the ukase went forth: "His Lordship will see such-and-such groups between 6.15 and 6.30"—or some such time.



Earl Mountbatten speaks with Corporal Jonetani Ratu Tokarua, of the Fiji Military Forces band during his Fiji visit. The corporal served in the Solomons and Malaya.

Photo: Rob Wrig

The groups met him briefly, as scheduled. But his Lordship swept protocol aside. He spotted a knot of ex-servicemen, with medals up, and in one minute he was among them and among them he stayed, exchanging reminiscences of wars in many theatres, while his wretched aides panted impotently in the background.

It was the same at Nausori airfield next morning, when the big limousine swept in to let his Lordship catch a chartered Heron for Nadi. His Lordship was supposed to step out and walk through a line of perspiring officials, to the aircraft.

Not Mountbatten. He got out the wrong side of the car, and strode over to a be-ribboned group of ex-servicemen, led by Maurice Scott, a daredevil flier of World War I. They met last somewhere east of Baghdad, when war conditions definitely were sticky; and both remembered the occasion.

He kept the plane waiting while he heard one of Mr. Scott's less risqué stories, and told one of his own, and while he learned the origin of most of the more notable of the ribbon shown by those men.

Mountbatten's visit to this small capital was very much a private occasion, and he dealt with British Commonwealth defence matters, as they affected Fiji, in about ten minutes.

But the occasion will not soon be forgotten by some servicemen—and by one much-envied matron of Suva.

TEAL'S FUTURE WILL BE DECIDED SOON

In Canberra, in early March, the Australian Minister for Civil Aviation, Senator Paltridge, and the NZ Minister for Transport, Mr. McAlpine, ended discussions about the future of TEAL. The Ministers said they could release no details until after the two Cabinets had studied the scheme.

THEY said simply that they had agreed to recommend "certain action on the future ownership and operation of TEAL", which was in the best interests of both countries.

The off-the-record tip was that Australia would give NZ controlling full interest in TEAL, and that TEAL and Qantas would be able to compete against each other if they found it necessary.

At the moment TEAL has the monopoly of the Tasman service.

TEAL wants to go out on its own, for it has been unhappy for a long time over what it believes to be Australian interference with plans it has had for extension and equipment.

BOAC's Interest

Meanwhile, Sir Matthew Slattery, chairman of British Overseas Airways Corporation got the full treatment from Press, radio and television when he visited Australia about the same time.

In New Zealand, Sir Matthew had talks with the New Zealand Government over future operations of TEAL, because, as Sir Matthew put it, both his airline and TEAL have similar aspirations with regard to the Pacific.

BOAC wishes to continue its present service from the UK which terminates in San Francisco, down through the Pacific to Sydney.

Qantas already carries the Commonwealth flag on this service, but BOAC's chairman says that they could not be in active rivalry with Qantas over this route—but "in association with", as they already are on the Kangaroo route to London.

TEAL, of course, wishes to extend its present service beyond Tahiti where it now terminates, either to Honolulu or to the North American west coast. Sir Matthew feels that they do this, they will need bigger aircraft and he has proposed a partnership with TEAL in which BOAC would lease jet airliners to them. At present, TEAL is jointly owned by NZ and Australia.

(Until a few years ago the UK Government also had shares in

(Continued on p. 141)

Tongan Sued for Breach of Promise

Leading Tongan boxer Johnny Halafih, in Auckland in early March, was directed to pay £550 damages to Miss Lucia Riggs, 23, for breach of promise.

The case created a great deal of interest.

Miss Riggs, who was born in Tonga and educated in Auckland, sued Halafih for £1,500, claiming that Halafih promised to marry her when she was 17, and that he broke off the engagement by letter from England in 1959.

Halafih, 26, now lives in England and is married to an English girl.

Halafih admitted the engagement but in defence said it was broken off by mutual consent.

The case was heard by a Supreme Court judge and jury.

"ADAPT NATIVE RITES" AS A CHRISTIAN CEREMONY

The tribal initiation rite carried out in Korogo village on New Guinea's Sepik can, with some modifications, be adapted to serve as a preparation for the Christian initiation ceremony of Confirmation, according to Rev. Dr. Henry Aufenanger, SVD, a Divine Word missionary in New Guinea since 1933.

WRITING in the current issue of the US Catholic paper *World-mission*, edited by Most Rev. Fulton Sheen, and published under the sponsorship of the National Office of the Society for the Propagation of the Faith, Dr. Aufenanger said his on-the-spot studies had convinced him there was nothing in the Korogo initiation rite that could be considered immoral.

A revival of initiation rites at Korogo had prompted an investigation by Father Aufenanger.

"It is my firm opinion that the ceremony can be permitted and ought to be allowed," he said.

He called for Christianisation of the custom as an aid to better answering the religious needs of the people.

Father Aufenanger, who earned his PhD in anthropology at the University of Vienna and is a regular contributor to anthropological reviews, explained that the most important part of the initiation rite at Korogo was a series of

(Continued on p. 141)

THE P-NG ELECTIONS

What sort of men are the 108 native Papuans and New Guineans who offer themselves to six electoral colleges of voters on March 18? What manner of men—or women—raise their heads from a mass of 2,000,000 to try for the Territory's first native Legislative Council elections? They must be of interest to history—not necessarily because they are elected (for only six of 108 will receive that honour) but because they nominate at all. For these are P-NG's first budding politicians.

WHAT MANNER OF MEN ARE THEY?

THEY come from all walks of native life—over one-third of them have entered their occupation simply as "village native". In addition, there are a few school teachers; half a dozen luluais; clerks; truck owners and drivers; an imposing array of Native Local Government Council presidents; co-operative and other native association secretaries; public servants—and one lone goldminer.

But what they do for a living is less important in this context than how they appear to other men. There is not, in the entire 108 of them, one who can be regarded as a national leader.

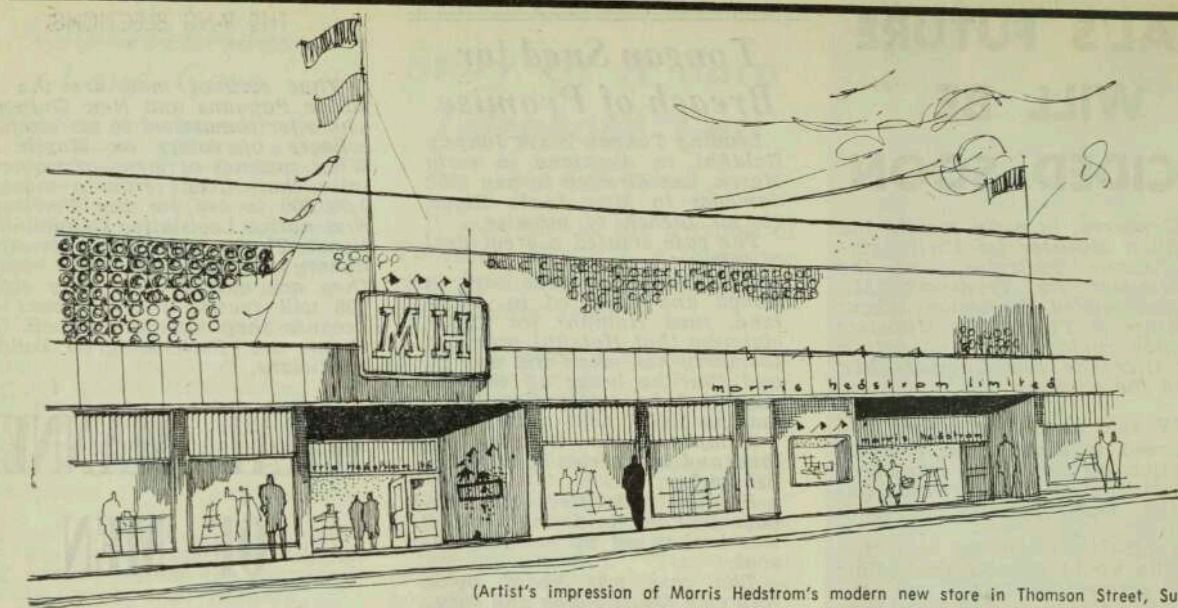
Not Widely Known

One may have a certain amount of influence around, say, Port Moresby, or Rabaul—and none at all in Wewak or Goroka, where even his name will likely be completely unknown to the people.

Prominent natives are far better known to the European community than to the native community, although few Europeans even of 30 years residence know more than half a dozen of the candidates well.

Mr. Hal Evans, before he left New Guinea to live in Sydney a couple of years ago, had the distinction of being one of the youngest old-timers there. He went to Rabaul as a small boy in the 1920's, and except for some time at school in Australia, grew up there. He lived and worked closely with natives all these years and, at the end of his Administration career, organised the now flourishing Native Co-operative Societies in New Ireland.

(Continued on p. 141)



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

MORRIS HEDSTROM LTD.

General Merchants, Produce Buyers, Importers and
Exporters, Ship Owners, Plantation Owners, Commission
and Insurance Agents.

HEAD OFFICE :: SUVA, FIJI

AUSTRALIAN REPRESENTATIVE:
Morris Hedstrom (Aust.) Pty. Limited,
Wales House,
27 O'Connell Street,
SYDNEY

LONDON OFFICE:
Morris Hedstrom Limited,
Barclay's Bank Buildings,
73 Cheapside,
LONDON, E.C.2.

REGISTERED CABLE ADDRESS:

Deuba—Suva, Morrished—Levuka, Morstrom—Sydney, Suvamark—London, Morrisco—Nukualofa, Deuba—Apia.
CODES: All.

SOLE AGENTS FOR:

A. B. Bahco Primus Products
British Drug Houses Ltd.
China Navigation Co.
'Chula' Copra Dryers
Electrolux Limited
Ford Motor Co.
General Electric Co., Ltd.
Goodyear Tyre & Rubber Co.

Imperial Chemical Industries Ltd.
Matson Navigation Company
Max Factor & Co., Inc.
Pacific Islands Transport Line
Ransomes Sims & Jefferies Ltd.
Rootes Ltd.
Vacuum Oil Co. Pty. Ltd.
Yorkshire Imperial Metals

Morris Hedstrom Limited are LLOYD'S AGENTS in Fiji and Samoa

*For Friendly Service and Complete Satis-
faction it's Morris Hedstrom Limited in*

FIJI — SAMOA — TONGA

COMMENTARY

How Unlucky Can You Get?

SOME people in Tahiti don't like American hotel interests. They say the local French administration has "sold out to American capitalism" merely so it can get hotels built. The whole developing Tahiti tourist industry, they say, has been put in the hands of those thoughtless capitalistic Americans.

We wonder how many other South Pacific territories will read the report about this on p. 63 and howl not because they have found themselves in Tahiti's sorry plight, but because they haven't!

There are territories in the South Pacific who would give the whole next year's budget if only they could encourage one good American hotel man to come in and boost up the local tourist trade, the way these American capitalists are doing in Tahiti.

If the Tahiti critics have found any way of getting free enterprise, either from America or from anywhere else, to develop an industry, nothing, we wish they would let all know about it.

☆ ☆ ☆
Please, Mr. Menzies—

More Presents!

EVERN as early as March, speculation was rife amongst the crystal-ball boys as to what revolutionary notion Australian Prime Minister Menzies would bring back from the Commonwealth Ministers' Conference this year. It was being freely tipped that it would be a "firm target" for self-government in Papua-New Guinea.

It will be remembered that it was in Mr. Menzies' came back from the Conference in 1960 that he made his historic remark that he believed that it was "better to self-government too early than too late". That was on June 20, 1960, and although the remark later qualified, it was a milestone in New Guinea history. Things have not been quite the same since.

In 1960, was, of course, because of the Congo debacle which has shocked the world that "too soon" sometimes be disastrous, but much this has tempered Mr. Menzies' thinking is not known. The present speculation about setting a target date for P-NG self-

government is inspired by (a) Mr. Menzies' talks with President Kennedy in Washington, which are known to have included the West New Guinea situation; (b) his later talks with the Foreign Minister in the Netherlands; and (c) the recently reaffirmed intention of the Dutch to be out of New Guinea within 10 years if they can possibly manage it (which they may not).

There is a school of thought that believes that when independence comes to Netherlands New Guinea, Australian New Guinea cannot afford to be far behind—a school of thought that makes no allowance for the fact that although the Dutch have excellent reasons for getting out of New Guinea, Australians have equally good ones for staying.

In 10 years' time, if the Dutch have left, does Dr. Soekarno, of Indonesia, go quietly, honour satisfied? Does he still claim West New Guinea as his own? Does he exert any pressure on the new native Prime Minister?

No matter what state of political advancement P-NG has reached at that stage, Australia is still going to have a vested interest in the answers to those \$64 questions.

It seems likely, in any event, that the tidy disposal of New Guinea will be small beer at this year's Prime Ministers' Conference with South Africa and Rhodesia already on the mat. Mr. Menzies, as a statesman and a realist, no doubt

The Geologists May Win

Bodies of high grade copper sulphide ore have recently been discovered in an area near Mount Gallego, not far from Honiara, BSIP. A Canadian company has applied for a prospecting licence.

In January last year mining began of manganese deposits on Hanesavo, BSIP, and by June 176 tons, worth £8,000, had been exported.

Meanwhile, the Australian Bureau of Mineral Resources, and the British Phosphate Commission are showing interest in phosphate deposits on Bellona, and more is likely to be heard.

All these developments are of interest in view of recent criticism in the BSIP Legco of the "lack of real results" from the expenditure on the BSIP Geological Survey Branch. Geologists everywhere are notoriously slow in getting results, but it could be that the BSIP is on the threshold of some real development, especially as a number of other Canadian companies have recently shown serious interest in BSIP geology. The BSIP badly needs this kind of development and it would be foolish to curtail this work now.

occasionally thanks his Presbyterian God that his forebears chose to settle in Australia and not Africa; and that Fate decreed that he should be, not the PM of a five-sixths black South Africa, but of an almost white Australia, where the original inhabitants were disposed of many generations ago.

Where your great grandfather or grandfather happened to settle has a profound effect on the way you view racial relations today although the majority of Australians, Canadians and New Zealanders are so busy yelling "Pull up the ladder, Jack—I'm alright", they haven't much time to spare for counting blessings.

One of the toughest roles in which to be cast today is as a member of a white minority in the black country, and—notwithstanding what sort of gift Mr. Menzies brings back for P-NG in his brief case—all the signs are that it's going to get tougher.

☆ ☆ ☆ BSIP, P-NG Should Have Those Aircraft

DUE to "circumstances beyond its control", Trans Australia Airlines has been unable to commence its Fokker Friendship services in Papua-New Guinea and on the Lae-Honiara, BSIP route.

The "uncontrollable circumstance" in this case is the Territory's old friend, the Department of Civil Aviation, plus, it seems, pressure brought to bear from another quarter.

Up until mid-March, DCA had not issued the necessary licences for TAA to operate the Friendships either in P-NG or on the Honiara route and until the Department does this, there is nothing the airline can do but wait.

TAA had made all the arrangements for fuel supplies along the routes to be used (the Friendships are turbo-prop aircraft and use a kerosene-type fuel) and had also organised the extra cabin service that the use of these aircraft will permit for the first time in P-NG.

The fact that they have not been permitted to operate has been a keen disappointment to the airline and to SW Pacific air travellers.

There is no doubt at all that TAA will be graciously permitted to proceed with its plan eventually—so why not now?

This airline is no fly-by-night organisation.

It no doubt knew that the use of Friendships on the routes proposed was entirely feasible before it ever considered introducing them.

The "certificates" awaited from DCA are a mere formality—so the Department should get on with it, despite that pressure from that other quarter.

The Editors' Mailbag

He Remembers That Gatty Flight

Mr. Angus B. Wilson, now with Tasmania Industrial Development Branch, asks us for extra copies of the February issue because of his interest in the article on the late Harold Gatty's memorial (for more news see p. 57 of this issue).

The memorial will shortly be unveiled at Campbell Town by the Tasmanian Deputy Premier.

Mr. Wilson adds: "As I was associated with Harold Gatty many years ago I have been interested in the erection of the memorial. Until I retired recently I was general manager for Vacuum Oil in Tasmania. When the epic flight around the world was made I was in our Melbourne head office, watching the daily progress of these two intrepid aviation pioneers, by means of sporadic messages from their refueling and check points."

Pillar Dollars Averted First Currency Crisis

In an article about the wreck of the *Eliza* on a Fiji reef in 1797 (January *PIM*), R. W. Robson asked what was a "Pillar Dollar"—something with which the *Eliza* was equipped to the tune of 30,000.

The answer comes from Mr. Sydney V. Hagley, who has a lot of interesting things to say about these large, silver coins.

They got their name from the Pillars of Hercules—the name for the closest points on the Spanish and African mainlands (the Straits of Gibraltar, of course, being in between). The Pillars of Hercules were shown on the reverse of each dollar.

These Spanish "pieces of eight" were, says Mr. Hagley, the only acceptable international currency of the period and large sums in them were carried on all trading ships—so the 30,000 coins that *Eliza* carried would not have been considered out of the ordinary. There were no banks in the South Pacific at that time; ships had to be their own bankers.

The dollars were basic currency in NSW in the early days of that Colony and were used to buy goods from the trading ships that came to Sydney. And, as a result of this, probably the first case of Australia's "overseas balances" running down happened in Governor Macquarie's time.

To keep the dollars in the Colony, he punched a "dump" out of the centre. The dump itself was valued at 15 pence while the "Holey

Dollar" retained its usual international value of 5/-.

Apart from the fact that Governor Macquarie was thus turning 5/- coins into something worth 6/3 (the first devaluation of Australian currency?) they were not acceptable to ships' captains in their holey state as they would have been useless for trade elsewhere.

The business of cutting the dump out of the dollar saved the currency problem in New South Wales for about 10 years—until, in fact, the effect of the 1816 minting of coins of large denomination in England had percolated through to the Colony.

Apart from an issue of shillings and sixpences, there were no silver coins struck in England between 1787 and 1816.

Copra In Out Of The Wet

There are fancier kinds of copra-driers, of course, but the one in the accompanying picture does turn out "smoke" grade copra to the satisfaction of the owners.

What's unusual about it, apart from being made of large boulders, is that it is built in a cave—a fact that is not entirely clear from the photograph.

The drier is on the boundary of Devo Estate, Vanua Levu, Fiji, where it was photographed by Mr. W. S. Stevenson of the Fiji Loans Board.

Our information comes from Mr.



The copra drier in a cave.

B. W. Kesteven, of Devo Estate who adds at the end of his letter "I am an avid reader of *PIM* though not a subscriber to it. One of my friends gets it and we swap

A statement, we might say, though while giving considerable pleasure to the editors is guaranteed make any self-respecting circulation department spit tacks.

Object Lesson

A Noumea reader asks us to please report, as an object lesson for tourists, the fact that in New Caledonia in February a car driven by an Australian and another driven by a New Caledonian collided. Police said the Australian was driving the left-hand side, which happened to be the wrong side in French Territories. Righto.

President Kennedy Makes It Official

When we rang Mr. Reg Evans, in Sydney, early March, to find out how he felt now that he is famous on both sides of the Pacific as the man who got President Kennedy off that war-time BSIP islet, we found him cheerful, still considering it all a bit of a joke, but, as he put it, "browned off with everyone in the journalistic profession".

He has been run ragged by reporters trying to squeeze just a bit more out of the story and asks that next time "*PIM*" let loose a journalistic rabbit, not to point it in his direction. (See "*PIM*", Feb. p. 26).

But President Kennedy now knows who sent that canoe for him—it was reported from Washington, end of February, in such official terms that even the Australian Broadcasting Commission has caught up with the story and is prepared to believe it.

According to the Washington despatch, President Kennedy has the note Evans sent him framed and on his office wall.

Only in the last month has he learned that it was an Australian who had organised his rescue and before Australian Prime Minister Menzies lunched with him in February, he had in five handwriting experts to look the note over.

The experts came up with the information that the signature was "R. R. Evans". This has cast-down Reg Evans no end. He says he never realised before how illegible his signature must be. For 17 years he was supposed to be "Wincote"—and now the experts say his initials are R.R. (They are really A.R.).

He reckons that next time he writes any note to any Navy lieutenant he is going to sign it with a thumb print and a cross.

FIJI'S SUGAR INDUSTRY UNDER A TRUSTRAM EVE MICROSCOPE

From a Staff Writer in Suva

Fiji, facing the problems of over-population and a mal-adjusted economy, has endured many official inquiries. Nowadays, at the suggestion of another "commission", the average resident is inclined to roll his eyes and scream.

THEY keep on coming, and they do nothing," he says, gazing in frustration upon the now derelict Burns Report.

But this new sugar inquiry is a little different. Within hours of its opening at Lautoka, on March 1, had the issues lined up, the interested parties on their toes, and the Gujeratis looking very thoughtful.

This is due mainly to the breezy earnestness and competence of the chairman, Sir Malcolm Trustram Eve, a 70-years-old, distinguished Queen's Counsel, from London. He does not miss a pass.

That large section of Indians who are tired of being led around by the nose by regulations-bound company men, unscrupulous politicians, and calculating traders are looking at him with great respect, and growing hope.

This inquiry, ordered at the end of the year by the Colonial Office, at the urgent request of the Governor, is trying to sort out the economics of the Fiji sugar industry. Disputes between the CSR and the organised cane-growers paralysed the industry in 1960, so that only a fraction of that year's magnificent crop was cut, and the crush-season was reduced from seven months to about 3½ months, to the great discomfort of all classes.

The CSR wanted to reduce the price it paid for cane, on the ground that the price was uneconomic in relation to the world market; while growers insisted that the company was well equipped to pay a higher rate.

Each side pleaded inability to carry on. The argument deadlocked the industry.

Finally, to start the industrial wheels moving, the CSR offered to pay the 1959 rates. A section of the growers accepted—a large section refused. The cane-growers' ranks split. The mills reopened, but only one by one, in the September and October; but finally the recalcitrants (the Patel group) surrendered—under threats of mighty trouble "next year".

The Government ordered the inquiry, to ascertain the basic facts of the industry, so it could dispense unflinching justice—if need be, by force.

All parties have co-operated, by giving all available data—much of it confidential—to the Commission. Especially the CSR. The

attitude of the latter suggests it has nothing to fear.

Backbone of CSR Finance

The Indian cane-growers have charged the CSR with grabbing far too large a proportion of the profits of the industry, by one pretext and another. The CSR has retorted by publishing its Fiji profits year by year—

	1959-60	1955-56
	£	£
From sugar milling	83,195	315,361
From its own estates	59,413	7,531
From rents	61,032	38,391
From other (loss)	(461)	10,475
Total profit	£201,224	371,658

which is something the people of Fiji had not previously seen. The profit from milling, once half a million, is moving towards vanishing point.

The canegrowers said that the return demanded by the company on



Sir Malcolm Trustram Eve, chairman of the Commission of Inquiry into the Fiji sugar industry.

its investment was fantastic, because the assets had been heavily written up. The company replied by disclosing its Fiji assets and showing the actual writing-up of the assets in 1957 (as the result of independent valuations made by experts)—namely—

	£
1956	5,408,563
1957	6,754,366
(After re-valuation)	
1958	12,788,842
1959	12,841,100
1960	13,127,260
(Over)	



A Nepalese cane farmer gives some information to a member of the Sugar Commission, Mr. I. S. Wheatley, while another member Mr. C. J. M. Bennett (his hand on the car) listens. Mr. Wheatley and Mr. Bennett made an extensive tour of inquiry in the western district before the arrival of the Commission chairman, Sir Malcolm Trustram Eve. They stopped at random to speak to farmers, and attended farmer association meetings.

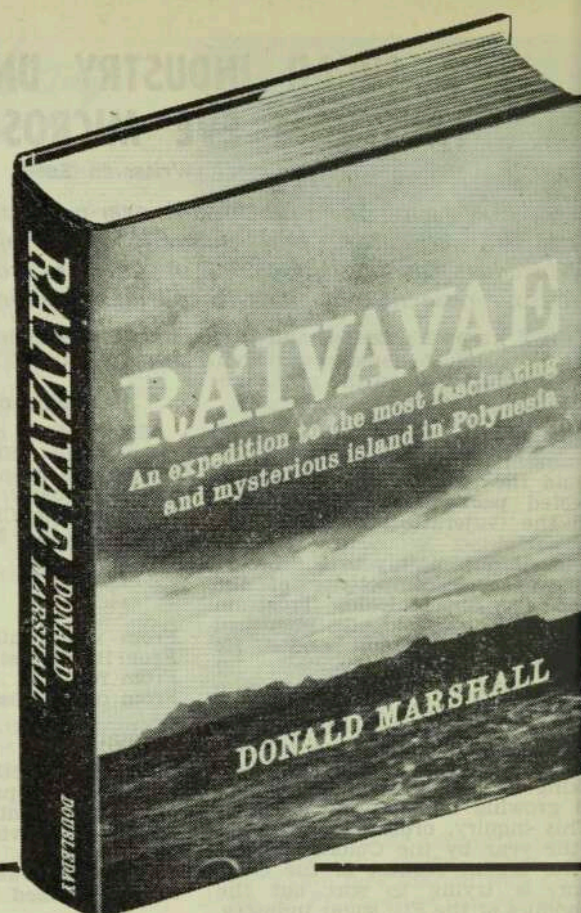
Photo: Rob Wright

*An anthropologist's
major expedition to a
controversial "lost paradise"
of the Pacific...*

Ra'ivavae

(pronounced Rah-ee-vah-vie)

*By Donald
Marshall, PH. D.*



The following review, which appeared in the January 15th issue of **LIBRARY JOURNAL**, is quoted in its entirety:

"A number of years ago the curious anthropological researcher J. Frank Stimson wrote down his observations of a sex-oriented civilisation in pre-European Polynesia. Scientists have argued about his data, his conclusions, and his own personality, with little more to go on than their own meagre assumptions, until Harvard-trained Dr. Marshall took an expedition to Stimson's base of researches, the beautiful island of Ra'ivavae, 400 miles from Tahiti in the South Pacific. The expedition was inspired by Stimson's notes, initiated by the American Museum of Natural History, and partly supported by the Peabody Museum of Salem, Mass., and a grant from the Council on Sexual Behavior of the Medical Division of the National Science Foundation. It should be obvious from this that sensationalism is not the purpose of the book.

Mr. Marshall describes all aspects of life in the present native community at Ra'ivavae in order to provide background for his analysis of Stimson's assumptions about the existence of an extremely erotic civilisation

in the past. Most of the past of Ra'ivavae is gone into limbo however, and the author gives intriguing and apparently sound reasons for the evaporation of such deep-set cultural patterns, a social phenomenon most curious in itself.

Beyond all this though it is, perhaps, the acknowledged editorial assistance of Kermit Lansner that has made the book into a beautiful exposition for the nonscientific reader. It is a work which merits comparison with some of the most sensitive narrations of Robert Louis Stevenson, Nordhoff and Hall, and others who writing flourished in the glorious aura of the South Seas. Adult readers who are aware of good writing and are interested in sex rites in primitive cultures will find enough here to please them and to wish for similar frank speaking in other books. For the anthropologist and the sociologist, the psychologist and the historian the author's vindication of the important work of J. Frank Stimson, and his own comments on some of the pitfalls in interpreting ethnological data, will be rewarding. Highly recommended for anthropology, sociology, and travel collections used by mature readers of any age."—LEE ASH, Yale University Library.

Abundantly illustrated with pictures and photographs; endpaper map.

\$4.95 at all booksellers, or from the publisher

DOUBLEDAY & COMPANY, INC.

GARDEN CITY, N.Y., U.S.A.

There could be no answer to the principle involved here. It is already too well known that corporations which do not re-value their assets to keep pace with inflation, sooner or later inevitably fall into the jaws of the modern take-over monsters.

The Share of the Farmer

Then the CSR carried the war into the sugar-farmers' camp. They have produced a lot of figures and arguments, with a view to showing that the average Fiji-Indian cane-grower, so far from being a down-trodden serf, actually is a gentleman in comfortable circumstances—regular fixed income (from his cane at the mills' guaranteed price), well-built house, a car and often a tractor, and at least a proportion of his children at secondary schools at NZ or Australian universities.

"And why shouldn't they?" fiercely demand the argumentative Indian lawyers (all lawyers delight in argument; and each group of cane-growers before the inquiry seems to have a quota of Indian legal men).

The grave and earnest officials in the CSR corner (why do CSR managers in Fiji so rarely smile?) reply that the price paid by the miller for cane is the chief factor in the cost of producing a ton of sugar; and the price which sugar can command in world markets is determined by the price accepted by countries with the lowest production cost.

If the CSR in Fiji is to be compelled to pay for cane at rates calculated to maintain the cane-farmer in the style to which he has become accustomed, then (says the CSR) the company cannot derive from the sale of Fiji sugar the profit to which it claims it is entitled. Charging fiercely into the middle of these arguments come the repre-

sentatives of the canegrowers in Mr. Patel's group (rather extreme), Mr. Bayly's group (moderate), Mr. Lakshman's group (mostly mill-workers) and the Fijian growers' group (somewhat aloof and disillusioned); and with ingenuity and figures, and data from overseas brought in by experts whom they have engaged, they are attacking the CSR, hip and thigh.

That write-up of £6m. to £7m., in the company's working capital, is a subject of much argument.

Dominating Figure

The outstanding figure, in all this clash of arms and wits, undoubtedly is Sir Malcolm Trustram Eve. His memory is as merciless as his logic, and his sense of humour never departs.

Indian advocates are very partial to generalities—they like to introduce sweeping assertions and then, before they can be challenged, ride them to a triumphant conclusion. But such tactics avail them nothing with this skilled English lawyer.

"But just a moment, Mr. Soandso," he mildly interposes. "What is your evidence of that? The official statistics do not support you—look at page Umpteen"—and the 70-years-old memory rarely fails, and the experienced old eye twinkles as the unhappy advocate, bereft of his premises, struggles to regain his argument.

It is not a dull inquiry—on the contrary, it is a delight for those onlookers who know the history and background of the sugar industry in Fiji.

Some of the sidelights are most interesting.

Money-Lending Sharks

For example, the CSR produced a series of statements and figures to show how a horde of unscrupulous Indian moneylenders, sharp traders and cunning solicitors prey upon the cane-growers.

The CSR declares that, while a substantial proportion of the growers are comfortably independent, an equally large proportion are habitually in debt—first, because they try to acquire farms without enough capital, and then through bad management.

To mortgage future expectations is a characteristic of very many folk in Fiji, Indian and otherwise.

The financing of dependent primary producers is a function of the average bank, and their legitimate charge is 6 or 7 per cent. per annum. But banks are wary about very many Indian growers—the imprudent kind, who are a risk anywhere.

So the banks lay off the hard cases, and then the whole tribe of money-lending sharks step in; and they use all kinds of cunning in evading the law, which says that no more than 12 per cent. per annum

(Continued on p. 145)

The Story Behind It

SAMOA PREPARES FOR ITS VITAL PLEBISCITE

By R. F. Rankin, managing director of Samoa Newspapers Ltd.

With the arrival in Apia in February of Mr. C. G. R. McKay, representing the New Zealand Government as Administrator for the United Nations plebiscite on independent government for Western Samoa, preparations are now under way for this final step towards the establishment of the first independent Polynesian State.

THE plebiscite, which will be held in May, consists of two questions on which all Samoan citizens over the age of 21 will be entitled to vote. The questions are:

- Do you agree with the Constitution adopted by the Constitutional Convention on October 28, 1960?
- Do you agree that on January 1, 1962, Western Samoa should become an independent State on the basis of that Constitution?

Not Wanted

At the meeting of the United Nations held last November to determine the future of Western Samoa, it was argued by the Samoan Prime Minister, Hon. Fiamé Mata'afa, that a plebiscite was unnecessary because the Constitutional Convention, which approved independence and drew up the Constitution, was a legally constituted body and fully representative of the people.

This view was supported by New Zealand.

However, the United Nations, apparently believing that the Convention was not fully representative since its members had been elected only by the matai as the heads of families, decided that a plebiscite was necessary.

The first step in organising the plebiscite is the registration of all adult citizens over the age of 21 who wish to vote.

This involves enrolment of approximately 42,000 people and as a new roll is required separate from any rolls now in existence, it involves fresh enrolment of every voter.

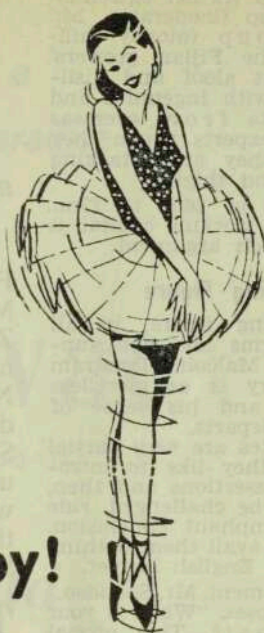
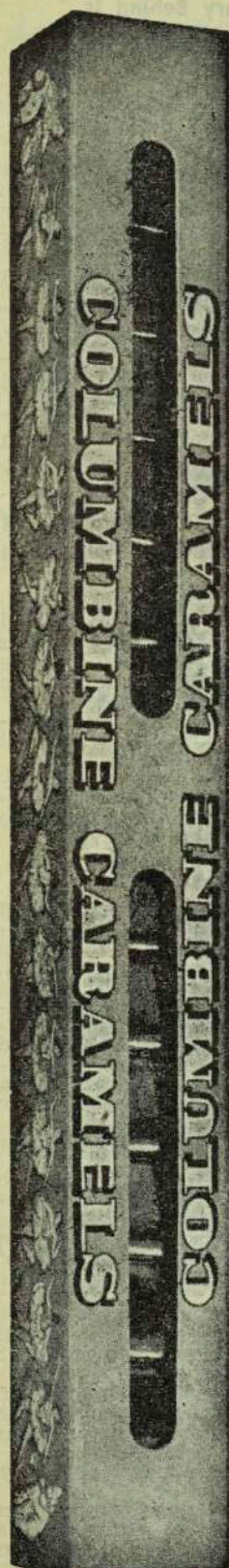
A United Nations observation team, under Dr. N. Rifai, of the United Arab Republic, will arrive in the Territory sometime before the plebiscite is held to ensure the

(Advertisement)

Pretty Hair

Hair that is alive and beautiful comes from a healthy scalp. To have pretty highlights, hair needs frequent washing but don't dry out the scalp by leaving highly concentrated shampoo on too long. Always prepare the scalp for a shampoo by oiling it. Do this by rubbing in oil of ulan with the finger tips and add a little lemon delph to the rinsing water to add lustre. Unmanageable dryness can be cured by a touch of oil of ulan to help shape the tresses.

... Margaret Merrill

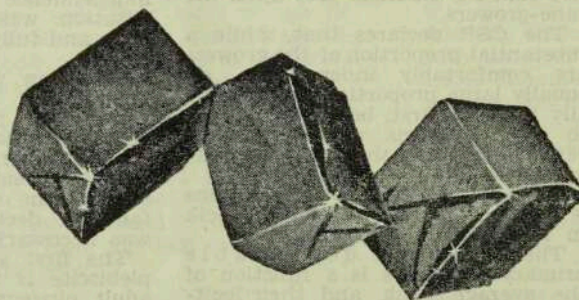


Enjoy!

MacRobertson's

COLUMBINES

— the glucose rich caramel
that gives quick energy



SOLE PACIFIC AGENTS
S. E. TATHAM & CO. PTY. LTD.
414 Collins St., Melbourne

plebiscite is run according to the wishes of the United Nations.

Some knowledge of the Samoan political system is necessary to understand the United Nations' insistence upon a plebiscite.

There is no universal suffrage in Samoa and the vote is restricted to title holders (matai) as heads of families and about 1,000 voters registered as Europeans.

Of 42,000 people eligible to vote under universal suffrage, in fact only about 6,000 people had the privilege at voting at the general elections held early in February.

The plebiscite will provide the first opportunity in history for thousands of Samoan women and untitled men to have a direct voice in any matter of government.

Samoa leaders claim that as the matai is directly responsible for his actions to his family and that only the more capable members of the society became matai, the matai system is just as efficient and representative as universal suffrage, if not more so.

However, as increasing numbers of young Samoans return from education in New Zealand and educational standards rise within the Territory, anomalies within the system become more striking.

For instance, a young Samoan graduate of Otago Medical School with a brilliant record, who has not returned to Samoa, is denied a vote because he is not a matai.

Danger of Change

There is increasing pressure even among the matai themselves for modifications in the system and the introduction of universal suffrage but the problem is not any means easily solved.

Samoa lags far behind the Western world in political development, and the clash of cultures, the modern world, with increasing rapidity, encroaches upon the primitive society and customs of Samoa, has brought in its wake many problems, not the least of which is insufficient respect for law and order.

There is no doubt that even now the authority of the matai in the villages is the strongest force for order, and it is likely to have remained so for many years.

Any electoral reform therefore brings the danger that the authority of the matai might be weakened and this may result in a serious threat to the stability of Samoan society.

The Constitution on which the people are being asked to vote still restricts the vote to matai and a "Yes" vote will mean a perpetuation, at least until the Constitution is changed, of the present restricted franchise.

A "Yes" vote would be a strange reversal of historic trends in which a people will be voting against themselves receiving the right vote.

2614

Territories TALK-TALK

With TOLALA

Lately I have noticed that newly-launched cargo cults have a decided American background in their ethical construction. This tendency has been remarked on by others.

HERE is no one more than I who realises the debt we owe to the U.S. services during War II. But I also realise that the average American citizen—be he serviceman, tourist, scientist or missionary—is not always realistic in his approach to the native mind.

In his endeavour to ingratiate himself with the primitive peoples of the world he has the tendency to become extravagant in offering rewards in order to attain his objective.

His enthusiastic patriotism and generosity, by the time they are translated by an interpreter, are too often misunderstood by his native audience.

And, once again, we have that inapplicable danger arising out of "it's not what was said or the speaker intended to say as much as what the native *thinks* he meant to say". This danger of misinterpretation

of course, not only applicable to the citizen of the United States.

It is a danger that besets all newcomers who have not a really workable language with their native teners. Great offenders are members of ships' crews, using a garbled jargon chop-suey talk to convey their ideas of justice for the wage-earner.

Little wonder then that we have one ambitiously-inclined sophisticate cooking up Yankee subterfuges; a setting of eggs that catch out soldiers, and all that sort of thing.

It seems as though as a cautionary measure the Administration might form a team of licensed interpreters, fully primed as to the dangers of misinterpretation by enthusiastic w-chums, and one to be attached to each party making contact with primitive or near-primitive people. Such a system might easily save the Administration many a future headache.

pping Up ence

notice in a P-NG newspaper article under the heading "NGVR Recruiting Drive Starts Today".

There follows an ostensible official add-out about the support the Administrator will give to such a drive and how public servants will be granted leave while serving with the unit.

Following on the Pacific Islands

Regiment riot affair, John Citizen may be excused if he assumes that the authorities realise that the native regiment "ain't just wot it orter be".

Whether they realise also that an adequate—repeat adequate—defence force requires, at least, officer personnel who know something about the country and its people is another matter.

Australian officialdom has an unhappy knack of trying to force New Guinea to conform with Australian conditions and standards, instead of adapting itself to New Guinea conditions.

That was only too well illustrated in War II, with the troops in Rabaul awaiting the Japanese invasion, when it was only at the eleventh hour that the Army recognised the existence of the NGVR unit in Rabaul and, even then, not at all graciously.

And yet, when post-mortems were held and the final figures went up, it was generally admitted that the local units, such as the Coast-watchers and the NGVR, played a most important part in the show. (I will qualify that statement: It was admitted by the U.S. brass, but I don't recall any orchids being tossed about by the Aussie heads.)

There is and always has been, in New Guinea, despite social integration and club-land camaraderie, an inherent jealousy between Army Brass and NG long-time residents when military matters come into the picture.

The former are envious of their local experience and the latter don't like being pushed around by coves who don't know conditions, and further more, won't take advice.

It was just as apparent in War I, when the AN&MEF landed, as it was in War II.

Let's hope then that in the new drive for PNGVR recruits there is ample provision made for experienced Territorians to occupy some, at least, of the senior ranks and that their voices are not dimmed by the impractical adherence to army traditions in Canberra.

The Anti-Canberra Complex

Following on my last paragraph it's strange in a way (or is it?) that non-Canberra people have developed an antagonistic attitude towards the Australian Capital Territory. It used



The Highlands Farmers and Settlers' Association of New Guinea opened its brand new association building at Goroka in February. It is built of local brick. The Administrator, Brigadier D. M. Cleland, speaks at the opening ceremony. P-NG Official Photo

to be anti-Melbourne, when government departments were established there.

You meet the individual Canberra-ite and he seems to be quite an acceptable sort of bloke: Has a job to do, y'know; must conform to regulations and all that sort of thing. All of which you quite realise.

But you admit to yourself he's an unrealistic sort of blighter. Other facets you also realise, especially in correspondence, in his inexplicable superiority; his domineering mannerisms and the dictatorial phrases he employs to convey the simplest messages.

Why can't someone suggest a campaign Towards Better Understanding between the Masses and the mis-called Public Servants; for the dispensing of the worn-out, antediluvian officialese in correspondence and a general attempt at get-togetherness between official and non-official folk of the Commonwealth?

It would make life so much easier for everyone.

Let's Have A Museum!

An orchid for Mr. Justice Mann for his attitude towards the establishing of a "museum more than just a museum but a very alert organisation, very much alive and stretching out its influence throughout the Territory".

It has always seemed strange to me that anyone desiring to see New Guinea native curios, artifacts, and natural history specimens must needs go to New York, Chicago, Rome or Sydney; the home of these exhibits would be the last place to see any systematic collection.

Mr. Justice Mann has stressed the

importance of marine biology that could be put on exhibition. How true!

Sydney's Taronga Park has an aquarium which owes its popularity, in the main, to New Guinea products. And these, if my memory serves me right, were first introduced in the early '30's through the enthusiasm of an employee of Choiseul Plantations Ltd., at Soraken, Bougainville, and "Sandy" Campbell, skipper of *Macdhui*, whose place has more recently been taken by that enthusiastic mariner, Bill Wilding on the *Bulolo*.

Whitehead, of Soraken, used to spend his spare time collecting marine specimens off the reefs around Saposa Island and the immediate neighbourhood. And a very good job he did, too.

Incidentally, the last I heard of "Whitey", a most lovable lad, was being caught up with by the Japs in Kavieng and liquidated there.

Here's wishing you luck, Y' Honour, and may the housing be not a mod. con. fibro, unimaginative structure. What about Keith McCarthy's scheme for a ceremonial native house as mentioned by me in March, 1960 *Talk-Talk*.

An Old Time Token

A reader writes enquiring as to the approximate date of issue of some tokens by a store in NG owned by Mouton.

I should say round about 1908-9. The Belgian, Jean Baptiste Octavious Mouton, arrived in New Guinea as a cabin-boy in one of the Marquis de Rays' vessels in 1880. After that famous Utopian expedition folded up a few years later, he worked for Queen Emma for some years and then eventually started trading and planting on his own.

He planted up the Kinikunan property, adjoining Vunapope Mission headquarters at Kokopo which, in the '30's he sold to the mission.

Incidentally, he owned *The Rabaul Times* when the Japs invaded Rabaul in 1942. He died about 1947.

During the German days it was the usual practice for planters to issue tokens to their native employees in lieu of money, which were acceptable only in the planters' own trade stores.

It was a practice common throughout the South Seas in those days. There were no banks then; the Big Trading Firms acted as bankers for their various clients.

Before 1899, when the German government was established in New Guinea, the administering body was the Neu Guinea Kompagnie, which issued its own currency—the now much-sought-after bird-of-paradise coins. In the British Solomons, Burns Philp had a note issue at one time.

It was only during the Australian military occupation of New Guinea, after War I, that the Commonwealth Bank was established in



Mr. W. T. Thomas, who has been fighting for naturalisation of Euronians.

Rabaul and cheques took the place of "chits", or orders on the various companies.

After a poker game it used to be the usual practice for the loser to write a "chit", addressed to the company financing him: "Please pay to Tom Jones the sum of three thousand marks and debit my account. Bill Smith."

I have known of several occasions when company white employees' accounts were in "the red" and they were transferred temporarily from Rabaul to a good productive plantation. There they received liberal commission for copra and shell shipments, which soon "squared" the accounts in the books, and they returned again to the capital.

Now, that was a Welfare State!

The Question Of Mixed Races

More power to Theo Thomas, a member of the Kokopo Town Advisory Council, on his persistent fight for the naturalisation of Euronians in the Territory. Mr. Thomas even went off to Canberra about the matter (*PIM*, Oct., 1960, p. 127).

The Minister's excuse that the gobbledegook of the Immigration laws precluded the admission of mixed bloods as Australian citizens appears woolly thinking and his ignorance of Harry Spanner's background does not say much for Territorial records or Security knowledge.

Harry's father (who was also named Harry) was a roadmaster in the Kavieng area during the early days of Australia's administration of the Territory; later he settled on New Hanover.

He was an outspoken, down-to-earth Aussie and I think he originally came up with the military forces in 1914.

Harry Junior apparently takes after his old man and Canberra does not look favourably upon outspoken, down-to-earth folk, but every encouragement should be given to these torch-bearers of neglected section of the New Guinea people.

If officialdom wants to discriminate in the mixed-race people to be naturalised, let it follow the old German rule (which I have often mentioned here before) of accepting those who have adopted the European way of life and not worry about those who have "gone back to the blanket".

Laws are altered quickly enough when it suits the government's requirements, so let it be altered for a well-deserving section of private individuals.

And Still They Come

To add yet one more Christian denomination to the many dozens already engaged in P-NG to snatch brands from the burning, are four Latter-Day Saints' workers in the vineyard, who announce they will combine missionary propaganda with sport. The Mormons, of course, are well known in the Eastern Pacific.

One can't help but wonder whether this high-pressure drive for native souls will ease and so lessen the confusion in the native mind. What happens when (and if) the evangelists of Buddha and Mohammed step down from our Near North?

Paging Mrs. Whaley

In *The Sydney Morning Herald* Agony column in February is an appeal for Mrs. Colleen Evelyn Whaley, late of Rabaul, or any person, etc., etc., to write to No. 16411 *Herald*. There might be a story behind this. . . . Over to you, Mrs. Whaley.

Vale

Mary Backhouse

Gone to her rest on February 2 in a Sydney hospital is Mary Backhouse, one who did so much for the musical life of the TNG in pre-War II days. One of her favourite composers was Australian Percy Grainger, who died only a few days before.

Mary Backhouse was an accomplished pianist and organised many a delightful musicale in the old days.

She was the wife of Dr. Clive Backhouse, a noted pathologist (now in Sydney) and was a sister of Colonel Walstab, for many years head of the NG Police Force and the founder of the NGVR.

Mary Backhouse was always a keen worker for the Red Cross Society and during War II, and for many years afterwards, spent much of her time in the service of the organisation.

A charming lady; loved by all.

A tuna industry in Santo, New Hebrides, making use of Japanese know-how, is bringing money into the Condominium and there are brighter hopes for the future. The Japanese fishermen go to sea for many weeks at a time, and work round the clock at their task. When their vessel returns to port for a break, crews welcome the opportunity for a change. Here are two of them—squatting at the end of the tuna wharf, fishing!

What Are We Doing Towards Goodwill In The Islands ?

Stuart Inder Comments on
People and Events

The interview with Sir John Gutch in this issue, containing as it does so much information from a man who has just completed a highly successful and popular five-year term as Britain's High Commissioner for the Western Pacific, is nevertheless almost as valuable for the things which Sir John does not say.

It is hardly to be expected that the holder of such a delicate international post in the Pacific can speak as freely to the Press as he can in confidential reports to the Home Government. It is very satisfactory that in this interview he has chosen to speak as frankly as possible.

He points out which he does not say, but which I think he implies in his interview are:

(a) The British islands of the Western Pacific are now likely to advance very swiftly, but that both British and Australian public

do not realise how swiftly, or what advancement will mean. Particularly is Australia in the dark as to the importance of their progress.

(b) Despite the fact that the money which the UK Government is putting into the BSIP compares favourably with what Australia is putting into New Guinea, in proportion to the population of both areas, more money is still needed in the Solomons if the government is to keep ahead of economic and social demands there.

(c) The New Hebrides could develop into a serious problem for Britain and France unless the two powers get together soon and decide just what shape they think the constitutional future of that territory should take.

These are all important matters. They have existed for some time but they have developed apace in Sir John's five-year term.

How they are handled in the next five years will be of vital concern.

Sir John himself in his quiet way has done a great deal towards making the right people aware of them—including Australians. But only repeated pushing and publicity in the right quarters will get things done.

A great deal more publicity is needed in Australia for instance if Australians are to become aware that the Solomons and the New Hebrides even exist.

In the last 10 years, Australia has heard a great deal about how important is the goodwill of South East Asian countries to her welfare. The man-in-the-street knows all about that. It has been drummed into him on every hand.

We Need Goodwill

Only in the last 12 months has it apparently begun to occur to anybody in Australia that the goodwill of almost 2,000,000 natives under Australia's own control in P-NG is one day going to be just as important.

With consciences, or perhaps geographical knowledge, as sluggish as they are, how long is it going to take before Australians realise

that the British Solomons, right alongside New Guinea, and the New Hebrides, right alongside the Solomons, are also Australia's close neighbours whose goodwill we are going to need?

And what is more important, how long before anybody admits that now is the time when assistance should be offered to them?

We Take No Interest

It seems hardly believable that Australia, as separate colonies before Federation, took more interest in the New Hebrides before the turn of the century. If Australia had been able to talk as one at that time, the situation in the New Hebrides today would probably have been very different.

But it is not yet too late.

Australia ought to show all it can that progress in the Solomons and the New Hebrides is as much in her interests as is progress in NNG and P-NG.

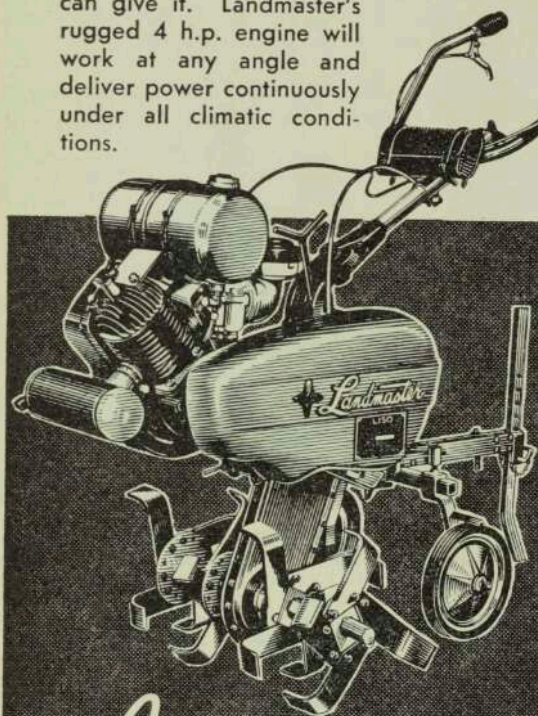
Progress in the two halves of the island of New Guinea is the subject of regular international conferences, and frequent exchanges. But there is nothing of the type regularly operating in regard to the New Hebrides, BSIP and P-NG, although Sir John expressed appreciation of the co-operation extended by the P-NG Administration. Is this lack



You name the job...

Landmaster L150 does it!

No matter what the season or the task, Landmaster L150 will make light work of the toughest jobs you can give it. Landmaster's rugged 4 h.p. engine will work at any angle and deliver power continuously under all climatic conditions.



Landmaster L150

GET DETAILS OF LANDMASTER L150 AND GARDENMASTER S80 — THE LANDMASTER MACHINE FOR THE HOME GARDEN

NEW GUINEA DISTRIBUTORS:

Ilimo Farm Products, Port Moresby.

ISLAND DISTRIBUTION

from Company's Plant, Ballarat, Victoria.

LANDMASTER L150 & GARDENMASTER S80

Produced in Ballarat, Victoria, by

FIRTH CLEVELAND Pty. Ltd.
LANDMASTER DIVISION



PLOUGHING

Balanced reversible plough cuts through the soil so easily and so smoothly it's not like work at all.



SEEDING

Completely automatic single or twin unit seeder plants the finest grasses and coarser seed, e.g., peas and corn.



DIGGING WEEDING MULCHING CULTIVATING

From the roughest tilling to the finest seed bed preparation. Can be adjusted from 7 1/2" up to 44" cultivation.



PUMPING

Super efficient self-priming pump will lift 6,000 gallons per hour. More than enough for your every need.



GRASS & CROP CUTTING

36" Cutter Bar makes quick work for crop cutting, rough grass cutting, etc.



HARROWING

Fit tines or hoe blades and other static tools to the Landmaster Tool Bar for thorough harrowing.



TRANSPORTING



All-purpose carting up to 7 cwt. capacity. Strong angle iron frame.

because the British Commonwealth takes itself too much for granted. Australia makes friends with the Netherlands, but doesn't bother to go to any trouble with Britain!

Buses to Indonesia

If Australia can afford to see gift buses to Indonesia, it can afford to offer much-needed education and other kinds of help to the Solomons and the New Hebrides.

Sir John makes it clear in his interview that amongst the things which these territories need most is help with education.

At present there are BSIP technical students training in Rabaul. The Protectorate pays for their studies but is this necessary?

We can offer, and should offer, much in the way of training facilities and free scholarships for those who can reach the standard, and there will be a growing number reaching that standard in the years ahead.

This will be the case in the New Hebrides too—but there we can also do something of a slightly different order.

Are Commonwealth relations delicate that the Australian Prime Minister can't raise at a Prime Ministers' Conference in London the importance of an international discussion between France and Britain on the future of the New Hebrides?

It's in Australia's interest for there to be an intelligently planned future for the New Hebrides, and Australia should press for something to be done.

The Condominium can't really progress until the two powers reach agreement on exactly what they are supposed to be trying to do there. Obviously, they haven't yet done so.

Future of New Hebrides

One assumes that both Britain and France are working vaguely towards a Council with legislative powers, but neither of them know exactly what form it should take.

Possibly Britain's idea of a political future for the New Hebrides is different from that of France.

Naturally enough, Britain would probably like to see the New Hebrides make some kind of political arrangement with the rest of the Western Pacific.

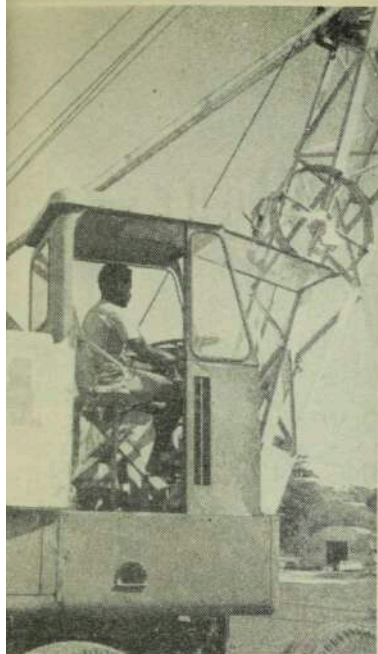
France, just as naturally, may like to see the New Hebrides influenced eventually towards New Caledonia.

There are some people who say let the French have it all now—that the French have put in more money and done most to build it up. Britain, they say, virtually ignores the place for years and only now has started to take any real interest in it.

All these things should be discussed now.

The protocol, which has had very little done to it over the last 50-odd years, needs revision in some important respects, because of weak-

8317



Solomon Islanders are progressing rapidly. A man drives a large crane on the Honiara wharf.

...sses that have developed. Here is an opportunity for Britain and France to discuss a revision of the protocol in conjunction with a full-scale conference designed to hammer out some kind of blueprint for these islands, islands which at the moment do not have even a joint education policy.

Many of the difficulties in the New Hebrides are caused by this lack of a political blueprint. Away from politics, British and French planters and businessmen and Government officials, too, seem to get on very well together on the ground. On these levels the Condominium is in fact a fairly good example of friendly relations—of international "togetherness", if you like.

But it is the future of the New Hebridean himself which is at stake now, and he himself is beginning to take an interest in it and will do so increasingly.

The political moves which the British and French make in the next 10 years are vital to him. Just as vital—just as dangerous—perhaps—are the decisions which the powers do not make.

THE humans being what we are, it is probably not surprising that one hears few whole-hearted eulogies to Islands' administrators in people in their own area. Nor is it merely a case of a prophet bringing no honour in his own land. When criticism is quite personal. One hears that such-and-such a senior departmental head, or administrator, is "not really a bad fellow, ... " followed by what is supposed to be the good oil. Perhaps

the chap in question has two faces. Perhaps he drinks too much, or he is a wouser because he doesn't drink enough. Perhaps he is a snob, or he mixes too casually with one or two of his favourite *hoi polloi*, whom he leans too much on for advice. Or perhaps he is none of these things—it's just that his wife is a pain in the neck.

How to be Popular

All of this observation is by way of introducing my own very personal comment that Sir John and Lady Gutch will be missed a great deal from the Solomons because they have been a genuine example of how to live in the box seat for five years without invoking any personal criticism.

In the Solomons you never heard, "The Gutchs are nice, but ... " What you heard was, "The Gutchs are nice ... " followed by examples of just how nice they were. There were always plenty of examples.

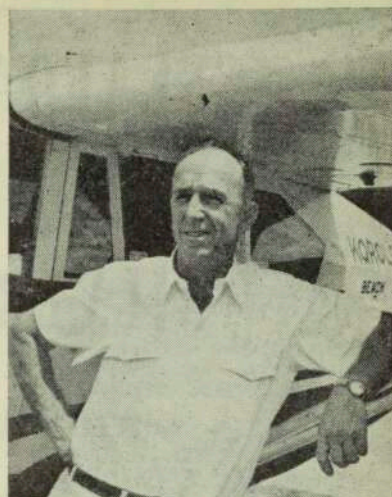
How could anybody leave the South Pacific with a better record than that!

Sir John will be lost to the Colonial Office following his retirement, but he won't sit back and rusticate in the English woods. He will probably enter the London business world about mid-year. And good luck to him.

"WHEN I'm flying over the reef," says Tom French, "I usually take her down to about five feet. I go up to eight feet when I see anybody walking out there!"

Tom must be exaggerating a little bit, although I wondered later when I flew with him in his happy little four-seater Piper Caribbean around the reefs.

Tom's Caribbean has the distinction of being the only aircraft per-



Tom French, beside his four-seater Piper Caribbean ... in the picture below, the Korolevu Hotel is spread along the beach front, and in the valley at the back can be seen Tom French's airstrip.

manently attached to a South Pacific hotel—Fiji's Korolevu.

He started it as an experiment, and the experiment has paid off. In the first 15 months since the aircraft first operated in October, 1959, it carried 2,600 people on 1,200 flights. These figures exclude such things as forestry surveys, tours of inspection and air searches.

Tom encourages visitors to fly direct to the hotel from Nadi international airport or Suva, rather than spend hours on the road. He also makes scenic flights.

It hasn't surprised Tom to find that American tourists take to his air transport best of all.

"They think less about getting into an aircraft than others do



"SEAFOAM"
"DOMINION"
"SILVER SPRAY"

Flours

MILLED FROM PRIME SELECTED QUEENSLAND WHEATS.
QUALITY ENSURED BY CAREFUL BLENDING AND TESTING IN OUR MODERN
LABORATORY.

ENTOLETED FOR PURITY.

FLOUR AND MEALS
IN ALL PACKS INCLUDING
TINS AND DRUMS.

AVAILABLE THROUGH YOUR
LOCAL MERCHANT OR
QUEENSLAND BUYER.

THE QUEENSLAND CO-OPERATIVE MILLING ASSOC. LTD., Sth. Brisbane

CABLE ADDRESS: "DOMINION", BRISBANE.

NEW ROTARY MOTOR MOWING

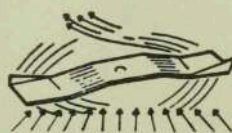
Here is Ransomes Typhoon—the new rotary that takes the hard work out of mowing—the versatile machine that tackles every grass-cutting job from the smoother stretches to the rougher, overgrown areas. The Typhoon gives fast, effortless motor mowing at minimum cost. In all ways it is a winner.

LOOK! —a 'Typhoon' of features.

Choice of 2-stroke or 4-stroke engines. Shrouded cutters for maximum safety. Variable height of cut from $\frac{3}{4}$ in. to $2\frac{3}{4}$ in. Inset wheels allow cutting close to trees, walls, etc. One control for easy handling.

LOOK! —New Air-Flo Cutters.

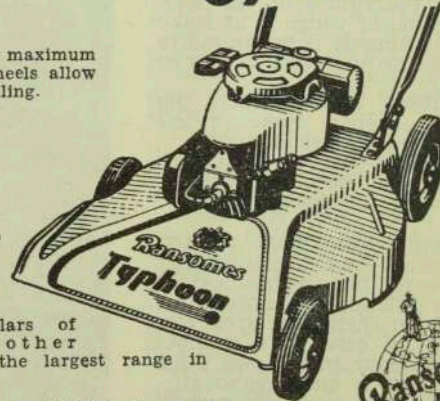
Look at these blades—tip-tilted at each end to cause an up-draught of air to lift grass. This ensures a cleaner, easier cut than with any rotary mower yet.



Write for particulars of
Typhoon and other
Ransomes Mowers—the largest range in
the World

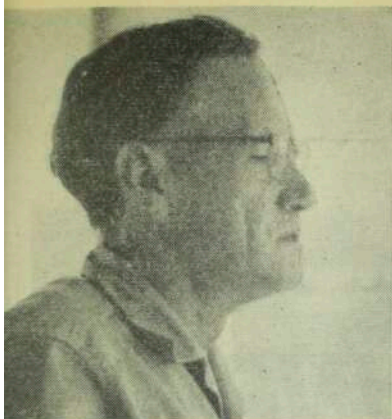
**RANSOMES SIMS & JEFFERIES LTD.,
IPSWICH, ENGLAND.**

**Ransomes 18"
Typhoon**



Ransomes





William W. Brandt, who has already devoted a large slice of his life to butterfly hunting.

about getting into a car," he says. "I soon realised a lot of them were not even interested in looking at the scenery, so now I have equipped the cabin with magazines, like a dentist's waiting room."

Easy-going Tom French is a 54-year-old Australian, who used to be a bank clerk until he was taught to fly after winning a scholarship in 1934.

During the war, when he was with the RAAF in New Guinea, he and "erry" Pentland used to fly old out-of-date Tiger Moths, or "anything that would fly", in cloak-and-dagger operations, putting down on beaches, etc.

All Theory!

That was the theory, anyhow, but Tom says all he remembers rescuing personally was a goat which got tangled up in a barbed-wire fence. He did a great deal of flying in Fiji after the war, before Fiji Airways got going. His Taylorcraft, which he bought for \$400 in a box, was pretty famous during the four years he operated it on charter work. He has other interests in Suva now besides flying, and he will probably go back to them soon now Fovelevu is a success. But flying is his first love.

LSO met on the islands round about recently—William W.

Brandt, who has a high-sounding title as curator of the Commonwealth Scientific and Industrial Research Organisation's National New Guinea Insect Collection, Canberra. What that means is that he has 10,000 moths and butterflies in his possession, mostly collected by himself.

The figure is something in that order, anyhow. Brandt's face will light up, and he will fall over his words in enthusiasm, when he tells you of the thrill of the chase after butterflies. There is no more dedicated man than the remarkable Brandt, and whether or not you are for butterflies, Brandt is interesting because of his scientific vocation.

Brandt is well known in the Western Pacific. He has been collecting Lepidoptera from these islands, which he refers to as the Papuan sub-district, for the last 10 years.

He does the job the hard way, climbing the razor-back ridges, and going off on patrol for three or four months at a time with nobody but a team of native carriers, and often even without them.

He Wants Them All

William Brandt has set his heart on identifying all the species of Lepidoptera in Papua-New Guinea. It's a 20-year programme, on which

he has already spent 10 years. He reckons he has another five years' field work before he can go to Europe to check on the species which were taken there in the old days.

Many are in the British Museum, and the Dutch have the next biggest collection.

Butterflies and moths have been collected from those parts for 150 years, says Brandt. Warships took some of the first to Europe, and missionaries took others. All these have to be studied from the point of view of the discoveries of the last 10 years.

"I must keep working until my collection is safe!" says Brandt.

The P-NG administration still

For complete food service—

Always send your grocery order to:

McILRATH'S

**Sydney's leading export grocery and provision store
FOR QUALITY, PRICE AND SERVICE**

202 Pitt Street, Sydney, Australia

Cable Address: "ROTUNDA", Sydney

Our efficient Island order staff specialise in attention to every order—large or small—and your requirements have the same personal attention, as if you shopped in person.

We stock and supply a complete selection of quality groceries and provisions at competitive prices—together with leading brands of Australian ales, wines, spirits, tobacco and cigarettes at competitive "in bond" prices.

Wheat, bran, pollard, laying mash, poultry pellets, potatoes and onions also available.

ALL PRICES F.O.B. SYDNEY—NO BUYING COMMISSION OR ADDITIONAL CHARGE FOR ORDINARY CASES OR PACKING.

Special Order Forms Post Free on Request

FLY ONE JETLINE



***AROUND
THE WORLD***

QANTAS

AUSTRALIA'S ROUND-THE-WORLD AIRLINE

Q50.74.119



A hand clasped on the leather case which contains many of his poison bottles, William Brandt, aboard the "Tulagi", looks out on one of the Solomon Islands, as he arrives on an expedition.

provides a grant of £1,000 a year to help make the collection, although in 10 years this has lost a lot of its buying power.

It's no surprise, probably, that he is a little critical of some overseas scientists who make occasional expeditions to his area, backed by big grants from wealthy museums.

What Can You Collect?

"What can you collect in a week or two in New Guinea?" says the man who has been collecting for 10 years, and who is only just half-way. "You can spend a lot in equipment and in fares and accommodation in getting from the other side of the world, but what value do you get from the money you spend?"

In the early days, Brandt tried getting missionaries and natives to help collect, but it never worked out. The natives especially did too much damage to his specimens.

On a typical New Guinea expedition these days Brandt may employ 10 carriers to help move his bulky collecting boxes (where the specimens are kept with pins through their middles), plus about a dozen four-gallon drums of kerosene for the

lamp which attracts his moths and for his cooking primus. He may let the carriers go as soon as he gets where he is going, and recruit others along the way. He pays off each line before he recruits others.

Never Has Trouble

"I never have any trouble with labour because I always pay," he says. "I also take a lot of stick tobacco. Everything I get on the trip I pay for. That often includes water." Once he paid £120 for carriers to take him from Saidor to the Finisterres and back. He was away four months that time.

Upon the ridges he has paid as much as a shilling a bucket for water.

And up there on the ridges there is much to make a scientist fret, and much to make him happy. Up there, a butterfly may move only for half an hour a week, but when he moves Brandt has often got a rare specimen.

He has been up in places of 8,000 and 9,000 ft in New Guinea, "where 90 per cent. of my specimens have been new to science".

In one three-week period at that height, he had only three good nights.

Like most dedicated scientists, Brandt loses himself completely in his work, and out in the field he is inclined not to notice discomforts, and to brush aside the smaller problems. He stands on ceremony for nobody; consequently he can be a puzzle to some people who come up against him.

How To Catch Moths

"The best nights are warm and dark with no moon," says Brandt.

He sets his lamp on a ridge behind a white sheet, and snaps poison bottles over the specimens as fast as they appear. On good nights he may keep going the whole night through, "scared to put my light out for fear just the specimen I want will appear in a few more minutes".

Often dawn arrives to find Brandt has not found time from his labours to mount his specimens; a task which must be done within a few hours as they relax from the fumes in the bottle. Then he has a furious job of work ahead of him mounting the moths as they relax. On these occasions he is unable to go chasing butterflies.

By the time he has finished that job, night may have fallen again and so he goes on with the moth hunt.

He's had no sleep, but the game's afoot and it's all for science.

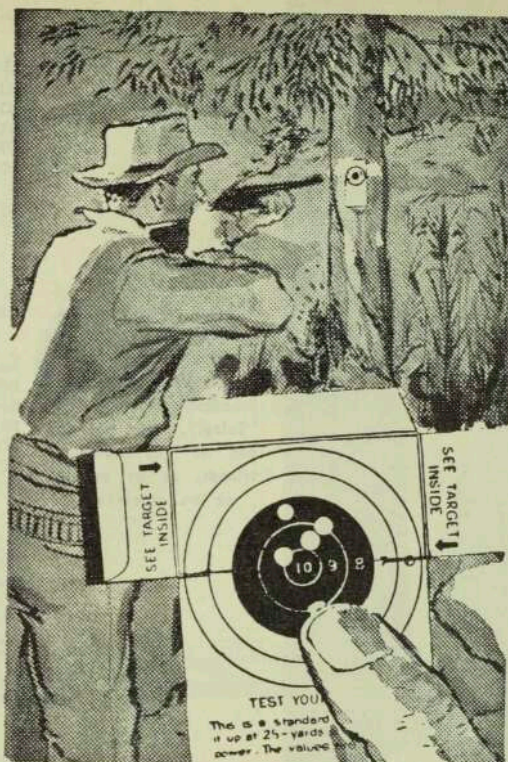
Brandt is 55 now. When those 20 years are up he is hopeful—although he is by no means sure—that his collection will be about as complete as any one man can make it.

(Advertisement)

A Smooth Neck

For sheer loveliness in womanhood there is little to equal a beautiful well-cared-for neck. If your neck is short, help to lengthen it with off-the-shoulder hair styles and low "V" necks. Keep your neck scrupulously conditioned. Bleach, tone and refine with lemon delph and soften and protect against wrinkle dryness with oil of ulan. This will give the skin that becoming dewy look and check the drying effect of powder on the bare skin.

... Margaret Merrill



TARGET SHOOTING IS GOOD SPORT!



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



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



SPORTING CARTRIDGES

Manufactured by

IMPERIAL CHEMICAL INDUSTRIES OF AUSTRALIA & NEW ZEALAND LTD.

AM778

Sydneysider

At Home Base

LIFE WITH THE OTHER HALF

(On The Waterfront)



Power boats of all sizes, outboard motors, skiffs all in together await a growing army of buyers at a growing number of marine supply shops in Sydney.

Once having adjusted himself to the 30-year sentence of buying a suburban house; having just about completed the instalments on the family car; and having polished off ditto a refrigerator, washing-machine and TV set — in what further financial noose does Mr. Average Sydneysider aim to put his head?

Chances to one it's got something to do with a boat. Not that the idea, in itself, is new — the kind of boat that comes that category. And not that hasn't always been scope. Its size — now nudging two on — there probably isn't any city on earth which has any facilities for water sports, the climate to go with it.

Beginning at the north, there the waters of the Hawkesbury, enough to be regarded as outer bays; and the fiord-like Pittwater. Middle Harbour and the heads of bays that run off Sydney Harbour proper, and the waters where the Lane Cove Parramatta Rivers enter it. The city are Botany Bay, George's River — also more like than typical river; and of that again, Port Hacking its dozen bays and a river allows good-sized ferries to get up to Audley, in National

But none of these has created any revolution — not the sort of revolution we've had in the last two summers. That's been caused by the advent of the speed-boat, a completely new kind of water vehicle that threatens to take over Sydney's waterways and maybe cut short a few citizen's lives (though not necessarily those of the people who drive them).

It's a trend that has followed a similar boom in the United States in recent years — born of new designs and materials in these boats;

bigger and more powerful outboard motors; and congestion on the roads that makes people have a yen for elbow room and space.

To buy one of these space vehicles, it isn't, of course, necessary to go down to any oyster-encrusted boat yard, take a dinghy and row out to a mooring to inspect your prospective purchase. Instead, you visit one of the plush city and near-suburban showrooms that have sprung up in the last couple of years and there see the full glittering ply and fibre-glass range of what's offering.

Nor could you call most of the people who buy these vehicles by the honorable title of "sailor". They are essentially speed-hungry

They Won't Make Shoes In P-NG

It seems that Papua-New Guinea is not to have a shoe manufacturing industry after all. A report in the *South Pacific Post*, at the end of last year, suggested that an Australian shoe manufacturing firm was interested.

However, *PIM* in January, in trying to track down the source of the story, was told by a spokesman for Goldberg Footwear Ltd., that a visit of representatives to the Territory had been purely "exploratory". It was, *PIM* was told, premature to make any other statement. (*PIM*, January, p. 44).

Now K. A. Webb, general manager, Goldberg International Pty., Ltd., has issued an emphatic denial of the story.

He is "at a loss to understand the item appearing in the *South Pacific Post*, because "we have no intention of opening a factory in New Guinea".

One reason why this decision has been taken could be that the original report was picked up by the Australian Boot Trades Employees Federation and was re-published in the Union's magazine, *Unity*.

The spectre of P-NG's alleged "cheap black labour" has a habit of making chills run up and down the spines of Australian workers.

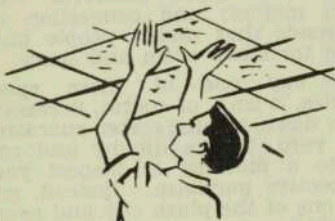
Come the Revolution

There never has been any lack of boats on these waters since Europeans came here to stay about 180 years ago. Big yachts and 12 footers; VJ's and 18 footers; VS's and the rest — they are all here. There have been motor boats, too — small, middling and frankly out-of-date types; and the two-popping, boat that you can hire by the hour for fishing.

B.I. FIBERTEX Insulating Materials are available for . . .

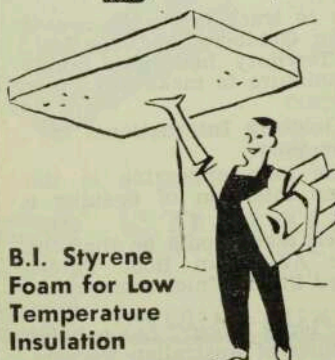
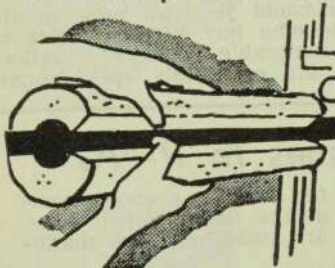


Home and Building . . . Insulation



. . . Sound Control and Acoustic Correction

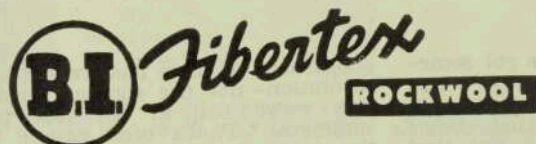
Sectional Pipe Insulation



B.I. Styrene Foam for Low Temperature Insulation

For every Island need in HEAT . . . COLD and SOUND INSULATION

there's a . . .



INSULATING MATERIAL

No matter what your insulation requirement, there's an everlasting fireproof B.I. Fibertex insulating material to do the job efficiently and economically.

It may be for air conditioning insulation of offices, homes, hospitals, schools, stores or clubs.

It may be for refrigerated cold rooms, cold stores . . . for steam and hot water pipes and vessels . . . for sound insulation and acoustic correction.

Whatever it is, there's a B.I. Fibertex or allied product available for every heat . . . cold . . . and sound insulation requirement.

For prompt attention — fill in and post coupon

BRADFORD INSULATION INDUSTRIES PTY. LTD.
Percy Road, Auburn, N.S.W.

Please send me literature about B.I. FIBERTEX ROCKWOOL PRODUCTS, for
(Type of Application)

Name

Address



torists who have simply taken to new element.

But the speed-boat fad does not, of course, affect only the fellow who owns one; it's already had its effect on waterfront living in this

When this "Sydney-sider" came to Port Hacking to live in 1956, the greatest excitement that ever ruffled the sea Bay was when one of the turned over his VJ and needed the help to stand on the keel to get it upright again. Today it is even safe to take out anything as low as a VJ unless experienced in getting out of the way of the demons from round the

mea was—and still is, for that—one of the most beautiful Port Hacking's bays. The bay is steep-to and although it is now stiff with houses, there is a jungle growth of gum trees and a local pine that you can see a fraction of them.

is still, too, comparatively quiet days go in Sydney because all and is privately-owned right to waterfront and it is impossible the speed-boat boys from other bays to bring their boats down near trailers.

So Far—Good Enough

is private ownership of the waterfront is one of those real-estate accidents that date from the back, and in this case, any of the owners are far from the snare class.

Most of them are on pensions of various kinds and they came out before the post-war suburban boom into this Shire.

Most of the older inhabitants at their land 20 or 30 years ago. One of my neighbours bought about 25 years ago, for £80, a similar block—if there were would bring around £3,000 or if the would-be purchaser was

Most of the early land buyers elsewhere in Sydney and came only at the week-end, living in their or boathouses down on the waterfront. Then, when they re-located they built permanent houses nearer the road. Most of the are long and as time has passed on some of these have been added, but the waterfront has kept intact. And so far, the has been kept comparatively

But "so-far" and "comparatively" are the operative words

I'm sitting here writing this, looking about 80 feet down the bay below. It's a perfect afternoon, late February; the sky is deep blue, the sun is but tempered by a light

ster. The bay is brighter blue than the in speckled, and until about an hour ago, reasonably peace-

ful. One of the local diehards had rowed out to what they call "the reef" and was dangling his line. Someone in a 12 ft sailing boat, with very dirty sails, was running before the breeze.

Then like the roar of a 707 jet taking off, three speed boats swooped in from round the point. One is of the jumping type that hits only every 10 feet; one is towing two skiers, cutting converging and diverging patterns of white foam on the blue water; the third is just along for the hell of it.

They went three times round the bay as a starter, crossing just in front of the sail boat whose skipper, apparently in doubt as to what avoiding action to take, merely dropped everything and wallowed in the churned-up wake of boats and skiers.

Chicken!

Then they decided to have fun with our fisherman, darting in, passing close, while the skiers played chicken with each other and with him, and his boat bobbed like a cork in the tumbled water.

I couldn't hear what he said from here—but I could almost see it. Now he's pulled up his kellick and cleared out for shore, leaving the field to this new generation of water sportsmen.

Until now, of course, a waterfrontage has been considered the most desirable piece of Sydney real-estate. But I can see the time coming when it isn't. I'm told that house values have fallen by about £2,000 at Kangaroo Point—until a year ago the classiest place on George's River in which to live—because the residents have to spend their summer week-ends with their ears stuffed with cotton-wool. George's River is recognised around these parts as a speedway for the new boats.

It is paradoxical, of course, that although waterfrontages are heavily land rated and then surtaxed, landholders seem to have no redress from the speed fiends who arrive like some special week-end locust plague wherever there is a ramp from which they can launch a boat.

There is no driving licence required of a speed boat driver; no tax at all on his craft.

There is only one small ray of hope in this thing they call the "trend" for more and bigger speed boats—that's what is known hereabouts as the Australian "credit-squeeze".

As a result, there has been a falling off in the sales of these boats, for which waterfront dwellers can thank God—and, of course, Prime Minister Menzies and Treasurer Holt.

The Pacific Islands Society

(Founded 1937)

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.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY,
Box 2434, G.P.O., Sydney.



Why not give a "Pacific Islands Monthly" subscription to your friends? See rates on page 3.



QUEENSLAND INSURANCE CO. LTD.

(Incorporated 1886 in Australia)

Assets Exceed £13,000,000

Head Office:

QUEENSLAND INSURANCE
BUILDING, 80-82 PITT STREET,
SYDNEY.

Specialists in South Sea Fire,
Marine & Accident Insurance

Apply to:—

FIJI.—Branch Office: J. F. Drury,
Manager.

Burns Philp (South Sea) Co. Ltd.

NOUMEA.—W. Johnston.

VILA.—Burns Philp (N.H.) Ltd.

SANTO.—Burns Philp (N.H.) Ltd.

NEW GUINEA.—Manager for the
Territory of Papua and New
Guinea, R. D. Kennedy.

PORT MORESBY—SAMARAI—LAE

—MADANG—KAVIENG—RABAU.
Burns Philp (New Guinea) Ltd.

Resident Officer at Rabaul:

K. Johnson.

Resident Officer at Lae:

D. J. Granter.

HONIARA (B.S.I.P.)

Wm. Breckwoldt & Company.

PAGO PAGO.

Burns Philp (South Sea) Co. Ltd.
G. H. C. Reid & Co.

OTHER SOUTH SEA ISLANDS

Burns Philp (South Sea) Co. Ltd.

Also to any of the Company's
Offices in Australia or N.Z.

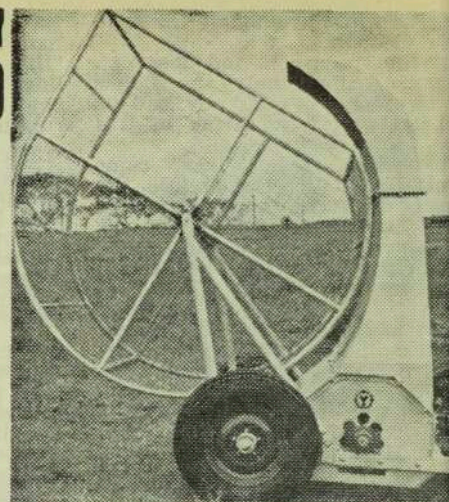
YEOMANS

PRESENT THE MIGHTY

TRITTER

The one implement pulverises non igneous rock, lacerates and mulches scrub, cuts and collects grass crops. In one or two tritterings, overgrown land is conditioned into mowable pasture. The Tritter is operated by one man—it loads its carryall basket which when filled can be dumped without the operator leaving the tractor. You can take your tritter where you take your tractor.

1. Now in use all over Australia.
2. Has knocked down and mulched up standover cane to 45 tons per acre.
3. Ideal for cleaning up unwanted coconuts, disintegrating regrowth in forests, lantana, etc.
4. Pasture topping.
5. Simple to operate, little maintenance.
6. Sizes from 42 in. to 80 in. Tritters are P.T.O. operated and tritters are controlled either manually or by remote hydraulic cylinder.



FREE

Receive regularly the highly informative Keyline publication "Keyline Comment" send your name and address now. "Keyline Comment" is dispatched free and post free and is devoted to discussions and opinions on soil development, flow irrigation technique and the latest Keyline developments.

FOR FURTHER DETAILS WRITE
YEOMANS PROPRIETARY LTD.
537 Elizabeth Street, Sydney, N.S.W.

NEDERLAND LINE ROYAL DUTCH MAIL
AMSTERDAM, HOLLAND

ROYAL ROTTERDAM LLOYD
ROTTERDAM, HOLLAND

Regular sailings by Fast, Modern, Cargo Vessels
from

EUROPEAN PORTS and U.K. via PANAMA
to

**PAPEETE, NOUMEA, HONIARA, PORT MORESBY, RABAU
LAE and MADANG**

Vessels are equipped with refrigerated and (deep) freezing cargo space. Also equipped with facilities for self-loading and discharging of heavy cargo of up to 240 tons.

For further particulars apply to Agents—

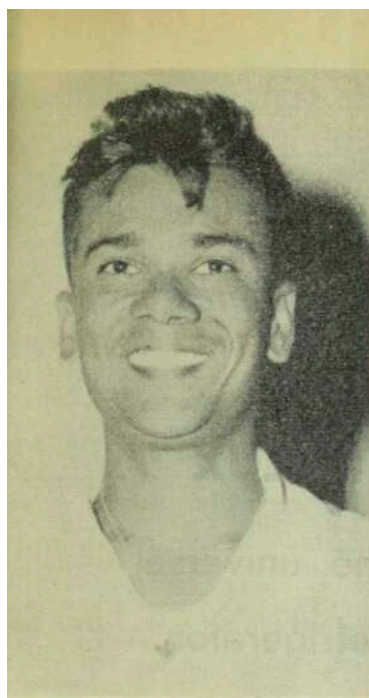
ETS. DONALD TAHITI,
Papeete.

AGENCE MARITIME PENTECOST,
Noumea.

BURNS PHILP (NEW GUINEA) LTD.,
Port Moresby and Lae.

WM. BREKCWOLDT & CO.,
Honiara.

NEW GUINEA COMPANY LTD.,
Rabaul and Madang.



Mr. James Anthony, Fiji union leader who took part in the Fiji oil company disputes of 1959, is now a student at the University of Hawaii. He now has a scholarship in Hawaii.

A Chance For The Pacific

From a Suva Correspondent

When Mr. James Anthony, general secretary of the Wholesale and Retail Workers' General Union left Fiji on February 1 to take up a scholarship at the University of Hawaii, the Colony was generally surprised.

Not because Mr. Anthony had won a scholarship, not even because he would not, at least for the time, be able to resume his active role in union affairs, but because few people had heard of the scholarships in question.

The reason for that is that this is the first year the scholarships have been available.

S. Vice-President Lyndon Johnson piloted the bill through the Senate under which some 30 million dollars will be granted by the U.S. Department of State in the next few years for an "East-West Centre" at the University of Hawaii.

Everything Free

Among other things, the bill provides for an eventual 2,000 two-year scholarships, designed to bring East and West together in an academic atmosphere.

Transportation, tuition, room and board plus a study tour to the US

mainland are all provided for the successful applicants who can study in any field they wish except medicine and law.

As the project really got rolling only about last October, probably not more than 200 scholarships have been granted this year, including three to Fiji, to Mr. Anthony, Manu Tupou, Fiji Visitors' Bureau officer at Nadi, and to James Surendra Jagai, a student.

But by going the right way about it, Fiji, and indeed other Pacific islands should be able to stake quite a claim to these scholarships in the future.

Naturally, Asia's many students will be after them, but by immedi-

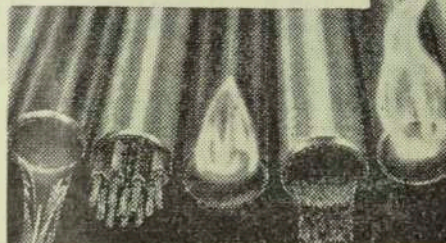
ately setting up local committees to consider possible applicants for next year's scholarships, the Pacific territories should be able to submit some solid opposition.

Lethargy will simply see the Pacific students' chances lapse, with all the scholarships going to Asians. Surely, the chance is too good for Fiji to let drift by. Now is the time for the Government to set up a small screening committee, such as operates in the awarding of other famous scholarships overseas.

There need be no qualms about lack of ability. As one visiting educationist sighed in Fiji recently: "There's a whole university here, with no place to go."

FOR OVER 50 YEARS . .

FOR OVER 50 YEARS tough, reliable S. & L. PIPES and FITTINGS have been specially made for gas, water, steam, etc. STEEL MERCHANTS and DISTRIBUTORS also of GALVANISED IRON — plain or corrugated — ELECTRODES and WELDING EQUIPMENT — JOHN VALVES and SAUNDERS VALVES (specially suited for difficult fluids).



STEWARTS AND LLOYDS

(DISTRIBUTORS) PTY. LIMITED

Agents for New Guinea Territory:
Burns Philp (N.G.) Ltd.

Fiji Agents:
Burns Philp (S.S.) Co. Ltd., Suva

If you buy tyres

You cannot buy BETTER QUALITY than
HARDIE

... the BEST TYRE for miles

Prices are keenly competitive and the range includes passenger, truck, tractor, grader and industrial tyres in all wanted sizes.

Write for details!

Sole distributors throughout the Pacific Islands:

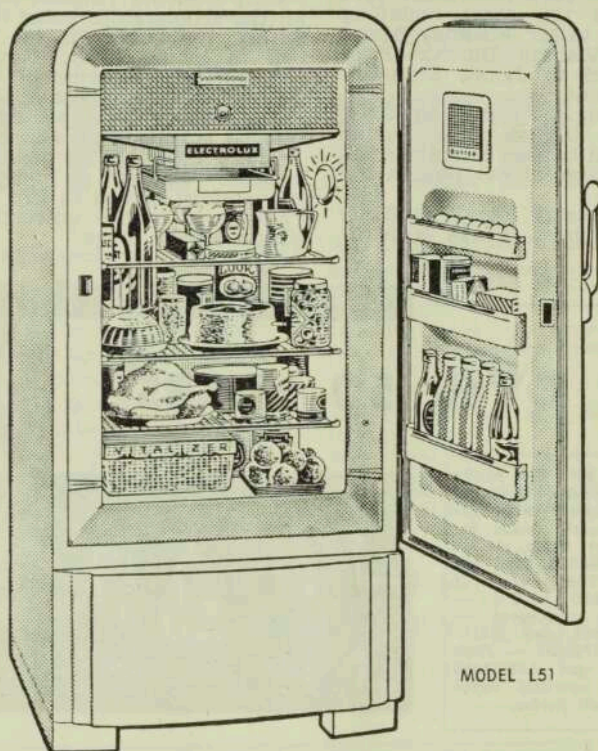
KERR BROS. PTY. LTD.

4 O'CONNELL STREET, SYDNEY

P.O. Box 3838, G.P.O., Sydney.

Cable Address: "Carefulness".

ELECTROLUX



MODEL L51

*... the refrigerator
with a difference ...*

ELECTROLUX

the universal
refrigerator
for every
household need.

- A convenient full-width frozen storage section.
- Trays with easy release handles for ice cubes, ice cream, frozen desserts.
- Rustless food shelves with special provision for upright bottle storage.
- Vitalisers to keep fruit and vegetables fresh and dewy crisp.
- Glacier blue porcelain enamel lining with oven-baked enamel exterior in Cream or Polar White.
- A special compartment in the door for butter or cheese . . . racks for eggs and for bottles. Chrome plated cover strips protect the front edges of these racks.
- The cabinet interior is illuminated with an electric light which comes on and goes off automatically when the cabinet door is opened or shut. The light can be connected to a 6v. or 12v. battery . . . to your own homelighting plant . . . or to a town supply.

Motorless, ever-silent freezing unit has no moving parts and is guaranteed for FIVE (5) YEARS.

See your local Electrolux agent now:

NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo. ISLAND PRODUCTS LTD., Port Moresby. S.C.I.E., Noumea. B.S.I.P. TRADING CORP., Honiara, Gizo. BURNS PHILP (N.H.) LTD., Vila, Santo. F. J. R. SIMMONDS, Norfolk Island

W. R. CARPENTER & CO. LTD.

THE WALES HOUSE, 27 O'CONNELL STREET, SYDNEY, NSW

PHONE BL 5421

Honiara Offenders Treated "Too Leniently"

a Special Correspondent in Honiara
light sentences by magistrates
e been coming under fire in
iara.

E police force is inadequately
staffed as it is, and local people
are sympathetic to their dif-
ficulties when, as has happened,
ives with previous convictions
been let off with what are re-
ed as nominal sentences.
e Honiara station police force
prises a European assistant
intendent, together with a sub-
ector, a station sergeant, six
orals and 48 constables, all Mel-
an. They have a job of keeping
and order in a town of 800 Euro-
s and Chinese, and up to 2,500
nesians.

seems to many people here that
ly a week elapses before there
eport of Melanesians being dis-
ed in a European house—to
or for other reasons.

lanesians themselves are fre-
tly the victims of local crime,
some of the sentences handed
o those convicted are not always
errent.

lanesian civil servants are fre-
tly the victims of organised
s who steal regularly from
food gardens, which they have
ed in an effort to supplement
rations. This is a serious and
ng problem.

e gardener recently caught an
der red handed with a potato
s hand. The thief was fined
t's not unexpected that punish-
did not prevent further thefts
that particular garden.

More Drinkers

e European planter lost 30
which he had imported from
alia. Three men were caught,
admitted taking one fowl each.
man was fined 30/- with 30/-
ensation.

shoplifter who took four tins
at valued at 18/- was fined £3.
a charge of drunkenness, there
"standard" fine of £1.

drinking charges have in-
ed considerably since the re-
on of drinking permits.
were four in 1959 and 60 in
Charges of trespass increased
eight in 1959 to 18 in 1960 and
es of assault and malicious
ge from 17 to 41 in the same

iara people are wondering
portion of all these increases
e attributed to the big increase
inking since the restrictions
relaxed, and what proportion
iency sometimes shown in the



DANISH CANNED MEATS ARE REALLY DELICIOUS !



Now on Sale at your GROCERS

If not available and for trade enquiries approach
the Sales Promotional Representatives for the South
Pacific or the cannery direct (United Canneries Ltd.,
Roskilde, Denmark).



Shell House, 2-12 Carrington St.,
Sydney, N.S.W., Australia.

You too, can save on your milk bills!

TOORALAC FULL CREAM POWDERED MILK

Available in
3-lb. & 12-oz.

TINS

Enquiries direct or through our
Sales Promotional Representatives
for the Pacific Islands:

**DEMKA
PTY. LIMITED**

DEMKA

2-12 Carrington Street, Sydney,
New South Wales, Aust.

Enjoy full-cream, full-flavoured milk whenever you want it! Simply sprinkle two heaped tablespoons Tooralac Full Cream Powdered Milk on a pint of cold or tepid water, whisk for a few seconds . . . and you've delicious fresh-tasting milk for economical cooking or drinking! Comes in easy-to-open tins . . . made only from pasteurised full-cream milk in one of the world's most modern factories at Toora, Victoria.

Manufactured by: **BRITISH UNITED DAIRIES PTY. LTD.**
141 OSBORNE ST., SOUTH YARRA, VICTORIA, AUSTRALIA.
Cables "HANDBURY" MELBOURNE.

OJU 14



Wind Gauges from PROUD

"VENTIMETER" Direct Reading Wind Gauge (left)

Amazingly accurate hand held wind speed indicator, an ideal instrument for off shore racers, accurate 1 m.p.h. even in gusts, with a range from 5 to 55 m.p.h. Plastic, rustproof, buoyant. Complete, with holding bracket for cockpit fitting. **£3/19/-**.

DWYER Wind Speed Indicator (right)

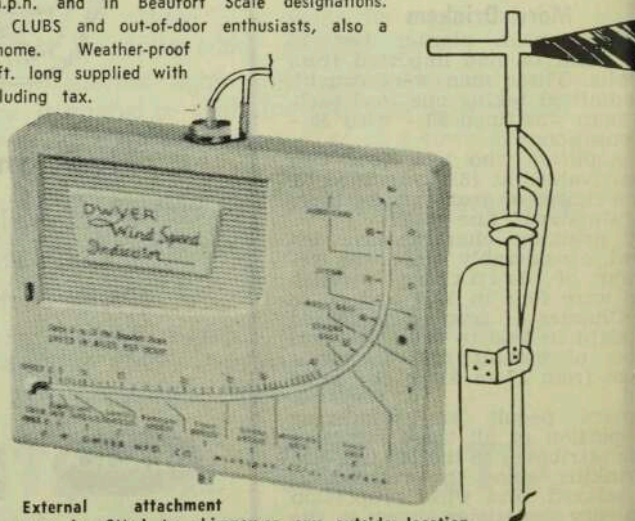
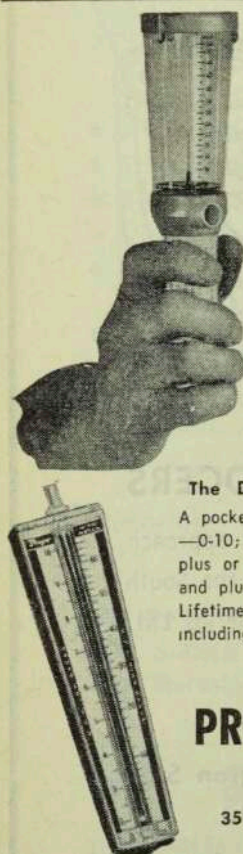
A practical and accurate wind indicator for anyone interested in wind and weather. Wind speeds in m.p.h. and in Beaufort Scale designations. Particularly suitable for YACHT CLUBS and out-of-door enthusiasts, also a practical accessory to any home. Weather-proof vinyl-plastic "lead-in" tube 50 ft. long supplied with indicator. **PRICE £15/15/-** including tax.

The DWYER Wind Meter (left)

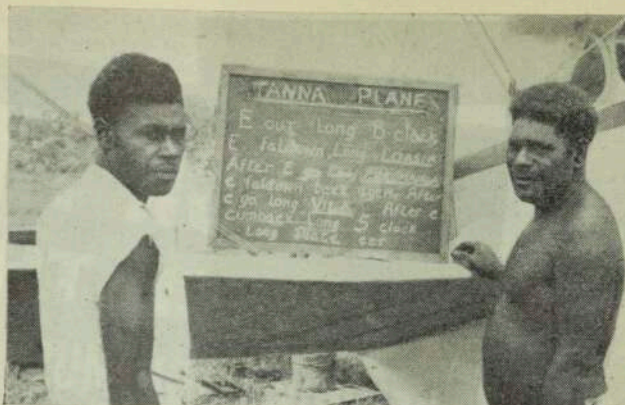
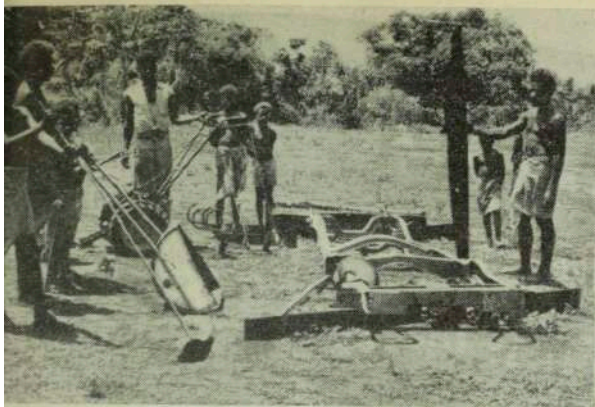
A pocket size wind gauge, with two scales —0-10; 2-60 m.p.h. Indicating accuracy is plus or minus 3 m.p.h. on the high scale and plus or minus $\frac{1}{2}$ m.p.h. on low scale. Lifetime accuracy is assured. **PRICE 62/6** including tax.

**PROUDS OVERSEAS
PTY. LTD.**

35 Pitt Street, Sydney. BU 3260



External attachment
may be fitted to chimney or any outside location.



Left are some of the natives of Tanna with the crude instruments they used to build their airstrip at Lenakel when high officialdom refused to make a road grader available. Steel plates were welded to a truck chassis as a makeshift grader. Brooms were made out of coconut husks. At right is an historic notice board. It gives details of the first air flight to Loasia airstrip, which was also constructed by the natives. Without tools or pay they levelled the strip from the top of a 1,500 ft mountain. It took them 15 months. Willy Aiu, who donated the land for the Lenakel strip, is on the right. The notice reads, in the New Hebrides brand of pidgin: "E out long 8 clock e faldown long Loasia after e go long Erromanga e faldown back agen. After e go long Vila. After e cumback long 5 clock, long place eer".

New Hebrides' Air War

"You can see now what has happened as a result of your work. What was a useless belt of bush has now been turned into something useful for the benefit of all living here, and all our dreams have come true (pointing to the aeroplane). Now is not the time to let up. We must follow closely the directions given to us by these people if we want to move ahead."

A native chief said this at the opening of Loasia airfield on Tanna, New Hebrides, on November 18, 1960.

Those words were significant, coming as they did from that man, in that of all places. The which has led up to it is a fascinating one.

It starts in 1954-5 when the late company Societe Calédonienne de Transports Aériens (ANSPAC) came into existence in Noumea, New Caledonia, to provide an internal air service connecting Noumea, the Loyalty Islands, the Isle of Pines, primarily for the native people.

It was successful, and the fleet soon expanded. Managing Director was Monsieur F. Martinet, who made the first flight from New Caledonia to Paris, in 1938.

The company now has a big staff of excellent workshops at Maitia Airport, Noumea. It soon became obvious to M. Martinet that an air service would be successful in the New Hebrides.

Bob Paul's Plan

However, M. Martinet was anti-entirely in the New Hebrides. Bob Paul, then operating an island vessel, the *Miti Vaka*, in 1952 discussed with the then Resident Commissioner,

Monsieur Pierre Anthonioz, the idea of a New Hebrides internal air service.

It was then thought possible that Transpac might be able to operate in conjunction with a company which could be formed within the New Hebrides, and in 1956 Tran-

spac's senior pilot, Monsieur Lafarge, was the guest of Paul on Paul's plantation at Lenakel, Tanna. Lafarge was looking at the possibilities of an air link between Noumea and Vila, via the Loyalty Islands and Tanna.

Tanna was of utmost importance, too, for an internal airline.

It is 50 miles closer to Fiji than Vila. It is a stepping stone on the route from the Loyalty Islands to Vila. It is a very lovely island, with great tourist possibilities. It has a good road network and good sites for airports of any size.

Its 8,000 people live on extremely fertile land, rich in agricultural products, including cash crops.

Native Help Needed

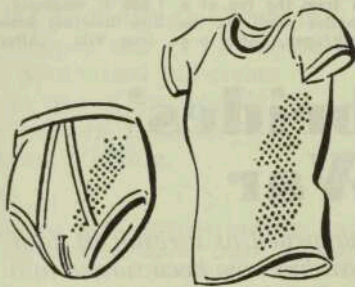
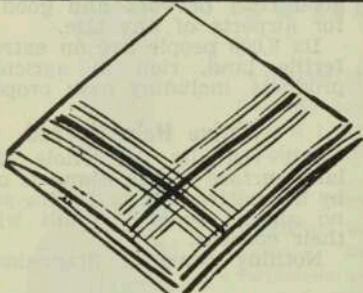
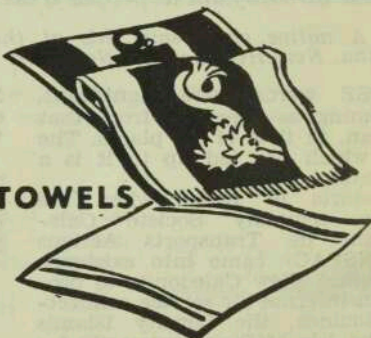
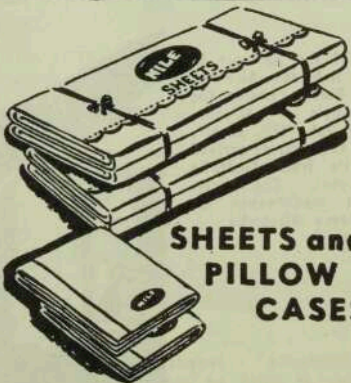
But virtually the whole of the land surface of the island is owned by the natives and as the law stands, no airport could be built without their consent.

Nothing came of discussions at

One of the partners in New Hebrides Airways, Paul Burton, beside the company's Dragon, "Miti Vaka II", shortly after the aircraft arrived in Vila from Australia last year. The photograph was taken by Reece Discombe.

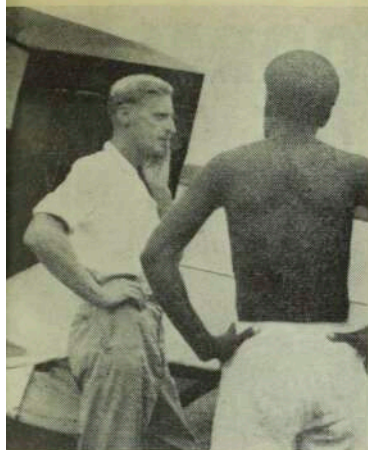


**CHECK THE VALUE
CHECK THE STYLE!
OF COURSE YOU MUST INSIST ON NILE**

NILE	 AERO UNDERWEAR	NILE
 COLOURFAST HANDKERCHIEFS	NILE	 TOWELS and TEA TOWELS
NILE	 SHEETS and PILLOW CASES	NILE

50

MARCH, 1961 — PACIFIC ISLANDS MONTHLY



a planter Bob Paul, who has seen his service become airborne, despite opposition.

time, but nevertheless under encouragement from the Resident Commissioner M. Honioz, other officials and private persons visited Tanna from time to time, and there the necessity for a local airline was constantly passed in 1956-57.

at the venture could never be under way.

Paul was not daunted.

Then one day in 1958, while taking a load of cattle from Vila Lenakel in the Darnley in a rough sea, he became really seasick for the first time in his life, and made a quick decision.

As soon as he had gratefully set foot on dry land, he said, "I am going to buy an aeroplane!"

In early 1959 he went to Australia to study as a pilot. If he couldn't engage anybody else to start an airline, he could start one himself.

Company Formed

In Australia he met Paul Burton, who had been running a country airline from Bourke.

Burton, interested, went to the island and looked the situation over. He decided with Paul that they might be able to make a go of it on their own. Transpac had, they said, lost interest for the time being.

They formed a company, New Hebrides Airways.

Paul had had an idea to use his station on Tanna as an airstrip. It was now decided there wasn't enough land—that something half a mile long and 100 yards wide would do.

To get a suitable strip they needed native land—which seemed insuperable difficulty.

Enter Jon Frum!

They did not count on the influence of the Jon Frum movement! They entered an almost unbelievable factor. The natives who

were anti-Jon Frum began to help the establishment of an air service.

The Jon Frum movement had taken shape in 1940. Its symbol is a red cross, usually erected in the centre of the village.

Its sub-leaders are known as the Keepers of the Crosses.

They believe that on a certain day Jon Frum will appear in power and all believers in him will receive everything they need.

Amongst other things, Jon Frum has "aeroplanes", so the local people are air-minded, and those who are anti-Jon Frum are as much so.

As it is not possible for the Tannese to leave Tanna unless they undergo a rough sea-voyage of 24 hours, the idea of travelling by air appealed to them.

Mr. Paul said to them: "If you are willing to work and build an aerodrome I will produce the plane and you can buy shares in the company."

This was in August, 1959. Loasia is in the centre of the large bay that cuts into north-east Tanna. The country rises steeply from the sea and there is nowhere on this part of the coast where a strip can be located.

Poor Tools

The people of Loasia therefore started to level the top of a mountain 1,500 feet above sea-level, some miles inland from the village.

Their tools were axes and garden spades. Their only wheeled vehicle



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

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

BANK OF NEW SOUTH WALES SAVINGS BANK

LIMITED

(Incorporated in New South Wales)



Manufactured by:
BRITISH UNITED DAIRIES
PTY. LTD.
141 OSBORNE ST., SOUTH YARRA,
VICTORIA, AUSTRALIA.
Cables "HANDBURY" MELBOURNE.

OJU 16

Only TWO
heaped tablespoons
make a PINT of
FULL CREAM
MILK!

Enjoy full-cream, full-flavoured milk whenever you want it! Simply sprinkle two heaped tablespoons Tooralac Full Cream Powdered Milk on a pint of cold or tepid water, whisk for a few seconds . . . and you've delicious fresh-tasting milk for economical cooking or drinking! Comes in easy-to-open tins . . . made only from pasteurised full-cream milk in one of the world's most modern factories at Toora, Victoria.

TOORALAC
FULL CREAM
POWDERED MILK

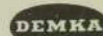
Available in



3 lb.
&
12 oz.
tins

Enquiries direct or through our Sales Promotional Representatives for the Pacific Islands:

DEMKA PTY. LIMITED



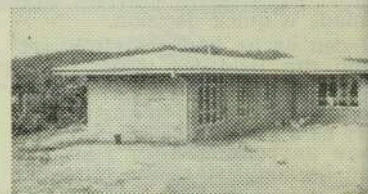
2-12 Carrington St., Sydney, New South Wales, Aust.

five
more
from
monier

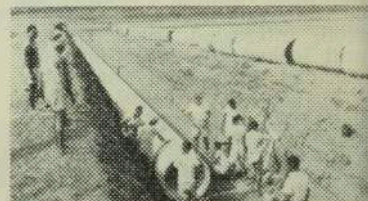
Masonry Blocks,
Pre-cast Concrete
Drainage Pipes,
Sewerage Pipes, Septic
Tanks, Step Treads,
Paving Flags, Pre-cast
Flooring Units and all
forms of pre-cast
concrete work.
Available from
Monier Factory, 6 Mile,
Port Moresby

Enquiries to the Manager—
MONIER PIPE CO. PTY. LIMITED
Box 328, P.O., Port Moresby, Papua. Telephone 5334

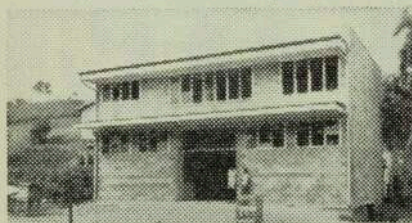
Monier
CONCRETE INDUSTRIES AUSTRALIA LIMITED



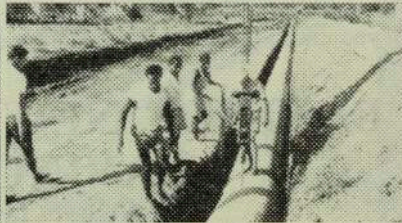
House built of Monier pre-cast M-type building blocks at Boroko. Builder: K. Skrierer.



Monier Pipes being supplied for drainage at Jackson Airfield for Commonwealth Department of Works.



Trade store at Koki. Builder: D. G. Watkins.



Monier Pipes for sub-divisional roads at Boroko. Builder: Hornibrook Constructions Ltd.



Monier pre-cast grandstand at Boroko Oval. Builder: John Stubbs.



Bob Paul's son inspects a Jon Frum gate on the ash plain at the foot of Yaouwey, an active volcano on Tanna. The volcano is named after the Jon Frum movement because that is where he is supposed to live. There are various gates of the sort in this area.

an old car trailer capable of holding half a yard of earth. Slowly and painfully the work proceeded. Thirteen great banyan trees were cut up piece by piece and burnt. The bush was cleared little by little and the top of the hill removed and used to fill the saddle between it and the next hill.

A hurricane destroyed the young coconuts and very little copra could be made for the next six months. The people filled in time by working on the airstrip.

From time to time Paul supplied necessities, such as rice and tinned goods, to help them along. With the coming of the winter, the airstrip was sufficiently advanced to begin planting couch grass.

Officialdom's Attitude

On Burton's arrival in the New Hebrides, Paul and Burton submitted written plans to the two Resident Commissioners. This immediately raised difficulties, as there was no Condominium legislation governing the operation of commercial airlines within the Group.

The then French Resident Commissioner, M. Favreau, appeared openly opposed to the introduction of the service.

However, as the construction of the airstrip proceeded, Transpac became interested again in the possibility of connecting their services with Vila, via Tanna, and began negotiating within the Group for private capital, with the intention of forming a new company to be known as Hebridair.

The French RC agreed with the British RC, Mr. John Rennie, to act in the two air advisers, attached to the respective High Commissions, M. Donzel, of Noumea, and Mr. Corbin, of Honiara.

At a meeting between the air advisers and all interested parties in

December, 1959, New Hebrides Airways agreed to operate Transpac machines in New Hebrides on a charter, the proceeds to be pooled. Starting date was to be February 25, 1960.

Meanwhile a second airstrip was being built.

The people of the Lenakel area, on the coast, had become interested and were building a strip about half a mile from Paul's plantation.

Here, the Loasia performance was being repeated. Using the most primitive tools, an airstrip was cut and levelled, from heavily timbered country.

It is the practice in NH to hire out Condominium-owned earth-moving equipment to the general public, and the services of a grader

were now sought from the British Agent at Isangel.

He made available a small grader, but his action was countermanded upon the orders of the then French Resident Commissioner, and the grader was withdrawn. No one knows why.

Said the Tannese: "Why does the Government tell us we must move with the times, then cut the ground from under our feet?"

Transpac Comes Back

Following the meeting in December, 1959, Transpac became active in the New Hebrides.

M. Martinet flew to Tanna in his private Stinson plane, landing on the ash plain below the volcano,

MORRIS HEDSTROM

(AUST.) PTY. LTD.

We are Australian Agents for:

MORRIS HEDSTROM LTD., Fiji, Tonga, West Samoa.

W. R. CARPENTER (FIJI) & CO. LTD., Suva.

MILLERS LTD., Fiji.

NEW GUINEA CO. LTD., Rabaul, Kavieng, Madang, Lae.

ISLAND PRODUCTS LTD., Port Moresby.

MANDATED AIRLINES LTD., Lae.

B.S.I. TRADING CORPORATION, Honiara, Guadalcanal.

G.&E.I.C. WHOLESALE SOCIETY, Tarawa.

MORRIS HEDSTROM

(AUST.) PTY. LTD.

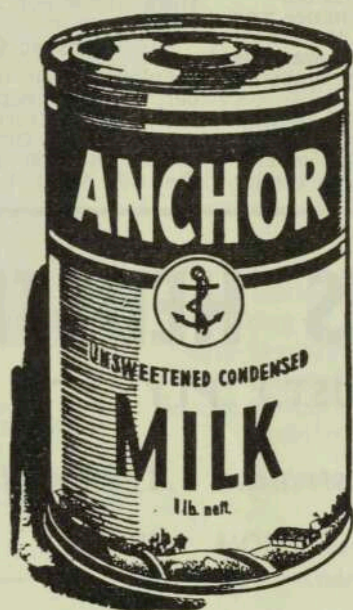
ISLAND MERCHANTS

Wales House, 27 O'Connell St., Sydney

Box No. 2512, G.P.O., Sydney. Phone: BL 5421

Cable Address: "Morstrom", Sydney

Bank of New Zealand, Sydney; Bank of New South Wales, Sydney.



ANCHOR
The reliable
Brand

The Famous "ANCHOR" Family includes . . .

- ANCHOR UNSWEETENED (EVAPORATED) CONDENSED MILK
- ANCHOR FULL CREAM MILK POWDER
- ANCHOR SKIM MILK POWDER
- ANCHOR PAT BUTTER
- ANCHOR CHEDDAR CHEESE

Also ACORN BUTTER (in tins) and SNOWFLAKE
UNSWEETENED CONDENSED MILK

SOLE DISTRIBUTORS: AMALGAMATED DAIRIES LTD.,
AUCKLAND, N.Z.

ere benzine had been left for by the Condominium vessel, *innante*.

With the assistance of George Light, of Lenakel, an arrangement made with the native people a strip should be constructed Transpac's own use on native near Lenakel.

ut, after two hundred yards had cleared, the natives stopped k; and nothing that the French District Agent could do would in- them to start work again. or various reasons the charter ngement plans for February, did not eventuate.

ew Hebrides Airways decided to an aircraft of its own, and in tralia in April, 1960, Burton and l bought a Dragon Rapide that been serving as an aerial ambu- e in Queensland.

ne aircraft was overhauled, n an Australian certificate, d for twelve months, and chris- ed *Miti Vaka II*.

ne pair flew it to the NH via e Moresby, Rabaul, and Honiara.

Still No Grader

rossing the long stretch of ocean een Honiara and Santo one or gave trouble, but they fin- d the flight safely.

Tanna there was feverish ac- y to complete the strip at akel sufficiently to allow the aft to land, and there was t excitement when the Dragon ide came in sight.

did land, but with so little gin of safety that 500 natives ched up to the French District nt and asked that the grader made available to finish the eld.

ne District Agent, however, re- ted that as he was acting under ctions from Vila, the grader d not be made available. He d, however, pass on their re- t.

difficult situation was averted urton constructing a makeshift er by welding steel plates on truck chassis. This was towed d a Land-Rover.

ost of the grading was by rubbing the ground with t pieces cut from the butt end coconut fronds and mounted on s.

was three weeks before the on Rapide was able to take rom the strip, to go to Noumea discussions with Transpac.

lations with Transpac were still , as they always have been.

ys Paul: "New Hebrides Air- kept Transpac informed of all es and that firm made repre- ations to the Government to us to get started, still on a of co-operation. They have very straight all the way along line."

at there has been some strange oeuvring against the Austra- air interest; and if Transpac

are not in it, suspicion points to other French interests.

For three months of last year after its arrival, the Australians' Dragon Rapide was flown as a private aircraft in the New Heb- rides, for it was not a registered operator.

Improvement!

Things improved after last Octo- ber. The Parliamentary Under-Sec- retary of State for the Colonies, Mr. Julian Amery, flew to Tanna and took a great interest in the progress that had been made.

Soon after his return to Vila, Messrs. Paul and Burton were in- formed that an inspector of Civil Aviation would be sent from New Zealand to Noumea, at the request of the Government of Fiji, and that if his report were satisfactory, a validation of current Certificate of Airworthiness and Registration would be issued.

In October, the Dragon Rapide was taken to Noumea, where M. Martinet made available the whole of the workshop facilities of Trans- pac, and generally made Paul and Burton very welcome.

The aircraft returned to Vila with its certificate in November, New Hebrides Airways Limited was meanwhile registered as a company, the aircraft issued with the letters VQ-FAZ and the company allowed to commence regular services be- tween Tanna and Vila as from early November, 1960.

The first flights in the NH were received with great enthusiasm.

"Ship finished now!" was the way one New Hebridean expressed it.

It had been argued in Vila that no Hebridean would pay £5 to fly from Tanna to Vila when he could make the same journey by ship for £2.

All Want a Ride

In the first week of operations 35 passengers paid to travel between Tanna and Vila, each way, necessi- tating daily flights.

At Lenakel there is a tremendous pride of possession. £570 has already been subscribed by the local Tan- nese people to purchase a share in the aircraft.

A regular watch has been estab- lished over the aircraft when it is not in use. An emergency service is manned at every landing and take-off. Assistance is given with the maintenance and servicing of the aircraft.

An airport taxi service has been established; and further work is being carried out on the strip, de- spite the lack of any mechanical aids.

The cleared land in the vicinity of the strip has been laid out in gar- dens and the construction of a hangar has been commenced. (Over)

Furnished Serviced Suites

In Sydney

Kanimbla Hall, 19-29 Tusculum St., Potts Point, 5 minutes city, next Kings Cross, modern, 9 floors, har- bour views, restaurant, S.C., furn. serviced suites with separate Lounge, Bed and Bath Rms. and Kitchenettes. Refrig., H.W., from £2/15/- daily for 2, from £3/15/- for 3. Under new management. Write or Phone: FL 4141 (9 lines); after hours, FL 4140. Telegrams: "Kanimblahall", Sydney.

"PACIFIC ISLANDS YEAR BOOK"

8TH EDITION

Price 37/6. Postage: British Commonwealth, 2/3; Foreign, 4/-; when ordering direct. (In U.S. Currency, \$5.00 including postage.)

PACIFIC PUBLICATIONS PTY. LTD.,

Technipress House, 29 Alberta St., Sydney. (Box 3408, G.P.O., Sydney, N.S.W., Aust.)

THE YORKSHIRE INSURANCE CO. LTD.

(Incorporated in England)

ALL CLASSES OF INSURANCE

Including

Fire — Accident — Guarantee
— Motor — Workers — Marine

PAPUA AND NEW GUINEA BRANCH

James Arcade, Cuthbertson St.,
Port Moresby.

Manager, O. S. Pudney.

CHIEF ISLAND REPRESENTATIVES

Port Moresby . . . E. A. James & Co.
Rabaul A.S.P. (N.G.) Ltd.
Lae Paul Hyman
Madang Roy Macgregor
Manus Edgell & Whiteley Ltd.
Honiara, B.S.I.P. . . E. V. Lawson, Ltd.
Suva Williams & Gosling Ltd.
Noumea R. Laubreaux
Norfolk Island . . . A. E. Martin
Apia E. A. Coxon & Co.

just right!... made by **JOHN WHITE**

In the heart of Northamptonshire,
more than 1400 John White craftsmen
are now producing millions of pairs a year
— just right in style, comfort and value-for-money.

TRADE ENQUIRIES from bulk-buyers for wholesale quantities
can be addressed either to John White Footwear Ltd., Higham Ferrers,
Northamptonshire, England or their Agents for the Pacific Islands
Messrs. Whiteaway, Bickley & Bell Ltd., 25-31 Moorgate, LONDON, E.C.2.



This smart
Oxford style
with storm-welt is
particularly popular



MADE IN ENGLAND



Lager as you like it!

How refreshing to sit at ease with a glass of
sparkling cool K.B. Lager . . . truly "lager as you
like it" . . . truly the favourite of men and women
everywhere!

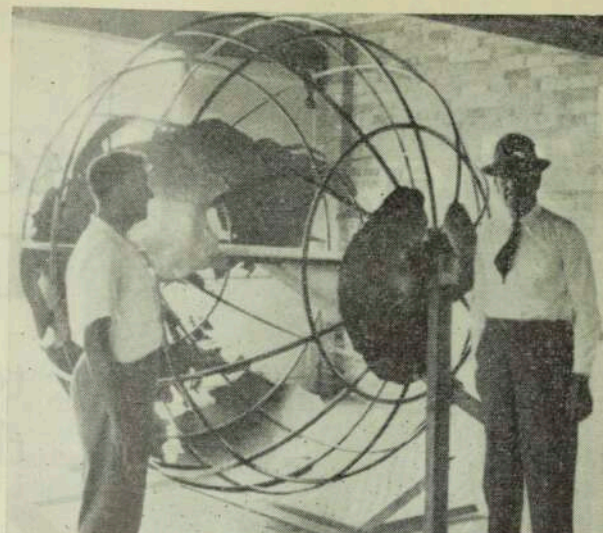
Tooth's KB Lager

BREWED AND BOTTLED BY TOOTH & CO. LIMITED

KB.155

Memorial to Harold Gatty

Campbell Town, Tasmania, birthplace of Pacific aviator Harold Gatty, died in 1957, is erecting a memorial to him ("PIM", Feb., p. 10). The townspeople also hope to endow a scholarship for a local student with proceeds from the memorial fund, which is still open. The memorial itself has been built by students of the Hobart Technical College, for the cost of materials only. It is in the form of a globe, showing the route Gatty and Wiley Post took in the first circumnavigation of the world, and mounted on a 20 ft steel column. The globe is a replica of Post's aircraft, "Winnie Mae". Here the globe, photographed in the PMG depot, Campbell Town, last month, as it awaited erection. On the right is the Warden of Campbell Town, Mr. J. C. O'Brien, with the PMG line foreman, Mr. E. Davis, and children of Mr. K. G. Worsley, Campbell Town's Council clerk, who lay the "Winnie Mae" and the plaque which will go on the base of the monument. The plaque reads: "This monument is to honour the memory of Harold Gatty who in 1931 won world fame as an air navigator after his record-breaking flight with Wiley Post in the 'Winnie Mae'. During the Second World War as a Group Captain in the RAAF he was Director of Air Transport for the Allied Forces in the Pacific Area. Born at Campbell Town, 1903—died at 1957. This memorial was constructed by the Hobart Technical College. J. C. O'Brien, Warden, 1960".



Meanwhile, on the top of the mountains, in the "middle bush", the people of Loasia were heartened at the thought of the work that had gone into their airstrip, they felt that it would now no longer be of any use. The late starters at Lenakel had the plane.

Loasia Mourns—Then Rejoices

However, Paul Burton decided that the work was sufficiently far advanced to permit a landing. As a result, a landing at Loasia was carried out, to the great joy of the Loasia people. It was decided to have an "official opening" of the strip on the following Friday, November 18. It was a social and a great event of importance—all the people took part. It is their

that the excitement was not confined to Tanna. Here at last was something important and modern for the New Hebrides people could do for themselves.

At Aniwa, a small atoll to the northeast of Tanna, the people have a "Custom field".

At Futuna (a steep-sided mountain rising vertically from the sea, to the east of Tanna) the people, who are great travellers and sailors, cut down their precious trees across the top of the mountain and eventually made a serviceable airfield some 650 yds in length.

Quoin Hill, northeast Efate, an emergency strip 1,200 yds in length has been completed on a former American wartime field.

A Major Topic Now

Tongoa, a small heavily forested island in the centre of the group, several hundred people are cutting a strip along a razor-ridge. Throughout the group the estab-

lishment of air transport is a major topic of native discussion.

If enthusiasm and hard work can produce them, it will not be long before the group is dotted with airfields.

But the native peoples wish to retain the control of these airfields in their own hands.

In the interests of safety a compromise will have to be reached; but the measures have not yet been worked out.

Meanwhile M. Martinet of Transpac has continued his company's interest in the New Hebrides. A French company has been formed, known as Hebridair.

In mid-December, on the day that M. Martinet left the New Hebrides to return to Noumea after forming the company, a Fiji Airways Heron touched down at Vila on the proving flight of what is shortly expected to become a regular British service from Fiji to the Solomons via the New Hebrides.

Since December, Fiji Airways has operated several charter flights through the NH in anticipation of a regular service.

Thus, in the air, the New Hebrides is finally looking up.

Jon Frum Again

And what of the Jon Frum movement? The leaders are already embarrassed by the comings and goings of the Dragon Rapide, so close to their headquarters.

But theirs is not primarily an anti-European movement. It is, in its present manifestation, rather anti-Government and anti-Mission.

Basically it is an expression of a desire for a more advanced way of life, which they feel can be obtained through a better form of education and leadership than either the missions or the Government are at the moment providing.

These people also feel that they must not surrender the things that



can help them achieve it, particularly control of the land. They will work on a road themselves rather than allow the Government to repair it with mechanical equipment, in case it gives the Government the right to claim the road.

Last month one of the interested Australians summarised the events of the last year or two this way:

"New Hebrides Airways have had to build their own or organise and assist in the building of the airfields, with no assistance whatsoever from the Government—in fact, fierce opposition—and fight a political war and push a very lethargic British Government into registering them, put up with 'spies' travelling on the aircraft, and all the petty goings-on of political wars.

"We are still battling; but our allies, the natives themselves, have stuck to us through the worst patches and we are indebted to them. Also there are now six Tanna people who would not be alive today but for the plane."



They tried to tame Lightning!

to save the wealth of the South Pacific

It takes *fifteen years* for a coconut palm to become fr productive. It takes less than a *second* for lightning reduce it to a charred stump.

This lesson was quickly learnt by the Lever men, pioneered the copra industry in the South Pacific. Consequently, wherever possible, they planted their palms in containing ironstone. They worked on the theory that ironstone would help to disperse and tame the tremendous electrical charges and thus save the trees.

Of course there were many other hazards — plant disease insect pests, and the devastation of war.

But through the years, hazards and uncertainty, particularly economic uncertainty, have been pushed steadily into background. This is due in great measure to the role played by the Unilever organisation in developing the economy of islands. By promoting the world-wide sale of products from copra, Unilever is working to make the future of area more secure.

Each year the bulk of all copra exported from the Pacific bought by Unilever. And each year, ships that take out copra bring in a wide range of famous Unilever products ranging from toilet soaps to packaged foods . . . products synonymous with good health and better living the world over.

Unilever's simultaneous export and import, a unique two-way traffic, assures for the Pacific area continuing prosperity and future progress.

These famous Unilever products are available through wholesale, retail and indent houses in all areas —

EXPORT DIVISION, J. KITCHEN & SONS PTY. LTD.

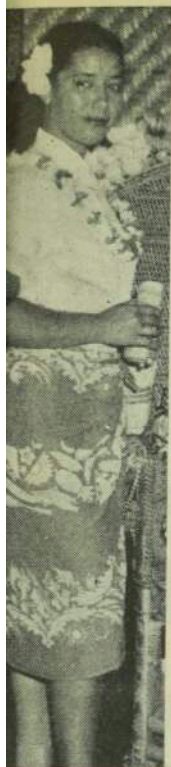
RINSO
LUX TOILET SOAP
LUX FLAKES
LUX LIQUID
LIFEBUOY

SUNLIGHT SOAP
PERSIL
SURF
VELVET
PEARS SOAP

SOLVOL
PEPSODENT
REXONA
CONTINENTAL SC
MELLAH DESSERT

Representatives for the Unilever Organisation, Le Brothers Pty. Ltd., J. Kitchen & Sons Pty. Ltd. World Brands Pty. Ltd.

JK.62E



ng the visitors to Tahiti in
ary was "Johnny" Frisbie (above),
has written two best
rs and will shortly study the
uage and folklore of Puka
. And with more tourists now
ing in Tahiti more people
going to see at first hand that
us view of local scenery below.

Beryl Sawyer Reports from Papeete

What Is The Future For Tahiti's Youth ?

Tahiti's Protestant monthly, *Vea Porotetani*, in a story entitled 'What will happen to Tahiti's youth?' deplores the lack of employment openings for Tahitian young men and women in Papeete. A few Tahitians are able to obtain work in the new hotels as kitchen help, waiters, waitresses and the like—and the more fortunate as hostesses and office workers.

But in a country without industries, without even a future in agriculture, what sort of a future awaits the new generation of Tahitian youth?

Economists reply that Tahiti's future lies in tourism, but for a Tahitian that means a life of servitude in hotel work. Surely this is a sad future for those equipped mentally and physically for better things?

A POSSIBLE solution might be found in the creation of enterprises directly connected with the land, or with fishing—the canning of fish and the making of preserves, etc.

Vea Porotetani asks, surely this would not be more difficult than the construction of an international airport?

Meanwhile, figures issued by the French Government Tourist Office reveal that in 1960, 6,151 tourists visited French Polynesia.

These figures comprise the arrivals by air and do not include some 14,000 persons who arrived for a one-day or two-day stopover aboard passenger liners.

Of the 6,151 tourists, 70 per cent. were from the United States; 19 per cent. were Anglo Saxons; 10 per cent. were Europeans and one per cent. from Asia or South America.

"HELP!" say some local wags, "Tahiti is beginning to look like the French Riviera!"

Visiting Tahiti recently were the Earl of Dudley, Princess Marie Grace Radzivil, and former French cinema producer (*Carnet du Bal*) Alfred Fua, who has since turned from film-producing to the sale of de luxe clothing to such notables as the Prince of Monaco.

Also on the Tahiti scene was Alfred Cartier (no relation to the famous French jeweller), owner of a block of seven buildings on the Paris Champs Elysees, here in Tahiti to look over the possibilities of building yet another hotel.

The latest hotel project on paper is announced by George Rolley, of the South Pacific Investment Company, Washington, who "played possum" for several weeks before announcing that he has acquired for hotel construction a section of magnificent beach and bay land at Taravao, some 40 miles west of Papeete.

(Over)



Also in Tahiti is authoress Johnny Frisbie, daughter of Robert Dean Frisbie, "Ropati". Born of an American father and a Cook Is. mother, she has written two English-language best sellers, *Miss Ulysses From Puka-Puka* and *The Frisbies of the South Seas*.

Johnny, who in private life is the wife of Carl Hebenstreit, Honolulu radio and television director, has been commissioned by the directors of Honolulu's Bishop Museum to make a study of the language and folk lore of Puka Puka.

FILMING of *Mutiny on the Bounty* ceased abruptly at the end of January and stars, cameraman, technicians, tons of costumes, wigs and makeup were abruptly flown back to Hollywood.

Reasons given—the spell of rainy weather and the state of producer Sir Carol Reed's health—he was suffering from a kidney stone.

Left in Tahiti is an assistant producer, a head gardener and flower arrangements man, and the good ship *Bounty* with her crew aboard.

Word has been received that MGM plans to return to Tahiti in April to continue filming.

Comments a local paper, "No doubt those who decided to come to Tahiti during the rainy season failed to read the journal of Captain Bligh, which states 'the rainy season begins in November and may extend until the end of March!'"

Meanwhile, local French citizen and ceramist Frank Fay has been fined a total of 25,579 francs—about £A128—as self-confessed author of painted street signs in Papeete, "MGM GO HOME!"

He will appeal against the decision.

The next film venture to come to Tahiti, during a brighter season in late July, will be the Britishers of the Arthur Rank organisation.

Producer Ivan Foxwell, and writer Geoffrey Cotterell, are already in Tahiti, working on the script and scenario for a new film which will be entitled, *Tiare Tahiti*, starring James Mason and John Mills.

Filming in July will continue for about six weeks.

Foxwell says he hopes to be able to take over the entire Iacorana Villa hotel to house his cast and technicians, who will number more than 60.

TAHITI'S self-styled Robinson Crusoe, Jacques Talrich, has quit the simple life of the island of Mehetia and returned after a month—emaciated, bearded and sunburned—to the delights of easier living in civilisation. He was able to last out the required month in solitary.

Divorced, 36-year-old Talrich was chosen in Paris from among hundreds of willing applicants for a simple life on a desert island, as part of an experiment conducted by radio station Europe Number One to prove (or to disprove) that a

man, accustomed to the comforts of modern living in a city, could adapt and acclimatise himself to the primitive solitary life of a Robinson Crusoe.

With his only companion a Tahitian dog, Kazan (who started off on the adventure by badly biting the hand of his new master), Talrich was armed with 66 lb of luggage, a radio set and two bread-fruit.

On his return to Papeete from Mehetia, he was barely recognisable.

In the place of a white-faced, flabby, taciturn Frenchman, there was a thin, voluble, brown-skinned man who only interrupted the eating of several steaks and French fries to converse loudly and animatedly with his dinner companions.

Was the experiment a success? It is difficult to say, but Talrich is a new and a better man.

P-NG CRAYFISH INDUSTRY

The P-NG Fisheries department is carrying out a survey which covers put "up to 50,000 crayfish a year" the Australian market.

An administration official said Port Moresby in February that crayfish export industry "look promising". The crayfish would come from the Papuan coast between Port Moresby and Yule Island.

Native fishermen last year sold 30,000 crayfish in Port Moresby during the season February to May.



TRIPLE SEALED for the TROPICS

The superior quality of Fountain Self-Raising Flour is maintained from the mill to your kitchen by the special 3-individual wrapping-for-the-tropics packs. 2 lb. packets or 2 lb. and 7 lb. tins.

FOUNTAIN Self-Raising FLOUR

Fountain Self-Raising Flour is a FIRST PRIZE WINNER at the ROYAL EASTER SHOW, SYDNEY.

Try this Prize-Winning Recipe for Scones

3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter, 2 pint of milk
Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

W. C. DOUGLASS LIMITED, FOVEAUX STREET, SYDNEY, AUSTRALIA.

Other Famous Fountain Products



Rich, Red
FOUNTAIN
TOMATO SAUCE
Vacuum sealed.

Vitamin-filled
FOUNTAIN
TOMATO JUICE.

FOUNTAIN
SOUPS, SPAGHETTI
and
BAKED BEANS

More Echoes

Flynn's Euronesian Daughter

Memories of Errol Flynn published in "PIM" since his death have brought other memories to it. The following was told to "PIM" by Mr. "Ted" Bishton, who is well known as an Amalgamated Mines pioneer in New Guinea before the war, and who still has a connection there through his membership of a couple of plantations in New Ireland. He knew Flynn well when the then young man was rocketing around New Guinea over 30 years ago.

ERROL FLYNN had some romantic associations with native women in New Guinea; a New Ireland girl was his mistress in Kavieng for a while. This girl bore him a daughter; and her and child were cared for by people of the mother's village, in Flynn went away.

The child was named Marguerite, was light in colour, and clever attractive. A European planter noticed her in a native village, and inquired about her, and was informed that she was the property of a Malay.

The planter interviewed the Malay, and persuaded him to sell the child; and he took her home with him to his coastal plantation. She was then about 10 or 11 years

Pretty Little Girl

The Assistant District Officer at Kavieng was Mr. M. S. Edwards. He noticed this pretty little Euro-Asian girl on the coastal plantation, where she seemed well cared for, and he knew her to be the adopted daughter of Errol Flynn. He did not like the child's environment, however, so he persuaded the Malay to allow him to take her away.

Thus, Marguerite Flynn entered the household of Mr. and Mrs. Edwards, in Kavieng, where she was reared to the two Edwards' children, and received suitable education and training.

A year or two later, when Marguerite was about 13 or 14, the invasion of New Guinea threatened, and Mrs. Edwards and children hurriedly were sent home.

Mr. Edwards remained there, thus became a prisoner of the Japanese; and he was among the many European civilians who were killed in that area.

Thus, Marguerite lost her protector and her home.

It is not known what happened to her after the invasion. But it is known that, during the enemy occupation, she became the wife of a New Guinea police-boy; and she died when giving birth to her first child.

"She was a pretty and a clever half-caste girl," said Mr. Bishton, "and she knew that she was the daughter of Errol Flynn, who by then had become famous in Hollywood."

COMMITTEE ON NAMES

The BSIP has formed a committee to standardise the spelling of place names in the Protectorate. The committee will also recommend names for places and features that do not have any.

NOUMEA TALKS ON STH. PACIFIC GAMES

Sporting representatives of at least 18 Pacific Territories will meet in Noumea in early March to discuss the possibility of a South Pacific Games.

The talks, which will last a week, have been arranged by the South Pacific Commission.

They follow proposals made at the South Pacific Conference at Rabaul in 1959. The talks will discuss possibilities, the type of events to be included, and when and where the first games will be held. Most territories have already indicated their support of a games. (See PIM, Feb., p. 20).

Love the fragrance of YARDLEY



April Violets Skin
Perfume.

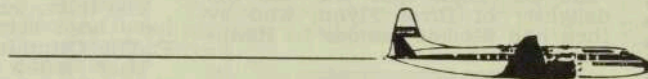
Lavender Perfume.

Red Roses Talc.

Lavender Hand
Soap.

'Bond Street' Perfume,
'Bond Street' Skin
Perfume.

YARDLEY • LONDON • SYDNEY • PARIS • NEW YORK



Most regular travellers



ANSETT-ANA
... every time

*For helpful, cheerful, reliable service
ring Ansett-ANA or any Travel Agent*

2300

Americans "Not Wanted" In Tahiti

Papeete's French Government Tourist Office comes in for a severe battering in an issue of Papeete's weekly anti-French, anti-American, pro-Tahitian *Tribune Tahitienne*.

THAT it has to say is not surprising, because of the stand it always takes against capitalism, and American capitalism in particular.

But its comments are of interest because there is a body of opinion which supports them.

Opinion is divided in Tahiti on the desirability of encouraging tourists, which was one of the reasons why Tahitian representatives at the Honolulu Pacific Area Travel Association conference in January said that they would not pay Tahiti's dues for PATA publicity this year (PIM, Feb., p. 9).

The *Tribune Tahitienne* article is a lot of critical things to say about "foreign hotelmen", "speculators of every sort" and even about "travelling artists".

It says that for several years local administrators have been attempting to create a tourist industry to take the place of phosphate mining, which is diminishing. They built an airport but "by pure stupidity or lack of forethought no plans were made for a hotel industry which would have done wonders for the economy of the Territory".

No Specialists

It added, "It is amazing that no one thought of calling in hotel specialists from Switzerland, Italy, Spain—or even France—countries which have for years catered expertly to some of the wealthiest and most demanding tourists in the world."

Instead, an inexperienced man was placed at the head of the Tourist Office, one who happened to be available at the time, and one who spoke a little English.

For his professional information, he was sent not to the South of France, Normandy or the better beach resorts in France, but to the tourist factories of Honolulu, which met him with admiration not only for their high standards of hygiene but also for their charming commercial courtesy."

The paper says that instead of directing tourism towards characteristics of the Territory it was simpler to cede the key of the hotel industry to Americans with their rambling investments."

His parting shot:—

Everyone knows the differences

that exist between the French Government Tourist Office and the *Syndicat d'Initiative*. But it is remarkable to discover that they have something in common—they each hold out their hand to Capitalist Uncle Sam.

"Ninety-five per cent. of tourists to Tahiti are Americans. It is an obvious fact that they bring money to the Territory. But where does the money go? Right back to the Americans, naturally.

"Thanks to our Tourist Office, 80 per cent. of our hotels are owned by Americans, and American hotel-owners have the right to re-export

their capital and their profits.

"More than 40 cars are rented out to tourists by an American.

"The most beautiful homes are owned by Americans, who rent them out and gather in the profits. And where do you find a Tahitian in all this?"

(See "Commentary", p. 25)

The Royal Australian Navy's battle-class destroyer, HMAS *Anzac* is to become a fleet training ship. It will be used to train junior officers and ratings at sea.

If it's a
BETTER RUM
you're wanting ...



A. B. DONALD LTD.

AUCKLAND, NEW ZEALAND

Cables and Telegrams: "KINGDOM" Auckland. P.O. Box 1509.

Fruit, Grain & Produce Merchants. General Merchants. Shipowners & Island Traders

PACIFIC ISLANDS BRANCHES

General Merchants (Wholesale & Retail) & Shipowners
Importers & Exporters

ETABLISSEMENTS DONALD TAHITI

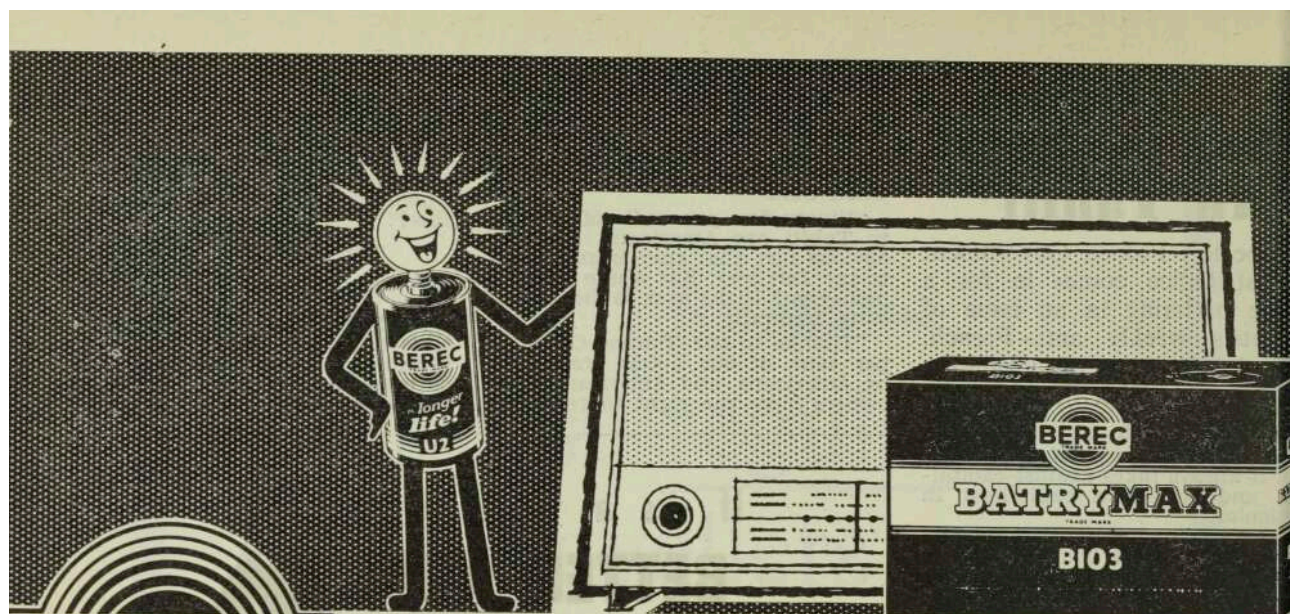
QUAI DU COMMERCE, PAPEETE. Telegraphic address: "DONALD, PAPEETE"

Branches throughout the Marquesas Islands.

A. B. DONALD LTD.

RAROTONGA — COOK ISLANDS

Branches throughout the Cook Islands.



BEREC
TRADE MARK

radio batteries with longer life — they save you more

FACTORY REPRESENTATIVES:— DEMKA AGENCIES PTY LTD SHELL HOUSE 2-12 CARRINGTON ST SYDNEY

We have been providing efficient:

**BUYING
and SELLING
SERVICE**

Since 1890

WE specialise in the requirements of the Pacific Islands. The experience of 70 years blended with the vigour of youth offers **YOU** a world-wide buying and selling network which cannot be excelled.

**W. S. TAIT & CO.
PTY. LTD.**
8 Spring Street,
Sydney
Cables: "SUCCESS"

64 MARCH, 1961 — PACIFIC ISLANDS MONTHLY



New safety regulations in Papua-New Guinea mean that the old DC3 workhorses won't be allowed to carry as much as they did. At left is a typical scene of DC3 operations within the Territory. Below is Omkolai. The top end of the airstrip, where the aircraft is parked, is 250 ft higher than the lower end, seen in the distance.

special kind of flying not seen on the mainland, and that it was inevitable that the hand of progress would catch up with them.

Just how safe things have been, or how much safer they will be, is probably a moot point that nobody is going to be able to prove one way or another.

All we know is that, despite the far greater risks which DCA says have existed in the Territory, there have been very few accidents.

And, of course, it was the Department of Civil Aviation which agreed to special P-NG techniques in the first place.

A Different Country

When aviation was reorganised in P-NG just after the war, the then Regional Director of Civil Aviation, small, active John Arthur, agreed that progress would be held back if his department insisted on standards required elsewhere.

P-NG was a different kind of country, and many of the ex-wartime men who were flying in it knew this very well, and knew what their aircraft were capable of in that kind of country, despite what the text books might say.

The department allowed the all-important DC3's to carry significantly higher weights than they would be permitted in Australia.

With few roads, it was imperative that aircraft get into many areas that had no other form of transport. And ideal, textbook air-

They're Taking The 'Bush' Out Of Flying!

From a Special Correspondent

Australia's Department of Civil Aviation in February took the first step to remove Papua-New Guinea aviation from the "bush" school of "flying-by-the-seat-of-your pants".

THE department brought in new safety standards for the old Douglas DC3 workhorses in the Territory. They will now have to fly reduced payloads.

DCA's plan is to bring Territory flying into line with the aviation requirements of mainland Australia. That this is likely to mean to the Territory is increased costs to offset the reduced payloads.

Civil Aviation Director-General, Don Anderson, warned in February that the Territory could not expect added aviation safety "on the cheap". He challenged P-NG airlines to try and absorb the cost by more efficient operations.

If the airlines can't do this, Territory people, particularly those in more remote areas, will, of course, have to foot the bill.

Doesn't Always Know

With this fact in mind, there are a lot of people in the Territory who are going to argue that DCA doesn't always know what is best for aviation, anyhow, and that passengers are not really going to get any

benefit from the new regulations.

Nevertheless, many of them are going to have to admit, too, that aircraft in the Territory since the war have been carrying out a

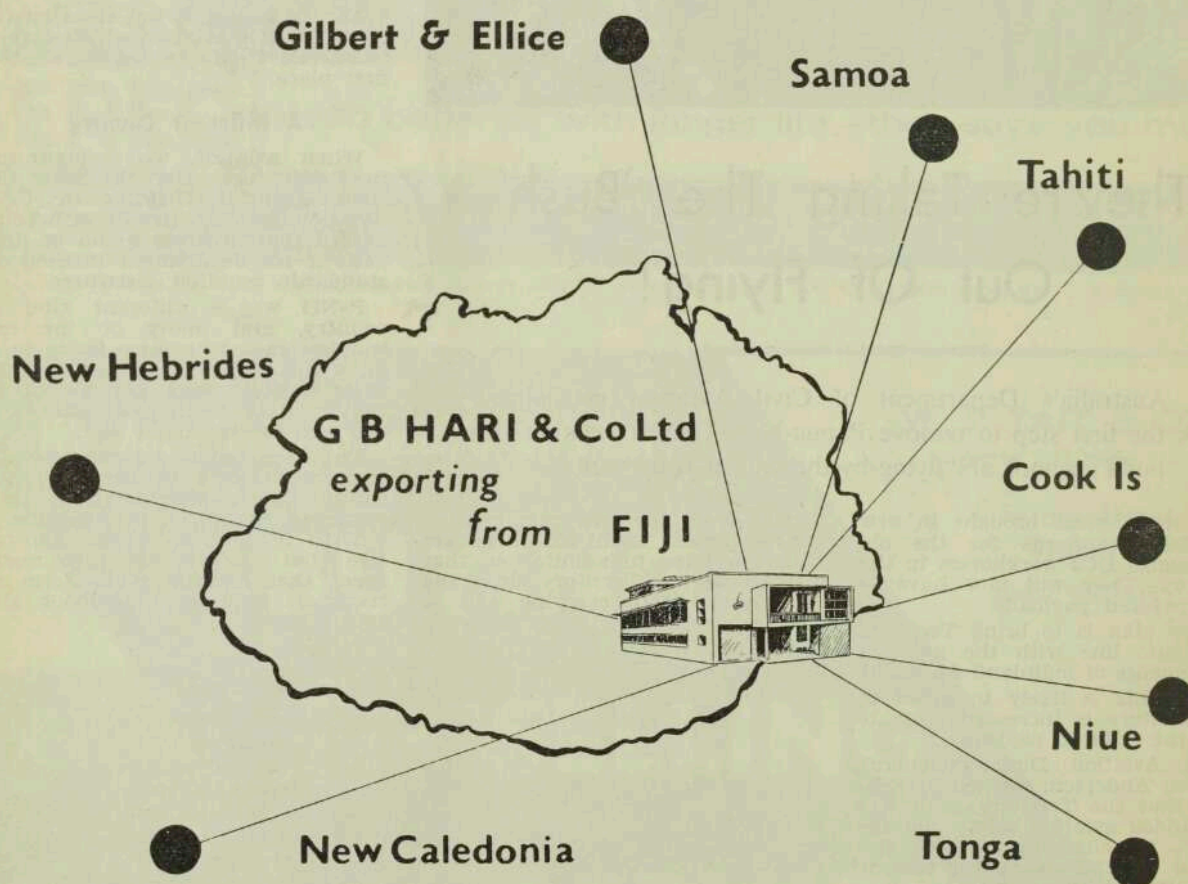


G. B. HARI & COMPANY LTD.

G.P.O. Box 170. Renwick Road, Suva, Fiji

Cables: "Nivas", Suva. Phone 4039

Exporters of textiles, general merchandise and clothing, including PARADISE brand shirts, shorts, and trousers, made in their own modern factory for all the islands of the South Pacific.



ASSOCIATES:—

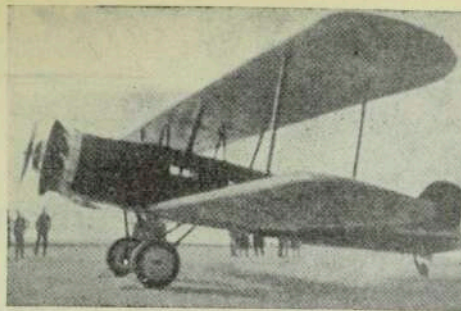
G. B. HARI & COMPANY (INDIA)

188 KHETWADI BACK ROAD, BOMBAY 4.

EXPORTERS OF TEXTILES AND GENERAL MERCHANDISE

HUGE TRANSPORT PLANE FOR NEW GUINEA

That was the headline "PIM" used in the issue of July, 1939, to describe this being transport which veteran pilot Ray Parer flew to New Guinea that month to start a new aerial transport service between Wau and the coast. It was claimed to be the biggest transport freighter in Australia.



rips could not always be built because of the type of country into which the aircraft were flying.

Some airstrips, in fact, had almost do-or-die approach. They were built on mountain tops and hill-sides, so that brakes would have to be applied immediately on landing to prevent the aircraft from rolling back down hill.

Hold on to Your Seats!

Among the more tricky, better-known airstrips are Wau, with a fall of 200 ft in a length of 2,620 ft (an eight per cent. slope); and Enkolai, with a fall of 250 ft in 1,000 ft—a slope of 13.4 per cent. To add to the fun one side of Enkolai is a sheer drop of 1,500 ft into a ravine.

Tapini, 2,150 ft long, has a seven per cent slope, with a hump at one end to make it even harder. It is built on a mountain side, with a air-raising approach along a valley.

Of the three, only Wau is a DC3 type, but it never appears to worry local pilots. Visiting pilots have sometimes come to grief—the latest being a team in an RAAF DC3. A visiting Bristol freighter also bit the dust there on one famous occasion during a demonstration flight. For a long time now the department has been recognising that the Territory is passing from the developmental era. It has tightened up here and there as opportunity arose.

The real chance came when Australian airlines moved into the area last year and Papua-New Guinea came, in effect, an extension of Australia's domestic civil aviation network.

The two main Territory operators, Trans Australia Airlines and United Airlines (now owned by Ansett-ANA), have been given air-licences in place of their previous special charter licences.

Boots-and-All

With a boots-and-all competition for passengers and freight now developing in the Territory, this has seemed the ideal time to really ramp down.

The airlines hope to make such moves as Lae, Madang and Goroka well known to the sun-seeking

Australian tourist as Cairns and Townsville.

One benefit for passengers from this switch from charter to licence services is financial security. In the event of accident, Territory airline passengers will now be able to recover the same damages as passengers in Australia. For a man with dependents, this could be worth £7,500.

DCA, behind the scenes, has been expecting some kind of reaction to its tighter requirements to come from Territory operators.



Aunt Mary's Baking Powder is always fresh and maintains its full strength. It never deteriorates in its airtight container, that's why your cakes and pastries will have an extra lightness and stay fresh longer when you use Aunt Mary's Baking Powder. You also cook with the important, and in the tropics, the vital advantage of adding the rising agent when you do your mixing—that is the right time—the best time for sure results.

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



- ★ Columbine Caramels
- ★ Lifeguard Condensed Milk
- ★ Preservene Soap Products
- ★ Twisties Cheese Krackle Snaps
- ★ MacRobertson's Confectionery
- ★ Keidon Canned Meat
- ★ Mac's Lilydale Cider
- ★ Wing Lee Chinese Foods

Available at all Leading Stores throughout the Pacific

Export Agents for Pacific Islands:

S. E. TATHAM & CO. PTY. LTD.

Phone: 60-1125

414 COLLINS STREET, MELBOURNE

Cables: "Set", Melbourne

★ *Buyers and Shippers* ★ *Pacific Island Traders*

Attention, Essence Users!

"BLUE ARK" ESSENCES WILL PRODUCE A BETTER PRODUCT !

Established 1882



Unsurpassed for—

- ★ AERATED WATERS AND CORDIALS
- ★ SYRUPS
- ★ CONFECTIONERY
- ★ CAKES, BISCUITS AND PASTRY

*Orders should be placed through
your usual Islands' Agents*

ALFRED LAWRENCE

& COMPANY PTY. LTD.,

437 Kent Street, Sydney, Australia

*World-wide Suppliers of Essences
and Edible Colours*

Island Owner Wants To Meet Others

By a Staff Writer

The owner of Palmyra island, the last authentic piece of the old kingdom of Hawaii now that Hawaii is a State of the US, wants all private owners of islands in the Pacific to write to her.

SEVENTY-SIX years old, Mrs. Ellen Fullard-Leo said in Sydney in February that "many matters of mutual interest" might be raised in correspondence with other island owners.

Mrs. Fullard-Leo should know something about running an atoll, she fought the US Government for nine years to defend her title to Palmyra. She retains the title.

Palmyra is SSE of Hawaii, and consists of about 50 small islets, calling about 250 acres. The islets are only about five or six feet above sea-level, and total length of the atoll is about seven miles by one and half miles.

It has never had any native inhabitants, it has no native fauna, but it does have about 40,000 self-seeded coconut trees.

Palmyra was discovered by Captain Sawle of the American ship *Albatross* in 1802.

Many Owners

It has changed sovereignty quite frequently in the last 159 years. It was annexed by the kingdom of Hawaii in 1862, by Britain in 1889, and was included by the US among the Hawaiian Islands by Act of Congress in 1898.

Formal possession was taken by the US cruiser *West Virginia* in 1912. However, Judge Cooper acquired the title to the island in 1911, and he passed it all but two islets to Mrs. Fullard-Leo and her husband in the 1920's. When Cooper died in 1929, the islets passed to his heirs.

Construction of a civil airfield for Pan Am use began in 1938. After America entered the Pacific War, the airstrip was completed and used as a defence base. It was a prohibited area.

During the US occupation, which resulted in all sorts of vermin and rodents being introduced to the island as well as the destruction of thousands of coconut trees, was the subject of a series of five court cases, extending over nine years, during which Mrs. Fullard-Leo sought to end her title.

Another US airline planned to



Mrs. E. Fullard-Leo.

Photo: Alan Fitzgerald

use Palmyra on a Pago Pago-Hawaii service, but it couldn't because the British began H-bomb tests on nearby Christmas Island, in 1955.

While the British tests were under way, the US Air Force made use of the strip on Palmyra.

Today they still fly in and out of Palmyra, and have personnel based there.

The five law suits were brought by the US Government to obtain title to Palmyra. The Supreme Court's decision in favour of the Fullard-Leo family in 1947, recognised the original Hawaiian Monarchy title and a settlement was made for damages only.

Until she was 19, Mrs. Fullard-Leo, who was born in South Africa, spoke no English.

But for the last 30-odd years she has been a sportswriter on the *Honolulu Advertiser*. She is the only woman sportswriter in the business in the United States.

Her lifelong interest has been in athletics (*PIM*, Feb., p. 20).

Her first visit to Australia was in 1919, in connection with the Pan Pacific Union movement, founded by her late husband, Leslie. In 1925 she came back with a swimming team.

A Writers' Colony

After the Fullard-Leo's bought the Palmyra islets in 1922, they planned to establish a colony of writers and artists in a native village. Like most similar idealistic ventures it came to nothing.

The islands produce nothing now (once they produced copra) because labour costs would be too high.

Palmyra is now a family corporation and the three Fullard-Leo brothers hope to develop the islands as a resort or private club when South Seas labour is available. Instead of making copra, there is a good market for fresh nuts in both Hawaii and the U.S.

STOP ASTHMA SLEEP LIKE A BABY

If you cough, wheeze, can't breathe or sleep well due to Asthma, Catarrh or Bronchitis attacks, get MENDACO from your chemist or store today. MENDACO works through the blood and bronchial tubes to dissolve and remove offending phlegm congestion. Then your cough is curbed, you can breathe freely, sleep like a baby, and regain natural energy. Satisfaction or money back is guaranteed. Save this notice.

Rid Kidneys of Poisons & Acids

If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

FIERY ECZEMA QUICKLY CURBED

Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called Nixoderma that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get Nixoderma from your chemist to-day under positive guarantee to return your money if not entirely satisfied.

**B
R
O
N
T
E**
COLONIAL

*Your Best Buy
in Canned Meats*



"BRONTE" & "COLONIAL" BRAND

SPECIALLY PACKED FOR THE PACIFIC ISLANDS

CORNERED BEEF
CORNERED BEEF with CEREAL
MINCED BEEF LOAF
ROAST BEEF
CURRIED BEEF

CORNERED MUTTON
ROAST MUTTON
CURRIED MUTTON

SHEEP TONGUE
OX TONGUE

Available in 12-oz., 16-oz. and 2-lb. cans.

Products of

THE COLONIAL WHOLESALE MEAT CO. PTY. LTD.

Canning Factory:

STATE ABATTOIRS, HOMEBUSH, SYDNEY
N.S.W., AUSTRALIA

TELEPHONE: 76-0397. CABLES: "WOOLMILL", SYDNEY.

"Fiji Is Not What It Was!"

THEY GUZZLE FROM JUGS OF BEER

By Mrs. Lema Low

In mid-1960, Lema Low, a daughter of Viti—she is a daughter of the late Mr. Jack Price, of Savusavu—returned to her mother's plantation, at Savusavu, for a lengthy visit. Mrs. Low did not like the conditions that have developed in Fiji in recent years. Here, she describes her impressions.

WHEN I reached Nadi from Auckland, not long ago, I could feel the tension.

There was a sinister, quiet watchfulness on peoples' faces, which was very disturbing, and so unusual in this hitherto happy, carefree, little colony.

Even the Immigration officer at Nadi did nothing to inspire confidence. He checked our passports in unbroken silence, never a comment, never so much as looking up from under the peak of his cap.

When my fellow-traveller remarked blithely that she would like to go to Suva by road, the Immigration officer, still without looking up, replied: "I wouldn't, if I were you, my dear."

That really jolted me into a re-evaluation of the situation, and I did not feel at all glad to be back in Fiji, until I landed at Savusavu.

What of the Future?

At my mother's plantation, dear "Qaranikula", far from the bustling crowd, where the mynahs screeched as of yore, the wind rustled the palms and the waves lapped gently on the beach, I often meditated on Fiji's future, and am sure many people do too.

What lies ahead of these beautiful islands? Are they going to be torn apart by racial strife? Or are the peoples of Fiji going to join hands and go forward together in harmony?

I have read Mr. Carfax-Foster's articles in *The Fiji Times*, and I think his ideas are excellent. He has seriously studied Fiji's problems, and is not afraid to put forward his views and solutions, in a manner which all can understand.

One wonder is that responsible,

and (one supposes) highly-trained, Government officials should not have placed similar useful proposals before the Colonial Office in London, long before Fiji's present confused situation developed.

It seems to be clear that most officials take little real interest in the future welfare of the Colony. It also seems to me that Fiji is going to have to rely less on handouts from the Colonial Office, and more on the capacity of its people for hard work.

Whilst there is a land-hungry race like the Indians in Fiji, the Fijians themselves will have to demonstrate much more plainly than they do at present that they

wish to have, hold and USE their land.

All too often one sees Fijians coveting land which has been developed and cultivated by a European or an Indian, or a Solomon Islander, or a member of some other race.

What a Solomon Islander Did

The Fijians angrily declare that their land has been taken from them, but they completely overlook the fact that they own *hundreds* of acres of land which is completely undeveloped.

At my mother's plantation there is a Solomon Islander who has established a small settlement for

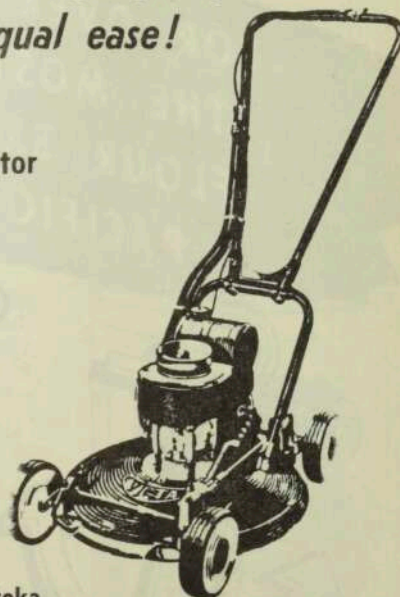
THE

VICTA

Special

*Cuts fine lawn and jungle growth
with equal ease!*

- Automatic Height Adjustor
- Foldaway Handle
- Safety Ring Guard
- 3.6 H.P. Victa Engine



Obtainable from:

SUVA MOTORS LTD., Suva, Lautoka.

ISLAND PRODUCTS LTD., Port Moresby.

NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo.



W. H. GROVE & SONS LTD.

Established 1896.

P.O. BOX 490, AUCKLAND,
NEW ZEALAND.

ISLAND MERCHANTS

REPRESENTING
MANUFACTURERS
THROUGHOUT THE
PACIFIC ISLANDS

In Fiji as:

W. H. GROVE & SONS
(FIJI) LTD.

FOR OVER 50 YEARS
THE MOST TRUSTED
FLOUR BRAND IN THE
PACIFIC ISLANDS...



GILLESPIE'S

ANCHOR FLOUR

GILLESPIE BROS. PTY. LTD., ANCHOR FLOUR MILLS, SYDNEY
Cable Address: Gillespie. Sydney.

Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoleted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

(Entoletion is a special purifying process which reduces the risk of insect infection).



There was a time when Fijians drank only kava (kava) from bowls like this one being made by a craftsman. These days, says the writer of this article, too many Fijians sit around guzzling from jugs of beer.

Myself and his family on a few acres of land rented from my mother.

It is near a creek, and they have good running water. They have a few fowls. They have cultivated a nearby valley, and have a splendid garden of bananas, paw-paws, green vegetables, taro, tapioca, yams—plenty of everything.

The man works on the plantation, and always has money in his pocket. They are healthy and happy, and it is a joy to see them thus.

But they are greatly envied by the Fijians living nearby—why, I cannot understand. Those Fijians could have the same joys and conditions for themselves, with a little effort.

A great need among the Fijian people is for more leaders—and good ones. I don't mean chiefs who sit on councils and keep themselves remote from their people.

I mean Fijian MEN, trained leaders, men of character and ability, one to every village, who will live with their people, lead them, instruct them, guide them, understand them, work with them and for them, and be an example and inspiration to them.

Expert footballers and cricketers are of no use to the country. If government can have a school to train medical students, and turn out good ones, why not a training-school for Fijian leaders?

Perhaps there is one, but I haven't heard of it.

Anyway, I doubt whether the Fijians will ever amount to anything now that they have easy access to as much beer as they can buy.

Plain Words About Beer

So many of them have but one ambition these days—to grab their pay envelopes, board a bus, and head for the nearest pub, to spend the lot. What happens to homes, wives and families, I shudder to think.

The saddest sights I saw in Fiji were these upstanding, physically

magnificent Fijian men sitting around guzzling jugs of beer, and being reduced to reeling, leering, befuddled, useless wrecks.

In some Suva hotels, iron grilles have had to be erected in order to keep these poor, slobbering creatures, almost reduced to the level of animals, from mounting the stairs and perhaps molesting the guests.

It is my opinion that the people who are responsible for bringing this thing to the Fijians, and to other native peoples who are nowhere near ready for it, should be hung, drawn and quartered.



I'M A HEALTHY CHILD . . .

THANKS TO GLAXO BABY FOOD

Glaxo milk-food gave me the right start to a healthy, happy childhood.

It's pure, nourishing and easily digested. There's no check to baby's steady progress with Glaxo.

Glaxo

PERFECT MILK-FOOD FOR BABIES

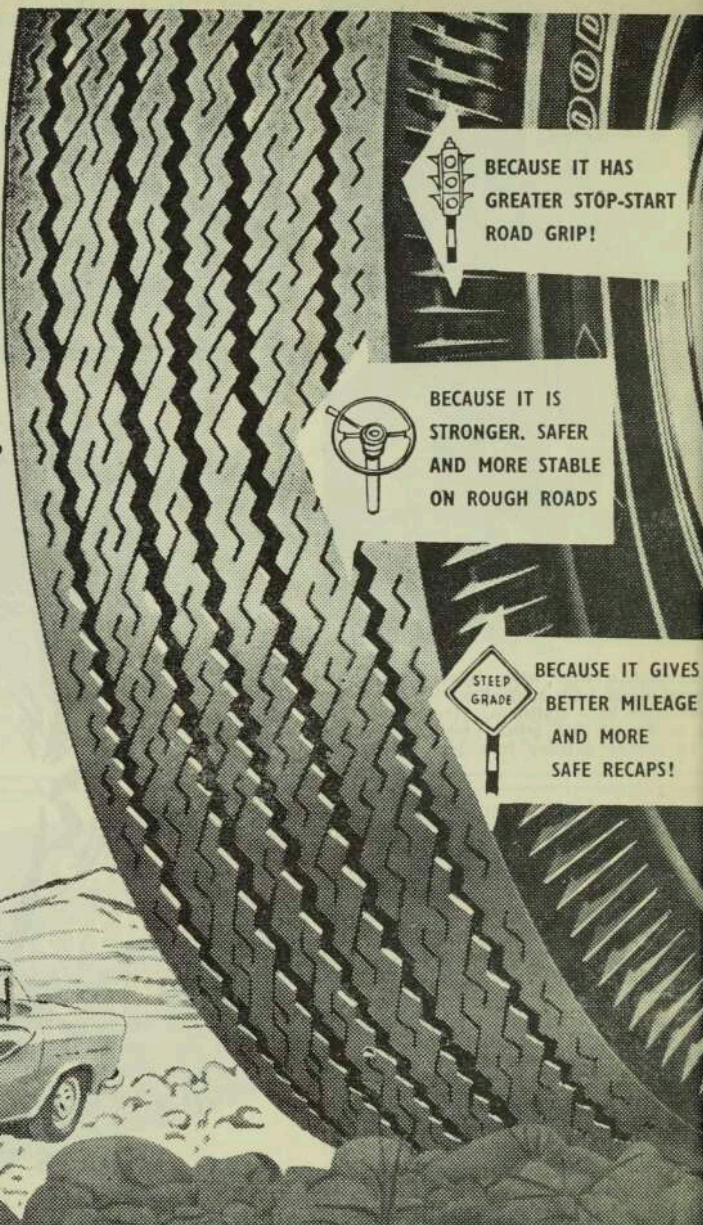


GLAXO LABORATORIES (N.Z.) LTD., PALMERSTON NORTH, N.Z.

More people, the world over, ride on
Goodyear Tyres than on any other make

Deep, safe GOODYEAR tread and 3-T NYLON cord body make this Australia's biggest selling nylon tyre . . .

In just 12 months Goodyear Imperial has firmly established itself as the finest car tyre ever built in Australia. Here's why . . . it is *stronger* than any previous tyre. That means it lasts longer, that it resists bruise breaks and damage. You get more recaps on this tyre. Cooler running Nylon Cord is tempered like steel by the exclusive Goodyear 3-T process for greater strength and longer tread life. The new tread design gives unequalled traction, adjusts instantly to every condition of driving. No matter where or how you drive you'll get *greater performance, more safety and longer wear* from Goodyear Imperial than from any tyre you've ever used.



BECAUSE IT HAS
GREATER STOP-START
ROAD GRIP!



BECAUSE IT IS
STRONGER. SAFER
AND MORE STABLE
ON ROUGH ROADS



BECAUSE IT GIVES
BETTER MILEAGE
AND MORE
SAFE RECAPS!



AVAILABLE NOW AT YOUR
GOODYEAR DEALER, GARAGE
OR SERVICE STATION

GOOD YEAR

Imperial nylon

THE FINEST TYRE EVER BUILT IN AUSTRALIA

Pacific Islands
Monthly

MAGAZINE SECTION

No, not a group of Melanesian women, although with that fuzzy hair, it could well be. It's a pastoral scene from the interior of Abyssinia, showing women drawing water from a well.

TAHITI WAS NEVER LIKE THIS

By Lew Priday

Czech-born Jack Valenta, now a French citizen, a photographer who has spent most of his life since before the war in Tahiti and New Caledonia, has a particular reason to remember Abyssinia and its Emperor, recently in the news because of an unsuccessful revolt there.

BEFORE he thought of making a career in the south Pacific, he six times made the journey between Djibuti and Addis Ababa, the Negus' capital, by the railway built by the French. (The Negus is known to us as Emperor Haile Selassie). I would recommend anybody who get this rather retiring photographer to himself for a quiet hour, get him talking of the feudal system, in the Negus' dominions of that time, the informal way justice is dispensed in the streets, the barbarous way slaves and prisoners are often treated—they perished of starvation unless somebody bought them food, and had to beg shamelessly from passers-by. There were also some peculiar matrimonial customs.

Most Primitive

Valenta made his first trip to Abyssinia in 1924, and stayed ten months; the second in 1930 when he made a travel film for a German company and then returned later the same year and remained there three or four years. He was finally driven away by the approach of the Italian invasion in 1935.

He came across conditions then which he says were much more primitive than he has found on Pacific journeys.

At Dire-Dawa, for example, the most important centre next to the Abyssinian capital, he underwent inches by bare-foot Customs inspectors armed to the teeth who searched the baggage much less from an idea of duty than for the sheer joy of handling strange things.

No Cars

They would turn things over with their feet, asking what the various articles were for; and none was backward in demanding "goursha" (aksheesh)—a habit that is, un-

(Continued next page)

AND NEW GUINEA WAS NEVER LIKE THIS!

With *Mutiny on the "Bounty"* not yet finished filming in Tahiti, it seems that the Pacific is going to have to survive another technicolour epic, *Swiss Family Robinson*.

WALT DISNEY is the man behind this one (MGM are encouraging the *Mutiny*) and Walt is spending \$5,000,000 to create his version of the story. He is shooting it on the island of Tobago, in the West Indies, but that's not the point.

The setting for the film is really in the "Colony of New Guinea".

In view of what this Colony of New Guinea is going to look like, nobody should have any real objections about it being filmed in the West Indies. The real Territory of New Guinea would hardly be anxious to get involved in it.

Disney's Colony of New Guinea has an elephant, three tigers, one lion, and two cheetahs. The New Orleans Zoo also provided ostriches and zebras—which, as every student knows, are standard New Guinea fauna.

Miami has provided a vegetarian tortoise (fed, at the cost of \$500 dollars a week, on airfreighted lettuce).

Great danes, hyenas, vultures and John Mills complete the cast, assisted by 100 or so Tobagoan "Malay" pirates, Dorothy McGuire and several American adolescents playing the part of the children.

The original story of *Swiss Family Robinson* was written by Johann Wyss and published in Germany in

1813. Its locale was on a fertile island south-east of Java, and the critics of the day regarded it as a steal from *Robinson Crusoe*.

Disney's Swiss family of five, abandoned by the crew of a storm-tossed ship, fend for themselves on this strange island, and apart from being good at wood work (tree houses, *et al*) they fight wild animals, pirates and find a teenage girl, Roberta.

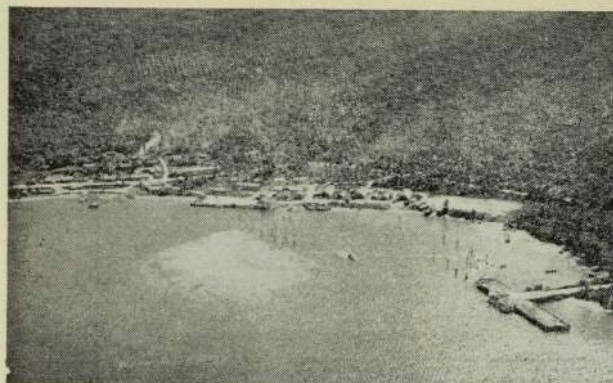
There had to be a nubile teenager, of course. Even Disney's girls these days have busts. (Remember that precocious fairy, "Tinkerbell", in *Peter Pan*?)

Roberta is rescued from the "Malay" pirates, but this being a Disney production, Roberta is both chased and chaste to the last reel.

Disney doesn't mind what you do with your adult imagination after you leave the cinema but he is using only female monkeys "to stop them fighting over sex problems" (according to some publicity on the film).

Personally, I think Walt is on the wrong track and that what the public wants is a million-dollar expose of the marital morals of Rhesus monkeys. How about, "I was a Teenage Baboon Bride", set in the African veldt and filmed in New York's Central Park?—Alan Fitzgerald.





TAHITI'S BETTER!

(From previous page)

fortunately, also prevalent in civilised France.

There were no motor cars in 1924, and Europeans were expected to hire servants on the spot, and remove their baggage on mules and horses. Currency was the Maria Theresa dollar.

Once, when I was engaged on a chrome mining venture in New Caledonia with Mr. Valenta, he told me that Ras Tafari, who was then Regent (he was crowned Emperor in 1930) had allowed him to take his photo several times.

It was not the thing to speak to the Negus directly—it had to be done through the intermediary of a court official.

The current rumour had it that the old Queen had been poisoned at his orders, and that was how he became Regent and then Negus.

Anyway, the Negus himself was afraid of poison, and was accompanied at meals by an official taster.

Valenta also photographed several of the ceremonies in which this Emperor, who claims descent from Solomon and the Queen of Sheba, took part.

Among occupations Valenta engaged in was that of trader in leopard, otter and black-and-white gorilla monkey skins, which he shipped to Europe. He was also partner in a firm which turned out both soap and sausages.

At different times he made trips into the wilder interior.

Despised Whites

The Ethiopian was then always making difficulties for the white man and looking for opportunities to break any contract—he pretended to despise the white race, and was even then angry about the Emperor's Western innovations.

Altogether my old friend prefers the Pacific. That preference also rules out his early homeland, Czechoslovakia, which he visited after the war, but found it no longer to his taste, so that he returned to Tahiti with small regret.



Luganville Was Named By Ship's Passengers

The area for a long time known as Luganville, in the New Hebrides, is known more widely these days as Santo. There is still a Luganville, but it has spread a lot since the war, and the general name of Santo is considered a better one for the part that has spread. The subject has been discussed from time to time in "PIM".

If they were alive today, a number of important passengers in the Messageries Maritimes vessel "Tanais", which visited that area in 1889, would be unhappy at the changes that have come about. For they were the people who named Luganville.

The story is told by one of them, Mr. G. Verschuur, in his book "At the Antipodes", published soon after the event:—

WE cast anchor in Segond Canal, which owes its name to the visit of a French man-o-war under Admiral Petit-Thouars, about twelve years ago.

The bay where we were moored

Luganville, this area of the New Hebrides was once named. Today it is known as Santo, and there are more changes occurring every year. The flying-boat service which used to land there a few years ago (above) has now ceased, and a new fishing industry has sprung up, using Japanese workers (left). It was all very different in 1889.

was very large, but we saw no trace of habitation. A courageous colonist, M. Bernier, is living some distance from the shore, in the midst of natives who are supposed to be very hostile.

M. Bernier started a coffee-plantation some time ago, and is devoting all his energies to the success of his enterprise.

M. Bernier dined with us on board. He belonged to a family of travellers. His grandfather was one of the survivors of the *Medusa*.

Several toasts were given at dinner, and one of our party, M. Cudenet, a lawyer in Noumea, proposed that the name of the captain of the *Tanais* should be given to the river which flows into the Segond Canal, and that the station then in the course of erection should be named Luganville.

M. Cudenet repeated the formula for the naming of the river in the following words:—

On May 14th, 1889, the undersigned passengers of the Messageries Maritimes Company's ship *Tanais*, anchored in Segond Canal, being desirous of giving to M. Armand Lugan, the captain of the *Tanais*, a proof of their profound esteem for his abilities and character, have decided that the name Lugan shall be given to the river flowing into the Segond Canal, and that the station founded by M. Bernier in the name of the Caledonian Company of the New Hebrides, near the mouth of the river, shall be called Luganville.

The undersigned further request the Governor of New Caledonia and the Minister of Marine to cause these names to be inserted on the maps, in remembrance of the first voyage made to these parts by a steamer of the Messageries Maritimes, at the instigation of M. Noell Pardon, Governor of New Caledonia.

The Year We Fought The Rats

By Doug Askew

I had never seen rats—I mean a lot of rats—until I went to Papua's Conflict Group just after World War II.

HAD left Sydney in the *Ormiston* in March, 1946, with about 250 other pre-war residents—the last back-to-the-Territory pilgrims. I had been engaged by W. R. Carpenter to open up a coconut farm over on New Ireland, but in Port Moresby we found that it was not possible to get there. So I became a plantation manager for Beamships Trading Co. and finished in the Conflict Group—which is a string of small islands midway between Samarai and Misima.

By then the Conflicts had been abandoned for about eight years and the secondary growth was racing the palms to see who would be first "into orbit".

It was something of a shock to be accustomed to the large well-kept plantations of the pre-war domons. The old homestead had been it away to the termites, and many of the palms had no tops. It was a sort of planter's nightmare after a whisky session.

A Challenge

However, it was a challenge! At first I was back in the Islands at a month.

I was on the homestead island of Nessesa, roughly three-quarters of a mile long by half-a-mile wide, and about eight feet above sea-level.

I had a labour force of 20 siagos, plus a large canoe fitted with a copra-bag sail for getting round it. Later, they gave me a small 8-ton cutter without an engine, which could carry 50 bags of copra into Samarai.

Looking back now, it was a lot of time—even if I was on my own for months without radio or shipping service, and no spuds, onions, or beer for ten months.

I had been in worse places previously!

We got going with the usual routine of plantation work. Then rats appeared—without benefit of any Pied Piper, as far as I could tell. They just seemed to burst out of the ground, swarming masses of them!

There was an iron shed, some 40 feet long, with 10 feet walls. Half of this was the copra store and the other section was for rations. As soon as we started to accumulate the copra, the rats would get busy with it, and also on to our precious stores of flour and rice.

When you went out at night with a torch you walked over rats. I suppose, after eight years solitude, they welcomed this new tucker. It was

impossible to bag up any copra, because the rats soon tore the full bags to shreds, and so we would fill a few bags every day, and load them straight on to the cutter.

Something had to be done, so I organised a special "Rat Gang"—an elite corps of 12 smart lads on a bonus of three extra sticks of tobacco per week. This was something, because tobacco was still in very short supply.

The Drill

The drill was to line them all up outside the double doors about 8 p.m. with myself, in the lead, carrying a Coleman lantern. Then we would whiz open the shed doors, rush in madly, and close them again with a couple of bags along the bottom.

Everyone had a waddy—including myself—and we would go to work on a seething mass of rats, scampering up the framework, along the shelves, and into the stack of rations.

It doesn't take long for a gang of boys to get steamed up, once they get going, and they really enjoyed this game. It would have been a bang-up, smash hit on TV!

What with rats in their hair, and running up their legs, everyone soon found it more comfortable to be stark naked, as covered in sweat and flour, and screaming like banshees, they beat rats down from the walls and picked them up in handfuls to bash on the cement floor.

Just Temporary

Soon the store would be clear—for the time being I would call a halt, and we would solemnly count all the bodies, and I would note the tally down in my "Rat logbook". Then we shovelled them into copra sacks.

Sometimes we would have three shows per night, and a tally of up to 1,200! At the end of six months, according to the logbook, we had killed 14,800 rats. All of them were dug in around the palms as fertiliser.

Finally, we felled all the nearby bush, piled it up, and set fires through it. With a brisk sou'-east blowing, it made a wonderful sight one night.

This seemed to discourage the rats—for several months.

Before I left the Conflicts, however, they were mobilising forces for another offensive. An old Samarai resident told me the rats had been there in 1909, when he was planting some of the adjacent islands.



A Brett Hilder Profile

HE'S SEEN RABAUL RISE AGAIN

Mr. Richard Broadhurst, of Rabaul, is one of the more permanent citizens of that town, which is known for its recurrent eruptions, wars and other disturbances.

HE has seen it disappear under dust and ashes, only to rise again, despite the efforts of the Administration to move it to a safer site.

One can share his affection and pride in a town which refuses to be beaten, and this is a welcome change from the pessimism and whinges of many who come and go through the years.

Dick Broadhurst was born in Sydney in 1907, of old Colonial stock. He was educated at Sydney Boys' High School and later studied economics at Sydney University.

After some experience in advertising, he joined Burns Philp and was sent to Rabaul in 1933.

He spent 1934 in Madang, and continued his studies which enabled him to qualify as an accountant. Later studies made him a member of the Australian Institute of Cost Accountants.

His happy years as a bachelor—or, if you prefer, his lonely single life—ended in 1936, when his charming confidence with women won him the heart of an SDA missionary's daughter.

His bride, Mavis McLaren, had lived in the Islands since early childhood, mostly in Fiji, and she had a special gift for native languages.

In the 1937 eruption Mavis and

(Continued on p. 99)



THE RAFT AND THE RIVER

Basil Hall Recalls Some of the Good
Times in Fiji and Papua

A raft and a river are a good combination when coming down
hill—but they are not much good when you are going up hill.

WE had been going up hill for the previous ten days, crossing some tangled country as we followed the Wainimala River towards its source in Viti Levu, Fiji. In a day's march we might only cover a dozen miles, because half of the miles were stood up on end.

We met spurs of 1,500 ft, followed by the sliding plunge leading down to the river again.

Thunder storms rock'n'rolled among those hills.

But at every village, school children stood grinning under flags. There was the baby welfare hut to inspect before we accepted the yaqona offered by the older men, who always had something to say about that river.

River Is Everything

Everything hinged upon the river, for it formed a highway down which the banana crop found its way to market, and the authorities were at pains to keep the channel clear.

Now the time had come when we proposed to use it also. The rafts required were waiting at Lutu, a tiny village on the western edge of the province of Tholo East.

A bush knife and a clump of bamboos are the only things necessary to make a raft.

When it is tied together with a

few fathoms of liana vine it will carry about half a ton. The ones we used were a trifle more elaborate, as well they might be since they set us back 10/- apiece.

They had a bow of sorts besides a midships section some five feet square, above a main deck that was constantly awash. The current supplied the motive power, while a boy at either end kept the contrivance in mid-stream.

The river was in spate, and in a matter of moments our flotilla was slipping along at a fair clip.

We gathered it green (or brown) and we took it often.

With one of the party casting for Ika N'droka (of the perch family) with a Devon, and myself waiting for duck with the kind of gun that sheds its fore-end without notice, we stormed along in a cloud of spray, or sometimes even poled placidly through some wider reach.

A Broadside

Every now and then, the Devon would foul the bottom and throw our line-ahead formation into a dog's breakfast of colliding rafts and yelling crew boys.

As a brace of astonished duck took off in a climbing turn, my own shouts would sometimes send the

Rafting down Fiji's Wainimala—a photograph taken by Basil Hall at the time of which he writes. These rafts were a little more elaborate than the normal banana-carrying rafts.

bowman diving for safety into what could have been the chain locker. The ducks would receive a broadside as they skimmed the trees.

It had been a bad start. Everyone felt slack after the strenuous going of the outward journey.

It had been a late night, too, the musical items picked up by our radio being returned in kind by the village girls putting on their usual "meke" dance.

Then someone had started a "tra la la".

The lovely "meke" dance of Fiji means different things to different people.

In some cases it is merely a display of grace and rhythm, accompanied by harmless little songs that are half hymn, half nursery rhyme.

At other times—well, here it was as willing as you like, spicy and pointed, and done to roars of applause from the male members of the audience.

They were just in the mood for a "tra la la".

I've always understood that the "tra la la" was introduced by the early missionaries, who were all too conscious of the spell the "meke" maidens weave.

It was felt that something more becoming was the thing, and the always obliging Fijian was induced to try his hand at parlour games or the "ring a ring of roses" order.

It was realised, of course, that this involved a certain amount of freedom, especially when performed by firelight on the village green.

Into The Shadows

The young things put their arms around each other's waists; the movements of the dance took them further and further into the shadows, and, what with one thing and other, it wasn't long before the conservative elders of that day began to look down their broad noses. In the end, the Government banned the "tra la la".

Reaction soon set in, for what was once held to be an affront to well bred feelings was also found to be a means of bringing reluctant swains to the point of declaring themselves, and, with such things as vital statistics in mind, that it was just as important in Fiji as anywhere else.

And so the "tra la la" came back.

SOME months later I was in Papua, where the "bitut" (bamboo) raft of Fiji becomes

(Continued on p. 97)

Fiji Reader M. T. Pezet has Trouble with
Pen Pals and Postage Stamps

Enough's Enough In The Tranquil South Seas!

When we first came to Fiji, life was quiet and uneventful and I faced no greater hazard than those of multiplication, that is, being fruitful and multiplying. True, we were living on a South Sea Island, although we never experienced the "high adventure" associated with such a life by people who don't live there.

WHEN my older children had learnt to write, they sent letters to the children's pages of a woman's magazine in Australia.

After their first letters were published, with their names and address, the greatest peril of living in the South Seas soon came home to us.

Letter after letter came in to the children, asking for stamps and pen-friends. Those asking for stamps promised to send some in return.

Well, the children didn't save stamps, but those letters had to be answered.

As my children suffer from the well-known Malua Fever, ("Never today what you can put off till tomorrow"), I sorted used stamps and soaked the paper off them, and stood over the children while they wrote letters in reply.

Alas, people who are the first to ask for something for themselves apparently are the last to thank you for it.

No Replies

In vain did my children wait for replies to their letters and the promised stamps.

When a letter came from a woman asking if we knew someone with whom she could correspond and exchange stamps, I wrote to her myself giving her the address of a few people in the Philatelic Society in Suva.

At the same time, a woman from North Queensland wrote asking if the children would exchange shells with her.

Most of our coastline is mangrove swamp, and when we go to the beach we do not collect shells.

However, I wrote to her and sent her a cutting about a newly-formed shell society in Suva. I noticed that neither one acknowledged my letters and information.

Every now and again a chain letter arrived. These were thrown to the waste paper basket.

I objected to keeping the chain

going by asking my friends to send postcards to people they didn't know. And I wasn't going to be bludgeoned into it myself by the information that "polio patients" were in it.

As for sending tea-towels to strangers! If I were going to restock anybody's linen cupboard it would be my own!

They Poured In

By this time, more letters asking for stamps (but not sending them) poured in every time one of the children had something published. My children still didn't collect stamps.

Among the letters was one from a boy in New Zealand enclosing a little collection of nice New Zealand stamps. My eldest wanted to keep them, so once more I sorted out stamps and stood over him while he replied.

The upshot was that the young N. Zedder sent more stamps. The eldest never replied, and then came another letter from New Zealand with more stamps, asking if he had received his previous letter.

To end this unasked-for correspondence, I wrote to the little boy asking him not to send any more stamps as the eldest really wasn't very interested and he just would not write letters.

I enclosed an unused 5/- stamp which I bought him for his trouble.

Desperate!

The result was that I soon had a letter thanking me for it, and asking me if I would send him stamps if he sent stamps to the eldest. And his mother would like a pen-friend!

Things were now becoming desperate.

At the same time I had a letter from a woman in America who had seen my children's name in the magazine.

Her hobby was corresponding

(Continued on page 97)



Fiji's 4/- stamp showing the Kadavu parrot "Fiji". Kadavu has two spellings—with or without the "N", although it is pronounced as it is spelled on the stamp.

They Make Stamps From His Pictures

A medal for "the finest stamp issued in Oceania" has been awarded to a Fiji stamp designed from a photograph taken by Fiji Government photographer Rob Wright.

THE choice was made by an international panel of experts, and a medal for the design was presented to the British Ambassador to France, Sir Pierson Dixon, at a ceremony in Paris. The stamp is the 4/- one, showing the Kadavu parrot named "Fiji", which is a pet of the former Governor of Fiji, Sir Ronald Garvey.

Sir Ronald is now Lieutenant-Governor of the Isle of Man—and the parrot is there, too.

Production of the stamp has probably created some kind of a record for Fiji-born Rob Wright.

It is the fourth stamp of Fiji designed from photographs taken by him. Some of the designs have followed the composition of his photographs very closely.

Hibiscus Stamp

And the stamp makers, Harrison and Company of London, will shortly produce a new 8d hibiscus stamp from a colour transparency made for the purpose, which will give Wright five stamps to his photographic credit.

This stamp is expected to be released later this year.

Others of his designs have been taken from photographs of bananas, the sugar industry and the copra industry.

The type of Kadavu parrot used on the prize winning stamp is known in Fijian as "Kaka" and it is an attractive bird. About 20 inches long, it has a scarlet head and breast, with a broad band of azure across the nape of the neck. The



Fiji Is A 'Talker'

(From previous page)

back, wings and tail are a brilliant green.

The Kadavu parrot differs in colour from the Viti Levu and Taveuni parrots but the Kadavu variety become good talkers.

"Fiji", is a very accomplished talker.

In Suva, in January, Rob Wright explained how he took "Fiji's" picture. He said he had to get into the aviary at Government House to do the job.

"Fiji" was most unco-operative at first," said Rob. "He did a lot of high flying, and I had to gradually coax him down to ground level. I used chillies and a tomato, which helped a lot. I made a selection from my transparencies and sent them to London."

With age, and travel, "Fiji" now seems to be taking a calmer view of life. He was sitting quietly in his cage in the drawing room of Government House, Douglas, Isle of Man, last year when a PIM editor last saw him.

Perhaps "Fiji" didn't like what he saw from the window—a strictly non-tropical scene of leafless trees, grey skies and green grass studded with daffodils.

Sir Ronald and Lady Garvey had been doing a lot of quiet publicity work to sell the Isle of Man to the British holiday-maker and had entertained many newspapermen in the course of it.

To their surprise, the reporters—like their tribe the world over, always looking for an angle or a gimmick—seemed to be far more interested in the parrot from Fiji!



The Beautifiers

These two citizens of Suva, Mr. Carl Corbett (top) and Mr. L. F. Garnett, have recently received praise from the Mayor of Suva. They have both voluntarily put in a lot of work on the upkeep and planting of the roadside verges near their homes. The Mayor has appealed to others to contribute to a drive to make Suva a real Pacific beauty spot.

Do You Remember ?

The big news in the South Pacific of 20 years ago was the statement to the Japanese Diet by Foreign Minister Matsuoka: "I believe that the white race must cede Oceania to the Asiatics. It must be made a place to which Asiatic people can migrate. We believe we have a natural right to migrate there." A "PIM" editorial warned: "Japan wants to sweep triumphantly over all Eastern Asia and the Western Pacific, in a campaign of extermination of all that is European."

Here are some other extracts from PIM of March, 1941:

From Paris was coming a spate of anti-de Gaulle propaganda directed at New Caledonia. The propaganda was anti-British, too, and was trying to make out that there was strong feeling in New Caledonia against both de Gaulle and Australia. The propaganda was being blamed on Frenchmen who had been thrown out of New Caledonia by the Free French several months earlier. Meanwhile New Caledonia had placed a complete prohibition on the export of metals to Japan.

The South Pacific was in the centre of the hurricane season again, and one severe blow had caused much damage to houses and crops in Fiji, Samoa, Niue and the Cooks. Many small vessels were lost. Little Niue was worst hit.

The High Commissioner for the Western Pacific, Sir Harry Luke, was reported to be taking steps "to advance the Solomons gold mining industry from the stage of unsystematic scratching to practical mining". Sir Harry said the only hope for the Solomons lay in the development of its mineral resources.

W. R. Carpenter company was reported to be having trouble in buying two new aircraft for its New Guinea-Australia service. War needs came first, but meanwhile, with only one aircraft on the New Guinea run, and that booked out for many months ahead, New Guinea people were complaining.

A correspondent in New Guinea reported a conversation with an unnamed American oil man who had been looking at P-NG's oil prospects. Said the American: "They'll never get permanent oil in New Guinea. After seeing the results of many bores I have come to the conclusion that the island is badly fractured by earthquakes. It will be possible to find oil, but the flow will not last".

Energetic efforts by Apia's War Fund Committee had brought success in sight in a drive for £5,000 for a Spitfire for Britain.

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)

New Guinea Australia Line



Passenger Liners:

M.S. "SINKIANG"

M.S. "SHANSI"

M.S. "SOOCHOW"

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

South Pacific Service

Regular monthly service with
the modern motorships:

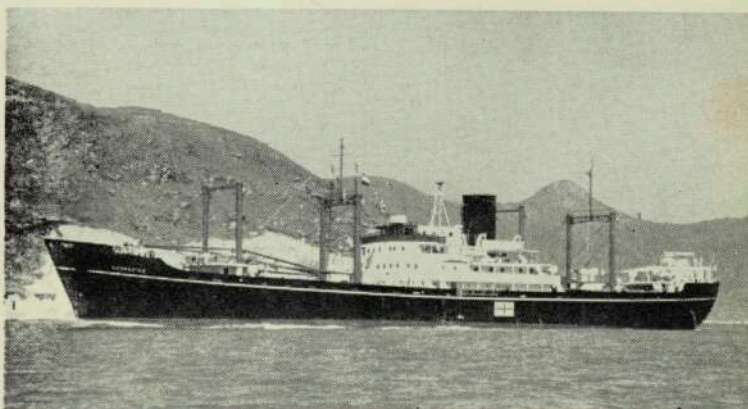
"CHENG TU"

"CHEFOO"

"CHEKIANG"

(Cargo only)

Connecting Japan, Hong Kong,
New Guinea, Solomon Islands, New
Hebrides, New Caledonia, Fiji and
Tonga, returning Japan direct.



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

AGENTS:

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

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

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

HONIARA: British Islands Trading Corporation.

VILA: Les Comptoirs Francaise des Nouvelles-Hebrides.

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

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

NUKUALOFA: Morris Hedstrom Ltd.

TAHITI: Etablissements Donald.

EASTERN MANAGERS: Butterfield & Swire Ltd., 9 Connaught Road
Central, Hong Kong. Cables: "Swire".

General Agents in Australia

SWIRE & YUILL PTY. LTD.

6 BRIDGE STREET, SYDNEY.
CABLES: "SWIRESHIP". BU 1712.

**Bringing
you
the best
of the world's products . .**



"BLACK & WHITE"
SCOTCH WHISKY

Fore PRODUCTS

REFRIGERATORS
WASHING MACHINES
LAWN MOWERS



ROBERT GILLESPIE PTY

ROBERT GILLESPIE (N.G.) LTD.

LAE, MADANG, RABAUL, PO

- JAMES BUCHANAN & CO. LTD. Black & White Whisky.
- COLEMAN Lanterns, Stoves, Irons, Water Heaters, Room Conditioners.
- JOHN FISCHLE & SONS. "Sunnyside" Canned Fruits and Juices.
- F. W. GREEN & CO. PTY. LTD. "Storm Line" Louvres.
- MASSE. Car and Homelighting Batteries.
- NAMCO FURNITURE PTY. LTD. Tubular Steel Household Furniture, Office Equipment and Aluminium Windows.
- POPE PRODUCTS LTD. Electrical Refrigerators, Washing Machines, Mowers, Garden Equipment.
- R. J. REYNOLDS TOBACCO COMPANY. Camel, Winston & Salem Cigarettes, Prince Albert & Carter Hall Tobaccos.
- LAWLER & SONS PTY. LTD. Lotusland and Simmons Mattresses and Bedding.
- SIMPSON BROS. LTD. Food Products.
- TOOTH & CO. LTD. Pilsener, KB, & DA Beers.

Gillespies'

for Service

D. 22 Young Street, SYDNEY Phone: BU 2221. Cables: "Robergill".

334 Queen Street, BRISBANE, Q'LD. Phone: 2.7778. Cables: "Robergill"

ROBERT GILLESPIE (FIJI) LTD.

SBY

Victoria Parade, SUVA, FIJI

BURNS PHILP (SOUTH SEA) CO. LTD.

**GENERAL MERCHANTS AND SHIPOWNERS
SHIPPING, CUSTOMS AND FORWARDING AGENTS**

BRANCHES

Fiji:—

SUVA.
LEVUKA.
LAUTOKA.
LABASA.
SAVU SAVU.

BA.
SIGATOKA.
TAVUA.
ROTUMA ISLAND.
TAVEUNI.

Samoa:—

APIA.
PAGO PAGO.

Tonga:—

NUKUALOFA.
HAAPAI.
VAVAU.

NORFOLK ISLAND.
NIUE ISLAND.

Agents for:—

QUEENSLAND INSURANCE CO. LTD.
BURNS PHILP TRUST CO. LTD.
SHELL COMPANY (P.I.) LTD.

Shipping Agents for:

THE NEW ZEALAND SHIPPING CO. LTD.
(Regular First Class, One Class and Tourist Class Passenger Services from NEW ZEALAND PORTS to UNITED KINGDOM, via PANAMA.)

SHAW SAVILL & ALBION CO. LTD.
(Regular First Class, One Class and Tourist Class Passenger Services from NEW ZEALAND PORTS to the UNITED KINGDOM, via PANAMA; and via AUSTRALIAN PORTS and SOUTH AFRICA.)

PORT LINE LTD.
(One Class Passenger Service from NEW ZEALAND PORTS to UNITED KINGDOM, via PANAMA.)

BANK LINE LIMITED

GENERAL STEAMSHIP CORPORATION LTD.
(Pacific Islands Transport Line. M.V. "Thor I" and M.V. "Thorsile".)

BLUE STAR LINE
(Regular One Class Passenger Service to UNITED KINGDOM.)

CUNARD LINE
(General Passenger Agents for Trans-Atlantic Services, Canada and U.S.A., to and from Europe.)

COMPAGNIE DES MESSAGERIES MARITIMES
(Regular First Class and Tourist Class Passenger Services from FRENCH OCEANIA to MARSEILLES, via PANAMA.)

BRITISH INDIA STEAM NAVIGATION CO. LTD.

ROYAL INTEROCEAN LINES
(Regular sailings to U.K./EUROPE, via PANAMA and SUÆZ. First Class, Tourist Class and One Class Passenger Services.)

AGENTS AND REPRESENTATIVES FOR:—

N.V. Appelton Pty. Ltd. (Naco Sunsash Louvres).
Ardath Tobacco Co.
Bradford Insulation Industries Pty. Ltd.
Brush International Ltd.
A. J. Caley & Sons.
Dunlop Rubber Co. Ltd.
General Motors-Holden's Ltd.
Hercules Cycle & Motor Co. Ltd.
Charles Hope Ltd. (Cold Flame Refrigerators).
Huntley & Palmers Ltd.
Joseph Lucas (Exp.) Ltd.
Massey-Ferguson (Export) Ltd.
S. Maw Son & Sons (Surgical Dressings).
McAlpine Refrigeration Ltd.
McLeay Duff & Co.
Mullard (Overseas) Ltd.
O'Cedar Ltd.
Robinson, Thomas & Son Pty. Ltd.
S.F. Appliances Ltd.
Slazengers (Aust.) Pty. Ltd.
Sleepmakers Pty. Ltd.
Standard Motor Co.
Stewart & Lloyds (Aust.) Pty. Ltd.

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES for

QANTAS EMPIRE AIRWAYS LTD. :: TASMAN EMPIRE AIRWAYS LTD.
TRANSPORTS AERIENS INTERCONTINENTAUX

REGISTERED OFFICE: SUVA, FIJI

Code Address: "BURNSOUTH"

THE MONTH'S NEW READING

WITH JUDY TUDOR

Have You Got A Book Of Logarithm Tables?

Something quite new in monthly journalism went down the publishing slipways in February—*The Australian Scientist*, Volume 1, Number 1.

It will be a monthly magazine produced on the premise that science is going to play an increasing part in our daily lives.

It is written by experts in their own particular fields—in other words, scientists—but its prospective audience—or so we gather—is you and me, in the expectation that we will want to know what is in store for us and also something of the application to everyday life of recent scientific studies.

In a letter accompanying the first issue, it is stated that the magazine is written to "Leaving Certificate level", which while being true enough, won't prevent these people who passed this particular Australian school examination a long time ago having quite a battle with some of the articles.

This is going to be the editor's biggest problem—getting over what scientific writers want to say in simple terms without seeming to talk down to the customers.

"Science Important"

Most laymen are prepared to believe what the scientists tell us—that scientific advancement is the most important thing in the world today.

But when the same scientists try to talk to us about it, in a language that is very familiar to them, how many of us understand one-quarter of what they are saying?

For example, S. T. Butler, Professor of Theoretical Physics at the University of Sydney, in an article that discusses the elementary probability theory in relation to games of chance—a subject that I would probably interest a lot of Australians who haven't got their Leaving Certificates—describes the chance of turning up two sixes from throwing a pair of dice by saying that if we want to have a "50-50 chance of turning up this particular combination, the probability should be 1/4". And goes on to say that "the number of throws necessary for a 50 chance" is expressed in an equation with which our linotype cannot cope.

Or, as the Professor puts it alternatively:

This can also be solved "most simply" by taking logarithms, with the result:

$$n = \frac{\log 2}{\log 36 - \log 35} = 24.605$$

Now, when I was about 17, and in Form 6A, I am sure that I'd have known perfectly what the Professor was talking about, but as I just about need a set of logarithm tables to calculate the elapsed time since then, I am prepared to take for gospel what Professor Butler says in the beginning of the article—that when you throw two dice there are 36 possible combinations in which the spots can come up. And I am mightily comforted by the fact that I am not addicted to throwing dice, anyhow.

I think that if this magazine is to be the success that it deserves, its editorial board is going to have to forget its obvious obsession that everyone who has ever passed a Leaving Certificate examination, or its overseas equivalent, has kept up with their mathematics.

There are hundreds of thousands of people in Australia—shining



lights in their own fields of law, journalism, commerce and industry—who are terribly anxious to understand what Science is trying to tell them, but it seems to me unrealistic if they are to be expected to keep a book of logarithms on their office desks so they can work out some of these articles.

If the magazine is to be aimed at other scientists, of course, it is a different matter, but in that event it would defeat one of its stated aims—"to increase interest in and knowledge of scientific subjects".

Apart from Professor Butler's theories on throwing dice, this first issue covers a vast range of subjects.

There are several articles on medical matters—including one on heart drugs from a plant which old-fashioned gardeners in places like Tasmania, NZ or England called "Foxglove" but whose real name is *Digitalis purpurea*.

Another on automatic computers—which newspapers usually call electronic brains.

Isobel Bennett, of the Sydney University Department of Zoology, writes about the marine life found on Australian sea-shores.

There is an article that describes the part science plays in civil engineering; one on cosmic radiation, and another on what goes on in a cyclotron.

There is, above all, a long article by Professor Harry Messel (the guy who has gone on record elsewhere as saying that anyone incapable of learning mathematics is fit only to

The Tales They Told In Fiji

Collectors of legends and folk tales will probably be glad to have a small book which has been published in New Zealand and is called "Legends of Fiji and Rotuma". It is written by Inez Hames of Auckland and illustrated by Miss Ruth Pook of Queensland so is, in effect, a trans-Tasman adventure in partnership.

IN a foreword, the late Mr. R. A. Derrick describes the place that the telling of tales had amongst primitive people. The importance of recording the unwritten literature of Pacific peoples has been widely recognised he says, although, unfortunately, little has been done along these lines in Fiji.

With the Fijian people in their present stage of advancement, many of the old legends—some of which throw a new light on pre-European

times in Fiji—are in danger of being lost for ever.

Miss Hames thus has done a considerable service by this collection.

In primitive society story-tellers were professionals and although some of their tales were for no other purpose than to entertain, others have been of great significance to the social anthropologist.

Copies of the books may be obtained from Brookings Book Shop, 20 Customs Street East, Auckland. Price is 15/- NZ.

be a road labourer), on his pet subject of a "New Deal in Science Education".

The editor of the magazine is Dr. E. P. George, Director of the Physics Department of St. Vincent's Hospital, Sydney; and there is a formidable array of talent on the Editorial board: Prof. A. A. Abbie, FRACP; Prof. S. T. Butler; Dr. A. S. Fraser; Prof. R. J. W. Le Fevre, FAA, FRS; Prof. H. Messel; Prof. Sir Mark Oliphant, KBE, FRS; Prof. R. N. Robertson; Prof. R. H. Thorp; Prof. Sir Samuel Wadham.

This is one of the most ambitious projects ever attempted in Australian magazine publication. Its layout and display is modern and technically excellent; its illustrations are numerous and many of them are in colour. Price per issue is 9/6; or £4/4/- per annum for 12 copies posted, which taking all things into consideration, is reasonable enough for what you get.

(THE AUSTRALIAN SCIENTIST, 9-23 Upward St., Leichhardt, Sydney, NSW.)

The Music That Lurched

MISS SYLVIA ASTON-WARNER is alleged to write with a "kind of explosive passion", according to the *Sunday Times* of London—which may be true if one could find out what she is trying to write about at all in *Incense to Idols*.

This Exercise in Odd Prose—which proves, if nothing else, that New Zealand writers have graduated from the bougeois class that believes the written word should be comprehensible—takes the form of a low, first person, muttered soliloquy.

Germain de Beauvais is the dame who mutters, and she travels from France to New Zealand for no reason, so far as we can make out, than to practice playing the piano in a church hall.

Four or five others, including ham-handed New Zealanders, make passes at Germain but it's really the minister in the church next to the hall who she has her eye on—and who is the subject of most of her muttering. . . . "It must be you mon cher . . ." she cries. "What makes the inner music I constantly hear lurch to a halt? There's nothing to my taste about you."

At the end of the book they really get down to things, face to face, and decide that they both burn incense to idols—although other than that, it appears to have been a pure relationship.

Good on you, Sylvia, anyway. So long as the fellows that matter on the *Times* and *Observer* know what you are nattering about, who the heck cares about those poor types just across the Tasman?

(INCENSE TO IDOLS Published by Secker and Warburg. Australian price, 22/6.)

Do You Believe In Fairies?

Oscar Wilde has never had any sort of niche in my mind as a writer of fairy tales. Nor is it probable that the edition just published by Bodley Head is intended merely as entertainment for small fry.

THIS edition of Wilde's *Fairy Tales* contains *The Happy Prince and Other Tales*, first published in 1888, and *A House of Pomegranates*, first published in 1891. It is a beautifully produced volume, with illustrations by Charles Mozley, and is more a collector's piece than something you would give young Mary on her 7th birthday.

The *Tales* are not of the happy-ending variety, and like other similar writings of that time, used more to express the writer's inner sorrow over life and its inequalities in general, and man's inhumanity to man.

They have an inner meaning, if perhaps not exactly a moral, quite above the heads of most youngsters even though they are capable of appreciating the thread of sadness that runs through them.

I remain unconvinced that the folk tales and fairy stories of the masters of this craft are suitable, in unexpurgated versions, for children—not as bed-time stories anyway.

I can still remember as a youngster going to bed with solid, undigested lumps of the Brothers Grimm and

other classical fairy-story write stuck in my chest, while the cold New Zealand wind shrieked outside and witches and worse lurked in the corners of the bedroom.

I may have been one of the fashionable "highly-strung" children of the period—I often hear my mother say so—but I very much doubt it.

All I remember now is that in the privacy of my own bedroom I sometimes suffered hell on behalf of Bluebeard's victims or sweet little maids who were forced to wait through snow-bound winter woods inhabited by wolves, demons and wicked uncles.

The fact is that even children were arrogant, little hellions during daylight hours are capable of becoming arrant little cowards on the light is out, they are alone and soaring imagination takes over.

Wilde, of course is not in the same class as Messrs. Grimm for he creeps but the beautiful English, which the tales are written, plus their note of cynicism, will probably give more pleasure to adult rather than child audiences.

(FAIRY TALES. Published by Bodley Head. Australian price, 22/6.)

HERE WITH A FLASK OF WINE, ETC.

For many seasons, the Murray Valley fruit growing areas in Victoria and South Australia have attracted seasonal workers from all over the Eastern States of Australia. And it is probable that many of the pickers have taken with them their own emotional problems, as do Nancy Cato's three beautiful heroines in "Green Grows the Vine".

THIS is a slight, at times amusing if not very penetrating, novel of the two young Australians, Marty and Mitch, and their Italian friend Maria, who worked and loved and lived for one autumn season at the imaginary centre of Vindura, in South Australia.

And, if it is not likely to qualify in the Great Australian Novel Stakes, at least it is a straightforward story of people who appear next door to normal—and that in itself claims some attention among others of this month's more artistic compilations.

There seems no really good reason why Marty, being both rich and beautiful, should choose to expend four good months of her life living

in a vineyard; or why Mitch, who was married and in love with his husband, should choose that way to escape from her in-laws.

Once having accepted the fact that the girls are in Vindura, the rest is credible enough—even Marty and Maria's rivalry for the affections of the same overseer, the descriptions of the dried-fruit area social life, and the permanent and temporary citizens who contribute to it.

Of the three girls, Maria fits best into the picture, probably because she is much surer of what she wants and being of uncomplicated mind takes the shortest route towards getting it.

(GREEN GROWS THE VINE. Published by Wm. Heinemann. Australian price, 18/9.)

NOVEL THAT'S NORMAL

This novel about the West Indies, *The Cross and the Drum*, by Hugh Cave, also comes nearer to being a normal novel than most of the others in this month's collection.

its setting, an isolated French-speaking island in the Caribbean; and in its theme, the conflict between Christian mission and followers of *vodun*, it produces variation enough on the more usual theme.

But it is, in essence, a story in which you can concentrate on what is likely to happen to this and that character instead of having to grope around in literary mists while the author uses you and his novel merely to express the writhings of his own artistic soul.

For that much, at least, we thank Mr. Cave.

Man with Mission

His is in no sense a religious novel.

Harry Clinton was a young man on a mission rather than a missionary in the accepted sense of the term. He had little patience with the old, more orthodox members of the mission church and no doubt, they had Patrol Officers and Assistant District Officers in the West Indies, as they do in New Guinea, the author would have found it just convenient to make Barry in that age.

He thought of the native people as his people in that way, and not brands to be plucked from the ground.

As well as the intertwined stories of the leading characters, and plenty of action, the portrayal of this segment of West Indian life is excellent. Cave is a resident of Haiti and is a recognised authority on Caribbean background—a fact that is obvious from this, his second novel.

Superstitious

The people, long in touch with civilisation, are yet steeped in their old superstitions and a very curious way of life that would, to the old Leander Mitchell whom they relieved, provide untold opportunities for the young missionary.

Only that week, Mitchell recalled, he had been waylaid by a girl who appeared naked from a stream as he walked, tried to drag him into the bushes and demanded that he should marry her a white baby.

Poor Pere Mitchell's 72-year-old eyes melted at the thought and held no high hopes that Barry would be able to tread the path of solitude—although as things turned out Barry seemed to manage alright his department.

THE CROSS AND THE DRUM. Published by Werner Laurie Ltd. Australian price, 20/6.

WHEN MALVERNE WAS CUT UP

There is a wide streak of the macabre in most of West Indian Edgar Mittelholzer's novels, but the latest of them, *Eltonsbrody*, is a really juicy number complete with old creaking houses, grave robbers and dismembered bodies.

NOT all Mittelholzer's stories are about the West Indies—at present he lives in England—but this one is.

Eltonsbrody is an old house, with atmosphere, in the hilly north-eastern corner of Barbados. But the atmosphere of the house is insignificant besides the personalities of its inhabitants, and particularly that of Mrs. Scaife, its owner.

She is an elderly, sweet-seeming little woman; white, but the widow of a negro doctor. Her preoccupation and hobby is death and she collects it and its appurtenances as other people do postage stamps.

Not only can she foretell death, but she likes to keep the physical remains of her nearest and dearest at hand—and for this purpose makes good use of her late husband's surgical kit.

There is much action with skeletons in locked rooms, and lumps of human flesh in hidden trunks. The old house, therefore, not only had odd creaks but some odd odours as well, as young Mr. Woodsley, the English artist who tells the story, finds out.

He was taken in by Mrs. Scaife when he found the two local hotels full up over Easter. He lingered on to paint the old house—then lingered some more as his curiosity got the better of him.

Some of Mrs. Scaife's servants are almost as peculiar as she is. Particularly Malverne, the upstairs maid.

She was of poor white parentage, had a long sad face that never smiled, and a good figure.

As soon as she found herself alone with a man, she would undo her bodice—or take it right off—and expose her bosom.

Woodsley came to accept this as standard practice, and when he offered to "haul her behind one of the oleander bushes in the front garden and give her what she really wanted", her stock reply was: "Oi don't do no nastiness with men."

But poor Malverne was to have a short life. She died—more or less of natural causes—and Mrs. Scaife immediately shut herself up with the corpse.

Finally Woodsley had to force his way in, whereupon he was immediately invited by his hostess to look at the pretty sight. He goes on:

"The pretty sight was what the corpse of Malverne had been converted into.

"The marble-topped washstand had been cleared of the toilet receptacles. Now it was piled with human remains—two legs cut up neatly and expertly into sections and arranged in an orderly clump at one end of the washstand. At the other end, as though for symmetrical effect, sections of arms stood in another clump.

"In the middle lay the torso disembowelled and with the shaven head of the girl set in the middle of the glistening coiled mass of intestines. The mouth gaped rigidly, the eyes stared blue and glassy."

Malverne, unfortunately, was only one of a number on which Mrs. Scaife practised her unusual art.

A good book to read on a hot day when it acts like an air conditioner. But definitely not recommended for lone reading on a dark, windy night.

(ELTONSBRODY. Published by Secker and Warburg. Australian price, 15/6.)

For Pre-Teen Readers

PRE-TEEN girls—and maybe their brothers—will like *Tansy of Tring Street*, a story written especially for this age group. Tansy's story is divided between her life at home in a north country industrial town, and her holidays on her Uncle's farm in Wales.

When Tansy returned from one of her country visits she found that the family next door, which had included her bosom pal Bill, had moved and in its place was another family with another boy about the same age.

But this boy had red hair and a thin face and was as nasty as Bill had been nice. That's what Tansy thought at first, and what makes her change her mind is the plot of the story—as well as being, perhaps, an introduction to the romantic novel formula that our young reader will be meeting later in life: Girl meets boy; girl doesn't like boy; girl falls in love with boy.

(TANSY OF TRING STREET. Published by Wm. Heinemann, Ltd. Australian price, 15/6.)

STEAMSHIPS TRADING COMPANY LTD.

PORT MORESBY, SAMARAI and POPONDETTA

Wholesale & Retail Merchants, Shipowners, Planters, Sawmillers, Slipway Proprietors, Engineers
Shipping, Customs and Insurance Agents

MANAGING AGENTS for:

COCOA LANDS LTD.
MARIBOI RUBBER LTD.
RUBBERLANDS LTD.
KEREMA RUBBER LTD.

AGENCIES:

NEW GUINEA-AUSTRALIA LINE
CHINA NAVIGATION CO. LTD.
LOLORUA RUBBER ESTATES LTD.
HARVEY TRINDER (N.G.) LTD.

SOLE DISTRIBUTORS for:

ARMSTRONG-HOLLAND PTY. LTD.
Earth Moving and Logging Equipment.
FOWLER ENGINEERING PTY. LTD.
Transportation and Material Handling Equipment.
WILLYS-OVERLAND EXPORT CORPORATION
Jeep Vehicles.
HILLMAN, HUMBER AND SUNBEAM CARS

INTERNATIONAL HARVESTER CO. OF AUST. LTD.

International Motor Trucks.

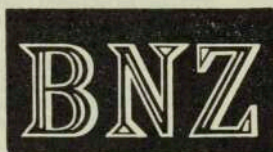
International Industrial Tractors and Equipment.

McCormick-International Farm Tractors and
Equipment.

Australian Agents:

NELSON & ROBERTSON PTY. LTD., 197 Clarence St., Sydney and Stanley St., South Brisbane

The



stands out

for service in the Islands

Throughout the islands you'll find Bank of New Zealand branches and agencies giving a complete commercial and personal banking service. The B.N.Z., the Dominion's **Leading Bank**, has been serving the Islands since 1876.

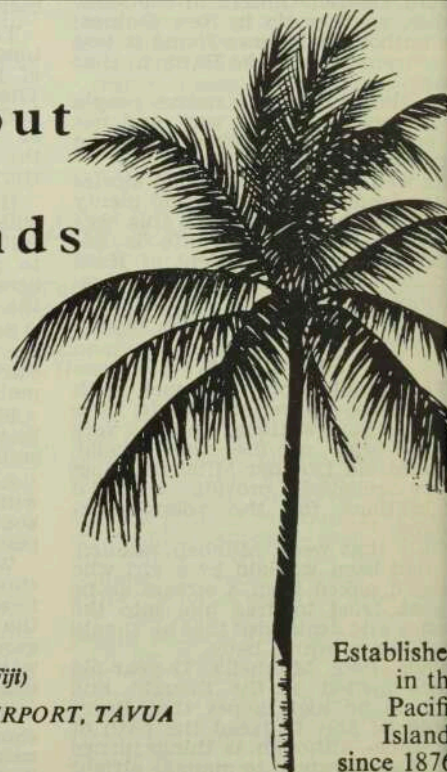


BANK of NEW ZEALAND

Full branches at: SUVA, LAUTOKA, LABASA, NADI, BA (Fiji)

Agencies in Fiji at: MARKS ST. (Suva), NAUSORI, NADI AIRPORT, TAVUA

Represented at Apia (Bank of Western Samoa).



Established
in the
Pacific
Islands
since 1876

PIM.9

That's New in Paper Backs

PAPER back editions are becoming more varied, gaudier, brighter and are coming along in increasing numbers than ever. It's a joozey reader who can't get suited to his 3/9 these days, and the time seems to be closing when books—or lighter grade fiction, anyhow—will straight into paper backs without the gesture of the initial bound edition. Here are some that came in last month:

FIRST OVERLAND, by Tim Slessor. Everyone with a spark of adventure wants to do something like this, at some time in their lives—drive a Land-Rover over from London to Singapore. But do it. In this expedition there usually were two Land-Rovers and six young men from Oxford and Cambridge universities. The expedition took them months and 32,000 miles—because once they got to Singapore they did what adventurers would have done—they turned around and drove right back to London.

Their route took them across Europe, Turkey, across Persia to India and over the foothills of the Himalayas down through Burma and Thailand to Malaya and Singapore. Their return trip, given in brief summary as an appendix to the book, was an ingenious system of frogging. Oxford, spent a few weeks survey and research here, while Cambridge drove on to there; then Cambridge embarked to do a bit of the same where while Oxford caught up by orthodox transportation and took over the driving from Cambridge for the few weeks. (Australian price, 3/9).

SEVIATHAN, by Warren Tute. The story of the most gigantic liner ever wrecked. A floating palace in peace time, when war came it became a troopship and Number One target for every boat in the Atlantic. This could have been the story of one of the Queens—but isn't. (Australian price, 5/-).

SOMETHING WRONG, by Ernest Borneman. The place of jazz in the American life shouldn't be under-estimated. It shouldn't be surprising to find the story of this suspense thriller not only a clarinet player (or the player of a clarinet) but a successful businessman—the manufacturer of mouthpieces, plastic kind, for wind instruments—the kind you call for when arrested. Everything should have been roses for the Sommerville and his wife, but some was trying to drive them nuts and very nearly they succeeded is what the book is about. (Australian price, 3/9).

SO HOT TO HANDLE, by Patrick Hart, but based on a film (starring the Mansfield) of the same name. The story of the Soho strip joints where jagers and suburban housewives earn money by taking off their clothes for the entertainment of the men. (Australian price, 3/9).

SPYCATCHER 3, by Lt.-Col. Oreste. Anyone who has looked at TV in Australia or UK will probably know the "spycatcher" series based on the life of Colonel Pinto and starring Bernard. This book is written by Pinto

himself, includes some of the incidents told on TV but gives also a brief outline of Pinto's early life. He is regarded as perhaps the world's greatest expert on security and his early life and background played a great part in this. Although a Dutchman, he has lived about two-thirds of his life in England. He attended the Sorbonne before World War I and was, at 20, invited to attach himself to the French Deuxieme Bureau—the French equivalent of Britain's MI5. Like many of his countrymen, he is a gifted linguist. He is married to an Englishwoman and at the outbreak of World War I and again at the outbreak of World War II he was living in England. (Australian price, 3/9).

MURDER BY NEGLECT, by Elizabeth Jenkins. This crime story was first published back in 1934—but the date doesn't matter, anyhow, as the action takes place about 60 years before that, evidently to give more atmosphere to the "black

and hideous" outrage that was perpetrated against poor Harriet. (Australian price, 3/9).

TARZAN'S QUEST AND TARZAN AND THE GOLDEN LION, by Edgar Rice Burroughs. These were written way back in the 1920's and 1930's before Africa got nationalism. The things Burroughs conjured up—cannibals, fierce man-eating beasts, pagan rites and white girls in terrible predicaments—are tame compared to what's really happening in Africa today. (Australian price, 3/9).

TEXAS RIFLES, by Elmer Kelton. The Texas Mounted Rifles were something like the Canadian Mounties, only in Texas, and about 100 years ago. And, of course, this story is of a time before the Americans saw the light and when they believed that the only good Indian was a dead one. A beautiful white girl and, according to the cover, some shapely Comanche ones, provide the frills. (Australian price, 3/9). (Over)



It's Gordon's for choice with men and women everywhere who appreciate a better gin because Gordon's* has that full smoothness and fine, distinctive flavour that only perfect distilling can achieve.

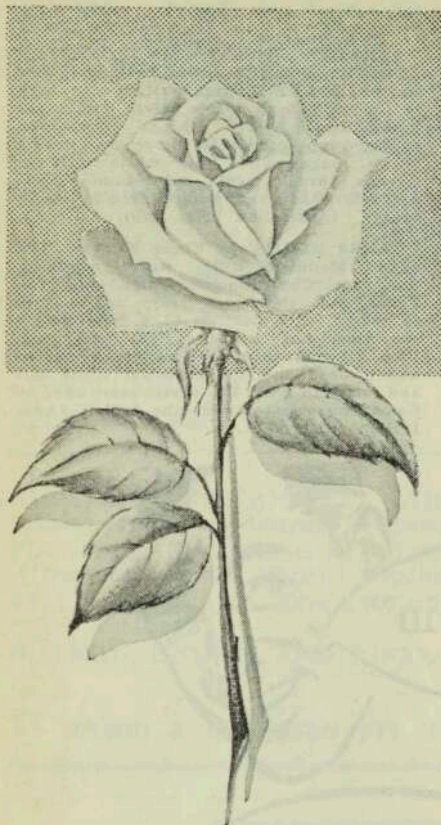
***ASK FOR IT BY NAME**

GORDON'S STANDS SUPREME

IMPORTED FROM LONDON, ENGLAND



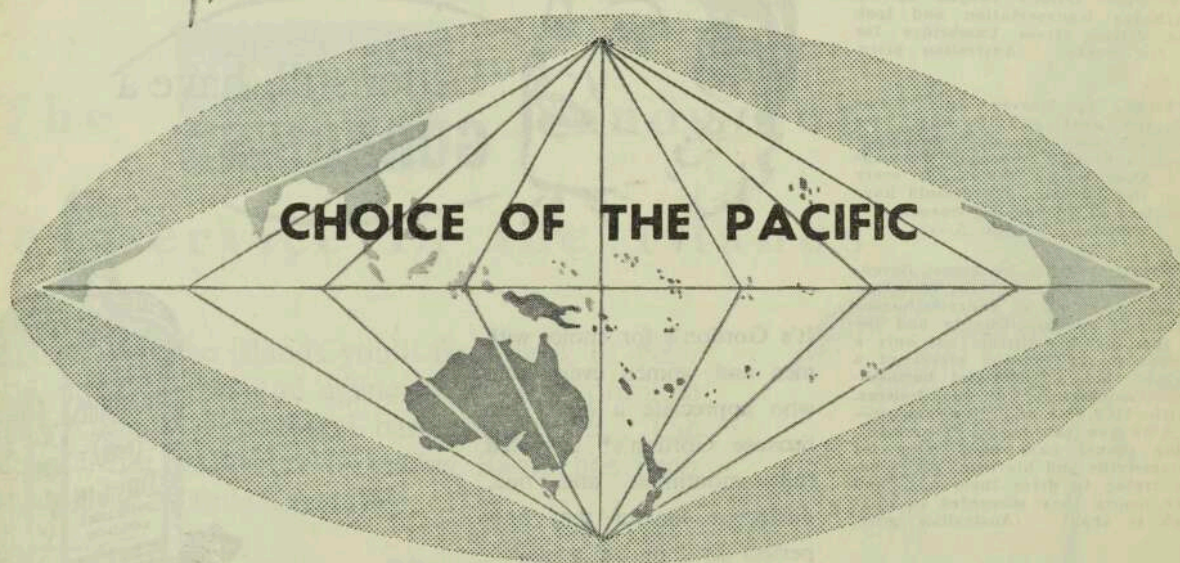
8713



WHITE ROSE

The Perfect Flour

**SNOWSTREAM STARCH REDUCED FLOUR
WHEATMEALS FOR EVERY PURPOSE
SHARPS OF HIGHEST QUALITY
STOCK AND POULTRY FOODS**



WHITE ROSE FLOUR MILLING CO. PTY. LTD.

ULTIMO, SYDNEY, N.S.W., BA4027.

CABLES: "WHITE ROSE", SYDNEY

LOTTIE IS AN ODD BALL

Lottie Curlow is what might be described as an odd ball, but she's the heroine of Rhys Davies' "Girl Waiting In the Shade"—a novel in which the title makes about as much sense as the rest of it.

DOOR Lottie was the only child of an ambitious mother who owned a Midlands leather factory. Mother's contribution to Lottie's well-being was to marry her off to a young man who owned a rival factory while she herself married another young man, with whom Lottie later falls in love. All this, of course, makes for complications in the placid pool of Midlands social life, for while Lottie retends a butterfly-brained docility, she plans revenge—and she gets it, ruining the peace of mind of

her conventional husband, by getting into the bed of her young stepfather and by causing her mother to die of a mysterious seizure.

That may be said to wrap the plot up—although what Mr. Davies does with it is another matter.

His character study of Lottie is no doubt feasible to him. To us she's still an odd ball and her mundane husband much to be pitied—even if he did insist on wearing a kilt.

(GIRL WAITING IN THE SHADE. Published by Wm. Heinemann, Ltd. Australian price, 20/-.)

THE BUSHWHACKERS, by Frank Gruber. This is a gory incident out of the American Civil War and how it rested on the life of one citizen. The bushwhackers were Missouri irregulars—re-Colt men, who rode with the reins between their teeth so they could use a gun with each hand. (Australian price, 9/-.)

THE HARD BLUE SKY, by Shirley Ann Rau. The people of the Isle aux Chiens of the Louisiana coast were inbred, lusty and uninhibited but they seemed reasonably happy until young Annie Landry and her "need for a man" drive her off the island. Then things began to happen. (Australian price, 5/-.)

HURRICANE, by Charles Nordhoff and James Norman Hall. This was written at a time when the authors, both now dead, were at the height of their fame as portrayers of the Pacific scene. The novel contains a classic account of what a hurricane can do to a Pacific Island. (Australian price, 3/9/-.)

BARABBAS, by Par Lagerkvist, who received the 1951 Nobel Prize for Literature for it. Today it might have been called Barabbas that he had a guilty complex. In the days immediately after the crucifixion of Christ, he was regarded as a hardened criminal who nonetheless felt called on to make a misguided attempt to further the cause of the Master. (Australian price, 3/9/-.)

TEA AT SHADOW CREEK, by Geoffrey Otterell. As we understand it, the author was sent out from England to Australia to write a novel—Australia being fashionable just now. His hero, Charlie Anderson, finds himself a place in the outback and he also finds himself a parcel of women—young and rich, beautiful but poor, foreign and exciting, and English and "reserved". All of which seems to prove that the statistics when they say that there are about 2 men to every 5 women in Australia. Other than that, or Charlie was a lot luckier than most migrants who complain that they can't get any woman at all. (Australian price, 3/9/-.)

(ALL THE ABOVE ARE IN THE FOUR SQUARE SERIES. Our copies from Wm. Heinemann, Ltd., Sydney.)

The following books have come to us from Wm. Collins (Overseas) Ltd., Sydney.

THE CALLED AND THE CHOSEN, by Monica Baldwin. This is not a sequel to "I Jump Over the Wall"—that was fact while this is fiction and the author takes great pains to emphasise the fact. Nonetheless, we can't imagine that it is on the list of required reading for Roman Catholics. Torn between the normal wants and desires of a young woman and the surrender demanded by her vows, Sister Ursula pours out her doubts and fears in her diary. (In case you have forgotten, the author—a relative of a late Prime Minister of the UK—also was once a member of a closed religious order. She left it during the war.) (PAN GIANT).

THE FORGER, by Edgar Wallace. They call him the "immortal" Edgar Wallace—and he'd need to be. This thriller was

first published in 1927. Jane Leith married Peter Clifton because her Daddy told her to, but soon she was wondering if she had got into the clutches of a master criminal or just a maniac. (GREAT PAN).

HORROR STORIES. Selected by Herbert van Thal. Fifteen frightening tales distilled from the gruesome, the macabre and the diabolic. (It says so on the cover). Agatha Christie, Edgar Allan Poe and H. G. Wells are amongst the contributors. (PAN GIANT).

PARTNERS IN ADVENTURE. This is a Pan Original by Derek Ingram, night editor of the London "Daily Mail", who does not waste time regarding the old British Empire as a spent force but is convinced that our Commonwealth of Nations can be a great adventure and of profound value to the rest of the world.

It is a challenging survey of Inter-Commonwealth relations, pulling no punches for what he thinks are past mistakes, and being quite specific about how we should proceed in the future.

You don't have to agree with him in every respect but you can applaud his attempt to tear away some of the silliest misconceptions. Most "Colonials", of whom there are more in the UK now at any given time than at any other period in history, will applaud his contention that people in the UK know less about the Commonwealth than the other people in it. The average Englishman is capable of having recurring nightmares about the flood of negroes coming in from the West Indies, but otherwise he could not care less about his cousins from overseas.

As Ingram says, Australians often find that all that is known about their country is that its people are descended from convicts (or indeed are convicts), and that Captain Cook landed there.

He thinks that a lot more money than the £80,000 allowed the Commonwealth Relations Office for publicity in 1959-60, might do the trick. Maybe. But even that doesn't help with people who shut their minds to information. (GREAT PAN). (Over)

BOOKS FOR EVERYONE

ISLANDS OF MEN—INSIDE MELANESIA (Colin Simpson)—An exciting and important book beautifully illustrated £15/-. Post 2/6.

ALL MEN ARE BROTHERS—LIFE AND THOUGHTS OF MAHATMA GANDHI, as told in his own words. Illustrated 15/9. Post 1/9.

ILLUSTRATED POCKET GUIDES—Some Bush Birds of Australia (Keast)—Sharks and Other Predatory Fish of Australia (Goadby). Some Common Shells of the Australian Sea-shore (McMichael). Native Freshwater Fishes of Australia (Whitley). Each—12/6. Post 1/-. Other titles available soon include—Marsupials, Eucalypts, Flowering Trees, Insects. At the same price. Order now.

PAPUA—ITS PEOPLE AND ITS PROMISE—PAST AND FUTURE (Lett). Illustrated 5/-. Post 1/3.

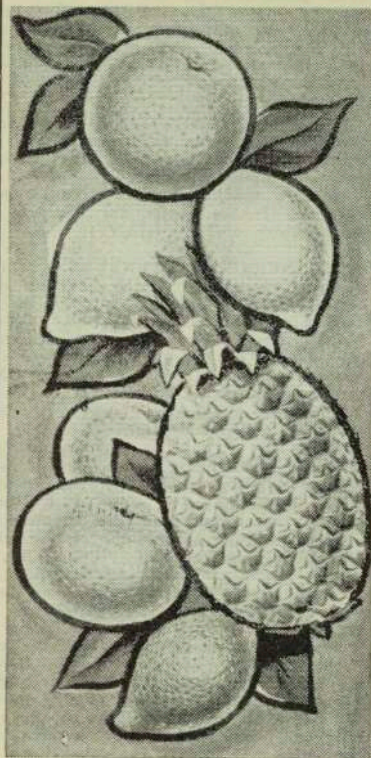
THE OPAL BOOK (Frank Leechman, Sydney Gemmologist)—24 plates, 8 in colour. Published February, 1961. Order now £25/-. Post 2/6.

THE AGE OF OIL—HISTORY OF THE PETROLEUM INDUSTRY IN AUSTRALIA (edited Petroleum Information Bureau of Australia). Illustrated £110/-. Post 3/6.

Also new and secondhand books on Australia, Art, Natural History, Gardening, Orchids, Biographies and General Literature. Lists free. We are Specialists in Microscopes, Prismatic Binoculars and Day and Night Astronomical Telescopes. Magnifiers, Compasses, Barometers, etc.

N. H. SEWARD PTY. LTD.

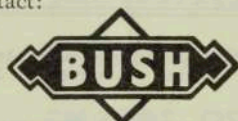
457 Bourke Street, Melbourne, Australia. MU 6129



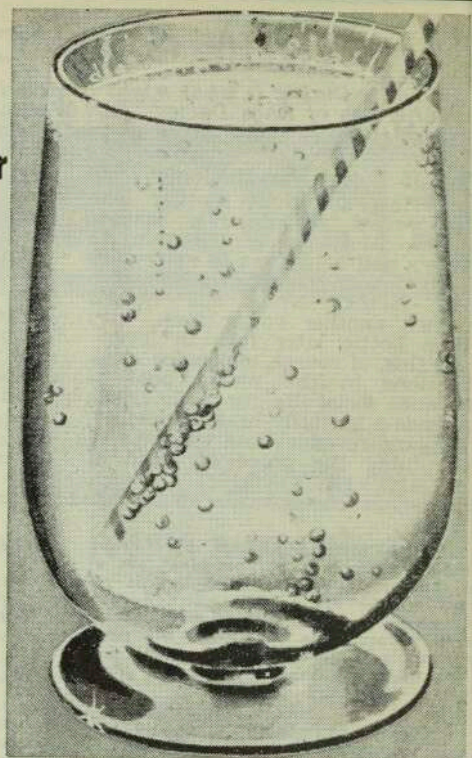
Now! Your soft drinks can capture the flavour of fresh fruit

— choose from the House of Bush range of true-to-the-fruit flavours, made with the finest oils, extracts and juices.

The large Bush range includes Lemon, Orange, Lime, Mandarin and Pineapple fruit flavours, plus many other essences. For full information, contact:



W. J. BUSH & CO.
(AUSTRALIA) PTY. LTD.
129 Parramatta Rd., Five Dock
ISLAND REPRESENTATIVES:
DEMKA PTY. LTD.
2-12 Carrington St., Sydney



NOW! for snapshot cost you can make your family movie stars with a **BROWNIE MOVIE CAMERA!**



BROWNIE 8mm. f/1.9 Movie Camera

You'll take some fine action-packed 8mm. colour movies when you get behind the Brownie Movie f/1.9 Camera. Simply adjust the lens to the light conditions, then aim and shoot. A built-in exposure guide gives you the correct lens setting.

Also available is the Brownie f/1.9 Three-Lens Turret Movie Camera. It gives you a choice of wide angle, regular or telephoto shots simply by a twist of the lens turret mounted on the front of the camera.

The Brownie f/2.3 Automatic Movie Camera with the built-in "magic eye" is another of the Brownie Movie range. This camera automatically adjusts exposure to changing light conditions . . . even while shooting.

And for sparkling projection of your home movies there's the simple to use, highly efficient, Brownie Eight-58 Projector.

Kodak

KODAK (Australasia) PTY. LTD.

FROM KODAK DEALERS
THROUGHOUT THE ISLANDS

THE FIJI POLICE MAGAZINE

The "Fiji Police Magazine", in its black cover with design of white tuning-forks, occasionally finds its way this far south—as has the Christmas-New Year number just now. It's a couple of months late, but it made it.

The Fiji police were pretty busy boys in 1960—what with the leftovers from the riots at the beginning of it, and the sugar strikes towards the end of it, and the wonder is that the Force had time to produce a magazine at all.

Editor of the magazine is ASP G. E. Baker, who, in this issue, describes how not to photograph the take off of 707's from the "unstick" area of Nadi's main runway.

There are also—as well as the usual material of "shop" interest only—other funny stories, most of them of the shaggy dog variety. We wonder if this can be attributed to traditional British humour seeping through. Or is it police humour? Cost of the magazine is 2/6 Fijian.

LAST SEEN WEARING. by Hillary Hagh. An 18-year-old freshman at a college in Bristol, Mass., disappears without reason or trace and this straightforward story of police efforts to find out how and why, has been claimed to be the whodunnit with everything: violence, shocks, false alarms, good dialogue—and convincing. Try it for and see. (GREAT PAN).

THEY CAME TO CORDURA. by Glendon Swarthout. The now famous novel of the incident following the American Expeditive Expedition into Mexico in 1916, was made into a movie a couple of years ago and starred Gary Cooper, Rita Hayworth, Van Heflin, Richard Conte and John Hunter. (GREAT PAN).

HOW TO AVOID MATRIMONY. by John Froy. A funny book about a very subject. A cad's eye view, they of debs, show girls, blondes and other types. Instruction that tells rogues how to swallow the bait without getting hooked and still get what they want. Illustrated. And how. (GREAT PAN).

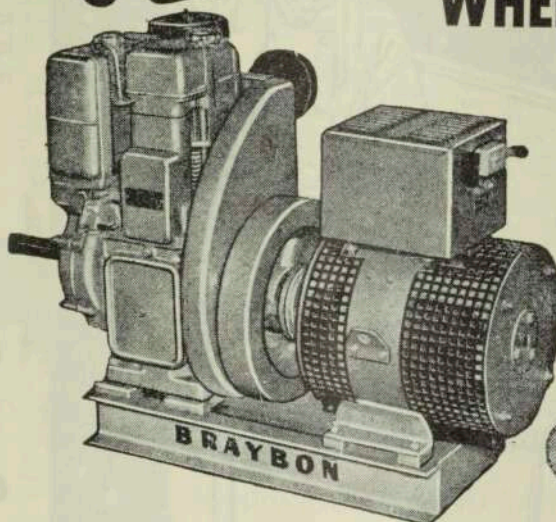
MIDNIGHT LANCE. by William Somerset Maugham. Another Pan Original based on the movie starring Rex Harrison as a husband, and Doris Day as his American bride who was driven almost to the brink, by a killer who made a telephone an instrument of terror. (GREAT PAN).

THE JURYMAN. by Donald MacKenzie. Only chance for Sullivan was if one of the 12 jurors in the Old Bailey court had had guilt of his own and could get at through blackmail, or bought. Sinkable in England? Perhaps—but he made the attempt. (GREAT PAN).

(Over)

Light & Power

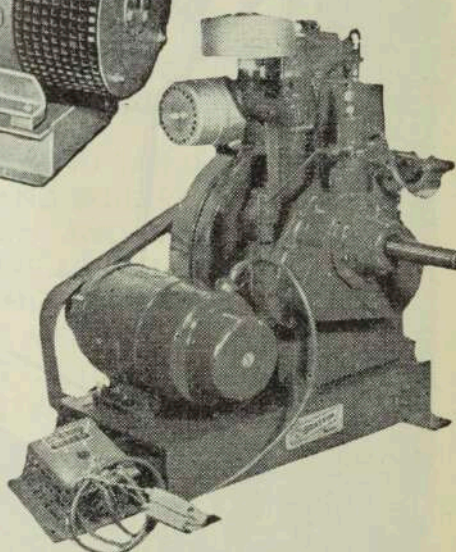
WHERE YOU WANT IT!



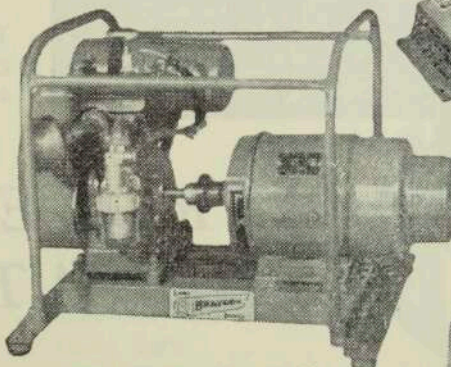
2KVA
ELECTRIC START
DIESEL SET

£325 F.O.B.,
Sydney

1,500 WATT DIESEL SET
£249/10/- F.O.B., Sydney



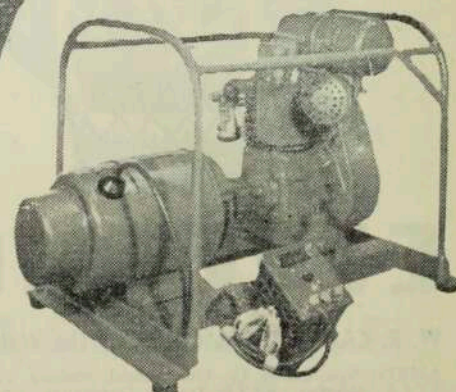
All plants illustrated are 240 volt single phase A.C. current suitable for lighting and power for domestic requirements. Write for pamphlets.



1,000 WATT
"MINOR"

£146/10/- F.O.B., Sydney

1,500 WATT "MAJOR"
£166/10/- F.O.B., Sydney



BRAYBON BROS. PTY. LTD.

27-33 Washington Street,
Sydney. Telephone: MA 6853

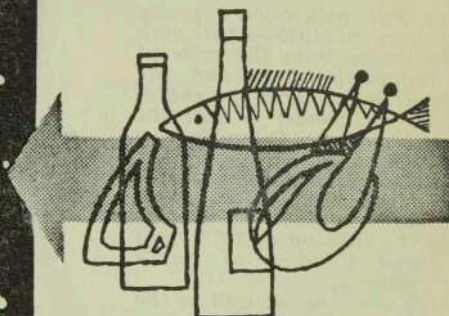
DISTRIBUTORS: Tutt Bryant (N.G.) Ltd.,
Port Moresby and Rabaul.



Fresh Foods

The C 80 will conserve up to 100 lb. dry weight of pre-frozen packaged foods.

Even fresh foods may be kept for several weeks or many times longer in the C 80 than in an ordinary refrigerator.



Cold Drinks

Up to 80 bottles can be stored in the four wire baskets supplied with the C 80; beer and all kinds of soft drinks are rapidly and economically cooled *even in places where there is no electricity available.*

The C 80 cooling unit carries a 5-year guarantee; the chest and other parts are guaranteed for one year.



KEROSENE- OPERATED

The C 80 is the first cooler in the world to operate *without electricity or blocks of ice.* Economic in use — pays for itself in a short time.

ELECTROLUX

W. R. CARPENTER & CO. LTD., The Wales House, 27 O'Connell St., Sydney. BL 5421

AGENTS: New Guinea Co. Ltd., Rabaul, Madang, Lae, Kavieng, Kokopo, Island Products Ltd., Port Moresby. S.C.I.E., Moumea. B.S.I.P. Trading Corporation, Honiara, Gizo. Burns Philp (NH) Ltd., Vila, Santo. F. J. R. Simmonds, Norfolk Island.



A Swedish
quality product

Vikings In The Plot

Only recently we reviewed here a book whose plot had been based on the fact that the remains of an old Viking ship had been discovered near one of the great lakes in the United States. And some years ago, the late Nevil Shute used the same plot for one of his novels.

Elizabeth Coatsworth now carries the idea a bit further in "Door to the North", a Viking saga of the 14th century. All of which looks like a concerted effort to rob poor old Christopher Columbus of the fame he has enjoyed for so long.

Miss Coatsworth's characters, who finally wound up in Minnesota, had originally set off in the 1360's to try to win the Greenland colonists, who had reverted to paganism, back to Christianity. Their further adventure to the West is based on a legend carved on a stone and a tribe of blue-eyed, light-skinned Indians.

(DOOR TO THE NORTH. Published by World's Work. Australian price, 18/9.)

THE CAVALIER'S CUP, by Carter Jackson. "One of the Big Five detective story writers". (Who are the other four?) Carter has his pet sleuth, Sir Henry Merrivale, going through his paces trying to find out why someone didn't steal the cup. (GREAT PAN).

OPERATOR, by Charles Williams. A thriller in the American manner. Crime and dames and sex and smart operators. At the Manchester "Evening News" reviewer liked it. Why shouldn't you? (GREAT PAN).

THE MURDERER IS A FOX, by Ellery Queen. Davy inherited his tendency towards killing wives. His father had led him, so why shouldn't he do the same? That's what he asked Ellery Queen who had the job of straightening him all out.

THE PAN BOOK OF CARD GAMES, by Hubert Phillips. You'll find every card game from contract bridge to 28 varieties of Patience in this book. Over 100 pages of solid information. (PAN ANT).

THE CASE OF THE ANGRY MOURNER, by Erle Stanley Gardner. A playboy is ordered in his lakeside cabin and two men—his girl friend and his mother—are desperately in need of Perry Mason's help. (GREAT PAN).

SOPHIE, by Geoffrey Wagner. An historical novel of how a London juggler's daughter became a power behind the throne of France—until she overreached herself. The novel is based on historical fact and the authentic, if oppressed, scandals of the time. (GREAT PAN).

SEIDMAN & SON, by Elick Moll. A novel with a gimmick. Supposedly written first person by a Seventh Avenue dress manufacturer who has a heart of gold under a piquant exterior. (GREAT PAN).

TALES OF MYSTERY AND IMAGINATION. Famous 10 stories by Edgar Allan Poe, the fellow who was born a few generations too soon. He would have been a cinch as a writer for the TV series called "The Twilight Zone". (GREAT PAN).

A BOOK OF WIT AND HUMOUR. A collection of pieces chosen by Michael Barsley. Artists include Ronald Searle and Osbert Lancaster; authors include A. P. Herbert, A. A. Milne, Stephen Potter and Eric Linklater. Barsley provides a "profile" with each contributor—and this helps. (GREAT PAN).

(Great Pans, 3/9 Aust. Pan Giants, 5/-.)

FOR COLLECTORS OF STH. PACIFIC BOOKS

More people than ever now are making collections of books about the Pacific—and judging by the way prices have increased over the last generation, it is a much better investment than buying oil shares.

The Cellar Book Shop, Box 6, College Park Station, Detroit 21, Michigan, USA, sent word last month that they would be happy to send any "PIM" readers their free catalogues on Pacific Islands subjects. They issue them at regular intervals throughout the year.

Readers may be interested in this American source. Australia, of course, has quite a number of secondhand bookshops of its own that are interested in South Pacific material. N. H. Seward, Melbourne, and Berkelouw, Sydney, are regular "PIM" advertisers.

MILLERS

SUVA & LAUTOKA

SHIPWRIGHTS AND SAILMAKERS
ENGINEERS AND BOILERMAKERS
MOTOR DEALERS AND MECHANICS
HARDWARE MERCHANTS
JOINERY AND FURNITURE MANUFACTURERS
TIMBER MERCHANTS
BUILDING CONTRACTORS
PLUMBERS

No job is too big nor too small for us to tackle

A KEEN PRICE AND FIRST-CLASS WORKMANSHIP GUARANTEED

Sole Distributors for:—

Vauxhall Cars
Bedford Trucks
Chevrolet Cars
Rover Cars
Land Rovers
Frigidaire Refrigerators
Johnson Outboard Motors
Firestone Tyres
Vesta Batteries
Coseley Prefab. Buildings
Allis Chalmers Tractors

Priestman Excavators
"Coles" Diesel Electric Cranes
Galion Graders
Taylor "Jumbo" Cranes
Broomwade Compressors
Ruston & Hornsby Engines
Hoover Appliances
Belling Electric Stoves
B.A.L.M. Paints
G.E.C. Radios
S.K.F. Ball Bearings

MILLERS LIMITED, Suva & Lautoka, Fiji

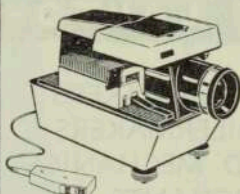
G.P.O. Box 296, Suva

Cables: "LUMBA", Suva

ROLLEI
magic

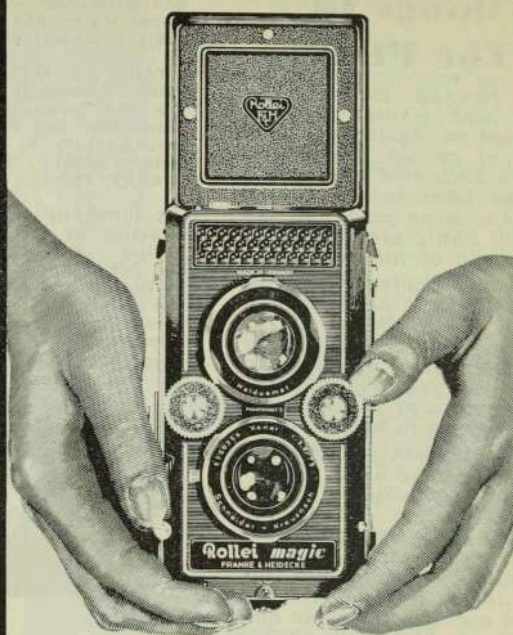
**AUTOMATIC
PHOTOGRAPHY**

Completely automatic exposure control with filter compensation does away with all exposure worries and makes photo technical knowledge unnecessary. Black and white or color with the fully automatic ROLLEI-MAGIC requires simply: a glance, a click for a perfect ROLLEI picture. Nothing could be easier or quicker. Every problem is solved for you. No guessing about sharpness or composition. The future picture is seen on the super clear focusing screen with bright corners, clear and full of color. It is sharp and in full size just as it will appear finally as it is automatically photographed by ROLLEI-MAGIC.



**AUTOMATIC
PROJECTOR**

The new ROLLEI PROJECTOR for all sizes of slides, from miniature to 6x6 cm image size.
Further ROLLEI programs: ROLLEI-FLEX T · 3.5F · 2.8 F TELE-ROLLEI-FLEX · ROLLEI PENTA PRISM ROLLEI MICRO ATTACHMENT
Visit your photo dealer, he will gladly advise you.



Rollei

YOU SEE WHAT YOU GET

FRANKE & HEIDECKE · BRAUNSCHWEIG · GERMANY

W. H. GROVE & SONS LTD.

Established 1896.

Island Merchants

16-18 FANSHAWE STREET, AUCKLAND

Telegraphic and Cable Address: "Grove", Auckland. P.O. Box 490, Auckland, New Zealand

Entrust your requirements to the firm with more than 60 years' practical experience in the Island trade.

REPRESENTING MANUFACTURERS

THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

SHIPPERS OF ALL CLASSES OF NEW ZEALAND MANUFACTURES AND PRODUCTS SPECIALLY PREPARED FOR THE ISLAND TRADE

WE HANDLE ALL KINDS OF ISLAND PRODUCE
IN FIJI as: W. H. GROVE & SONS (FIJI) LIMITED

WESLEY COLLEGE

Paerata, N.Z.

*A Boarding School for Boys,
Forms III to VI.*

ROLL: 160 TO 180 BOARDERS.

COURSES: Academic, General, Agricultural.

Boys are prepared for the following
Examinations: School Certificate, University
Entrance, Junior University Scholarship.

The College is set in beautiful surround-
ings, 28 miles south of Auckland, with a
farm of 400 acres attached, providing a
source of revenue and an excellent train-
ing ground for Agricultural students. The
school is well-equipped, with modern class-
rooms, excellent hostel facilities, first-
class playing-fields. All staff are resi-
dential.

Fees: £73/6/8 per Term, plus "extras".

Write for Prospectus and Enrolment Forms
to

The Principal, Wesley College,
P.O. Box 58, Pukekohe, New Zealand.



Specialising in Pacific
Islands Insurances.

FIRE—MOTOR VEHICLE—MARINE
—HULLS AND CARGO—
EMPLOYER'S LIABILITY.

BONDS—in accordance with
Administration Ordinance—COPRA
insured from drier to buyer—and
all other classes arranged at lowest
current rates.

Established Agencies throughout
the Territory of Papua and New
Guinea.

RABAU, T.N.G.

Managing Agents: New Guinea Co.,
Ltd.

Island Representative:
G. D. A. Kent, Rabaul Branch.

SUVA, FIJI.

Colony of Fiji Branch Office:
McGowan's Building, Margaret St.,
Suva.

Branch Manager: L. M. Rolls.

Southern Pacific Insurance
Co., Ltd.

Head Office: The Wales House,
66 Pitt St., Sydney.

The River Ratts

(Continued from p. 78)

"baubau tupis" in the Motuan
tongue.

Apart from that, the idea is just
the same.

It was another patrol involving
a walk of 120 miles or so north-east
of Port Moresby, towards the 12,000
ft peak of Mount Obree. There it
was intended to strike the upper
reaches of the Kemp Welsh River,
down which rafts would return us
to the coast.

The going was hard in some
places. The pack ponies of Fiji
would never have managed tracks
requiring both hands and feet.

A walking stick was enough for
me to carry, but those Kolari
carriers—women as well as men—
made nothing of their 40-lb loads,
and seemed delighted with the few
sticks of tobacco or spoonful of
salt, that was legal payment for
a day's work.

It happened to be the time of
yam harvest, and the feasts and
dancing that go with it put all
thoughts of rafts entirely out of
mind.

When the rafts did appear, they
lacked the finish of those used in
Fiji. But they were just as buoyant,
and, without rapids to contend with,
paddles took the place of poles.

The Kemp Welsh River was dif-
ferent as well.

It was hot and windless; silent
and empty except for the screams
of cockatoos.

On each raft there was someone
armed. Each police boy had a
Martini Henry rifle and three
rounds of ammunition.

The two Europeans had Service
.303's, and any crocodile basking
on a mud bank was certain of a
fusillade.

It was nice to relax and leave it
to a current flowing in the right
direction.

But that was about all the two
patrols had in common.

What had been a picnic in Fiji
was a job of work in Papua; a
job made easier admittedly by a
river road that always runs down-
hill.

Stamp Trouble!

(Continued from p. 79)

with people all over the world but
she had no correspondent in Fiji.
Would I?

I wrote back telling her that I
was among the world's worst corres-
pondents, and gave her the name
of a local paper which I was sure
would advertise for pen-friends for
her if she asked them.

She replied that if she did that
she might get more than she could
handle (apparently she was com-

YOUR NEXT

LEAVE

Modern up to the minute
homes between Dee Why and
Palm Beach available to
Island Residents for Holidays.

Write for information to:—

**J. T. STAPLETON
PTY. LTD.,**

ESTATE AGENTS,

133 PITT STREET, SYDNEY.

BL 5305, BL 1737

or any of the Branch Offices located
at Dee Why, Narrabeen, Mona Vale,
Avalon or Palm Beach.

GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

If you feel old before your
time or suffer from nerves, brain
and physical weakness you will
find new happiness and health
in an American medical dis-
covery which restores youthful
vim and vigour quicker than
gland operation. It is a simple
home treatment in tablet form,
discovered by an American doc-
tor. Absolutely harmless and
easy to take, but the newest
and most powerful invigorator
known to science. It acts
directly on your glands, nerves
and vital organs, builds new,
pure blood, and works so fast
that you can see and feel new
body power and vigour in 24 to
48 hours. Because of its natural
action on glands and nerves,
your power and memory often
improve amazingly.

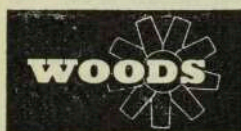
And this amazing new gland
and vigour restorer, called Vi-
Stim, has been tested and
proved by thousands in America,
and is now available at all
chemists here. Get Vi-Stim
from your chemist to-day. Put
it to the test. See the big
improvement in 24 hours. Take
the full bottle under the guaran-
tee that it must make you full
of vim, vigour and energy, and
feel 10 to 20 years younger, or
money back.

Vi-Stim To restore
Vim and
Vigour

SCIENTIFIC CROP DRYING METHODS PAY

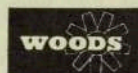
Growers all over the world are proving that it pays to install warm air crop drying equipment developed by Woods of Colchester. If you harvest and market crops like cocoa, coffee, tea, cereals or rubber write to us—and see how Woods can help you.

WOODS REPRESENTATION IS WORLD WIDE.
Write in the first place to our Head Office

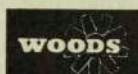


CROP DRYING PLANT

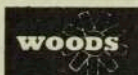
WOODS OF COLCHESTER LTD., AGRICULTURAL DIVISION, DEPT. C.4, COLCHESTER, ESSEX, ENGLAND
CRC 12



Makes you independent of the weather.



Dries crops faster, stops deterioration.



Maintains consistent quality, cuts wastage.



Cuts labour costs.

tely ignorant of the local Malua (ver), and would I find a correspondent for her?

By this time, we had had so many letters from strangers asking for things, especially stamps, that I wrote a paragraph about the problem in an Australian weekly magazine, under a pen-name.

A few weeks later I received two letters which had been sent to the magazine for forwarding on.

One enclosed some stamps and one for some Fiji ones.

The other—wonders never cease! heartily concurred with my condemnation of the modern young—I enclosed some stamps for my children, and asked for *absolutely nothing* in return.

I was so grateful, I immediately wrote thanking him and enclosing stamps for any young relations he might have.

Thanks, Thanks

I also sent some stamps to the other correspondent, thanking him for the Australian stamps he sent politely omitting that we already had a stack of Australian stamps we couldn't jump over.

I put in a number of used ones, bought a few small denominations of stamps of which I didn't have many, and put a higher value than I need have on the envelope.

He replied promptly, thanking me for the stamps, enclosing more Australian stamps I didn't want, and enclosing a list of more stamps I like me to get for him.

What am I to do? All I have ever done is sympathise with a few collectors and oblige them by sending stamps at their request.

But I don't save stamps. My children's stamp-saving is almost entirely theoretical (and all I can do is put stamps aside for the day when they might possibly be interested). In fact, I am now building up an intense dislike of stamps.

The word stamp is becoming to me what a red rag is to a bull; and I am not quiet and uneventful any more.

Hilder Profile

(Continued from p. 77)

... were in the last car which got through Tunnel Hill and on to Nawutung, where they camped at late J. O. Smith's place with a growing number of other refugees. The torrents of rain had swollen the rivers and cut the roads, and one had any dry clothes.

A schooner appeared at Wunawung three days later and collected a party of 70, including the Broadhursts, who were landed at Kokopo, where the Catholic Mission at Kapope did a superhuman job.

In 1939, Dick became associated with J. L. Chipper, and took up a timber lease at Open Bay.

In 1940, he was looking after the Shell Company's interests at Salamaua, Lae, and the goldfields area. In 1941, he joined Lever Bros. in Sydney as an accountant, and was with them for six years.

In 1948, he became secretary to the Westcott Hazel Engineering Steel Companies. After a visit to Rabaul in 1949 he took up a banana plantation on the Tweed River, and spent the next two years in the timber industry in South Queensland.

He then returned to Rabaul to live, becoming a director of J. L. Chipper & Company Ltd. in 1952, and he is still on that board as well as being a director of the Bougainville Company, Chipper

Holdings Ltd., and managing director of Papua New Guinea Credits Limited.

Dick has had a lot to do with the modern phase of Rabaul's development, and has been active in the formation of several companies and businesses there. He was chairman of the New Britain Bakery from 1953 to 1957.

The Chipper interests, while mainly based on timber, also include cocoa plantations, building and real estate, importing and exporting, insurance, and have agencies for machinery, and for cars.

The Broadhursts recently bought a home at Wairoonga as their Sydney headquarters. They have three children; Robyn, who was married last year in Perth, and Kevin and Alan who are both attending Knox Grammar School in Sydney.

THE BEST DRINK

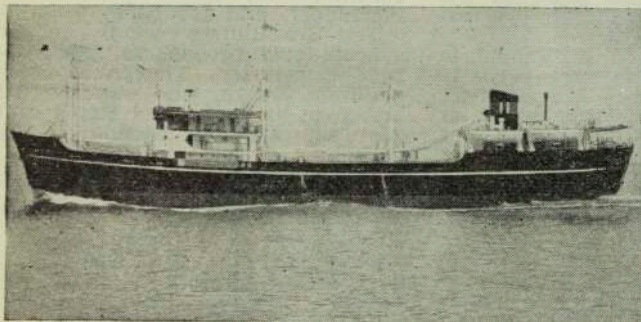
Satisfies the most discriminating!



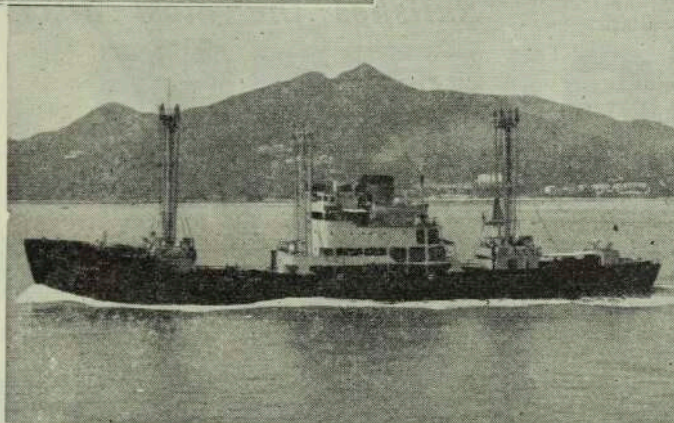
Products of perfect fermentation!

CARLTON BREWERY (FIJI) LTD.
SUVA, FIJI

TAIKOO DOCKYARD HONG KONG

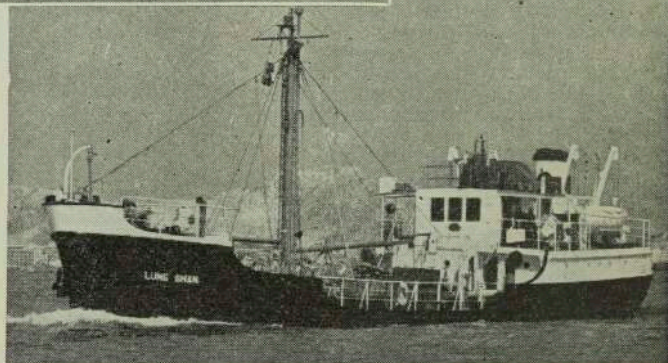


Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
Bruusgaard
Kiosterud
Drammen,
Norway.



Left: M.V.
"TARAWERA",
all refrigerated
motor cargo
vessel built for
the Union Steam
Ship Co. of New
Zealand Ltd.

Right: "LUNG SHAN", one of two
bunkering vessels built to the
order of Shell Tankers Ltd., for
use in Hong Kong, supplying fuel
and lubricating oils to ships at
harbour moorings.



General Representatives:

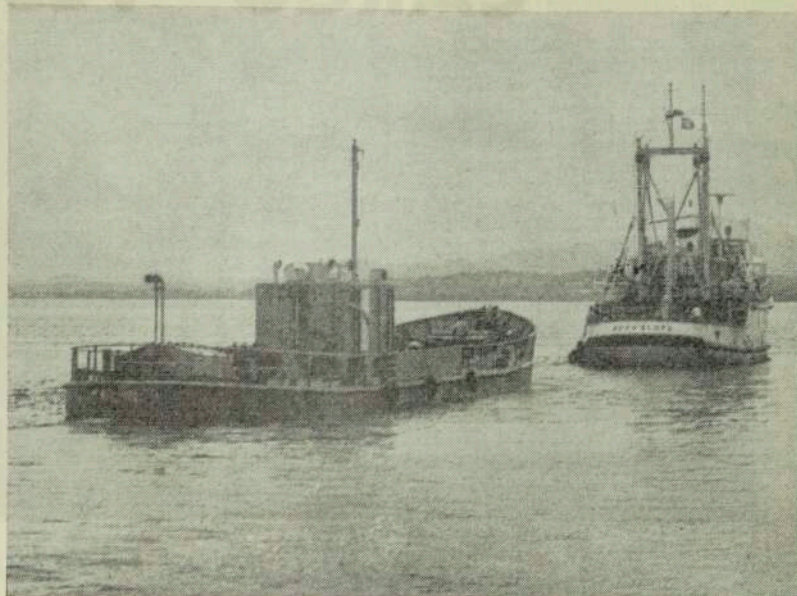
AUSTRALIA:
SWIRE & YUILL PTY. LTD.
6 Bridge Street,
SYDNEY

NEW ZEALAND:
C. W. F. HAMILTON & CO., LTD.
Lunns Road, Middleton,
CHRISTCHURCH

PACIFIC SHIPPING AND CRUISING YACHTS

Tonga's Government tug "Hifofua", which has found a lot of work to do since joining Tonga's growing fleet in the last year or two, takes the dumb lighter "Lolo Mana'ia" in tow in Suva harbour. The "Lolo Mana'ia" plies regularly between Nukualofa and Suva under tow with bulk petroleum products for Tonga.

Photo: Stinsons



A careful study of the marine disasters which have resulted in loss of life in the South Pacific in post-war years leads to the firm conclusion that many lives could have been saved had those vessels been equipped with automatic self-inflatable life rafts and automatic distress radio transmitters of the hand-generator-powered type.

TO better insurance exists for the mariner today—particularly for the Islands mariner, where there is a high proportion of untrained or insufficiently trained engineers and navigators, where repair facilities are often inadequate, and where make-shift arrangements are often the order of the day.

As of now, another *Joyita* or *Enrique*, or *Melanesian* incident could happen any day of the week. As of now, such lives—or many of them—could be saved with the equipment available.

All that is missing is the initiative of the various Islands administrations to introduce the regulations and to police them. At the very least, vessels carrying passengers, or more than a certain minimum number of crew, should be forced to carry such equipment.

In areas where circumstances demand that passengers be carried in aircraft whose owners have little capital backing and genuinely cannot afford to spend the money involved, the administrations should provide the necessary equipment, on loan or hire. The capital cost is small when viewed as the best insurance for many lives over the many years the equipment should last, but the equipment alone is not

sufficient. There must be policing to see that it is properly stowed in the upper part of the ship where it will float free in the event of sudden disaster.

In a small ship the monkey island or the top of the wheel-house is usually the best place.

Latest on the list of suitable radio equipment is the English Marconi Company's transistorised crystal-controlled hand-cranked *Lifeline* transmitter-receiver which operates on the voice distress frequency of 2182 kc/s.

The complete equipment measures 17 x 7 x 5 inches, weighs about 20 lb, is painted bright orange, and floats on the sea surface if tossed overboard.

Within its watertight case is a telephone handset. There is a whip aerial. With this set any untrained person could make contact with searching aircraft or ships, and, at night, with coast stations at quite distant points.

Amalgamated Wireless (Aust.) Ltd. are Marconi's representatives in the South Pacific.

To those who believe that regulations compelling the regular survey of hulls and equipment are all that is required to ensure safety, it may be mentioned that many well-found surveyed ships have met with disaster—such as collision, where there is no time to launch heavy lifeboats—and there is also the important fact that there are financial and administrative difficulties in instituting such surveys in certain Island areas.

First let's have life-rafts and distress transmitters and portable radar reflectors—and the policing of reasonable safety standards for hulls, engines, and ship gear. The strict surveys and the "in Class" ships can come later.

(Over)

In The News This Month

Aivoekov	Maul Pomare
Adi Beti	Manmo
Apanui	Michael
Astor	Norla
Awhanee	Oriana
Aafje	Peer Gynt
Bounty	Parramatta
Charles H. Gilbert	Rosalie
Delfino	Ratanui
Dobiri	Runie
Favorite	Shokalsky
Free Flight	Stranger
Golden Bear	Solo
Horizon	Shiralee
Inspire	Stardust
Kanimbla	Te Porionuu
Kurimarau	Tenyo Maru No. 3
Kaumoana	Tiare Maori
Kariga	Volontaire
Kintail	Vendetta
Maroro	Wanderer III
Meherio	Yarra
Melva	

CARGO VESSELS

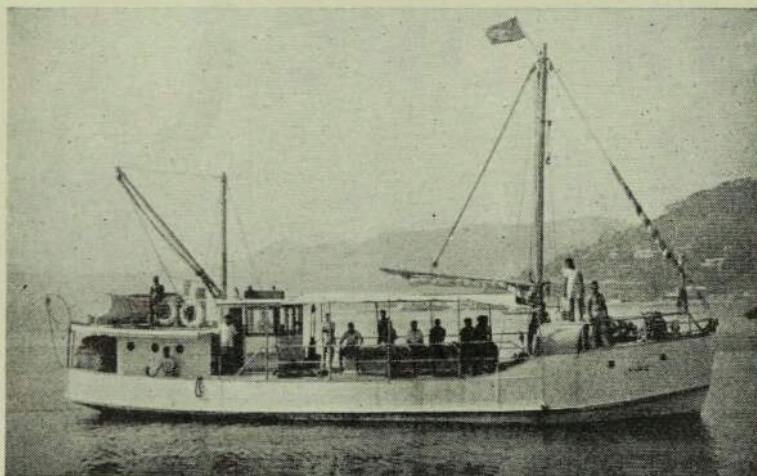


Photo shows the 60 feet K Class Copra Vessel, built by us for Steamships Trading Co. Ltd. of Port Moresby, here carrying 420 bags of copra on a draft of only 5 feet 6 inches

These vessels and also 40 feet Army Workboats are in regular production in our yards.

For all types of Island vessels

BJARNE HALVORSEN LTD.

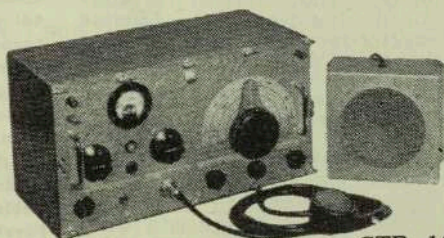
John Street, North Sydney, N.S.W.

Cable Address: "BERRYSBOAT", Sydney.

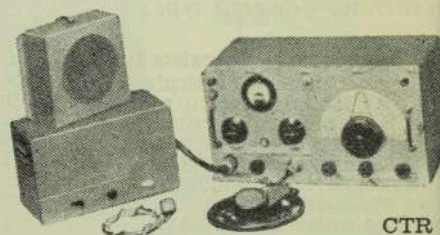
RADIO COMMUNICATION

ANY TIME—ANY PLACE
UNDER ANY CONDITIONS

SHIP-TO-SHIP
SHIP-TO-SHORE
INTER-ISLAND



CTR 14



CTR 8

CRAMMONDS "CTR 8"

Range of more than 500 miles. Most powerful and operates under most hazardous conditions. Twelve volt D.C. Can be supplied with 1 to 4 fixed frequencies for transmitting.

CRAMMONDS "CTR 14"

This transceiver provides amazing results when used on coastal fishing boats and pleasure-craft. Most suited, too, for inter-island communication. It will receive and transmit up to and over 300 miles. Operated on 12 volt D.C.

Crammond RADIO

CRAMMOND RADIO MNFG. CO. PTY. LTD.

463 VULTURE STREET, EAST BRISBANE,
QUEENSLAND.

TERRITORY DISTRIBUTORS:
AMALGAMATED ELECTRONICS LTD.
PORT MORESBY

NEW BRITAIN ELECTRONICS — RABAU
NEW GUINEA ELECTRONICS — LAE

• **NEW REGS. IN COOKS:** In the Cook Islands, maritime safety is being approached from the angle of the ship's radio station meeting certain requirements.

New regulations have just been prepared—but they do not call for any form of self-contained emergency distress transmitter, which is the only means of communication once the ship's batteries are submerged or the main equipment is otherwise out of operation.

When the new regulations come to force every trading or fishing vessel of over 30 ft waterline length based in the Cooks and intended to operate more than 10 miles from land must carry a transmitter of at least 30 watts aerial power and minimum daylight range of 750 miles on one of its frequencies.

Ships operating only in the Southern Group must be equipped with 2182/2162 kc/s transmitting and receiving.

Vessels trading to the Northern Group must also have the local transmitting frequencies of 4122.5 and 8245 kc/s. There must be main and emergency batteries, a clock, emergency light, battery charging facilities, certain tools in a locked tool-box, and a spare aerial on deck.

There must be at least two proved operators, and neither of these should be an engineer—who could be otherwise engaged in an emergency.

A proper radio log must be maintained, with a record of the condition of the batteries signed at regular intervals by the master.

The aerial must be erected before the ship leaves port, and the transmitter must be tested on all its frequencies by communication with Tonga Radio prior to leaving at port, on every voyage.

Regulations governing lifeboats are also being prepared. The draft regulations do not require the carriage of inflatable rafts, though they may replace rigid lifeboats if the owner desires. The passenger licence will be fixed according to the available lifeboats.

• **TRAINING SHIP CRUISE:** The California-based US Department of Commerce merchant marine officers' training ship *Golden Bear* was due at Pago Pago in mid-February in the course of one of her regular cruises, and would probably be seen at some other Polynesian ports, too.

A twin-screw, welded steel turbo-electric vessel of 6,059 tons gross, this ship was built by the Walsh-Reuther Co. in 1945 at Providence,

Rhode Island. We last reported her in South Pacific waters in 1955, though she may have been south since then. Captain C. G. Bowman, USCGC (et.) is in command.

• **PINCHING THE PILGRIMS:** Some months ago there were reports that the lamb-liner *Delfino*, en route to a Sydney buoy these

many months, might soon do a charter voyage with pilgrims from Indonesia to the Red Sea.

Now it looks as though another equally well-known Australian coastal passenger ship, the 11,004-ton *Kanimbla*, just sold to Pacific Marine Transport of Hongkong, might have got the charter.

Under the Liberian flag she was to leave Australia for Japan in February for conversion to her new duties. *Delfino* (ex *Westralia*) still lay at Sydney.

• **JOINING THE FAMILY:** The 239-ton Auckland-built *Rosalie* sold to New Caledonia some years ago and recently owned by Mr. Andre Mouldous, has now joined Captain Emile Savoie's "del Mar"

line. As *Sorana del Mar* she made her first run to Australia in February.

The previous *Sorana del Mar* was purchased as *Wombat* in Australia in September, 1954, and sold again to a Brisbane firm in August, 1956.

She may since have undergone another name change, or been scrapped, as she is no longer listed in Lloyd's Register.

The other present "del Mar" ships in the Savoie fleet are *Maria del Mar* ex *Marua*—third of the post-war series to bear the name—and *Dama del Mar* ex *Comera*.

• **UNDER THE RED FLAG:** Some further details of that Russian ship *Shokalsky*, which the world's Press said "disappeared" after leav-

CAPTAIN W. L. KENNEDY

(Established 1931)

SHIPBROKERS, BUSINESS & REAL ESTATE

32-34 Bridge Street, Sydney

Phone: BU 3797. Cables: "CAPKEN," Sydney.

LISTING:

We can offer several Steel Diesel Cargo Vessels from 300 to 850 tons dwt. well maintained, in Survey and working. Further details will be supplied on request.

TWIN SCREW DIESEL CARGO VESSEL, about 300 tons dwt., one hold/hatch, 4 derricks. Owner definite seller. Consider offer, £12,000.

CARGO KETCH, 96 x 23 powered with 8L3 Gardner Diesel, carry about 100 tons. At present working, £12,000. Consider offer.

STEEL SCHOONER, built to highest standards of 1/4 in. plate on heavy frames, 100 h.p. Diesel. This vessel cost £22,000 to build in 1956—owners will accept £10,500.

WORKBOAT, 45 x 16 x 5.6, built 1956, 100 h.p. Diesel, flush deck, in full Survey, £6,300.

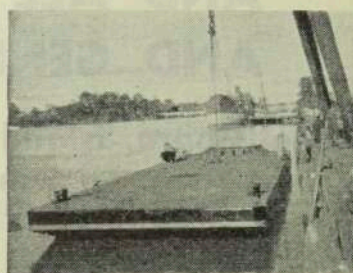
WORKBOAT, 30 x 10, large cockpit, wheelhouse, Lister Diesel, £2,250.

NEAR NEW LAUNCH, 19 x 7, Twin Simplex, strong, £850.

WE HAVE SEVERAL HULLS, under construction, from 38 to 45 ft. In some cases these can be finished to buyers' requirements. Further details on application.

We shall be pleased to obtain independent Surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

- TUGS
- PUNTS
- BARGES
- LAUNCHES
- COASTERS
- PONTOONS
- WORKBOATS



One of four Dumb Barges 60 ft. long by 20 ft. beam.

Send your enquiries to:

WALKERS LIMITED

SMALL CRAFT SECTION

P.O. Box 211, Maryborough, Qld., Aust.



Ballina, Richmond River, N.S.W.

**WOOD AND STEEL SHIP BUILDING,
SHIP REPAIRS
AND ALL FORMS OF MARINE
AND GENERAL ENGINEERING**

**Cargo, Copra, island vessels, fishing boats and yachts, cargo
winches and windlasses, etc.**

QUOTATIONS INVITED

Ships slipped up to 300 tons

Owned by:

S. G. WHITE PTY. LIMITED

Diesel and General Engineers

WORKS:

10 Lookes Ave., Balmain, N.S.W.
Phones: WB 2170, WB 2171, WB 2119

SYDNEY

CITY OFFICE:

30 Grosvenor St., Sydney.
Phone: BU 5062.



... Suva in December, show that ... was flying the flag of the Russian ... vy, had a gross tonnage of 3,500 ... is approximately, a length of 278 ... and a speed of 18 knots or more. ... A professional seaman who looked ... over said she was a very poorly ... lished vessel "as drab as they ... ne" but that some of her female ... entists made a somewhat better ... owing.

The tall, bearded professor in ... arge of the scientific work—be it ... cking sputniks or whatever—who ... d lost a leg at Stalingrad, said ... t the ship would return to Suva ... April.

Another Russian boffin-ship— ... sumably also one of the fleet of ... ar-ships which has been loiter- ... in Central Pacific waters for ... eks past, was also to drop in to ... va, unless plans were changed. ... r name was given as *Aivoikov*; ... other details.

Some of the "mysterious" light ... shes and flying objects reported ... m Fiji in recent months might ... l be traced to these vessels which ... ve apparently been launching ... kets as part of a space research ... ject.

Captain Stan Brown, of *Maroro*, ... o can be considered a reliable ... erver, reported one such display ... lights early January when his ... o was in the Lau Group.

The only reason for *Shokalsky* ... iling hurriedly from Suva a day ... ad of schedule" was because her ... th was required for another ... sel and she had no reason to ... ain longer in port under the cir- ... nstances, according to a Suva in- ... nant.

**MEMO FOR BEACH-
MBERS:** Drift-bottles may be ... th less than ambergris, but ... ertless any bottles of a batch ... several thousand being released ... ntervals this year in the vicinity

of the Hawaiian Islands will be of ... considerable oceanographic interest ... if found on beaches south of the ... Line.

Their purpose is to provide fuller ... knowledge of ocean currents in the ... Hawaiian Islands.

Some may drift up on beaches ... there, but many will carry on south- ... westward and might well enter the ... South Pacific current system some- ... where in the Gilberts area.

The bottles are of clear glass, ... ballasted with a small amount of ... sand to make them ride low, free ... of windage.

They also contain an addressed

CANADIAN VISITORS

Fiji recently had a visit from three frigates of the Royal Canadian Navy. Here a guard and band from the frigates put on a display for Suva in a march from the King's Wharf. Workers and pedestrians pause to watch.

Photo: Stinsons

card with instructions for filling it in. On the back of the card are bright orange stripes to attract attention.

Any finder returning a card will receive a chart showing the time and place that the bottle was released. The Fish and Wildlife Service vessel *Charles H. Gilbert* will make the launchings.

• **BACK TO NEW GUINEA:** Berg Shipping Company's 297-ton *Kurimmarau*, running petroleum products in drums out of Suva to the Gilberts and Samoa for the past four years, is now to be based at Lae, NG, due to a decrease in the drum-oil trade with the appearance of a number of new bulk-oil installations in her present operating zone.

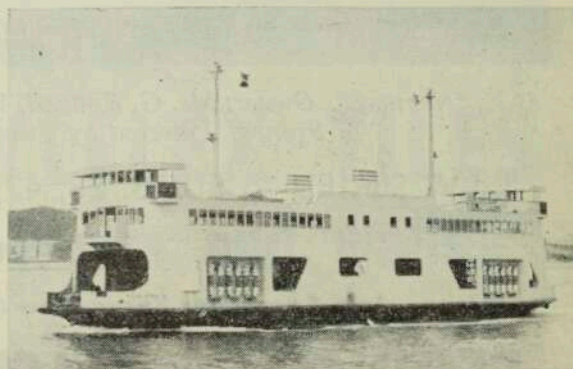
Originally built for Lever's Solomons trade in 1930, this little ship was later acquired by the BSIP Government.

She operated for a while in Papuan waters under charter to APC upon hoisting the Berg house flag and went to Fiji following an extensive refit at Ballina and Sydney.

Among various rumours in Suva concerning BP vessels was one in January that *Ratanui*—also largely in the drum-oil trade—might also be based in New Guinea. (Over)

Specialists in Building all Kinds of Vessels Up to 300 feet in Length

★
Since the War over 270 vessels and small ships have been built for: Singapore, Thailand, B. N. Borneo, Brunei, Solomon Islands, Korea, United States of America, Malaya, Indonesia, Sarawak, Vietnam, Australia, Marshall Islands.



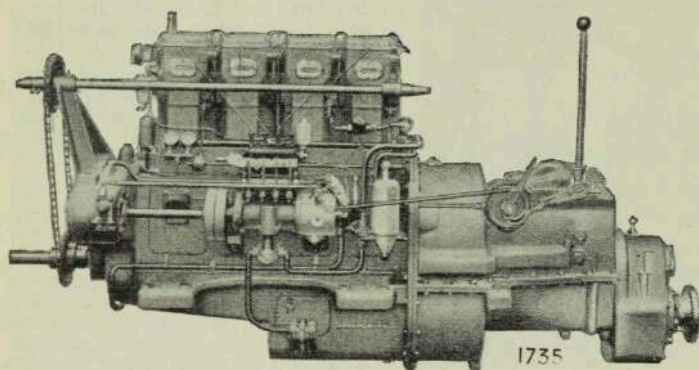
★
Ferry "PULAU AMAN", launched February, 1959, for Penang, Malaya. Seats 460 passengers, 32 cars. Voith-Schneider propulsion.

CHEOY LEE SHIPYARD
KOWLOON, HONG KONG
Cable Address: "CHEOYLEE", Hongkong.

REPRESENTATIVE IN AUSTRALIA
F. H. Stephens (Vic.) Pty. Ltd., off 544 Flinders Street, Melbourne C.1, Victoria, Australia.

GARDNER

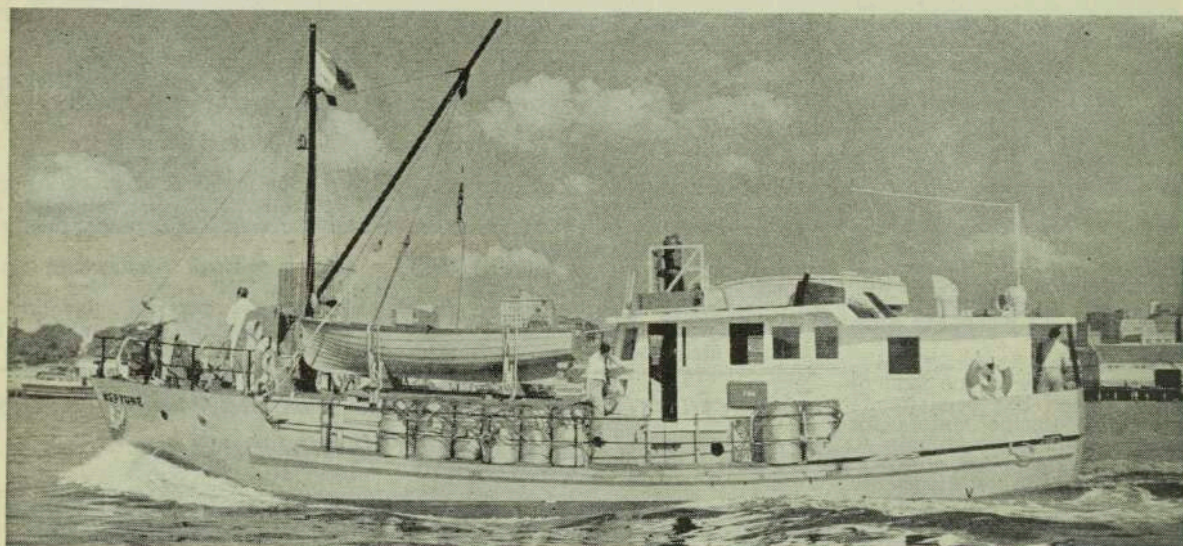
Marine Propulsion DIESEL ENGINES



GARDNER 4L3 MARINE ENGINE . . . 76 B.H.P. at 900 R.P.M. with reversing and reducing gears.

**L3 SERIES—5 SIZES
57, 76, 95, 114 and 152 B.H.P.**

Prompt Delivery



M.V. "Neptune". Owner: Mr. G. Rolland, Vila, New Hebrides. Architects: Ekilin and Doherty, Sydney. Powered by Twin 4L3 Gardner 76 B.H.P. Engines.

LW SERIES—5 SIZES. 28, 42, 56, 76 and 84 B.H.P. at 1300 R.P.M.

Prompt Delivery

Sole Agents for Papua-New Guinea & South West Pacific Islands

FERRIER & DICKINSON PTY. LTD.

POSTAL ADDRESS: P.O. Box 21, Artarmon, N.S.W., Australia

Telegrams: "FERREOUS" Sydney.

Telephone: 43.1215

HERBERT ST., ARTARMON, N.S.W., AUSTRALIA

• **LCT FOR FRENCH POLYNESIA:** Completing a 52-day passage from Rouen, the brand-new LCT-type landing craft *Meherio* recently arrived at Papeete as a replacement for the war-time-built *Porionuu* owned by the Government Public Works Department, which foundered off Huahine in July, 1959.

The latter vessel was 235 tons gross. The new ship, built by Etablissements Varnier at Rouen, is 210 tons gross and 180 tons net, with a cargo capacity of about 160 tons.

She is a welded craft 128 ft long by 26½ ft by 5 ft loaded draught and is powered with two pairs of diesels single-reduction geared to two shafts. The four motors are Audouins.

The vessel is equipped with gyrocompass, direction finder, and R/T. She will be used like her predecessor for the carriage of heavy construction equipment and materials between the many islands of French Polynesia.

• **NEW SAUSAGE TANKER:** Dracone Operations Ltd. of the UK has recently commenced production of a third and larger model of its rubberised nylon tubular tank barges.

There are thus now three models available ranging from 10,000 to 103,000 gallons capacity—35 tons, 100 tons, and 370 tons.

Dracone barges, which seem to have obvious applications in certain Islands areas, are now in use in many parts of the world, including Australia.

A recent purchaser is the Nomikos Shipping Company of Greece, which is using dracones for the delivery of fresh water to some of the Greek islands.

The new large model, known as type-K, is about 227 ft long and 30 ft in diameter fully loaded. Empty, it winds on a reel to about 10 ft diameter.

Experiments are now in hand to see if these flexible tankers can be used also for the carriage of grain.

They can be classified with Lloyd's list like rigid vessels, are much more easily towed by a tug, and are rolled up and carried on deck on their reel if not in use on the return voyage.

• **SUMMER FISHING:** This summer for the first time a Japanese tuna mothership fleet has been operating in the South Pacific. In the past, mothership operations have been confined to the winter and spring months in these waters.

The Taiyo Company's *Tenyo Maru* No. 3, heading the fleet of 15 longliners, made a run in to Suva for bunkers and water in mid-January and was to call again in February before returning to Japan for drydocking.

In May she will head south again as usual, with the first Taiyo fleet of the new season.

• **READY FOR WORK:** Captain Helbig's Noumea-registered 270-ton ex-naval YMS-type vessel *Volon-taire*—better remembered as the French Navy's *Tiare* and predecessor to the present naval craft of the same name and type, completed refit in Suva in February.

She had been there converting to cargo carrying since November. She will now operate, it is understood, in the New Caledonia-Loyalties trade.

• **AN UNRECORDED LOSS:** Unrecorded previously in these pages, we now learn that the 190-ton Papeete-registered ex-subchaser *Kariga* was lost in the Marquesas about a year ago.

Under the name of *Kaumoana* this vessel lost her propeller east of the Marquesas while on delivery voyage from France via Panama in 1952.

She was unable to make radio contact with Papeete so despatched

a lifeboat under sail to the Marquesas where it arrived safely to fortunately find a French warship anchored. This vessel was despatched to tow the derelict in.

• **OPEN FOR BIDS:** BP's Suva-based wooden 56-ton auxiliary vessel *Totoya*, damaged on a reef in the Lau Group last September and later refloated and towed to her home port, is now for sale as she lies at moorings in Suva's Bay of Islands.

She was built by Marlow & Co. in Suva in 1927 and largely rebuilt by Whippy's yard in 1951.

• **SHE MAY GO PLACES:** Another Suva vessel, the former Fiji Government 49-ton patrol craft *Adi Beti*, recently declared surplus and sold to Messrs. Alf and Robert Lepper, is said to be under consideration by another syndicate now. Their plans: to head her to-



**PLAIN AND
SELF RAISING
FLOUR**

Ask for it!

ESTABLISHED 1868

Agents for Fiji, Tonga and Samoa:
C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji.



VINYLFLEX TILES

for floors and walls

- ★ BEAUTIFUL
- ★ LONG WEARING
- ★ COOL
- ★ EASY TO CLEAN

Available from all island traders

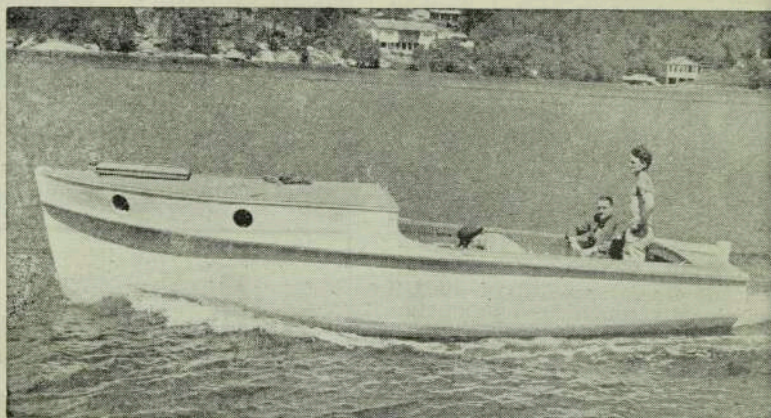
KOPSEN 22ft. WORKBOAT

—a heavily-built boat for 2 tons of stores

PLUS 10 Passengers

Draught 2 ft., Beam 8 ft.

This Kopsen boat is designed essentially as a cargo carrier, and by concentrating on this we have evolved a boat with tremendous space for its size. It is powered with the Australian Simplex 12 h.p. engine, or the Swedish Penta 14 h.p., giving a speed of about 10 m.p.h. If a larger engine is desired, either petrol or diesel, this can be fitted. The boat will carry a mast for auxiliary sail; we can supply a 15 ft. mast of 3½ in. diameter, or you can fit your own locally. We will cut the hole in the cabin roof at no extra charge; you also have your choice of colour for the paint job. A pipe rail awning can be fitted over the cockpit if desired.



KOPSEN VORTEX BILGE PUMP



Installs permanently at the lowest part of the bilge, with a removable handle that fits through a hole in the floor-board. Pumps 30 g.p.m. through a 1½ in. discharge pipe.

SEKURA LIFEBOUYS

New featherweight approved lifebuoys, copper framed and filled with plastic foam and covered with strong canvas. Can be thrown long distances without risk of hurting the man overboard. More efficient and cheaper than cork buoys. Sizes 24 in. and 28 in. diameter.

"SEAMFLEX"

for deck and hull seams



An English waterproof seam composition strongly adhesive and elastic; ideal for deck or hull seams or for filling around deck fittings and windows. Applied cold with putty knife.

1 lb. tins, in black, white, yellow, tea or mahogany.

Australia's leading hands in power and sail requirements—

W. KOPSEN & CO. PTY. LTD.

376-380 KENT ST., SYDNEY — Phone BX 6331 — Cables: "Kopsen", Sydney

SHIP CHANDLERS SINCE 1878.

towards the UK when they go on fur-
ough. She was built by the Fiji
WD in 1927.

• **NG WEATHER BROAD-
ASTS:** From the annual summary
f Notices to Mariners which ap-
ears at this time of the year, it is
oted that during the past year
e Port Moresby and Rabaul coast
ations have instituted regular R/T
eather broadcasts for smallships.
For Moresby-VIG on 6405 kc/s
ansmits his bulletin at 0018/0718
MT Monday to Saturday inclu-
ve, and at 0018 GMT only, on
ndays and holidays.

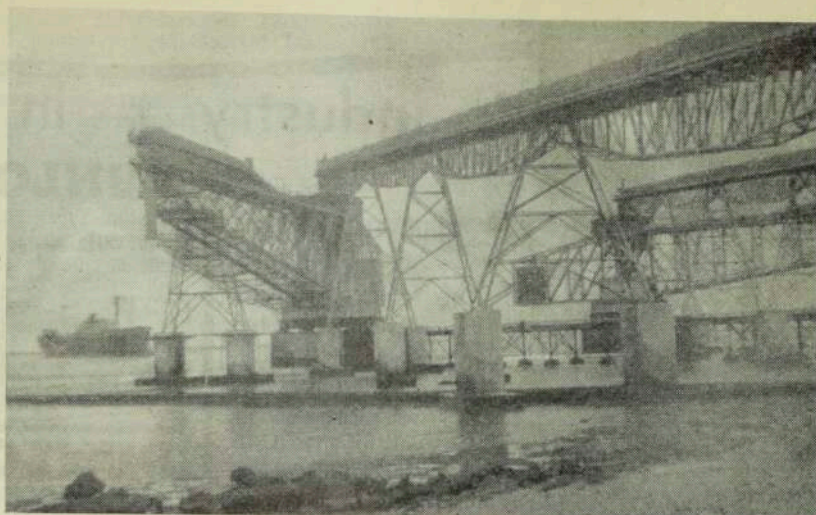
Rabaul-VJZ on 6410 kc/s is listed
transmitting daily at 0618/2103
MT. Thursday Island-VII on
10 kc/s transmits weather daily
0648/2318 GMT.

These are the only stations in the
w Guinea area making routine
ather broadcasts for smallships—
th the addition of course of the
rt Moresby broadcasting station
ich has weather bulletins several
es each day from its two trans-
tters on 1250 kc/s and 6130 kc/s.

• **STILL UNSAFE:** Though all
own World War II mine-fields in
e Islands have long since been
ept, many areas are still classi-
d as unsafe for anchoring due to
ssible mines or unexploded depth
arges.

Milne Bay (Papua), Blanche Bay
ew Britain), and Gazelle Harbour
ougainville) have potential depth-
arge dangers.

The possible mine-danger areas
lude the approaches to Port
resby, Kavieng, Buka Passage,
ugainville Strait, the Shortlands,
laita, the New Hebrides, New
ledonia, parts of Fiji, Tongatapu,
nafuti, Butaritari, Mili and Wotje



Nauru has nearly completed a new twin cantilever for loading its valuable phosphate deposits. This recent photograph, taken by Mr. M. Wilder, shows the "Trienza" moored at the buoy.

in the Marshalls, and Truk in the
Carolines.

There are no known dangers in
the South Pacific east of Tonga.

• **NEW LIGHT ON CURRENTS:**
As a result of a recent research
cruise by Scripps vessel *Horizon*,
mariners will have more accurate
information on ocean current move-
ments in the extreme eastern South
Pacific.

It has been proved that there is
an eastflowing surface current
spread over about 300 miles of lati-
tude between 5 deg. S and 10 deg.
S. Less strong than its northern
hemisphere counterpart, the North
Equatorial Countercurrent, it can
yet push a ship well east of her
course.

Charts which at present show an

unbroken cold Humboldt Current
sweeping the length of the South
American coast from the Antarctic
to the tropics will also have to be
revised.

Horizon proved that there are two
separate current systems—one off
Chile and another off Peru. Be-
tween them is an area of compara-
tively dead and relatively warm
water which is a prolific tuna fish-
ing area.

The cold waters of the north-
flowing Peru current were found
to be underlain by a current flow-
ing in the opposite direction.

Horizon was not able to deter-
mine what happens to east-flowing
Cromwell current after it passes the
Galapagos.

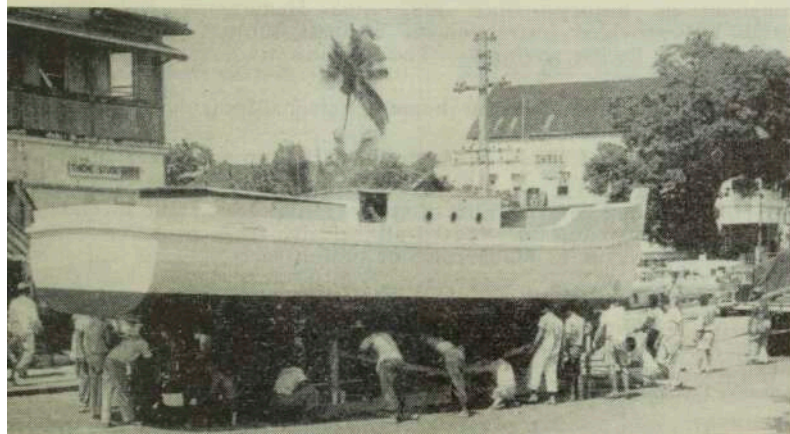
The Scripps research vessel
Stranger, operating in Thailand
waters since May, 1959, will leave
Bangkok in March and after carry-
ing out oceanographic work en
route, will arrive at San Diego, her
home base, in May.

• **SHIFTING THE FIJIS:** It is
anticipated that some of the Fiji
Islands will have a new position
on navigation charts after the Fiji
Lands Department has completed
work with a pair of "little black
boxes" which it currently has on
loan from the British Directorate
of Overseas Surveys.

The instruments are tellurometers
and are essentially radio trans-
mitter-receivers. Based on the fact
that speed of radio waves is known,
these instruments can measure dis-
tances of up to 50 miles within an
accuracy of nine inches.

Some of the Lomaiviti and Lau
Islands are known to be inac-
curately charted. These instru-
ments will establish their correct
positions.

Similar work has recently been
carried out in the Solomons with
the same instruments.



New addition to Samoa's shipping service was made early in February with the launching
the MB "Telefoni" which was built at Apia for H. & J. Retzlaff Ltd. The "Telefoni"
42 feet long with a beam of 12 feet and draws 4½ feet. She is powered by Gardner
cylinder engine giving a cruising speed of 11½ knots. She was built by Mr. Vincent Ah
to an Australian design. Timber used was kauri with a sheathing of yellow cedar.
will carry passengers and copra between Savaii and Upolu. Picture shows the new ship
being moved on rollers along Beach Road, Apia, prior to the launching.

Samoa



DUNLOP

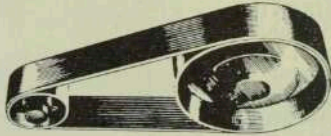
In industry . . . in every task

DUNLOP INDUSTRIAL HOSE



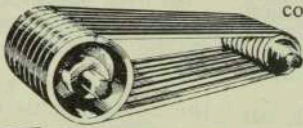
Over 700 types and sizes for conveying liquids, acids, fats, solids, gases, high and low pressure, or extreme temperatures! Designed to give flexibility without damaging the hose. Discuss your needs with your Dunlop dealer. There's a Dunlop hose for every job!

DUNLOP TRANSMISSION BELTING



Dunlop 'Super Pliant' moulds itself to pulley face to give extra drive power. Increased flexibility allows efficient use of small pulleys. Waterproof, cut edge construction resists ply separation gives longer belt life.

DUNLOP WEDGROPES



Can operate efficiently at any angle. Highly flexible to handle large, intermittent, sudden loads quickly and with ease. Low in initial maintenance and running costs, Dunlop Wedgropes give longer service, are almost impervious to moisture. Wide range of sizes.

Today you'll use a  product



Make 1961 A CAREER TRAINING YEAR . . .

**ACCOUNTANCY, BANKING, COSTING,
SECRETARYSHIP, SALES MANAGEMENT, ADVERTISING**

Throughout its history—since 1897—the Hemingway Robertson Institute has provided instruction in business subjects to residents overseas in the Pacific territories. The business training comprises a two-way plan:

1. **H.R.I. Plan of Study at home**—Personal-Individual Method of home study tuition.
2. **H.R.I. Plan of Study in Australia**—Full-time daytime supervised study.

Every H.R.I. student enjoys a host of special privileges. These include:
 • Personal-Individual tuition. • Fixed all-inclusive fee—no text books to buy. • No time limit. • Guarantee of tuition success.

H.R.I. Career Training includes:
 ACCOUNTANCY • SECRETARYSHIP • COST ACCOUNTANCY •
 BOOKKEEPING • ADVERTISING • SELLING AND SALES MANAGEMENT
 • BUSINESS ADMINISTRATION • ALL KEY BUSINESS SUBJECTS.

Take the initiative—post the coupon for FREE informative literature today!

UNDER H.R.I. YOU MAKE NO EXPERIMENT

Hemingway Robertson Institute

Consulting Accountants - - - Professional Tutors

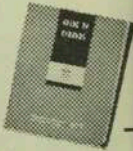
126 BANK HOUSE, BANK PLACE, MELBOURNE
 126 BARRACK HOUSE, 16 BARRACK ST., SYDNEY



Name.....Age.....

Address.....

Interested in.....



126/8294

• **PASSING STRANGER:** A small ship which loitered for a while off Rarotonga on January 20 caused some speculation until radio contact disclosed that she was the old and new American-built tuna ship *Favorite*, manned by eight Australians and bound from San Diego to Sydney, on delivery to an Australian tuna fishing company. She was a vessel of 125 tons gross.

• **PIRATES—AND LOOTERS:** Piracy on the high seas—well to the west recently—is comparatively rare today, but looting on the high seas—if anything, on the increase. A fair sample of it was seen when the new Orient liner *Oriana* made her first trip to Sydney and San Francisco and return. Almost every one of the hundreds of specially designed ashtrays was stolen—"souvenired" is the word now used—from the public rooms throughout the ship in the course of the Sydney-to-Sydney circuit. Now to replace the attractive ashtrays are plain aluminium ones.

• **STILL ON THE BOTTOM:** The 10-ton, two-masted schooner *Tiare*, damaged by fire and sunk by the fire-fighters in six fathoms off Fareute, Papeete Harbour, in January, was still on the bottom in mid-February. Plans were afoot to raise her as soon as conditions were suitable—there had been some bad weather.

• **FOR COOKS TRADE:** Captain Hugh Williams, of Sydney, who has been operating vessels in the Cook Islands inter-island trade for some years past—first *Inspire*, then *Melva*, and latterly *Dobiri*—purchased the German-built steel single-screw vessel *Apanui* from the Northern Steamship Company of Auckland in February.

The purchase was made following an announcement by New Zealand's new Minister of Island Territories that it had been decided to subsidise the operations of inter-island shipping in respect of vessels which are "in survey" with one or other of the recognised classification societies, such as Lloyds, Bureau Veritas, or to New Zealand Marine Department survey standards. *Apanui* meets the requirement. Captain Williams had also just negotiated a three-year agreement for the carriage of citrus fruit from the Southern Group islands to the new processing factory of Gregg &

The agreed freight rate of 3/- per ton will permit economic operation of this new industry which should be of great value to the Cooks. *Apanui*, built 1938, is a vessel of 139 tons gross, 139 nett. She is powered by an English Allen diesel engine, make more commonly found as auxiliary in large ships. *Dobiri* is up for sale but meanwhile will continue to operate in the Cooks with *Apanui* as required. She is undergoing annual refit in

Auckland in February. Both ships will probably head for the Cooks in March-April.

Apanui is being replaced by a new vessel currently building in the Pacific Islands Shipbuilding Co. yard in Hongkong.

• **NEW NAME, NEW LIFE:** Sold to Australia Pacific Shipping Company (Hongkong) Limited, the New Zealand Government's 34-year-old, 1,215-ton, fruit-and-passenger vessel *Maui Pomare* was expected to be heading for the Far East by mid-March, wearing the new name *Mayflower*—a symbol of good luck in China—and the new port of registry, Hongkong.

The ship's company of European officers and Chinese crew was, fittingly, to be under the command of Captain L. C. Boulton, who was master of the ship from 1930 until he reached Government retiring age a quarter of a century later.

In all, the ship made 231 voyages from New Zealand to Samoa, the Cooks, Niue, and—once at least—to the Chathams. The money that has been poured into the operation of the "Pom Pom" through those years is astronomical.

In 1955 alone, £180,000 was spent in putting her in suitable condition for another five years of service pending her replacement. Offered for sale at the end of last year she

HAIRCUTTING is easy — and fun with BOSCLIP ELECTRIC HAIR CLIPPERS

and length measuring Snap-on Plastic Combs that automatically measure length of hair to be cut thereby prevent gapping.

THINK of these advantages:

- Well trimmed hair all the time
- Eliminates waiting in the Barber Shop
- Perfect for mens' shorter hair styles
- You will save £££ with every hair cut
- Bosclip is perfectly balanced, trouble free and shock proof, safe at all times
- Spare parts always available, made in Australia.

Did you realise that a family of four spend at least £17 per year on hair cuts and yet for less than this amount a complete hair cutting set may be purchased.

Join the ranks of thousands of elated customers that are proud to possess such a machine.

Why aren't you one of the many who have enjoyed the pleasure of saving money and being well groomed with so little effort and having well trimmed hair at all times?

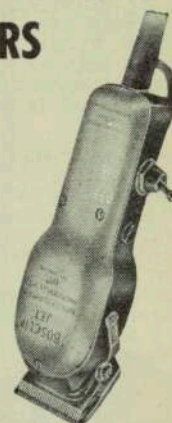
Australian distributors—WISS U.S.A. SCISSORS, BARBERS COMBS, ETC.

BOSELEY CLIPPER CO. PTY. LTD.

45-47 MEES ROAD, MARRICKVILLE.

Phone: LA 4765

P.O. Box 152, Marrickville



Refrigeration

We Carry Spare Parts for

**"PRESTCOLD" and "McALPINE"
REFRIGERATORS**

ALSO AVAILABLE — ARCTON FRIGEN
AND DUPONT REFRIGERANTS

Consult Us For Your Problems

**BURNS PHILP (South Sea) COMPANY LTD.
SUVA, FIJI**

You've earned it . . .



enjoy it !

FOSTER'S LAGER



GEIC LAUNCH

The Resident Commissioner of the GEIC has a new launch, built in the Wholesale Society's Boatyard at Betio, Tarawa. It was designed by Martin Wilder and built under his supervision. Its length is 26 ft, breadth 9 ft, draft 2 ft 6 ins.; powered with 100 hp Perkins diesel engine.

ought a best bid of just £10,000—us the cost of the fuel oil in her nks.

Mr. James Lee, Chinese managing rector of the Hongkong ship brok- firm to whom she was knocked wn, said in Auckland in February at he had not yet re-sold the old ip, but that she would certainly on be back at work in some trade, rhaps based in Formosa.

There was no question of scrap- ng her at present.

A cargo for the northbound yage to help cover the cost of the livery, was still being sought in d-February.

• **STILL SEARCHING:** Mr. S. ennett, returning to his Auckland adquarters after looking at a ond-hand ship in Australia in bruary, said that the French ynesia subsidiary of his company A. B. Donald Limited—was still eking another ship to be based at peete.

The Australian vessel had proved suitable and a company repre- ntative would now look at likely ssels in European waters.

• **MORE SHIPPING?** Discussions re "in train" for additional ship- ng services to outlying tropical ands of NZ, said the NZ Minister Island Territories, Mr. Gotz, in bruary. He didn't name the ands.

"Shipping has been a major oblem for these islands," he said. am hoping to devise a major eme by which shipping can be re regular. If this can be done I confident the export of copra n be increased."

He added that he hoped it might possible to establish a tuna nery in the islands.

• **NEW OBSERVATORY:** The IP's new seismological observ- ry at Honiara has been opera- nal for the last couple of months. e observatory has three seismo- ters in an air-conditioned vault, d can help warn against tidal ves caused by earthquakes. The ipment is designed to record thquakes within a range of 600 les of Guadalcanal, although the mary object is to detect any ange in the condition of the cano on Savo Island, 20 miles ay.

• **TULAGI FISHING:** Fishing trials carried out in January by SPC Fisheries Officer H. van Pel, in fishing grounds within easy reach of the SPC Fisheries Course head- quarters now being established on Tulagi, BSIP, showed that they were rich. There were excellent catches of mackerel, trevally, schnapper and three varieties of tuna.

Twenty-five trainees from four Pacific territories will attend a two-month course at Tulagi in July. An Australian, Mr. Murray Aylett, who has just been appointed Fisheries Officer for the Solomons, will be an instructor for the course.

• **SHIPS IN FUNERAL:** Two ships provided the funeral pro- cession for August Nicholas Lanzarote, 67, when he was buried on his New Ireland plantation in February. Lanzarote, who was born

on Thursday Island and who went to New Guinea in 1904, died at sea in his own vessel *Manmo*, and after a church service at Rabaul his body was taken back to his ship for the 120-mile crossing to his plantation. A second ship, the *Michael*, fol- lowed with a party of mourners. Flowers were thrown on to the sea as the ships passed.

• **FREIGHTER AGROUND:** The British freighter *Runic* went aground on a reef north of Lord Howe Island in February while en route to Auckland from Brisbane. When the 13,587-ton Shaw Savill ship couldn't be refloated in the first attempts, most of the crew were taken off by the Australian destroyer *Vendetta* and landed in Sydney. In 1953 the *Runic* damaged her stern while berthing at Ham- burg and about a year later she ran aground in dense fog off the south coast of England. In 1955 she spent six weeks in Wellington for the repair of a damaged boiler.

• **NEW FRIGATE:** The second of the RAN's new anti-submarine frigates HMAS *Yarra* began her sea trials in Melbourne in February. The *Yarra* was built at Williams- town Naval Dockyard, in Melbourne. She was known as a Type 12 frigate, based on the RN's Whitby class, but these designs have been modified for Australian conditions, and have more extensive air-condition- ing. According to the Navy, they

MUNGO SCOTT PTY. LTD.

Established 1894

MUNGO SCOTT'S
FINEST
AUSTRALIAN



FLOUR MILLERS

SUMMER HILL, NEW SOUTH WALES

Cables & Telegraphic Address: SUPERB, Sydney



**Thinking
of
Leave?**

If you're planning a trip don't overlook the money angle. Start a "Holiday Account" at the Commonwealth Savings Bank. Save something every week. That's the way to ensure your money lasts longer than your leave.

**COMMONWEALTH
SAVINGS BANK**

offer a "new standard of comfort for frigate crews", which will certainly be good news if it's true. Four frigates are being built. The first HMAS *Parramatta*, completed her sea trials in December. *Yarra* and *Parramatta* will be commissioned in July, and the other two frigates will be launched later this year and will join the fleet in 1963.

• **BETTER FOR PASSENGERS**
Because Australian interstate shipping has been getting less and less over the years (the recent sale of the *Kanimbla* has reduced the number of licensed interstate passenger vessels to one) the Commonwealth Government in February announced that it had "liberalised" the conditions under which overseas liners can carry passengers between Australian ports.

Under the new procedure, shipping agents will be able to obtain permits to carry passengers up to six months ahead of sailing date. At the moment passengers do not know until a day or two before sailing whether or not the overseas ship is allowed to carry them between ports.

The original legislation covering the issue of permits was to give protection to Australian coastal passenger vessels.

News of Cruising Yachts

THE TASMAN RACE: The eight Trans-Tasman Yacht Race, and the first to be sailed since 1954 (Auckland-Hobart) was won on handicap by the new 38-ft Sydney cutter *Norla* owned by the Halvorsen brothers—their fourth win in four attempts.

Norla's elapsed time from Auckland to Sydney—eight days seven hours 39 minutes, was however bettered by the 57-ft steel Sydney cutter *Solo* with fastest time of seven days 22 hours 11 minutes, and by the 73-ft Victorian schooner *Astor* with seven days 22 hours 5 minutes.

All three beat by a considerable margin the previous best elapsed time of slightly more than 10 days set by Halvorsen's *Peer Gynt* in 1944.

Under the handicap system the actual placings in the latest event were *Norla* first, *Solo* second, and the 40-ft Australian cutter *Kinta* third.

One of the 15 boats withdrew—the 34-ft Auckland ketch *Bounty* pulled back from 300 miles west of the Three Kings with her owner suffering a mild heart attack.

The American 52-ft cutter *Awhanee*, which had cruised down through the Islands to Auckland, crossed the line some two days behind the winner, and tenth in the final placings.

Last home was the 28-ft Auckland ketch *Shiralee*—for which she won a special £25 prize. Her elapsed time was 15 days 15 hours 45 minutes.

The weather was variable, with fair breeze for the start, followed by



"Stardust"—see below.

work as crew members, confiscated their equipment and refused to return them to Tahiti when they demanded he do so. They claimed they finally jumped ship and caught a ride from the Marquesas to Tahiti aboard a copra boat. South Pacific Air Lines extended them credit to purchase tickets to Hawaii".

Stardust, when it left Sydney, was supposed to be on a three months cruise to America. *PIM* reported at the time that "the betting along the Sydney waterfront was that half the amateur crew would leave at the first port of call" Islands cruising being what it is. In fact, all the originals had gone by the time *Stardust* left Fiji, except for skipper R. S. Smith.

ms just west of New Zealand, in some heavy weather, and a fair fish.

WANDERER III, of England and the Hiscocks, currently cruising northern New Zealand waters, head on for New Caledonia in continuation of the west-bound rise at the beginning of April.

AAFJE, 60-ft schooner with and Evelyn Gaylord, Tony ter, and Pete Smiley aboard, arrived in Honolulu January 23, 23's out of Bora Bora. The schooner left San Francisco in June and has visited the Marquesas, Samoa and Society Islands. The Gaylords plan on sailing for home at Sausalito very soon.

FREE FLIGHT, 34-ft Atkins ketch, returned to Honolulu in late January from Tahiti. Owner Ron Gorman and Bob Silver aboard.

FLYING WALRUS, 37-ft Bill Eden ketch of Vancouver, BC, arrived Honolulu February 1. John and Diana Wells and two-year-old daughter sailed the boat from Bora Bora to Hilo, Hawaii in 23 days. The Edens have been cruising the South Pacific for four years. Present plans to sail to Los Angeles, Calif., in April.

STARDUST, the 112-ft converted Fairmile, which has been in the news again in the Honolulu Press in February.

Under the heading, "Hollywood Charges Tyranny in South Seas", the Honolulu *Star Bulletin* had a team of eight photographers, divers and skindivers arrived at Honolulu by air "with a tale of a mythical South Seas charter boat operator". They said they had hired Captain Richard Smith, of the *Stardust*, on November 11, in Seattle, to cruise the islands while they shot documentary films. The Press report went on, "However, they claimed he put them to

*Tried and trusted
in the Pacific
since 1873*

**HELLABY'S
'CROWN' BRAND**

canned meats

**R. & W. HELLABY LTD.
AUCKLAND**

Keep pace with modern construction needs!

PORTABLE
The Builder's Machine

EXCELLER
"Sawmaster"

Designed especially for today's and tomorrow's need for speed and accuracy on the Building Project, the Joinery and Furniture Factory.

Petrol and Electric Motors Interchangeable making it equally efficient in your workshop or on a site far removed from power.

PORTABILITY. Plus single phase electric or petrol engine power enables the Sawmaster to be used on the site.

ACCESSORIES
Extended saw spindle has threaded section to accommodate chuck, flexible drive, sanding-disc, grinding attachment, etc.

Sole distributors for Pacific Islands—

W. S. TAIT & Co. Pty. Ltd

8 Spring Street, Sydney. Cables: "Success"

Box 5315, G.P.O., Sydney

Manufactured by
ANGLO-AUSTRALIAN ENGINEERING CO. PTY. LTD
Exceller Avenue, Bankstown, Sydney Australia

Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

A Tape-Recorder At The Elbow

The tall young American with the quiet Indiana drawl and the tape-recorder merges surprisingly easily into the Fiji village back-round.

Usually in the shadow of a District Officer, he is there, but business goes on just the same. Which is just what 24-year-old Albert Schutz wants.

For Albert, with another American linguist scholar, Floyd Camack, is devoting 10 months to a study of the Fijian language and its dialects, and it is the everyday speech they want to hear.

Both are in Fiji on National Science Foundation grants administered through Cornell University. Their choice of Fiji was basically the brainchild of their professor, Charles F. Hockett, of Cornell, who has been interested in the Fijian language for a good 20 years. In Floyd and Albert, both bachelors, he found just the boys for the job.

Since their arrival last November, both have knuckled down to learning to speak and understand Fijian, but neither claims to be past the "primer stage" as yet.

Suva is their depot, but each week they drift off in different directions, Floyd to Bau to put up in a bure hospitably provided by Ratu Niko Komaitai, and Albert, anywhere, north, east or west of Suva on Viti Levu.

While Floyd delves into the structure of Bauan, which, for historical reasons—and more, because the missionaries plumped for—is the common language.

Albert, at Rakiraki, Nadroga, or wherever he may roam with his tape recorder, collects material for his research into the dialects.

They count themselves lucky that so much work on their subject has been done in the past 100 years.

"Fijian has been given the best treatment of any Pacific language by earlier scholars and missionaries, and we have their excellent groundwork to use as a jumping off point," says Floyd, adding that the

work of Dr. A. Capell, of Sydney University, and Bruce Biggs, of Auckland University, is particularly valuable to them.

But all is not work. While Albert finds it relatively easy to be anonymous by day, he has been getting the full honoured-guest treatment by night in the villages he has visited.

"The immense consideration, co-operation and hospitality we have received from the Fijian people is just indescribable," says Floyd, his Bauan bure now obviously vying for affection with his old Kentucky home.

To try and reciprocate their hosts' warm welcomes, Floyd and Albert often join in the festivities, Floyd with guitar, and Albert with a recorder which has proved quite a novelty.

Their musical prowess might surprise their professor when he looks in on his two budding PhD's in June!

Tonga Is Now On The Air

The new 10-kilowatt broadcasting station at Nukualofa, Tonga, commenced test transmissions in February.

Judging by the excellent signal strength reported from Auckland in the early evening, the station is going to be very popular with the many Tongans living in New Zealand as well as with those at home.

The station, which is operating on 1020 kc/s in the standard broadcast band, has been given the call-sign ZCO.

It was first heard in Auckland on February 22 with a test programme of recordings. The station closed down at 0800 GMT (9 p.m. Tonga time, 8 p.m. Suva time) with the Tongan national anthem.

Announcements made in Tongan and English requested reports from listeners everywhere.

"Excellent" Chances Of Oil in P-NG

The experts who took part in two discussion panels on Sydney's ABC television station in February, were all agreed that the chances of finding oil in Australia and in Papua are excellent.

They attributed the fact that it has not yet been found in commercial quantities in either place



INDIAN REPUBLIC DAY. This group attended the Indian Republic Day tea-party which was given in Suva in late January by the newly appointed Commissioner for the Government of India in Fiji, Mr. J. K. Ganju. Mr. Ganju is on the left, and with him are Mrs. M. Tikaram, Ratu K. K. T. Mara, Mrs. Ganju and Mr. M. Tikaram.

Photo: Stinsons

EXPORTERS . . . Catering to the South Pacific

C. SULLIVAN (EXPORT) PTY. LTD.

66 Pitt Street, Sydney

(Corner of O'Connell and Pitt Streets)

Telephone: BL 5071 (6 lines). Telegrams & Cables:
CHASULL, Sydney.

C. SULLIVAN (Queensland) PTY. LTD.

318 Adelaide Street, Brisbane

Telephone: B 4958. Telegrams & Cables:
CHASULL, Brisbane.

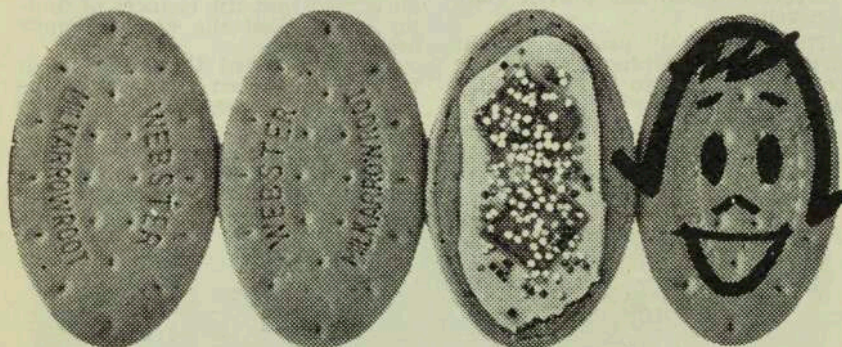
C. SULLIVAN (N.Z.) LTD.

20-22 Swanson Street, Auckland

Telephone: 43-307. Telegrams & Cables: CHASULL, Auckland.

Offices at: London, San Francisco, Hong Kong, and at Suva and Lautoka, Fiji;
Rabaul and Lae, New Guinea

BUYERS OF ISLANDS PRODUCE



**WEBSTER'S
WORK
WONDERS WITH
ARROWROOT**

. . . and for even brighter taste, top off Webster's Milk Arrowroot biscuits with your own spreads or borrow our ideas . . .

*The only glucose-
enriched milk arrowroot biscuit.*

Webster's

"Hello people! I'm a WEBSTER'S Milk Arrowroot biscuit . . . full of health and flavour and glucose-enriched. I'm good fun, too: even butter, jam or honey combines with me to give you a bright and exciting taste: and to be really gay, try me with butter and honey, sprinkled with nuts. Or two of me, stuck together with chocolate icing . . . or try my special party-dress for kiddies: honey or jam sprinkled with hundreds and thousands. Webster's MILK ARROWROOT . . . ask for me by name or look for my pack at your store. Webster's MILK ARROWROOT . . . my manufacturers guarantee my quality . . . and oh yes . . . I taste better."

MILK ARROWROOT BISCUITS

If quality is important to you, insist on Webster's quality-first biscuits from DAVID WEBSTER & SONS
PTY. LIMITED, BRISBANE, QUEENSLAND.

ot to the fact that we haven't been drilling long enough, but to the fact that we haven't been drilling often enough.

It was stated that of the 10 drilling rigs in existence in Australia and Papua, only four are currently operating. In overseas countries—such as Canada—hundreds of new wells were drilled each week.

The experts were of the opinion that seismic work and geophysical surveys were necessary—but that once their work had shown that an area could be oil-bearing, the only way to tackle the problem from here on was by a massive attack through drilling. Not only should the rigs in Australia never be allowed to be idle, but there should be vastly more of them.

An American expert described oil as the "most ubiquitous mineral" of all, and said that there was scarcely a place on earth where it couldn't be found. He said the idea that Australia was "too ancient" to be oil-bearing was an old woman's tale and that the sedimentary rocks of Texas, where the country was heavily oil-bearing, were just as ancient.

He described how some of the best gas deposits that had been discovered in Texas as a result of oil drilling were piped all over the United States—even as far as the north-eastern seaboard—and used for industrial purposes.

It was stated during the session with the last panel of experts—of whom Mr. G. B. Kater, chairman of Shell Search Ltd., was a member—that one day the huge gas deposits that have been discovered in the Gulf District of Papua might be found in a similar way.

Mr. Kater is firmly of the opinion that his company will eventually find oil in Papua, although he doesn't under-estimate the cost of finding so.

He said that the last well drilled that at Iehl—had cost Australian Petroleum Company £1½ million.

He said, however, that if oil were found in this part of Papua, the cost of getting it out wouldn't add greatly to the cost.

Asked whether he thought the political aspect might have to be considered in Papua he said that it did present a problem, although he personally believed that Papua-New Guinea would want to link itself with Australia.

Nonetheless, he would be interested to know the outcome of the recent talks between President Kennedy and Mr. Menzies on the Netherlands New Guinea situation. Any change in our approach to PNG was bound to affect Australian New Guinea.

come Tax Is troubling Them

The perplexing peregrinations of the Australian income tax return will be puzzled over by quite a few residents for the first time this

year.

With maybe a few hundred pounds invested in Australian companies, they are the incidental victims of the Commonwealth's latest precautionary measure against overseas tax truants—to wit, the Withholding Tax legislation, which came into force last July, and thus applies for the first tax year this year.

Amounting as it does to a compulsory pay-as-you-earn system, to the tune of 6/- in the dividend £, it has come as more than a slight shock to Fiji residents who have to pay it.

The whole thing is probably troubling small investors more than large ones as the latter are likely to have long standing arrangements

for dealing with overseas investments and to be paying tax at more than the arbitrary 6/- rate anyway.

What is happening, of course, is that the Australian Taxation Department is making sure of getting its cut by getting the company that is paying the dividends to make the deductions at their source for investors who are not domiciled in Australia. The deductions in respect of Fiji are at an arbitrary rate of 30 per cent.

This is just part of the "usual form" of the Australian Taxation Department. The taxgatherers get the money first, then they are prepared to listen to taxpayers' arguments as to whether or not they should have paid it.

FOR ALL CATTLE SHIPMENTS



THE NEW M.V. "SLEVIK"

Specially fitted in accordance with Australian
Government Regulations

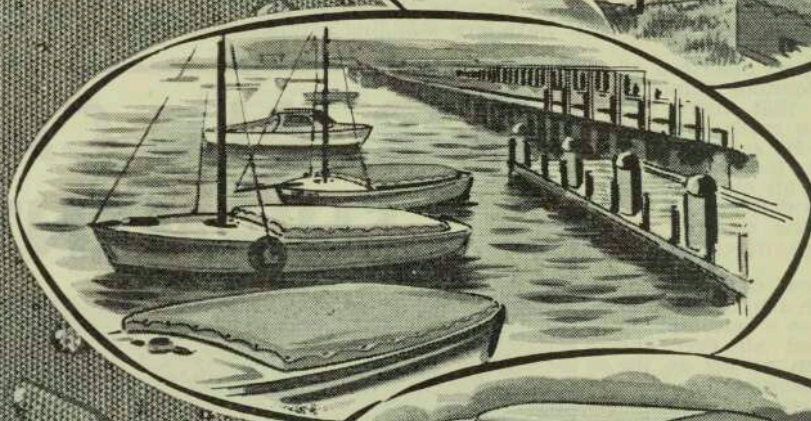
CONTACT

F. H. STEPHENS PTY. LTD.

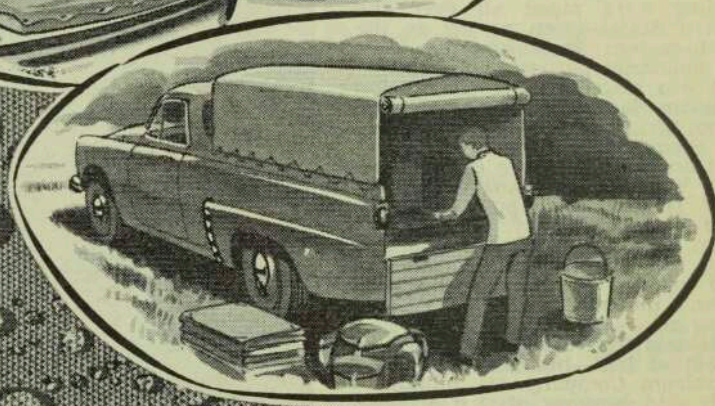
176-182 Day Street, Sydney, Australia

PHONE: BM 6601 (25 LINES)

FOR A LIFETIME
OF SECURITY...



GENUINE
WARDEN
PROOFED DUCK



For a lifetime of hard wear in all
types of weather insist on only
Genuine **WARDEN** proofed Duck. The
protection of your property is
assured because **WARDEN** is guaranteed
waterproof, rotproof and colourfast.

WW1A

Your guarantee is branded on the selvedge.

WARDEN
[REG'D]
Proofed
DUCK



Manufactured by
**BRADFORD COTTON
MILLS LIMITED**

Dividends are not taxed at a higher rate in Australia than any other kind of income, and the obvious way out, if Fiji residents feel that 30 per cent is too much, is to submit an Australian income tax return—and this is what, in fact, bank managers in Fiji are advising their clients to do. If the amount that has been deducted from their dividends is then in excess of what they would normally pay on that amount of income, refunds will be made to them.

There is a reciprocal provision in the laws of both Australia and Fiji providing that income already taxed in one is not re-taxed in the other. It is obligatory on the taxpayer in Australia, as well as the taxpayer in Fiji, to disclose all sources of all income, at home or overseas, when filing an income tax return.

Perhaps the unkindest cut of all this tax trouble came to a Suva bank manager who had a bundle of about 40 Australian tax-returns sent to Suva for the convenience of his clients. He was required by Fiji Customs Department to pay duty on them!

Too Many Eggs in Their Basket

The Minister for Territories, Mr. Hasluck, has authorised an inquiry into the affects of alleged Australian "dumping" on the Port Moresby market.

The president of the Papuan Primary Producers' Association, Mr. J. Pikett, said his association had complained to Canberra that eggs were being air-freighted to the territory from Queensland.

The glut of eggs, he said, had forced some local poultry farmers out of business.

This is an unusual development in New Guinea. Usually, people such as Australian passionfruit producers and plywood manufacturers complain to Mr. Hasluck about what reports of NG produce are doing to them.

Rabaul Airport To Be Improved

In February work began on the first stage of remodelling Rabaul's Makani airport when builders began putting down foundations for the new £35,000 air operations building.

The building, scheduled for completion within 26 weeks, is planned to incorporate facilities for aeradio, meteorology, flight planning and equipment storage.

Boats Off to a Pacific Navigator

Sailing ships, steam ships, and motor ships may successively appear from the oceans, and

man-made methods of aerial travel may change, but, almost forgotten in this age, the migratory birds still wing their way north and south with each successive season over vast stretches of land and ocean, just as they have done for centuries past—though even their routes have changed.

Bird No. 523-60398, banded by the US Fish & Wildlife Service, found floating dead in Aitutaki lagoon, Cook Islands, on November 26 last, was a reminder of these aerial navigators, whose methods of navigation are still incompletely explained.

PIM's inquiry regarding this particular bird brought a response

in February from the Petuxent Research Refuge at Laurel, Maryland, USA.

The bird in question, a Common Tern, was banded on July 8, 1956, by Dr. Stuart Houston at a mountain lake eight miles east of Imperial, Saskatchewan, Canada.

As it was reported to be only recently dead, judging from the condition of the body when found by Roi Marama, a Cook Islands boy, it may be reasonably assumed that this tern had made at least four and possibly five round trip flights from Canada to the Cooks—or at least to Polynesia—in the intervening years.

The distance between the two

*All over the world Smart people—
**START the day right
with a Kiwi Shine***



From New York to Timbuctoo—
From Birmingham to Hawaii—
From London to Papua
Smart people shine daily
with Kiwi.
Kiwi puts a gleam on your
shoes that lasts all day.

"They're well worn, but they've
worn well, thanks to

KIWI

B156

Do You Require a Business or Investment in Australia?

- Maybe a house, home unit, or property in the Country.
- Holiday accommodation arranged in New South Wales and Queensland.
- A modern self drive car can be placed at your disposal for a moderate charge.
- Just name it. Our trained staff will be only too happy to help you.

Island Clients specially catered for. It is our pleasure to serve you.

R. T. RALPH & COMPANY

(Proprietor resident in New Guinea for 15 years.)

Business Consultants, Real Estate and General Agents.

330 Pacific Highway, Crows Nest, N.S.W., Australia

Telephones: JF 1452, JF 1630

Cable Address: "RALCOAUS"



A
Concentrated
Germicide

Australia's
Best Selling
**GERM
KILLER**

now comes to you!

PICCANINNY "Pic-a-lyptus"

Fresh as a new day — Piccaninny's new disinfectant brings 'Hospital-clean' protection to your home. Every time you clean use **Piccaninny Pic-a-lyptus**. Australia's most popular germ-killer, is now available to you in the large economy priced bottle. Powerful, safe and fragrant.

AT ALL ISLAND STORES

Made by Piccaninny Manufacturing Company, Manly, N.S.W., Australia.

PIC-A-LYPTUS . . . a disinfectant and deodorant

points by the shortest route : about 5,700 nautical miles.

Longest ocean flight would presumably be from the mainland United States to the Hawaiian Islands, about 2,000 miles, thence south via the Line Islands and the Northern Cooks, with the end-of-year months in the Southern Hemisphere and the mid-year months in the North—following the warmer weather.

For a bird which weighs a matter of ounces this is pretty fair hiking—with no hitches.

Finding a Good Thing And Sticking To It

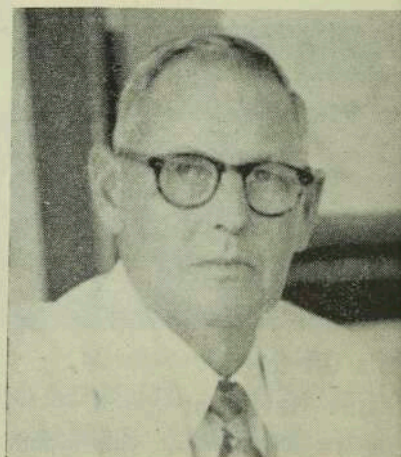
Pyrethrum, the basic ingredient of most insecticides, comes from the flower of a species of chrysanthemum—and about 30 strains of the plant with high pyrethrum content have been bred at Aiyura, P-NG's high-level agricultural station in the Eastern Highlands.

Such has been the success at Aiyura that a leading UK firm of manufacturing chemists, Stafford Allen and Co., last year sent one of their experts to the Highlands to have a look at what was going on.

The expert's report is encouraging and a five-year programme of development for the Highlands area has been worked out. By the end of that time, production is expected to be at such a peak that the English company will consider building a local extraction plant in the Highlands. In the meantime the firm will buy all the commercial quantities of these particular pyrethrum chrysanthemums that the Territory can produce, for treatment in London.

They All Want More Money

Native wages were still causing headaches in Papua-New Guinea in February.



P-NG Administrator Brigadier D. M. Cleland.



ING OF AGE. Holding the traditional key a party held in his parent's home in Port Moresby in February, is popular Port Moresby sporting figure Bruce Richter, who was 21. Papuan Prints

Natives in Madang petitioned the administration for £2/3/9 a week wage rise.

They asked the Administrator, Reginald D. M. Cleland, to have Madang covered by the recent negotiated urban wage agreement. This agreement, which covers all five workers in Port Moresby, Lae and Rabaul, fixes the basic cash wage for unskilled workers at £3 a week.

The agreement came into force on January 2.

Now the Ambenob Native Local Government Council in Madang wants town native workers to get a week, too.

At present Madang natives come under the 25/- a month rural basic wage in force in all areas throughout Papua-New Guinea except in the three towns covered by the urban agreement.

The chairman of the Native Employment Board, Mr. F. Caterson, said the board would begin hearing the Ambenob Council's case at the earliest possible date.

An Administration source said the Madang employers were likely to vigorously oppose any wage increase for native employees.

He added: "The Council's application for wage rise is also likely to start a flood of similar applications from native organisations in other territory towns."

He could say that again!

e Japanese w Surface-Fishing?

Next to tourism, the fishing industry is probably the greatest potential money-earner available to South Pacific territories, yet at Government level there is a great lack of serious interest in it, Auckland

correspondent J. P. Shortall reported in February.

He added:

Tuna longlining undoubtedly presents the greatest opportunity—utilising Japanese know-how and equipment in the early stages at least. But it is very doubtful whether any South Pacific Administration possesses one officer who has made a serious study of tuna longlining in all its aspects.

Though reams of published information on Japanese fishing operations in the South Pacific are available from that country, in the English language, no one on a South Pacific government level knows—or seems to care—much about what is going on.

For those who do show an interest in Japanese activities a photo which appeared in February *PIM* (p. 115) should have been of more than passing interest.

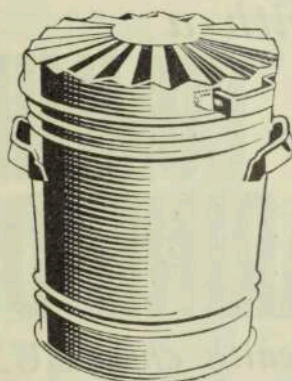
It was a photo of the vessel *Toyo Maru No. 18*—a skipjack surface-trolling vessel, distinguishable by her long overhanging bow platform. Tuna longliners do not have this.

It is possible that this vessel is carrying out skipjack fishing near home during the season, and is engaged in South Pacific longlining for the remainder of the year.

The answer to this question would be of some interest, as very few if any skipjack tuna fishing vessels have been seen south of the Line

MALLEYS

Self-locking, galvanised iron GARBAGE BINS



For health's sake, get a Malleys garbage bin with the patented pest-proof 'LOX-IT-ON' lid — the lid that stays securely, firmly in place, keeping out flies and other disease-spreading vermin. Strongly built in heavy gauge iron, galvanised and reinforced.

Sizes: 7½ gal. and 11¾ gal. Also 17 gal. with standard lid only.

HOUSEHOLD BUCKETS



- 3-gal. capacity bucket finished in vitreous porcelain enamel, in white, pink or blue. Matching lids available
- 2½-gal. capacity heavy gauge galvanised bucket
- Foot-pedal-operated, galvanised mop bucket, fitted with two positively-secured wooden rollers.



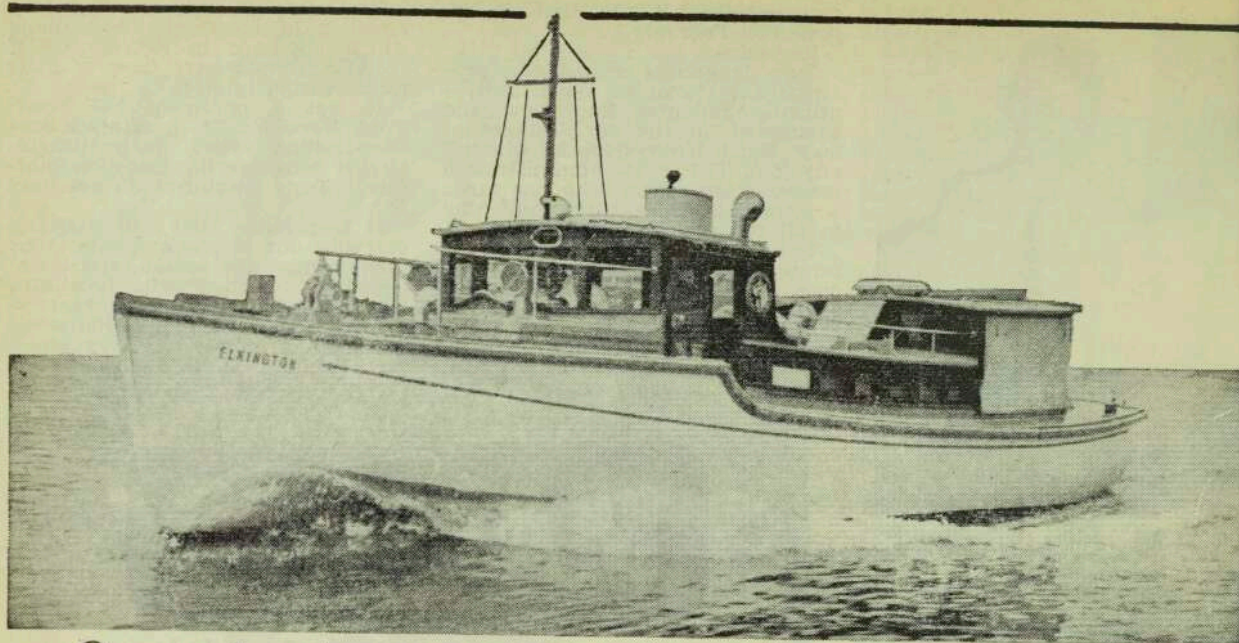
Order through your usual Islands' Agents.

MALLEYS

BUILT BETTER TO SERVE YOU BEST

SYDNEY • MELBOURNE • BRISBANE • ADELAIDE

P097



Queensland quarantine launch "Elkington"
Re-powered with a

CUMMINS MARINE DIESEL

The Department of Health chose CUMMINS NH-220-M for this 52ft. vessel—and increased cruising speed from 8½ to 10 knots . . .

Irrespective of time of day and weather conditions, a Quarantine launch must rendezvous with overseas ships at port of entry, a service which requires the ultimate in engine reliability. For this reason, a CUMMINS Marine Diesel Engine Model NH-220-M, rated 150 B.H.P. at 1800 R.P.M., was selected to repower this craft.

There are heavy duty, slow revving engines for tug service; medium speed, heavy duty engines for fishing boats and work boats; and high speed, high power-to-weight ratio engines for pleasure craft.

CUMMINS dependable, economical diesels for marine use have a range from 48 to 1120 S.H.P. Each engine is covered by the CUMMINS standard Warranty of twelve months or 3,600 hours.

CUMMINS

For analysis of your power requirement by a competent Naval Architect, consult your nearest CUMMINS Diesel Sales Office.

CUMMINS DIESEL SALES & SERVICE (AUSTRALIA) PTY. LIMITED

SYDNEY 52-54 PHILLIP ST. BU 4271-4722	MELBOURNE PRINCES H'WAY, NTH. CLAYTON 746-8691	BRISBANE LINKS AVE., EAGLE FARM 68-2146	ADELAIDE 303 NTH. TERRACE W 5861	PERTH NORMA INDUSTRIAL ESTATE MELVILLE, MJ 2406	HOBART P.O. BOX 824H
--	--	---	---	---	-----------------------------------

That's Settled

Mrs. George Whiteside's patience wore thin after numerous concerted attacks on her cherry guava tree by some neighbourhood pirates in Gorrie St., Suva.

Finally, she warned them off altogether. They threw stones. She went and got the saw, and cut the tree down.

Now, no cherry guavas for the boys—and none for the Whitesides.

post-war years. This may represent a further extension of Japanese fishing methods in the South Pacific.

American surface-fishing methods, using hand poles or rods, were unsuccessfully tried in the Fiji area after the war.

It would be interesting to know whether Japanese skipjackers are now having success in a method which is a good deal less costly equipment and labour than long-ling.

NG Complains Over Weight Restrictions

air safety moves in Papua-New Guinea, which will reduce the rights DC3 aircraft will be allowed to carry in future, caused a great deal of grumbling in the Territory in February and early March, and there were indications that more complaints were on the way.

The new restrictions affect the DC3s operating from some airstrips, particularly in the Highlands. Some of the strips are little affected, but in the Highlands which has the greatest need for air transport.

Under the new restrictions (see p. 10) DC3s operating from Madang will carry 2,000 lb less freight on flights to Goroka. From Lae, they will carry 450 lb less.

CA officials in Australia had expected protests when the decision was announced.

According to a Territory report, the pilots themselves sparked off the action by threatening to impose their own restrictions if something was not done.

However, when the cuts did come, they were reportedly more than expected. The reductions reduced the DC3's carrying capacity by amounts up to 26 per cent.

The new restrictions still do not change the regulations exactly into line with those in Australia, and are still liberal from the main point of view.

That rocked Territory people on their heels was receipt of estimates that the restrictions would increase Territory freight charges by up to 20 per cent. No firm

announcement had been made in early March.

Mr. John West Lau, personal assistant to Mr. R. Ansett, managing director of Ansett Transport Industries, who are the recent purchasers of Mandated Airlines, said in Lae in February the restrictions were introduced for the sake of safety and general efficiency in the Highlands, and Ansett-ANA had no argument with that.

However, they raised economic problems, which the company had to deal with.

He said his technical staff were investigating the possibility of jet assisted take-offs for New Guinea DC3s. A small jet propulsion unit was already used overseas.

He said this might enable the aircraft to get better performances—perhaps to those previously accepted.

He added that his company hoped to add three more DC3s soon to the Mandated Airlines fleet.

Malaria Fight To Cost Aust. Millions

Australia, in February, announced an increased payment to the World Health Organisation's anti-malaria campaign. She will give a special grant of £20,000, an increase of £5,000 on the previous year.

Yet the amount is only a fraction of what Australia is spending on the

IDEAL MILK

EVAPORATED

...whenever milk is required!

It's really marvellous what you can do with Ideal and it's marvellous what a wonderful difference Ideal makes to all your meals. Use it, straight from the tin, on cereals, on fruit, or with Nescafé . . . use it for cakes, pies and for making ice cream. Be sure to specify Ideal Full Cream Evaporated Milk because Ideal is creamy-rich—so creamy it whips just like cream. And . . . it's backed by the famous Nestlé's name.

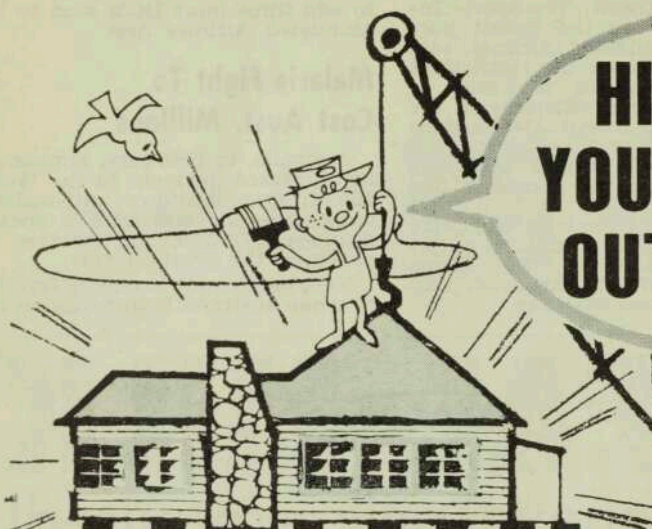


AVAILABLE IN 6-OZ. AND LARGE ECONOMY 12-OZ. TINS

for all your cooking

If it's Nestlé's
it's good...very good!

ID.136A.12



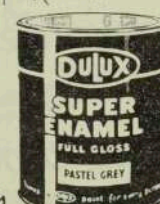
**HI-GLOSS LIFTS
YOUR HOME RIGHT
OUT OF THE RUT!**

- With just this one easy operation, yours can be the smartest house in the street... a shining example of the difference DULUX Hi-Gloss can make between "just-a-house" and a house to be proud of!
- It's the toughest, most durable paint, expanding and contracting without flaking, cracking, blistering or peeling.
- DULUX Hi-Gloss is Australia's easiest-to-use house paint. Why? Because it contains an amazing self-lubricating resin that makes using it just a pushover!
- In 51 fade-proof colours, easily the largest range of outside colours available; including "Ultra White" the brilliant, new non-yellowing white that makes your home look bigger.



There's a Dulux paint for every purpose

**Kitchen bright as a
BUTTON with**



DULUX
Super-Enamel
FULL GLOSS

Glossy as tiles and stays just as clean! 195 colours, all brilliantly glossy! Washable, and so easy to apply.

*Pictures back
on the wall in
20 minutes!*



**...when you
paint with**



DULUX
Super-Latex
PLASTIC WALL PAINT

DULUX Super-Latex dries rubber-tough in 20 minutes. Brushes wash clean under cold tap!

**stop mould spoiling
your home!... use**



DULUX
**LINSEED OIL
HOUSE PAINT**
fights fungus and wins!

DULUX Linseed Oil House Paint is a highly efficient, mould-resistant paint which dries to an extremely hard, smooth, glossy surface, hard for fungus to cling to. Lead-free and specially formulated for the tropics.

DULUX paints for colour and quality

BP690.B

Those Direct Services

Following a story in December "PIM" about the new Bank Line shipping service, UK/Continental ports to P-NG and BSIP ports (which we inferred was the first direct service) Royal InterOcean Lines respectfully remind us that a Nedlloyd Joint Service has been operating between these same ports since mid-1960.

It seems that we have all been at cross-purposes here.

As we understand it, the Vedlloyd Service is via Panama and now makes calls at Papeete and Noumea as well as Honiara, Port Moresby, etc. Although the first vessel in this new service did make Honiara first port of call.

The Bank Line vessels sail via Suez, and Torres Strait, and except for bunkering, make Port Moresby their first port of call.

Other than that, all we can say is that we hope that both shipping lines continue to flourish, unaffected by the current economic complaints of "credit squeeze" or "recession".

In contrast to those lean post-war years, the SW Pacific is now well served by these shipping lines and it will be a pity anything happens to spoil it.

at against malaria. She knows well what malaria means, and aims at eradicating the disease in her own territory of Papua-Guinea within 14 years.

his P-NG programme will cost more than £2,750,000, and annual spending is running around £200,000.

All information gathered on malaria in Papua-New Guinea is fed with the 90 member nations of the World Health Organisation. WHO is mounting the biggest campaign ever conducted against a single disease.

malaria, described as the most deadly disease in the world, threatens 10 million people in 148 countries and territories.

most current research is concentrated on finding insecticides which will kill all malaria-carrying mosquitoes.

World War II, scientists thought they had found the answer DDT.

at a decade later it became obvious that insecticides were not fully effective because they killed only those types of mosquitoes which did not resist them.

Scientists found that 19 species resisted one or other of known insecticides.

at there are now only three

species which resist all types of insecticide.

The World Health Organisation is pooling knowledge from all malarial areas, in an effort to beat these final three types.

Six Months for Supplying Liquor

Charles John Fonceca, 66, a European identity of Rabaul, who for the last few months has had no apparent means of support, was sentenced to six months imprisonment in Rabaul in February for having supplied a bottle of rum to a native.

Evidence was that Fonceca had

been seen by a native constable handing a parcel containing the rum to a native, and Fonceca had admitted he had received 30/- for it.

Fonceca told the court that it had been done on the spur of the moment.

Police in evidence said that inquiries at four licensed stores showed that Fonceca had purchased the following liquor supplies in the last two months:

December: 128 bottles of rum, 211 brandy, 37 gin, 38 cartons of beer. January: 56 cases plus 130 large and 252 small bottles of rum, 12 cases plus 36 bottles of gin, 22 cases plus four bottles of brandy, 2 bottles of whisky and 15 cartons of beer.

NUTS ?

Unlike the monkey in our illustration, whose service is somewhat whimsical, we, at Colyer Watson, offer a service which you can thoroughly rely on.

Also, unlike the monkey, we are able to offer you a complete range of first class products to satisfy your every need. So, if you **do** want nuts, you can have them; but, if you want a car too (Humber, Hillman or Sunbeam) it's yours—through Colyer Watson, of course.

Our prices are most competitive, too!

*Colyer Watson for—Efficient Service—Top Quality Products
—FOR EVERYTHING YOU NEED*

Distributors of:

Humber, Hillman and Sunbeam Cars. Commer Trucks. Willys Jeeps and Trucks. Bentall Coffee Machinery. Coventry-Victor Diesel Engines. Metters Refrigerators. Sherwin-Williams Paints. Killrust Paints. Primus Appliances. Vaughan Radio-Telephones. V.B.W. Tools. Pentel Soaps. British Ropes Ltd. Ushers Green Stripe Scotch Whisky.

COLYER WATSON (NEW GUINEA) LTD.

RABAU • MADANG • GOROKA • LAE

GENERAL MERCHANTS

PLANTATION PROPRIETORS

SHIP OWNERS

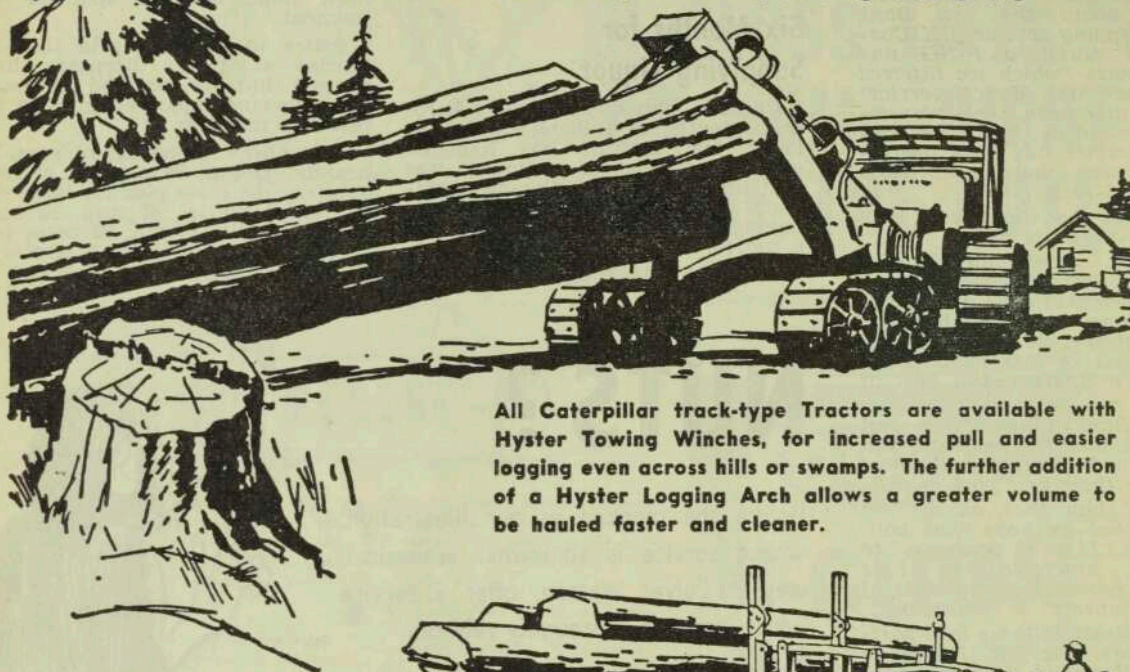
ASSOCIATED WITH:

Colyer Watson Pty. Ltd., Sydney, Melbourne, Brisbane, Fremantle

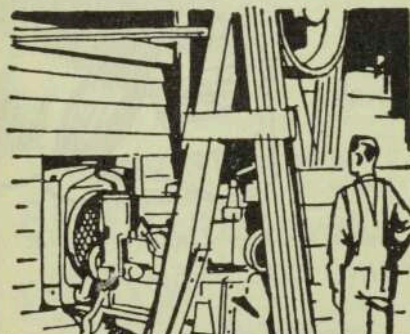
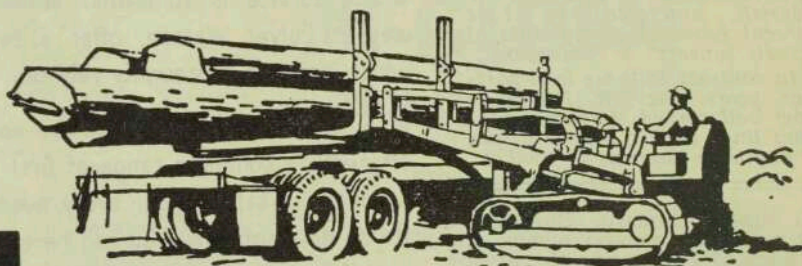
Colyer Watson & Co. Ltd., Wellington, Auckland, Christchurch



LOGS TO LUMBER AT MINIMUM COST!



All Caterpillar track-type Tractors are available with Hyster Towing Winches, for increased pull and easier logging even across hills or swamps. The further addition of a Hyster Logging Arch allows a greater volume to be hauled faster and cleaner.



CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co., U.S.A.



HD437

For loading logs, Caterpillar builds log and lumber lift forks, interchangeable with the buckets of its Traxcavators. The buckets are useful in road building, sawdust handling and many other jobs.

Whether powering a tractor or a sawmill, a Cat Diesel Engine is a real profit-maker. It burns non-premium fuel without fouling, and it responds quickly to load changes. Its component parts are made for the most severe duty.

The proper choice, application and maintenance of machinery help the logger to operate at minimum cost. Our equipment specialists will gladly supply the facts for your consideration.

**Full information & prices from
HASTINGS DEERING
(NEW GUINEA) PTY. LIMITED**

- Milford Haven Road, Lae, New Guinea
Box No. 61
Telephone: Lae 2487
- Port Moresby, Papua
Box No. 138
Telephone: Kone 4328



NG Will Encourage Rubber Growing

NGG's Division of Agriculture has begun a scheme to get natives in South New Guinea to plant rubber. Hundreds of thousands of rubber seedlings have already been flown from the Ransiki rubber estate in northern NNG to Tanah Merah, just over the NNG-P-NG border in the south, where they have been re-planted in nursery beds. Later this year this material will be distributed among natives of three nearby sub-districts.

An official statement from Hollandia in February said that "expectations with the project are high" because of the very satisfactory trial plantings already made. Later, the Government plans to introduce a similar rubber scheme in West New Guinea.

Honiara Will Get New Govt. Offices

One of the last official tasks performed by the Western Pacific High Commissioner, Sir John Gutch, before he and Lady Gutch left Honiara in retirement in January, was the laying of a foundation stone for a new Secretariat building.

The new building, which eventually will be flanked by a Supreme Court building and a Legislative Council Chamber, will take the place of primitive huts left over from the war—probably the worst government offices still standing anywhere in the South Pacific which is really some kind of a record.

The new government buildings will follow the modern trend in design, like Honiara's new Post Office.

Nobody in Honiara is likely to dispute the need for them.

Critical Period for Fijians, He Says

The immediate future is likely to be a critical period in the progress of the Fijian people, according to

GUESTS OF THE POLYNESIAN ASSOC.

Guests of honour at a recent reception in Sydney by the Polynesian Association were these leading Polynesian women, who were among those visiting Australia in January as delegates to the Pan Pacific and South East Asia Women's Conference, held at Canberra. The ladies spoke and then later gave songs and dances. Members of the Association entertained them in turn, during a pleasant evening.

From left they are Miss Fonokimoana, of Vava'u, Tonga; Miss Louisa Crawley, Mrs. Fa'alavau; Mrs. M. Taula; Miss J. Phineas (all of Western Samoa); and Mesdames Takarangi (both from Wanganui, NZ).

the Secretary for Fijian Affairs, Mr. A. C. Reid. He makes this comment in his annual report, in which he observes:

"With crop and marketing difficulties affecting the farmers; with the workers worrying about wages and the threat of unemployment; and with their traditions and their Administration under fire, it is not surprising that during 1959 an air of tension built up among the Fijian people.

"The immediate future is likely to be a critical period in their progress, and much will depend on the way the Burns Commission Report is handled and whether, arising out of it, emerges a fair deal for the Taukei" (the indigenous Fijian people).

He refers to the McDougall Report, the Spate Report, and the Burns Commission report, and observes: "One can say that for three successive years, Fijian affairs have been subject to almost constant examination and the examiners have been submitting, at considerable lengths, their findings. This has not only led inevitably to a certain amount of marking time but has also caused some degree of confusion.

"For example, the McDougall Report recommended as a major measure the raising of produce taxes. The Spate Report endorsed this. Legislation was introduced to implement the proposal and an ordinance was passed.

"The Burns Commission, in the meantime, made strong representations against it and the ordinance has not been brought into force".

Mr. Reid comments: "One cannot resist the feeling that, from the Fijian point of view, it might have been better if there had been one comprehensive report and that Professor Spate could, with advantage, have been a member of the Burns Commission.

"The Fijian community has received plentiful advice as a result of the detailed inquiries which have been carried out into its social system and now it requires time to assimilate all that has been said about it and its future."

(Over)

Norfolkers "Think It's Theirs!"

Widely-read syndicated Australian columnist Don Whittington wrote in his column, "Canberra Comment", in February that Australian Minister for Territories Paul Hasluck "faced something like a secessionist movement" on Norfolk Island.

He said that deep down Norfolkers thought Norfolk was really theirs and that "mainlanders, especially those cloaked with authority, are the serpents in the garden of this idyllic island paradise".

Whittington added that the new Norfolk Island Council "seems to be dominated by a few expatriate mainlanders with strange and rebellious ideas about imagined injustices imposed by Australia.

"It won't even sit in the fine Council Chamber in which hangs Prince Phillip's personal standard, presented in 1956. Instead, it sits at a trestle table in the lobby of the local public hall," Whittington added.

for the
UNDERWEIGHT CHILD
PARKE-DAVIS
PALADAC

**DELICIOUS ORANGE-FLAVOURED
VITAMIN SYRUP FOR CHILDREN**

One teaspoonful each day supplies nine important vitamins to promote healthy growth and improve the appetite.

Get Paladac from Your Chemist



**For only
1% of its total
cost you can
make your home
15° cooler
WITH ALUMINIUM FOIL**

SISALATION

ANOTHER **SISALKRAFT** PRODUCT

SISALKRAFT DISTRIBUTORS PTY. LTD.

NNG Looks at Film Censorship

NNG has decided not to apply direct film censorship in her Territory. However, films will be imported only from countries where the standard of censorship and classification correspond with those accepted in the Territory.

A Hollandia report says a new ordinance has been brought in following an inquiry, made by the Office of Native Affairs, to find out what influence films were having on natives.

The inquiry said that most natives attended films merely to see diversion and because "films were associated with progress". To many natives the films were no more than a series of incoherent pictures.

However, action films were preferred and elaborate love scenes and romantic films were little appreciated.

An important point made by the report is that "no correlation whatever is proved to exist between film and unsocial behaviour among indigenous, nor is it expected for the future".

It is because of this last reason that the Government decided not to include in the new ordinance any regulations debarring natives from attending certain films.

Death in Tanker Smash

The driver of a tanker, Boy Evans, single, was killed in February when his vehicle, carrying 1,600 gallons of motor spirit distillate, plunged from the Wau-Lae Road at Gurako Creek. The tanker is owned by the Shell company. A Vacuum tanker crashed from this road last year, but the driver escaped with slight injuries.

The Muu-muu Has Arrived!

Two things have happened to Fiji's women in recent weeks, which while completely unrelated, could have a lasting effect on the Colony, says a Suva correspondent.

One was the appointment to the Nadroga Rural Authority of schoolteacher Regina Vidyawati, and housewife Mereula Guivalu, the first time women have ever made the grade on a local authority—and the other was the arrival, apparently for keeps, of the Muu-muu.

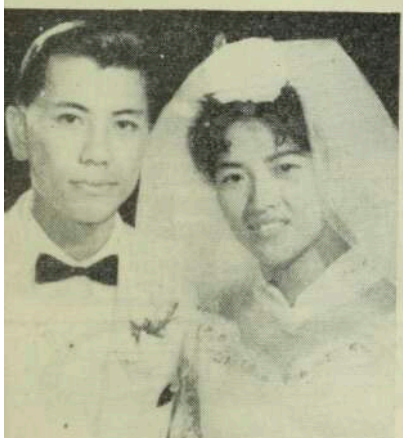
Naturally, Regina and Mereula's appointment sent Women's Interests Officer Ruth Robertson into ecstasy as they have been two of her stars in the Sigatoka firmament since the WIO work began last year.

As for the Muu-muu, well, judging by their present contagious capacity and the fact that they rated two mannequin parades during the Orsova's two-day stay, Hawaii may



ISLANDS WEDDINGS

Among recent weddings in Rabaul were those of Miss Pat Swann, formerly a sister at the Nonga Base Hospital, to Mr. Dudley Hellietz (top picture) and Miss Doreen Lee to Mr. Alfred Woo. These photos are by Larry Chin and C. H. Meen.



on rue the day her Muu-muu got away!

NG and P-NG

Aust Co-ordinate'

Co-ordination of development between Australia and Netherlands New Guinea was inescapable in the long run, said the Netherlands State Secretary for New Guinea, Mr. Theo Bot, at The Hague in February. Mr. Bot had been asked whether the preparation of the natives on the NNG side of the border for self-determination was being timed to coincide with self-determination in NNG.

Mr. Bot did not answer the question directly. He said it was difficult to forecast what the outcome would be.

Mr. Bot said that Holland was spending about £12½ million a year in NNG, not counting defence.

He added that he "could not believe" Indonesia would seriously consider an armed attack on NNG, now or in the future.

Box Scholarships

The Australian Association of Box Clubs and the P-NG Administration in February jointly an-

nounced three £500 scholarships for native students to study for matriculation in Australia. The three students are an assistant patrol officer, a trainee co-operative clerk, and a trainee teacher.

Ansett-ANA will fly the students free to Australia and will provide return trips for each year of study.

Heavy Food Loss In NC Cyclone

An appraisal of damage done in New Caledonia by the cyclone in early February has shown a heavy loss in food crops, and help will have to be given native and European planters.

In Noumea damage was confined to the uprooting of trees, and a roof or two suffered. The Nickel company lost about 2,000 sheets of iron and fibro cement from its buildings, and a small cutter was blown ashore at Ducos peninsula.

Considerable damage was done in the most southern of the Loyalty Islands, Mare Island.

Five Mare fishermen, who were out in a small boat powered by an outboard, landed at a small uninhabited coral speck some miles off Mare when the blow threatened, and remained on the coral for nearly six days before they could even begin to move. The island is just a block of coral as hard as glass, with a

few pandanus. Their only food was coconut crabs and fruit from the pandanus.

They were later able to signal to a Transpac Heron which was diverted to look for them.

Bizare Case Of Electrocution

The peculiar case of the electrocuted man puzzled Noumea in February.

A medical auxiliary employed at the Yate power station was one day startled to see coming down the road an erratically driven car, behind the wheel of which was the fearful sight of a man shockingly

(Advertisement)

Outdoor Complexion

That lovely fair complexion of yours was never meant to stand up to drying weather. Be kind to it and see that it is protected when you are at sport or anywhere in the great outdoors. To keep free from sun stains, coarseness or dryness of the face, neck and hands, there is nothing finer than your oil of ulan. Always smooth it on under your make-up before you venture out and don't forget your shady hat and smart sunglasses to prevent screwing up your eyes. Your cosmetic counter will have oil of ulan.

. . . Margaret Merrill

TURNERS & GROWERS LTD.

AUCTIONEERS FRUIT & PRODUCE MERCHANTS

AUCKLAND — NEW ZEALAND

WE SPECIALISE IN THE EXPORT TO THE TROPICS
OF NEW ZEALAND PRODUCE, POTATOES, ONIONS,
APPLES AND FRUITS IN SEASON

All Inquiries to our Export Organisation:

Turners Supply Company Limited

Box 1370.
Auckland, N.Z.

Cables:
"Tusco", Auckland.

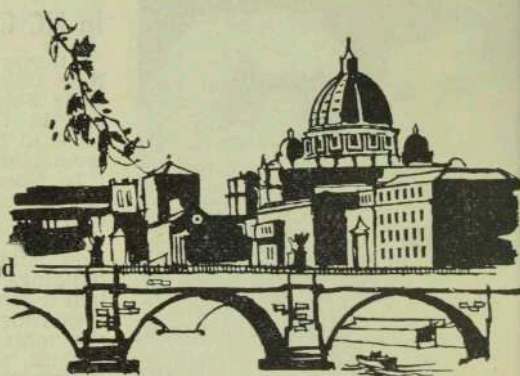
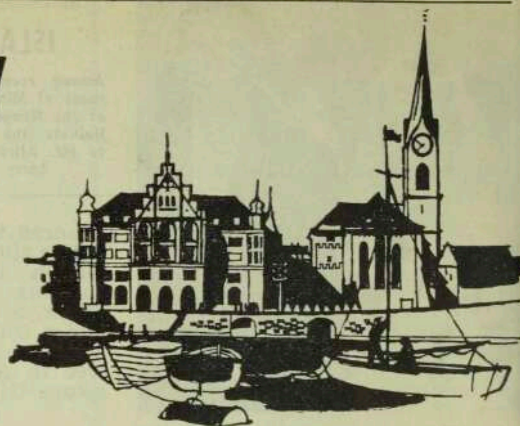
IF YOU LIKE BEER
YOU'LL LOVE
**GOLDEN
LAGER**



TRY IT FOR
7 DAYS
and you'll notice
the difference

Holiday on your way to U.K.

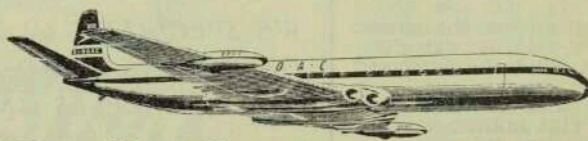
Stop-over at your
choice of Eastern and
Continental cities
en route.



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.

For bookings and information consult your BOAC Travel Agent, or Qantas Empire Airways Ltd.



B.O.A.C.

WORLD LEADER IN JET TRAVEL

BRITISH OVERSEAS AIRWAYS CORPORATION IN ASSOCIATION WITH
AIR-INDIA, QANTAS AND TEAL.

A2c.84



A INTEREST: A marriage of interest took place in the Church of the Holy City, Devonport, NZ, recently when Miss Wendy Sell married Mr. Robert Lester, only son of the Rev. R. H. J. Lester, of the marriage was performed by the Rev. deacon Mayo Harris, also well known in Fiji.

Photo: Stinsons

ned, covered in blood, almost
ked and in the last stages of ex-
ustion.

The auxiliary rushed the man to
oumea hospital, where he died six
ys later without having regained
nciousness.

The dead man was Daniel
delahaye, a French painter and
corator, married with two chil-
en, who had been about eight
ars in New Caledonia. The Press
s very guarded in its reports, and
e case caused quite a stir because
definite statement was made as
how Delahaye was injured, and
me startling rumours ran about
wn.

A few days after Delahaye's death,
e Yate operating authority re-
ased a brief statement, pointing
t that high tension wires carrying
wer from Yate were very danger-
s and that it was "forbidden to
mb them". Children were advised
t to fly kites near them.

PIM's Noumea correspondent re-
orted the probable explanation:
elahaye had apparently driven up
e Noumea-Yate road, climbed
wn a steep embankment and up a
lon carrying 175,000-volt power
es.

He touched one line, which burnt
s clothes off, and inflicted 75 per
nt. burns over his body, and he
as then thrown from the pylon
ill alive.

Such was the tenacity of life,
at Delahaye had climbed the em-
nkment, and had driven off in his
r towards Noumea.

P-NG Natives On Charges of Assault

Magistrates in Rabaul and Port
Moresby in late February handed
out gaol sentences on assault
charges of more than the usual in-
terest.

In Rabaul, 122 natives were gaol-
ed for five months on charges of mass
assault on a Local Government
Council employee on February 8.

Evidence was that the natives had
waited a week in a clearing at Tin-
tinagalip, near Rabaul, for a
mythical American helicopter. They
began talking of prominent natives
in nearby villages as being "govern-

ment spies". They went to the home
of a council employee named Takep
and beat him up, allegedly "with
the intention of putting a law-abid-
ing native out of action".

They had admitted the offence
and had said to Native Affairs
officers: "Now what do you and the
government intend to do about it?"

The leader of the mass group had
been an assistant village headman
named Tikaika.

The courthouse was flooded with
exhibits taken from the defendants,
including clubs, knives, axes, black-
jacks, and coshes made from steel
bolts and war-time shell nose cones
wrapped in fern leaves. Evidence
was that these weapons had been
carried to attack so-called native
spies.

In Port Moresby, Tomarut Tavalue,
of Rabaul, was gaol-
ed for two
months for having made an un-
provoked attack on a 74-year-old
theatre proprietor, John McIntyre,
whom he knocked to the ground
and kicked in the stomach.

McIntyre told the court that he
had asked Tomarut to behave him-
self and Tomarut had screamed at
him, "white b—. I'll kill you all!"
Tomarut had then attacked him.

There was evidence that Tomarut
had been drinking.

They're Losing Some Viets—And Most Vegetables

An attack on local Vietnamese
was published in a roneod news-
sheet produced in Noumea in Feb-
ruary by a local "Committee for the
Defence of New Caledonian In-
terests".

This committee has been agitat-
ing for years for the repatriation of
the Viets.

(Repatriation finally began at the

—UNSURPASSED!

for over 50 years — Blaxland
Chapman Marine Engines

6/8 H.P. GREYHOUND.

Renowned for over 50 years for
long, unfailing service in all
climates and under all con-
ditions. Nine precision built
models from 2½ H.P. to 20 H.P.,
each completely equipped and
fitted with patented, vertically
mounted "Bounce" start
magneto.

Sole Pacific Distributors:
KERR BROTHERS PTY. LTD.,
4 O'Connell St., Sydney,
Box 3838, G.P.O.
Cables: "Carefulness", Sydney.

end of last year, and the third sailing of the liner *Eastern Queen*, carrying Viets from New Caledonia to Haiphong, in North Vietnam, was expected to take place in early March. Two more voyages of the *Eastern Queen* will be made from Santo, carrying Viets from the New Hebrides.)

The Noumea news-sheet says that despite the fact that more than 1,000 Viets have so far returned home on the two voyages, there were "just as many Viet commercial activities in Noumea as ever". It said not one shopkeeper had returned.

According to the news-sheet there is a "plot" to have the remaining Viets granted French nationality (instead of being registered as foreigners) and the Committee says

it is opposed to any such move.

A Noumea correspondent says it is correct that Viet shopkeepers have not been repatriated. They have too many interests. Tradesmen and market gardeners—and footballers—have gone.

One result is that fresh vegetables are very scarce. The Viets have been responsible for most of the market gardens in New Caledonia (and also in the New Hebrides).

It is considered unlikely that Europeans or native people will take over abandoned Viet gardens, so New Caledonians in the future will have to rely more on canned vegetables, or high priced imported fresh ones.

That same situation can be expected in the New Hebrides after the first Viets go later this year.

At Last! Lautoka Has Its Own Wharf

A long-awaited dream of the great Northwest of Fiji came true on March 13, when the Lautoka Wharf was officially opened by the Governor of Fiji, Sir Kenneth Maddocks.

First mooted as far back as 1919 (the records of this period are incomplete) and finally finished in 1961, it has made some people wonder what happened in the intervening 53 years.

Critics in the Northwest blame the Government, the CSR, the shipping companies and the ineptitude of Local Government officials.

Probably all of them have had their finger in the pie at some time or another for the fragmentary records show that many people have figured in the battle to get a wharf for Lautoka.

In an early stage a tender appeared to have been given for a timber pier wharf, of about the same dimensions as the present one, to be placed about 800 yards from the present Post Office.

This tender was for a little more than £14,000 but did not include sheds, which "would be erected at a cost necessary by the Public Works Department".

Today's wharf cost slightly under £1,500,000!

The estimated price for a wharf somewhat smaller, also without sheds, in 1953 was about £230,000.

Personalities known to older Fijians crop up in the files.

Such names as Ragg, Costello, Johnson, Waddingham, Garnet, Rourke, and Kennedy appear over the years. Later on, in the Fifties names like Bruen, Costello again (Pat) and others come up who are still interested in the project. There were many battles between local and Suva interests in 1951, 1952 and 1953, and a Government statement about that time promised the completion of the wharf by 1954.

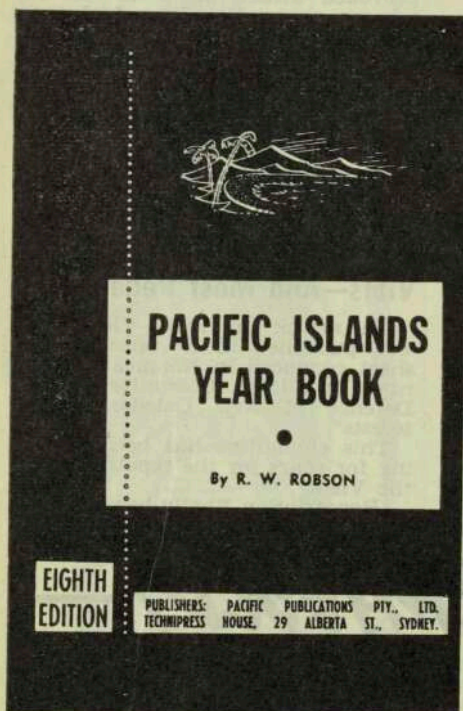
A former secretary of the Lautoka Chamber of Commerce well remembers publishing screeds about it in 1951 and 1952, when the Lautoka Chamber was protesting volubly and angrily about the action of the Government in allowing the site to be selected by a crowd of people from Suva.

But all this is now in the past and Lautoka possesses a fine new wharf capable of taking almost any vessel from overseas.

The main berth is dredged to 34 feet at low tides, and the north side is already the subject of a proposal that it be dredged to 24 ft, as at present it goes from 34 ft to 14 ft. The south quay is for launches and small craft, and the east will accommodate local interinsular and coastal vessels.

The importance of the wharf to the citizens is evident.

For some years Lautoka has had to depend upon the CSR wharf be-



**OBTAIN
YOUR COPY
NOW!**

**PACIFIC ISLANDS
YEAR BOOK**

8th Edn.

Price: 37/6

(Add postage, packing, etc.,
British Commonwealth, 2/3;
Foreign, 4/-) when ordering direct
(in U.S. currency, \$5.00, including
postage).

The "Pacific Islands Year Book" provides authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics and lists of main Trading Firms) of the Pacific Islands. Also included are many maps and indices plus many Special Sections, such as: Communications; Notable Developments in the 1940-59 period; Islands Port Facilities; Chronology of the Pacific War (1941-45); etc.

Available from leading booksellers in Australia and New Zealand and at the main Pacific Islands stores and booksellers, as well as from the publishers

PACIFIC PUBLICATIONS PTY. LTD.

Technipress House, 29 Alberta St., Sydney

(Box 3408, G.P.O., Sydney, N.S.W., Australia.)

They Sip Sundowners and Nostalgie

It's a good thing when a wife admires her husband's achievements as much as Susan Dalrymple-Hay. And it's obvious that she does from the 1,500 word eulogy of Ken Dalrymple-Hay's Mendana Hotel, Honiara, BSIP, in the newly face-lifted Australian "Woman's Mirror" (which was taken over with the "Bulletin" recently by Australian Consolidated Press).

The new Mendana, she says, is a tourist dream of a tropical hotel . . . "from the immaculate barboys in white sarongs to giant baskets of hibiscus decorating the verandahs and bars".

As well as the immaculate barboys there are also two immaculate chefs from Hongkong "who cook almost up to Cordon Bleu standard", refrigerator, deep freeze, a sprung dance floor, a juke box, real soda water (the kind you drink, not Pidgin English kind) and a "plentiful supply of crushed ice".

So far, so good—we can really see these tourists beating a track to the BSIP. But then she spoils the dream by saying that the old hotel, under a full moon, was almost "unbearably romantic" and that even as they sit in the big luxurious verandah of the new hotel, many a planter and Government official, sipping sundowners, speaks nostalgically of the atmosphere of the old hotel.

Come, come, Susan. As a one-time tourist who spent five days and four nights (repeat, four nights) in the old pub, all I can say is that if those boys really feel that, then they are around the bend, up the wall, not right in the head-piece and have been far too long in the big Solomons bush!—JT.

g vacant to get a ship alongside. The result has been that vessels have had to be unloaded into lighters with subsequent higher costs of stevedoring which have been passed on to the consumer.

Barges have been provided by the Government and apart from the extra time factor there has been trouble with leaky barges and damaged cargo.

Now that the wharf is ready for work, all overseas vessels which formerly unloaded Northwest cargo to Suva will be able to come direct to Lautoka and residents are expecting to reap considerable benefits from the cancellation of the extra freights from Suva, which in the past have been heavy.

Lautoka interests feel rightly that this wharf is the greatest benefit bestowed upon the Northwest districts; since it should also open up new avenues for tourist traffic and for new export ventures which will lose the hampering influence of shipping from Suva.

It is not too much to expect that the new exports will appear from the Northwest growers. The CSR wharf will continue to furnish facilities to CSR vessels and, though it is now quite aged, appears to be capable of many more years service.

Although its presence has troubled for many years the emergence of a Government wharf, it has been a yeoman service.

Appropriately present at the opening was the *Matua*, the Union Steam Ship Co. vessel which has a close association with Lautoka. The town has had New Zealand foodstuffs from this vessel and her predecessors for many years, operating many times under great difficulty from the stream.

Power, Water, Disrupted In Port Moresby

Port Moresby's electricity and water supplies were disrupted for several days in late February when a landslide swept away a section of the four-mile water race at the Rouna hydro-electric power station, about 20 miles outside the town. Until repairs were made all Port Moresby's power was supplied by a small diesel station, and power was rationed, together with water supplies.

The landslide followed three days of torrential rain, which damaged roads and bridges.

WHITES PICTORIAL REFERENCE OF NEW ZEALAND

A superb complete visual reference of New Zealand of over 400 pages of whole page representative aerial views of cities, towns and counties, with informative and useful text and maps. Standard binding, ENZ6/6-. De Luxe presentation, ENZ7/7/-.

Also available 10 in. x 8 in. (NZ7/6d) or larger aerial black and white prints Norfolk Island, Apia, Rarotonga, Papeete, Moorea. Coloured enlargements suitable for decoration—send for full price list.

WHITES AVIATION LTD.

C.P.O. Box 2040, AUCKLAND, New Zealand

(Advertisement)

Stop Dry Skin

When the harsh weather robs the skin of moist oil quicker than those little oil ducts can replace it, the results are wrinkle dangers. Those of you with dry skins should take a little extra care at this time of the year by smoothing oil of ulan over the face and neck daily before you make up and again before retiring. This hygroscopic (moisture attracting) oil will give the complexion a youthful bloom and is the finest protection against wrinkle dryness. Your cosmetic counter will have oil of ulan.

. . . Margaret Merrill

Warnock Bros. Limited

AUCKLAND, N.Z.

Manufacturers of well known brands of Laundry Soap

"KIA ORA" AND "NATURU"

Also: "Foam" Soap Powder Detergent
"Electric" Pumice Sand Soap

Obtainable from Auckland and Island Merchants

IN SYDNEY OR CANBERRA




FOR BUSINESS OR PLEASURE




RELY ON A  HOTEL

IN SYDNEY

THE CARLTON-REX. In the heart of Sydney. Fully air-conditioned. All suites and bedrooms with private bath, TV, radio and phone.

THE HOTEL REX, KING'S CROSS. In cosmopolitan Macleay Street. Continental cuisine, luxury lounges, nightly entertainment in the Canberra Lounge.

THE REX AT BONDI. Executive's choice for top-level conventions and functions, catering for up to 400 guests.

IN CANBERRA

"THE REX AT CANBERRA" HOTEL. Fully air-conditioned. All suites and bedrooms with private bath, radio and phone.

"THE AINSLIE-REX HOTEL." Spacious suites, bedrooms and lounges. Ideal facilities for receptions, conventions, weddings.

THE REX MOTEL, CANBERRA. Unique in the motel field . . . Table and wine list comparable with the Nation's finest hotels.



RESERVATIONS

CENTRAL BOOKING OFFICE:
CARLTON-REX HOTEL, 56 Castlereagh Street, Sydney. Phone: 28-5541. Telegrams: "HOCAR."

CANBERRA BOOKING OFFICE:
"THE REX AT CANBERRA" HOTEL, Northbourne Avenue, Braddon, A.C.T. Phone: 4-5311. Cables: "REXBRAD."

**or through your usual
Travel Agent**

R.B.1

"Luxury Hotel" Reported Planned for Noumea

Noumea newspapers in February are reporting a joint French-Australian scheme to build a big luxury hotel near Noumea's Anse d'Arce beach, to cost at least £200,000. According to the report, 49 per cent. of the finance will be sought in Australia and the remainder in France.

Staff will be brought from France to operate the hotel.

However, the scheme is yet to be submitted to Paris authorities, and a Noumea report says in the past financial schemes of this type have been rejected.

Dutch Protest at Indonesian "Landings"

A district court in Hollandia in February sentenced six Indonesians to gaol terms for having landed in the Fakfak area of West New Guinea in April last year. They were accused of gathering information of military importance for a foreign country.

The leader of the group was sentenced to five years, and the others were given terms of from three to five years.

The group, said to be among 11 who landed in the area at that time, are alleged to have gathered information about military and police strength in the Fakfak area.

The group was arrested with the



YOUTH CLUB: One of the most rapidly growing organisations in Suva at present is the British Council Youth Club, which is multi-racial and has a seemingly infinite range of activities including debates, hikes, film evenings and dramatic productions. Here, Lavinia Cruickshank, Michael Deo (secretary of the club), John Harrison (British Council rep. in Fiji), Lindsay Buick-Constable (school broadcast officer) and Tevito (FBC technician) get together in the studio for "Tobias and the Angel" produced by the club particularly for school broadcast.

help of local people, but five were not prosecuted because they did not know the purpose of the infiltration, the magistrate said.

(Another group was arrested in this area as long ago as 1953, and given gaol terms).

On February 8, the Netherlands Government at The Hague released text of a protest Note to Indonesia about the activities of Indonesian armed forces in the New Guinea area.

The Note said Indonesia had repeatedly accused the Dutch of aggressive acts and intentions against Indonesia, all of which the Netherlands had rejected.

However, said the Note, Indonesia continued to make intrusions. Last November 13, a group of 20 armed Indonesian Army men had landed near Etna Bay, on the south-west coast, and on November 27 the Indonesian vessel *Singkuan* had been intercepted with 12 Indonesians aboard, seven of them members of the armed forces, and various items of military equipment, including supplies for the Etna Bay group.

P-NG Has a Record Trading Year

The Territory of Papua-New Guinea had a record trading year ending June 30, 1960. Total trade was £A40,000,000 (with imports at £A18,800,000 and exports at £A21,000,000). Imports increased by £A2,500,000 and exports by £A768,000.

The rise in exports was due mainly to greater production of copra, coconut oil, cocoa, timber and plywood, coffee and rubber. It was due also, in part, to the boom copra prices that occupied some of that period.

Top of the export list was copra and coconut oil and meal—with



GOOD SHOTS: The sport of rifle shooting got off to a good start in Apia in February when the Apia Rifle Club opened, officially at the range at Fagalii, near Apia. Here are some of the members and guests on the opening day: Front, from left—J. Baer, J. Schwalger, G. Hagedorn, P. Kwan, W. Skelton. Centre: J. Hunt, A. Belford, E. F. Paul (president), A. M. Gurau (vice-president), Prime Minister Mataafa (patron), K. O'Dwyer (captain). Back: C. Schwalger, J. Schaafhausen, G. Keil, H. Schuster, G. Paul, F. Stowers, N. Finch, A. Lee, R. Phillips, E. Reid, and G. Fepulial. Photo: Samoana

£A10,300,000. Gold, once New Guinea's biggest export earner, accounted for only £A634,000.

The easing of import restrictions during the period probably had something to do with the rise in the importation in manufactured goods—amounting to £A7,600,000. Australia bought £A9,200,000 worth of Territory produce and sold £A13,200,000 worth of goods—including foodstuffs—in exchange.

Can't Have Their Road And Seal It Too

The New Caledonian Territory Assembly, at its Budget session in February, was seeking the solution

to the problem of sealing the important 35-mile road between Noumea and the international airport of Tontouta.

A local firm which has been using heavy machinery to extend the airport submitted a price for tar-sealing the road in the vicinity of £A700,000. It made use of its equipment to put down a sample stretch of tar-sealing and everybody agreed that the result was superb—but for the price! All political parties at the session agreed that the road has to be rebuilt, but nobody could see where the money was to come from. Meanwhile the Assembly will have to make some decision before the contractor finishes his airport contract and takes his machines away.

This Weed is Too Tough to Handle

Norfolk Island, in February, declared as noxious a weed with spines capable of penetrating cycle tyres and rubber soled shoes, and entering tractor tyres in such quantity that they cause the rubber to fret away.

The seed is known as "double green" and "cat's eye".

The only sure method of eradication is to dig up individual plants together with the soil within six inches of them, and then dump them in the sea. The weed does not burn easily.

Noumea Liked The Tivoli Girls

A live revue from the Sydney Tivoli theatre, *Plaisirs de Paris*, won such a great success in Noumea in February that, at even 35/- a seat, extra shows had to be given to satisfy audiences. New Caledonia had never seen a stage show of this size presented by the Tivoli.

However, there was some opposition from the clergy, some of whom warned church-goers of the "dangers" of attending this kind of spectacle.

There was also a storm in a tea cup during the party's arrival at Tontouta airport.

According to the news-sheet owned by Senator Lafleur, "great zeal was shown by Customs officer and the Chief of Customs himself helped search luggage."

The paper added that a local newspaper had taken a photograph of the Customs Chief making a search, and that the Customs Chief had called the airport authorities and the police in an effort to have the film seized, but this could not be done.

However, following an interview with the High Commissioner, the editor of the newspaper was reported to have agreed not to use the photograph.

According to a Noumea correspondent, "the curious episode has caused much discussion".

EFFICIENCY

STUART

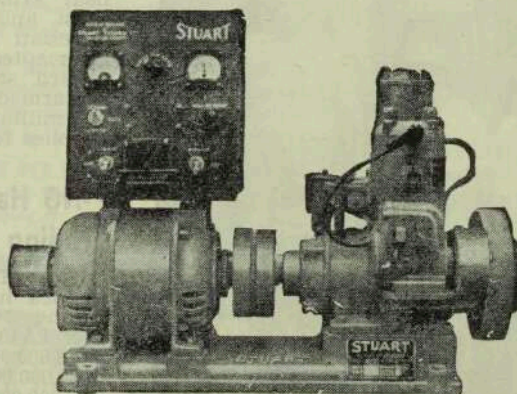
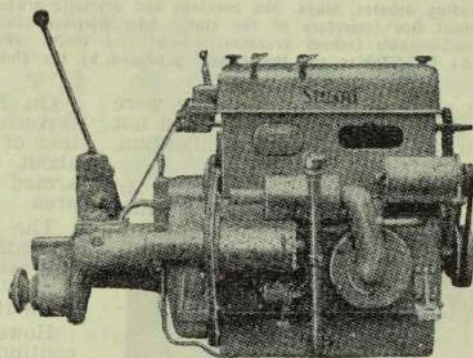
RELIABILITY

MARINE DIESELS

For the discriminating owner who wants the utmost efficiency in normal or auxiliary power, we offer the **STUART** 100 per cent. Marine Diesel Engine rated 9/11 h.p.

This unit is of typical **STUART** high quality and finish. It is smooth running, quiet and has no smell, objectionable fumes or overheating problems. It is compact, yet extremely accessible, with wide crank case doors. It is equipped with electric starting and easy raised hand starting.

As is customary throughout the world with **STUART** engines, these units are supplied complete with all equipment for installation. Controls are simple and maintenance is light.



GENERATING SETS

STUART Generating Sets are 100 per cent. marine units — built to last and will not cause excessive vibration and noise.

Petrol sets 300 to 1,500 watts. Diesel sets 4 to 5 K.W.

AMPLE SPARES AVAILABLE

THORNYCROFT (Aust.) PTY. LTD.

Box 2622, G.P.O., Sydney. FF 4224. Cables: "Thornmotor", Sydney.

Latest Fiji Population

Latest figures released in Fiji show that the population is now more than 400,000.

There are 197,952 Indians; 167,474 Fijians; 10,667 Europeans; 8,696 part-Europeans; 11,184 other Pacific Islanders; 4,943 Chinese and 103 others.

Thus there are 30,000 more Indians than Fijians in Fiji, with the population rising.



REWELL. When West Samoa's Minister of Health, Luamanuvae Eti, retired from politics before the general elections of February, the West Samoan Health Department swelled him at this party. The guest-of-honour is on the right. With him are the Director of Health, Dr. J. C. Thieme (who in February was to leave for a year's course in NZ), Mrs. Luamanuvae and Mrs. Thieme. The new Health Minister is Tufuga Fatu.

Photo: Samoana

Outlook Brighter" on ght for Euronians

Mr. W. T. Thomas, president of the Planters' Association in New Guinea, said in Rabaul in February, shortly after returning from Canberra, that the Minister for Territories, Mr. Hasluck, had agreed to continue negotiations to allow about 10 New Guinea Euronians to secure Australian citizenship.

He said Mr. Hasluck would negotiate with the Parliamentary Liberal Party and the Department of Immigration.

Mr. Thomas said Australia's immigration laws were wrongly preventing mixed blood people from obtaining citizenship, but the position now "looked brighter".

hy Does P-NG y Foreign?

The Townsville (Q'ld) Chamber of Commerce wants more trade between the Australian mainland and Papua-New Guinea.

It decided recently to submit an item for discussion on this to the annual meeting of the Associated Chambers of Commerce, to be held in Adelaide in April. It will ask that free shipping between New Guinea and Australia be used as a means of increasing trade.

A member told the Townsville Chamber recently that he had been surprised to find that "very few" Australian manufactured goods were on sale in P-NG. Most were foreign.

The member Mr. D. R. Gilmour said he would like to see an investigation aimed at finding out why New Guinea people prefer to buy from other countries.

"Suva Spends All The Money"

"No Government Favouritism for Suva" said the heading in the lead item in the official weekly Fiji Public Relations Office Newsletter in February.

It went on to explain that the Nadi-Lautoka district, "known colloquially as the Great North West; and from time to time rivalry develops between this area and Suva", had complained that the Fiji Government gave preference to Suva over other parts of the colony.

It said the Nadi Chamber of Commerce had alleged that the major portion of finance always went to Suva, and that a recent sum from Colonial Development and Welfare Funds should have been given to the Lautoka Hospital and not to the Colonial War Memorial Hospital in Suva.

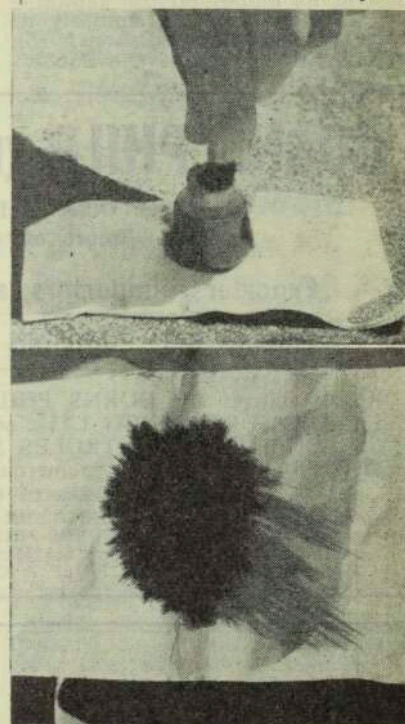
The Government's reply, said the

Fiji Magnetite Discovery

Fiji's Governor, Sir Kenneth Maddocks, in February visited the Sigatoka sand dunes, where he saw these samples of magnetite deposits, which have been discovered there by a Fijian, Ilami Ratuvu. Ratuvu has been prospecting for about 10 years, and he demonstrated to the Governor how he made the find by dragging a magnet over the sand.

Picture below shows the magnet backed by a piece of paper resting on the sand. When turned over, particles of the iron sand adhere to it. It is probable that the deposits will be worked commercially.

Photos: Rob Wright



There are thousands of tons of iron-bearing sand here in the sand dunes of Sigatoka, Fiji. See above.



Newsletter, was that the Suva Hospital was not solely for the people of Suva but was a specialist centre for the whole of Fiji.

In any case, said the Government, if one excluded money spent on the Central Medical School, the Adi Cakobau School and the Queen Victoria School, "which catered for students from the whole colony", the money spent on the Central Division, which included Suva, was less than the money spent on the Western Division, which included Nadi and Lautoka.

It is doubtful if the Government's reply will do much good.

It will still be hard to convince the outer areas of Fiji that the Central Government doesn't spend most of its money on the capital—just as they complain similarly in New Guinea, the Solomons, the Cooks, and the rest of the Pacific!

Liquor Report: Trade Store Value Rises

Prices for trade stores on New Britain were reported to be soaring in February following rumours that the Administration was going to allow natives to drink liquor.

A correspondent said trade stores miles from the nearest town have risen in value because of the belief that the liquor trade would swell their turnovers.

When—and if—liquor is introduced to the natives, it is hardly likely that trading licences will be issued indiscriminately, but this has not stemmed the tide of optimism.

Meanwhile, in a Rabaul court, in February, a native told how he had salvaged tubing from an old Japanese fighter shot down in World War II, and then taken petrol drums



BRIDE FROM ROTUMA: Married in Sydney—Mr. and Mrs. Karl Benz. The bride was formerly Sister Elizabeth Gibson, of Rotum who had recently graduated from Sydney Prince Henry Hospital.

from a plantation to make an illicit liquor still.

He was fined £40 on a charge of having supplied the means of establishing a still.

Want Permits "Tightened"

New Guinea's Wau-Bulolo Town Advisory Council, in February, recommended that the Administration tighten up on the entry permit system to P-NG. The council said it wanted to know what steps were being taken to keep undesirable out of the Territory, as the present system was "ridiculous and absurd".

BURNS PHILP (New Hebrides) LTD.

Registered Office: VILA, NEW HEBRIDES

Branch office at SANTO

Exporters, Importers and General Merchants

Commission, Shipping and Customs Agents

Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS PHILP & CO., LTD., 7 Bridge St.

San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC., 215 Market St.

London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

Established
1870

Cable Address:
"WEYSEAS, SYDNEY".

Place yourselves in the hands of
Specialists for your requirements
in

FRESH FRUIT & VEGETABLES POTATOES & ONIONS

★ We invite your enquiries

WEYMARK & SON (Overseas) Pty. Ltd.
14-18 STEAMMILL STREET, SYDNEY, N.S.W.

Mick Leahy Loses Tick Case

The High Court of Australia, in early March, upheld the appeal of the P-NG Administration in what has become a celebrated legal battle—the Mick Leahy tick damages case.

P-NG pioneer M. J. Leahy, of Zenag, was given £4,000 damages, plus costs, by the P-NG Supreme Court in 1959 after claiming neglect by the Administration in allowing his cattle to become tick-infested after they had contracted to control ticks.

The High Court ordered that the Supreme Court decision be set aside.

The judgment said the Administration had been performing a social service in treating Leahy's cattle, was not under contract and could not be held responsible for the loss of the cattle.

Costs were allowed.

TEAL'S FUTURE

(Continued from p. 23)

TEAL—and the fact that they got it of them is a matter for regret, said Sir Matthew in a Sydney telecast). Sir Matthew, looking optimistically into the future, feels that air services could be halved within the next 10 years; but at the same time doesn't see the supersonic aircraft being available for commercial flying before then. In the meantime, the sub-sonic aircraft has just about gone as far as it can go, and in the next 10 years, although there will be modifications and refinements to our present jets, nothing really new in these aircraft will be produced. And a very good thing that will be for airlines economics, he feels. With individual aircraft costing out £2 million each, it needs 10 years service from them before they can be considered an economic proposition.

Norfolk Plans

In late February, Australia's Ansett Transport Industries announced it had applied for permission to operate an air service to Norfolk Island. Mr. R. M. Ansett said that if this was granted the company could make a large investment on Norfolk to establish a first-class tourist resort.

The island would be popular with American tourists once it had a good hotel and air service, he added. He said he would plan for at least 100 visitors annually.

This announcement followed a report from a PIM correspondent on Norfolk that the Australian Minister for Civil Aviation, Senator Altridge, had been "paying a lot of attention to Norfolk lately".

An unconfirmed report also said that Ansett had purchased the old property of "Waveny", on Yorl's Road, leading to Kingston. It comprises about 60 acres, with permanent water, and fruit trees. Norfolkers think it could be made into a wonderful hotel of the dude ranch style.

Owners are Mr. and Mrs. C. J. Elsh.

Qantas run the present fortnightly air service from Australia to Norfolk under Government subsidy. Qantas has not been happy with the arrangement.

The Australian Department of Territories made informal proposals to Ansett to interest itself in an air service to Norfolk as long as 15 months ago.

Samoa Services

It was expected that Polynesian Airlines would renew the air service between Apia and Pago Pago late March. In early March two aircraft for the company were in Singapore, being refitted.

Initiation Rites

(Continued from p. 23)

courses for the candidates given by tribal elders, stretching over three months, and which were intended "to make them obedient, patriotic, strong and responsible members of their tribe".

Obedience to the moral code was stressed as of paramount importance and candidates were filled with a great fear of pre-marital sexual experience, stealing and certain other practices.

"No Paganism"

In adapting the rite as a preparation for the Christian ceremony of Confirmation, the author said it would be necessary to separate the deep and penetrating experiences of the tribal initiation "from all connection with paganism".

Important parts of the Korogo initiation rite are the frequent beatings with rods and the deep incisions made on the chest to produce decorative scars.

"The candidates can continue to receive the cicatrices and the beatings," Dr. Aufenanger said. "The sufferings they endure will be re-stitution that they make gladly for their own sins and the sins of their people."

The anthropologist denied that this way of thinking was "too hideous" and said "We have to accommodate our way of thinking to that of the natives in this matter."

Instead of the crocodile which now looms large in the background of the initiation rites, he suggested that the dove, symbol of the Holy Ghost, be substituted and that it be "tattooed or cut or burnt upon their breast" in place of the former scarifications.

Father Aufenanger said he was certain that New Guinea youths adorned in this way "would be very proud of this symbol and would confess unashamedly and on every possible occasion their allegiance to the Holy Spirit."

SAMOAN CABINET

(Continued from p. 20)

time nominations closed, and by-elections will be held in these electorates in March. Elections were held in the remaining 18 constituencies.

One New Face

There was only one new face among the five men elected on the European roll—that of Mr. A. M. Gurau.

In his long residence in West

Samoa (he recently celebrated his 75th birthday and has been in Samoa since he was a young man) Mr. Gurau has served on two previous Assemblies.

Eight candidates nominated for the five European seats. The four sitting members, re-elected, were Messrs. G. F. D. Betham, H. J. Keil, F. C. F. Nelson and P. Plowman. Mr. E. F. Paul was the man who did not stand.

Petitions have been submitted to the Apia High Court alleging election offences in the European electorate, and in the Samoa constituencies of Palauli East (where the Minister of Agriculture lost his seat) and Faasaleleaga No. 1.

The Legislative Assembly Budget session will probably begin in the last week of March.

The UN Plebiscite on independence will take place on May 9.

See "The Story behind Samoa's Forthcoming Plebiscite", p. 29".

P-NG Candidates

(Continued from p. 23)

With one exception, which is indicated, it is Mr. Evans who has supplied these notes on the more interesting election candidates:

Some Names

The New Guinea Islands' Electorate, which includes the Administration Districts of Manus, New Ireland and Bougainville, nominated 25 native candidates altogether, of whom the following four can be said to represent a cross-section of native political thought:

• **BOSKI TOM**: Middle-aged, a wise native and a gentleman.

Boski can speak, read and write English fluently; he has had many years experience as an Administration schoolteacher going back to pre-war days.

When I last saw him he was teacher-in-charge of an Administration school on New Hanover but he has served in other parts of the Territory. He is well thought of by his own people of New Hanover as well as by most of the indigenous population of New Ireland and by Europeans. I have never heard a European or a native speak unfavourably of Boski—which in itself speaks volumes as some Europeans were particularly inclined to be critical of any native who was educated.

Of all the native candidates standing in New Guinea Islands' Electorate I believe he is the man most suitable, for either the native or European communities.

• **JOSEPH WATORI**: Middle-aged, highly intelligent and quietly spoken; he is a deep thinker and understands, reads and writes English but does not speak it. Before the war he was employed as an Ad-

ministration clerk in the Sepik district.

He was under my control in Kavieng for a couple of years. Later he became chairman of the North-West Kara Native Co-operative Society and was also elected to the Board of Directors of New Ireland Native Societies Association Ltd.

Subsequently, Watori was chairman of one of the Native Local Government Councils. He was educated by the Catholic Mission. He is a man who could be a lot of use to his people and to the Territory.

• **HITTER ERATIUS:** He is a young man of high intelligence who comes from a village in the Nalik linguistic area of New Ireland. The Nalik people are renowned as being "difficult" and are often referred to as "Big Heads" by native leaders from other parts of New Ireland.

There is, too, in this area, an anti-European feeling among some of the people.

A Nationalist

Hitter himself is, in my opinion, a nationalist and I found an undercurrent of antagonism towards Europeans in his area. I would imagine his views on Europeans in the Territory coincide with those expressed by Titimur Epinery, of New Britain.

Nationalism in itself is, of course, to be commended but unfortunately among native people it nearly always goes hand-in-hand with an anti-European feeling which in the long-run is detrimental to the indigenous people themselves, and their country.

Hitter is an undoubted leader among the Nalik people, particularly in the village of Luapol and one or two adjacent villages. After that his influence wanes a bit.

Upon his return from school at Keravat, which he attended after the war, he lost no time in getting a following of people who, at his instigation, erected a village school building and village trade-store; the store was stocked through money collected from the local people, and Hitter personally managed and supervised its operations which, of course, were in competition with these peoples' own Co-operative Society trade store.

The school was eventually supervised by the Department of Education, although I understand that when it was first built it had been Hitter's intention that it be a school operated independently of the Administration and the Missions and was to have been supervised by him personally. However, the Education Officer of the District at the time took a hand in affairs.

What Hitter was aiming at, of course, in both store and school enterprises, was to create something exclusively native, whose success, if any, could not be attributed in any way to European guidance.

• **MAZAKMAT:** He comes from the same area in New Ireland as does Hitter, where there is this pocket of anti-European feeling.

He is well on in middle age and his influence in the area is limited and less spectacular than that of Hitter; but I could not say his prestige is any less; he was for some time a school teacher.

• **PALIAU MALOAT** is a native of Baluan Island, in the Manus District, and he has given his occupation as "village native". However, in the years after the war, Paliau was more than that.

When I visited Baluan in 1951 he was still a thorn in the side of the Administration although not so much so as previously—the Administration had established a patrol post on Baluan (still Manus District's only one) and a Patrol Officer; later still an Education Officer was stationed there. All this was for Paliau's benefit and to cut his influence down to size.

A Messiah

He had set himself up as a sort of Messiah, and there developed on Baluan a tendency to disregard the Administration entirely and follow Paliau implicitly.

The Paliau movement had similarities to the Marching Rule of the Solomons. There was a parallel, too, in Hitter's activities in New Ireland as both set up community stores and schools. Paliau's leadership was, however, much more mature, and the fact that he is now standing for the Legislative Council proves that he still has a following.

Paliau and the Administration have learned to live together on Baluan—due in large measure to the men who were at the helm in Manus at the time Paliau was of great influence, and who handled the situation well at a time when the movement could have spread and become difficult.

Little has been heard of Paliau in recent years.

Another ex-New Guinea man supplies this note on a candidate from Bougainville:

• **ANTON KEAREI:** He is a Buka, from the village of Lonehan, Bougainville, in his mid 'thirties. He is working as an unofficial assistant patrol officer, but just before the war he trained for the priesthood. He was at Vunapope, near Rabaul, during the Japanese occupation, but gave up his studies in 1946 because he decided he didn't like the life.

After this he worked for the Administration as a clerk but later went out on his own and organised a kind of unofficial native co-operative, which fell through. He has been with the Administration again since 1959 and undoubtedly is regarded as a leader by many Bougainville natives, and he has quite a lot of authority. But nobody really knows what the future holds for him, or in exactly what direction he would head if he were given



Anton Kearei, of Bougainville, who is among the candidates for the P-NG elections.

even more authority. He is something of a puzzle, with friends and opponents among both natives and Europeans.

Mainland Electorate

Although the New Guinea Mainland electorate is one of the largest in area, it has nominated the least number of native candidates—seven.

• **SIMOGUN PETA** is one of these. He has the distinction of having served on the Legislative Council right from its inception in 1952 as one of the three native Nominated Members. This shows, if nothing else, that he has had the continued confidence of the Administration.

As things have turned out, Simogun has voted with the unofficial minority more often than not; he has been said to be pro-European—anti-pro-Territory-European. He has frequently flayed newspaper critics and other Australian mainlanders on the grounds that they knew nothing of conditions in the Territory. He speaks only Pidgin, but fluently, and his contribution to Legislative Council debate is invariably blunt and to the point.

He lives in Dagua, a coast village just north of Wewak. Before the war he was a sergeant in the PNG native police force and had a distinguished career with the Coast Watchers during the war when he earned the British Empire Medal and the Loyal Service Medal. Errol Feldt gives him 14 mentions in his book, *The Coast Watchers*, and describes him as "big and cheerful with a strong personality which showed itself in his ability to handle other natives".

But ability to handle other natives notwithstanding, even Simogun will have an uphill battle—as will every other candidate, of course—to exert any sort of influence over an electorate as big as this one and in which the people are still not conditioned to thinking much beyond their village boundaries. For anyone with nationalistic leanings, on the other hand, he may be considered a pro-Status Quo.

Simogun is one of the founding members of the United Progress Party.

STAHl SALUM: Another candidate in this electorate recently became the first native member of the NG Copra Marketing Board.

He is the son of Salum, who was Paramount Luluai on Kar Kar, a big land holder—very wealthy on his own right. Salum (Snr.) owned, among other lands on Kar Kar, a fully-planted and bearing plantation.

He was educated by the Lutheran Mission, and can read, write and speak English. He is a young man because of the plantation training he received from his father, so was a loyal native leader with progressive ideas, he would make a good representative of his people on the Council, although certainly one with radical ideas.

He has had excellent experience in the field of native economic development under the guidance of the Administration, and although his abilities as a leader are probably as high as his other qualifications, or have yet to be proved, he has the advantage of education.

His has already enabled him to take his place as a representative of his people where more naturalistic leaders are unable to venture because of lack of education, including the ability to speak English.

SOMU SIGAU: He is a native standing in his community, an intelligent man who could be a personality on the Council.

In addition to his intelligence and qualities of leadership, Somu's standing in his community has probably stemmed somewhat from the fact that he took a leading part in the filming in the Territory of production, *Walk Into Paradise*, during that period he apparently got quite a bit with European members of the cast, of both sexes—Europeans who probably were not used to the ways of the Territory and its people.

His experience, and his subsequent career, may not have endeared him to local Europeans, or Europeans to him, but Somu is a "right" lad and could be a serious threat to Simogun's re-election.

He *Bembi*, well known Sepik, coastal and river vessel owned by Mr. Laurie Thomas, went aground on a reef off Moem Point, Wak, recently, and efforts to refloat her failed.

Sir John Gutch

(Continued from p. 22)

Political progress in the BSIP, he said, was at the moment "smooth", but real interest would develop later. Inauguration of the Protectorate's first Legislative Council had been carried out most successfully in December.

The Legco's Future

Some critics had said it was ahead of its time and some that it should have had elected members right away (the present composition is 11 official and ten unofficial, six of the unofficial being Melanesians. All members are nominated).

Such criticism was to be expected, but he didn't believe the critics were right. The Council had not been appointed before it was needed, and he hoped that an elected element could be introduced within the next five years or so, preferably after some experience had been gained in elections to local government councils.

He said the Gilbert and Ellice Islands Colony was now working towards appointment of its first Advisory Council. He thought it might be established in the course of a year or so.

The New Hebrides Condominium was a different, "more difficult" problem.

Sir John said he presumed that constitutional progress would take the course of developing the Advisory Council (which was established in the New Hebrides in 1958) into a body with legislative functions. But the precise shape of such future development had not yet been decided, and what it would be he did not know.

It was important, though, that something be worked out between the British and French.

Drink Question

In the social sphere, Sir John said that the question of native drinking was still important.

It had been under discussion in the New Hebrides and the GEIC, and steps had already been taken in the BSIP, where a large number of Melanesians could now drink beer under a permit system.

The granting of permits had been greatly liberalised in the last twelve months.

It was on the cards that, within the next 12 months, the permit system would be removed so that all islanders in the BSIP would be free to drink beer.

The question of liquor would probably come up at the next meeting of the BSIP Legco in April, but this would be a matter for the new High Commissioner.

Sir John said the question was one that had caused him much concern, but he had come to the conclusion that liquor restrictions were a mistake for two reasons: Firstly,

because if Melanesians couldn't drink beer they would get hold of something worse. Secondly, it would increasingly be regarded as discrimination if they were not allowed to drink as Europeans could, and it would build up resentment.

"I don't think any island territory can stop the native people from drinking if they want to drink. The matter of lifting the restrictions has to be faced some time, and in my opinion it is best to face it before resentment and ill-feeling have been built up."

[See "What Are We Doing About Goodwill?" p. 33].

Report From Fiji

(Continued from p. 20)

Indian community against all other sections and classes.

The whole of the Fijians, and a large proportion of the Europeans, were immeasurably shocked by that disclosure—and from that moment (say, mid-1960) all hopes of implementing the Burns plan, or of bringing all the communities into some authoritative form of self-government, practically disappeared.

The Fijians, as a community, are now aloof, suspicious, and grim. Who can blame them?

Something About Indians

The belief now is widely held here that something even more urgent than economic dislocation threatens this Colony; and that is the danger of an attempted take-over by a ceaselessly-working section of the Indians, mainly Gujaratis.

The plan is to dislocate the CSR sugar industry (and the very fed-up CSR could probably be persuaded to depart); to establish "co-operative" sugar-mills; to get possession by fair means or foul of the sugar-lands; and to run Fiji for the benefit of certain classes of Indians.

There may be little evidence of such a plot, consciously made; but certain Indians have said far too much, at the wrong times, so that the fear is abroad.

So the Fijians have withdrawn behind a wall of silence; the non-official Europeans adopt an unshaped policy of wait-and-see; and the official British bite their fingernails and wonder why they ever were born to be Colonial Office servants, anyway—and how many more years to retirement.

Fijians Have the Last Word

It is a most depressing situation and, if it were not for the Fijians, I should say that all the advantages lie with the calculating Indians.

But they do not. The final word lies with the Fijians—and with other sections of the Indians.

It is not sufficiently realised and appreciated that there are far more classes of Indians than those which became prominent in the 1960 troubles. There are wise and responsible Indians here—but they



You're
in
the most
experienced jet hands
when you fly Pan Am!

The hands at the controls of your Pan American Jet Clipper make a world of difference—and that difference is *experience*.

Pan American has flown more jets to more places than any other airline. To date, a million and a quarter international jet passengers!

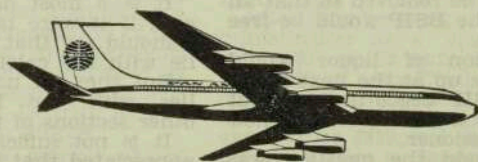
You can recognize this superior flying experience on every single Pan American Jet flight. It shows in the smoothness, the quietness of the flight itself . . . the care that goes into Pan Am's famous cuisine . . . the way Pan Am stewardesses make you feel completely at home.

And only Pan American offers you the giant Boeing *Intercontinental* Jet Clippers—the largest, fastest jet from Australia to Hawaii . . . the U.S. West Coast, London and on to major cities in Europe!

The next time you fly, remember—no other airline in the world can match Pan American's Jet Fleet—in size, equipment, world-wide coverage—and *experience*.

See your Travel Agent about your next trip. Or, you can make your reservations by calling Pan American:

Berger House, 82 Elizabeth St., Sydney. Tel. BW2252



Pan American World Airways, Inc. Ltd., Incorporated in U.S.A.



Clipper, Trade Mark, Reg. U.S. Pat. Off.

WORLD'S MOST
EXPERIENCED AIRLINE

PA257

nd to be pushed into the back-
ound.

One is inclined to say that there
ll be no real progress made
wards self-government in Fiji
til the Indian community puts its
use in order, and shows a sense
collective responsibility. Then, it
y be guardedly accepted by the
ians. Until then, although a
tion may plot and squawk and
el its neighbours, the community
sition will be sternly maintained.
Mr. Patel and his friends did far
re in 1960 than they had planned.
e effects now are seen, in a sort
political stalemate.

forecast the adoption of the
vernor's "member" system, in de-
ult of anything else.

But it will serve no real purpose,
relation to today's troubles.
so far as the latter are concerned,
re simply is no solution in sight,
the moment.

Sugar Inquiry

(Continued from p. 29)

y be charged for "accommoda-
1".

The CSR says that, by sheer
ekery, many Indian farmers are
appelled to pay as much as £5 per
0 per month in interest, and it
e details of how excessive debts
interest are added to the in-
est-bearing principal, until the
atched farmer is tied up beyond
hope of recovery.

The company argues that this
d of enslavement of farmers by
neylenders places a perceptible
embarrassing and unnecessary
den upon the industry.

The Commission may, or may not
ept the company's arguments;
it certainly showed a lively in-
est in learning how one section
the industry is financed. This is
new thing, of course—the Burns
ort dealt with it at length, and
a acid comment.

is very likely that the sugar
airy will give the Colony exactly
at the Colony needs—a skilful
convincing analysis of the
omics of the sugar industry.

he aim of the Government
obably will be attained—namely,
expert summary will be of such
character that it will be impos-
e in future for either side of this
l industry to again hold up pro-
tion for months, while each
ases the other of practices based
greed, cunning and political am-
on.

nd then, what? Shall we then
e peace in the sugar industry?
e shall see. Much depends upon
the temper and the motives of
men, from both sides, who dead-
ed the industry during most of
(a) and (b) the ability of the Fiji
ernment to keep control over
Colony's major industry, so that
vidualistic liberty shall not be-
e subversive licence.

DEATHS OF ISLANDS PEOPLE

Pastor Wabealo

The death occurred in New
Caledonia in February of a leading
member of the New Caledonian
Protestant church—Pastor Wabealo,
at the age of 76.

Pastor Wabealo was one of the
native teachers organised by the
famous missionary, Maurice Leen-
hardt, and was one of the men who
took over the affairs of the church
when, for political reasons, British
Protestant missionaries had to re-
tire from the Loyalty Islands at the
beginning of the century.

Pastor Wabealo was for many
years pastor of the native church in
Noumea and played an immense
role in helping the New Caledonian
native people to progress. He was
greatly respected for his knowledge
and advice, and was a true friend
of France.

He was buried in his tribal ground
of Bako, northern New Caledonia,
the heads of both the native and
European branches of the Protestant
church presiding at the burial ser-
vice. Among those who attended
was a representative of the High
Commissioner, and several Govern-
ment Ministers.

Capt. F. J. Williams

A well-known and highly re-
spected resident of Western Samoa,
Captain F. J. Williams, died on Feb-
ruary 21, after a long and lingering
illness, aged 69.

Captain Williams was born in
New York and went to sea as a
boy. During World War I he was
mate of the four-mast schooner
Manilla, of San Francisco, which
was captured by the German raider
Seeadler, under the command of
Count von Luckner, in the South
Pacific.

Captain Williams and the crew of
the *Manilla* and two other American
schooners were kept prisoners on
Mopelia, a small Tahitian island,
and later escaped in an open
boat to Pago Pago, American Samoa.

Captain Williams was master of
the island schooner *Manua* at Pago
Pago from 1919 to 1922 and later
of another American vessel, the
Ajax, trading in the Samoas, the
Solomons and the Philippines.

Captain Williams went to Western
Samoa to live in 1922 and became
master of inter-island vessels. Be-
tween 1927 and 1940 he acted as
manager of Burns Philp's coconut
plantation on Nassau Island, in the
Cook Group, where he was able to
give his children a sound education.
In 1940 he returned with his family
to Apia and was appointed Marine
Superintendent of Burns Philp (SS)
at Apia.

He retired in 1958 because of ill-
health. He is survived by his wife

and 12 children, of whom seven live
in New Zealand and five in Samoa.

In accordance with his own request,
Captain Williams was buried at sea
off Apia in February.

Mr. F. G. Brooks

Frederick Gordon Brooks, who
spent more than 30 years in Fiji as
a field officer for the CSR, died in
Sydney on March 8, following a
motor accident. He was 50.

Mr. Brooks, who was born in Fiji,
had been living in Sydney for the
last two years, where he was em-
ployed at the CSR head office. He
was on his way to attend a meeting
of the Pacific Islands Society in
Sydney in late February when he
was struck by a car.

He was taken to hospital uncon-
scious and died without having re-
covered consciousness.

Mr. Brooks was a popular field
officer, and well known as a sports-
man in Fiji. He was born at Labasa,
but worked for the CSR mainly in
Lautoka, Nadi and Sigatoka areas.
He was unmarried.

His parents, Mr. and Mrs.
Frederick Brooks, formerly of Fiji,
and a sister, Bonnie, are all now
living in Sydney.

Mr. Arthur H. Ferris

The death occurred in West Aus-
tralia on March 3 of Arthur H.
Ferris, a licenced minister of the
Seventh-day Adventist Church for
more than 50 years. He was 91.

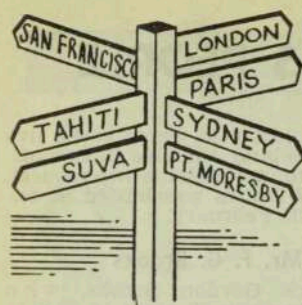
Commencing in 1911, he spent
about 25 years serving on Norfolk
and Lord Howe Islands. His older
children received their education
on Norfolk. In 1918, Mr. Ferris, with
the help of his sons and the lay-
men of Norfolk, completed the pre-
sent Seventh-day Adventist church
there.

His sons devoted many years to
missionary service in Fiji, the New
Hebrides, the Solomons and Pit-
cairn.

The eldest, Pastor N. A. Ferris,
MBE, lost his life in a tragic acci-
dent while superintendent of the
Mona Mona Mission for aborigines
in North Queensland two and a half
years ago. Pastor D. A. Ferris is in
West Australia, and Pastor W. G.
Ferris is president of the Gilbert
and Ellice Islands Mission.

Mrs. A. H. Ferris, who ably sup-
ported her husband in all his activi-
ties, died two years ago.

An earthquake reaching force 7
on the Mercalli scale was felt on
Raoul Island, in the Kermadecs, be-
tween New Zealand and Fiji, in
February. It was within about 500
miles of the Kermadecs.



TRAVEL TALK

This is a new department with ideas, facts and figures for those who want to travel . . . or for those who just dream about it. For South Pacific residents planning a trip abroad, *PIM* this month suggests South America. For those who want to see the Pacific there are two suggestions—Tahiti, and a special tour of Papua-New Guinea. Travel Talk presents new ideas each month.



THE PACIFIC

TAHITI IS COSTLY BUT POPULAR

ALTHOUGH residents of Tahiti are not at all sure that they want a tourist industry—see elsewhere in this issue—there is no doubt at all that tourists (especially American tourists) want Tahiti. The situation is therefore rapidly developing where demand by tourists is rapidly exceeding Tahiti's capacity to deliver the goods.

It is essential therefore, to book well in advance.

GETTING THERE BY SEA: The Matson Line vessels *Monterey* and *Mariposa* call at Papeete southbound from the American west coast to Australasia at about four weekly intervals.

Shaw Savill Line's *Southern Cross* calls four times a year at Papeete—twice going to Australia, and twice going from Australia to UK.

Three vessels of the Messageries Maritimes, *Tahitiën*, *Caledonien*, and *Mélanésien* sail from Marseilles through the Panama to Papeete, Noumea (New Caledonia) Vila (New Hebrides) Sydney and return to Marseilles by the same route.

The two vessels of Pacific Islands Transport Line, *Thor I* and *Thorsiste* call at Papeete southbound only from US west coast ports on a route that includes most of the South Pacific Islands.

The two large Royal Dutch Mail vessels, *Oranje* and *Johan van Oldenbarnevelt*, make regular calls at Papeete northbound only, between Australasia and North European ports via Panama.

The Italian Sitmar Line vessels

Fairsea, *Castel Felice* and *Fairsky* make several irregular calls per year at Papeete between Australia and Southern European ports via Panama.

(The addresses of all the above shipping lines can be found in the Shipping Timetable section. Inquire direct for fares which vary considerably.

GETTING THERE BY AIR: At present three companies operate into Faaa—Papeete's airport:

Transports Aériens Intercontinentaux which operates a service with DC7 aircraft from Noumea, New Caledonia, to Papeete and then on to San Francisco via Honolulu, and returns on same route. This service connects at Noumea with TAI's DC8 jet airservice via Sydney and Middle East to Paris.

Tasman Empire Airways Ltd., which operates services from Auckland, NZ, to Papeete via Nadi, Fiji, and Cook Islands, with DC6 aircraft (they will shortly be using Electras).

South Pacific Airlines Ltd. which operates services between Honolulu and Papeete with Super Constellation aircraft.

Air Fares: Sydney-Papeete £A326/5/- first class return from Auckland, £NZ206 first class return; from San Francisco \$1,022.40, first class return; \$754.20 economy class return.

At present Papeete's Faaa airport is not up to jet standard but this will be rectified by May this year and by July it is expected that three jet services per week, capable between them of landing 1,000 passengers there, will be in use.

ENTRY REQUIREMENTS: A passport, with tourist visa issued by a French Consul. (Tourists arriving by air from a place where there is no French Consul can obtain a visa on arrival in Papeete if the rest of their affairs are in order—see below);

A return ticket or a repatriation

guarantee—the latter in the form of a cash deposit sufficient to ensure repatriation;

A confirmed hotel reservation this is a must as Consuls will refuse to issue visas unless tourist can prove he has some place to stay and

A smallpox vaccination certificate

More Hotels Soon

It is estimated that by the time those three jet planes are running there will be 450 double hotel rooms or bungalows available and about 80 private bungalows for rent the month.

There is a great deal of new hotel building going on in Tahiti but, at the end of February the situation was as follows:

FIRST CATEGORY

Hotel Tahiti, with 18 de luxe bungalows, suites of living room, dressing room, bedroom and bathroom, fitted with refrigerator and the latest American fixtures. There is a bar and snack-bar at this hotel, with restaurant almost complete and 22 rooms each with balcony scheduled to be finished by July. Present tariff is \$18.50, 1,660 P fcs., or £A8 per day, without meals; single tenancy; or \$20.50, 1,775 P fcs., or £A9 per day double tenancy.

Hotel Faratea, about 40 miles east of Papeete. This has 12 Polynesian style bungalows, with bathroom, and inclusive of meals tariff is approximately \$23 or £A10/10/- single and \$34 or £A15/10/- double per day.

Hotel Aimeo, on the island of Moorea about 12 miles by small passenger steamer from Papeete, has half a dozen bungalows available and prices charged are about the same as for Hotel Faratea.

By July this year there will be a de luxe hotel at Bora Bora, with tariff, including meals, from \$27 or £A12 per day per person and up.

SECOND CATEGORY HOTELS

Hotel les Tropiques: Accommodation here varies from the very old bungalow at about \$7 or £A3 per day to the three new bungalows suites which are very good and cost around \$13 or £6/10/- per day. (Meals not included).

The Grand Hotel, right in Papeete where the tariff goes up to 800 P fcs. per double room, without meals.

The new Tiki Tabu bungalow hotel which has no restaurant; the smallest bungalows rent from about \$5.75 or £A2/10/- per day to \$7.75 or £A3/10/- for double tenancy.

Further out (6 miles) the 32 Polynesian style bungalows of the Iaorana Village Hotel rent from approximately \$9 or £A4 to \$13.50 or £A6 per day. There are also some double rooms that are slightly cheaper. This hotel has a bar and a restaurant.

OTHER ACCOMMODATION

Other types of accommodation are the Bel Air bungalows, about 5 miles out of Papeete, which have kitchens as well as the other fixings and rent for about \$13 or £A44 for two people per week (large bungalow that sleeps four, £A56 per week).

The Lotus Village (6 miles out), where the bungalows include kitchenettes, about \$13 or £A5/10/-, and up, per day. Bill Stone's cottages, near Taao Beach where you can pay from \$63

8 per week up to about twice that much, depending on the cottage. Quenot's, where the bungalows also have kitchens and the charges are about 50 or £A3/15/- per day. There are a number of Tahitian inns in the country districts—which are just at the name implies; and about 65 el rooms which are unclassified because they lack some or all of the al tourist amenities.

Before we leave the subject of hotels, we can perhaps be permitted to interpolate here that all Tahiti hotels, etc., seem to be run on the staken notion that people always travel in pairs and that those pairs are to sleep in the same room. In the best hotels, therefore, while a couple who share will be charged the equivalent of £A9; the couple who won't will pay £A16 between them. It seems a very big difference.

ZAC DAY—WAR GRAVES TOUR OF P-NG

ANSETT-ANA have arranged a nine-days tour of Papua-New Guinea to take in the annual Anzac memorial service at Bomana Cemetery, near Port Moresby, and a subsequent visit to the War Cemetery at Lae.

Other points of interest around these two towns are also on the itinerary. Visits to Koki market, in Port Moresby, and a full-day tour of the Sogeri rubber-growing area and Port Moresby and up to the innings of the Kokoda Trail are part of the tour. And from Lae visits are made by road to Bulolo and Wau, with all the usual breaks to inspect cocoa and coffee plantations, the plywood-mill at Bulolo and gold sluicing at Wau.

The tour leaves Sydney (or Brisbane) on the night of April 21 and returns commences from Lae on the following Saturday morning, leaving seven full days in the Territory. Accommodation, cost of which is included in the tour, is arranged at hotels in Port Moresby, Lae and Bulolo.

On Anzac Day (April 25) this year there is on a Tuesday, four days are spent in the Port Moresby area and the remainder of the time in the Mobe District. Arrangements are made for members of the tour to attend the Dawn Service at Bomana on Anzac Day and they will then be free later in the morning to attend the Anzac march and the mid-morning service at the War Memorial which is right in Port Moresby.

The inclusive cost of the tour, including tourist-class air travel, is £131 in Brisbane and £143 from Sydney. With first-class air travel the inclusive cost is £153/1/- from Sydney; £141 from Brisbane.

Intending travellers might do well to note that "tourist and first-class" travel as it relates to both airlines on the Sydney-Lae route is domestic tourist and first-class, and not international.

A baggage allowance of 44 lbs is allowed for first-class travellers and an allowance of 35 lbs for tourist. The accommodation for tourist class passengers on these planes is restricted as most travellers to and from P-NG travel first-class (the smaller baggage allowance being one reason for this).

The seating in the small tourist section is three one side of the aisle and two on the other and as the forward journey is made between 9.45 p.m. and 6 o'clock the next morning, elderly tourists (as war graves' visitors might well be), and those who like leg room, would be well advised to spend extra on a first-class ticket.

Ansett-ANA will have, as well as this special Anzac tour, three longer P-NG tours later in the year. These are of 15 days duration—i.e., 13 full days in the Territory—and include visits to Madang and Goroka (New Guinea Highlands) in the itinerary.

These leave Sydney on June 9, July 28 and September 8. Cost from Sydney is approximately £A196 tourist class.



SOUTH AMERICA COMES A LITTLE NEARER

One of the most rewarding continents and yet one of the most difficult to get at from the South Pacific resident's point of view, is South America, although seawise it is not as difficult now as it was a couple of years ago before the Dutch Mails pioneered a new round-the-world route which took in Callao (port of Lima, in Peru).

THE 23,000-ton *Willem Ruys* makes four round-the-world trips a year, calling at Callao after Sydney and Wellington, NZ, and before passing through the Panama Canal to Miami (or New York), Bermuda and Southampton.

It is quite a simple proposition to break the journey at Callao, spend three months in various of the South American countries and return to Lima to pick the vessel up on her next call.

The Sydney-Southampton first-class fare on *Willem Ruys* is from £A300 and tourist is from £A154, with discounts for return bookings (via Suez) and as these things go, and in view of its unusual route, it is good value for money.

The one item on the debit side

of this particular voyage is the long sea haul from Wellington to Callao without sight of land. This might be pleasant enough if the company concerned could be persuaded to head for the tropics once leaving Wellington. But that doesn't happen.

If you prefer to fly to South America, this is easy enough although from the South Pacific it still amounts to the long way around, and that is expensive.

The projected Santiago-Sydney air service that they were talking about as far back as 1957 has come to nothing; neither has the service from Santiago to Papeete via Easter Island.

The airstrip on Easter Island is, as far as we know, still in the talking stage, although international airlines—including BOAC—are still interested in it, in an academic way.

The only way to fly to South America from this part of the world at present is to use one of the normal airline routes to the United States and then take it from there.

Of probable interest to such tourists are the 90-days excursion rates Pan American Airways are currently offering to South American tourist centres from both the east and west coasts of the United States.

These excursions, if you don't mind using the older piston-engined aircraft like DC7s, can cost as little as \$450 tourist-class return New York-Rio de Janeiro. The New York-Buenos Aires jet excursion round trip tourist-class is \$550. The Los Angeles-Buenos Aires excursion roundtrip is \$687—and there are a dozen other combinations of the same theme, all saving some hundreds of dollars.

However, for residents in the South Pacific, Pan American can quote for other travel plans that may be even more interesting. Their round-the-world ticket, Australia back to Australia (or Fiji back to Fiji) is priced at £A564/16/- tourist and £A883 first-class.

This covers the usual Pacific route from Sydney to Los Angeles, then over the Pole, or through New York, to London (or other European capital), returning to Sydney via the Middle East.

At the moment, PAA has to use another carrier from Bangkok to Sydney, but landing rights to complete this link in their round-the-world services have been granted.

If the tourist wants to add that diversion to South America to this round-the-world plan, he does so from Los Angeles.

From LA the route is Mexico City, Guatemala, Panama, Bogota (Colombia), Guayaquil (Ecuador), Lima, La Paz (Bolivia), Antofagasta (Chile), Santiago, Buenos Aires, Montevideo, Rio de Janeiro, Sao Luis (Brazil), Cayenne, (Fr. Guiana), Trinidad, San Juan (Puerto Rico), Kingston (Jamaica) and New York.

In New York, of course, you take up your round-the-world journey.

TAUBMANS Duo-Plastic Gaydec

leaps ahead again with 100% pure acrylic paint

8 reasons why Gaydec **100% pure acrylic** paint is better than any other plastic paint for inside or outside



colour retention

1

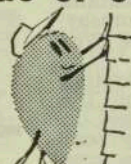
Even once-difficult colours, such as violets and pinks, stay bright and fresh through-out rigorous exposure conditions.



no smell

2

You can actually paint the walls of a dining room with Gaydec while the family eats a meal, because there is so little odour.



best adhesion

3

Gaydec holds to exterior walls as well as interior walls—resists flaking and peeling—paint over wet or dry masonry, old or fresh plaster, stucco, cement asbestos, or previously painted wood.



easy cleaning

4

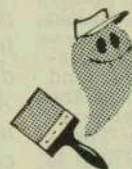
Clean-up is a snap with Gaydec. Brushes, rollers and other equipment wash clean with just soap and water; spatter marks can be wiped away with a damp cloth.



can be used in damp weather

5

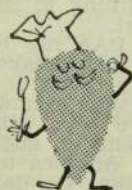
Within minutes after out-of-doors application sudden rain won't spot the surface. Indoors, scrubbing won't mar the finish.



easy application

6

Gaydec goes on over wet or dry masonry, old or fresh plaster, stucco, cement or previously painted wood. Brush, roller or spraygun can be used. Coverage is excellent—wide brushes won't drag, lap marks won't show.



grease spatters

7

Gaydec is the only plastic that is scrubbable—and even more amazing, grease spatters from frypan or oil from men's heads can be scrubbed off.

8

easy touch-up

If paint surface should be marked in any way, it is easy to go back at any time and touch up affected areas.



ALL TAUBMANS PAINT NOW IN

TB784B

SPECTROCOLOR

SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

All sailings are approximate and may vary by as much as two weeks.

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Port Moresby. Next Sydney sailings: Apr. May 9 (approx.).

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Lae, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailings: Mar. 27, May 9 (approx.).

MV Malaika sails from Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailings: Apr. 11, May 23 (approx.).

MV Bulolo sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Last Sydney sailing: Mar. 15. Next Sydney sailings: Apr. 25, June 6 (approx.).

Details from Burns, Philp and Co., Ltd., Bridge Street, Sydney (B 0547).

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul, Port Moresby, Sydney. Next Sydney sailing: Apr. 14 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

MV Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Lae, Madang, Rabaul. Next Sydney sailing: Apr. 16 (approx.).

MV Slevik: Leaves Sydney monthly for Port Howe Is., Pt. Moresby, Lae. Next Sydney sailings: Mar. 25, Apr. 22 (approx.).

Details from Karlander (NG) Line (F. Stephens Pty., Ltd., agents), 176 Day St., Sydney. (BM 6601).

MV's Malacca and Matupi (Austasia Line) maintain a regular service between Australian ports (turn round at Adelaide), Papua-New Guinea, and Borneo.

Malacca: From Sydney, due Pt. Moresby Mar. 24, Rabaul Mar. 29, Lae Apr. 2, Madang Apr. 4, thence Sandakan and Borneo ports, arr. Labuan Apr. 22 for turn-round for southwards voyage direct to Australian ports.

Matupi: Dep. Adelaide Apr. 7, Melbourne Apr. 9-14, Sydney Apr. 16-19, Brisbane Apr. 21-22, Pt. Moresby Apr. 27, Rabaul May 2, Lae May 6, Madang May 8, thence Borneo and Sarawak ports, arr. Labuan May 2 for turn-round on southwards voyage to Australian ports.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney. (BU 1271).

Sydney - Papua-NG - BSI

MV Sinkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. Next Sydney sailing: Apr. 25 (approx.).

MV Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. Last Sydney sailing: Mar. 11. Next Sydney sailing: May 6 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney. (BU 1712).

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: Sinabang Apr. 5, Silindoeng Apr. 18, Sibigo May 10.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

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.

Carronbank: Due Pt. Moresby Apr. 10, Samarai Apr. 12, Lae Apr. 14, Madang Apr. 17, Rabaul Apr. 19, Kavieng (if inducement), Honiara Apr. 22. (Over)

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

APIA—Burns Philp (South Sea) Company, Ltd.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings from

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO
NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO. LTD.

138 Leadenhall Street
London E.C.3

BURNS PHILP

(SOUTH SEA) CO. LTD.

Suva

Australia-NZ-Fiji-Canada-USA

		ORIANA	IBERIA	ORIANA	CANBERRA
SYDNEY	depart	May 8	May 12	June 14	July 1
AUCKLAND	arr/dep	May 11	May 15	June 17	July 4
SUVA	arr/dep	May 14	May 18	June 20	—
HONOLULU	arr/dep	May 18	thence	June 24	July 10-11
VANCOUVER	arr/dep	May 22-23	to	June 28-29	July 15-16
SAN FRANCISCO	arr/dep	May 25-26	Japan	July 1-2	July 18-20
LOS ANGELES	arr/dep	May 27	and	July 3	July 21-22
HONOLULU	arr/dep	May 31	Far	thence	July 26
SUVA	arr/dep	June 6	East	UK	—
AUCKLAND	arr/dep	June 9	Ports	via	Aug. 3*
SYDNEY	arrive	June 11	June 26	Panama	Aug. 6

* Wellington instead of Auckland

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0540).

USA-Tahiti-Cook Is.-NZ-Sydney-Fiji-Samoa-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Apr. 5	May 3	May 21	June 18
LOS ANGELES	arr/dep	Apr. 6	May 4	May 22	June 19
PAPEETE	arr/dep	Apr. 14-16	May 12-14	May 30/June 1	June 27-29
RAROTONGA	arr/dep	Apr. 18	May 16	June 3	July 1
AUCKLAND	arr/dep	Apr. 22	May 20	June 7-8	July 5-6
SYDNEY	arr/dep	Apr. 25-29	May 23-26	June 11-14	July 9-12
AUCKLAND	arr/dep	May 2	May 29-30	June 17	July 15
SUVA	arr/dep	May 6	June 2	June 20	July 18
PAGO PAGO	arr/dep	May 7	June 3	June 21	July 19
HONOLULU	arr/dep	May 12-13	June 8-9	June 26-27	July 24-25
SAN FRANCISCO	arrive	May 18	June 14	July 2	July 30

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Foylebank: Dep London Apr. 6, due Pt. Moresby May 13, Samarai May 15, Lae May 16, Madang May 19, Rabaul May 22, Kavieng (if inducement), Honiara May 25.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Tahiti-Noumea-BSI-Papua-NG-Netherlands NG

A regular 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 Netherlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

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.

Wonosobo (RL): From Continent, dep. London Apr. 20, due Papeete May 17, Noumea May 25, Honiara May 29, Pt. Moresby June 2, Rabaul June 5, Lae June 8, Madang June 11, Hollandia June 14, Biak June 19, Manokwari June 22, Sorong June 25; thence Europe via Singapore.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

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.

Next vessel: MV Crusader due Pt. Moresby Apr. 27.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland (Tele. 30-310).

Far East-Sth. West. & Central Pacific

Australia-West Pacific Line's motor-vessels maintain services between Japan

and Australian ports. Southbound vessels call at: Hongkong, Manila, Sandakan, NG, BSI (quarterly), New Hebrides (irregularly), Brisbane, Sydney, Melbourne and Adelaide; northbound vessels from Sydney call regularly at Manila and Hongkong and occasionally at Islands ports.

Citos: Southbound via Rabaul Mar. 22-23, Lae Mar. 24-26, Sydney Apr. 6-8 to unload cargo; then into dry dock for 14 days.

Delos: From Sydney via Brisbane and Townsville, due Lae Mar. 27-28, Madang Mar. 29, Rabaul Mar. 30, thence Manila, Hongkong and Japan. Dep. Moji (Japan), southbound, Apr. 21, via Hongkong, Borneo ports, Madang May 10-11, Lae May 12-14, Rabaul May 15-16, Honiara May 18-19, Vanikoro May 21-23, Santo May 24-25, Vila May 26, Brisbane May 29-31, Sydney June 2.

Aros: Dep. Kobe (Japan) Mar. 21 southwards for Hongkong, Nth. Borneo ports, Rabaul Apr. 11-12, Lae Apr. 13-15, Brisbane Apr. 19-21, Sydney Apr. 23-27, Adelaide Apr. 30. Dep. Adelaide next northbound voyage May 3.

Tenos: On direct voyage to Japan, omitting Islands ports; turns around at Kobe Apr. 3 for direct run to Sydney, arr. Apr. 15.

Milos: Dep. Sydney Apr. 6, Brisbane Apr. 8-10, Townsville Apr. 12-14, Lae Apr. 17-18, Madang (opt.), Rabaul Apr. 19, thence Manila, Hongkong, and Japan. Dep. Moji (Japan), southbound, May 14 for Hongkong, Rabaul, Lae, Brisbane, Sydney, arr. June 8.

Samos: After working Australian southern ports second half of March, dep. Sydney Apr. 8 for Brisbane Apr. 10-12, thence Japan direct.

Details from Wihl. Wilhelmsen Agency Pty., Ltd., 13 Bridge St., Sydney (BU 6301), and Islands Agents. (Note: B. J. and J. R. Back have replaced Strachan and Strachan as agents at Madang, NG).

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.

Chengtu: From Japan and Hongkong, dep. Madang Mar. 31, Lae Apr. 3, Kavieng Apr. 6, Rabaul Apr. 8, Pt. Moresby Apr. 16, Honiara Apr. 18, Santo Apr. 20, Noumea Apr. 24, Suva/Lautoka Apr. 26, thence via Hongkong to Japan, arr. M. 17. Dep. Japan, southbound, May (approx.).

Chefoo: Dep. Japan Mar. 31, via Hongkong, Madang Apr. 16, Lae Apr. 18, 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. Next southbound voyage will be Japan-Australia direct and return. Thence dep. Japan, southbound, via Islands ports Aug. 1.

Chekiang: Dep. Japan May 4, via Hongkong, Wewak May 19, Madang May 22, Lae May 24, Rabaul May 27, Pt. Moresby June 4, Honiara June 6, Santo June 9, Suva/Lautoka June 12, Noumea June 19, thence direct to Japan, arr. July 9. Dep. Japan, southbound, July (approx.).

Details from China Navigation Co., Ltd. (Swire and Yutill Pty., Ltd., agents), Bridge St., Sydney. (BU 1712).

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 11 (approx.).

Details from Burns, Philp and Co., Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Ltd. from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila, Noumea and Sydney, and return by same route.

Next inwards voyages, ex-Marseilles: Tahiti: Papeete Apr. 6-10, Vila Apr. 17-18, Noumea Apr. 19-23, Sydney Apr. 26. Melanesien: Papeete May 3-June 1, Vila June 12-13, Noumea June 14-17, Sydney June 21.

Next Sydney sailings: Tahiti: May (Noumea May 4-7, Vila May 8-16, Papeete May 22-27). Melanesien: June (Noumea June 26-30, Vila July 1-10, Papeete July 16-21).

MV Polynésie (Messageries Maritime) maintains about monthly passenger sailings between Sydney, Noumea and New Hebrides (Vila and Santo). Next Sydney sailings: Mar. 31, Apr. 21, May 12.

Details from Messageries Maritimes, Grosvenor St., Sydney. (BU 2654).

Europe-Sydney-Noumea

Fast cargo vessels of Messageries Maritimes Ltd. maintain a regular monthly service between Dunkirk (France) and Noumea (New Caledonia), via French East 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: Vosges Apr. 7, Vivarais May 5.

Details from Messageries Maritimes, Grosvenor St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next Auckland sailings: Apr. 8, May 16.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailings: Apr. 6, May 4.

Details from Union Steam Ship Co. of NZ, Quay and Commerce Sts., Auckland. (Tel. 49-430).

Sydney-Pacific Ports-Panama-UK

Shaw Savill's one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling at Fiji and Tahiti every trip.

Present voyage: From Southampton, to Papeete Mar. 24-25, Suva Mar. 30, Wellington Apr. 3-5, Sydney Apr. 8-10, thence via Sth. Africa to Southampton, Arr. May 15.

Next voyage: Dep. Southampton May 5 (Suva July 11, Papeete July 15-16).

Details from Shaw Savill Line, 8a Castle Brough St., Sydney. (BW 1828).

New Zealand-Cook Is.

NZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or any office of the Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thor I maintain a regular service from Pacific Coast North American ports, with sailings every alternate month.

Thor I: Dep. San Francisco Apr. 24, Los Angeles Apr. 25-27, Papeete May 7-10, Pago Pago May 14-17, Apia May 18-20, Suva May 23-24, Noumea May 26-29, Vila May 30-31, Honiara June 2-3, Rabaul June 5-7, Apia (open), Pago Pago June 4-17, Los Angeles June 29-July 1, San Francisco July 2-3.

Thorsisle: Dep. San Francisco June 27, Los Angeles June 28-30, Papeete July 1-13, Pago Pago July 17-19, Apia July 20-21, Suva July 24-25, Noumea July 27-29, Apia (open), Pago Pago Aug. 3-7, Los Angeles Aug. 21-23, San Francisco Aug. 24-25.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura (now C3-type Hawaiian vessels). Southern terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane and other Australian ports depending on cargoes.

Next trans-Pacific sailings, from Bris-

bane: Sonoma Apr. 6, Sierra May 12 (approx.).

American Pioneer Line has eight ships (Pioneer Gem, Isle, Glen, Reef, Cove, Star, Tide, Gulf) on Australia - Panama - US Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely first class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Apr. 27.

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

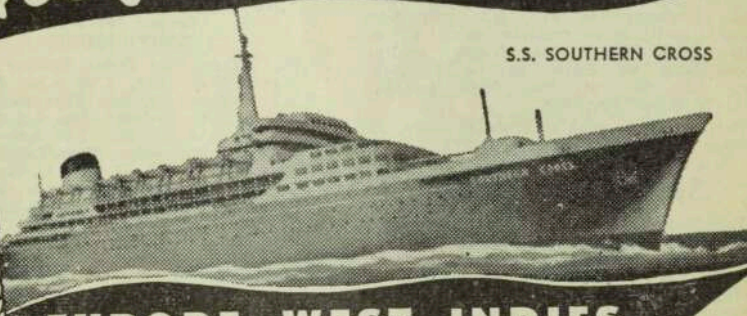
MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka, with cargo and passengers (accommodation for eight). Next Sydney sailing: Apr. 7 (approx.).

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. (Over)

Linking the Pacific Islands with



S.S. SOUTHERN CROSS

EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA AND SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned • Two swimming pools • Unencumbered sports decks • Children's play rooms and deck • Spacious lounges • Air-conditioned Dining Rooms • Orchestra • Cinema Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI — Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

Last Sydney sailing: Waiana: Mar. 15 for Suva, Lautoka, Apia and Nukualofa, then return to NZ. Next Sydney sailing for USA, via Island ports: Waihemo late Apr.

Waitomo, after docking at Vancouver, will re-enter service on Mar. 23 for voyage to Australia, via Rarotonga; due Sydney late May.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney. (B 0528).

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: Apr. 27, June 8, July 20.

Far East-Fiji-NZ

Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Nort and Van Neck) calling periodically at Suva and/or Lautoka. Next call at Fiji: Van Neck Lautoka Apr. 7, Suva Apr. 9.

Details from Royal InterOcean Lines, 255 George Street, Sydney. (BU 6771).

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; occasionally calls are made at Papeete on southbound trips.

Next outwards Sydney sailing: Johan van Oldenbarnevelt May 17 (Suva May 27, Papeete May 31-June 1).

Next inwards call at Papeete: Oranje June 6-7.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

The Italian Sittmar Line (Panama flag) vessels sail from Sydney for Europe, via NZ and Panama at irregular intervals, with eastbound calls two or three times yearly at Tahiti.

Next outwards Sydney sailing: Fairsky Dec. 27 (Papeete Jan. 5-6).

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney. (BU 3464).

NZ-Tahiti-UK

New Zealand Shipping Co. Ltd. vessels, operating between NZ and the United Kingdom, via Panama, mainly Rangitane Rangitoto and Ruahine make an approximate two-monthly call at Papeete, Tahiti, on both northbound and southbound voyages.

Next northbound voyage: Rangitoto, dep. Wellington Apr. 27 (due Papeete May 3).

Next southbound voyage: Ruahine, due Papeete Apr. 29.

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ. (Tel. 45 496).

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 Niuafoou; also occasionally at Apia, Western Samoa. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter and Co. (Fiji) Ltd.

Next scheduled departure dates from Nukualofa are: Apr. 22 (Suva 24-25, Lautoka Apr. 26, Apia Apr. 28); May 20 (Lautoka May 22, Suva May 23-24, Apia May 26).

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., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 1.05 a.m. dep. 1.50 a.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 1.05 a.m. dep. 1.50 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 1.05 a.m. dep. 1.50 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

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., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.30 a.m.), Sydney (arr. 9 a.m.).

Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 5.45 a.m., dep. 6.30 a.m.), Sydney (arr. 9 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland, connect at Nadi on Wednesday and Friday with Qantas northbound flights, and on Thursday and Saturday with southbound flights (see Table 17).

TEAL Douglas Electra 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. 11.50 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 connecting services Auckland, Nadi, Tafua (American Samoa), and Honolulu (see tab 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. a.m.), Honolulu, Vancouver, (thence 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.).

International Dateline is crossed between Nadi and Honolulu.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Saturdays, Mondays, Wednesdays; Ansett ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

First and Tourist Classes

Sat. and Mon. (TAA) Arr.
Dep. Sydney, 9.45 p.m. Brisbane, 11.45 p.m.

Sun., Tues. Sun., Tues. Arr.

Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6.15 a.m.

Dep. Pt. Moresby, 7 a.m. Lae, 8 a.m.

First and Tourist Classes

Tues., Thurs., and Fri. (A/ANA) Arr.

Dep. Sydney, 9.45 p.m. Brisbane, 11.45 p.m.

Wed., Fri., Sat. Wed., Fri., Sat. Arr.

Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6 a.m.

Dep. Pt. Moresby, 6.45 a.m. Lae, 7.45 a.m.

First and Tourist Classes

Wed. (TAA) Arr.

Dep. Sydney, 8.20 p.m. Brisbane, 10.20 p.m.

Dep. Brisbane, 11.20 p.m. Townsville, 2.15 a.m.

Dep. Townsville, 3.15 a.m. Pt. Moresby, 6.15 a.m.

Dep. Pt. Moresby, 7 a.m. Lae, 8 a.m.

SOUTHBOUND

First and Tourist Classes

Tues., Thurs., and Sun. (TAA) Arr.

Dep. Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.

Dep. Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.

Dep. Brisbane, 5.30 p.m. Sydney, 7.35 p.m.

First and Tourist Classes

Wed. and Sat. (A/ANA) Arr.

Dep. Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.

Dep. Pt. Moresby, 11.30 a.m. Brisbane, 4.45 p.m.

Dep. Brisbane, 5.30 p.m. Sydney, 7.35 p.m.

First and Tourist Classes

Fri. (A/ANA) Arr.

Dep. Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m.

Dep. Pt. Moresby, 11.30 a.m. Townsville, 2.15 p.m.

Dep. Arr.
nsville, 2.55 p.m. Brisbane, 5.40 p.m.
Dep. Arr.
sane, 6.25 p.m. Sydney, 8.30 p.m.

2A. Qld.-New Guinea

AIRNS-PT. MORESBY-TOWNSVILLE
TAA, with Fokker Friendship

(First Class Only)

Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (Apr. 3, 17, May 1, 15, 29, etc.).

Wed.: Dep. Pt. Moresby 2.15 p.m., arr. Cairns 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (Apr. 5, 19, May 3, 17, 31, etc.).

CAIRNS-PT. MORESBY-BRISBANE
A/ANA, with DC4 Airfreighter
(Air Cargo Only)

Mon. (Apr. 10, 24, May 8, 22, etc.): Dep. Cairns 6.30 a.m., arrive Port Moresby 9.25 a.m. Dep. Port Moresby 1.30 a.m. (same day), arr. Brisbane p.m.

3. P-NG Internal Services

Operated by TAA

PORT MORESBY-IHU (DH Otter)

Fri.: Port Moresby, Kerema, Ihu, returning same day (Apr. 7, 21, May 5, 19, etc.).

PORT MORESBY-BAIMURU-KIKORI
(DH Otter)

Sat.: Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema, Yule Is.
Thurs.: Port Moresby, Ihu, Baimuru, Kikori, returning via Baimuru, Ihu the same day (Apr. 6, 20, May 4, 18, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs., returning same day via Balimo (Apr. 6, 20, May 4, 18, etc.).

(DH Otter)

Kerema, Baimuru: Alt. Wed. Mar. 19, Apr. 12, 26, May 10, 24, etc.), returning alt. Fri. (Mar. 31, Apr. 14, 28, May 12, 26, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Moresby, Abau, Samarai each Mon. departing Port Moresby 8.15 a.m., returning same day

Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Apr. 5, 19, May 3, 17, 31, etc.).

Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Apr. 1, 15, 29, May 13, 27, etc.).

Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Apr. 8, 22, May 6, 20, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

*: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Sat.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Sat.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Sat.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Calls Awar on request for school-children only.

CENTRAL HIGHLANDS (DH Otter)

Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, Wapena-

manda, Wabag. Arrival back at Lae depends on stops made.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Lae 7.30 a.m. for Goroka, calling at any of: Aiyura, Kalapit, Kainantu, Gusap, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DC3 and DH Otter)

Wed.: DC3 dep. Lae 8.30 a.m., Wau arr. 9.10 a.m., dep. 9.45 a.m., Bulolo arr. 10 a.m., dep. 10.15 a.m., Lae arr. 10.45 a.m.

Mon., Fri.: DH Otter dep. Lae 8.30 a.m., Wau arr. 9.10 a.m., dep. 9.25 a.m., Bulolo arr. 9.40 a.m., dep. 9.55 a.m., Lae arr. 10.25 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sun.: Dep. Pt. Moresby 7.20 a.m., arr. Bulolo 8.30 a.m.

Wed., Sun.: Dep. Bulolo 8.50 a.m., arr. Wau 9.05 a.m., dep. Wau 9.35 a.m., arr. Pt. Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 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 4 p.m., arr. Lae 5.05 p.m.

LAE-GOROKA-MADANG (DC3)

Tues.: Dep. Lae 7.30 a.m., Goroka 9 a.m., Madang arr. 9.35 a.m.

Mon., Thurs.: Dep. Goroka 3.20 p.m., Madang arr. 3.55 p.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.

LAE-RABAUL-LAE (DC3)

Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues.: Dep. Rabaul 1.05 a.m., Lae arr. 3.45 a.m.

Tues., Fri.: Dep. Lae 10 a.m., Finschhafen 11 a.m., Rabaul arr. 1.15 p.m.

Thurs.,* Sat., Sun.: Dep. Lae 10 a.m., arr. Rabaul 12.40 p.m.

Thurs., Sat., Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.

Wed.: Dep. Rabaul 6.10 a.m., Hoskins 7.05 a.m., Lae arr. 8.50 a.m.

Wed.: Dep. Lae 10 a.m., Finschhafen 11 a.m., Hoskins 12.35 p.m., Rabaul 1.45 p.m.

* Calls Jacquinot Bay, on request, Thurs.

RABAUL-BUIN-RABAUL (DC3)

Mon.: Dep. Rabaul 6.30 a.m., Buka, Wakanal, Aropa, Buin arr. 10.30 a.m., dep. 11 a.m., Aropa, Wakanal, Buka, Rabaul arr. 3 p.m.

Alt. Thurs.: Dep. Rabaul 1.45 p.m., Buka, arr. 3.05 p.m., dep. 3.35 p.m., Rabaul arr. 5 p.m. (Mar. 30, Apr. 13, 27, May 11, 25, 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. (Apr. 8, 22, May 6, 20, etc.), calls at Madang and Wewak, and arr. Hollandia 1.30 p.m.

Dep. Hollandia 10 a.m. alt. Sun. (Apr. 9, 23, May 7, 21, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BIAK (NNG)-LAE

Netherlands New Guinea Airlines,
with DC3 aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with Dakota DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4).

Dep. Biak, alt. Sun. 7 a.m., Hollandia arr. 9.05 a.m., dep. 9.35 a.m., Lae arr. 1.25 p.m. (Apr. 2, 16, 30, May 14, 28, etc.).

Dep. Lae, alt. Mon. 6 a.m., arr. Hollandia 9 a.m., dep. 9.45 a.m., arr. Biak 11.55 a.m. (Apr. 3, 17, May 1, 15, 29, etc.).

NNG INTERNAL SERVICES

Netherlands New Guinea Airlines

DC3 aircraft link Biak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Noemfoer, Kebar, Wamena, Seroi, and Genjem; Twin Pioneer to Seroi; and Beaver to Steenkool, Fakfak, Kaimana, Teminabuan, Sorong, Ajamaroe, Napan, Wisselmeren, Kokonao, Wasior and Inawatan.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines
(DC8)

A weekly service between Sydney (dep. Mon. 8.15 a.m.) and Holland with calls at Biak, 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 Biak (arr. Sat. 9.55 p.m.) for Sydney (arr. Sun. 7 a.m.).

DC7 aircraft dep. Biak 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 Biak (arr. 10.30 p.m. Sat. and Tues.).

5. N. Guinea-Solomons

TAA, with DC3 Aircraft

Mon.: Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara, arr. 5 p.m. same day.

Tues.: Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae, arr. 3.45 p.m. same day.

Alt. Tues. (Apr. 4, 18, May 2, 16, 30, etc.): Dep. Lae 6 a.m. for Rabaul, Munda, Honiara, arr. 3 p.m. same day.

Alt. Wed. (Apr. 5, 19, May 3, 17, 31, etc.): Dep. Honiara 7 a.m., for Munda, Rabaul, Lae, arr. 2.05 p.m. same day.

6. Sydney-Noumea

Qantas, with Electra International

Weekly service, every Fri. (from Mar. 31) with First (sleeper-chairs) and Economy classes.

Dep. Sydney Fri. 9.15 a.m., arr. Noumea 2 p.m. same day.

Dep. Noumea same day (Fri.) 3.15 p.m., arr. Sydney 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. 11.40 p.m.).

Dep. Noumea by DC7C every Wed. 4.30 p.m. for Nadi (arr. 8.30 p.m., dep. 9.30 p.m.), Papeete (arr. Wed. 7 a.m., dep. Thurs. 10 p.m.), Honolulu, Los Angeles. Dep. Los Angeles by DC7C on return flight Sat. 2 p.m. for Honolulu, Papeete arr. Sun. 8.30 a.m., dep. Tues. 12.15 a.m.), Nadi (arr. Wed. 6.15 a.m., dep. 7.30 a.m.), Noumea (arr. Wed. 9.45 a.m.).

Dep. Noumea by DC8 every Thurs. 8.30 a.m. for Sydney (arr. 10.40 a.m., dep. 11.40 p.m.) for Darwin, Saigon, Bangkok, Karachi, Teheran, Athens and Paris (arr. Fri. 1 p.m.).

(Note. Crosses International Dateline between Nadi, Fiji, and Papeete, French Polynesia.)

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats

Regular return flight from Rose Bay base each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft

Alt. Sat. (Apr. 8, 22, May 6, 20, etc.): Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, alt. Sun (Apr. 9, 23, May 7, 21, etc.) 2.45 p.m., for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland-NI. (See table 12 below.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues. and Thurs.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 8.55 a.m., dep. Vila 9.30 a.m., arr. Santo 10.45 a.m., dep. 12.15 p.m., arr. Vila 1.30 p.m., dep. Vila 2.05 p.m., arr. Tontouta 4 p.m.

11. N. Caledonia-Wallis Is.

TAI with DC4 aircraft

Monthly, from Noumea on Apr. 9, May June 11, etc.

Dep. Noumea, Sun., 6.30 a.m., arr. W. Is. 2 p.m.; dep. Wallis Is. Mon. noon, arr. Noumea 5.30 p.m. same

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Chart

Alt. Sat. (Apr. 8, 22, May 13, 27, etc.) Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. (9, 22, May 14, 28, etc.), dep. Auckland 10.30 a.m., arr. Norfolk 1.30

13. Auckland-Sydney

TEAL, with Jet-Prop. Lockheed Elect

Daily, except Tues., Thurs.: Dep. Auckland 8.30 p.m., arr. Sydney 10.55 p.m. Tues., Wed., Fri.: Dep. Sydney 4 p.m., arr. Auckland 9.55 p.m.

Tues., Wed., Fri.: Dep. Auckland 1 p.m., arr. Sydney 2.55 p.m.

Mon., Fri., Sun.: Dep. Sydney 12.30 a.m., arr. Auckland 6.25 a.m.

Tues., Thurs.: Dep. Sydney 9 a.m., Auckland 2.55 p.m.

14. Sydney-Christchurch

TEAL, with Jet-Prop. Lockheed Elect

Tues., Thurs., Sat.: Dep. Sydney 9 a.m., arr. Christchurch 2.30 p.m.

Mon., Wed., Thurs.: Dep. Christchurch 4.30 p.m., arr. Sydney 6.55 p.m.

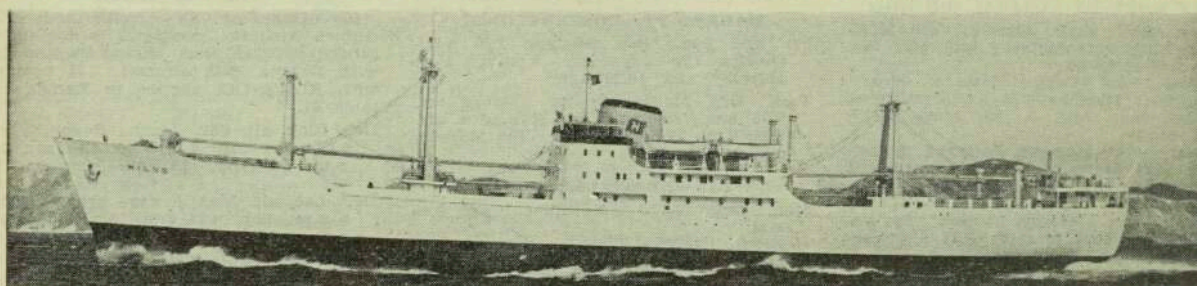
15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed Elect

Tues.: Dep. Christchurch 3.30 p.m., Melbourne 6.30 p.m.

Tues.: Dep. Melbourne 9 a.m., Christchurch 3.30 p.m.

AUSTRALIA-WEST PACIFIC LINE



M.V. "MILOS"

*Linking PACIFIC ISLANDS
with
the FAR EAST and AUSTRALIA*

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 30 Pitt St., Sydney. Phone: 27-6301. Branch Office at Melbourne: 51 William St. Phone: MA 3031.

AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.

ISLAND AGENTS: Madang (New Guinea)—B. J. and J. R. Back. Lae (New Guinea)—A. H. Bunting Ltd. Rabaul (New Britain)—Town Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Burns Philp (N.G.) Ltd.

FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

16. Sydney-Wellington

TEAL, with Douglas DC6 Aircraft
fly except Tues., Thurs.: Dep. Sydney
12 noon, arr. Wellington 6.10 p.m.
fly: Dep. Wellington 7.30 p.m., arr.
Sydney 10.10 p.m.

17. Melbourne-NZ-Fiji

AL, with Super Constellation chartered
from Qantas
d., Fri.: Dep. Melbourne 10 a.m., arr.
Auckland 6 p.m., dep. Auckland 7
p.m., arr. Nadi 12.15 a.m., Thurs., Sat.
Return, same route, Thurs. and Sat.
Connects at Nadi with Qantas Boeing
jet service from Sydney to USA.)

18. Auckland-Fiji

EAL, with Jet-Prop. Lockheed Electras
and Qantas Super Constellations
es., Thurs.: Dep. Auckland 6.45 p.m.,
arr. Nadi 10.30 p.m.
d., Fri.: Dep. Auckland 7 p.m., arr.
Nadi 12.15 a.m.
d., Fri.: Dep. Nadi 7.30 a.m., arr.
Auckland 11.30 p.m.
urs., Sat.: Dep. Nadi 7 a.m., arr. Auck-
land 12.15 p.m.
Wed., Fri. flights ex-Auckland, and
urs., Sat. flights ex-Nadi are operated
Qantas under charter to TEAL.

19. Christchurch-Fiji

TEAL, with Douglas DC6 Aircraft
.: Dep. Christchurch 4 p.m., arr.
Auckland 5.45 p.m., dep. Auckland 6.45
p.m., arr. Nadi 10.30 p.m.
n.: Dep. Nadi 7.30 a.m., arr. Auckland
11.30 a.m., dep. Auckland 12.30 p.m.,
arr. Christchurch 2.15.

20. NZ-Fiji-Am. Samoa- Hawaii

PAA, with DC7C Aircraft
p. 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.
p. 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

EAL, with Jet-Prop. Lockheed Electra
.: Dep. Nadi 11.59 p.m., crosses Inter-
national Dateline, arr. Papeete Sat.
8 a.m.
a.: Dep. Papeete 2 a.m., crosses Inter-
national Dateline, arr. Nadi Mon. 6.40
a.m.

22. Fiji Internal Airways

Internal Airways, Ltd., with Heron and Beaver
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 alter-
nate Fri. afternoons (Apr. 14, 28, May
12, 26, June 9, 23, etc.) and alternate
Mon. mornings (Apr. 3, 17, May 1,
15, 29, June 12, 26, 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. (Apr. 6, 20, May 4, 18, June
1, 15, 29, etc.) arr. Pua'amotu (outside
Nukualofa on Tongatapu) 11.15 a.m.
Dep. Pua'amotu 9.30 a.m. on return flight
alternate Sat. (Apr. 8, 22, May 6, June 3,
17, July 1, 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
Paa 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 311
California St., San Francisco, USA.

24. N. Caledonia-Loyalty Is. Internal Service

TRANSPAC, with Herons and Rapides
Noumea-Mare: Tues. (dep. Noumea 2
p.m., arr. Mare 4 p.m.) and Thurs. (dep.
Noumea 8 a.m., arr. Mare 10 a.m.).
Noumea-Ouvea: Wed., Thurs. and Sat.
(dep. Noumea 8 a.m., dep. Ouvea 10.30
a.m.).
Noumea-Lifou: Tues., Wed., Sat. (dep.
Noumea 8 a.m., dep. Lifou 10 a.m.).
Thurs. (dep. Noumea 11 a.m., dep. Lifou
1 p.m.).
Noumea-Koumle (Isle of Pines): Mon., Wed.,
Sat. (dep. Noumea 10.30 a.m., dep.
Koumle, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea
1 p.m., dep. Koumac 4 p.m.); Wed.
(dep. Noumea 2 p.m., dep. Koumac 5
p.m.). Note: On this flight a call will
be made at Plaine des Galais if re-
quired.

25. Micronesia

Trans Ocean Airways
Using Grumman Albatross twin-motored
amphibian 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
Blak	103 15 0	186 15 0	4

FROM AUCKLAND (NZ currency) TO—

Nadi	41 7 0	74 9 0	18
Norfolk Is.	19 15 0	35 11 0	12
Papeete	114 10 0	206 2 0	18-21

FROM SUVA (Fiji currency) TO—

Nadi	5 16 0	11 12 0	22
Levuka	5 17 0	11 14 0	22
Nukualofa	18 10 0	34 0 0	22a

FROM NADI (Fiji currency) TO—

Noumea	32 13 0	58 16 0	7
Papeete	87 0 5	157 1 0	7, 21

Fares quoted are First Class. Cheaper
Economy Class fares are available to some
ports.

Exchange Rates

FIJI.—Through BANK OF NSW, ANZ
BANK and BANK OF NZ, Australia on
Fiji, basis £100 Fiji: Buying, £A111/2/6;
Selling, £A113. Fiji-London, basis £100
London: B. £110/15/-; S. £112. NZ-Fiji,
basis £100 NZ: B. £111/1/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ, Aus-
tralia on Samoa, basis £100 Samoa
T. B. £A123/12/6; S. £124/10/9. Samoa-
London, basis £100 London: B. £99/7/6,
S. £101/10/-. Samoa-NZ, basis £100 NZ:
B. £100; S. £100/10/-. Samoa-Fiji, basis
£100 Samoa; B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank
quotes exchange rate Australia - Norfolk
Island: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK
(Pt. Moresby, Lae, Rabaul, Goroka, Bulolo,
Kavieng, Madang, Wewak), BANK OF NSW
(branches: Port Moresby, Lae, Bulolo,
Rabaul, Madang, Samarai, Goroka;
agencies: Wau, Boroko, Kokopo), ANZ
BANK (Port Moresby, Lae, Rabaul) and
NATIONAL BANK OF A/ASIA. (Port
Moresby, Lae) quote exchange rate
Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific
francs (CPF) are used in New Cale-
donia, New Hebrides, and Fr. Polynesia.
FRENCH BANK (Comptoir National
D'Escompte de Paris) in Sydney, Mar.,
1961, quotes: Selling, Noumea, 196 Pac.
francs to £ Aust.; Papeete 196 (nom.)
Pac. francs to £ Aust.; 246 Pac. francs
to £ Stg.; 88.55 Pac. francs to US \$;
Noumea, 18 Pac. francs to 1 French
heavy franc (conversion rate: 1 Pac.
franc equals 0.055 heavy franc). Paris-
London: Selling, 13.731 heavy francs to
£ Stg.

SIMPLEX THE NAME YOU TRUST

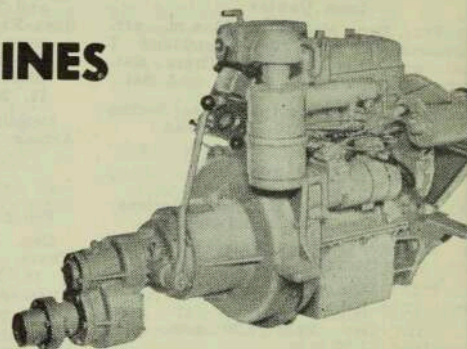
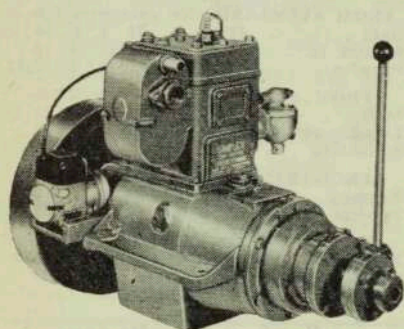
World Famous:

PERKINS DIESEL MARINE ENGINES

56(m) six cylinder 75/100 h.p.
Standard drive or 2:1 reduction models

SIMPLEX PERKINS

"P.3" three cylinder, 37 h.p.
"P. four-99" four cylinder, 33 h.p.



FOUR CYCLE MARINE ENGINE

SINGLE CYLINDER 5 H.P.

SINGLE CYLINDER 7 H.P.

TWIN CYLINDER 10/12 H.P.

FOUR CYLINDER 10/20 H.P.

Available as direct drive. Clutch only or reverse gear models.

Standard reverse, generator only or electric models.

Full electric, clutch only or magneto ignition models available.

TWO CYCLE 3 H.P. SINGLE CYLINDER ENGINES

COMPLETE CONVERSION KITS

To convert popular car engines for marine use.

Range of
MARINE GEARBOXES
"THRUSTMATIC"
and plate clutch types.

**ENGLISH WICO
MAGNETOS AND
SPARES**

ENGLISH REVERSE GEARS

New Wilson Self-Change

Hydraulic Boxes, Ex-stock, with or without 2:1 reductions. Transmits approximately 150 h.p.

Direct Drive: **£A335.**

With Meadows 2:1 reduction **£A600.**

Special Export Prices.

SIMPLEX CENTRIFUGAL GOVERNORS

For the accurate speed control of internal combustion engines.

SIMPLEX GENERATING SETS

300 W 12 Volt or 32 Volt

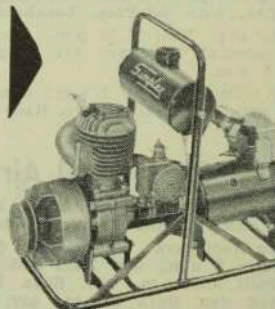
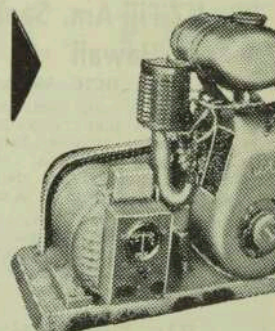
£90 plus packing

F.O.B., Sydney

SIMPLEX BATTERY CHARGING SET

12 Volt 200 W

Powered by "Simplex" air cooled, petrol motor. English "Lucas" generator. Simple charging of your 2, 6 or 12 volt batteries. **£40** plus packing, F.O.B., Sydney.



Manufactured by:

HARDMAN & HALL

161 Missenden Rd., Newtown, N.S.W., Aust.

Phones: LA 3597, LA 5973

Cables: "SIMPLEXENG", Sydney, Australia

Pacific Commerce and Produce

"Paris Threat" To Pacific Franc

According to Senator Henry fleur, in his roneod news-sheet polished in Noumea, there is move afoot in Paris to devalue Pacific franc.

HE senator warns the New Caledonian Government that it has to keep the country's finances healthy as possible, so as not to any of the agitation in France excuse to push the devalue eme ahead.

le says any devaluation of New edonia's franc would mean "utter a for the country".

urrent selling rates for the al, 196 PF's to £1 Aust. 246 PF's al 1 Metropolitan France Heavy ac: 196 PF's to £1 Aus., 246 PF's lStg., and 88½ PF's to \$1 U.S.

nal End to Sandy Ck. d Sluicing in NG

se directors' report to shareholders of ly Creek Gold Sluicing Ltd., at the annual meeting in Sydney on March told the story of the end of another mining venture in New Guinea. The balance sheet for the year to March 1960, showed loss of £4,555 from gold-

mid-1959, the mine manager resigned g to ill-health and left NG, and it me necessary for the company to sfer mining operations from Sandy k to a new site. Difficulties galore experienced in opening up the new and even then results were unsatisfy. The plant was transferred to al other areas, but payable ground not located.

ally, to avoid further depletion of s, it was decided to cease alluvial ag operations altogether. couple of years earlier, Sandy Ck. together with Gold and Power Ltd. ch worked leases in the vicinity) apshed the P-NG Administration about g up agricultural leases, for coffeing as the gold petered out. How-

all the Upper Watut Valley land needed for the natives. entually, the plant, equipment and ings were put up for sale but there few takers. Two natives now are aking the property.

anwhile, Sandy Ck. directors sold very ably shares held in other companies. proceeds, with cash funds, were in- d in a new company being formed, ware and General Supplies Pty. Ltd., a took over a thriving business at Sydney suburb of Brookvale. Sandy interest is £12,000 in an issued al of £24,700; it expects to increase share to £15,000.

areholders re-elected Mr. W. J. regor as director. His co-directors Messrs. H. G. Hyde (chairman) and Hinks.

Closing the Gap In Fiji's Trade

Trade figures released in February by the Fiji Comptroller of Customs showed an encouraging trend, in view of the economic condition of the Colony—November (1960) exports far exceeded the value of imports that month from overseas countries: exports £F1,877,701, imports £F936,215.

Although goods imported during January-November, 1960, were worth £F14,597,645 against products exported valued at £F12,394,324, the gap between imports and exports was narrower than in the same 11 months of 1959 when imports totalled £F15,282,175 and exports were only £F11,970,453.

Principal imports for November, 1960, were:—food, £F212,842; manufactured goods, £F190,285; machinery and transport equipment, £F183,293; oil and fuel, £F119,827; and miscellaneous, £F84,966.

Domestic exports the same month were:—sugar, £F1,169,147; coconut oil, £F225,213; gold, £F72,166; copra, £F49,070; oil cake, £F28,078; and bananas, £F22,870.

In connection with trade and production statistics, it is interesting to note that the Colony's Standing Finance Committee has just agreed in principle to the appointment of an economic statistician, probably on secondment from UK for two years.

The Burns Commission reported that the economic statistics of Fiji were "in a rather primitive state" and that, as a result, it was exceedingly difficult to carry out any proper economic planning. Legislation empowering the Government to collect economic statistics is now being drafted for submission to the Legco. within the next few months.

Profits of Papuan Rubber: Mariboi Up, Kerema Down

Mariboi Rubber Ltd.'s profit for the half-year to December 31, 1960, rose to £33,250 (up £6,819 on previous year), mainly because the Papuan rubber price averaged 40.79d. per lb compared with 35.29d for the same period of 1959.

Result was after providing £2,515 depreciation, £2,500 amortisation, £5,682 tax provision, and £750 directors' fees.

Rubber production dropped slightly, from 458,650 lb to 452,925 lb for the six months.

Interim 7½ ordinary dividend was paid on March 11.

Kerema Rubber Ltd.'s profit for the full year to December 31, 1960, was £24,050, a fall of £1,398 (almost 5½ per cent.) on the previous year. Final dividend of 7¼ per cent has been recommended, making 12½ for the year.

Present result is after tax of £5,590 (up £3,270), steady amortisation £2,016, and depreciation £2,611 (down £176).



Well known among Islands businessmen, for his company's sales promotion work, Mr. D. M. Kamerling, governing director of Demka Pty. Ltd., Sydney, will be making an extended business tour to the Continent and the United States in April and May.

Annual general meeting of shareholders will be held in Port Moresby on March 30.

Prominent Noumea Merchant Interested in Fiji Manganese

Mr. Edward Pentecost, head of the Pentecost business group in New Caledonia (nickel mines, importing and exporting, retailing, and a host of other activities), left Noumea in February for Suva. He is reported to be interested in the exploitation of a Fiji manganese mine, ore from which will be shipped to Japan.

Over the last few months Mr. Pentecost has caught the prevailing "take-over" fever. His group bought the Noumea merchant business of Societe Havraise Caledonien by acquiring all the shares from the parent firm in Le Havre, France. He has recently been busily engaged in taking over the old-established importing and retailing house of Ventrillon and Co., which among other agencies, has represented Kodak's in New Caledonia for many years.

Carpenter Group Lifts Its Dividend Rate

W. R. Carpenter Holdings Ltd., one of the biggest Australian firms in the Pacific, has raised its dividend rates, despite some set-backs in Islands trading.

An interim dividend of 7½ per cent. was announced in February, indicating an annual rate of 15 per cent.

The dividend was at the same rate as the final for 1959-60 which with the then interim 6¼ per cent. made 13¼ per cent. for the year.

Directors say activities of the group have continued in the same pattern as in previous years. Profit was adequate to cover the dividend payment.

However, a recession occurred in some Islands areas in the prices of copra, cocoa

CLARENCE DEGENHARDT & CO.

Stock & Share Brokers

C. HUMPHREYS J. W. DUNCAN

MEMBERS OF THE SYDNEY STOCK EXCHANGE

Mercantile Mutual Building, 117 Pitt Street, Sydney.

Telephones: BW 1751 (5 lines), BL 3327 (3 lines)

Telegrams: WARDANKO, Sydney. Cable Address: OGIANI, Sydney

and coconut oil and this affected merchandise turnover.

New 1-for-4 Issue for Bali Plantations Ltd.

Shareholders in Bali Plantations Ltd., New Guinea, on March 7 were offered 152,000 ordinary 10/- shares at par in a ratio of one for every four held. The offer is open until April 4 and the rights are being traded on Sydney Exchange.

Ranking for dividend from June 1, the new shares will receive half the dividend normally payable in December, and thenceforward will rank equally with existing ordinary shares.

After the new issue, paid capital will be £380,000. The funds will be used to complete the purchase of Iwi Plantation, Bougainville, recently added to the string of first-class estates owned by the company—Bali, Witu Group; Morau and Kolai, south-east New Britain; Stockholm, north-west New Britain; and Londolovit, New Ireland.

In his circular to shareholders, Mr. J. Dunbar Reid (chairman) said that, although copra and cocoa prices had fallen recently, there were signs of a recovery; and the board was satisfied that a 12 per cent. dividend would be maintained for the current year, since costs had been kept at a minimum and no labour difficulties had been experienced.

Coffee as a "Lively and Remunerative" Crop for Fiji

While warning that it is a crop subject to wide market variations, Fiji Agriculture Department has lately been encouraging farmers to grow coffee for export.

NZ merchants recently received test samples of Arabica coffee from Ra Province and found them surprisingly good.

They valued the coffee at £NZ250 a ton, c&f, Auckland, and reported that proper drying and grading would probably have increased the price to £NZ300 or more. It is hoped to make a shipment to Auckland shortly.

Indications are that, for a beginning, there are good prospects for an export industry for some 50 tons of coffee a year, worth about £F10,000 per annum.

Coffee plantings in Rewa area and elsewhere are flourishing, now that the need for proper management and the use of fertilisers is realised. The Agriculture Dept. says that the quality factor will be of the greatest importance and farmers will be helped to produce the best possible quality of beans for what could well develop into a "lively and remunerative new industry".

PI Mines Ltd. Looks To The Future

Results of the programme to prove the worth of the Misima (Papua) areas held by Pacific Island Mines Ltd. have been sufficiently encouraging to justify directors turning their attention to the ultimate operational development of gold-bearing lodes already discovered, shareholders were told at the annual meeting in Sydney on March 16.

The board is now studying the avenues of financing these future operations, Mr. Keith Waterhouse, one of the directors, having just returned from an inspection visit to Misima.

At balancing date, October 31, 1960, the company has issued capital of £49,148; sundry creditors and accrued expenses amounted to £2,252—total of £51,400.

Its fixed assets (plant, tools, stores, buildings) were valued at £8,888 (cost). Current assets totalled £23,466—bank cash, £13,618; term deposits and security, £9,050; sundry debtors, £252; prepayments, £546. Cost of rights to prospect

on Misima was £3,325. Development expenditure amounted to £8,667 (including £22 from 1959). Formation and shaft issues expenses accounted for £5,965.

The prospecting rights were acquired by the purchase of all shares in Oceana Minerals Development Pty. Ltd. The latter was shown in the accounts as owing £1,087 to Pacific Is. Mines Ltd. for "advances".

Messrs. George W. Noe and Rupert Brierley were re-elected directors. Of three board members are Messrs. Norman A. K. Wallis, Ernest R. Hudson, and Keith H. Waterhouse.

Drive-In Theatre For Port Moresby

Success of drive-in movie theatres Australia has induced Watkins Consolidated Ltd., builders and contractors, Townsville, Qld., to join with Far North Theatres Ltd., of Cairns, in planning a drive-in cinema at Port Moresby, Papua. It will be completed by June.

Watkins Consolidated Ltd. will use P-NG subsidiary (D. C. Watkins Ltd.) the operating partner with Far North Theatres.

Recently listed on Sydney Stock Exchange, Watkins Consolidated will pay first half-year dividend of 5 per cent. October this year, according to a March announcement. Directors say the gross construction section has a £1¼ million programme of work lined up, mostly Commonwealth and State government contracts.

Development of Fiji's Timber Industry

Timber is one of the principal natural resources of Fiji (over half the total land area is under forest) but the industry has been largely undeveloped. The Colony exports almost as much timber as is made locally.

In Fiji in February-March was Mr. S. Sibley Elliot, of Melbourne, assistant chief of Forest Products Division of Commonwealth Scientific and Industrial Research Organisation, conferring with Forestry officials, studying what the Department is doing, and visiting sawmills. He will draw up a plan under which certain Fiji timber will be sent to Australia for scientific study.

Grants for the research have already been allocated by the Colonial Development and Welfare Fund, UK.

1,000 New Motor Vehicles in P-NG

Figures released by the Port Moresby Bureau of Statistics in February reveal that there was a record number of motor vehicles registered in Papua-New Guinea last year. Up to September 1960, the period covered by the statistics, 1,095 new vehicles were put on the road.

Motor-cars totalled 429 (Papua 245, 184), commercial vehicles 519 (Papua 319, NG 122), motor-cycles 98 (Papua 73, 25), and tractors 55 (Papua 43, NG 12). The figures include vehicles registered both Administration and privately.

Most popular car registered in the July-Aug.-Sept. quarter was the French-made Peugeot (32), followed by the German Volkswagen (22) and the Australian Holden (19).

In the commercial field, International (46) were most in demand, just piped British Land Rovers (45), with Holden utilities and station wagons (39) running third. BSA cycles (22) far outstripped those of their competitors.

RALPH W. KING & YUILL

Members of The Sydney Stock Exchange

KINDERSLEY HOUSE

33 BLIGH ST., 20 O'CONNELL ST., SYDNEY. 2-0137

84 WILLIAM STREET, MELBOURNE. Ph. 67-5089, 67-5080, 67-1257

Cables and Telegrams: "Ralphking," Sydney and Melbourne

Branches at Grafton and Armidale

VENTURA TRADING CO. PTY. LTD.

247 GEORGE STREET, SYDNEY

Island Merchants and Buying Agents

SOLE AGENTS FOR:

- ARMSTRONG SIDDELEY DIESEL ENGINES
- AJAX LIQUID ALARM RELAYS
- NORMAN PETROL ENGINES
- DUNEDIN ENGINE TESTING EQUIPMENT
- HOLLANDIA CANNED FISH

Distributors for all plantation, farm, trade requirements and merchandise.

Highest Prices obtained for Cocoa, Coffee, Shell and other produce handled on consignment.

Write direct to our Islands Export Manager with over 35 years experience in the Islands.

CABLES : VENTURA SYDNEY

Economic Outlook

SAG in share prices mid-February sent the "Ordinaries" index on Sydney Stock Exchange back into 280's. However, the Federal Govt.'s announcement of the lifting of extra sales clamped on motor-cars last November acted some buying confidence into the market. Prices recovered and the index, March 8, climbed shakily to 292.22. Another of the Government's "shock get" measures also has been tempered by a proposal to force insurance and annuities fund investments into the markets of Commonwealth securities, to a tune of 30 per cent. A revision now is to give insurance offices a positive incentive of further tax concessions if they willingly invest more of their present future funds with the Government. Unbera this month announced its plans to boost the national export drive. Sessions include: Double the present export allowance for expenditure on overseas market development, from 8/- 6/- in the £, for three years from next; rebate of pay-roll tax according to the percentage increase in export earnings over 1958 to 1960, to be applied retrospectively from last July; and trade missions to other countries, together with the opening up of new trade commissioner posts.

SYDNEY SALES PRICES

	Feb. 8, '61	Mar. 7, '61
Plantations	13/1½	13/-
Philippine	86/-	91/9
Philippine (SS)	55/-	55/-
Rubber	£78/15/-	£79/10/-
Plantations	9/8	10/5
Industries	13/-	15/6
Shall's	12/9	12/6
Timber	18/6	17/9
Rubber	7/9	6/8
Latex	19/9	18/6
Rubber	9/6	9/6
Latex	4/6	4/4
Latex	9/4	9/6
Latex	5/6	4/11
Notes (5/-)	5/6	5/5
Latex	6/6	7/-
Latex Holdings	5/2	4/8
Latex Insurance	88/-	88/-
Latex	5/9	7/-
Pac. Insurance	24/-	24/-
Ships Trading	47/-	47/6
Carpenter Hold.	30/-	31/6
Consolidated	—	5/-
Oil	7/1	5/3

OIL AND MINING SHARES

FIJI			
	July 9, '58	Feb. 8, '61	Mar. 7, '61
eror . . .	b5/9	s5/-	b3/5
na . . .	—	b40/-	s43/-

PAPUA-NEW GUINEA			
lo . . .	b35/-	b57/6	b51/-
G. Ltd	b1/9½	b2/-	b1/9
Search .	b2/6	b2/4	b2/4
of N.G.	b7d	s3d	b2½d
I. Mines	—	b125/-	b115/-
an Apin.	b9d	b2/6	b2/-
opt.	b6½d	b4d	b3d
er Dev.	b86/6	s140/-	b147/6
y Creek	b4d	b1½d	b3½d

Staff reshuffles in Vacuum Oil Co. Pty. have brought back to Australia two who became well-known and well-liked in their Islands territories—Mr. Bourke, of Fiji, and Mr. Bruce, of New Caledonia. Both have been asked to take up senior posts in Melbourne.

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 Mar. 6 prices were: HAD £F53, FM £50/10/-.

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, £S87/13/8 per ton. Sun-Dried No. 1, £S65/3/8. Sun-Dried No. 2, £S61/13/8. The 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 March: 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 Feb. 20 rate recovered slightly to £A40 (8,000 Pac. frs.) per ton delivered Vila/Santo. French price on Feb 20 was 89 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 Mar. 9 had slumped to £Stg.155 per ton c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Mar. 9: £S185, f.o.b., Apia, grade 1; £S175, grade 2.

P.-N.G.: Mar. 9—Quote No. 1: £180 (top grade). Quote No. 2: £190 (medium quality).

COFFEE:—P.-N.G.: Mar. 9, good quality A grade, per lb, 4/1; B grade, 4/-; C grade, 4/- c.i.f., Sydney.

Overseas coffee prices were reported on Mar. 10 as: Tanganyika A £Stg.340 per ton, B £Stg.325, Undergradings £Stg.265; Kenya A £Stg.400, B £Stg.365 Undergradings £Stg.310; Uganda Robusta £Stg.145.

PEANUTS: P.-N.G.: Mar. 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 Mar. 8 was: No. 1 RSS, Spot, 84% Straits cents per lb (29.55d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported Mar. 9: White and yellow label, processed, standard packs, 50/9; green label, 48/9, 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 Mar. 9 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-N.G. B.S.I.—£150 per ton.

GREEN SNAIL SHELL:—Still in short supply—£460-£470 per ton.

CROCODILE SKINS: 12 in. and over, small-scale, first quality: P.-N.G.—12/- per in.; B.S.I.—15/- per in.

PAPUAN GUM: £95 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.

SHARK FINS: Suva merchants offer F3/- per lb for well-dried fins of commercial quality.

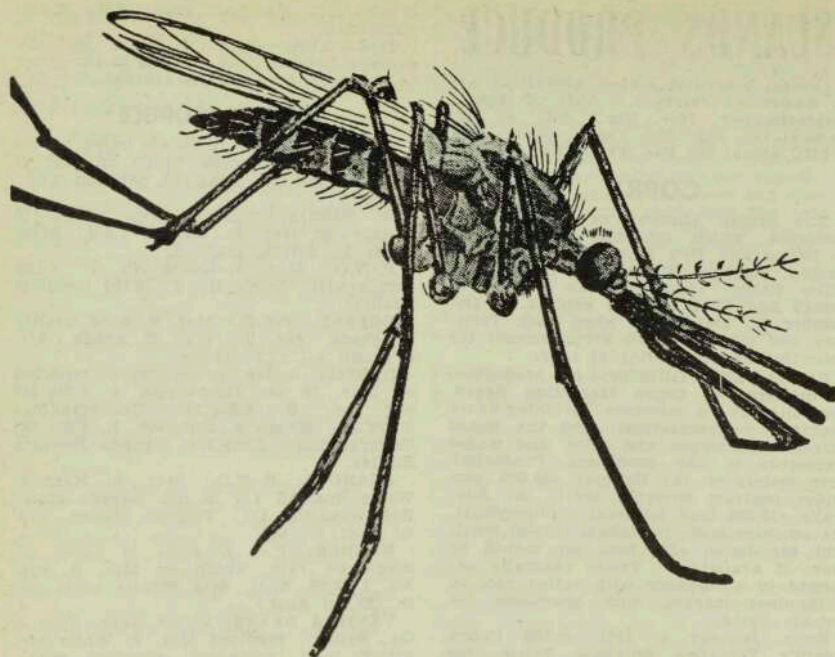
London and US Quotations

Copra: LONDON, Mar. 9, Philippines, in bulk, \$168 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.63/15/- per long ton. NEW YORK: Mar. 9, Philippines \$157.50 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 920 Rupees per ton, c.i.f.

(£1 Australian is equal to about 2.25 US Dollars; £1 Aust. equals approx. 10½ Rupees).

Coconut Oil: LONDON, Mar. 9, Ceylon, 1%, in bulk, £Stg.100 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.92 c.i.f.

Rubber: LONDON, Mar. 9, c.i.f., RSS No. 1, Spot, 25¼d Stg. per lb.; RSS July/Sept. 25½d Stg. lb.; Mar. shipment 25¼d Stg. lb.



PARKE-DAVIS

CAMOQUIN TABLETS

Effective Single Dose Treatment for

MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

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

CHILDREN:

Infants and Toddlers—Up to 2 years of age—½ tablet (50 mgm) of INFANT FORMULA CAMOQUIN, as a single weekly dose.
—From 3 to 4 years—1 tablet (100 mgm) of INFANT FORMULA CAMOQUIN, as a single weekly dose.

Older Children
—7 to 10 years—1 ADULT FORMULA Tablet as a single weekly dose.
—11 to 16 years—1½ ADULT FORMULA Tablets as a single weekly dose.
—Over 16 years—2 ADULT FORMULA Tablets as a single weekly dose.

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

Obtainable from all chemists and suppliers of PARKE-DAVIS products

PARKE, DAVIS & CO., SYDNEY

Index to Advertiser

Adams Industries 29, 39, 131, 135	Kitchen, J.
Angliss, W., & Co. 162	Kiwi Polish
Amal. Dairies . . . 54	Kodak
Ansett-A.N.A. . . . 62	Kopsen & Co.
A.N.Z. Bank 14	Kraft Food Co.
Arnott, Wm. 163	King & Yuill
A.S.P. 16	Lawrence, A.
Aust. Cotton 10	Lysaght, J.
Ballina Slipway . . 104	McIlraith's
B.A.L.M. Paints . . . 4	Mac. Robertson
Bank of N.S.W. . . . 51	Malleys Ltd.
Bank of N.Z. 88	Mendaco
Berec 64	Millers Ltd.
Bethell, Gwyn . . . 149	M. H. Ltd. . . . 24
Blaxland-Rae 133	Mungo Scott
B.O.A.C. 132	Nestles
Bosley Clipper Co. 111	N.G. Aust. Line
Bradford Cotton Mills Ltd. 120	Nile Products
Bradford In- stallations 42	Nixoderm
Braybon Bros. . . . 93	Ogden Industries
British Dairies 48, 52	P.A.A.
British Paints . . . 126	Pacific Islands Transport Line
Brunton & Co. . . . 107	Parke Davis 130
Bush, W. J. 92	P. I. Society
B.P. 84, 111, 140, cov. iii	Piccaninny Wax
Cadbury 6	Qantas
Cambridge Credit . . 5	Qld. Insurance
Carlton Breweries 99, 112	Qld. Milling
Carpenter Ltd. . . 46, 94, cov. iv	Ralph, R.
Carnation Milk Co. 11	Ransomes, Sims Jeffries Ltd.
C'wealth Bank . . . 114	Rex Hotels
Cheoy Lee 105	Royal Inter-ocean Lines
Colonial Meat . . . 70	Seward Ltd.
Colyer Watson . . . 127	Shaw Savill
Concrete Industries 52	Sisalcraft
Crammond Co. . . . 102	S. P. Brewery
C.S.R. 107	Stapleton, J.
Cummins Diesel . . . 124	Steamships Tr.
Cystex 69	Stephens, F. H.
D.A.K. 47	Stewarts Lloyd
Degenhardt, C. . . . 157	Sthn. Pac. Ins.
Demka P/L 8	Sullivan Ltd.
Donald Ltd. 63	T.A.A.
Doubleday 28	Taikoo Dockyard
Douglas, W., Co. 60	Tait, W. S. . . . 48,
Dunlop Rubber . . . 110	Tatham, S. E.
Firth Cleveland . . 34	Taubman's Ltd.
Franke & Heidecke 96	T.E.A.L.
Frigate Rum 63	Thornycroft Co.
Gardner Eng. 106	Tillock & Co.
Gilbey, W. & A. . . . 15	Tooth & Co.
Gillespie Bros. . . . 72	Turners Supply Co.
Gillespie, R. . . . 1, 82, 83	Victa Mowers
Glaxo Lab. 73	Ventura
Goodyear Tyre Co. 74	Vi-Stim
Gordon's Gin 89	Walkers Ltd.
Grove Ltd. 72, 96	Warnock Bros.
Halvorsen, B. 102	Webster, D.
Handi-Works Co. . . 64	Wesley College
Hardman & Hall . . 156	Weymark P/L
Hari, G. B. 66	White, John
Hastings Diesels . . 128	White Rose
Hellaby Ltd. 115	Whites Aviation
Hemingway Robert- son Institute . . . 110	Wilhelmsen, W.
I.C.I. 40	Woods of Colchester
International Harvester 164	Yardley
Kanimbla Hall . . . 55	Yeomans
Capt. Kennedy . . . 103	Yorkshire Ins.
Kerr Bros 45	

Classified Advertisements

Per line, 4/-; Minimum rate, 4 lines.

FOR SALE

TWO ADJACENT BLOCKS LAND, two roads each, Town Water Front, close Administration Offices and Wharf. Home furnished, adjacent store. Small cottage furnished, Flag Pole, Out Kitchen, Boy house, workshop 20 x 30, shed 30 x 40, alv. Iron and Timber. Battery "set-up" and town electricity. Hand Saw Tropical fruits. On Daru, Western Papua. Make offer to: **L. Maidment**, 172 Miera Road, Eastwood, N.S.W.

FOR SALE AT FREMANTLE, Western Australia. 68 ft. trawler of 58 tons, gross powered by 150 H.P. Caterpillar Diesel, copper sheathed, fitted with wheelhouse and galley/mess, accommodation for 6 below decks, echo sounder and transceiver, large cargo hatch. For further particulars write **P.O. Box 10**, Mt. Hawthorn, Western Australia.

CLAREN BRUSH DIESEL Electric generating Set, 3 phase, 400/440 volts, 15 KVA. In very good order, run for approximately 300 hours only. Stand by inspection. Price: £1,000 or offer. Apply: **Wm. Haughton & Co. Ltd.**, Scottish Union House, Eagle Street, Brisbane, Q'ld., Aust.

FLEETS. New 40 ft carvel bridge deck cruiser, new mar. diesel £9,000. Shallow draft, 160 ft twin screw, diesel, steel general purpose ship £50,000. Diesel craft 160 ft twin screw, diesel, steel with opening bow, £90,000. **Fleets: Rowe's** Building, Edward St., Brisbane, Q'ld., Aust. Cable: "FLEETS", Brisbane.

ACCOMMODATION

FURNISHED FLATS, Cremorne, Sydney. Water frontage, large, comfortable, two bedrooms, linen and cutlery, 10 minutes city. Enquiries: **Nelson & Robertson** Pty. Ltd., G.P.O. Box 5316, Sydney, Aust.

PENFRIENDS WANTED

FIJI—"The Crossroads of the Pacific". Headquarters, World's leading Society (Est. 1933) providing world-wide correspondents interested in British Colonies and Pacific Islands study and friendly exchange of ideas and hobbies as Philately, Conchology, etc. Write for specimen copy Club journal "Island Life" and application form, to Secretary, South Sea Island Correspondence Club, Natuvu, Fiji Is.

TRADE ENQUIRIES

HONGKONG EXPORTING HOUSE holding many important exclusive agencies and handling all Hongkong and Japan products wishes to appoint Agents. Free samples supplied. Interested parties write direct to **P.O., Box 13202, Hong Kong**.

C. S. & JOHNSON YOUNG CO., P.O. Box 3038, Hong Kong. Cable address: "Cisij". Hong Kong Manufacturers' Representatives. Inquiries cordially solicited. Prices on application. Samples available.

EXPORT CONSUMER GOODS; apparel, footwear, foodstuffs. Import Islands products. Please apply: **Mercantile Trading Co.**, P.O. Box 131, Hong Kong. Cable: Mertracomy.

STAMPS WANTED

TOP PRICES PAID FOR ISLAND STAMPS. Current issues, old accumulations (used or unused), covers, collections. **Seven Seas Stamps Pty. Ltd.**, Sterling Street, Dubbo, N.S.W., Aust.

EDUCATIONAL

SYDNEY, North Shore, full secretarial training, Pitman's Shorthand, short courses. **Lindfield Secretarial Training Centre**, 12 Milray St., Lindfield, N.S.W., Australia.

CAR HIRE IN ENGLAND

1959/61 Cars, 8/25 h.p. to drive yourself, from £38 per month (May/Sept.) including comprehensive insurance and A.A. membership. Delivered to docks or airport.

Martins Selfdrive, 49/50 High St., Winchester, England.

DRIVE YOURSELF CARS

FIJI HIRE-DRIVE LTD. Modern cars accommodating 5, 6 and 9 passengers. Minimum formalities. Rates include insurance and free mileage plan. Aircraft and ships met. **Queen's Road, Walu Bay, Suva** (P.O. Box 299). Cables: "Hiredrive", Suva. Also at Lautoka.

BOOKS, MAGAZINES

ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent free on application. Correspondence invited. **Berkelouw**, 114 King St., Sydney. Telephone: BW 7874.

"**PACIFIC ISLANDS YEAR BOOK**". See advertisement on page 61 for full details of this world famous work of reference. A "must" for all who have interests in the Pacific Islands. **Pacific Publications Pty. Ltd.**, Box 3408, G.P.O., Sydney, Aust.

Why not take out a subscription to "Pacific Islands Monthly" for your friends.

A most welcome gift for all people interested in Pacific Islands affairs.

See Subscription Rates on page 3.

BIND YOUR COPIES OF "P.I.M."

Volume 30 of "Pacific Islands Monthly" was completed with the July, 1960, issue and we now offer an attractive folder (embossed in gold on a green background) to bind the full 12 copies. It has a hard, durable cover and opens out flat for easy access.

PRICE 17/6

(POSTAGE: BRITISH EMPIRE, 1/3; FOREIGN, 2/3)

Send your order and remittance to

PACIFIC PUBLICATIONS PTY. LTD.

Box 3408, G.P.O., Sydney, Australia

**HERE'S A QUICK
SOLUTION TO YOUR
MEALTIME PROBLEMS**

Imperial

HOT PACKS

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

COLD MEATS

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

SAUSAGES

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

TONGUES

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

CONDENSED MILK

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

POWDERED MILK

- 12-oz. "Jersey Cow" Full Cream Powdered Milk.

MUSHROOMS

- 8-oz. Sliced Mushrooms.

CANNED FISH

- 12-oz. Flair Fish Cutlets.

CANNED FRUITS

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

"RIVERMEDE" BUTTER

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

PEEK FREANS BISCUITS

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

FRUIT JUICES

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

MARGARINE

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

DRIPPING

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

AGENCIES: EASTERN TASMANIAN
FISHERMAN'S CO.OP. SOCIETY. (Flair
Canned Fish). TONGALA MILK COMPANY
("Jersey Cow" and "Mont Blanc" Condensed
Milk). PORT HUON FRUITGROWERS CO.OP.
ASSOCIATION LTD. ("Huoncry" Canned Fruit
and Jams). PEEK FREAN (AUST.) PTY.
LTD. (Biscuit Manufacturers). MORAY
PARK CANNED FRUITS.



**THE JERSEY COW
POWDERED MILK**
This fine quality full
cream powdered milk is
now available in the
Pacific Islands. Economical
and convenient for house-
hold, and cooking pur-
poses. Wonderful as a
food for infants. Another
famous Tongala Product.

W. ANGLISS

& CO. (AUST.) PTY. LTD.

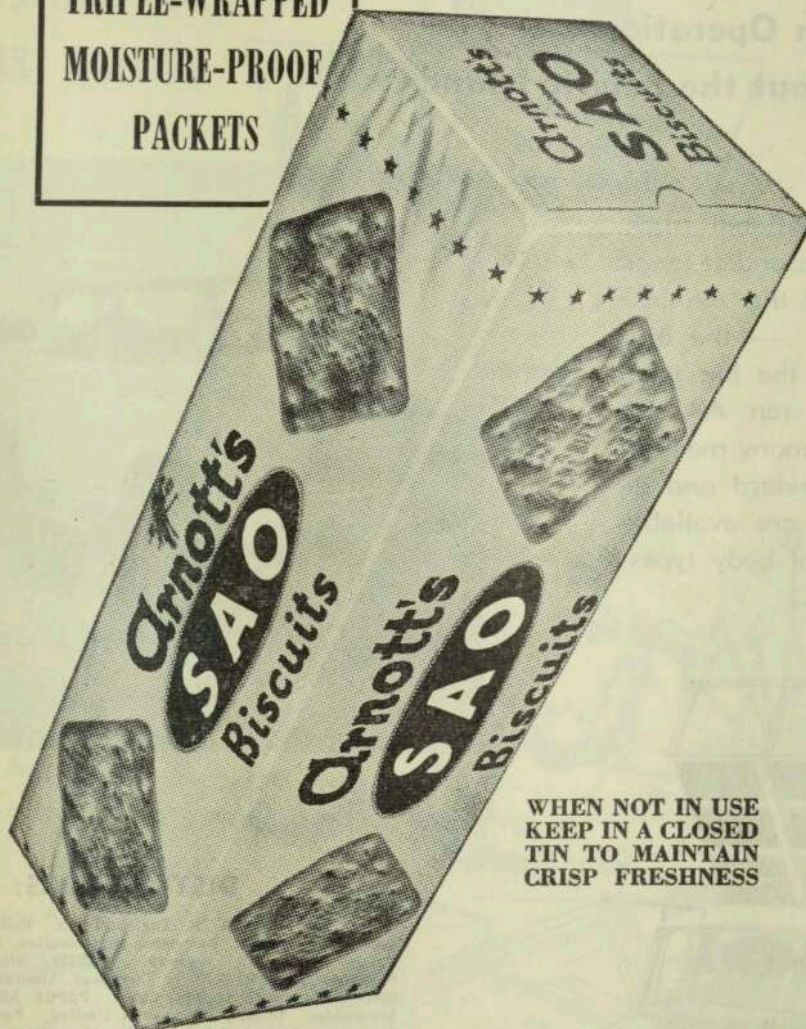
RIVERSTONE MEAT CO. PTY. LTD.

"Imperial" House, 255-257 George Street
Sydney, N.S.W.

REDBANK MEAT WORKS PTY. LTD.

154-206 Stanley Street
South Brisbane, Queensland

**ARNOTT'S
TRIPLE-WRAPPED
MOISTURE-PROOF
PACKETS**



**WHEN NOT IN USE
KEEP IN A CLOSED
TIN TO MAINTAIN
CRISP FRESHNESS**

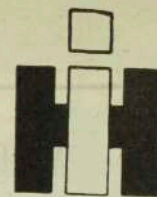


Arnott's
famous
Biscuits

There is no Substitute for Quality

X/EXS/5

INTERNATIONAL TRUCKS



Proved in Operation Throughout the Pacific Islands

There is an International truck to do your job better and at lower cost. Choose from the AA-160 series (illustrated) — the big, brawny trucks for the big jobs, or the smaller 1 ton AA-120 series or from the many medium duty models. Standard and 4-wheel-drive trucks are available with a big range of body types.



P.I.M. 402/F.P.

DISTRIBUTORS:

DUTCH NEW GUINEA: H. Englebert n.v., Hollandia. SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara. NEW CALEDONIA: Agence Automobile, Noumea. TAHITI: Hintze & Company, Papeete. NEW HEBRIDES: Kerr Bros. Limited, Sydney. FIJI: Niranjan's Service Station, Suva. PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby and Samarai. Dealers N.G.G. Trading Co., Wau and Lae. Rabaul Trading Co. Ltd., Rabaul.

INTERNATIONAL HARVESTER

International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia. Works: Dandenong, Geelong and Port Melbourne, Victoria.

BURNS PHILP (NEW GUINEA) LTD.

GENERAL MERCHANTS
GENERAL SHIPPING
& CUSTOMS AGENTS

Agents for:

Burns Philp (South Sea) Co. Ltd.
Burns Philp (New Hebrides) Ltd.
Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
The Shell Co. of Australia Ltd.
Lloyds of London
Stewarts & Lloyds (Distributors)
Pty. Ltd.

Australian Agents:

Burns, Philp & Co. Ltd. (All States)

London Agents

Burns, Philp & Co. Ltd., London,
E.C.3.

San Francisco Agents:

Burns Philp Co. of San Francisco

EXPORTERS OF:

COFFEE BEANS, COCOA
BEANS, PEANUTS, RUBBER
and TROCAS SHELL



BURNS PHILP (NEW GUINEA) LTD.

MARCH, 1961 — PACIFIC ISLANDS MONTHLY



ASSOCIATED COMPANIES:

NEW GUINEA:

New Guinea Co. Ltd., Rabaul,
Madang, Lae, Kavieng.
Coconut Products Ltd., Rabaul.

PAPUA:

Island Products Ltd., Port
Moresby.

FIJI:

W. R. Carpenter & Co. (Fiji) Ltd.
Morris Hedstrom Ltd., Suva.
Suva Motors Ltd., Suva.
Island Industries Ltd., Suva.

Established 1914

GENERAL MERCHANTS

Forty-six years of Development and Service in the
Pacific Islands

Wholesalers and Retailers.
Buyers for Island trade of
all classes of merchandise
from World Markets.
Buyers of Island Produce:
Copra, Cocoa and Coffee-
beans, etc.

Agents for Australian,
European and American
Manufacturers including:
Electrolux, Chrysler, Ford,
McCallum's Whisky, Victa
Mowers, Enfield Engines.

BUYING ENQUIRIES

LONDON: Morris Hedstrom Ltd., 73 Cheapside, London, E.C.2.

SYDNEY: Morris Hedstrom (Australia) Pty. Ltd., 27 O'Connell
St., Sydney.

W. R. CARPENTER & CO. LTD.

27 O'Connell St., Sydney, Australia

Cable Address:
"CAMOHE"

Telephone:
BL 5421

Postal Address:
G.P.O. Box 168, Sydney

PACIFIC ISLANDS MONTHLY — MARCH, 1961