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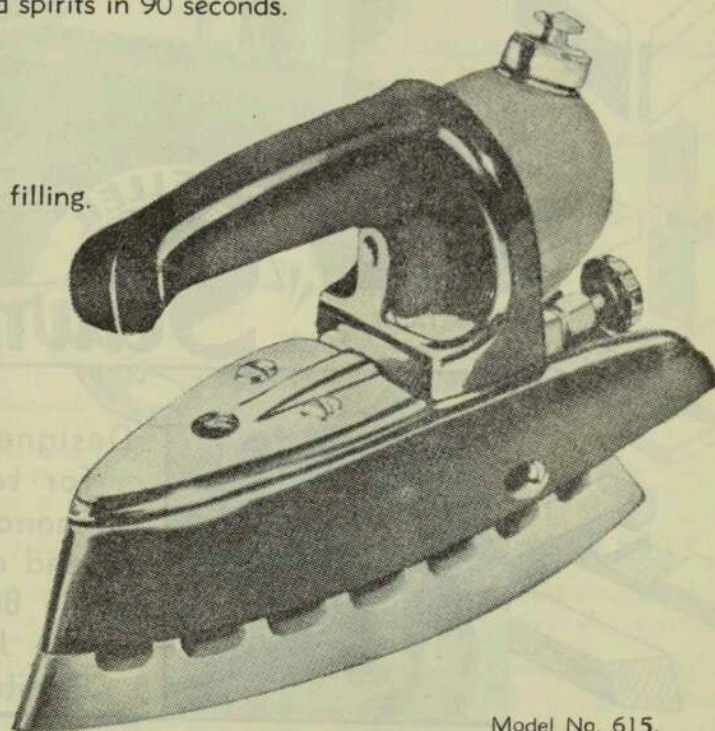
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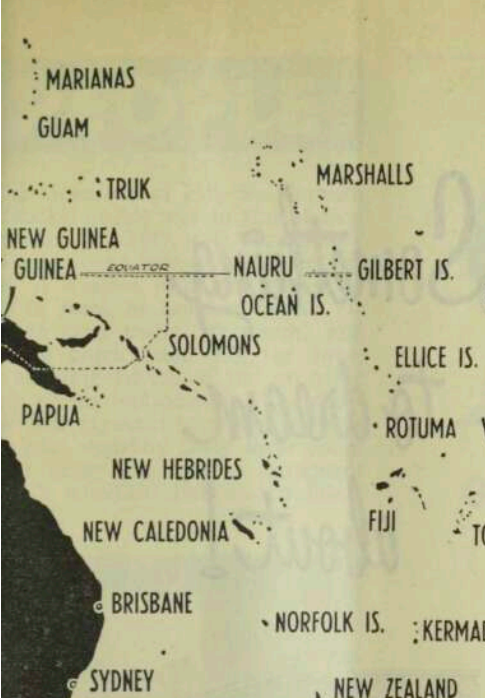
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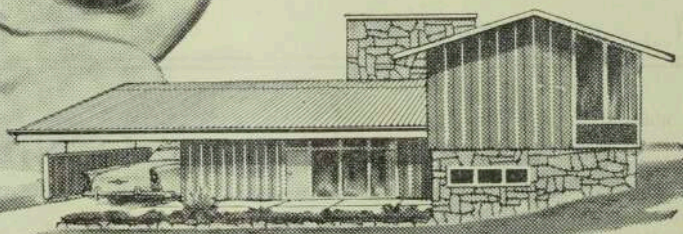
PEOPLE Why Fiji Awaits The Sugar Report With Anxiety Are These Relics From the "Eliza"? .. West Samoan Plebiscite Went With- out A Hitch New Hebrides' Girl Undergoes Heart Operation P-NG Administration Outvoted in the Legco Dutch Exodus From NNG NNG Political Party Wants a Republic .. All the Latest in P-NG Handbook American Samoa Has a New Governor .. New Faces Following Cook Islands' .. Elections New Official History of the War in .. New Guinea Pictures of Fiji's Touring Rugby Side .. COMMENTARY The Editors' Mailbag CANBERRA COMMENTARY The Weird Mob of Western Samoa Still No Cause for Joy Over Copra TERRITORIES TALK-TALK, with Tolala .. TEAL's Spreading Wings Mean New .. Problems	5 New Zealand Aviation at the Cross- roads 17 Samoan Air-link Returns 17 SYDNEYSIDER AT HOME BASE 18 Quarter Century with the Mission in the Mud 19 Beryl Sawyer Reports from Tahiti 19 Stuart Inder Talks About the Isle of Love 20 Burns Philp Recalls the Old Days 20 Islands' Agents Critical of Trade Mission 21 Kinjibi Chairman Takes the Lid Off the Coffee Pot 21 Sydney's New Polynesian Restaurant .. 22 New Guinea Brothers with Sports Shirt Collars 23 Labour Want a Common-roll in P-NG .. 25 Magazine SECTION 26 News of Pacific Shipping 27 PACIFIC REPORT 28 Deaths of Islands People 29 TRAVEL TALK 35 Shipping, Airways Timetables Commerce and Produce
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THE COVER: We don't know her name—we don't even know exactly what her trouble is—but she is a Netherlands New Guinea youngster who is getting the best attention at Hollandia's big new modern hospital. We can believe she's probably not exactly happy with the world at the moment—who would be, with a leg in the air!—but one day no doubt she'll appreciate it.

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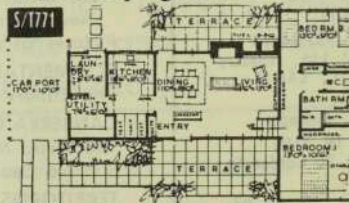
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PEOPLE

The Governor of Fiji, Sir Kenneth Dicks, on his way to England on leave in May, fell accidentally in Venice, and severely injured his back. A slipped disc was the diagnosis in June, in London, where Sir Kenneth was under treatment, and suffering much pain. Fiji, in June, was awaiting advice of the probable length of his indisposition. The Governor had expected to return to Suva in August, and any delay there could further delay attempts at settlement of Fiji's administrative and political problems.



the Waipapa hydro-electric project, NZ, in Mr. Punivalu Vaili, a senior officer in West Samoan Public Works Department's shop, Apia (left) hears the details of repairs to a tractor from the project's technical engineer, Mr. John Caen. Mr. Vaili is one of nine senior West Samoan officials at present on a "crash" training programme in NZ, aimed at helping Samoa following independence.

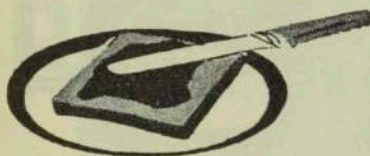
ji one day should give some of decoration to Mr. Robert Munro, of Suva, whose long service as chairman of the Fiji Broadcasting Commission ended on June 16, as required under statute. He has given at least eight years of valuable time, and his close personal interest and ability, to this important public service, and the many of Fiji has benefited accordingly. Mr. Munro took charge of the Commission when the FBC was



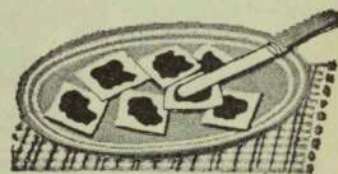
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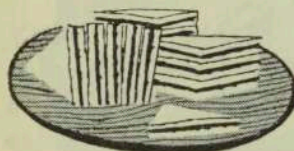
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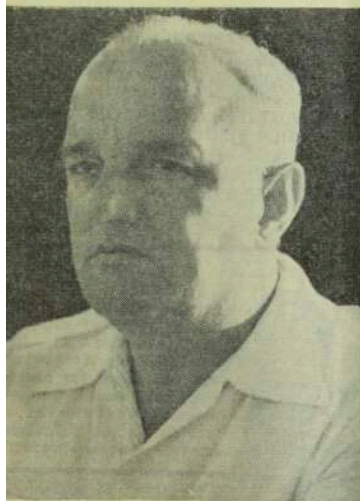
6

JUNE, 1961 — PACIFIC ISLANDS MONTHLY

its formative stage, about eight years ago and, under his direct supervision, it has grown into the colony's most important, three-language broadcasting system.

Mr. Munro was very warmly thanked for his services in a public announcement by the Acting Governor, Mr. P. D. Macdonald, on the 5.

The new Chairman of the Fiji Broadcasting Commission is Mr. James Maynard Hedstrom, of Suva, son of the founder of Morris Hedstrom Limited, and a well known public figure. Mr. Hedstrom retired from the general management of Morris Hedstrom Ltd., two years ago, but he still holds some important directorships—in Morris Hedstrom Ltd., Fiji Pastoral Company, Millers Ltd., Carlton Brewery (Pty) Ltd., Fiji Industries Ltd.—and various honorary posts connected with Government advisory committees and the Church of England.



re-organisation of senior positions in NNG, H. Veldkamp, District Commissioner for Melevink Bay District, has been appointed Director of Internal Affairs, in place of Mr. A. Boendermaker (above). Mr. Boendermaker, who holds his posts as Deputy Governor of NNG and vice-chairman of the Council of Departmental Heads, will concentrate on his other duties. There has also been a recent change in District Commissioner postings in the Territory.

Now people know what an "ultra-basic" rock looks like, but Dick Simpson, of the British Solomon Islands Geological Survey Department, does. After three years of intensive field work in the Solomons, his thesis on ultrabasic rocks there has gained him the degree of Doctor of Philosophy at Sydney University. From the beginning of 1957 his time was spent alternately in BSIP and Sydney University. His field work was in

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- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.
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- 12-oz. Sheep Tongues.
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- 8-oz. Sliced Mushrooms.

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- 12-oz. Flair Fish Cutlets.

CANNED FRUITS

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- 16-oz. Pears.
- 16-oz. Apricots.
- 16-oz. Grapes.
- 16-oz. Two Fruits.
- 16-oz. Cherries.
- 16-oz. Loganberries.
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difficult country from Choiseul to San Estoval, and he explored 170 square miles of ultrabasic rock outcrops. In the second year of his efforts, four other field geologists were operating in BSIP and this year of intense activity resulted in the discovery of chrysotile asbestos on San Jorge Is. (which is of no immediate economic value); and nickel-bearing ores on San Jorge, Ysabel and Choiseul (which are now being mined).

* * *
A senior NNG administrative official, Mr. Raphael den Haan, in May was appointed to the newly created post of Commissioner for the Development of the Central Highlands. He will take the job of speeding up development in the backward Highlands, through road building, air services, agriculture and stock breeding. His jurisdiction will extend from the Wissel River to the P-NG border. Next October the Administration intends to set up the Central Highlands District as an independent administrative



...ted to return to Rarotonga from NZ in ... with his bride was Metuakore Sadaraka, ... tutaki, who was recently capped for his ... (hons.)—the first Cook Islander to qualify ... his degree. He married Miss Lois Dunnett, ... typist of the Department of Island Territories, Wellington.

You can't keep a good man down. ... years ago Mr. Bob Howlett was ... ight young man stationed at Nadi ... ort, Fiji, who, on behalf of the ... Visitors' Bureau, gave a welcome ... information to travellers who ... ed off between planes. Today, ... rding to the Australian National ... el Association, which has just ... igned him to its Research Com- ... ee, he is recognised as one of

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3 BISCUIT BREAKFAST

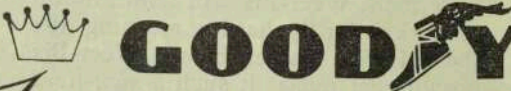
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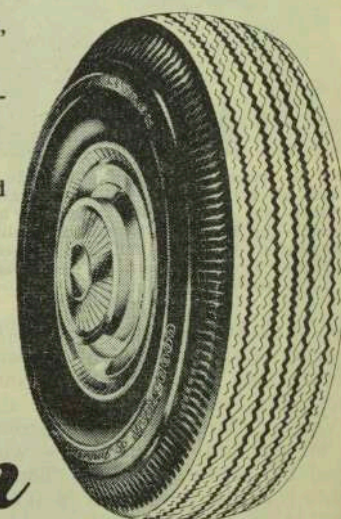
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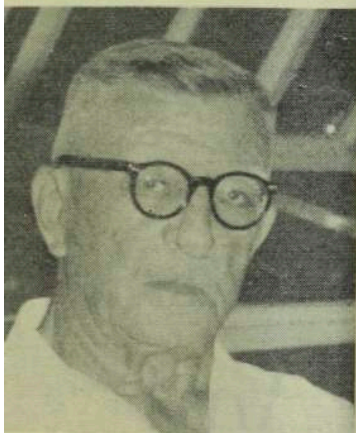
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leading authorities on travel in Australia and the Pacific. A lot of travel has gone down the Byett tracks in the 10 years in between. After Nadi, he became secretary of the Visitors' Bureau in Suva the years when the foundations of the present flourishing tourist industry were being laid. From there he went to Singapore as director of tourism, but when the present Government took office there a couple of years ago, tourism was one of the "advent Western ideas" it thought it could do without. Bob Howlett came to Australia and now is in charge of travel advertising and promotion for the *Australian Men's Weekly*.



was a wealth of experience present when veteran West Samoan settlers gathered in April to celebrate the 81st birthday of Mr. R. P. Berking (above). Mr. Berking, who was a Government official in the German days, has lived in West Samoa 50 years and is now the oldest European in the territory. Others at the celebration were Mr. August Betham, F. M. Jahnke and A. M. Gurau.

Along with Mr. Dudley McCarthy, Australian Territories Department, other distinguished delegates to the mid-year "please explain" session of the United Nations Trusteeship Council, was Mr. W. Wilfred Goding, newly appointed High Commissioner of the US Trust Territory of the Pacific Islands (Marianas, Guam, and Carolines). Mr. Goding, who was born in Australia 49 years ago, was appointed to the Kennedy administration and arrived in Washington on May 1. He arrived in Guam a few days later and has had only a few weeks in his dominions which extend over 3,000 square miles—most of it in the Pacific. On May 31 he was off again for the Trusteeship Council meeting. The Trust Territory's new Deputy Commissioner is Jose A. Rios, of San Juan, Puerto Rico.

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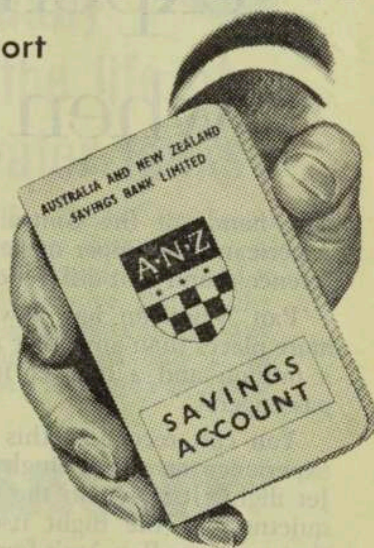
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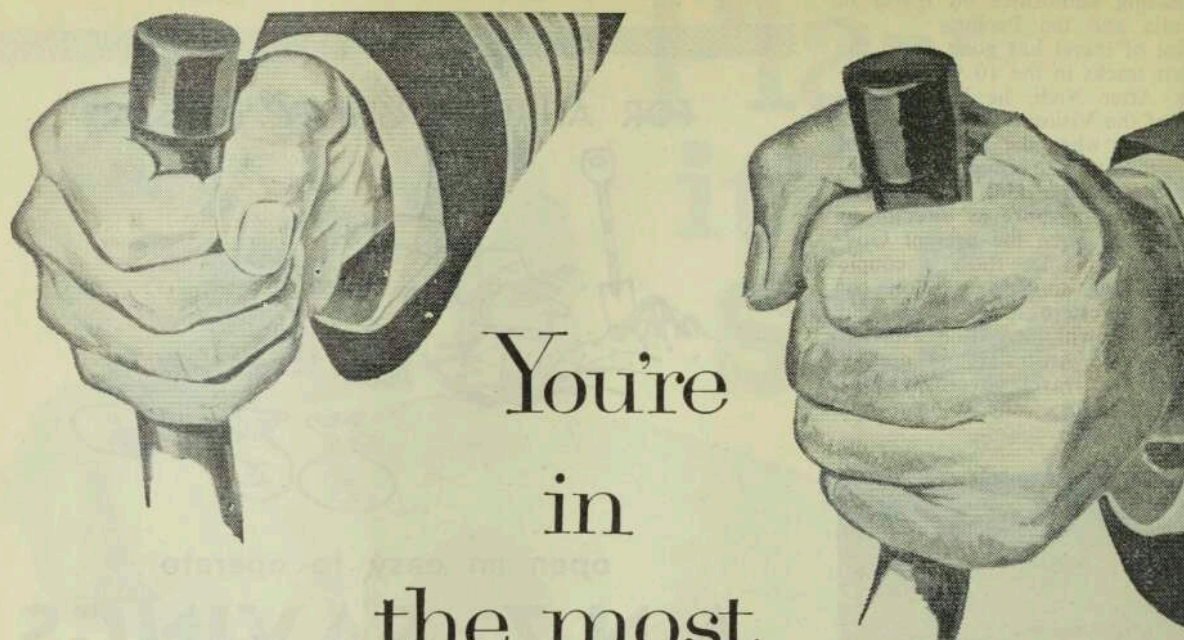
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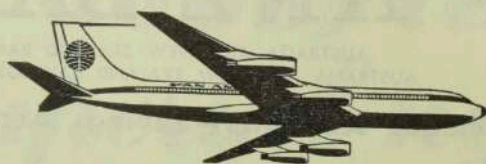
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rch are the Rev. and Mrs. Ron
dgate, with their family. Mr.
dgate was president of the Free
leyan Church and chaplain to
en Salote from 1955, after having
iously been principal of the
ou Boys' College and of the Bible
ning College. They are now in
pastorate of Maryborough,
ensland.

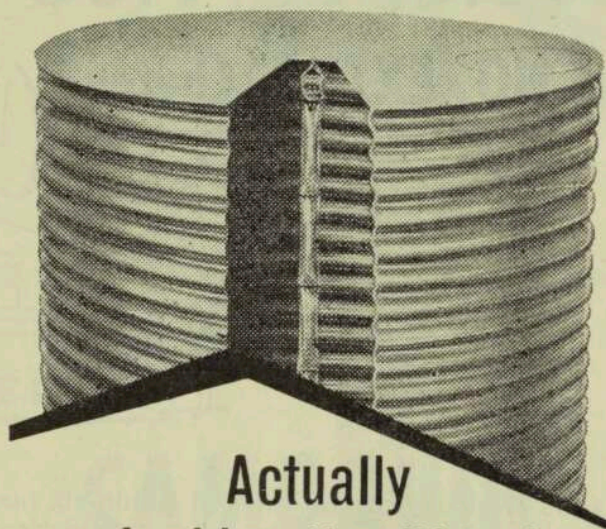


"seeing eye" guide dog to be brought
New Zealand is Delle, seen here in Auck-
lan May with her blind owner, Miss Jean
at the end of their TEAL flight from
t. Miss Fraser, an Auckland, brought
an 18-month-old Labrador, from Perth,
Australia, after training at the Guide
Centre there for two months. The NZ
Government and the airline both waived normal
ations to let Delle travel with Miss Fraser.

e novel by Mr. Russell Foreman,
Pig, based partly on old-time
customs and partly on Fiji
ry, which has had a good world
is to be filmed. Arrangements
being made by a producer named
ey Baring, and Paramount, under
a Baring will take a party to
about May, 1962, to commence
action of the film. Russell
man resided in Fiji for some
—mostly in the Sigatoka district
t last year, after the publication
ong Pig, he departed for Europe
America, and is now reported to
sold another book.

* * *
ss Elsabe Hilda Smith, who has
no less than 34 years to the
of the Methodist Mission in
is now on four months' leave,
to retirement. (Over)

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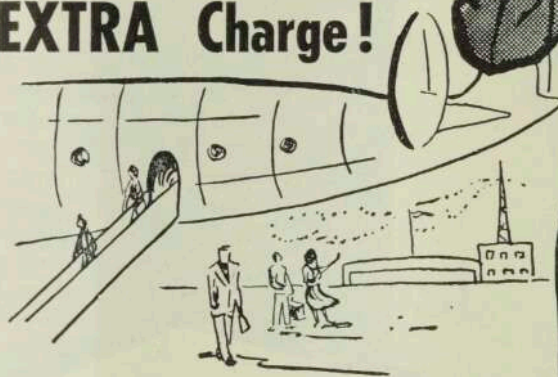
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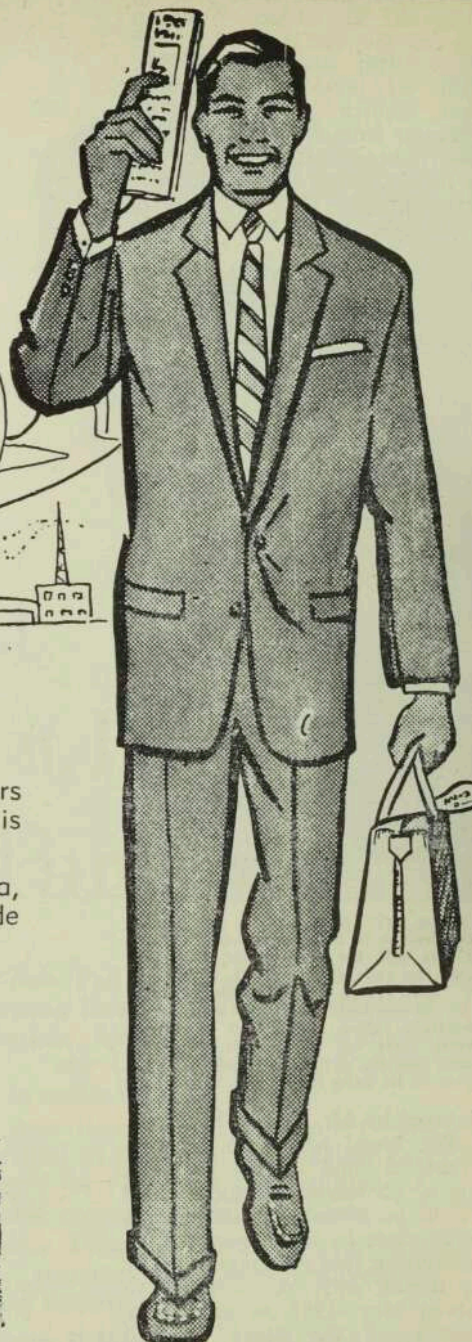
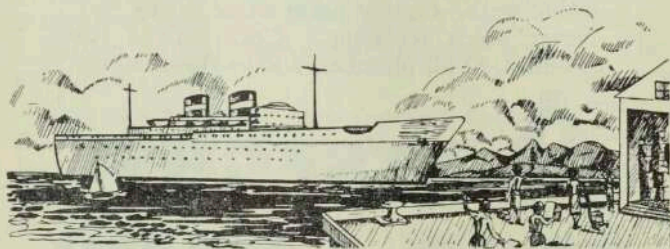


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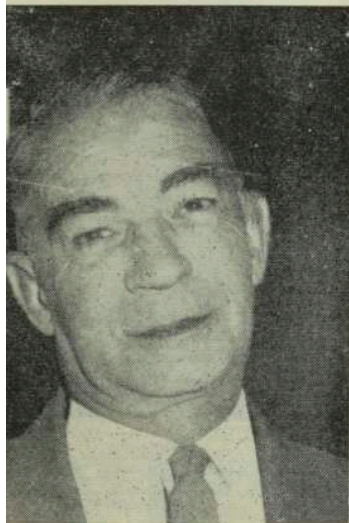
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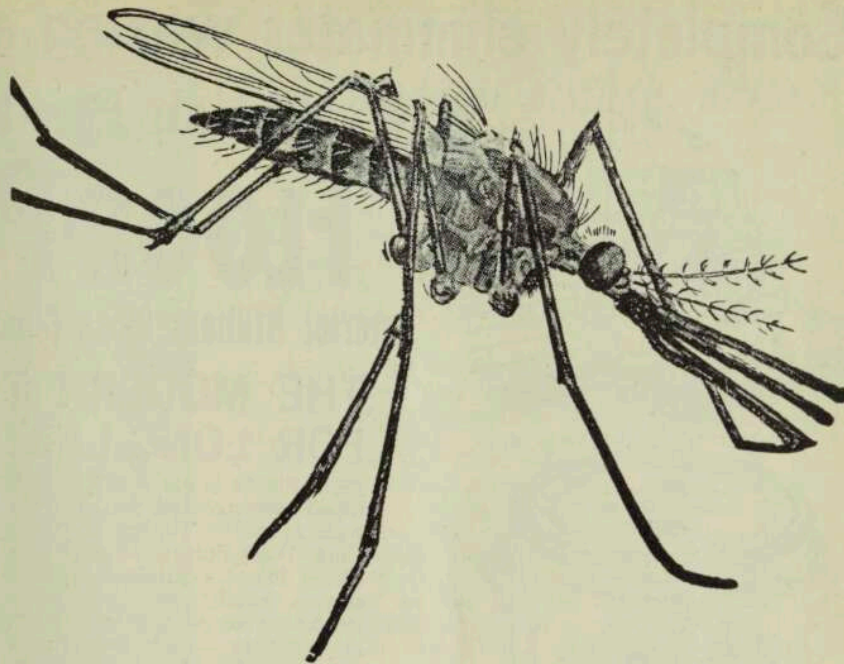
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Miss Smith, for 23 years, was one of the children's orphanage, Dilkusha, in Fiji; and then, at her request, she was transferred to get work, and she has been in charge of the Dilkusha Mission orphanage for the last 10½ years. Dilkusha is devoted to work among Indian children, and Miss Smith's years of service were given primarily to getting Indian children to get education and attain a higher standard of living. The mission gave her facilities to learn Hindi, and sent her to Calcutta, in India, for six months, for this purpose. She has noted, in her years in the Fiji field, a marked improvement in Indian standards of living here.



Frank Hindle, master of "Soochow", has become commodore of the China Navigation Company fleet. It is the first time that a master of a New Guinea-Australia Line vessel has been given this honour. Captain Hindle was photographed during a small ceremony in the office of Swire and Yui Ltd., to mark the occasion. Captain Hindle joined the service in 1930.

A well known newspaperman Ted Hindle, who has been the executive editor in charge of the *South Australian Post*, at Port Moresby, since his establishment, will transfer residence to Sydney this month and, in an executive position with Yaffa Pty. Ltd., will keep a close eye upon the P-NG news. His duties as manager have been taken over by Mr. Harry Hindle, who was a war-time Wing Commander in the RAAF, and who has been a senior business manager in Australia. Mr. and Mrs. Hindle, who have established a new home at Vacluse, Sydney, will be in Port Moresby, where they resided for the past 14 years.



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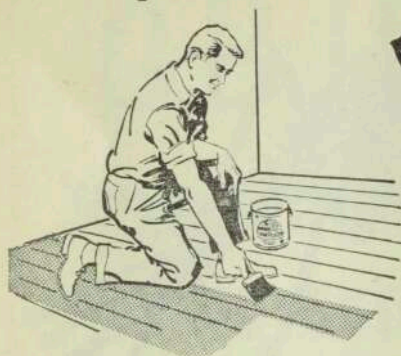
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IS THIS FROM HISTORIC WRECK ?

What may possibly be a relic of the American brig *Eliza*, which was wrecked in the Lomaiviti group of Fiji in June, 1808, has been brought to Suva by Captain S. B. Brown, of the cruise ship *Maroro*. It is a piece of ship's timber containing eight bolts (seen here with Captain Brown, on the left, and Mr. Tom Ramsey, of Melbourne). Mr. Ramsey will take a piece of the wreckage back to Australia for tests to determine the age.

A search for the *Eliza* wreck was initiated last year by Capt. Brown and the Tony Ayer group of young Americans who chartered the *Maroro* for a two months cruise of Fiji waters. They searched the Mocea reef at a spot where the *Eliza* was claimed to have been wrecked, but found nothing. Their interest, however, prompted several of the villagers from Lawaki to keep their eyes open, and a fortnight later, Jiogi Bakoso and Jiogi Batikala, while fishing in an area half a mile to the south of where the *Maroro* search was originally made, located an iron bolt protruding from the sand under about three fathoms of water. The bolt was seen when one of the men dived to clear his fishline which had fouled on coral. Digging beneath, they discovered the piece of wreckage and brought it ashore and kept it until Captain Brown visited the island again.

The wreck of the *Eliza* did much to shape the course of events in Fiji at the time. It contained a treasure of 40,000 dollars and a quantity of firearms, and the dollars and the firearms attracted white men of violence. The story was re-told by R. W. Robson in January *PIM*, p. 75.

PACIFIC REPORT

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

Fiji Unions to be Open for Inspection—111. Tahiti at the Hour of Jets; Fiji's Inexperienced Young Lawyers—111. Rabaul Strip to be Improved; Port Moresby's Big New Dam Contract is Let—115.
New Chief Judge for the Cooks—117. Vanua Levu Road Link Seems Closer; P-NG Will Get "Some Enlightened Government"—117. Cooper Deported from P-NG; Noumea Cracks Down on Motorists; Niue Weavers Make Money; Rabaul Gets New Houses—119.
P-NG Departments Switch—121. Toffee for the Tropics—121. Russian Expert Looks at Earthquakes; Nauru and P-NG Natives go to UNO—122. He says P-NG Schoolboys "Bullies"—123.
"Smithy" Plaque in Suva Can Now Be Seen—128. Vavau Food Position is Better—129. Mr. Gow's Retirement from BP's—130. Bell Mystery Solved; "Gerry" Adams Plays Ducks and Drakes—131. Suva Has an Earthquake; Interest in Australian Land in the New Hebrides; Rabaul Inquest into Labourer's Death—132. Fire was not Airline's Fault—133.

WHY FIJI ANXIOUSLY AWAITS THE SUGAR INDUSTRY REPORT

By R. W. Robson

The over-all, or long-term, outlook in Fiji has not improved in the past month; but optimistic folk, who do not look much beyond their immediate horizons, find comfort in the following:

- The three principal sugar mills (Lautoka, Rarawai and Labasa) began crushing in May; Penang will get going shortly; and all cane-farmers are busily harvesting. Sugar revenues for 1961-62 should be very good.

- Messrs. Christiani Nielsen and Gammon (who recently completed the Lautoka docks) are now building new docks for Suva. The huge job will take 2½ years, and the cost (provided mostly by Colonial Developmental Fund) will be about £2½ millions. Much of that money will remain helpfully in Fiji, in payment for labour and materials.

- Somewhat drastic steps taken recently by the Fiji Government to reduce expenditures are paying off.

In the year ended December 31, the Government had a surplus of nearly half a million.

- There is increasing recognition of, and aid for, the development of the Fiji tourist industry, which is full of promise.

- The threat that, because of the cessation of the Government subsidy, Emperor Gold Mines will cease operations (thus cutting out the Colony's third most important industry and throwing thousands more men into unemployment) is still there; but the completion of an industrial agreement between the mining company and its workers at Vatukoula, covering the next two years, suggests that the industry will continue and develop. A party of

Emperor directors, from Australia, are going to Fiji in July to study the situation.

On the other side of the Fiji picture there are some discouraging silhouettes.

The worst, probably, is the continued, active hostility of the North-west Indian minority group towards the CSR.

Indian 'Planners' v. CSR

Having agreed that crushing should commence at end of May, the CSR pointed to good prospects for the industry next year, and urged general planting of cane for 1962 harvesting.

The Patel-Mathur group (Mr. Mathur is a sugar expert brought in by a section of growers to advise them during the sugar inquiry—and still there) began counter-propaganda. They insisted growers should not plant cane for 1962 unless they had a guaranteed price; and therefore (they argued) no planting should be undertaken at least until the report of the Sugar Commission was received.

Some growers began planting, and immediately were attacked openly by propaganda, and secretly by personal assault and cane-burning. There was much evidence of terrorism, in May, and the great majority of growers therefore did not plant.

There was evidence that they wanted to plant, and probably would plant as soon as the mills opened—so that, if the terrorists set fire to their fields, the scorched cane could be immediately cut and crushed, and would not be a dead loss.

The situation gave the CSR some concern. At the end of May, the planting figures were—

	Acres
Lautoka	448
Rarawai	2,713
Labasa	3,193
Penang	66
Total	6,420

Experts said that this was not anything like the planting needed to take care of next year's demand—a demand likely to grow through additional sales to USA, in consequence of the Cuban debacle.

They calculated in early June, however, that there still was time for all required planting to be done this year, before the end of the planting season, provided there is no further hold-up.

All sections of the industry await the Sugar Commission's report. It is at present the hope of responsible

(Continued on p. 134)

Their registration slips in their hands, these voters walk to the polling booth to cast their vote for independence or not during West Samoa's plebiscite in May.

Photo: Samoana



SAMOAN PLEBISCITE WENT WITHOUT A HITCH

From an Apia Correspondent

West Samoa's plebiscite for independence in May went off without a hitch, and the United Nations Mission which supervised the event returned to New York in mid-May full of praises for the way the whole thing had been handled.

THE plebiscite commissioner, Dr. Najmuddine Rifai, said May 9 was a day the Samoans should remember with pride. For the first time, the right to vote had been given to every eligible citizen. They had voted in a most orderly fashion and shown a sense of responsibility which was most encouraging.

"Such an admirable performance is a great tribute to the wise Samoan leaders who have lead their people to such a remarkable state of political maturity," said Dr. Rifai. He and his team of 12 UN staff members spent four weeks in Samoa, touring all districts.

Dr. Rifai is from the United Arab Republic, and his team came from 10 nations. He is a Doctor of Philosophy in international law. In 1953 he was with the UN Mission to West Samoa and P-NG.

Dr. Rifai's report will first go to the Trusteeship Council, and then to the General Assembly.

W. Samoa overwhelmingly endorsed the constitution and agreed that Samoa should become independent (PIM, May, p. 20).

More than 89 per cent. of registered voters took part in the plebiscite. There were more than 34,000 votes (out of a total population of 108,000).

At one polling booth, Samata (Upolu), all 184 voters wanted the constitution adopted, and 180 of them voted for independence. The remaining votes were informal. On the other hand at Lotofaga (Safata) there were 98 voters who wanted independence and 106 who didn't.



Dr. N. Rifai, UN Commissioner supervising the May plebiscite.

Photo: Samoana

HOLE - IN - THE - HEART BABY

Six-year-old Leitoata, the "little girl from the jungle village", won all hearts when she arrived in Melbourne from the New Hebrides for a delicate operation for a hole-in-the-heart.

Her trip was organised by the Presbyterian Mission, and with Leitoata came her father, 32-year-old Kaluare, a New Hebrides school teacher, who visited Melbourne's Alfred Hospital twice each day while the doctors made tests to see whether Leitoata could undergo the operation.

Melbourne newspaper readers took warm interest in Leitoata's progress, and toys and gifts showered in, especially following the operation on April 18. Leitoata soon began to get strong again, and towards the end of April the doctors said Kaluare should be able to take his daughter home in a few weeks. Pictures appeared of Leitoata playing with her toys, or learning to blow bubbles with her father.

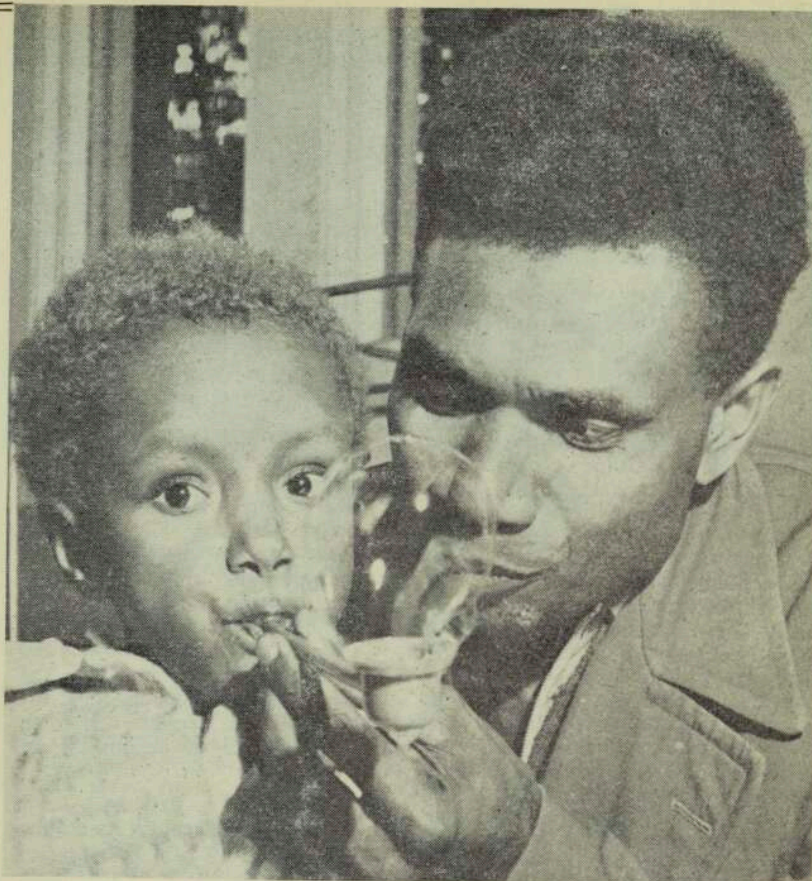
Then suddenly one morning came the unexpected news that Leitoata was dead.

Kaluare packed his case full of the toys, the teddy bears, the koalas and dolls—which would now be given to the people of his village on the tiny island of Leleppa, off Efate—and flew the 2,000 miles back home.

As Kaluare left from Melbourne, another plane brought a letter to PIM in Sydney from Mr. and Mrs. J. MacCauley, of isolated Penrhyn Island, in the Cooks, where Mr. MacCauley is Resident Agent. They asked for a copy of the photograph below, because it is the only one in existence with them and their four-year-old adopted daughter, Cecelia. PIM printed it in February, 1960, and Cecelia died in a US hospital last October following a heart operation.

She had gone to America for it with the help of the American owner of the yacht "Wild Goose II", Mr. Max Wyman. "It was a fairy tale", says Mr. MacCauley in his letter, adding that he only hopes one day, somehow, he can do something in return for Mr. Wyman.

Photos: Melbourne "Sun News-Pictorial" and J. P. Shortall



P-NG OFFICIALDOM OUTVOTED— ON PAPER, ANYHOW!

From a Port Moresby Correspondent

Two days after the second meeting of the reconstituted Legislative Council of P-NG got going in Port Moresby on June 5, official members were outvoted for one of the few times in the history of Territory Legcos.

ON an amendment to the Child Welfare Bill, the voting was 19 for and 15 against.

Nine of the Council's 11 native members present voted against the Government.

Mr. R. Slaughter, elected European member of Western Papua, introduced the amendment during debate on the bill. He proposed that a clause dealing with the establishment of Children's Courts should make provision for inclusion of a woman in the Courts' membership.

The Government leader, Dr. J. T. Gunther, opposed the amendment. The Council President, Brigadier D. M. Cleland, called for a voice vote and ruled in favour of the noes.

Mr. Slaughter asked for a division and the government found itself outvoted easily.

The only two native members who voted with the official members were Reuben Taureka and Kibunki, of Wabag. Taureka is an Assistant Medical Practitioner, therefore a public servant and was, last Legco, an official member himself.

Kibunki is also a nominated member—one of the two who represent the "less developed people" of the Territory. It would be interesting to know whether he really doesn't want women in the Children's Court or whether he just managed to vote that way by mistake.

The fact that the official members were defeated doesn't mean that the Opposition gets what it wants. There is still the hurdle of Ministerial and probably Royal assent to be got over.

Dutch Exodus From NNG Has Begun

From a Hollandia Correspondent

Because they see the writing on the wall—or think that they do—approximately 800 (or 5 per cent.) of the Dutch population of Netherlands New Guinea have left the Territory since mid-1960.

THIS exodus far exceeds anything similar in the neighbouring Australian New Guinea Territory, although there, too, there has been an accelerated move towards getting out since the idea of self-government first began to be bandied about in the middle of last year.

In NNG the departure of Dutch citizens has created some awkward problems of staffing in both Government and private business.

At the moment the appeal of self government far out-strips the natives' ability to cope with the mechanics of it. The Dutch have instituted crash training and education plans but the results have so far been just a drop in the bucket of present and future requirements.

Mostly Euroneseans

The Dutch citizens who have departed have mostly been "local Dutch"—that is, Euroneseans. Having experienced "independence" once—in 1949, when Indonesia took over the former Dutch East Indies—they are probably more sensitive than most to the chill winds of change, and want to go while the going is still good.

Some of these people came to NNG hoping to establish a new home for Euroneseans, but political events of the past year leave no room to doubt that when the natives get independence, there won't be any room for anything of that sort.

Rather than be the outer fringe of the sort of society this is likely to be, they have elected to go to Holland—an environment where many will be as fish out of water, but in which their children will at least be able to make something of their European heritage.

The Netherlands Government has helped in the repatriation of local Dutch; and two further contingents are expected to leave NNG in September and December this year. In addition, many other Dutch families have left privately.

THEY WANT A REPUBLIC

From our Hollandia Correspondent

Because NNG's newly formed political parties did not take a very active part in the elections for the New Guinea Council last February some observers have believed that political parties wouldn't amount to much in this Territory for the time being.

But it is now clear that Herman Wajoi's National Party (Parna), which unites most of the younger Papuans, is very active. In May, Parna decided that its previously set target date of 1970 for the Papuanisation of the Police and Civil Service was not nearly advanced enough; so now 1970 becomes the date in which the party wants independence for the Papuan people. It then wants NNG to become a republic.

Parna has passed on its new decision to Queen Juliana, the chairmen of both Houses of the Netherlands Parliament, the chairman of the New Guinea Council and the chairman of the UN Commission on Non-self-governing Territories.

Parna decided that one of the reasons why Papuanisation should be speeded up was that Euroneseans and Dutchmen were leaving the country—a fact about which the party expresses concern.

Parna also wants the name of the Papuan Voluntary Corps to be changed to National Army, as Voluntary Corps 'had an aggressive sound' to Indonesian ears, it says.

Meanwhile in Sorong, seven members of a secret pro-Indonesian "Army of the Brave Paradise Bird" have been sentenced to gaol terms ranging from seven months to four years for their activities. Some of the men had maps of Biak airfield, Manokwari shipyard, and Sorong Navy camp and had planned to seize the motor vessel *Kasimbar* from Merauke and sail it to Indonesia.

NEW GUINEA HANDBOOK HAS IT ALL

The third edition of the Handbook of Papua and New Guinea was published in May and is now available from booksellers in the Territory or direct from Pacific Publications Pty. Ltd., GPO Box 3408, Sydney, NSW.

PUBLICATION was a little later than anticipated but this allowed the front sections of the book to go to press correct as at month previously, and for such political innovations as the reconstituted Legislative Council to be adequately covered.

All statistics have been brought up to date; all sections have been revised and at times rewritten in the interests of conciseness and readability; some maps have been redrawn and others are new.

With 304 pages, this edition is 10 pages larger than the last and some of this extra space is taken up with a new section—a "Tourist Guide". No great effort has been made in P-NG to develop a tourist industry but as the Territory is one of the few primitive places on earth where the traveller can still be certain of not becoming involved in war or riots, more and more visitors are becoming interested in it. The "Guide" is designed for their assistance.

As in the previous editions we have had the co-operation of the Administration of Papua and New Guinea in collecting and revising material. The Assistant Administrator, heads of Departments and District Commissioners have all helped to make the task easier.

This edition has a full-colour dust jacket on which a couple of Highland gentlemen are shown—the Mt. Hagen citizen in working garb, and the Chimbu in full fur and feathers.

Who's Who in the South Pacific

Those who have given up hope of seeing *Who's Who in the South Pacific*, questionnaires for which were sent out last year, should take fresh heart. We haven't abandoned the project. Before we began it we appreciated the difficulties of collecting data from people scattered all over the Pacific, from the Marianas in the North to Norfolk Island in the South; and from Tahiti in the East to Netherlands New Guinea in the West; people who, moreover, spoke

(Continued on p. 136)

COOK IS. ELECTIONS BRING MANY NEW FACES

The elections for the Cook Islands Legislative Assembly in May, brought 22 new faces—many of them educated young islanders. The new Assembly is the second since the Assembly was constituted as a successor to the Legislative Council.

The new Assembly, which was due to hold its inaugural meeting in June, has 15 elected members, 11 members nominated to represent Island Councils and four official members, plus the President, the Resident Commissioner, Mr. A. O. Dare. The elected members comprise 14 Islanders and one European; the elected and nominated members between them include seven teachers, four traders, four schoolers, two store managers, two clerical servants (other than schoolers), a company manager, a shipowner and a housewife.

The Names

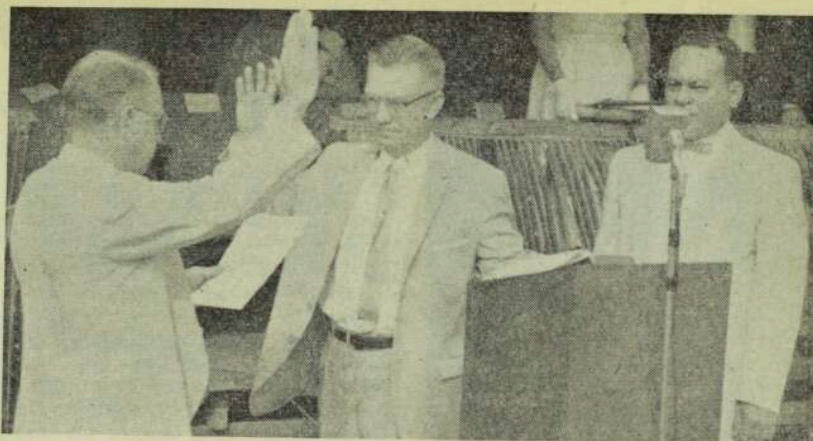
The elected members are: Messrs. A. Temu (representing Rakaia); Ben Ellis Jnr. (Manihiki); T. Tangaroa (Penrhyn); Ine (Pukapuka); Tiki Tetava (Mitiaro); Terii Taripo (Mitiaro); William Estall and Matai (both of Aitutaki); Pokino (Mangaia); Vaine Rere; Dick Charles Brown, Mrs. Ingram, Teakura Roi, and Mrs. Kokoina Morgan (all of Rarotonga). The European representative is L. L. Bailey.

Island Council representatives are Kau Mapu (representing Aitutaki); Ngatupuna Matepi (Mangaia); Ariki (Atiu); Makea Nui (Aitutaki); Areora Ira, Napa Napa and Teariki Tuavera (Rarotonga).

Official members are Mr. L. T. Morgan (Secretary to the Government); Mr. T. N. Perry (Treasurer of the Cook Islands); Dr. T. T. Morgan (Chief Medical Officer); and E. D. McEwan (Director of Education).

Mr. Morgan and William S. Estall were the first two Government ship pupils to be elected to represent their islands—Rarotonga and Aitutaki respectively.

Rarotonga at the elections, 2,412 voted out of a total roll of 4,000—which means that 56.2 per cent of the voters exercised their



Governor H. Rex Lee, centre, takes the oath from Chief Justice Arthur Morrow during the swearing-in ceremony in Pago Pago on May 27. Retiring Governor Peter Coleman looks on.

American Samoa Gets A New Governor

From a Pago Pago Correspondent

Speculation over whether American Samoa would or would not get a new Governor following the installation of a Democrat President in the US, finally came to an end in May when it was announced that Mr. H. Rex Lee, a career public servant with 24 years' service, was new Governor in succession to the Hon. Peter Coleman. Governor Lee, 51, arrived at Pago Pago on May 23 and was sworn in at a colourful ceremony on May 27.

AMONG those present were the Under-Secretary of the Department of the Interior, Mr. John A. Carver, Jr., and Mr. Coleman.

Mr. Coleman, with his wife, left Samoa by air the following day, after a long round of feasts and receptions by friends and officials. Governor Coleman had been Governor for four and a half years, longer than any other government

head, and he was the first Samoan to have held the post.

After a brief holiday in Hawaii, he left for the US Trust Territory to take a new position as District Administrator of the Marshall Islands. The Trust Territory itself had a new High Commissioner—Mr. M. Wilfred Goding.

At the swearing-in ceremony in Pago, Governor Lee told the Samoans that Samoa was "not a forgotten land" and that Washington would give full co-operation towards any sound programme that Samoa wanted.

He said his own tentative plans were to go ahead with organisation for the reception of the South Pacific Conference to be held in Pago in July next year; to successfully complete Tafuna airport to jet standard; to clean up roads and villages; to provide enough high schools for secondary education for all Samoans and not only for the present 30 to 40 per cent.

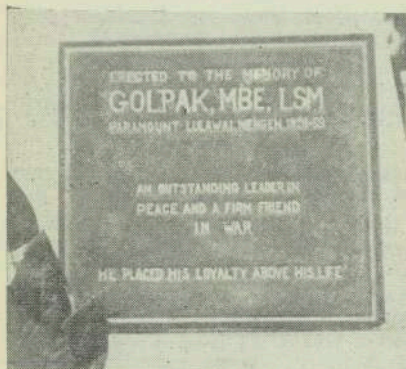
Governor Lee said he wanted to find better opportunities for Samoan youth in Samoa itself.

He said he believed firmly in self-government and would do everything to help Samoa obtain maximum self-



New Secretary for American Samoa—Major Eric Scanlan.

(Continued on p. 134)



MEMORIAL. The memorial erected by the people of NG to Golpak, a paramount chief of New Britain, and which was unveiled in May, bears these two inscriptions, one on each side. The smaller plaque was provided by the Australian branch of the Royal Air Forces' Escaping Society, some of whose members were aided by the fearless and loyal Golpak during the war. Golpak died in 1959, and his exploits were recalled in "PIM", May, 1961, p. 134. See also opposite page.

Photos: K. Vellacott Jones

Old Friends Are Back In Latest War History

Islands readers will find the sixth volume of the official history of the Australian Army at war more than just a lucid account of the fight for New Guinea between mid-1943 and mid-1944. For them it will also be a fascinating account of the many exploits of their friends and neighbours.

NAMES that are well-known in P-NG today as those of leading residents keep cropping up through the text of this latest volume, David Dexter's *The New Guinea Offensives*, just as they did in the previous volumes that refer to New Guinea, Dudley McCarthy's *South-West Pacific Area—First Year*, and Lionel Wigmore's *The Japanese Thrust*.

It would be an interesting exercise one day to go through the three Army volumes, plus the Navy and Air Force histories and such books as Eric Feldt's *The Coast Watchers*, and list what would undoubtedly be the large proportion of P-NG people who not only defended their country but who sometimes did it in a spectacular fashion.

Those many who were engaged in private enterprise in New Guinea before the war risked, and frequently lost, their possessions, and on occasions their health and their lives.

"Exploiters" Now

But of the many who survived, which fortunately is the majority, those who have again built up their homes and their capital are the ones today being labelled "white exploiters", and maligned on every hand for their temerity in even living in the country, by the socialist long-hairs of the mainland who are today's experts on what is best for New Guinea.

The fact that most of these critics never visited the Territories before the war or during it, nor have been there since, does not of course necessarily preclude them from their right to be critics, but what it does do is prevent them making an intelligent estimate of present Islands atmosphere and Islands thinking. In this regard, these war histories can almost be read as social documents by those who know what to look for.

The atmosphere in the Islands today is still very greatly influenced by the camaraderie of those residents who have lived and fought together over many years and who today never question each other's *basic sincerity*, whether they happen to be

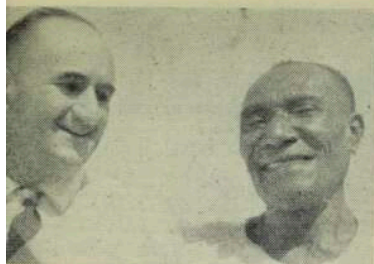
planting on Bougainville, or sitting in a Government office in Port Moresby.

To read much of the out-pouring of the mainland critics, one would believe that the P-NG Administration and private enterprise are continually and personally, at war. In truth the personalities on both sides of the theoretical fence are quite often united in practice, and at war with the Central Government in Canberra—a situation that Canberra certainly suspects but is never likely to admit publicly. It is practice, not theory.



WAR RELIC. Wartime memories were revived at Lae, NG, in May when this engine of a Japanese Zero, plus a Jap sword and some bones, were dug from the airstrip. A groom had noticed the sinking in the strip. Working through the night, while aircraft were not using the strip, machines and men quickly uncovered and removed the wrecked plane, then pushed on with the job of re-establishing the surface before the first DC6B was due to arrive in the morning. The task was finished by 4 a.m. Whether the wreckage had been used as filling, or whether the Zero dug its own grave as it crashed, nobody knows.

Photo: Pat Robertson



ing over old times at Pomio, New Britain, May, during the official opening of New Guinea's memorial to paramount luluai Golpak Mr. R. I. Skinner, former coastwatcher and executive officer with the Department of Affairs, and Paiaman, one of Golpak's lieutenants. Mr. Skinner is mentioned in the latest official war history, "The New Guinea Offensives", released in May.

Photo: K. Vellacott-Jones

ch has and will count in P-NG—t which the theorists seem unable understand.

ew Guinea's future can be worked only in partnership with all who e the genuine interest of the Terri- at heart, wherever they might be g now. To leave it all to the alist experts, whose interests cally are ones of self-interest and onal conceit, is monstrous folly.

he *New Guinea Offensives* deals, ng other things, with the Sala- a campaign, the offensives against Finschhafen and Madang, in- ing the events in the Markham Ramu Valleys, the war in the k and the move to Hollandia, and hes on part of the Solomons and gainville campaigns.

uring some of these campaigns e were differences between senior australian and American officers, h the author indicates were ly due to misunderstandings as he difference in the methods of two armies. The American sys- was one of a highly centralised rol, the Australian system was to v commands to work out plans he spot in accordance with the ral outline. Some of the Ameri- were inclined to regard the abe of detail in Australian planning ue to the fact that the Australians t have any plans.

icism of MacArthur appears. o interesting footnote tells how Arthur censored Australian news ts of the Finschhafen campaign ake them agree with his own unique in which he had pre- d, incorrectly, that the Jap s were weak and of little signi- ce. In fact the Japanese had er-attacked with very strong re- cements.

NEW GUINEA OFFENSIVES. ed by the Australian War Memorial, rra. 40/-.

TOURING FIJIANS MAKE THEMSELVES AT HOME

Members of a Fijian Rugby team who were making an Australian tour in May-June captured the limelight, as usual, for their complete unorthodoxy. The sports writers kept complaining that it made a set pattern of defence against them quite useless. Their bursts of speed, like the barefoot one displayed in the centre picture by exuberant winger Josefa Levula during Sydney practice, guaranteed them plenty of barrackers on the field, but even off it they were hardly ever out of the lime-light. Epli Rayawa certainly got himself well and truly in it when he called back-stage at Sydney's Her Majesty's Theatre and let "My Fair Lady" star Bunty Turner give him a once over lightly with a powder puff. In more serious mood, Nete Logavatu and Captain Orisi Dawai were photographed talking to the Rev. T. D. Noffs, at the Methodist Wesley Chapel, Sydney, after the team had attended morning service. Logavatu read the lesson.



HE IS NOW SIR DONALD

The Administrator of Papua-New Guinea since 1953, Brigadier Donald Cleland, CBE, was created a Knight in the Queen's Birthday Honours List in June—an honour which was warmly received throughout the Territory.

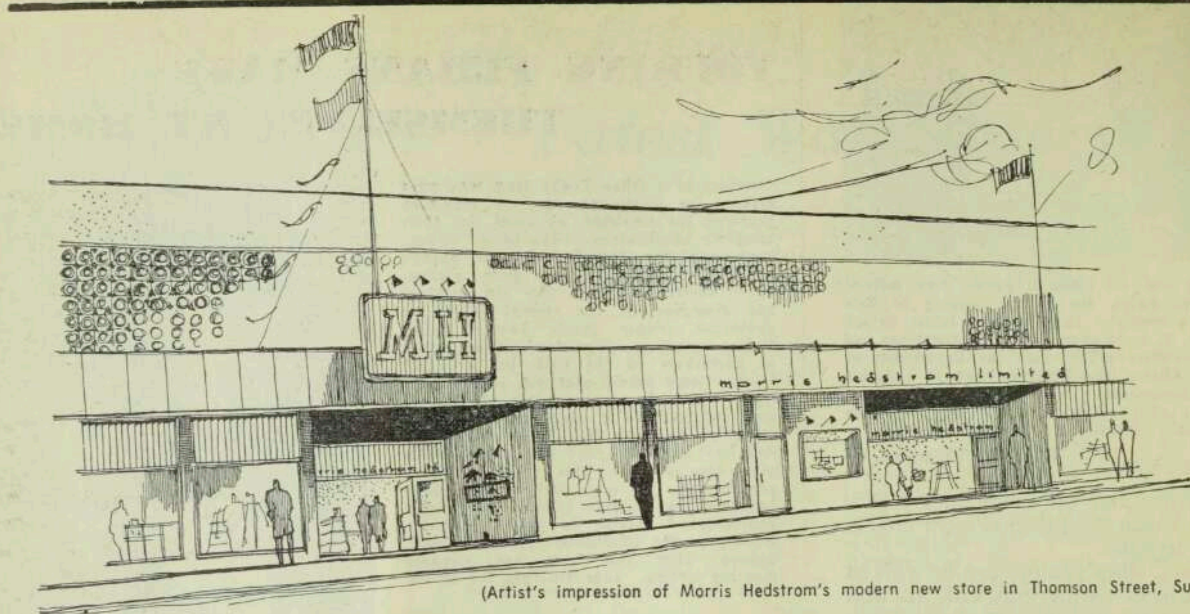
HE was created Knight Bachelor. The honour was well deserved and long overdue, and will help to give a little extra standing to the Administrator of the largest of the South Pacific Territories—an island group of 183,540 square miles, with a population of more than 1,875,000—21,000 of them Europeans.

For years there have been moves made within P-NG to have the head of the Territory given a higher rank than that of Administrator, so that P-NG could have some standing on international occasions when the Administrator has to rub shoulders with Governors and High Commissioners of smaller Territories. Before the war Papua had a Lieut.-Governor.

The new honour for Sir Donald is a personal one which does not solve the protocol position, but it will undoubtedly give the Administrator of P-NG some additional standing.

It is to be hoped a knighthood will become a foregone-conclusion for the position in future, as it does with the Western Pacific High Commission and the Governorship of Fiji.





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FIJI — SAMOA — TONGA

Better Deal Needed For American Samoa

IT is almost impossible to discuss the achievements of the Hon. Peter Coleman during his four-and-a-half year term as Governor of American Samoa, which is now ended, without knowing how much he had planned to do, and how much he was prevented from doing because of the apathy of the American Government back home. Remote Samoa has never amounted to much in the American estimate, except perhaps as the locale for a book by Somerset Maugham and a one-time furlough spot for the Navy. The average American probably wouldn't even know where the Territory was, let alone be interested in the finer points of its political and economic future.

But it is the political and economic future that count in American Samoa—more especially now that her western neighbour will achieve her independence next January.

For this reason the selection of Governor Lee is likely to be a good thing, if only he can combine the facts he will now learn in Samoa with the facts he already knows of the machinery problems back home, and thus work towards a better deal for the Samoans.

Governor Lee showed in his installation address that he knows the problems. He wants better opportunities for Samoans at home; he wants to help Samoa attain "maximum self-government"; he wants to complete Tafuna airport; and he wants to clean up the roads and villages.

Pago Pago and its surrounding villages certainly present a dismal—in fact, disgraceful—advertisement for America, and a clean-up campaign is well overdue. But Governor Lee will be able to brighten up the dejected faces he also sees in the streets only if he can overcome that problem of giving better opportunities to Samoans at home, and thus halt the present suicidal course under which every Samoan hot-foots it to the States to work as soon as he can save the fare. There he becomes just another second-class citizen.

The Governor's plans for "more self-government" might meet with problems from the Samoans themselves, who are not at all sure that they want to run the risks of independence, having been protected, although not developed, for so long. But if Governor Lee can boost their morale and prove to them that home can be a good place to live, then that problem will fix itself.

The Editors' Mailbag

The New Caledonian Shell That Killed

If you want to find out how many conchologists there are interested in Pacific shells, you need only to publish a photograph of a specimen and give it the wrong name. In December *PIM* we reported the death of a New Caledonian after being stung by a member of the cone shell family. We published a picture of a shell, the photo having come with the article from our New Caledonian correspondent. It was stated that the shell was *Conus geographus*.

Mrs. Isobel Pert, of Madang, New Guinea, however, says that it wasn't a *geographus* at all that appeared in the photo, but a *Conus striatus*. We have checked with Dr. D. F. McMichael, Curator of Molluscs, at the Australian Museum, Sydney, who backs Mrs. Pert up. Our picture, he says, is definitely of a specimen of *Conus striatus*.

All very academic, of course, in view of the fact that the fellow's dead, anyway. But not entirely. *Geographus* is known to inflict a poisonous sting; it is suspected that *striatus* might also do this, but there has been no absolute proof that it does. If this New Caledonian died from the sting of the sort of shell shown in our illustration, it is of scientific interest.

But if the natives just brought in any old shell to our correspondent and said, "It was a shell just like this," it could turn out to have been a *geographus* that killed him after all.

We are now getting some more information from our correspondent, so that readers, in and out of museums, may have their minds put at rest, one way or the other.

And Some That Are Worth Risks

In the meantime—except in certain circumstances—it would be as well to give all cone shells a wide berth. Mrs. Pert gives us a list of other *conus* varieties—*marmoreus*, *tulipa*, *aulicus* and *textile*—which are all poisonous, although she seems to hunt around NG reefs for them.

The "certain circumstances" in which it isn't a good thing to leave these shells, is when collecting for

American millionaires. Then worth the risk. Mr. E. L. Mau of Minnesota, also stirred up by December article (although doesn't say anything about our *geographus* being a *striatus*) reports several US servicemen lost lives in New Guinea from *C. aulicus* and *Conus textile*. He sends us also, a coloured picture of *C. gloria-maria* "the rarest shell in world".

There is a standing offer for five-inch, perfect specimen of one, by one of the Du Pont millionaires who wants to put it in the million museum he has donated Wilmington, Maryland.

There are only 23 of these shells in all the world's collections, 10 of them ex-Dutch East Indies war and in Dutch museums. Only 10 of the 23 known specimens are perfect—most of the others are fractured or chipped. During the war, specimen was picked up on "Northern shore" of NG and on the "southern shore".

Another rare shell of the Torres Strait area is the cowrie, *Cypraea valentia*, specimens of which have been found off Warrior Reef, north of Thursday Island. These will fetch \$1,000 of any millionaire collector's money.

It seems to us that there is a chance here for some of our collecting friends in the SW Pacific to make a lucky buck. The colour photo of *gloria-maria* shows a tapering shell, with a more elongated "spire" than our *striatus* shown. It is white with an all-over brown gold pattern like tightpacked leather with lines of scribble.

Gimmick Island Wanted—Cheap

Anybody in the Pacific got a lump of mud and mangroves they'd like to sell American into as a publicity gimmick?

If so, the advertising manager of the National Bank of Oregon, P.O. Box 3457, Portland B, Oregon, would like to hear from you. In explaining the idea to us, he says he wants the island in connection with the opening of their new building. He wants to offer the island as a prize in a competition and like to be able to display the island of sale (or lease) of same, photograph, location particulars.

all vial of sand from the island though "actually, any coral sand do").

is believed that the chances of a winner ever seeing the island be 100,000 to 1, so the actual owner could retain cultivation rights. Although sale, or lease, have to be legal, for practical reasons the island could be worthless, uninhabited and very

Tom Carter, the advertising man, thinks that as he wouldn't be getting very much of an island, anything that goes with it, the sale price wouldn't have to be high—say, no more than \$150. He ends his letter by saying that on the surface, this request will likely seem ridiculous to you. "—we'll put it this way: We somehow don't seem to be able to see the connection between something like the deeds of a worthless islet and attracting visitors to a bank in Portland, Oregon."

PIM readers will remember, of course, the fiasco of "Ava-Ava" in Fiji, which was won by a New American in a limerick competition around 1957-58. The winner's friend arrived to take possession and became very unhappy—as the Fiji Visitors' Bureau which got itself mixed up in it and by getting Fiji and the whole

British Commonwealth some very bad publicity.

Triple-Headed Query

Double-headed and triple-headed coconut palms are something we have ceased to have any real interest in, since we had such a sprouting of them some time back. But we received a note during the month from Mr. R. A. Lever, of Leatherhead, Surrey, England, enclosing a photograph of a triple-headed palm photographed in 1936 on Ruavatu Estate, Guadalcanal, BSIP. What Mr. Lever wants to know is whether it is still there. Anybody know?

New Guinea Womens' Club

Also in the Mailbag, a note from the New Guinea Women's Club of Sydney giving us this year's date for the remembrance service for the sinking of the Jap. POW ship *Montevideo Maru*, with its load of hundreds of pre-war residents. A wreath will be placed on the Sydney Cenotaph at 10 a.m. on June 29, and morning tea will follow in the club rooms at the Feminist Club, 77 King Street. Annual general meeting of the New Guinea Women's Club will be held there also at 10.30 a.m. on July 27.

The Weird Mob Of Western Samoa

The long awaited third book by John O'Grady—*No Kava for Johnny*—was published in late May. It was long-awaited because his two books, written disguised as Nino Culotta, the New Australian, had sold 270,000 for *They're a Weird Mob* and 130,000 for *Cop Lot* had left the critics still wondering whether he could really write. Such phenomenal sales, in Australia, and in expensive editions, led to suggest to the cultured members of the Critics' Union that never O'Grady-Culotta was producing, couldn't be literature—or nob wouldn't be going for it.

Now they've got their chance to find out. Before he became a selling writer, John O'Grady was a pharmacist and about the time a manuscript of *Weird Mob* was trying to find an interested publisher, he slipped off to a job at Apia Hospital, Western Samoa.

He was still there when the book became a sensation back in Australia, and thus encouraged, he began a story of Samoa—which has become *No Kava for Johnny*. At his publisher's request, the Samoan story was put on ice while he wrote a sequel to Nino Culotta's Australian adventures—which is why this, the second book he wrote, is hard to be published.

No Kava for Johnny is the story of Johnny (or Ioane) the pacifist's mate—a small man with a big heart but a talent for putting his feet forward into the wrong situations.

The book, just released as this edition of PIM went to press, has been reviewed in the book section in July. Meanwhile, PIM's tip is that Nino can write but that his book will be better appreciated in the States than in Australia.

It is published by Ure Smith Pty. Ltd. and the Australian price is

Canberra COMMENTARY

From our Canberra Correspondent

Somebody boomed when in an excess of zeal and a needless display of timidity, the Territories Department and the P-NG Administration attempted to put a security screen around New Guinea's first representative at the Trusteeship Council, Mr. Ephraim Jubilee.

FROM the time he left the Territory until he left Sydney Mr. Jubilee was cosseted by officials apparently determined to keep him away from journalists. They weren't always successful.

Their action was unfortunate, because it left the impression that Mr. Jubilee was a man who had to be told by the "Administering Authority" exactly what he should say.

No more damaging weapon could be handed to those in the Trusteeship Council who give Australia less than credit for what she is doing in the Trust Territory.

In sending Mr. Jubilee to sit alongside Australia's Special Representative, Mr. Dudley McCarthy, the Commonwealth Government was going beyond the requirements of the Trusteeship Council.

The Council had merely asked for a Nauruan "at least" to visit New York.

Mr. Jubilee's presence at the Council is proof that Australia is prepared to rise above minimum demands.

But in doing so it would be unfortunate indeed if we should appear to be sending an adviser who had been so groomed that his role could be twisted by those who would seek to hide their own imperialism behind shouts of anti-colonialism.

Our critics might not scruple to distort Australian newspaper reports of the way in which Mr. Jubilee was hustled through airports into something far more sinister than was ever intended.

Because it must not be forgotten that every line appearing in Australian newspapers on the trust territory problems is read avidly behind the Iron Curtain and carefully filed against the day when it can be trotted out and used as ammunition in the Security Council.

The care taken to shield Mr. Jubilee appears to have been misguided.

In his talks in Canberra he showed himself to be a shy, sensitive man unlikely to talk wildly in newspaper interviews.

(Over)

Rather, he revealed himself to officials as one who was well back-grounded in UN affairs.

Whatever criticism there may be of the way in which Mr. Jubilee was shepherded through Australia, full marks must be given to whoever advised him to wear distinctively New Guinea clothing when he arrived in New York.

(Was it the astute Dudley McCarthy, who made the flight with him?)

Because by appearing in national dress, Mr. Jubilee would be spared the indignities which some Americans inflict on their own citizens of colour.

* * *

It's a pity the Army could not apply the same imagination to its publicity as it has applied to its use of the Royal Australian Engineers in P-NG.

The Army has decided to extend

Copra: Still No Cause For Joy

There was never more than a few shillings fluctuation in the London c.i.f. price of Philippines copra during May. This resulted in an average price of £Stg.60, which will be used by the Papua-New Guinea Copra Marketing Board for basing its price to producers this month.

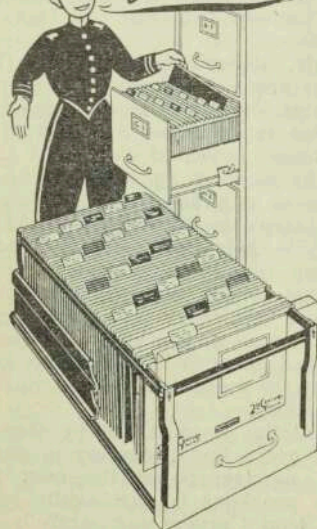
Although 25/-Stg. above the average price for the previous month it is still a long way from the level at which planters are likely to turn hand-springs.

About 18 months ago, we said in PIM that there was ample proof that manufacturers could now, with the help of chemists, make margarine out of almost anything. And they seem, in recent months, to be leaning over backwards to drive this point home.

As a complete reversal of the situation of a little over a year ago coconut oil is now the lowest priced of all edible oils. According to figures issued in early June by Mr. Ian McDonald, Chairman of the P-NG CMB, the price index for coconut oil is down by about 20 per cent. in comparison with a year ago, while the once less-favoured oil like soya and cottonseed are up by a similar amount.

However, whatever immediate gloom these figures seem to portend it is impossible to believe that, in the long term, there is not an assured place for copra. The population explosion, if nothing else, should take care of that.

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its activities beyond mere barrack building and is to co-operate actively with the Administration in general civil engineering projects.

The detachment of about 80 men which has been working at Moem near the Dutch New Guinea border is being replaced by the 24th Construction Squadron.

Men being relieved, who have been in P-NG for two years, have been building an Army outstation at Moem.

The new force will finish the camp at Moem, but it will also co-operate with the Administration in many more important developmental tasks.

One of these will be the building of a light aircraft strip at Vanimo about 20 miles from the New Guinea border.

The men will also get valuable experience in working in tropical conditions by building roads and bridges.

But the Army, instead of capitalising on the possibilities of the imaginative use of troops in developing one of the more out-of-the-corners of the Territory, pussyfooted the whole announcement.

Army Minister John Cramer went out of his way to say that there was "no special military significance" in the proposal.

And he seemed to be emphasising that the strip at Vanimo would be for "light" aircraft.

Maybe the Government is frightened of drawing too much attention overseas to the use of Australian troops in the Territory.

But frankness would serve its interests better than timidity.

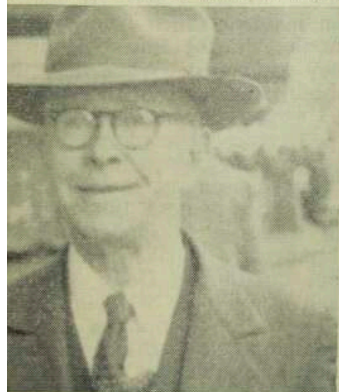
territories TALK-TALK

With TOLALA

If the letters to the editors of Sydney daily newspapers are any indication, then Australia (or NSW at any rate) is becoming more and more apartheid conscious over the treatment of aborigines generally, and of its Moree natives in particular.

His terms as integration, segregation, racial discrimination, mixed about with gay abandon. of expressing generalities, pro-apartheid writers have upon the specific reason for desire for segregation "because bo. smells". A weaker base which to build an objection be difficult to imagine. A through the soap and deo-advertisements of any news-or periodical will soon convince the reader that some members of European race also smell. tainly natives have B.O., and ve we; and like the natives, individuals more than others. ents in the Islands for any con-ple period will have remarked stinctive aroma that comes from rying types of native. recall the most pronounced and ar (though not altogether unt) B.O. came from the light-d Tolai native who, even imely following a shower and g still exuded a strong acidity. A missionary friend of mine reprimanded his houseboy for aving washed, whereas he had that moment come from his

u smell," said the missionary native dialect. "You do also, la," the boy replied. some of the Europeans, according to the natives, have a most



P. B. Armit, photographed just after his marriage in 1946.

disagreeable smell. A native told me once that the *Masta* who was always cross always smelt more highly than the even-tempered man. Could be. There is probably a physiological explanation for it.

That "Lawson" Spoof

This story which appeared in last month's *PIM*, p. 75 [see p. 73 this issue for a follow-up], rings a little bell in the belfry of my memory, but unfortunately I can't dig up the reference. (I'm leaving my newspaper "clipping book" for a rainy day; but somehow it never rains long enough.) I can do nothing about solving the "problem". I can only toss a few bits of information into the pot.

● In 1917-18 there was a Reginald Edgar Lees Armit employed as a shop assistant in Port Moresby.

● At the same time L. P. B. Armit was a civil servant at Samarai. In 1937 he was Chief Clerk of the Government Secretary's Department in Port Moresby. (I have no record of Lionel (L. P. B.) Armit being an ARM or a RM. I understand he returned after World War II, to a small rubber plantation which he owned, outside Port Moresby.)

Lionel was married in Sydney in 1946 to Peg Christensen (whom he met in Sydney).

Before War II Lionel was a contributor to American and English magazines of fictional short stories dealing with Papua. I remember reading them in *Adventure*, and that type of publication, on several occasions. He wrote under his own name.

More than that I know not, save that he died and his wife came to Sydney and went into a hospital. Those old-timers able to cast some light on the subject I should say would be Leonard Murray, Lewis Lett or Alice Innes.

Where Are The Modern Writers?

The mention of L. P. B. Armit, as quite a prolific pre-war short story writer, brings to mind that

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well-known authoress, Beatrice Grimshaw (also from Papua) and who became a best seller of Islands romances and adventures, published between 1907 and 1940 when she retired to Oberon (NSW). From outward appearances no one would have accused either Lionel or Beatrice of writing warm, romantic yarns of dusky maids and beauty-hunting traders. But it just shows what (presumably) repressions can do for you, armed with a vivid imagination and a facile pen.

But where are the writers now? Where are those imaginative, scribbling personalities in Papua and/or New Guinea whose writings are

stirring the emotions or "selling" the Territory in New York, London or even Sydney? The "mousy" Lionels and the bulky Beatrices?

Certainly, you occasionally pick up a volume dealing in a quasi-scientific manner with someone's research in the more distant regions of the Territory. But there is little fictional writing; no romances. None of the Armit short stories or the Grimshaw novels. At least none that I have seen that could be included in that category.

The drift seems to have gone to the Polynesian groups and itinerant writers, who tarry a while, absorb the atmosphere and pass on.

'Tis a pity. There's so much material going begging, waiting for the imaginative brain and facile pen.

No Romance In TNG?

As for New Guinea—that part across the border which we have under trust—I cannot recall a best-seller romantic books coming from there.

A few short stories in various magazines there have been, but most publications have been of the factual travel and anthropological type. Itinerant women amateur writers contributed their impressions of the country in light vein: Mrs. Cayle Webster in 1898, Mrs. J. Overell in 1923; and Margaret Matches in 1931. I remember had her candid observations put between covers in New York as London in 1931.

She was a rather glamorous Yankee hitch-hiking her way 'round the world, and for a time snatched a job as typiste with the Carpenter firm in Rabaul, picking up a few of tittle-tattle at tea parties and hotel lounges which, collected during the late 'Twenties and calling *Savage Paradise*, raised the eyebrows of a few readers, and reddened the cheeks of some of the subjects of her pen.

Shark Stories

Sharks, it seems, always make news whether they are of the marine type or the land genus (of which New Guinea lately appears to have had its share of the latter type), and Doug Askew's "Family Shark" (*PIM*, February, p. 77) has brought a comment from my old correspondent Captain Carl Haug in Germany.

He writes wondering whether Doug will be called a "b . . . liar" as he (Haug) was called when I published a story in *Sea Breeze* some 30 years ago. He had related an incident which happened in 1889 in the Yankee ship *Wachusett*, Sydney to Frisco. When near the Palmyra Islands a shark was caught with 63 youngsters in its belly.

"I received a dozen letters," I writes, "in which I was called 'Munchausen, a b—— liar and other nice names.' But he had plenty of witnesses to support the story."

Anyway, I haven't heard of anyone questioning Doug Askew's yarn and I don't see why anyone should. Readers have become either more credulous or perhaps apathetic and the impossible has become the possible in this year of grace.

And, speaking personally, I re-

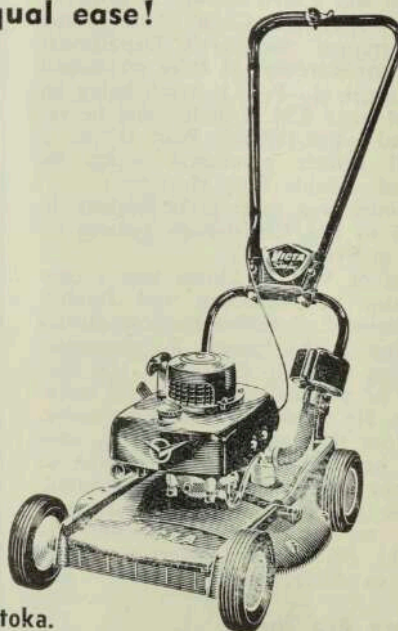
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NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo.

ember in the Rabaul freezer during Jap. occupation, when I was chef cook and bottle-washer to some imprisoned Aussie engineers, seeing dark laid out on the cement floor, open to reveal about a dozen of offspring in its innards, to say nothing of various remnants of things from possible victims.

The Japs hastily grabbed the offspring as being a great delicacy and we poor Aussies got none. But I see no reason why they should have made good eating.

"Crash" Teachers

In issue of a NG newspaper of April brought me a story about sixty "crash" teachers, who have been undergoing a course of training in Rabaul before being allocated to their various schools throughout New Guinea, and one naturally hopes the eulogistic terms employed in the article will eventually prove to be warranted.

Such terms as: "Nevertheless the administration have achieved something that nobody in the world has ever before nor even thought possible. They have moulded ordinary natives, of all races and every walk of life, into extremely efficient teachers in the short space of six months."

These are big words and take live-up to, especially for the 56 teachers who have, as yet, not proved their efficiency as teachers.

Despite this being the Speed Age I must confess I am a little pessimistic about each eulogy being used to describe a crowd of newcomers venturing out into the unknown and efficiently carrying out their allotted task without some repercussions. And we will hope they will not be of the Brian Ward Cooper variety who has now been reported as admitting "he would say the same things to the natives, but put them in such a way that he would not be misunderstood".

That is the crux of the whole matter.

Will these "crash" apostles of education be "not misunderstood?"

It was that dour novelist, J. M. Coetzee, who said, "Don't let your opinions interfere with your education. And he had something there. I hope it won't be a case of the blind leading the blind, but at the present moment here in Australia since came the renowned "crash" teachers we don't seem to know where we are as regards education: How to control the children; they should write; what they should learn and where they should

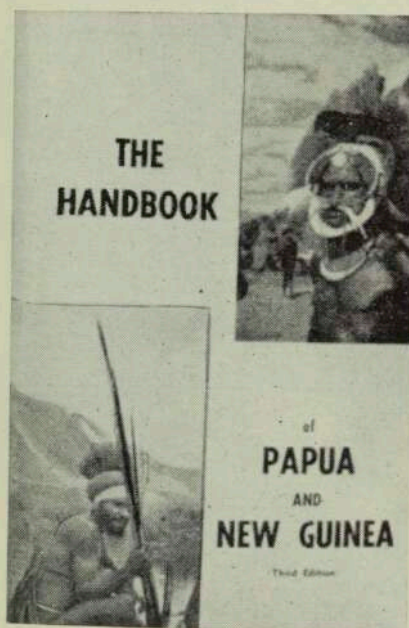
learn it, while the discussion that has been going on recently concerning some of our top-ranking universities is quite disturbing.

A Nation of White Collar Workers

Last month some members of Papua's Central District Advisory Council, taking a long view of Government policy in P-NG, voiced their concern regarding some of the repercussions to the present trend of natives to forsake the land and become white collar workers, or, perhaps one should say, have the desire

to become white collar workers and/or public servants as a result of acquiring some education in the three R's. Education in agricultural matters was not receiving the same impetus as for clerical or technical subjects.

P-NG is fundamentally an agricultural country. Its economic life depends upon the three C's, not the three R's—copra, cocoa and coffee. At present, with a fairy god-mother tossing £14 million into its lap, the Territory can placidly afford its 4,000-odd Public Service white collar workers, who are living off the Aus-



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The structure of the Administration is described with an outline of the activities and responsibilities of each Department.

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Locale Is Different But The Game's The Same

The old photograph on the left shows the stand at the Rabaul Amateur Turf Club race-track about 1931. Old hands will certainly remember it—it was situated where the Lakunai airfield is now located. The photo below was taken recently of the new clubhouse of the reformed Rabaul Amateur Turf Club. But these days the racecourse is right beside Vulcan volcano, on land which wasn't there in 1931. Vulcan was then an island and after the 1937 eruption it joined itself to the mainland. The new grandstand has a tote and a bar—and bookies operate for the benefit of punters who seem just as anxious to lose their shirts as they ever were.

Photograph:
M. R. Hayes

side his pants; now, judging from touring tycoons, the fashion has been reversed. The Asian is immaculately clothed while the over-civilised European slops about in overhanging shirt, shorts, bare-legged and sandalled, while the female of the species *en tour*, wears a sun-suit or something less than she struts about in in her boudoir.

Towards the primitive? I'll say. If moral standards reach the same primitive level then all may be lost.

Another P-NG Casualty?

P-NG is certainly proving a hazard for VIP's (*PIM*, May, p. 27). Add to the list of casualties that of the Administrator of the Commonwealth—Sir Dallas Brooks, who as I write (end of May) is suffering from a coronary occlusion in the Canberra Hospital. He attended the opening of the Legislative Council Chambers in Port Moresby in April. More New Guinea *malira* or Papuan *puripuri*?

Probably the latter, in the case of Sir Dallas as he visited Port Moresby and not New Guinea, where *malira* is used.

There is no confirmation of the rumour that Dr. Soekarno or Comrade Khrushchev intend paying a visit to the Territory.

The New Rendezvous

Some time ago it was suggested in *PIM* that the successor to Ushers' New Guinea Bar might be Aaron's. My city scout now whispers that it will be Pfahlert's, in Margaret Street. An appropriate place for some quiet drinking, certainly, though somewhat isolated. And this could have its advantages, too.

n taxpayer; not on the Terri-
s own economy.

ice independence has been
ved, or thrust upon the native
le, what is the picture going to
en? Will the fairy god-mother
empty her cornucopia into the
f independent New Guinea with
orde of white collar workers and
ished primary producers?

gives one to think. At least it
d do so if we are genuinely
rned as to the ultimate future
e native people themselves and
st interested in saving our own
with UNO or consolidating our
ines of defence.

Modern Rat There

m Percy Island, off the North
land coast, comes a letter from
ar-old S. Willats who has as an
s, Long. 150 deg. E., Lat. 22
°. He writes of having received
dle of *PIM*'s "which will last
ll I go back to Mother Earth
vy Jones".

refers to a *Talk-Talk* par in the
1956, issue about Arthur Booth

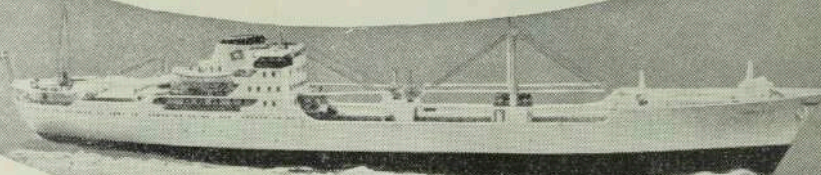
of Numa Numa and was he related
to Charlie ("Yorkie") Booth? He
was in camp with "Yorkie" in 1915
and when "Yorkie" went overseas
as a Lieutenant in 15th Reinforce-
ment to 2nd ALH in Egypt. He
hadn't heard from "Yorkie" since
early in World War II from Sala-
maua.

"Yorkie" and Arthur, of course,
were no relation, and "Yorkie" died
a few years ago.

When he first joined the Expro-
board in 1922 he was stationed on
the Anchorites, a place about as
isolated, I should say, as Mr. Willats'
Percy Island. But . . . isolated and
all as these isles may be, they have
their advantages and attractions for
crazy folk who like to get away from
the present-day rat race, madding
crowds and mighty efforts to keep
up with the Joneses.

One of these days the pendulum
will swing towards the barbaric. It
has started. Already we have be-
come primitive in our paintings,
music and our clothing. There was
a time when the white man in the
East wore his shirt tucked in his
pants, and the Easterner wore it out-

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called *Songs of the South Seas*—
the sort of disc most tourists
d like to take back home as a
enir of their visit along the TEAL

disc has three songs on one
two on the other and each rep-
ts a country where TEAL
s go.

r Tahiti the song *Patu Patu Ake*
een chosen; *Pokarekare* for New
nd; *Minoi Minoi* for Samoa;
ei for Fiji and *Waltzing Matilda*
ustralia.

e songs chosen to represent Fiji,
alia and New Zealand are all
nown; the Tahitian and Samoan
ers not so much so outside those
s. Both are love songs; Tahiti's
Patu Ake, recorded by Eddie
and a Tahitian group, is a quick
, bright number; Samoa's
Minoi, in slower tempo, is
by a typical Samoan group.

AL's gift records have been re-
l by Astor but the same disc will
eased for public sale under the
label. The attractive jacket on
is the striking drawing of a
esian girl bathing that has
y been round the world as a
amous TEAL travel poster.

Spreading Wings Mean New Problems

Australian and New Zealand aviation officials, in talks in Sydney in early June, were mapping out the details of new trans-Tasman routes which will extend TEAL's present Australian services and put Qantas across the Tasman for the first time. The new arrangements are expected to operate from October.

BOTH airlines will use Electras, and Qantas is expected to begin its new services with flights from Sydney and Melbourne to Auckland, Wellington and Christchurch.

TEAL will fly to Melbourne, Sydney and Brisbane and will also have the rights to fly to Australia through Norfolk when required. But it is unlikely the present Norfolk services will be altered, and Qantas will continue to operate with a DC4 between Sydney - Norfolk - Auckland, the Norfolk-Auckland leg being under charter to TEAL. TEAL has no aircraft which would enable her to take over the service.

The new Tasman services will be so arranged that TEAL will receive more than half the traffic. This is part of the agreement following Australia's sale of her interests in TEAL to the NZ Government, which took effect from April 1.

Problems Ahead

The real problems are still ahead for both TEAL and Qantas, but especially TEAL, as a new complicated air pattern in the South Pacific is worked out (PIM, April, p. 21).

One of the trickiest problems will involve re-equipment for TEAL. She will want pure jets for her wider horizons, for use when Mangere airport, outside Auckland, is ready in about 1964. What TEAL buys is of great interest to Qantas and other airlines serving the South Pacific.

New Zealand has made no secret of the fact that, in the words of New Zealand's Aviation Minister McAlpine: "The Government is considering the expansion of TEAL routes to Honolulu and the US, and possibly to other countries."

Mr. McAlpine has also made references recently to the possibility of BOAC getting back into the South Pacific and across the Tasman, and it is possible that TEAL may come to some arrangement to use BOAC jets

—which is what BOAC would like to see.

Mr. McAlpine says there are "good reasons to expect satisfactory arrangements" between NZ and French and American airline interests. In fact, New Zealand has reached the basis of an agreement for rights to and through Tahiti.

Mr. McAlpine has also remarked recently that there were "big possibilities" in air freight in TEAL's area—a belief which is shared, and possibly sponsored, by TEAL executives (see article on p. 37).

The New Zealand Government would like TEAL to become as important in world aviation as Qantas has, and in the next few years all efforts are going to be directed towards this aim.

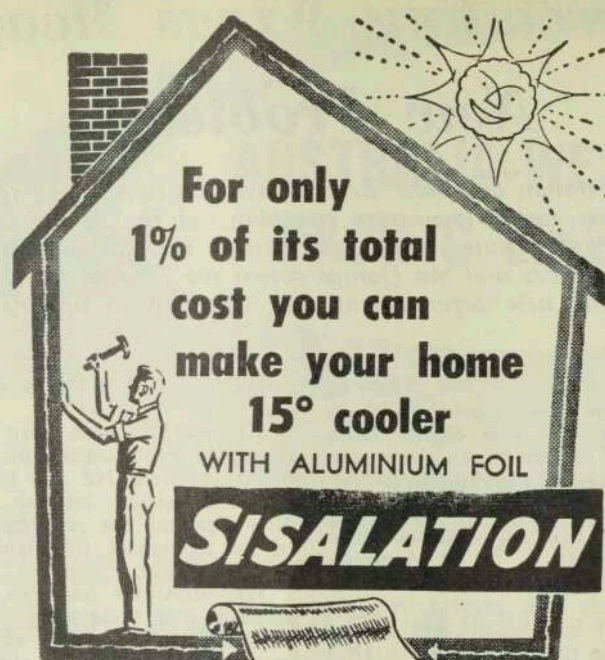
Her plans to cross the new horizons, while received with enthusiasm by the Press and public in NZ, are also being looked at intelligently.

Everybody seems to realise that a comparatively small airline doesn't develop into a big one without a lot of work, a lot of politics and a lot of trouble—especially at a time when Pacific aviation is becoming highly competitive. It will be more so when the full extent of American plans in the Pacific basin are made known following the lengthy investigations that have been going on in the US.

Australia Needed

The New Zealand Government is also quite realistic about the fact that Australian aviation plans must always have a big effect on New Zealand, and that the recent TEAL deal has not meant a parting of the ways with Qantas, but made it necessary for even closer co-operation.

In the meantime, TEAL has announced that it will put Samoa back on the Coral Route in June by operating its Electras into Tafuna, American Samoa, on the flight between Nadi and Papeete. Connections will be made to Apia through Poly-



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nesian Airlines, the NZ-West Samoa organisation which has recently taken delivery of two new aircraft.

New Zealand has also helped prepare the public for TEAL's new expansion plans by reminding them that TEAL, as a Government airline, has made a profit of about £1 million during its 21 years of operations. It also earns about £1.8 million in overseas exchange a year—and NZ would be that much the poorer if other overseas airlines did the job at present done by TEAL.

NZ taxpayers have been reminded that over the past five years average annual profit has been £225,000, and that TEAL yearly spends more than £70,000 abroad on tourist promotional work for NZ.

And TEAL has a remarkable safety record—no fatal accidents.

Qantas Staff Cuts

As TEAL prepares for expansion, Qantas in early June announced staff retrenchments because overseas earnings were below expectations and expansion plans for the year had been reduced.

Qantas chief executive and general manager, Mr. C. O. Turner, said in Sydney that the airline would reduce its Sydney staff by 140, out of a total of 5,250 employees in the Sydney area.

"The international, political and economic situation has seriously dampened the projected growth in international air travel in recent months," said Mr. Turner.

He said that plans for greater use of some aircraft had not materialised "for reasons beyond the company's control".

Among the plans were those for migrant air charters and extra cargo services.

A wide-spread economy had been instituted, which had produced significant savings, in an effort to avoid retrenchments. But the company was forced to make retrenchments nevertheless.

The announcement brought about a stop-work meeting of some Qantas maintenance men in Sydney, where they discussed the retrenchments.

And there was also a threat of strike by Qantas pilots because retrenchments included seven pilots with long service.

SPAL Expansion

South Pacific Air Lines announced at the end of May an increase in their Super Constellation service between Honolulu and Papeete from once weekly to twice weekly. New services would leave Honolulu on Mondays and Fridays.

NZ AVIATION AT THE CROSSROADS

G. N. Roberts, CBE, AFC, a
director of TEAL.

ensed from the "New Zealand Herald"
Within the foreseeable future
0 to 15 years—air passengers
be traversing the world at
eds from 1,200 to 1,800 mph.

the jet age finally ended New
Zealand's isolation, then the
sonic era will force upon us
national and trade respon-
sibilities undreamed of 25 years ago.
race is always to the swift, and
ust ever be remembered that if
Zealand is being forced into
r relationship with the rest of
world, then the same applies
her nations, large and small.
is decade will perhaps appear
ew Zealand history as a period
a great trade revolution took

ne are the days of bulk pur-
of our exports. Customers
becoming more selective, and
etition is keener.
wn through history an essential
le to trade has been lines of
unication. An essential in-
ent of the twentieth century is
—speed in negotiating business
speed in getting goods to the
markets.

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in commerce the aeroplane is
ing the ship and other forms
face transport.
us not be led into believing
air transport will be confined
carriage of the salesmen and
gotiators. The day is not far
when the bulk carriage of
sed goods by air will be an
ed part of our economy.
re are some who believe NZ
leave the carriage of goods
people to other nations to do
What a defeatist outlook,
lacking in vision!
the other hand, fortunately,
are those who believe that if
ant anything done well, and
t your own particular require-
do it yourself.
s significant that the more
sive nations in the world
are those that have fostered

civil aviation to the maximum
possible.

One accepts big Powers such as
the United States, Britain, France
and Russia as being aggressively
air-minded, but of greater
significance and example to New
Zealand is the prestige enjoyed by
such relatively small nations as
Holland, Belgium, Switzerland and
Australia.

To a great extent, the secret of
their success is that they have
developed, and continue to control,
their own external lines of air
communication.

Surely there is a moral for New

Zealand in these examples. For the
sake of trade and our economy
generally, New Zealand must retain
under her direct control, lines of
external air communication to the
prudent limit of her resources.

It may be that our resources
dictate the Pacific Basin as the
geographical limit of our operations
at present, but there is no reason
why, in the ultimate, New Zealand
airlines should not encompass the
world.

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because we are fortunate in being
part of a Commonwealth of
Nations.

(Over)

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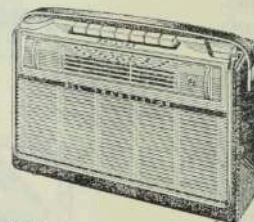
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Samoan Airlink Is Back

Polynesian Airlines has begun its new services between Apia and Tafuna with these two new Percival Prince aircraft, which have arrived in West Samoa from Tanganyika. The photograph above, by Samoana, shows the crowd inspecting them at the airport.

SERVICES were suspended last year when Polynesian's only aircraft was wrecked on landing, and the two Samoas have since been without an airlink. When the TEAL Coral Route service is again extended to Samoa in June, Polynesian Airlines will make connections.

Other recent aviation developments:

New Caledonia's internal airline, Transpac, has bought a second de Havilland four-engined Heron, and delivery was being made in France in May. The plane will fly to New Caledonia via Australia. The Transpac fleet now consists of two Dragons and two Herons and local reports say that services inside of New Caledonia are likely to be developed. Most of

Transpac's present activities are concerned with Loyalty Islands and the Isle of Pines.

In May, Qantas gained extra traffic rights in the Philippines, enabling passengers travelling by this airline on the Australia-Hongkong-Tokyo route to break their journey at Manila.

Qantas has been calling at Manila for years for refuelling but passengers have not been able to stop off there—or, if they did, they had to travel on by another airline.

Qantas operates four flights in each direction each week between Australia and Hongkong with a call at Manila. Two of the flights also call at Darwin and go on to Tokyo from Hongkong. The other two flights call at Port Moresby, miss Darwin and terminate at Hongkong. There is the likelihood of changes being made to these services as a result of DC8 aircraft being used some time next year.

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. . . Margaret Merril.

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cially and culturally, New and stands to gain more than nations from the fostering of aggressive aviation policy.

relation to the great land es, we are among the most ed people on the face of the : therefore our need for quick of communication is the er.

lines also have a real respon- y to ensure that, as soon as mic circumstances permit, air is brought still more within of the average citizen.

e real issue at stake in the of aviation today is the le to determine which nation group of nations will be nnia" of the twentieth century. is inconceivable to think that Zealand, in addition to self- st and her own economic and betterment, is not prepared ke the broader international oint and play her part in assist- he Commonwealth and the rn World as a whole towards dominant in air power.

must not be complacent. from an economic point of t would be nice to introduce onic jets at a time to suit ves, we may not be left to ine the time.

sia may choose the time to a supersonic passenger jet ve on the world and set the as indeed she has done in the f astronautics.

year 1961 finds New Zealand e crossroads of international n.

are at this time to set a bold ssive policy based on national ternational intent might well an us for many, many years ng economically, socially and ly more dependent on other than we are now.

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Sydneysider At Home Base

Grogging - on At The Local

How do typical Australians drink? Observations are that they still prefer to do it standing up.

TE that we said "typical" Australians — which immediately set up a vast, new vista of trying to separate the typical sheep from the rest of the herd; and that this obsession doesn't take into account the large and growing number of un-
typical Australians who prefer to sit down.

Recently your Sydneysider made an on-spot survey of some Sydney drinking habits by visiting her "local" on the happiest night of the week — Saturday. With her went a New Zealand visitor and, as it turned out, confused the issue. Our Kiwi was sold on the notion that *we* were creatures who could be accurately described as typical Aussies, and he refused to believe there were many amongst the 10 with whom we sat in the lounge.

Whither the Aussie?

When he was looking for, of course, the tall, lean, craggy-faced, individual wearing a Digger's hat with a cigarette dangling from the corner of his mouth. And he was disappointed there were few of these there. Only because there are few of them anywhere since the World War situation started to die off.

Before we get on to *who* was let's get the background. Until 1955, NSW had 6 hours of hotel bars. In that time the hours were extended to 10. The decision to do this had been taken by the people at a referendum the previous year, and many who ever drank in bars voted this. Civilised drinking was the word, as opposed to the no-old six o'clock swill.

The new hotel hours plus the fact that at the same time a great many clubs and restaurants were closed, resulted in hotel interests having a boom period of renovation, modern construction and lounge furniture. A new type of entertainment evolved around these and began

to attract a new clientele above and beyond the solid core of regular hard drinkers.

In suburbs and country, new hotels, all devoted to the civilised and uncivilised methods of grogging-on, have sprung up like fungi, and of these our "local" is typical.

It appeared about four years ago, costing a vast number of thousands of £'s. It sprawls along most of one block in the shopping centre; is pleasingly modern in design, and, running from east to west, contains a public bar, a saloon bar, a bottle department and the huge public lounge.

At the back, on an open terrace is the "beer-garden" (in which only the first half of the hyphenated word has any significance); behind that again is a large area of gravel, bumps and dried grass called the parking lot.

This comprises the business part of the establishment, but mindful of the licensing laws which require publicans to provide accommodation as well as "refreshment", there is, at one end, a double-storied excrescence for this purpose. There probably are eight or nine bedrooms here, and according to someone who has seen them they are all "very nice".

Old Pubs and New

There are, as well as a number of the old type pubs, at least four other, similar "new hotels" in our suburb, all with the minimum number of bedrooms required by law, and all devoted wholeheartedly to the business of making drinking less painful.

Some have, in addition to what has been described, a drive-in bottle department, arranged so that the customer can take his car in and buy his grog without having to get out from behind the wheel.

And, I am told, some, in some suburbs, have gone to the revolutionary lengths of installing an espresso coffee machine—but this I have yet to see. In our suburb the accent is still on beer.

(Over)

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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.

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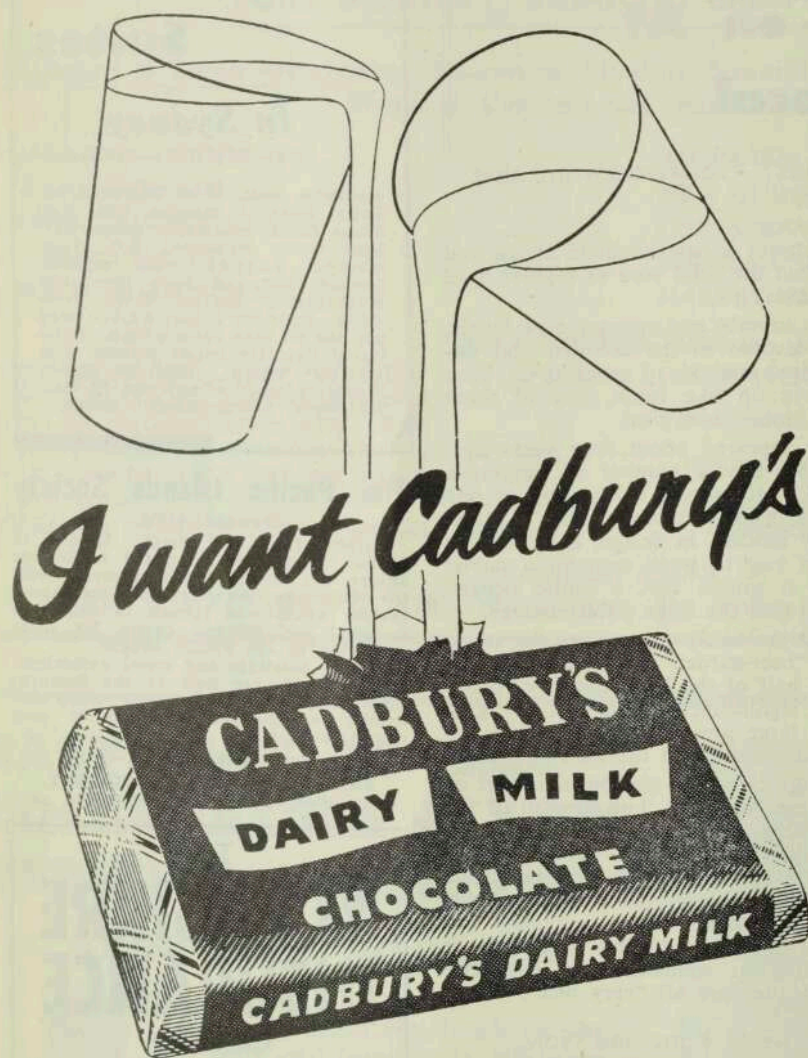
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So back to our local, on Saturday night. The public lounge is a vast utilitarian expanse with a long bar down one side; a pocket-handkerchief dance floor in the middle, a three-piece dance band and a myriad of tiny tables. Right at the back there is provision for carpet bowls and darts, and through next door in the saloon bar there is a ping-pong table.

Poor Man's Night Club

The floor show that night was provided by a Tahitian hula dancer (genuine), who brought polite applause from the lounge patrons and vociferous enthusiasm from a group of Italian New Australians who came in from the public bar for the evening. No one can say that all tastes are catered for—and all for the price of a couple of beers. (Conspicuously absent: Any means of getting anything to eat. Not even a biscuit or sandwich was available.)

The night's customers come in two distinct age groups—the middle-aged and elderly couples, on the one hand, and the early twenties, on the other. (What had happened to the missing generation is easily solved—it was home having babies, tending babies or paying off the TV set.)

The older patrons come early, right after the 6.30-7.30 dinner break, and take up good positions around the dance floor and band. They are well and conservatively dressed.

But as you move out towards the perimeter, the age limit drops, the behaviour becomes less inhibited and the dressing wilder and woollier.

Tight Fawn Pants

The young men wear bulky-knit sweaters and tight fawn pants and their hair is long and flops; or grow down their faces in side whiskers. On a few beers they're animated, there's much loud talk and laughter, as confused coming and goings from their tables, like a pot on the boil. Their girls, by contrast, on the same amount of alcohol, merely retire behind dead-pan faces and gaze fixed into the middle-distance. Occasionally, in an excess of enthusiasm, the boys fall on their necks and hold them, but it's not so much passion as availability.

It was these antics of these customers—the bulky-knit lot—that led our NZ friend to state that there wasn't a typical Australian among the room full. This, plus the fact that dancing was permitted in hotels, amazed him most.

In NZ the combination of drinking and dancing is believed to be an unholy mixture with a low flash-point.

our friend needn't have worried. "beat" generation is, generally, a dancing one, except for their listic rock-and-roll which gives rise but, judging by facial expression, little pleasure.

is the middle-aged and elderly take advantage of the three-piece and the tiny dance floor; and performance they put on is as rous as a church social.

out 90 per cent, of the drink d is beer; the waiters work like ers, but as the evening session 30 to 10, the possibility of mass ication is remote.

Standing Room Only

much for a night of civilised ing. Generally, that's for Satur- and in spite of the high hopes of there is still plenty of the un- ed sort. In hundreds of pubs ver this city, men still crowd ars and whether typical or un- l Australians, drink standing up e accompaniment of a crescendo und.

etween 5 p.m. and when they are n out for the dinner break at there is still the "swill", with ng-room only and the overflow ing around the doors and g into the street.

cars are literally parked for around popular caravanserai, patrons pay tribute to Bacchus at must be the world's most devotion to beer.

he face of these fearsome drink- abits of ours, that reach right into colonial history, visitors reigners stand awe-struck. And, ir casual observation we are fter 170 years, unrepentant.

are we? Oddly, figures tell a nt story.

Drinking Figures

e Australian States still observe lock closing, but figures quoted latest *Commonwealth Year* show that availability has little with drunkenness. Convictions unkenness in 1958 (latest year le), were quoted per 10,000 pulation, with these results: 185; Victoria, 107; Queens- 201; South Australia, 48; n Australia, 68; Tasmania has always had late closing), d Northern Territory (where re big thirsts), 481.

r figures indicate that there ve been something in NSW's or "civilised" drinking, after 1954, the year before 10

o'clock closing came into operation, there were 72,541 convictions for drunkenness; in 1955, the first year of "liberation", they soared to 80,457; the next year they were down to just over 77,000; and in 1958, in a State whose population is increasing rapidly, convictions numbered only 68,354.

Overall, Australia's consumption of liquor is falling, too. In 1954-55, 24.26 gallons of beer were consumed for every man, woman and child. In 1958-59 consumption of beer was down to 22.17 gallons per head. In the four years under review, con-

sumption of spirits rose by only .01 of a gallon to .30 of a gallon per head of population. And wine by .03 to 1.14 gallons per person.

We are a long way from becoming a race of total abstainers but it seems that there's hope for us yet.

CHOIR'S TOUR

Fiji's famous Adi Cakobau Girls' School choir is to make a month's tour of the north island of New Zealand at Christmas. The choir consists of 25 girls between 16 and 18.



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See also advertisement on page 38.

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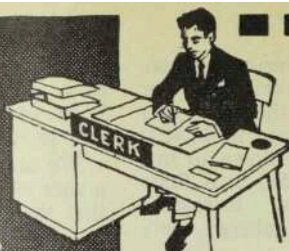
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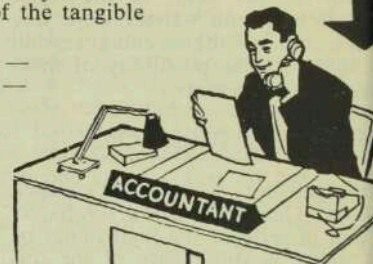
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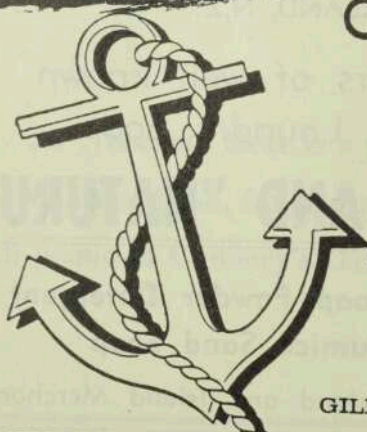
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A Tribute and a Name

By R. W. Robson

Fate had called me to mission work in New Guinea I can think a hundred pleasanter and healthier places to settle than the Bamu River country—hot, swampy, infested by crocodiles, mosquitoes and fevers. And generally with natives who are not what you might expect from such an environment.

Somehow in the 'Thirties—I've forgotten how—I met Eva Standen. I was impressed by the quenchless optimism of this Australian woman and her simple description of their difficulties. Apparently they had very little equipment, got around in native dugout canoes, and were supported by no big missionary organisation—all they had was the goodwill and small donations from a group of church friends in Australia.

How Did They Manage?

I could not imagine how they could carry on there and I asked many questions. From the data thus collected I wrote an article which I called "The Mission in the Mud". Apparently the name stuck—on the occasional letters we receive here from Mrs. Standen, we see it incorporated in the official letterhead. During the war when Japanese censorship closed mission work, Harrie and Eva worked in small ships in P-NG, and Harrie worked in Sydney hospitals. In January, 1946, she returned to the mission and he rejoined her one year later, after discharge. Since then things have perhaps not been quite so tough, through grants for medical and educational work from the P-NG Administration, and the usual assistance from Australian and English friends. And now, this month, they celebrate their Silver Jubilee.

On this day I don't know the sect which the Standens subscribe. All I know is that their Christian mission has done a good job, under great difficulties, amongst people who needed help. That, I think, is the lasting stick which should be added to all Christian missions.

To mark their 25th anniversary, a special issue of the Mission Journal—"The News"—has been published. Copies are available for general sale. If you are interested, or if you would like to make a donation to the Mission, write to I. Moore, 31 Commercial Road, Sydney, N.S.W., Hon. Sec. of the Council, who will be happy to hear from you.)



Mr. and Mrs. H. Standen, at Iowa.

Quarter Century With The Mission In The Mud

By a Staff Writer

The land that borders the Gulf of Papua is a wet world of mud, mangroves, heavy rainfall, huge river deltas—and more mud. But it is in such an environment that two of Papua-New Guinea's most unusual missionaries have spent the past 25 years. They are Harrie and Eva Standen of the Bamu River Mission—the Mission in the Mud.

MOST missionaries are sent to their various stations, but the Standens simply went. Both had gone to Papua individually, to work in a bigger mission field, but in 1936 they married at the small church at Daru and thereafter branched out for themselves.

They cast their eyes to the east, to where the Bamu River empties its waters into Torres Strait, perhaps because the Bamu people had never had a missionary. No one had thought it worthwhile to contend with such ghastly living conditions to bring these primitive people enlightenment, medical help or education—but the Standens decided to "give it a go".

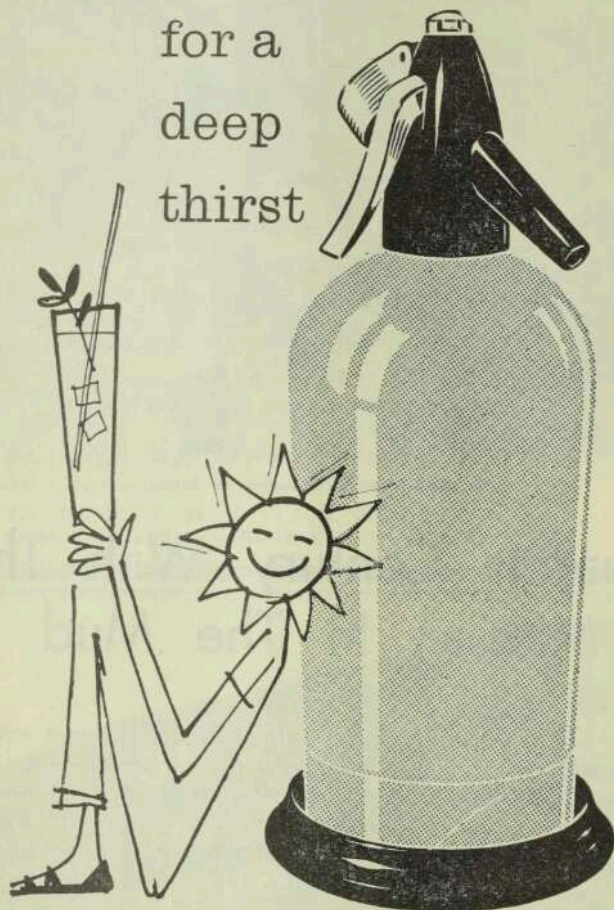
The 15 mile wide mouth of the Bamu is dotted with islands and the Standens selected Dobiri, five miles

long by two wide, as their headquarters. A survey indicated that the best place for a house was near the village of Maipani but the surrounding land was flat and low and there was plenty of evidence that high tides had flooded some of it.

In spite of assurances from the natives to the contrary, this proved a good deduction and at the next high tides, shortly after the house was complete, they sat inside and watched the flood edge inch by inch up the high piles. By luck or Providence the level stopped a foot from the floor, and even proved to be something of a convenience. As all travel was by canoe, it was an advantage to be able to step out the door into one and paddle off to the next house that poked itself up above the surrounding water.

(Over)

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drink
for a
deep
thirst



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When the flood subsided, however, it left behind the revolting mud peculiar to this Gulf country and into which it was possible to sink to the knees, hips or further. Over this ooze it was necessary to build walk-way platforms of sticks in order to get about at all.

According to Mrs. Standen, they started this enterprise on the Bamu with "one bag of flour, one bag of wet sugar, a case of bully-beef, a few pounds of tea, a great deal of hope, a rather weak faith, and nothing else".

They had no idea when more money would be available for food; they had no backing from anyone; no official standing. When cash was needed to keep the wolf from the mission door they bought coconuts, made copra and sold it.

Two years after the mission was founded, they managed to get to Sydney and there, through diligent deputation work, established the Home Council. It is this Council which is the crux of the Mission's financial arrangements today.

Mostly Faith

Explaining the economics of it, *PIM* recently, two of the Sydney Council members, with considerable hesitation, said: "It's mostly done on Faith—voluntary contributions from friends, you know. It probably seems ridiculous to you".

We thought about our own office with accountants and book-keeping machine-operators adding up things on one side of the ledger and subtracting them on the other—a operation in which Faith had no part at all—and agreed that it did.

In 1938 the Standens acquired their first boat. It was a 25 ft launch, already past her first flush of youth. They called her *Pioneer* and she opened up larger horizons for the Bamu Mission. She was taken over by the Army during the war and badly damaged.

Her first post-war replacement was a 30 ft sailing cutter, which took up to two weeks to make the short voyage to Daru and back if tide and wind were unfavourable. She was followed by an ex-Thurs Island ketch, *Goodwill* (Doodiwa to the Bamu natives), that also was long in the tooth. She gave up the ghost in 1957.

To fill the gap, Dr. C. A. Moodie, Administration medical officer at Daru, loaned them his 40 ft launch, *Crusader*, and later he decided to sell her to the Mission for just the amount they happened to have.



the "Crusader"—top heavy, but quite suitable for the Bamu River. She is here seen at the river mouth.

boat-fund kitty. The Standens took it was Faith that supplied the launch; and God who sent Dr. G. H. Vernon to Daru at that time.

The people of the Bamu were not the most appealing of South Sea Islanders—except in their very dire straits. The Standens had no illusions when they went to live amongst them and perhaps fewer illusions.

After the war, when it was decided to move the headquarters to Maipani up the river to Iowia, the Maipani people did everything to persuade them that the move would be literally fatal. Only two men and the headman volunteered to go, and as the four canoes pushed off, the rest of the people stood on the river bank and wailed that their lives would come off.

Even as late as 1950, Warwoi people raided Bamu as a payback for a previous murder; women and children were demanded and given, and men killed. Now all these things come freely to the Mission.

Today," writes Mrs. Standen, "any villager can visit any village on the river, though it must be admitted that there isn't much brotherly love noted. Today, the Bama, Bamu and Fly River people live freely, although again not in an entirely friendly manner. Bamu people are not trusting."

The missionaries have attained their aim of establishing an indigenous church but it is still incomplete. There are "some outstanding Christians"—but many who are not, and the task has been made more difficult because, although most Christians have a basic religion in their old culture, the Bamu people do not.

After the war the Standens built a small but efficient Vernon Memorial Hospital in memory of

Dr. G. H. Vernon, pioneer Papuan medical officer. The hospital's medical needs are met by the Department of Health, Port Moresby, and these days it is not necessary, as it was in 1936, to hold your nose when you enter a Bamu village. There are few diseases that are caused by pure filth as was then the case; babies are kept clean by mothers who were the school-girls of the early years. Training in hygiene has borne fruit.

The Standens are proud, too, of their school—the only Administration registered mission school in Western Papua—and of their pupils and native teachers.

In the material sense, the 25 years have also brought changes. That first crazy, three-roomed palm shelter at Maipani has long since sunk into the mud and at new headquarters further up the river there is a cluster of buildings including school, hospital, church meeting hall, and teachers' houses—some of them in European materials.

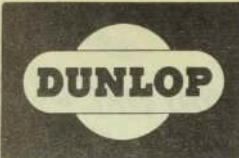
Many of the objectives they set themselves in 1936 have been accomplished; the last 25 years have seen much progress but the refinements of Bamu Mission life in 1961—such as they are—are greater than those of 1936, only in degree. The austere life and the task could be contemplated by few, and undertaken by none except those with the resilient and hardy spirit of the Standens.

To their other talents they have been able to add two priceless gifts—a sympathetic but unsentimental approach to the job in hand, and a sense of humour. They still are going to need all their talents and their friends with faith as they begin, in this month of June, 1961, their second quarter-century in the Mission in the Mud.

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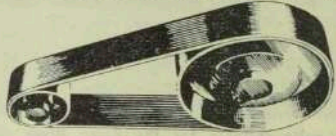
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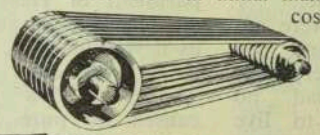
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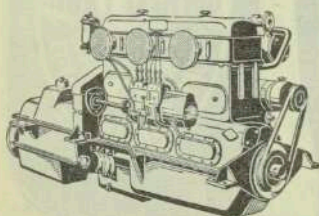


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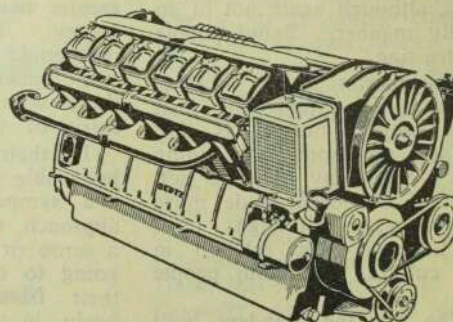
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first TEAL Electra jet-prop into Tahiti gets its own flower "hei" of fragrant ipani blossoms. In the centre picture the Commandant of the French Navy in i, Rene Dupont, on a flight over Tahiti Mr. Rex McLaughlin, Tahiti's TEAL representative, and the manager of the Hotel Tiki M. Henri Bastos (at the rear). Lower shows M. Aime Grimald, Governor of h Polynesia (in white) greeting French Minister Robert Lecourt on his arrival the inaugural TAI jet flight from Paris via real. Pictures at right show a new slow type hotel at Faratea, and inside he dance floor, a pretty Tahitian girl ng a dancing display for the customers.

Photos: Studio Mackenzie and TEAL

Beryl Sawyer's Papeete Report

For Tahiti: A New Era Of Development

Rarely has Tahiti seen, all at one time, so many top-ranking personalities, as those who have arrived during jet flights from east and west these last few weeks.

TAHITI has seen the first pure jet flight, from America by TAI, the first jet-prop flight by TEAL from New Zealand—on the famous Coral Route—and the first TAI DC8 round-the-world flight through Papeete.

The arrival of the TAI DC8 from Paris, via Montreal, Los Angeles and Honolulu on May 8 was the really big occasion, because it also marked the official opening of the Papeete-Faaa airport.

Passengers on the May 4 flight included: Robert Lecourt, French State Minister, with Mrs. Lecourt; Deputy Burlot of the Department of the Budget; Pierre Bas, representing the Prime Minister of France; M. Jobert, Director of the State Department; M. Cedile, Director, Colonial Service; M. Douzamy, Under Director of Economic Affairs, with Mrs. Douzamy; M. Bedicam of the Department of Public Works; M. Georges Meunier, Director of Aviation Bases; M. Jean Sainteny, General Director of Tourism.

Heis and Kisses

First down the passenger ramp was Minister Lecourt, who was greeted by the Governor of French Polynesia, Aime Grimald, but then strict protocol was forgotten as Tahitian hostesses, in bright pareu prints, rushed forward with flower "heis" and kisses—on both cheeks, French style.

The inaugural ceremonies for the airport took place the following morning at 7.30. The crowd heard a series of speeches in French and Tahitian, including one from M. Lecourt, who said:

"We are here this morning to cele-





KR.2

brate the inauguration of an airstrip which puts Tahiti within 30 flying hours of Paris, and which will open up a new era of development and prosperity for Tahiti and its tourist industry. This inauguration will also mark the beginning of a new stage in the relations between France and Tahiti, because the mother country is about to assume the responsibility for extending secondary education in Tahiti and of extending the opportunities for young Polynesians to visit France for further education, professional training, and military service.

"Our hands will now be more firmly joined across the world in a combined effort for friendship, solidarity and progress."

M. Lecourt then read a personal message from General de Gaulle—

"Thanks to Papeete aerodrome, the ties which bind France to her distant colonies are stronger than ever before. Thanks to the aerodrome, Tahiti and her outer islands will begin a new era of progress and hope. Thanks to the aerodrome, French Polynesia will be better known, estimated and loved by peoples from all over the world. Long live French Polynesia. Long live France!"

Following the speeches, the Tahitian Heiva dance group demonstrated the dances of old Tahiti. Then in a simple ceremony, a group of TAI officials unveiled a bronze plaque in memory of Paul Bernard, former president of TAI for 11 years.

More VIP's

TEAL's inaugural flight to Tahiti using Lockheed jet-prop Electras for the first time, was made on March 24, when a whole team of VIP's arrived from NZ.

These included the New Zealand National Government Minister of Transport, Mr. J. K. McAlpine with Mrs. McAlpine; the Minister of Defence, Mr. D. J. Eyre; the Minister of Broadcasting, Mr. A. E. Kinsell and Mrs. Kinsella; Sir Leonard Isitt, chairman of TEAL; French Ambassador in New Zealand, Monsieur Lucien Felix with Madame Felix; Mr. F. A. Reeves, general manager of TEAL, with Mrs. Reeves, and Mr. C. N. Roberts, a director of TEAL, with Mrs. Roberts. Mr. Roberts, formerly general manager of TEAL, was one of the originators of the Coral Route.

Their programme during the short two-day visit to Tahiti included official receptions, cocktail parties, dinner parties and a complete tour around the island of Tahiti. On March 25

... courtesy flights were offered to lead-
... citizens of Tahiti including M.
... Hubert, General Secretary, repre-
... the Governor M. Aime
... imald; and Commandant of the
... vy, Rene Dupont. Many Tahitians
... had never previously flown in
... airliner were able to enjoy the
... nfort of jet-prop flight together
... h complimentary champagne—and
... oramic views of the lovely islands
... Tahiti and Moorea.

... EAL celebrated its 21st anni-
... sary in Papeete on May 2 with a
... eption organised by A. B.
... nalds. Representatives of leading
... al travel agencies, South Pacific
... Lines and RAI, the inter-island
... ng-boat service, were invited to
... ple an enormous iced cake, flown
... especially for the occasion by
... AL.

... * * *
... y official decree, all coconut palms
... wing within a distance of 250
... ls from Papeete's waterfront were
... er to be felled during the latter
... of April, to control their in-
... ion by the *Brontispa longissima*
... le. It is believed that the pest
... made its way to Tahiti aboard
... in going ships.

... after a careful inspection by repre-
... atives of the Department of Agri-
... ure of coconut palms growing in
... outlying areas, branches of in-
... ed trees were lopped and burned.
... ll luggage belonging to tourists
... ving by air from Fiji is subject
... thorough hour-long disinfection
... ment at Papeete-Faaa airport as
... est control measure designed to
... Tahiti's coconut plantations free
... parasites, including the deadly
... noceros beetle.

... * * *
... ne of the leading world research
... ialists in mosquito control and
... prevention of diseases caused by
... quitoes in the South Pacific,
... essor Belkin, head of the
... omology Department of the Uni-
... ty of California, is in Tahiti on
... o months' visit.

... was during World War II that
... essor Belkin, serving with the
... ed States Army in the Pacific
... , began his studies to protect the
... ing troops from mosquito-spread
... es. Professor Belkin is currently
... ing with two Filipino specialists,
... Oban and Dr. Basio, who are
... ding three months in Tahiti, at
... Institute of Medical Research in
... ete. Studies are centred around
... s *polynesiensis* the mosquito re-
... ed as being responsible for the
... ading of elephantiasis, to decide

if the mosquito originated in Poly-
nesia or if it was introduced from
elsewhere.

* * *
Newly arrived in Tahiti, by jet,
of course—popular French singer
Charles Trenet; blonde movie actress
Martine Carol; songstress Lili Pons;
French writers Marcelle Auclair and
Jean Duche—and seen everywhere in
Papeete, bearded Danish writer of
Kon Tiki fame, Bengt Danielsson.

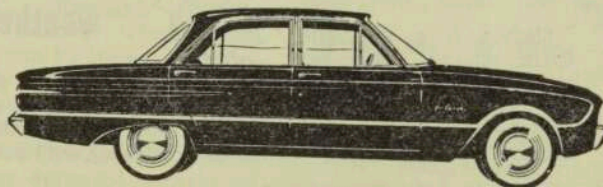
* * *
The second casualty during the
filming of *Mutiny on the Bounty* in
Tahiti occurred on May 7 when tele-
vision and character actor Jimmy
Fairfax, 61, collapsed and died while
eating breakfast on the terrace of the
Tiki Tabu Hotel. Death is believed
to have been caused by a heart
attack. Fairfax, a naturalised
American, was born in England.

The first death occurred in April
when the adopted son of the Chief
of Tautira, in the Peninsula district
of Tahiti, was killed when a 70 foot
pirogue canoe was caught by a wave
and swept upon the reef. Eight other
Tahitians were injured in the same
accident.

(Over)



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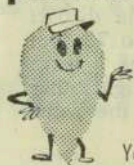
8 reasons why Gaydec **100% pure acrylic** paint is better than any other plastic paint for inside or outside



colour retention

1

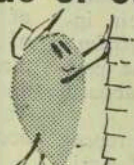
Even once-difficult colours, such as violets and pinks, stay bright and fresh throughout rigorous exposure conditions.



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

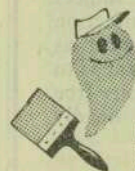
Clean-up is a snap with Gaydec. Brushes, rollers and other equipment wash clean with just soap and water; spatter marks can be wiped away with a damp cloth.



can be used in damp weather

5

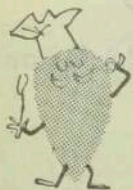
Within minutes after out-of-doors application sudden rain won't spot the surface. Indoors, scrubbing won't mar the finish.



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

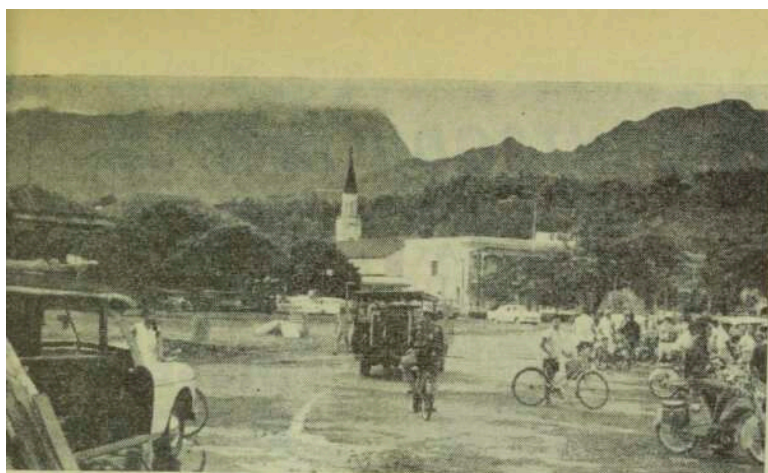
If paint surface should be marked in any way, it is easy to go back at any time and touch up affected areas.



ALL TAUBMANS PAINT NOW IN

SPECTROCOLOR

TB784B



Two of Tahiti's famous waterfronts are depicted in these scenes taken recently from the wharf. Top picture looks back towards the town, with its backdrop of misted mountains. Bottom picture shows the yacht harbour, a popular one for the Pacific's cruising yachts.

Photos: TEAL

Anatomy Of The Isle Of Love

By Stuart Inder

Tahiti is the most famous island in the South Seas. Everyone has heard of its lovely, brown-skinned Polynesian girls who dance the hula-hula on the edge of sleepy, palm-girt lagoons against a backdrop of superbly beautiful scenery. Everyone knows that in Tahiti there is unique sex freedom; that the climate is mild and langorous; and that there is no need to work, as Nature provides with tropical prodigality. This is the picture that is conjured up whenever the name Tahiti is mentioned. Thanks largely to novels, magazine articles, films and tourist advertisements, Tahiti has become everyone's idea of Paradise.

THESE aren't my words. They belong to Robert Langdon, now a Sydney journalist and an occasional contributor to *PIM*, and he used them in the introduction to his book, *Island of Love*.

Langdon's book is the only book which tells the full, colourful history of Tahiti in one bite. In his introduction, he submits, rightly, that the remarkable fame that Tahiti has somehow earned for itself is surely excuse enough for the writing of a book that might help to explain why.

With the following sentence, Langdon then tells the reader where he stands: "To begin with, it should be said that Tahiti is the most beautiful island in the South Seas!"

That unequivocal, out-on-a-limb statement was of special interest to me the other day when I re-read a paper back copy of the book as a refresher while my TEAL Electra made the final hop from Nadi to Papeete. "The most beautiful," he had said, and that was that.

Langdon, I suspected, was guilty of overwriting in that sentence, like every other writer, in and out of Hollywood, who seemed unable to discuss Tahiti in print without eulogies of the place, most of them sick-making.

Was it really more beautiful than Fiji's Lau group on a sparkling day; or the view of Taveuni from a bend on the Hibiscus Highway on Vanua Levu; or the view across the little harbour of Bougainville's Kieta; the

formerly unknown type of itis characterised by a violent e, which made its appearance ti last year, is possibly caused parasite worm that is found in Polynesian fish. This is ac- to United States research n Dr. Rosen, whose opinion rmed by Dr. Massal of

interview with *Les Nouvelles*, sen said research carried out year ruled out the possibility mission of the disease by so attempts were made to a parasite.

showed that the victims had e same food on the same day, home or in a restaurant. No the parasite was found in meat, so tests were started l fish—especially uncooked ch is a regular item on the menu.

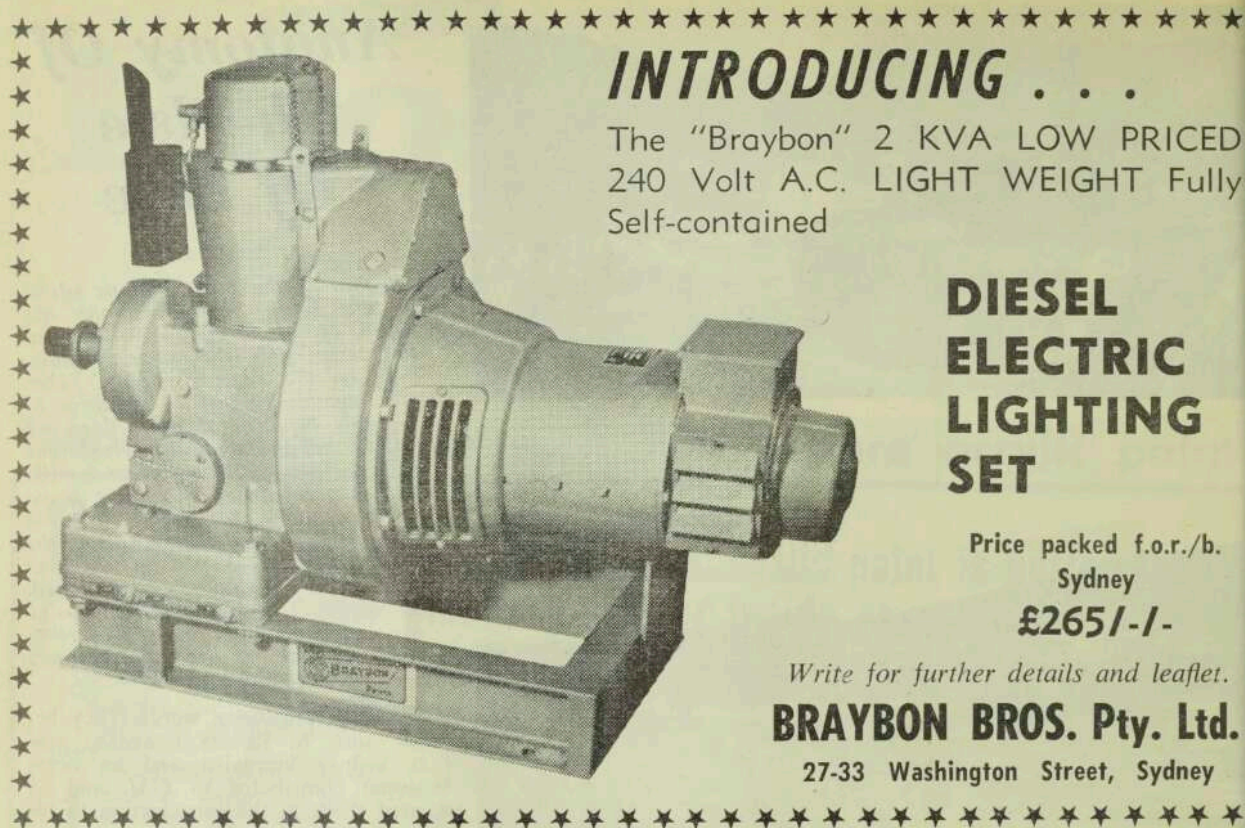
is types of parasite were ed in the Polynesian fish

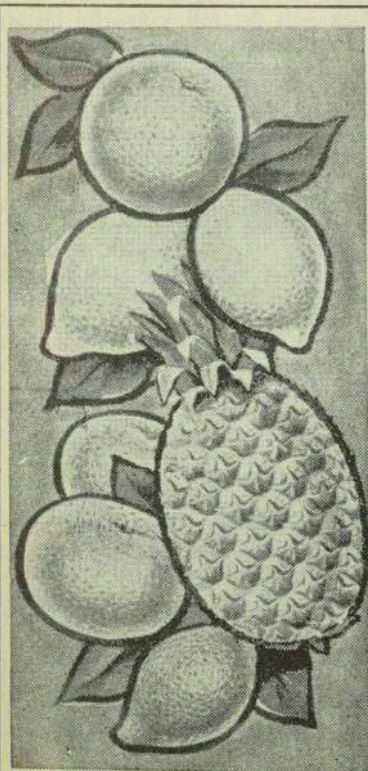
called "ature". Research is being continued to discover whether this same parasite can be found in bonito and tuna, although it appears almost certain that the "ature" is the cause of the epidemic.

This type of "Polynesian" meningitis has only once appeared outside of Polynesia, in 1947, in the Carolines.

Dr. Rosen has returned to the National Institute in Washington to continue research. Results should be known in two or three months.



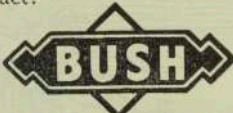




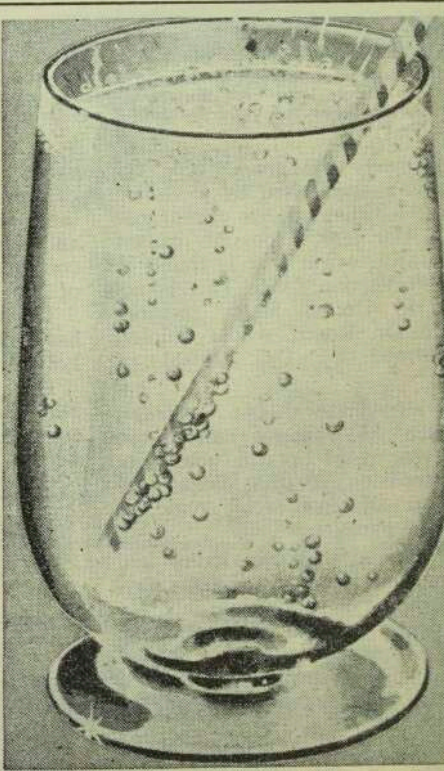
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age into fjord-like Vavau
bour in the early morning; the
rtlocks' atoll from the lagoon;
view of Norfolk's Kingston as
come upon it from the hills
ve; or the view across the water
Solomons' Savo Island from the
of Honiara. Could it, in fact,
ch the colour seen from any
t on Lord Howe Island—a scenic
that most of us don't even con-
as part of the South Seas?

s the famed, overwritten Isle of
e came up on the horizon, amid
rain clouds, I asked seat-
panion Len Usher, editor and
isher of the *Fiji Times*, whether
greed that Tahiti had been over-
ed to blazes. "All I'll say," said
er, who was not making his first
to Tahiti, "is, you'll be sur-
d at what you'll find."

was raining when we landed on
new airstrip built along the coral,
still raining when we piled into
and headed for the "sights".
stood on Point Venus, where
had stood, before heading for
'country', which happened to be
0-mile drive around the bitumen
d perimeter of Tahiti, with a
for lunch at the isthmus. It was
ng a lot of the time, and we
many stops. At each stop my
est heightened.

ally, back in colourful Papeete
e afternoon, I told Usher; "You
right. So is Langdon, and
ille, and Captain Bligh and
—and a thousand or so others.
place has got it."

What Has It Got?

ll, what *has* it got? There have
words for it—words that don't
like drivel to everybody who
been there.

ile I pondered the problem
a glass of French wine and
good food, with the fantastic
of Moorea sticking up there
e horizon, an answer was right
nd—right at the table.

ame from Geoff Roberts, these
a TEAL director, but a former
al manager—the man who
ed the Coral Route to Tahiti
51. He and his wife had been
ying in Tahiti for the past
and Mrs. Roberts—not the
of person to go sloppily ga-
trifles—was unashamedly cap-
l with her trip to Moorea.

ave often thought about what
Tahiti," said Roberts, "and
onvinced it comes down to
things.

start with, it's the French
here. It fits perfectly with the
easy life of the Tahitians,
the mixture is pretty good.

They're attractive, smiling people,
and the French haven't annoyed
them."

(I thought about the absence of
"Ladies" and "Gents" signs in that
Papeete bar and the fascination of
that single small room for "People",
and agreed.)

"I think next it's because there is
hardly any fluctuation in tides in
Tahiti. There is always water on the
reef. There are no stinking mud flats
to spoil the view and annoy your
senses at the best time of day."

(I thought of the huge tide dis-
crepancy in the Lau group, and the
hundreds of yards of mud, and
agreed.)

"And then I think it's the spec-
tacular mountain scenery. It's so un-
expected. The mountains come
almost down to the sea and with
the rain they bring, the coastal belt
is always green, and the flowers are
like Gauguin painted them. Just
look out there to Moorea. Anywhere
else in the South Seas that might
be another coral island with some
palms. But it's undoubtedly Moorea
and those fantastic peaks make the
view."

I can't do better than this. I go
along with Mr. Roberts. That's
the recipe for Tahiti—the most
beautiful island in the South Seas.

It's Time To Look Over Your Will Again



Regular revision of your Will is extremely important. Failure to record major changes in your assets, such as the sale of a specific legacy, must inevitably result in the upsetting of your plans for the future. It is possible, too, that you had overlooked the necessity of appointing a professional Executor to handle your affairs.

Instruct your Solicitor to make any changes and to ensure that Burns Philp Trust Company Limited will assume all responsibility. The Company's capable directors and experienced Trust Officers specialise in the administration of Estates of all sizes. When you revise your Will in this way, you make a decision of tremendous and lasting significance to all concerned, it makes certain that your assets will be efficiently and tirelessly safeguarded at all times.

A 20-page booklet, explaining in detail what the Company must do, is available at any branch of Burns Philp (South Sea) Limited, Burns Philp (New Guinea) Limited, or Burns Philp (New Hebrides) Limited.

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BP FLASHBACK

INDUSTRIES GAINED— AND LOST

Although the operation of shipping companies registered in Australia is becoming ever more unprofitable, it is not the intention of Burns, Philp and Co. Ltd., to further restrict shipping operations in Papua and New Guinea. The company's other interests there—especially plantations and stores—must have sea-transport service.

BUT in the Solomons," said the chairman, Mr. James Burns, at the annual meeting on May 25 "where the whole of our assets were destroyed, and for which we received no compensation, we have not resumed operations, other than servicing the Territory by carrying on the shipping to render a necessary service particularly to some of our old and loyal clients."

Then, in reminiscent mood, Mr. Burns went on to describe some of the early enterprises of the 78-year-old company, which have contributed much to the history of Australian growth in the Southwest Pacific. The following material is taken, verbatim from his formal address:

When Moresby Was 'Ela'

For nearly 80 years we have been in Papua. In the early days there was very little development with coconut planting, and the main exports on which our vessels earned freights were ivorynuts, sandalwood trocas shells, and at Port Moresby quite an extensive export business in Birds of Paradise plumes to Europe.

Also, there were the winnings of alluvial gold from prospectors on Sudest and other Islands on the eastern end of Papua, as well as pearls from a species of small shell fished in the Trobriand Islands.

Port Moresby was then called "Ela" and Samarai "Dinner Island", and Sir William Macgregor was British Crown Representative.

In those early days we had two small schooners centred at Cooktown in Myrtle and the *Ivanhoe*, and a small steamer periodically to and from Thursday Island. Sandalwood was transported from Hall Sound

Port Moresby (which was New Guinea at that time), and was then shipped on to China, where there was a ready market.

After, gold was found on the Mamber River and elsewhere, which led to an influx of miners; and coastal vessels were used to transport stores to their coastal camps to pick up the gold which was shipped off to Australia.

I mention these facts to show that missions (some of whom were established before we went there nearly 80 years ago) and Burns Philp pioneers and substantially induced in the early development of New Guinea (Papua) from its colonial state.

In fact, almost the same claim can be made in regard to many parts of the Pacific. We have services for 60 years or more to the Solomons, Gilbert and Ellice Islands, New Hebrides, Banks Group, Fanning and Washington Islands, Phoenix and other outlying islands of the Pacific Islands; and, from the first World War, to the small Islands.

Indeed, in some places, for many years we established trading stations, supplied trade supplies and provisions, and lifted any exports available and in fact, provided the only communication with the outside

Pearl-Shell Industry

From World War II we were not interested in the pearl-shell industry at Thursday Island, in Torres Strait. When the industry was worked at its maximum we had some 35 fishing boats fitted with diving gear, two floating schooners, employed crews of Japanese, Malays, Strait Islanders and New Guinea boys (about 250 all told) and operations were continued successfully over a period of more than a century.

However, after war was declared in 1939, the Government commandeered the whole of the pearling industry in Torres Strait for Army and Navy use in local waters and on the coast of Papua-New Guinea, and the staff of our branch and pearling operations were evacuated to other parts, and the shelling industry together with our ordinary buildings, assets and operations was compulsorily abandoned.

After the war, only three of our pearling vessels were handed over to us, in neglected condition, requiring substantial overhauls and general fitting out of new diving equipment. We had the almost impossible

task of securing experienced divers and crews to resume operations on a modest scale with our few remaining vessels.

With no prospect of again obtaining from Japan a proportion of our old and experienced pearl-shelling divers and crews, we have been forced to abandon all intentions of again operating the industry on anything like a pre-war scale.

I mention all this because I recently have seen in the newspapers that the Bowden Pearling Co., one of the largest and oldest pearl-shell fishing companies in Torres Strait, is now winding up, and, as can be expected, this will be reflected in the extent of our Thursday Island merchandising

trade.

If a proportion of the old pre-war Japanese who were repatriated to Japan could be re-employed to train some of the labour obtained from other channels, the industry would quickly have new life, and again prove a valuable source of export of mother-of-pearl shell from Australia to USA, UK and the Continent; whereas the untold benefit of these pearl-shell beds in the Torres Strait and Northern Territory is now being exploited by other nations, under some kind of an agreement with the Commonwealth Government.

The whole of this pearl-shell industry should rightly belong to and be worked by Australian interests.

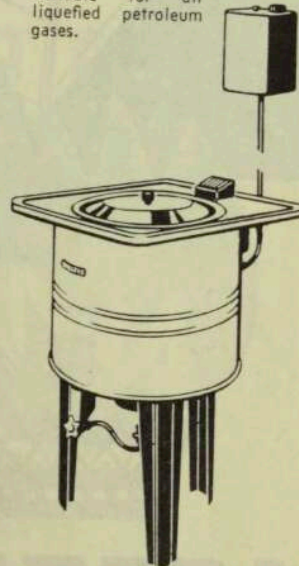
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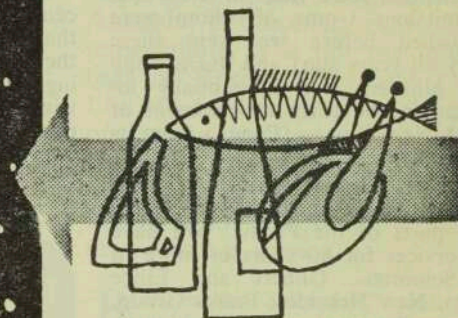
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A Swedish quality product

Agents Critical Of Trade Mission

At considerable expense, the Australian Department of Trade is organising an Australian Trade Mission to proceed soon to the Island Territories of the South Pacific—especially New Caledonia and Fiji—in an endeavour to sell more Australian goods.

There are many well-known merchants with headquarters in Sydney, Melbourne and Brisbane, who specialise on the distribution of goods in the SW Pacific; and some have said emphatically that, if Australia is to sell more goods to the Islands, there must be new effort, new salesmanship, but at diplomatic level.

Australia cannot perceptibly increase the quantity of goods sold to the Islands, unless she buys more of their products, in return; and she cannot do this while present conditions—especially tariffs—remain. There is a huge unbalance of trade between Australia and the Islands.

The Islands Agents Association, Sydney, at a meeting held in Sydney, were caustic on the subject of the Australian Trade Mission. They said that a copy of a letter sent by the leading businessman, Mr. J. H. Sullivan, to the president of the mission be also sent directly to the Minister for Trade.

The following are extracts from Mr. Sullivan's letter, which gives interesting information on the position in New Caledonia.

"I propose that in New Caledonia tour should commence on Saturday, August 11, to Tuesday, August 15, in order to give local commercial and civic representatives and arranging that members of the many tourist attractions in New Caledonia."

"The representatives (including the Australian Government) have made more than 70 visits to New Caledonia, making stays from one to three weeks, yet have never seen the leading tourist attraction—the East Coast. We cannot see it, and are not accomplishing much during a visit, including Monday."

"There is no doubtless away that for many years the Australian Government has had an office in Noumea, and the Australian Government can recall five different Commonwealth officers in residence for varying periods."

"In addition, some of our commercial representatives also regularly visit New Caledonia. So you can see that the market is well catered for. In the opinion, you will merely be able to tell me what the Minister for Trade knows, that the reason why New Caledonia does not buy more Australian goods is because the necessary import goods are not available."

"For many years, New Caledonia was

regarded as an Australian commercial dependency, and one of the principal items sent there was flour. As you are probably aware, the French are possibly the world's largest bread-eaters. Yet not a single bag of Australian flour is shipped there nowadays, because import licences cannot be obtained.

So far as that other staple commodity, sugar, is concerned, this is obtained from Belgium (beet) and from England (cane), our London office being a regular shipper of sugar from Europe to NC.

Approximately 2,500 items can be imported from the UK and other signatory nations on a "free exchange" basis into New Caledonia, whilst all goods from Australia are subject to import and exchange quotas.

Actually, goods of foreign origin are subject to higher customs duties than those from France; but, where Australia could compete with foreign countries so far as price is concerned, we are unable to do so because of licence unavailability.

We could go on at length to describe the futility of your trip to New Caledonia, so far as business is concerned. However, you certainly will find the residents very hospitable and no doubt you will thoroughly enjoy yourselves. You will be able to buy French goods at lower prices than in Australia, and you will also be able to buy lines, such as Kiwi shoe polish, made in England.

So far as Fiji is concerned, you will find that you are up against tough competition from England, and you will there see English jams, confectionery, canned fruits, etc.—possibly made from Australian sugar—but still cheaper to land than similar articles from Australia.

In conclusion, the writer believes that the answer to Australia's export troubles is agreements with other countries.

Trade is a two-way street, and they are

as anxious to do business with us as we are with them. But our excessively high British Preferential Tariff does not help us in our negotiations with foreign countries, who naturally regard it as discrimination against them.

No doubt one of the answers which will be given to the Islands agents, and to Mr. Sullivan's letter, will be along the lines that Australian businesses with established sales in the Islands might not be expected to welcome more Australian competitors—especially if they feel that there is little extra business to be done until the political strings are adjusted. But it would be nonsense to lay too much stress on this point.

The agents are quite genuine in their effort to try to get across to the Government and to other businessmen the truths of Islands trade. What they are saying is, settle the political problems first and then send in the salesmen.

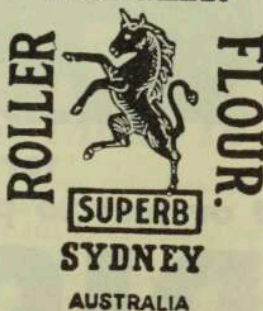
The members of the mission will probably soon find this out for themselves. If first-hand experiences are what count, then good will come from the mission.

And in addition there is always the possibility that, despite the doubts of the agents, somewhere along the line the mission will make an unexpected break-through—if only into the consciences of Australia's economic advisers.

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Kinjibi's Chairman Takes The Lid Off The Coffee Pot

By R. W. Robson

The directors of two coffee-growing organisations—Arabica Coffee Pty. Ltd., and Kinjibi Holdings Ltd.—launched in Australia and New Guinea in recent years by the enterprising Frank Powell and his associates, are struggling gamely with the difficulties which attended their birth and early operation; and both report increasing hopes of ultimate success.

R. POWELL and his associates do not now appear to be concerned with the management of either firm. Their operations have been criticised at gatherings of "unit" holders and shareholders. Recent developments provide reasonable hope, however, that the investors brought the picture by Mr. Powell's lively promotional methods will get some return, but not the return they had originally expected. The affairs of Kinjibi Holdings, which had a lot of unkind publicity in May; but the present Kinjibi directors, while sharply criticising some of the performances of the recently replaced, did indicate a return with luck in the world coffee market, and some tolerance on the part of creditors, the company will weather the storm, and pay dividends. Mr. Powell, an enterprising salesman and company promoter, some time ago became interested in New Guinea coffee about the end of 1956. At that time, the stories then circulating of the riches being made in Goroka had reached him.

Lots of Publicity

Mr. Powell got an option over a partly cleared coffee plantation of moderate size in the New Guinea Highlands; and his associates registered Arabica Coffee Limited in New Guinea, and Arabica Coffee Pty. Ltd. in Sydney; then they proceeded to sell "units" in a coffee-growing enterprise on that Highlands plantation.

Mr. Powell described himself as a public relations man of the operation; and, from his office in the Rello House, Angel Place, Sydney, released a great deal of unit-selling publicity.

In April, 1957, PIM noticed certain newspaper advertisements, and obtained copies of Mr. Powell's printed leaflets, etc. The publisher then telephoned Mr. Powell and asked for data upon which he had based claims that purchasers of "units"

would receive large returns.

After a conversation with Mr. Powell, the publisher said he thought the claims could be challenged, and added that he would send copies of Mr. Powell's printed matter to the Department of Territories, and suggest an investigation.

Within 50 minutes, an official of the Supreme Court served upon the publishers a claim for £100,000 damages. The writ had been issued out of the Supreme Court at the re-

quest of Lionel Dare and Reed and Martin, solicitors, on behalf of the two Arabica Coffee companies.

It was what newspapers call a "stop writ"—it meant that the subject matter (in this case, the activities of Arabica Coffee Ltd.) could not be discussed—it was *sub judice*.

However, the fact that such a huge claim (£100,000) had been made was noticed by the daily newspapers, which in turn directed some public attention to Arabica Coffee. Soon afterwards, a number of newspaper writers—especially the Finance Editor of Sydney *Sun*—made unfavourable comments upon this unit-selling campaign, and urged caution; but the unit-selling campaign went on.

Altogether, 315 of the "units" were sold, at £200 each, representing subscriptions totalling £63,000. It is estimated by the present (1961) managers that commission equal to 10 per cent. was paid out to the selling agents (or agencies) which sold the "units".

The £100,000 writ was withdrawn later in 1957. There were no reports of active "unit" selling after that. But the people who promoted Arabica



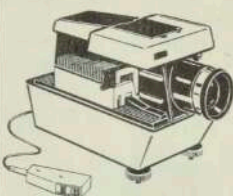
Little Tahiti In Sydney

To its long list of exotic restaurants and coffee houses, Sydney has now added a Little Tahiti. It is operated in McDowell's Arcade, between Pitt and George Sts., by ex-cruising yachtsman John Hunter. One wall is composed of a huge mural (half of which can be seen in the picture above), and another of an enlarged colour photo of Tahitian dancers. Good use has been made of tapa cloth and other Islands bits and pieces and a couple of part-Polynesian girls are there to hand out the espresso coffee and toasted sandwiches. So far as we could see, the food was typically Australian—but if you like to have it with Islands atmosphere, this is for you. Mr. Hunter was one of the crewmen on "Nirvana" a few years back; and last year he came back through the Pacific on "Goodewind".

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re by no means finished with New Guinea.

Late in 1957, Mr. Powell arrived in the NG Highlands and, according to correspondence which he issued in December, 1957, and January, 1958, Goroka Coffee Holdings Limited was registered in New Guinea; proposals were made to acquire Kinjibi, Norikori and Clarens coffee plantations; either bond or unit selling campaign was being organised; Frank Powell was general manager, field representative and public relations officer; the directors were A. T. Marshall, solicitor; J. L. Cameron, retired bank manager; P. Portroni, coffee merchant and investor; and (said Mr. Powell) "two New Guinea planters, agronomists will be added to the board when I get to New Guinea". He reported that the solicitors were Messrs. Dare, Reed and Martin; the directors were a well-known Sydney firm; Mr. D. M. Clark was secretary.

Money Pours In

During 1958, this Goroka Coffee concern was registered also in Sydney, Kinjibi plantation was taken over, a really full-blooded campaign of unit-selling was in progress, under energetic and ingenious direction of Mr. Powell. He bought time on Australian radio broadcasts. As reported in *PIM* of October, 1958, there were entertaining radio sessions, the merits of coffee-bonds were advertised, and the theme-song was—*The money-tree of Kinjibi*
Its treasures bring to you and me something like that.

Money seems to have poured in from the Australian public. Alan Gibson and Bill Matthews, two well-known ex-servicemen who had been sent up Kinjibi from virgin bush, were happy to receive a substantial payment, and return to Australia with their families.

It was reported about this time that Goroka Coffee Pty. Ltd. would become in some way a trustee company for the Goroka Coffee concern's unit-holders—but that did not happen. As a matter of fact, by 1959 there was some sort of revolt in the ranks of Goroka Coffee, and in 1960 the Board of Directors (which originally had been similar in personnel to the one who promoted Goroka Coffee) was replaced by new directors. The latter called a meeting of Goroka unit-holders and took some drastic action in certain directions. The financial situation was complicated and difficult; but two members, J. L. Cameron and A. M. Cameron, one a resident of Sydney and the other of Melbourne, earned

the gratitude of the unit-holders by providing the company with enough money to save it from trouble, and get it around the financial corner.

It was about this time that connections between Arabica Coffee Ltd. and Goroka Coffee Limited—if any—were severed.

Meanwhile, Goroka Coffee Limited was "going great guns"—it entered into formal occupation of Kinjibi, bought a lot of plant, purchased a substantial share in Norikori Plantation, and purchased Cheggs' general store at Madang.

Mr. Powell reported, as general manager, late in 1957 that Kinjibi "has 100 acres under coffee and . . . will yield between £40,000 and £50,000 next year, and full maturity in the following year". Unit-buyers were encouraged to expect large profits. Mr. Powell was a well-known figure in New Guinea, and no expense appeared to be spared as he moved about the Territory.

For reasons that have not been published, these promoters, some time after 1958, formed and registered (in New Guinea) Kinjibi Holdings



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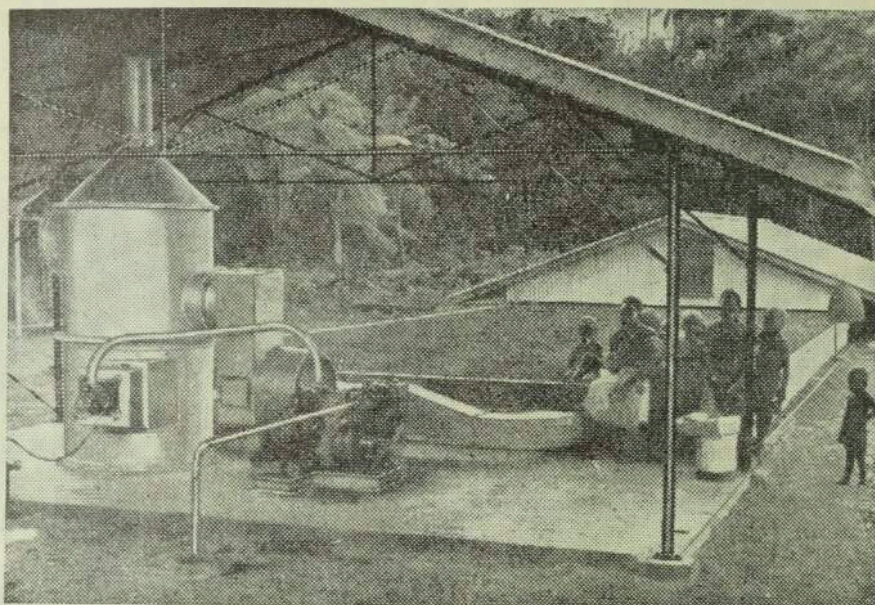
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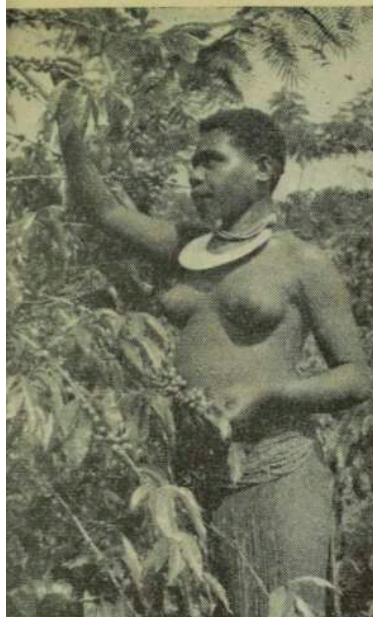
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Guinea's coffee is picked by native labour and here is one girl at work in a Highlands plantation.

... with a nominal capital of 10,000; and unit-holders in Goroka Coffee Limited were allowed to convert into shares in Kinjibi Holdings—and many did so.

£300,000

The effect of this is that Kinjibi Holdings today has an issued capital of 82,042 shares of £1 each, and 17 shares of £200 each, making (with adjustments) a total capital of £14,557. What remains in Goroka Coffee Ltd. is not shown anywhere.

It seems clear enough, from an analysis of the published figures, that the unit-selling campaign which proceeded in Australia in 1957-59 to the effect of "the money-tree of Kinjibi" produced, from unit-selling, some £300,000.

The directors of Kinjibi paid a dividend of 10 per cent. in December, 1959, and a hesitant 5 per cent. in January, 1959; and the rest was a carry-over.

Then, of course, the whole of the much-publicised Kinjibi enterprise was under public scrutiny; there was much criticism; and the revolt of the Arabica subscribers in 1958-59 repeated by the Kinjibi subscribers in 1959-60. Kinjibi's annual general meeting, on March 31, 1960, elected a new Board and demanded an investigation of the company's affairs, and especially of the "Establishment Account".

The new board (Messrs. Sidney

Baume, head of an Australian advertising agency, chairman; C. W. F. Ford, J. H. Lee, H. J. Perkins, and Mrs. C. D. Rankin) aided by a new secretary, accountants and auditors, issued in May, 1961, for the year ended December 31, 1960, a report of considerable length, in which the activities of Kinjibi Holdings Ltd. are surveyed with a detail and a frankness that stirred most of the newspapers to lively headlines. Here are some of the statements made by chairman Baume:

The previous balance-sheet was an inaccurate presentation of the company's position, which precludes a dividend for 1960.

The minute-book does not record major financial transactions (for instance, the purchase of Norikori Ltd. shares for £26,845).

"Cheques drawn on the various bank accounts in Sydney were very often bearer cheques made out to 'Cash' and signed by authorised signatories. It was quite common for cheques for over £1,000 to be cashed in this manner over the bank counter."

"The signatories to this group of cheques were two or more of Messrs. D. M. Clarke, P. Patroni, F. Powell, J. D. Goodsir and K. Anderson."

(Mr. Clarke is the head of a firm of accountants and secretaries in Sydney, and he was chairman of the board until early 1960. Mr. Patroni was a relation of the promoter, Mr. Frank Powell.)

D. M. Clarke and Co. were paid £4,109 for secretary and accounting services prior to the meeting of March, 1960. A further claim by them for £2,030 was rejected by the present Board.

The new board has included in its balance-sheet, as an asset, an amount of £2,864, loan to Mr. Powell, "evidently authorised or permitted by the previous Board".

It was found that there was a "£4,550 short payment to the vendors for Norikori shares—this evidently having been taken as a commission and with the agreement of the previous board". This was brought back into the accounts and charged to Establishment Account.

It was found that 19,100 £1 shares had been issued to certain shareholders for 10/- each, and the remaining £9,550 had been charged to Establishment Account. The new board is demanding that the shareholders concerned pay this £9,550, and the Establishment Account has been credited accordingly.

With some other adjustments, the amount of the Establishment Account was reduced from £91,121 to £80,308.

The new board is scrutinising many other items in this Establishment Account. It is shown to include such items as advertising £31,917; commission, £28,224; supervision salaries, £4,537; travelling, £5,522; secretarial and office, £2,909.

The new board expresses indignation that the old board, while claiming that a profit was made in 1959, made no provision for taxation, although it was well known that profits in that year were taxable. It has provided out of the 1960 figures £2,685 for taxation in respect of 1959.

Although there actually was a small trading profit in 1960, the new Board says that, owing to adjustments made in respect of 1959 figures, there actually is an over-all loss in 1960 of £16,543.

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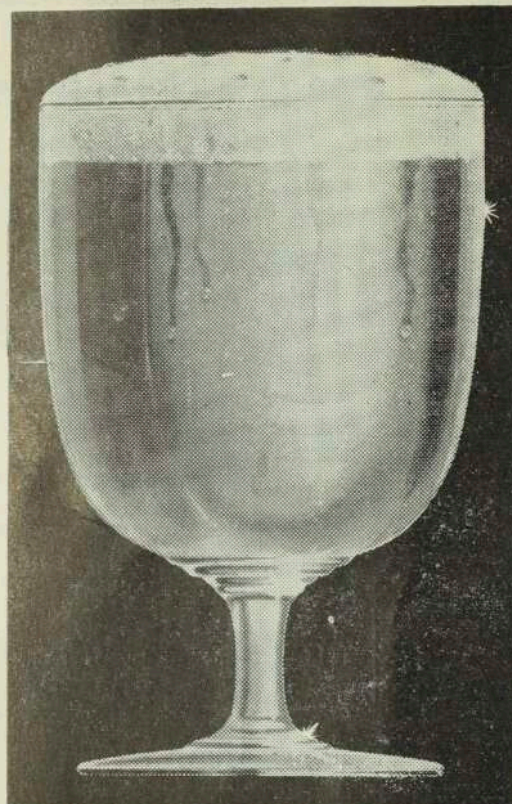
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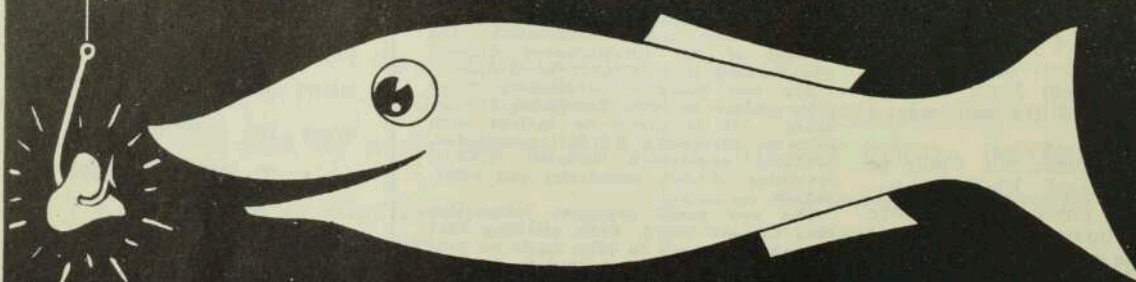
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The new board, during 1960-61, has taken apparently sound and vigorous steps to get the company's affairs into order.

Apart from the finance adjustments indicated, it has financed the purchase of another 4,000 shares in Norikori plantation, thus obtaining control of the establishment; made efforts to purchase the Cheggs store at Madang adequately stocked; and is applying itself to arranging a special loan of at least £30,000, to take care of current debts and certain operations entirely necessary for the profitable operation of the two plantations and store.

Chairman Baume points out, with good reason, that the company has very substantial unmortgaged assets in Kinjibi and Norikori plantations; 80 acres of Kinjibi and 45 acres of Norikori will be in production by the end of 1961; and that, under good management, Kinjibi (Mr. R. R. Baume is now there in charge) and Norikori plantation should henceforth be increasing profits. Given a chance, the board may turn Kinjibi from an accountants' nightmare into not a "money tree", but an investment that will give a modest return. The Arabica Co., under the new management, also is modestly hopeful.

It reports that in recent months 315 unit-holders (each unit cost £10) each received a distribution of profits of £18—which, if they get the events of 1957-59, means they are getting a modest 9 per cent per annum on their money.

The two boards can get through 1962 with reasonable figures they could achieve two worthy purposes—namely, give investment in New Guinea industries a better flavour, and justify an application for the listing of these shares on the stock exchanges.

The Balance Sheet

The following were the principal items in the published balance-sheet, as on December 31, 1960:—

LIABILITIES	
Subscribed Capital—	£
Ordinary £1 shares	271,607
Unit Holders' Contracts—	
Paid on 17 Units	2,650
Unit Debit Bal., P/L A/C	16,806
Shareholders' Funds	257,751
Loans and Advances	8,600
Trade Creditors	12,041
Provision for Income Tax 1959	2,698
Directors' Fees and Salaries	3,300
Total Liabilities	284,391

ASSETS

	£
Land, Buildings, etc., at Cost	131,991
Plant and Machines	8,631
Furniture	1,804
Motor Vehicles	1,285
Feature Film	4,000
Cash at Bank	2,581
Sundry Debtors	8,592
Loan (F. Powell)	2,864
Stocks	16,842
Shares in Norikori	24,421
Establishment A/C	80,308
Formation Expenses	1,068
Total Assets	284,391

The annual general meeting was fixed for June 14, and it was expected, in early June, that the shareholders would support the recommendations of the present board.

The BSIP is to print an official "family type" of magazine for Melanesians, to be named *Balama* (frigate bird). The first issue will be free but later issues will be sold at a nominal charge.

The decision to print the magazine was made in April at a meeting of the Literary Development Committee, whose chairman is Mr. E. P. W. Marriott.

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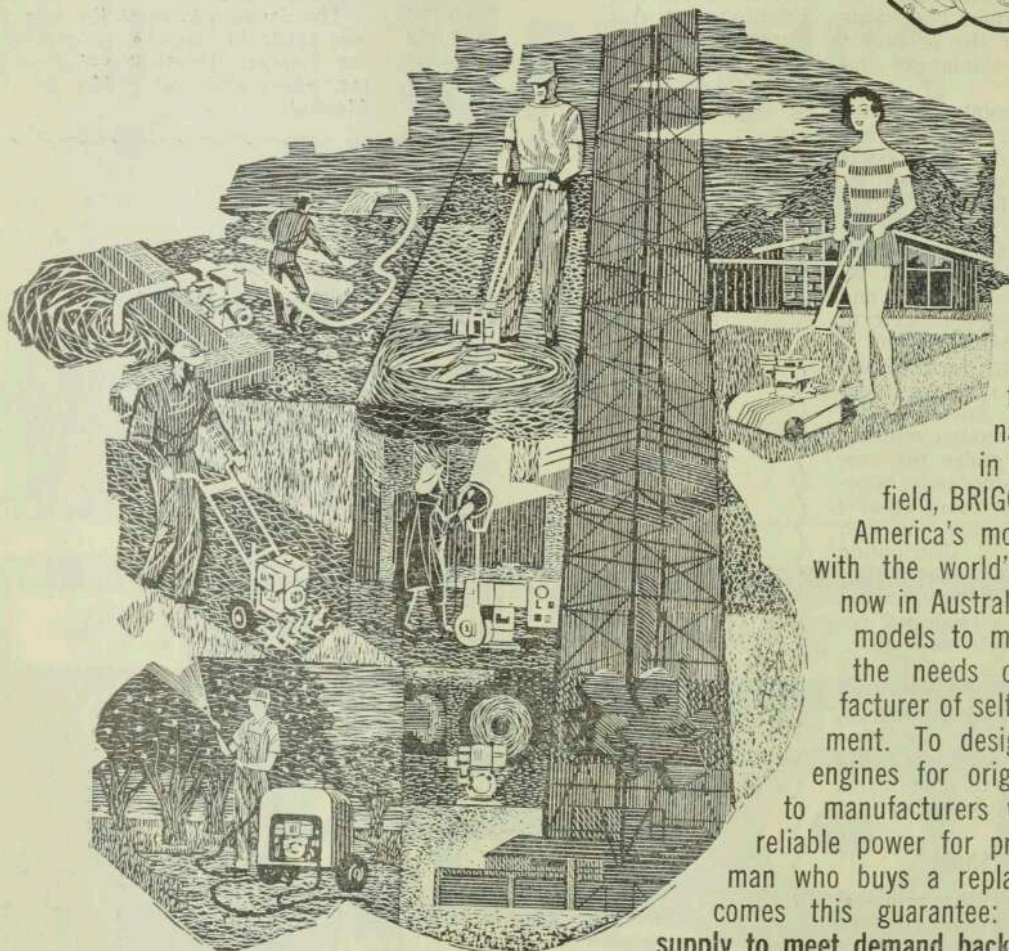
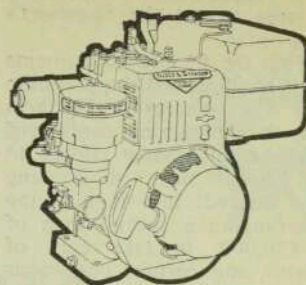
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Labour Wants Common Roll In P-NG

from our Canberra Correspondent

Where is the Australian Labour Party going on New Guinea?

The House of Representatives debate on the Nasution-Menzies (May, p. 17) showed that so far West New Guinea is concerned Government and the Labour position follow almost the same

The only important difference expressed was whether, if the Dutch should decide to hand over West New Guinea to Indonesia, Australia should stand by.

In the previous talks with the Indonesian Foreign Minister, Dr. Sudharmono, Mr. Menzies made it clear he would not object to such an agreement, although he did not give any such specific assurance in his post-Nasution statement.

The Opposition Leader, Mr. Whitlam, who followed Mr. Menzies in the recent debate, was specific. He reiterated that Labour would have no part of any arrangement that merely handed over primitive New Guinea from old colonialists to new nationalists.

At that point apart, his statement left the Labour and Liberals standing near each other to shoulder-to-shoulder on the West New Guinea issue.

On P-NG it's a very different

English For All

At the recent biennial conference of the ALP—the party's supreme policy-making body—set out Labour's views on Territory.

On the Government, the ALP stresses that the only people who have the right to determine the future of the island of New Guinea are the New Guinea people themselves.

On other points, the ALP went further than the present Government's policies.

Labour declared that it wanted:—immediate steps for a common electoral roll;

equal voting rights for all adults in local Government and elective Council elections;

free, compulsory education for all children;

English to be taught in all schools;

* Child endowment for all parents exercising a Legislative Council vote;

* Free medical and hospital treatment for all New Guinea people;

* Government-owned shipping services and warehouses to help native co-operatives in competition with existing services;

* Immediate steps to abolish gradually the native contract system and set up an improved industrial system supported by the Commonwealth Government on advice from the Australian trade union movement.

Before the conference was able to hammer out this manifesto, Labour leaders were involved in a sharp clash on P-NG policy, which the Government was not slow to seek to exploit in Parliament.

Full Award Wages

The Government needed the Opposition on newspaper reports that there had been a clash between Mr. Calwell and his deputy, Mr. Whitlam, over a report which had been prepared by a group of Labour men and which was to have been presented by Mr. Whitlam.

The reports suggested these proposals included a plan for full award wages for native workers.

Territories Minister Paul Hasluck told the House that he had heard a story that a submission was to have been put forward by Mr. Whitlam, but that the submission did not take place "because of the superior wisdom of the Leader".

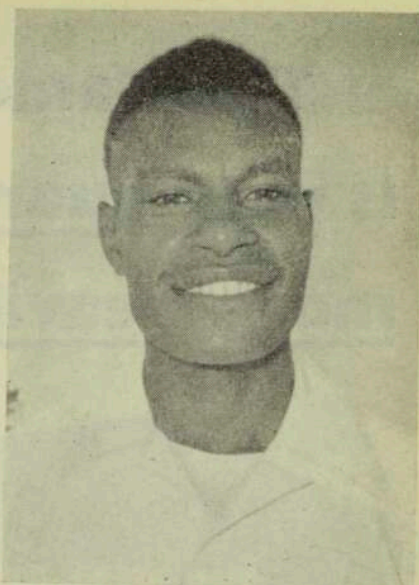
The incident passed off quickly, but the Prime Minister was clearly pleased with the way in which Hasluck had scored.

And Labour men were pleased that Hasluck had not delved more deeply into the party's internal differences.

No Taxis Now

The Rarotonga Island Council in April was invited to amend the Sunday trading law to allow the taxi service to operate on Sunday. The taxi service had in fact been operating on Sunday, but this was outside the law.

The Council discussed the problem at length, and decided that once the taxi started to operate legally on a Sunday, others would follow and Sunday would no longer be sacred. By eight votes to seven Council decided that the law should not be amended.



New Brother Dominic Kalegori—and sports shirt collar.

Brothers With Sports Shirt Collars

Seven New Guineans from the Roman Catholic Vicariate of Wewak took their vows as Brothers of the Sacred Heart of Wewak on May 1, and thus became NG's first native religious brothers.

THEY are the "foundation" members of the new religious congregation which was founded three years ago by Divine Word missionary Bishop Leo C. Arkfeld, SVD. He became interested in the idea about 1954 and got the go-ahead signal from the Vatican two years later.

The Vatican granted a special subsidy for the erection of six permanent buildings, including classrooms, dormitories and a novitiate, which were erected by the young men themselves under the supervision of Brother Seraphicus Schmale, SVD, a Divine Word missionary Brother.

Bishop Arkfeld says that the purpose is to produce skilled tradesmen and highly qualified teachers for the Wewak Vicariate and for other areas of NG.

The religious habit of the new order is white with a thin black cincture, and was designed by the Bishop himself. One special feature is a sports shirt collar suited for the tropics in place of the conventional high cassock collar.

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Among the hundreds of islands that pepper the map of the South Pacific, there are two islands that stand out like beacons to anyone with a curious mind. These islands are Vostok, in the Line Group north of Tahiti, and Suvarov (usually spelt Suvarrow or Suvorov) in the Northern Cooks.

How The Russians Came To The South Pacific

By Robert Langdon

Vostok and Suvarov are unique. They are the only islands in the South Pacific with Russian names.

THE *Pacific Islands Year Book* says that both these islands were reached after the ships of Russian navigators in the early 19th century. But the *Year Book* gives no clue to the fascinating story behind the appearance of these Russians in the South Pacific.

That story goes back to the year 1791 when a tough, determined Dane, Vitus Bering, left the coast of Kamchatka, Siberia, in two ships to search for an unknown land on behalf of the Russian Government. A few weeks after setting out, Bering's ships made independent landfalls in what is now Alaska.

One of them subsequently limped back to Kamchatka; the other, the *St. Peter*, was wrecked, after a night-voyage, on an unknown island in the Aleutians.

The sick and dying crew landed on the ice-covered shore before the ship broke up, and found shelter in

the dens of Arctic foxes. Some, including Bering, died.

The rest survived through the ensuing winter, thanks mainly to vast numbers of palatable and warm-furred sea-otters which inhabited the island.

In August, 1742, the survivors got back to Kamchatka in a boat built from the wreckage of Bering's flagship.

The fine sea-otter skins they brought with them fired the imagination and roused the cupidity of the half-savage settlers of Kamchatka, known in Russian as "promyshleniki".

Ruthless

Within a few years, hundreds of "promyshleniki" (descendants of Cossack bandits and Siberian natives) were gathering sea-otter skins among the stormy islands of the Northern Pacific.

The "promyshleniki" forced the Stone Age islanders to hunt the sea-otter for them in their frail, sealskin boats; and so ruthless were they that hundreds of thousands of skins were collected.

These skins, when taken to China by an overland route from Okhotsk, netted the "promyshleniki" millions of pounds.

For 30-odd years after the discovery of the sea-otter, the fabulously profitable trade remained unknown to the merchants of Europe and America.

But in 1778, an unexpected visitor arrived in the Northern Pacific, who, quite by accident, broke the monopoly of the "promyshleniki".



This portrait of King Pomare II of Tahiti was "stealthily sketched" by a Mr. Mikhailov, a member of Bellingshausen's crew, when the king came aboard the Russian ship "Vostok" during Bellingshausen's visit to Tahiti in 1820.

This visitor was Capt. Cook, who landed on Vancouver Island while sailing north in search of the North-West Passage, and—unaware of their value—obtained some sea-otter skins from the natives in exchange for trade goods.

Eighteen months later, when these skins were sold at Canton and Macao, they netted such huge sums that there was nearly a mutiny on board Cook's ships—so eager were the seamen to go back to America to get some more.

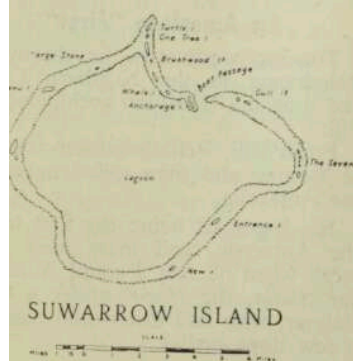
During the next few years, trading vessels from England, France and the US joined in a rush to the Northern Pacific to "horn in" on the sea-otter trade.

Meanwhile, Russia, although it had extended its domains to the coast of Alaska, began to lag behind in the trade because it had no large ships on its Siberian coast.

An Eye for Business

In 1797, however, a Russian naval officer called Adam Johann von Krusenstern arrived in Canton, where he saw a small English vessel sell a cargo of sea-otter skins for 60,000 piastres.

Krusenstern, who was a patriotic fellow with an eye for business, realised immediately that Russia



would continue to lag in this trade if she kept on using the overland route from Okhotsk.

So when he returned to Russia, he suggested that the Government should send two ships to the Russian posts in Alaska to take a cargo of skins to China, and, incidentally, to circumnavigate the globe for the first time.

The Russian Government approved this plan, and gave Krusenstern the ships *Nadeshda* and *Neva* in which he sailed from Kronstadt in July, 1803.

The two ships doubled Cape Horn, called at the Marquesas and Hawaii, collected a cargo of skins at Alaska, and sold them in Macao for what was the huge sum of 190,000 piastres.

Krusenstern returned to Russia in August, 1806, via the Cape of Good Hope, and thus became the first Russian circumnavigator.

Further Voyages

The success of his mission prompted further Russian voyages to the North Pacific. On some of these, the Russians made a number of discoveries in Polynesia, Micronesia and Melanesia.

The *Neva* undertook a second voyage in 1806; and in 1813, the *Suvarov*, under Lieut. Mikhail Lazarev, was sent from Kronstadt by the Russian-American Company, which had been established in Alaska since 1790.

After rounding the Horn, Lazarev got among the islands of Polynesia, and on September 17, 1814, he discovered an uninhabited atoll north of Rarotonga.

He named this *Suvarov*, after his ship.

In the following year, Capt. Otto von Kotzbue, who had been a cadet under Krusenstern, was sent to the Pacific in a ship called the *Rurik*.

Into the Marshalls

Although he passed through the Tuamotu Archipelago, he made no new discoveries there. But later, when he got among the Marshall Islands, he came upon several islands that had not been seen before. Kotzbue gave Russian names to all these islands, but they have since reverted to their native names.

When Kotzbue returned to Russia in 1818, the Russian Government decided that so much exploratory work had now been done at the Arctic end of the Pacific that it was time to turn its attention to the Antarctic.

An expedition under Admiral Baron Thaddeus von Bellingshausen was organised, and two sloops, the *Vostok* and *Mirni*, were fitted out.

THE TREASURE OF SUWARROW

Suvarrow has had a colourful history since it was named in 1814 after the Russian ship "*Suvarov*". There have been many occupiers—many stories of murder and adventure in the ring of islands that have a 50-mile circumference, where the lagoon goes down as far as 40 fathoms.

These days *Suvarrow* has a population of just one—Tom Neale, who lives a happy hermit life, acting as a caretaker for the Cook Islands Government, at his own risk with illness or hurricanes. Tom has had quite a lot of recent publicity, and his name no doubt will be added to the many stories of *Suvarrow*.

Perhaps the most colourful and persistent tales have been the stories of buried treasure. The best known concerns Henry Mair and H. B. Sterndale. Sterndale had been surveying for the Pacific Islands Trading Company in 1867, and while clearing found concrete walls, skeletons and iron vaults, and assumed the island had been known to the Spanish.

He got himself appointed as manager of a trading firm, Henderson and MacFarlane, but he was not successful and the firm sent a ship to bring him out. Sterndale refused to go and opened fire from three cannons he had erected on a small fort.

After two weeks a brig arrived containing Sterndale's friend Henry Mair, who slipped overboard and swam ashore. As he lay exhausted on the sand he noticed a turtle excavating a hole to lay its eggs, heard the click of metal, and on investigation found Spanish-American dollars, rings and other valuables bursting out of an iron box. Mair hid the hoard at the foot of a large tree, according to the story.

Both Sterndale and Mair were taken off the island but before Mair could return to his treasure he was killed in the New Hebrides and his secret died with him. Many treasure seekers have since looked for that hoard—without success.

Bellingshausen took command of the *Vostok*, and the *Mirni* was placed under Mikhail Lazarev, formerly of the *Suvarov*.

The two ships sailed from Kronstadt in July, 1819. After calling at the Falkland and South Shetland Islands, they skirted part of the Antarctic ice pack, then sailed north to Sydney.

From there, they went to New Zealand and Rapa, and then north to the Tuamotu Archipelago. After touching at Hao atoll, they sailed for Tahiti.

The atolls of Takume and Faaite were discovered en route and were given Russian names.

Bellingshausen, who was the first Russian to visit Tahiti, was as thrilled by that place as most previous navigators had been.

Russian Met Pomare

"My pen," he wrote, "is wholly unequal to the task of expressing a sailor's pleasure on finding himself at anchor after a long, weary voyage in a spot which needs only to be seen to fire the imagination."

In Tahiti, Bellingshausen met King Pomare and several of the English missionaries, and strangely enough,

he found a man there who could interpret for him.

This was an American called Williams, who had worked for a time with the Russian-American Company in Alaska, had deserted from an American ship in the Marquesas, had married a Marquesan girl, and had settled in Tahiti as a pilot.

After staying at Tahiti for six days, Bellingshausen sailed north. During the next few weeks, he discovered Matahiva, the easternmost atoll of the Tuamotu group, which he called Lazarev, and an uninhabited atoll which he named *Vostok Island* after his ship.

An American "First"

Turning westwards, he discovered Rakahanga in the Northern Cook Islands and then the Ono-i-lau archipelago of Fiji.

From Fiji, Bellingshausen returned to Sydney and then sailed again for the Antarctic.

His hopes of being the first to see the Antarctic land mass were shattered when he met a small American fur trader, the *Hope*, under a Capt. Palmer, who had discovered the land a few days earlier.

(Continued on p. 95)

Who was the Captain Lawson who wrote the imaginary account called *Wanderings in New Guinea*? "PIM" asked the question in an article in the lay magazine section. Was it, "PIM" asked, a man called Armit who later, in 1883, went to Papua to lead an expedition financed by the Melbourne "Argus"? Circumstantial evidence seemed to suggest that it was, we said. Here is some more on the mystery—together with a description of some of the things that Captain Lawson wrote in the book which caused a mild sensation in the London of that day.

Among The Dinner-Plate Daisies, Monkeys And Moolahs Of Papua

By a Staff Writer

If Captain J. A. Lawson's *Wanderings in New Guinea* had been published after World War I, when book dust-jackets began to come into general use, instead of back in 1875, the mystery that surrounds the old book would have been solved long ago.



IMPRISONED PRISON

Hidden by this great mass of roots from a great manyan tree at the Bay of Prony, New Caledonia, is a stone prison cell which once held human prisoners. The tree now imprisons the cell. There are no prisoners here. The Bay of Prony these days—but ships take iron ore to Australia from here.

Photo: Fred Dunn

DUST-JACKETS, and more particularly their flaps, on which publishers extend themselves in the how, when and why of a book, are a valuable reader's aid. But in 1875 when London publishers, Chapman and Hall, produced *Wanderings*, the fashion was "fully bound in cloth"—if not in good Morocco—and other than adorning the cover with embossed whirligigs, scrolls and fancy lettering, no explanations were given.

So, 86 years later, the sober get-up of the original edition; its folding map of the Captain's journey; the sepia frontispiece, are all calculated to persuade the reader that the publishers were not fooling when they published it—even if the author were.

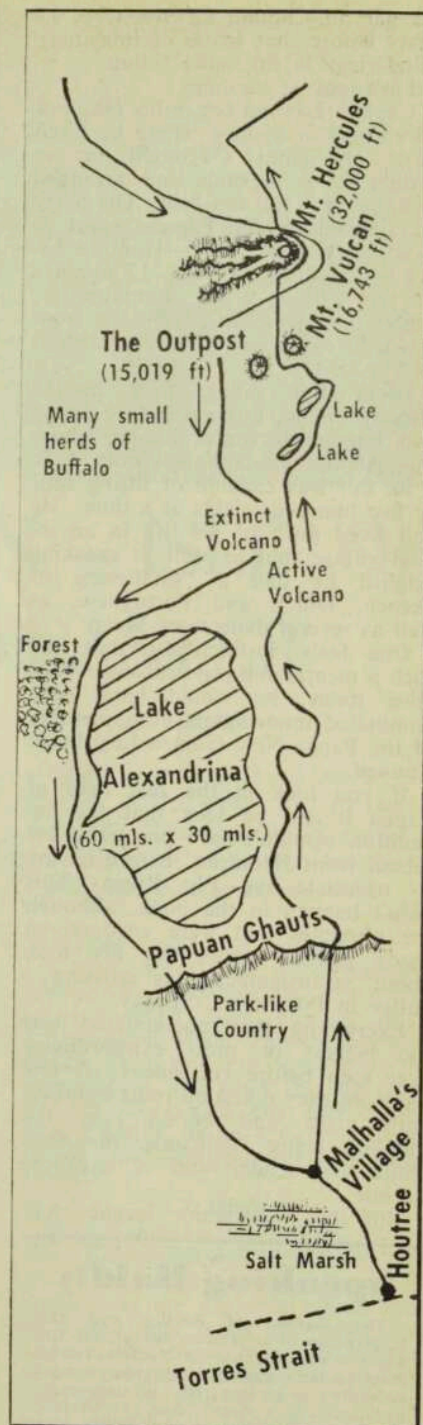
And yet, even in 1875; even when publishing from an office in Piccadilly; and even when Papua was as unknown as the wrong side of the moon—could anyone really believe any of the whoppers Captain Lawson wrote?

Literary Prank

But if they did not, why would a reputable firm of publishers indulge in this kind of literary prank? And why would anyone of the eminence of Captain Moresby, RN, bother to go into print (in the *London Times*) to deny what Lawson claimed?

These mysteries will likely now remain unsolved.

Although the circumstantial evidence does seem to point to Armit, an old-time Papuan explorer, as "Lawson" the author (*PIM* May, p. 75), here again there are still large gaps in the story. It is difficult to fit the little we know of Armit, the real explorer of 1883 and onwards, into



This map shows the route of the gallant Captain Lawson's "explorations" in Papua and some of the geographical wonders he discovered. It has been redrawn from a larger, folding map in the back of *Wanderings in New Guinea*—published in 1875—an 86-years-old literary joke that still has a lot of mystery about it. The latitude and longitude that Lawson gave to Houtree places it in the vicinity of present-day Daru—but from there on, the topography is strictly Captain Lawson's own!

the part of Captain Lawson who, 11 years before that wrote of imaginary wanderings in the same country.

Let's look at the book:

Captain Lawson began his fabulous adventures in Sydney where he hired three aborigines ("brought up in Sydney"), as servants and arranged passage on a 120 ton brig. The party was landed on the Papuan coast at Houtree in June, 1872—Houtree being in longitude 143 deg. 17 minutes E., and latitude 9 deg. 8 minutes S., which puts it slightly offshore from Daru, in the present Western District of Papua.

From this point, they headed directly inland, but not before hiring two Papuan servants, one of whom was Aboo, who although only 4 ft. 3 in. tall was capable of lifting four or five hundredweights at a time. He had lived most of his life in an inland village, but as well as speaking English he had a "smattering of French, Dutch and Portuguese, as well as several dialects of Malay".

One feels, instinctively, that had such a mental and physical giant been alive today, he would have been nominated immediately as a member of the Papua-New Guinea Legislative Council.

If you look at the real map of Papua it can be seen that the expedition wouldn't have proceeded far inland from "Houtree" before having to negotiate the Fly River. This didn't happen in the book, although the obstacles that were encountered made getting across the Fly look about as insignificant as crossing a gutter in Pitt Street, Sydney.

Everything they encountered was the biggest or most extraordinary ever seen before (or since). A few days out they dined on roast monkey, with yams and boiled rice, the monkey being "delicious, the flesh white and tender and of excellent flavour".

But this was junior league stuff.

Speaking Baldly

The Barber of Seville was the inspiration of a famous opera, but the absence of a barber on Norfolk Island inspires language of a different kind—according to an inspired, and desperate, paragraph in a recent issue of "Norfolk News". The paragraph points out that Norfolk has no barber, and that while old hands have developed a fairly good idea of the skill of various obliging amateurs, newcomers soon take on the appearance of out-of-work musicians before somebody offers a suggestion to provide relief.

Demands "Norfolk News": "Can't SOMEBODY promote this private enterprise with profit to himself and relief to a population where baldness is not characteristic?"

Later on they met old-men apes and herds of buffalo; ostriches, no less, rushed around the grassy plains; there were herds of deer and goats; snakes with horns; hares; and the dreaded moolah, or Papuan tiger, which closely resembled its Indian cousin.

In the horticultural department they encountered, in the Papuan Ghauts (which Lawson named after a range in the Indies), English-type daisies as big as dinner-plates, which grew on 18 inch stems; and narcissi, nine inches across, with leaves seven feet long, "which gave forth a delightful odour".

One hundred miles inland the party came across the beautiful Lake Alexandrina, 60-70 miles long and 30 miles across, studded with fertile islands and all very startling; but the real prize of the expedition was Mt. Hercules, 100 miles further on, and 32,783 ft. high. This was the "highest mountain in the world," said Lawson—and certainly no one has found one higher since—but it was unique in more ways than this.

Most of the world's lofty peaks cheat a bit by rising out of surrounding mountain ranges that are themselves thousands of feet high. But Hercules went it alone. Its base was a mere 1,000 ft. above sea level and from it rose symmetrically the other 31,000 ft., the last 17,000 being mantled in snow. Stretching out from it but separate, like a conical pudding flanked by cup-cakes, were a series of minor peaks.

It must have been quite a sight, even if imaginary, and having looked, Lawson determined to try. With the faithful, multi-lingual Aboo, he began the ascent one day at 4 a.m.; by 9 a.m. they had reached 14,000 ft.; and by 1 p.m., 25,314 ft. (And the Queen knighted Hillary for climbing Everest with oxygen!)

At this point, however, their noses began to bleed and their feet hurt, so the pair descended to the base of the mountain, which they did easily by nightfall.

With Mt. Hercules, Lawson appears to have exhausted even his imagination and soon he is retracing his steps to the coast which he reached about seven months after setting out.

* * *

Captain Lawson, whoever he was, produced what must be the longest-lived literary joke in history; and Cooktown's ex-policeman Armit, who wrote those dull despatches to the Melbourne *Argus*, must still be laughing about it in his grave irrespective of whether he was, or was not, the culprit.



A Brett Hilder Profile

NEW GUINEA OLD HAND

Mr. ALLAN GOW, District Commissioner for Bougainville has been in Papua-New Guinea since 1937.

HIS father, of Scots descent, spent many years on the Kalgoorli goldfields around 1900. He then settled in Perth, and Allan Flinders Gow was born at Subiaco in 1911. After schooling in Perth, Allan started a Science course at the University. At the age of 22 he left that to join the Territory of New Guinea Administration as a clerk.

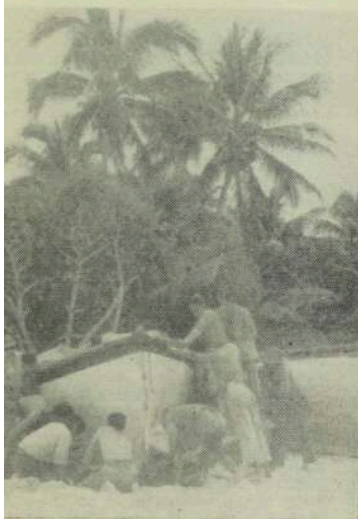
He served at Salamaua, Wau and Rabaul. In 1940, whilst stationed at Kokopo, with ADO J. K. McCarthy and Policemaster C. Normoyle, he enlisted in the AIF. He was an original member of the 2/25th Battalion, which trained at Brisbane.

After service at Darwin and the Middle East (Egypt and Syria), the battalion returned to Australia with the 7th Division and took part in the Owen Stanley campaign. Allan was invalided out, and then transferred to ANGAU as a patrol officer, with the rank of Warrant Officer. His final six months were spent at the Orora

(Continued on p. 93)

Scenes On Henderson

The author of this article, Mr. M. D. Howse, took these photographs on little visited Henderson Island, north-east of Pitcairn, on his recent visit there with Pitcairn islanders. Picture at right shows the general scene on the beach. Men can be seen dragging miro logs through the surf to the camp site farther up the beach. Immediately below, the islanders are repairing the boats damaged on the reef during the arrival at Henderson. At bottom, Warren Christian at work carving a vase from miro wood.



HENDERSON — ISLE OF NEAR DISASTER

From M. D. Howse, on Pitcairn Island

To the outsider, Henderson Island is a tiny speck on the Pacific map about 110 miles north-east of Pitcairn. But to the Pitcairn Islander, Henderson is almost his other world—a world rich in historical events, valuable as a source of timber for his carving trade, and as a subject for pleasant conversation.

MANY are the stories I have heard here on Pitcairn of uninhabited, fascinating Henderson Island, only five miles long and two and a half miles wide—stories of adventure, of courage, seamanship, companionship, disaster and near-disaster.

Here, they kept telling me, is an island where fish and colourful birds abound in thousands; where many caves still conceal the secrets of the early Polynesian voyagers. It was here, during the war, they said, that Pitcairners sweated for six weeks, under NZ sponsorship, to build an airstrip over jagged coral and sub-tropical growth, without any mechanical assistance, and when the back-breaking job was almost accomplished, for some unknown reason it was abandoned.

I have heard, time and again, the story of the young American Bob Tamarchin and his chimpanzee, Moko, who were put ashore at Henderson a few years ago seeking adventure and world recognition. Often at school the children have related to me how Moko, brought back to Pitcairn with his master, attended school almost every day, and of the

antics he used to get up to.

I have heard how the Henderson voyage can be dangerous. One party never reached there because of a terrific storm which came up suddenly during the night. For seven days the men drifted, and when the sun came out on the eighth day they found their position to be 120 miles south of Pitcairn, instead of 110 miles north.

Tragedy

On another occasion, many of the men in an expedition went down with Asian flu, caught possibly from passengers on the big ship which took them and their boats up. After four days on the island, many of the men seriously ill, the position was so bad that they decided to return to Pitcairn immediately, but how the two boats managed to reach home with the wind and rain upon them, and only a mere handful of the men fit enough even to sit up, was surely an act of God.

One member of the voyage died shortly after their return. That many more did not follow him was due only to the untiring medical attention given them by the medical

officers Pastor Hawkes and his wife. On a third voyage, one of the boats capsized in a storm, and only with great difficulty were those in the water rescued. The incident occurred in the middle of the night, and the rescuers had to work with the aid of torches, and the cries from those needing help. Many are the tales I have heard.

It was against this background on Henderson, sometimes called Elizabeth Island, that I made by own preparations to go with the men who were planning another voyage to replenish their diminishing miro wood supplies. It is the miro wood which is used for carving the curios sold to tourists on the big ships which call en route to America.

A razor sharp axe and a saw formed an important part of my kit, for I was to cut wood for one of the men who would remain at Pitcairn. Additional supplies for me

Busy Man

The author of this article, Mr. M. D. Howse, Education Officer on Pitcairn Island, cannot complain of lack of variety in his job. As well as being responsible for the education of all children between the ages of five and 15, he acts as Government Adviser and Auditor.

Mr. Howse was trained as a school-teacher in Wellington, NZ, taught in various schools and was head teacher of Tatuani School, South Auckland, before taking up his job on Pitcairn.

His only assistant in the education department is an untrained island girl. Because he also has to check the workings of the Post Office and Island Secretary's accounts, and advise the island's government on policy matters, he enjoys a full and busy life.

were two 10 lb tins of bread rolls and biscuits cooked by one of the island ladies, plus the supplies my wife had already packed, including clothing, blankets, canned foods, bunches of bananas and cans of water. There is no water on Henderson.

We took almost a day to cart our supplies down to the landing, but by dusk the 22 of us who were making the journey had completed our tasks, and we made a final check of the boats before getting to bed ready for an early morning start.

Daybreak found us rowing out to the approaching Shaw Savill ship *Corinthic*, which was going to take our boats to Henderson on her way north.

But first there was the Pitcairn cargo to unload from the *Corinthic*. Back at the landing, even the women

and children helped unload the two extra boats which were brought along for this task.

By 10 o'clock we were finally on our way, with our own two boats securely stowed on the *Corinthic's* deck.

We spotted Henderson that afternoon, when about 20 miles off. By 4.30, when a mile off shore, we were lowered gently over the side. With a couple of traditional songs and a special salute for *Corinthic's* captain, we headed towards the reef which completely surrounds Henderson.

I found that riding a reef on the crest of a wave in a boat 38 ft. long and 9 ft. wide, and fully loaded, was rather a nerve wracking experience. We struck some coral, which caused minor damage to both boats. One was holed in a couple of places, and the other had the keel torn off.

The hauling of the boats to the beach was accomplished with great difficulty, as the sand was wet and loose. But by dusk, both had been securely fastened to trees on the fringe of the bush, tents erected from the sails, and a welcome meal was cooking on the fire.

The Sabbath, rigidly observed by Pitcairners as the Lord's Day, had begun. This was Friday night and Sabbath would continue until sundown the following day. There was time enough later for repair work to be carried out on the boats, and in fact in a few days they were seaworthy again.

Meanwhile, the morning of the Sabbath was spent in religious service held on the sand under the shade of Henderson's coconut palms. Waves broke peacefully on the sand almost at our feet, and countless sea birds reeled overhead, as the service was conducted by the Chief Elder, using the bow of one of the boats as his pulpit.

In the afternoon, three of us ascended the cliffs to the plateau and walked around the edge to the west side—a walk not without its dangers, for we had to keep close to the edge, and sometimes we found ourselves alongside sheer drops of 100 ft. We saw the green and red breasted parakeet in great numbers, and there were also many sea birds. On many occasions we stepped almost on top of them as they nested in sheltered crannies.

The most fascinating bird was the rare chicken bird which I believe is found only on the Pitcairn dependencies of Oeno and Henderson. He is no bigger than a half grown fowl, coloured black and wingless, but very swift of foot.

(Continued on p. 93)

Yesterday

In a naval engagement off the coast of Greenland on May 25, 1941, Britain's largest battleship, the 42,000-ton *Hood*, was sunk by Germany's newest battleship, the *Bismarck*. British warships pursued the *Bismarck* and on May 27 successfully avenged the *Hood*. The details were in the issue of *PIM* of 20 years ago this month. And this is what *PIM* had to say about the South Pacific in this issue of June, 1941:

In Apia, five Samoan chiefs were each sentenced to two months' imprisonment and two other men to three months' imprisonment, for having, on separate occasions, had men tied up like pigs—"because it was an ancient custom".

There was an unexpected flutter on the depressed copra market when Japan suddenly began buying copra from Fiji and Tonga at £4/10/- a ton. Ruling price on the beach at Suva was then £3/10/- a ton—£1 of it in cash and the balance in goods. But the happy conditions for the planters lasted only a few weeks, until the authorities cracked down on exports to Japan. The old price of £3/10/- was re-established. A Tokyo newspaper then bitterly charged the British Government with "an inhuman attempt", to disturb Japan's foodstuff policy. They made no mention of the fact that glycerine, a copra by-product, was also useful for explosives.

The Australian Territories Minister, Mr. T. J. Collins, assured Australians that German influence in Papua had been wiped out. There had been German spies there at the outbreak of war, he said.

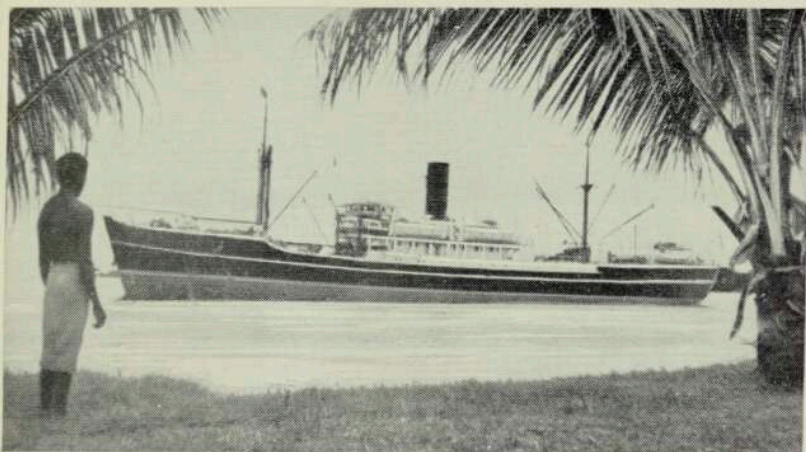
Washington officially announced that American vessels would take over routes between North America, Australia and NZ, thus releasing British vessels for service elsewhere. The announcement caused a stir in Australian shipping circles.

"PIM" was looking at the Fiji banana export business again, and said then what it has said on several occasions since—that Australia "never has played the game" in honouring its agreement to admit 40,000 centals of Fiji bananas to Australia each year, despite the fact that it expected Fiji to buy large quantities of Australian foodstuffs. Said "PIM", "All sorts of dirty little tricks have been employed to keep Fiji bananas out of Australia".

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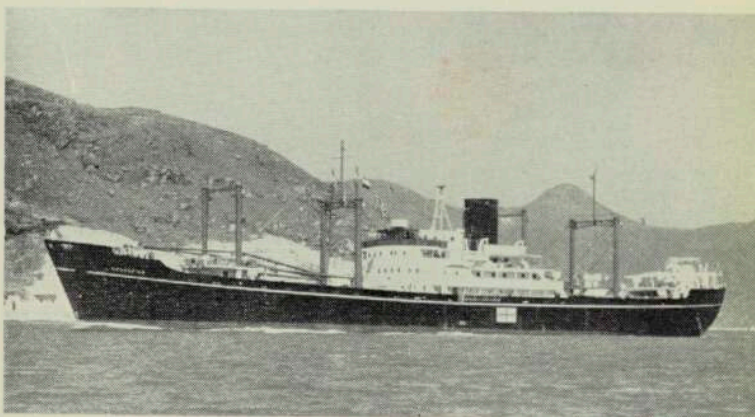
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THE MONTH'S NEW READING



WITH JUDY TUDOR

To The Pole With Hillary

Why climb Mt. Everest? Why drive a farm tractor to the South Pole? Sir Edmund Hillary, who has done both, has written books about both exploits that make them seem the kind of thing that any normal man would want to do.

from a fire-side seat in suburbia or from the safe distance of a tropical bungalow, you dispute *No Latitude for Error*, which describes his 16 months in the arctic, 1957-58, could convince otherwise. Or, if nothing else, even in this world of shrinking oratory opportunity, some men have their own.

Had he been born several centuries earlier, he no doubt would have been Edmund, the scourge of the British Main; in the 20th century, he climbed the highest peak in the world and drove a Ferguson tractor 10 miles across the Polar ice. Fate (circumstances) had, of course, finally cast him in the role of a New Zealand bee-keeper, but he soon had an end to that.

All, the Trans-Antarctic Expedition which was part of the British effort in the International Physical Year, occupied Hillary's thoughts for about five years: From the time when he met Dr. Vivian Fuchs in 1953, shortly after the last expedition, until the successful conclusion of the Antarctic adventure in 1958.

Modern Assault

Fuchs explained his plan to Hillary the earlier year, and briefly it was to cross the whole Antarctic continent to the Weddell Sea to the Ross Sea journey that had been attempted by Sir Ernest Shackleton 40 years ago, and had failed. It had been tried since, but Fuchs met the assault using modern equipment—tracked land vehicles and aircraft.

Then, later on, Hillary was asked to organise a New Zealand party, it was to be in support of the main British party led by Fuchs. The New Zealanders were to organise a base at McMurdo Sound on the Ross Sea, and to reconnoitre and lay out depots for Fuchs' party on the last part of their journey.

At their first meeting, Fuchs stressed that the expedition was to be basically scientific—a seismic survey, meteorological observations and so on. Hillary thought he detected underneath this scientific British exterior an honest love of adventure and remarked to himself that with this approach he heartily agreed. . . . "I have never needed a spate of excuses, scientific or otherwise, before I considered a job was worth attempting."

It probably was the basic difference between the two men. However adventurous Fuchs might have been feeling beneath, he presented a scientific face to the world and this slavery to meticulous scientific recording, resulted in considerable delay in

his crossing of the Continent and Hillary's subsequent impatience and what the newspapers played up at the time as his "race for the Pole".

It is quite clear from Hillary's book that, although his role was officially that of support party, he intended from the outset that the New Zealanders would get something further from it. And this, of course, they did—to the extent that in his final chapter he is able to record that as well as leaving a well-equipped base behind when they finally left, they had initiated a wide and continuing programme of scientific research; had explored and mapped a huge area and shown that with resourcefulness and determination it is possible "to get even a farm tractor to the South Pole".

He Did More

This was all over and above fulfilling their primary role of support for Fuchs' crossing party which they carried out to the letter of the agreement, and amplified.

At the time, of course, much was made by the world's newspapers of Hillary's dash for the Pole, with the implication that what Hillary did was not quite cricket and that he should have sat quietly in reserve waiting for Fuchs to take all the kudos in his own good time. (Over)

PEOPLE OF THE PACIFIC IN PICTURES

There have been a number of notable books of photographic studies of the people and lands of the South Seas—the monumental effort of Bernd Lohse, published a few years ago for example. But most of these have been produced by foreign visitors—Lohse, for instance, was a German national.

ONE of the first home-produced jobs is *People in the Sun*, by Lyndon and Ronald Rose, both of whom are Australians, and established writers. Ronald Rose's book, *South Seas Magic*, which describes life among the modern Samoans, was reviewed here about 18 months ago. Mrs. Rose's novel *Country of the Dead*, was reviewed at an earlier period.

The pictorial book is a new departure for both of them, although as both have carried out anthropological research among the aborigines of Australia, the Maoris of New Zealand and the Western Samoans, they are more fitted than most to produce a book of this sort. In addition, Mr. Rose has visited New Guinea and is Information Officer of the Department of Territories, Canberra—and

that takes care of the Melanesian side of the book.

To make a connected story, the book is arranged under the following headings: People, clothing, houses, food, village life and looking ahead. Apart from a short introduction to each section, the stories are told with the pictures and their captions.

Serious seekers after facts don't, as a rule, resort to pictorial books; but for the reader who merely wants a general idea of what these people of the South Seas look like, and how they live, and for the younger student, this type of book is good value.

It is in demi quarto size (if you're non-technical, about the size of a child's picture book) and has a full colour dust jacket. All other illustrations are in black and white.

(PEOPLE IN THE SUN. Published by Angus and Robertson Ltd. 30/-.)

Little was said of the fact that it was the English party which was equipped for extended Polar travel and that the New Zealand party had to make do with farm tractors and their own genius for improvisation. At the time Hillary left Depot 700—the last he was to lay for Fuchs—Fuchs was already weeks behind schedule and was advised by other Polar experts to quit once he reached the Pole and continue the rest of the crossing the following year.

The incompatibility of temperament between Fuchs and Hillary is evident—and obviously went far deeper than Hillary allows himself to say in his book. His impatience at the crossing party's slowness and what he took to be their lack of organisation, and their ineptness in making conditions as tolerable as possible for themselves, is quite plain.

Non-U Hillary

No less plain, through his stiff-necked messages, is Fuchs' feeling that Hillary was not quite playing the game and was acting the over-zealous, bustling Colonial, in a distinctly non-U fashion.

The best of relations were established between the Americans and the New Zealanders—both at McMurdo Sound, where their bases were close together, and at the Pole. It was the Americans who presented the Kiwis with two Weasels—covered-in tracked vehicles—although these were not used on the last dash to the Pole. The New Zealanders themselves built the Caboose in their first Antarctic six-months "night". The Caboose was a pint-sized caravan on skis. It could be heated, and this they did drag all the way with them, to the Pole. In it they could get warm and sleep comfortably—in contrast, as Hillary found later when he was guiding the crossing party on the last lap from Depot 700, to the cabins of the huge, unheated, uninsulated Sno-Cat, which the crossing party was using.

Sour Comment

On this state of affairs Hillary comments sourly that the traditional British polar traveller felt there was something slightly indecent about being warm and comfortable when a great venture was under way.

Antarctic enthusiasts are crazy guys like ham radio operators—or so we've been told recently. But whether crazy Antarcticans or just arm chair adventurers, you will like this book which crackles and sparkles with the author's own energy and drive.

(NO LATITUDE FOR ERROR. Published by Hodder and Stoughton. 31/6.)

WHEN THE QUEENS MET

In the normal course of events you could say that three, large-sized volumes about any one man's life is at least two volumes too long.

HOWEVER, not every man with three volumes to his credit has had 50 years at sea, stretching from a three-masted barque on the Cape Horn route, at one end, to command of *Queen Mary* and *Queen Elizabeth* at the other.

With *Commodore*, Sir James Bisset finishes his trilogy—the other two books being *Sail Ho!* (published in 1958); and *Tramps and Ladies* (1959). At 78 he says that he is now retiring from writing.

Even with the professional collaboration of P. R. Stephenson, all three of Bisset's books remain the simple chronicle of a sailor, and therein no doubt lie their charm for those who feel that a gimmicky modern approach would be out of place in such a story.

Bisset went to sea in sail at 15, made several voyages round the Horn and transferred to steam in 1905. The present story covers the years from 1913 to his retirement in 1947, and thus takes in two World Wars, the 1920's that saw the introduction of the luxury cruise, and the Depression Thirties that brought the cheap, floating holiday for the masses.

Although the author had a tough training in his youth, on sailing ships and later on steam-driven tramps, the greater part of his career at sea was on Cunard passenger liners, mixing with the world's great—or at least the world's well-heeled.

He was an officer on *Franconia* (20,000 tons) on a number of her post World War I, round-the-world cruises. These were patronised largely by American millionaires and their appendages and in the course of one, in 1927, Port Moresby was visited.

Bisset was First Mate, and entered this in his diary for March 13: "Port Moresby. Anchored one mile from the pier and took our passengers ashore in lifeboats to visit the native village of Hanuabada, and to see a native war-dance at the cricket ground. Despite the steamy heat, the squalor of the native village and the dinginess of the white town, our passengers considered that Port Moresby was one of the most interesting places we had visited—probably because there were so many natives on view, naked, or nearly so."

The world has moved on a lot

since then but apparently tourists are still attracted by the same thing. Alas, the shapely, bare torsoed grass-skirted maidens of Moresby have all but disappeared in the last few years.

The most interesting part of Bisset's career was in command of *Queen Mary* and *Queen Elizabeth* when these giant ships were engaged in transporting troops. A painting of the first meeting of the two *Queens* outside Sydney Heads on April 6, 1942, when the *Mary* was departing after delivering the first contingent of American troops to Sydney, and *Elizabeth* was arriving with the second contingent, is reproduced on the dust-jacket.

In the arrival of the *Queen Mary* on that Australian voyage, the authors recreate the atmosphere in which the first "Yanks" were received ashore. No Australian, who in those days fully expected to wake one morning and find Japanese at the bottom of his garden, is ever likely to forget the thankfulness with which he viewed the American "invasion" in that March of 1942.

(COMMODORE. Published by Angus and Robertson Ltd. 35/-.)

HOW AMERICA IS TIED TO SOUTHWEST PACIFIC

Now that the world has settled down, uneasily, after the Second War, five cultures, or influences, stare out aggressively across the Pacific Ocean, and all that therein is.

THEY are contained in—

● North America, which is completely Western and English-speaking.

● Asia, which is predominantly Mongol and Indo-Aryan, and speaks a wide variety of languages; and which is divided in the main between Individualism and Totalitarianism.

● South America, which is a conglomeration of countries produced by a fusion of Spanish colonists with native Indians.

● Australasia, which—like North America—is completely Western and English-speaking.

The tendency, before the last war, was to lump the Pacific Islands countries in with Australia and New Zealand, and call the lot Australasia.

Oceania, or something indicating significance. The Southwest Pacific, so long, had been mostly a happy hunting-ground for European nations seeking colonies to develop. Since World War II, Australia and New Zealand (they are so alike, politically, that they must be related as one unit in international affairs) have come into general recognition as part of the international wall surrounding the Pacific area.

Meanwhile, out in the middle of the Ocean lie the Pacific Islands territories, staring around the empty circle, and wondering which country, or group of Powers, will put its clutches upon them in the next few years.

Seafarers still imagine that there will be established, in the Pacific area, a number of little independent nations, where Polynesian or Melanesian lambs will lie down with European wolves, and share a happy, well-fed destiny. But if you take one look at the 1,500 islands already jostling for bare existence on the Asian continent, and another look at the southwards drift of the Muscovite and the Mongol—and that is the end of the story and hope in the Pacific picture as far as they can see it.

But academic researchers and writers still are doing their conscientious best to evaluate a situation of growing complexity and confusion, especially since World War II. The writing of a book, based on historical facts and almost aggressive honesty in the calculation of motives, is part of the procedure.

We have had, in the past 10 or 15 years, K. B. Cumberland's *Southwest Pacific*, F. M. Keesing's *South Seas in the Modern World*, J. I. Brookes' *International Rivalry in the Pacific Islands*, J. W. Ward's *British Policy in the South Pacific*, W. P. Morrell's *Britain in the Pacific Islands*, and some useful compilations by Masterman, Ryder, Ellison and others.

Not Enough Time

In a world of normal evolutionary development, such alignments of facts and arguments could be of very considerable help. In the existing world, they are of doubtful value. They are like Mr. Hasluck's plans for establishing a Melanesian political structure in New Guinea—there just is not time to give effect to them. Or like the process which next January 1 launches Western Samoa upon the tricky sea of national independence—in a financial

raft that inevitably will sink unless some big and kindly protector stays alongside.

In other words, there is no place in this tortured world today for either the political visionaries, who cling to evolutionary theories, or the honest academic worker, who supplies the planners with material.

However, here is another of them—the well-known and highly respected Hartley Grattan, "one of the leading American experts on the history and current situation in the Pacific area", whose new book is entitled *The United States and the Southwest Pacific*.

The material is cogent, effectively presented, well-documented. The argument is directed to the point that, whether Australia and New Zealand in any future struggle are expendable or not, United States simply cannot afford to leave the Southwest Pacific out of any consideration of global strategy.

So far as North America and the Pacific are concerned, whatever threat is in the world today comes from Asia; and the Americans' fighting front must rest its flanks upon Alaska in the north, and Australia in the south. Therefore, all that has happened, and is happening in the Southwest Pacific, can be of vital interest to the United States; and C. Hartley Grattan's book shows why.

For the South Pacific countries—especially Australia—it is a valuable book, and a heartening argument. If this is Washington's viewpoint, we may receive, as a matter of course, the help in an emergency which we got so unexpectedly—and so effectively—in 1942-45.

Enormous research has gone into this book. Hartley Grattan, in a special section, describes his sources. That section should serve, in the future, as an invaluable bibliography, brought up to the end of 1960.—R. W. ROBSON.

(THE UNITED STATES AND THE SOUTHWEST PACIFIC. From Oxford University Press, Melbourne. 55/-.)

How's Your Cholesterol Level?

Eat, drink and be merry—but let's see if we can do it without dying tomorrow.

THAT—more or less—is how H. M. Whyte, research director, Sydney Hospital, begins his little book, *The Fats of Life*. It's a concise guide to the theory and practice of eating and

Armstrong — Unto The Fourth Generation

Few writers have successfully overcome the problems inherent in the "family chronicle" that slops over from one novel to the next. And Thomas Armstrong, English marathon writer, has been no more successful than most.

In the third of his long novels of the Crowthers and their kin, *Sue Crowther's Marriage*, he has now, in third and fourth generations, added so many characters that it is able to take a course in memory before even embarking on it. Essentially this novel is the story of Archie Pilling, a connection of the family, and his attempt to salvage a ship which has been stranded on the English east coast, and which has unhappily acquired for 100 years.

The author Armstrong had left it that, plus Archie's unhappy marriage and subsequent love affair, would have been novel enough.

It is, elder and younger Crowthers crowd in upon it; there are clutches of Murgatroyds, of Sue's paralysed husband, Alec, the most important; senior Pillings, sister Jane who is a model and a string of suitors; plus children.

There are odd uncles like Ottiwell

and the Rev. Alonso Dyson; unbelievably bitchy wives like Moira; incredible newspaper reporters like Jock Riddle; Scots bank managers, old salts, commercial photographers. There is the complicating factor of the Story Group, for whom Archie originally worked.

In short, there is enough human material in this one volume to make half a dozen normal novels and the author's efforts to shovel it all together is about as exhausting to the reader as an all-night session with the Old Testament.

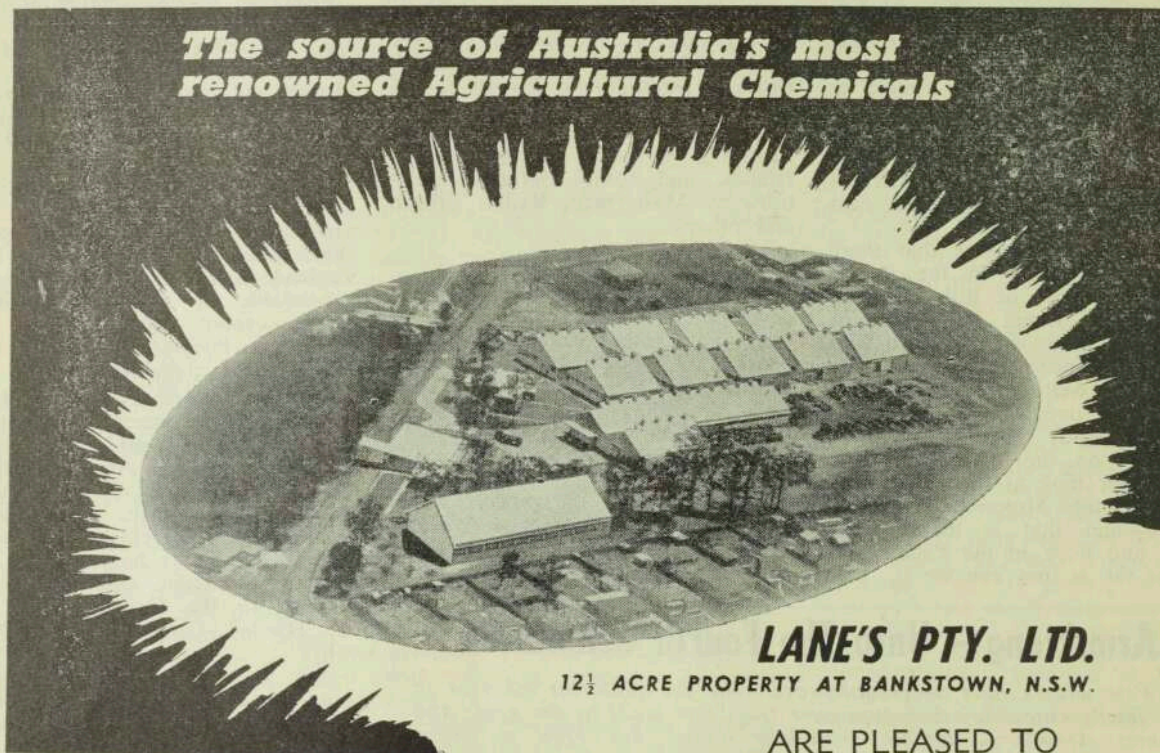
The Crowthers of Bankdam was the first of Armstrong's Crowther Chronicles. Probably the most successful as well, as his characters at that time had not begun to multiply and cover the earth.

But even then it was obvious that he had missed his mark in not going in for script writing for Hollywood "spectaculars"—a dozen leading characters, and 10,000 bit players.

(SUE CROWTHER'S MARRIAGE. Published by Collins. 22/6.)

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king to avoid coronary heart disease; it's complete with a section on recipes; when you remove the dust-jacket the reverse side is a diet chart, pocket size, should you want to carry it when eating out; and, finally, the proceeds of the book go to the National Heart Foundation.

What more could you want? No, except a mind of your own. It seems to remember reviewing, a couple of years ago, a book called *Fat and Grow Slim* (but we mention this only in passing).

Statistics tell us that Australians have a bigger chance of dying of a disease of the coronary arteries than any other cause; that all diseases of the circulatory system account for death in two of the population as a whole.

The relationship between food, eating, overweight and heart disease has been long recognised. Not long recognised has been the significance of the *quality* of food consumed—the kind of food that produces fatty deposits (cholesterol), on the walls of arteries, fouling them up like a corroded water-pipe, and encouraging the formation of blood

New Guineans Are OK

Susceptibility to coronary attacks is directly related to cholesterol levels. You are a South African Bantu or New Guinea Chimbu, with a cholesterol level of about 150, the chances of your having a coronary attack are slim. If, however, you are at the other end of the scale, like a lot of Americans, Australians and New Zealanders, with a level of 250, you may be venturing into dangerous territory.

Like a lot of others in the medical profession, the author still wants to go a bit both ways. It is not quite, he says, that cholesterol it causes heart disease. It's rather smoking in relation to lung cancer—the evidence is suggestive enough to make some "sane scientists" believe that it is worth doing something about it.

What can you do about it? Firstly, don't get fat—eat less. And secondly, eat less fat—and especially foods rich in dripping, lard, margarine or butter. Cut the fat off your meat, skim the cream out of your milk; help yourself sparingly to butter, gravy, cheese, chocolate and cake.

Even at that, there's no guarantee you'll end up like a sylph, but the recipes in the book all help towards that desirable end without making life completely intolerable.

EAT FATS OF LIFE. Published by Smith Pty. Ltd. 15/-.

WHEN HITLER RIDES AGAIN

The co-operative effort of Dymphna Cusack and Florence James in *Come in Spinner* produced, certainly, the best war-novel of Australia and, probably, the best novel of Sydney life, ever. But it set a standard that Miss Cusack, in going it alone, has never equalled since.

WHAT happened to Florence James after that successful literary partnership is not generally known, and while Ellen Dymphna Cusack rates about 2 inches in the Australian *Who's Who*, of James there is not a line.

Dymphna Cusack began writing in the 1930's and her effort with Florence James was not her only joint literary enterprise; twice previously she had collaborated with another famous Australian woman writer, Miles Franklin—a pretty difficult feat for both, one should imagine, although there was undoubtedly the bond of shared fundamental beliefs.

Miss Cusack's first novel, *Jungfrau*, was published in 1936. Since then she has produced about seven other novels, a similar number of plays and, a couple of years ago, a non-fiction work called *Chinese Women Speak*.

This was based on personal interviews Miss Cusack had with women in Communist China and although she tried very hard to maintain a facade of being herself uncommitted, the whole thing was so obviously knocked out on a rose-coloured type-

writer, it becomes merely tedious. The singular thing about this particular book was its total lack of humour—the sum total of which would be to persuade the average reader that it is far better to be reactionary and happy than politically-aware and miserable.

Dymphna Cusack is a direct descendant of early Australian writers who traditionally believed that the literary art was inescapably linked with left-wing politics. Most of her novels and plays have a "message" of some sort, and *Heatwave in Berlin*, just published, is based on neo-Nazism as it exists—or she thinks it exists—in Berlin and Germany today.

This is the story of Joy, a young Australian who married a German migrant and persuaded him to take her to West Berlin to visit his family. The von Muhlers she finds living in patriarchal splendour; later she learns that they had backed Hitler and that her brother-in-law was a convicted war criminal, released by the misguided Americans after he had served only a few years of his 25 years sentence.

But worse than this discovery of

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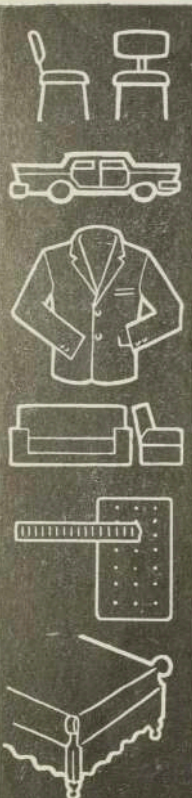
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the past is the realisation that the von Muhlers have regained all the power and influence they had during the Third Reich and have preserved intact all the arrogance, racial beliefs and Prussian habits inbuilt over generations.

Taken into smoke-filled cellar she finds shaven-headed youth clinking glasses over Nazi toasts; and in the poor, weed-grown bombed portion of the Western zone, learn at first hand of what went on in the concentration camps with their gas ovens; and the war-time workshop with their slave labour.

And, as a revelation, she learns too, that forked tails and horns are not regulation in the Eastern Zone and that much of what she has believed about the East is just reactionary propaganda.

It takes a considerable time for all these things to penetrate her Australian naivety, but when it does she does the only sensible thing—collects husband and child and beats it back to Sydney.

Apart from taking the story at its face value—as a theme for a novel—it is doubtful what we can learn about Dymphna Cusack's message that Hitlerism is not dead. As it would be a major miracle if the fundamentals that produced the Nazis changed in a generation, there probably is much in what she says. Nonetheless, we are pretty sure that, if she really gave her mind to the task she could produce just as vivid a novel about the horrors of Communism and the perils of banishment to the Siberian salt mines.

(HEATWAVE IN BERLIN. Published by Wm. Heinemann Ltd. 18/9.)

Better Look—Your Population's Showing!

To the ever-growing amount of Pacific literature, the Geography Department of Victoria University, Wellington, NZ, has added another journal. It is called "Pacific Viewpoint", but its editorial board intends to concern itself with the "significant problems" of Asian areas as much as with those of Australasia and the Pacific Islands.

THE issue that has been sent for our notice is Number 2 of Volume 1, datelined September 1960. This was received in May 1961. We don't, therefore, know whether it is running seven months behind schedule or whether it just came on that old Slow Boat from China. In any event, some of the articles are that much out of date.

by R. F. Watters called *Fiji: Blueprint for Development*, discusses at some length the Burns Report (or officially, Report of the Commission of Enquiry into the Rural Resources and Population of the Colony of Fiji, 1959). This article was written, the plan has been all but sunk out a trace although as a blueprint it no doubt is occupying some on-hole, somewhere.

Similarly, the figures quoted in an article on the economic development of the Netherlands New Guinea, by Ian [unclear], seem to be years out of date so that there has been any great change in the economy of that territory which is kept afloat by the statistics given by the Netherlands Government.

One of the main articles in this issue is by H. Belshaw, Emeritus Professor of Economics at Victoria University, whose writings on the Pacific are well known to readers of leading journals. Professor Belshaw's survey is called *Some Pacific Problems* and here he confines himself almost entirely to those economic development and population growth. (The equally important problem of political development is outside the scope of a geographical journal anyway, and he touches on it only briefly.)

The editorial board feels that this is the most important article on the subject that has yet appeared. Maybe—although journalists, business executives, Members of Legislative Councils and Assemblies, everyone, brown, white or black, in any of the Pacific territories, who is capable of banging thoughts together has been producing noises on the subject for some time. Most of them have a vested interest in getting a solution to these allied problems—so far without success.

In a nutshell, the position is that the people in the islands continue to be at current (and prospective) and they are going to be mighty put to it to feed themselves, less to export in order to earn income to continue to live in a manner to which some of them have become accustomed.

Professor Belshaw has a few suggestions to make, but in the overall picture he appears to take a dim view of prospects.

Pacific Viewpoint has two issues a year. Annual subscription is £5 or 10/-NZ, per copy, posted. Correspondence should be addressed to *Pacific Viewpoint*, PO Box 196, Wellington, NZ.

A Swedish Birthday Present

FIFTY years ago, due to the pioneering efforts of the Swedish Consul in Chief, Mr. S. T. Von Goes, there was founded in Sydney the Swedish Chamber of Commerce in Australia. Its purpose was to further trade relations between the two countries.

In May this year, in celebration of the Golden Anniversary of the Chamber—now known as the Swedish Chamber of Commerce for Australia, New Zealand and the South Seas—a "special edition" of the Chamber's journal (*The Trade Review*) has been issued.

The "special edition" is, in fact, a magnificently produced book that goes far enough beyond a birthday gesture to be regarded as a competent handbook for anyone interested in trade or travel in any of the countries covered by the Chamber's activities.

Sweden's interest in Australasia has traditionally always extended to the South Pacific Islands and members of the Chamber's Council show how this is being maintained.

Mr. Norman C. Nelson, present president of the Chamber (son of a founding member, Mr. Ivan Nelson), is chairman of directors of Nelson and Robertson Pty., Ltd., Island traders; Mr. K. S. Kopsen, also a

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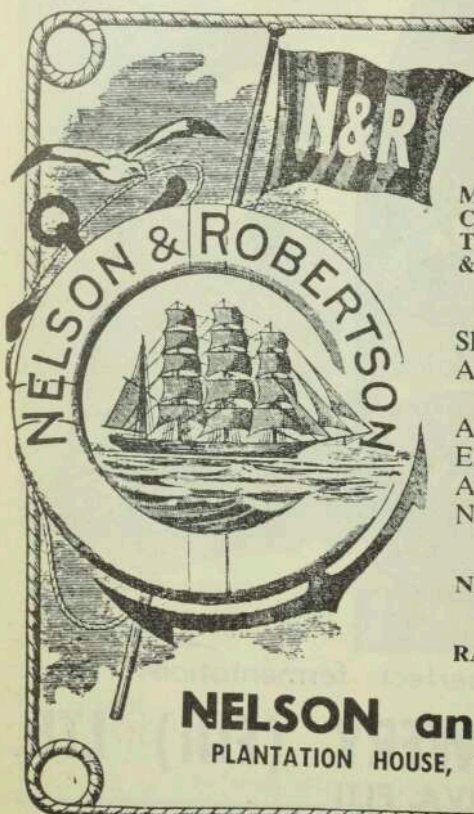
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of a founding member, is managing director of W. Kopsen and Co. Ltd., also a household word in the Pacific. There are, as well, on the Council, the representatives of the shipping companies that trade in the Pacific—Wilh. Wilhelmsen Agency, and Co., Ltd., and the Australia-Pacific Line.

Cornish Romance, Plus

When Victoria was Queen of England, there were only two courses open to a gentlewoman who found herself in penurious circumstances. She was to marry, and the other was to find herself a post as a gover-

Mistress of Mellyn (by Victoria Holt) Martha Leigh takes the second course partly because, as she never had the opportunity of trying the former. When the train carried her into the wall to become the governess of problem-child Alvean, she already ordered herself on the shelf; at 24, "past her first youth." She was no beauty; her eyes were too bold (so her Aunt Adelaide thought); her nose too short; and her hair too big. Nothing seemed to

Martha, however, fitted very well the strange family in the grim old house on the Cornish cliffs. She tamed her arrogant employer and his resentful young son; and solved the strange mystery of the TreMellyns—but not before coming close to death herself. There are no messages, no terrible problems to be solved in this. It is an engaging romance, plus mystery, with an unexpected ending.

STRESS OF MELLYN. Published by Heinemann Ltd. 20/-.

Amongst This Month's Collection

CUSTARD BOYS by John Curlew. John Curlew was 14 when he was evacuated to a Norfolk boarding school during the war, and out of boredom and disorientation formed a gang of schoolboys. None of the antics are particularly elevated at the climax came when they carried out a mock execution on their friend Mark. The execution ultimately turns out to be quite different. Not only Mark suffers for it, but the school. Published by Rupert Hart-Davis. 18/9.

FEEL TO THE RISING SUN and *ANNY BY NATURE* are both

by Erskine Caldwell whose literary output now borders on the fantastic. The first is a collection of short stories, and in this form this author is probably to be preferred. As he points out in his introduction, there are rarely moments in life that require 100,000 words in which to describe them, and for these unrare moments the short story does just as well. The second is a full length novel, with Deep South background and Jenny Royster retired from the oldest profession becoming respectable, more or less. She keeps open house—and sometimes open-arms—for the town's lame ducks, with the usual Caldwell consequences.

(Published by Wm. Heinemann Ltd. 20/- and 18/9 respectively.)

ONE AUTUMN FACE by Barbara Goolden. Barbara is as industrious a literary mill as Erskine—this makes her 32nd novel. Most of them are about "love" and the complications attendant thereupon. Barbara also has strong ideas about divorce, which can be slightly tedious, as in the current number.

(Published by Wm. Heinemann Ltd. 18/9.)

MISTER MOSES by Max Catto. This exuberant author of exotic and frequently impossible situations has returned to Africa for this story. The Congo, to wit—but not Belgian, French. It is decided to build a huge dam which will bring untold benefits to the indigenes, but unfortunately the indigenes who are to be dispossessed by the rising waters don't see it that way and refuse to be evacuated. The novel gets its name from Joe Moses, patent-medicine salesman who has additional gifts, and who uses them to persuade the tribe that he is the prophet who will lead them to their promised land.

(Published by Wm. Heinemann Ltd. 18/9.)

What's New in Paper Editions

A LAMP FOR NIGHTFALL, by Erskine Caldwell. This author, who specialises in stories of the American Deep South, proves with this novel that even in Maine, New England, Americans can come in the benighted varieties. According to Caldwell, North or South of the Mason Dixon line, sex is just about the same. (Great Pan).

THE ACTOR, by Niven Busch. Pure Hollywood American about an ageing former idol of millions of movie goers, who ended up with the only job he could get—stuntman stand-in. A novel that's said

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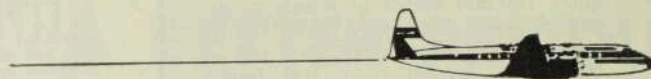
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RAPE OF THE FAIR COUNTRY, by Alexander Cordell. The earthy and best-selling novel of how the industrial revolution changed the beautiful face of Wales. Coal mines and iron foundries spread over the sides and along the valleys, and brought misery as well as change. This is no story of sordid depression—or not altogether. Narrated the first person by one of the amazing Mortymers—the family and which a lot of the story revolves—it has a lusty wit and joy of life. (Pan Giant).

THE BEST OF EVERYTHING, by Rona Jaffe. Maybe it couldn't have been written about every city this is New York, and concerns life and loves (and wants) of career girls. "Steamy and out-ten" and a "sizzling analysis of female heart", was how book reviewers saw it when it was first published in 1959, this novel of the eight pretty girls who come streaming out of the subways at each 8.45, wearing their crisp, budget dresses—and dreaming of graduation to mink. (Pan Giant).

DAUGHTERS OF CAIN, by E. E. Huggett and Paul Berry. In 1923, 60 women have been convicted of murder and condemned to death in the United Kingdom—only nine have died on the gallows. Four were poisoners, two burglars, two bashers and one with a gun. But why did these nine die? What sort of women were they? This is the theme of this crime book. (Pan Giant).

ADAM'S BAY, by Catherine Fontana. A French thriller, translated into English but losing none of its suspense. Left alone in an isolated house on its bleak, British cliff-top, was Ada's fear of her own imagination? Or of someone really trying to drive her round the bend? (Fontana).

THE POWER-HOUSE. Two of Buchanan's thrillers go to make this book. Both are of World War I vintage—but, as the publishers say, they are "alive" with Buchanan genius for electric, colorful story-telling. (Great Pan).

THE PAN BOOK OF LETTER WRITING, by K. Graham Thomson. Most people hate writing letters in these days of telephone calls, most people don't. This book won't get you over your reluctance but in cases where you have to still have no ideas on the subject, it will actually tell you what to say. There are, for instance, examples of how to ask for a chapter that brushes up on grammar; another on the correct form of address for VIP's from the Duke of the Blood Royal, through to the Duchesses to Bishops.

It also warns you that if you receive a letter signed, "Michael Ebor", it isn't from a fellow with a funny surname, but from the Archbishop of York—and gives a list of the other Anglican church dignitaries from "John Bath" to "Mervyn Worcester". As the book points out, however, it would be quite improper to address one of the gentlemen in such familiar fashion—and that the correct address for Bishops is to be found on page 75. (Great Pan).

THE ONE-EYED MONSTER, by Allan Prior. Surely the novel we've been waiting for... the one "that turns a scorching light on TV". However, this is of the feverish world behind the cameras and of the man who could be turned into a star

overnight, only to be disillusioned. It says nothing about the fellow who sits at the receiving end each night, and can end up in the same sorry state. (Pan Giant).

STRANGERS IN MY BODY, by Evelyn Lancaster and James Poling. This is the companion piece to "The Three Faces Of Eve" in which two doctors described the fragmented personality of Evelyn Lancaster. In this book the victim of this prank of Fate tells the story herself, and how, after Eve White, Eve Black and Jane had "died", the fourth and final Eve appeared. (Great Pan).

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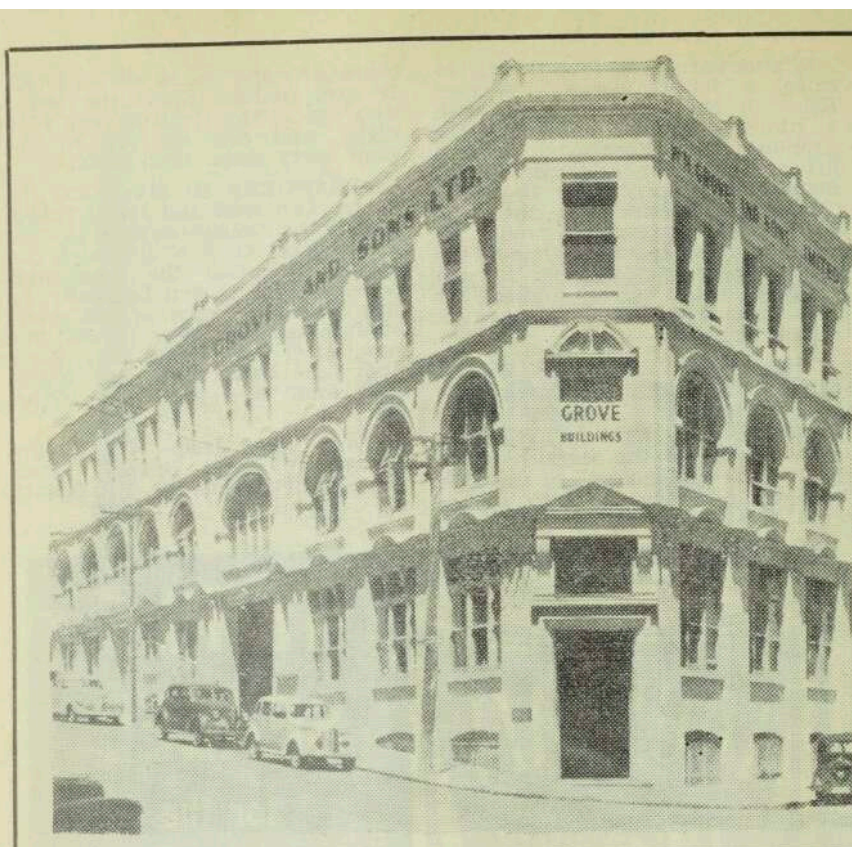
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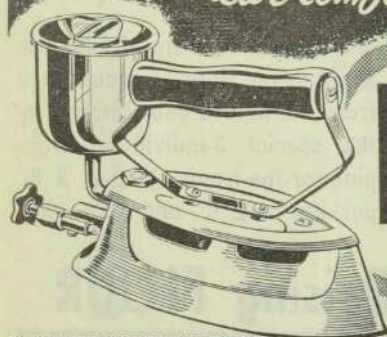
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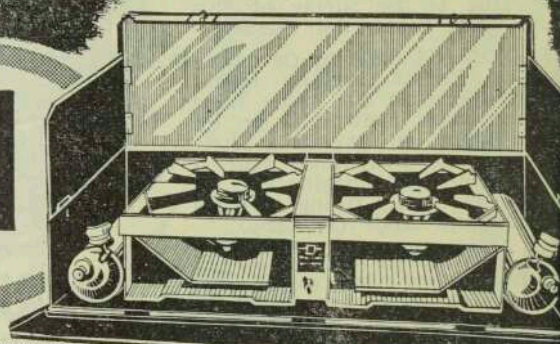
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HENDERSON IS.

(Continued from p. 76)

Another point of interest we saw during our Sabbath walk was the heavily corroded and now unused light-house on the west side, which was erected during the war by NZ service-men.

Returning along the beach towards camp we saw a large signpost bearing the inscription: "This Island Dependency of Pitcairn and the Territory of the British Government". There was another land mark, too, which was the flagpole erected by Bob Marchin, and upon which he had fastened his shirt for the benefit of a fishing vessel. But now the Islanders hoisted the British flag given to them by Captain Jones of the *Corin-*

There were other things to see on Henderson—the caves for instance—these were to wait until the final routine of work.

Each day was begun with the reading and the discussion of a text from the Bible. It was followed by a service of thanksgiving, before the Islanders disappeared into the bush with their axes to cut down selected trees.

Companionship

During the days could be heard the sound of many axes biting into the hard and beautifully grained timber. Men would go up to a mile from camp to obtain the oldest, better trees. When the logs had been cut they would be hauled down the surf, and then dragged by sea to the camp site.

During the evening, and often into the early hours of the morning, the logs could be sawn up and the timber roughly shaped. The pieces would be in the form of perhaps a flying fish, a turtle. This was called "logging", and it was done by the Islanders using many kerosene lamps.

The men spoke little, yet the feeling of companionship was ever present.

Evening, too, was always closed with worship. Then we would lie down to snatch a few hours sleep before the new day began, sharing the camp with numerous land crabs which we delighted in crawling over us as we slept.

Arrangements were organized by the boat captains and the Islanders, which was changed daily except for a good or willing cook who was

There would be occasional time off

during the day to fish. The fishing was so good that one group of five men caught 120 in less than an hour. Parrot fish and a species known to the islanders as White fish were the most common. They could be seen in thousands swimming inside the reef in water no deeper than 2 ft. When cooked in coconut milk they were a welcome change to canned food.

We cut timber to a quota. Because there was limited space in the boats, each man was permitted to take back 150 pieces of dubbed timber.

I reached three-quarters of my quota on the fourth day, and then went cave exploring.

Old Relics

In many caves I found the remains of humans—relics of early Polynesian occupation of the island. One interesting cave was 60 ft. above the sea, and was 12 ft. high, 20 ft. wide on the floor of the entrance. After entering for 20 ft., the cave divided into three recesses. In one of these recesses I saw what appeared to be a man-made trough, filled with a trickle of water from the rock face.

In another recess I found a fan shaped shell, which could possibly have been used as a scraper, and near it was a polished adze. Near the cave entrance were remains of ovens.

Two large heating stones lay on top of a great deal of charcoal, mixed with soil and sand that had been blown in over the years. There were crushing stones underneath the dirt in the cave.

I would liked to have searched other caves, for it would be interesting to see what some of those on the east side might reveal. But there was no time.

The islanders told me how on a previous trip they had found the remains of a comparatively recent disaster in one of the southern caves.

Four skeletons, three adults and one child, were lying near the cave entrance, with their hands by their sides. The skeleton of the child was so placed that it could have been pre-natal. Samples of hair were sent to Fiji for analysis but the findings were not conclusive. Pitcairners think this may have been a wartime tragedy.

The day selected for departure depended on the weather, including a wind from the north, which would help us back towards Pitcairn. On the fifth day the committee of five men appointed by the Pitcairn Council to make decisions of this kind met for a discussion. It was decided to pack in the hope of being able to cast off by nightfall.

That day was a hive of activity. The boats were dragged into the sea

and loaded—a task which took a great deal of time because the stacking of the boats was meticulous. The captains insisted on it.

We waded waist deep into the water to reach the boats, which were being continually buffeted by the breaking surf.

By nightfall we had hoisted sail, and were headed towards Pitcairn. Clear of the land a canvas shelter was erected along the windward side of each boat. We settled down to snatches of badly needed rest—all, that is, except the coxswains, who sat faithfully all through that night, hand on the tiller and eyes on the compass.

This was a good trip home.

There was a calm sea, and a wind of approximately five knots, and Pitcairn was spotted from the mast shortly after dawn. Soon after, we lowered sails, and after 17 hours at sea we rowed to that famous landing at Bounty Bay for a rousing reception by all the loved ones waiting there.

Now that I, too, have had the experience of a voyage to Henderson, I, too, can take part in the topic which has since been the centre of conversation at many a communal gathering.

Hilder Profile

(Continued from p. 74)

mountain post, east of Goilala. He was then flown to Goroka and did extensive patrolling around Kainantu and the Ramu River district.

During the military operations in this area, including the battle of Shaggy Ridge, Allan was attached to 7th Division Headquarters at Dumpu. After this he was sent to Australia with complicated malaria, but returned to New Guinea early in 1944—just in time to become an original member of the ANGAU task team which took part in the American landing at Aitape.

He led many allied patrols, including the first to cross the Torricelli Mountains, and gained information on enemy troop movements in the Sepik River area. For these services he was commissioned and given an immediate award of the Military Cross.

After his discharge from the army, Allan returned to Rabaul as patrol officer in 1946. He was promoted to ADO in 1948, and served at Kokopo, Manus and Madang. In 1952-53 he attended a course at ASOPA in Sydney, and returned to Manus.

His next posting was to Buin, from whence he was made acting District Commissioner, Bougainville. He was confirmed as DC in 1958, and has since served in that capacity in New

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eland, Milne Bay, the Southern Highlands, and now back again to the nearest Bougainville.

After many years of peaceful bachelorhood, Allan was married in January, 1954, to Phillis Johnson. He was the widow of a pre-war patrol officer, Eric Mitchell, who was captured by the Japanese as a Coast-lander at Gasmata, and posted to the *Montevideo Maru*. Mr. and Mrs. Gow share a liking for gardening, which is a popular and rewarding pastime in New Guinea. They have also developed a liking for overseas travel, during their leave, and he to do a lot more of this in the future.—BRETT HILDER.

Russia's Pacific

(Continued from p. 72)

Bellingshausen returned to Kronstadt via the Horn in August, 1821. Except for Vostok Island, all the islands which he discovered in the South Pacific are now known by their original names.

But there are several place names in the Antarctic which commemorate his visits. Among them are Bellingshausen Sea, south of Cape Horn, and 1st Island, and Mirni, now the site of a Russian scientific and whaling base.

Two years after Bellingshausen's return to Russia, Capt. Otto von Kotzebue was sent to the Pacific on a voyage in a ship called *Predpriyatie* (Enterprise).

Unflattering Opinion

His mission was threefold: to carry out scientific work, to take a cargo of furs to Kamchatka, and to protect the Russian-American Company from the encroachment of foreign traders.

On March 2, 1824, after rounding Cape Horn, Kotzebue discovered the island of Fakahina in the Tuamotus, which he named *Predpriyatie*.

Five days later, he arrived in Tahiti where he stayed sufficiently long to give a very unflattering opinion of the work of the English missionaries.

On March 26, Kotzebue discovered the easternmost island of the Society Islands, which he called Bellingshausen Island after his immediate predecessor in those parts.

This island, which is known to the natives as Motu-one, is still marked on many maps with its Russian name, as the last discovery by Russian explorers in the South Pacific.

There still remained a few uncharted islands in the Caroline Islands just north of the Equator,

which, in 1828, a Russian navigator called Lutke had the honour of being the first to see.

Voyages Cease

By this time, the meek little sea-otter, which had been the cause of Russian interest in the Pacific, had been hunted to virtual extinction in Alaska and the Aleutian Islands.

So the Russian voyages to the Pacific ceased, and the Russian Government lost interest in the colonies of the Russian-American Company that, over the years, had spread along the

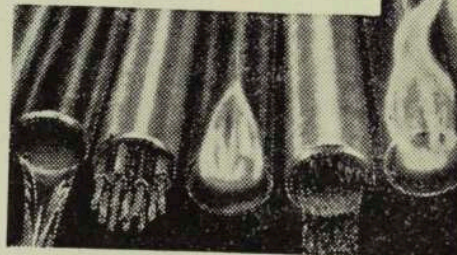
American coast from Alaska to California.

In 1841, the company sold its California property for \$30,000 to John A. Sutter, the man on whose land gold was found in 1848 to begin the great Californian gold rush. The whole of Alaska was sold to the US Government in 1867.

So ended a colourful chapter in Pacific history—a chapter which I would certainly never have known about had it not been for the names, Vostok and Suvarov, staring at me tantalisingly from the map.

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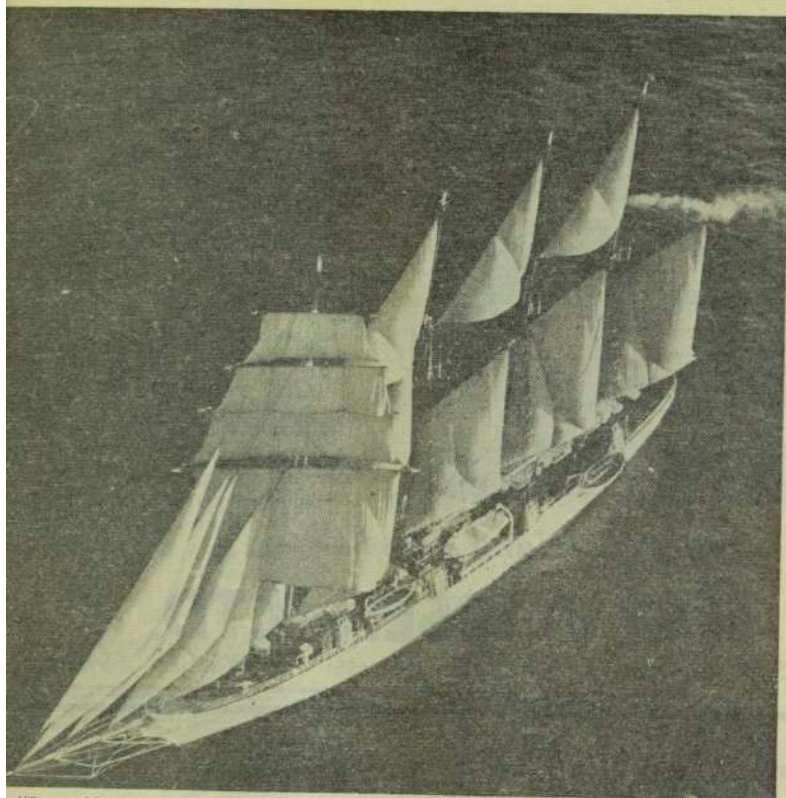
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PACIFIC SHIPPING AND CRUISING YACHTS



"Esmeralda"—photographed from the air by a Sydney "Daily Telegraph" plane as she approached Sydney Heads in May.

Sydney—and the South Pacific—saw its biggest sailing ship 50 years in May. The Chilean Navy barquentine, *Esmeralda*, 670 tons, carrying 26,910 ft. of sail, a trade exhibition of Chilean products, and a crew of 260 plus 80 trainee cadet midshipmen, berthed at Sydney's famed Circular Quay on May 24.

ESMERALDA was built in Cadiz, Spain, for the Chilean Navy in 1909 and can make 11 knots. Only French schooner, *L'Avenir*, which to Sydney in 1909 was bigger than *Esmeralda*.

Response from the city of Sydney was enthusiastic and overwhelming. The first open day for visitors, 10 people queued up to get on *Esmeralda* while the rest of the day all vantage points around Circular Quay. The vessel was to have been berthed on the eastern side of Circular Quay which would have been more visible to the crowds. The ship was deep keeled and the berth on the east side of Circular Cove is only 23 feet at low

tide. A controversy broke out concerning the method of rigging employed on *Esmeralda*. She is not a true bar-

quentine but an "hermaphrodite barquentine". All the main rigs of all types of sailing vessels have been incorporated so that trainees can have practice with them.

Esmeralda also carried six second lieutenants of the Ecuadorian Navy who were aboard for training.

The last big sailing ship to visit Sydney was the ill-fated *Pamir* (2,700 tons) in 1947. *Pamir* sank in the Atlantic in 1957.

Dimensions of *Esmeralda*: length 308 ft. overall; height from top of main mast to keel, 260 ft.; beam 43 ft.; displacement, 3,040 tons; and gross tonnage, 3,670 tons.

● **ROUTE MARKED BY BOTTLES:** *PIM*'s erstwhile staff correspondent, Jim Shortall, who has been responsible for the bulk of the shipping news for so many years

(amongst other duties), has now gone back (for the moment, anyhow) to his first love—radio. A letter from Hongkong in mid-May says that after reaching there on *Mayflower* ex-*Maui Pomare* on May 5, he was offered several jobs as radio-officer, and that he "picked" *SS Shaukiwan*. She is Canadian-built, 7,150 gross tons, and owned by a Chinese firm in Hongkong, and registered there.

Her programme was five ports in Philippines to load copra for San Francisco, thence to Japan with scrap and then probably back to Hongkong about September.

The voyage of *Mayflower*, which was towing the old *Herekino* (*PIM* May, pp. 112-113), was something of a record—exactly one month from Auckland to Hongkong, although the estimate was 40 days.

Mayflower was under the command of Captain Leslie Boulton, who was her master when she was still *Maui Pomare*, and except for the first few days out of Auckland the whole trip was undertaken in perfect weather. There was only one stop, and that at sea about 2 deg. north of the Equator when a launch was lowered and an inspection party visited *Herekino*—which had been sealed up for the voyage.

No trouble at all was experienced with the tow, which due to its weight was deep under water at all times and acted as a shock absorber.

The vessels passed between New Britain and New Guinea and to the

In The News This Month

Albatross	Neleh
Anchorite	No Huhu
Arneb	Nippon Maru
Atea	Protector
Arthur Rogers	Poseidon
Apanui	Retriever
Bundamoa	Rankumo
Borrachita	Shaukiwan
Ben Gunn	Solquest
Charles H. Gilbert	Santana
Caprice	Staghound
Connecticut	Stardust
Diana	Solo
Esmeralda	Sea Fever
Fitheach Ban	Suea
Gay Lady	Tapir
Herekino	Trump
John Wilson	Tabard
Kalo Maru	Tapir
Lady Dianna	Takuya
Mayflower	Tofua
Moana Roa	Trade Winds
Manitob	Tiare Maori
Maria del Mar	Tulagi
Myra J	Unga
Makoa	Verao
Noona Dan	Yankee
New World	Yankee Doodle

CARGO VESSELS

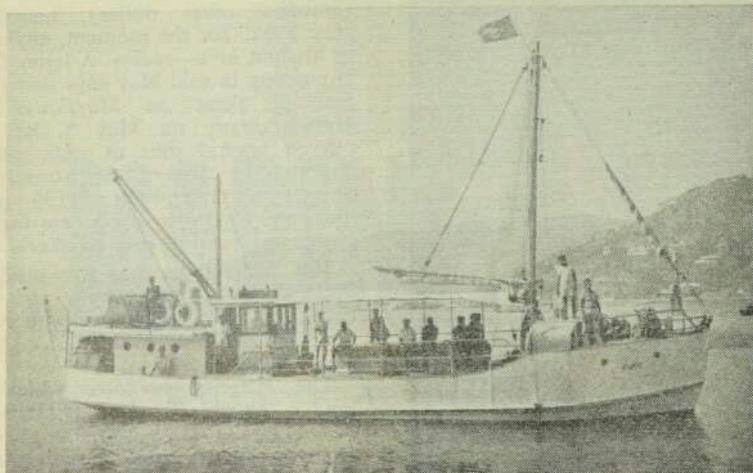


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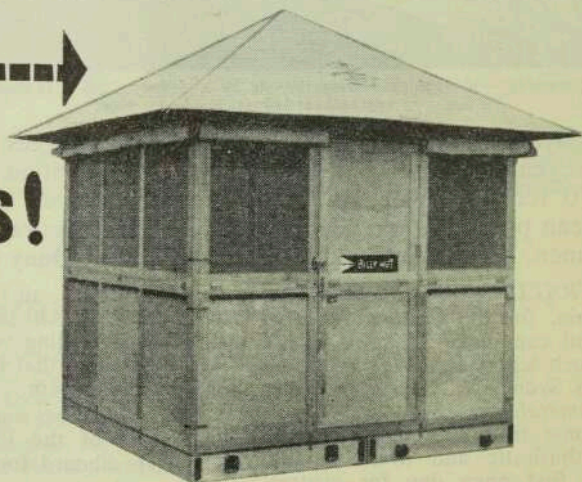
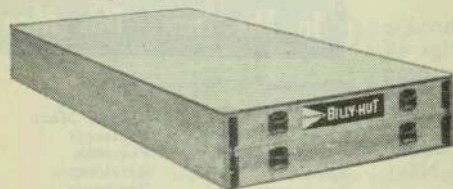
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Cause of "Verao's" Sinking

According to an owner, the sinking of the small motor ship "Verao", 200 miles east of Brisbane late in March, was not due to plates springing in the heavy seas, as was widely stated in Australian newspapers at the time, and in the "PIM" in April.

Mr. William E. Aspden, one of the owners of the vessel (she belonged to Southern Cross Shipping Co.), who personally supervised the survey of the vessel in Sydney shortly before the sinking, states in a letter to "PIM" from Auckland, NZ, that she was at that time classified as 100 A1 at Lloyds, and was, additionally, a well-built ship.

The loss was due to the fact that the double-bottom tank vent-pipes were not properly plugged and secured and that during the bad weather the ship encountered, water entered these tanks; she took on a heavy list to starboard and gradually became uncontrollable.

ward of all the islands that extend the tip of New Guinea. They used close to the Philippines and the few days they were in those waters were regularly inspected by fighters.

in Shortall's interest in anything relating to the sea is well-known. He ends his account of the successful voyage on a characteristic note: "All the way from about Norfolk Island (which we passed about 100 miles to the west), I dropped several bottles with messages giving my position and my Auckland address—so maybe one of the 24 may be picked up on some beach some day! I dropped the last one just outside Hongkong."

FIRST OF ITS KIND: Cable Wireless, Ltd.'s., newest cable ship *Retriever*, the first of its kind to handle repeated coaxial cables, has been launched in Britain. The vessel will be based on Suva at the time the Sydney-Auckland section of the Pacific Cable Project (mpac) is opened. Terminal building construction is under way in Sydney, and in New Zealand, while building sites and plans have been finalised in Suva. Further along the track of the project, final negotiations for a landing site in Hawaii have been nearly completed. This will mean bypassing

Fanning Island, thus saving considerable expense, and elimination of the need for an additional land station.

● **SOME OF OUR SUBS:** For a change, any periscopes sighted off the eastern coast of Australia up till the middle of June belong not to Them but to Us! Anti-submarine exercises involving the RAN, maritime aircraft of the RAAF (i.e. Neptunes) and HMS *Tapir* will go on for nearly three weeks, from May 22. Area for the exercises is north from Sydney to Brisbane and Hervey Bay.

There are now four Royal Navy

submarines based in Sydney (*Pravda* please copy) HMS *Trump*, *Tabard*, *Anchorite* and *Tapir*.

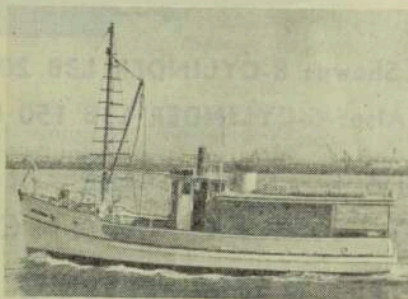
● **NEW MASTER:** *Moana Roa*, on the NZ-Cooks run, has had Captain Alex Fraser, previously first officer of *Maui Pomare* and *Moana Roa*, confirmed as the new master in succession to the late Captain Hare, under whom Captain Fraser served on both ships.

● **PRIVATE LIFE OF A TUNA:** With the object of learning more about the private life and habits of the aku (skipjack tuna), US Bureau

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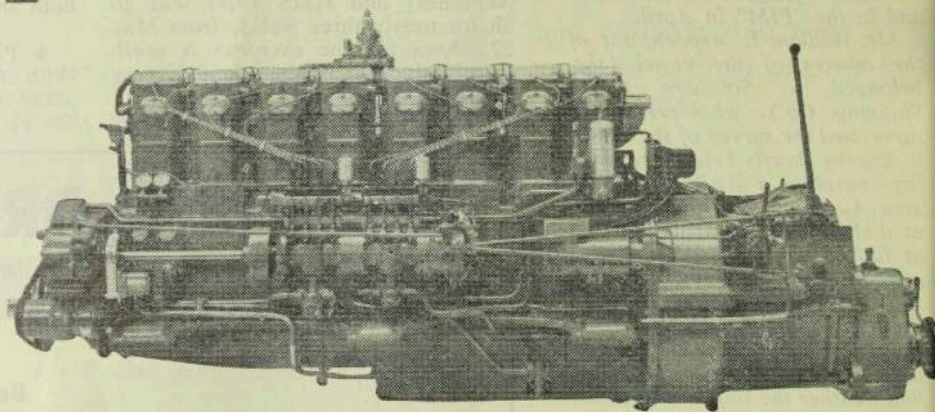
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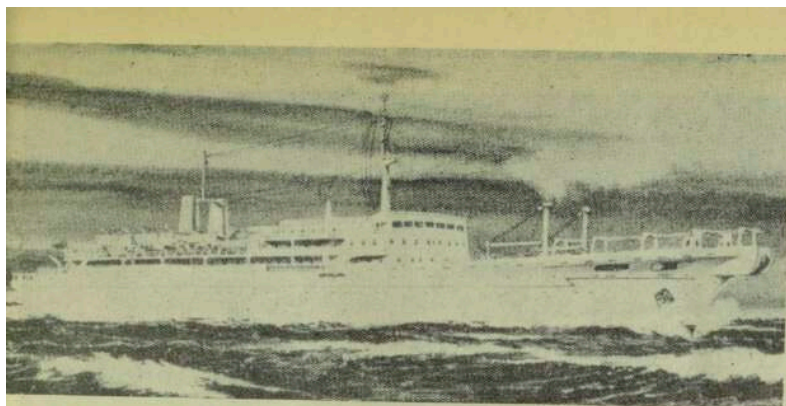
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Commercial Fisheries vessel *H. Gilbert*, completed a five day cruise south and west of Hawaii May 8.

Information was sought as to the abundance and migration routes of schools of tuna which support summer fishing in these waters.

Tuna schools were found to be abundant near Johnston Island in an area about 150 miles south of Hawaii than they were to the west, between Kauai and French Frigate Shoals. In both areas most of the first were small. Near Johnston Island, a number of skipjack were marked with plastic tags and released. Recapture of any of the tagged fish would give important information to the origin of the migratory schools. Scientists aboard the *Gilbert* collected samples of skipjack blood which will be classified and compared with other samples taken from the south such as the Line Islands and the Marquesas.

THE MAN THAT GOT AWAY: *PIM* hears some unusual stories from time to time and the *Gilbert* and *Ellice* Islands recently comes news of a fisherman who was taken away by a fish.

Recently, an empty canoe was found by fishermen on the outer reef of Onotoa. A search for the missing fisherman was fruitless. Local legends believe the man became entangled with his fishing line while pulling up a fish and was pulled aboard. This was suggested by the absence of a fishing line in the

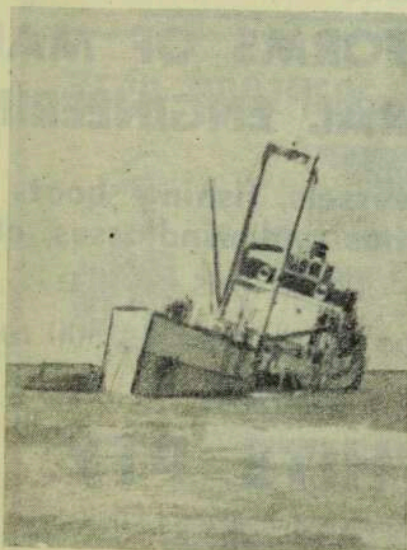
DO IT YOURSELF: After two days work with a home made rod and reel and 130 lb nylon line, amateur fisherman Cyril Curry of Apia, Western Samoa, landed a large yellow fin tuna.

The fish, claimed to be the largest yellow fin tuna caught with a rod and reel line by an Apia fisherman, weighed about 10 miles off shore. A few days ago, Mr. Curry caught a yellow fin tuna in the same place.

● **UNDERWATER PEAKS:** More than 40 uncharted mountains were discovered in the Pacific Ocean bed between Guam and Japan by a Japanese survey vessel.

The Maritime Safety Agency, reported that they were discovered by the survey ship *Takuyo* while making soundings of the Pacific Ocean floor for the laying of a joint Japanese-US cable. Some of the mountain peaks were 6,500 feet high, but they are not likely to be a menace to navigation!

● **ICE COLD IN ARNEB:** Unusual visitor to tropical Papeete in April was the US Navy supply ship *Arneb*, a specially converted merchant ship for Antarctic service. Once a year since 1955, *Arneb*, named after a southern constellation, has made a trip to US bases in McMurdo Sound and Cape Hallett areas of the Antarctic continent with heavy equipment and stores. *Arneb's* crew were delighted to de-frost in Tahiti but two



The "Maria del Mar", as she looks on the reef at Santo, where she was wrecked in March. She is now for sale, as is where is. Photo: Reece Discombe

New Cable Ship

This drawing is made from the design plans of the new 8,000 ton cable ship which was ordered by Cable and Wireless Ltd. in January —the first British cable-laying ship designed to lay modern deep sea communications cable. She will handle the kind to be used in the 28,000 mile Commonwealth round-the-world telephone cable.

mascot Eskimo dogs found the heat just a little oppressive.

Meanwhile, HMS *Protector*, was expected back in Portsmouth last month after penetrating further south into the Antarctic than ever before. Unexpectedly favourable ice conditions enabled the ship to reach Marguerite Bay in latitude 69 degrees, 15 minutes South, and her helicopters flew to the British base on Stonnington Island.

HMS *Protector*, oldest seagoing ship of the Royal Navy in commission, on her last voyage rounded both Cape Horn and Cape of Good Hope, passed through the Panama Canal, crossed the Equator and Antarctic Circle as well as visiting lonely Tristan da Cunha. So popular has been the commission that many of the 240 officers and men have volunteered for a further season in the area.

● **DANISH EXPEDITION:** It is expected that a Danish scientific survey in NNG, to be undertaken by the University of Copenhagen from July 1, 1961, will last until October 1, 1962. The 100 ton Danish motor schooner *Noona Dan* used by the scientists, has been granted permission to enter the island areas of Biak, Nois-Noem, Mois-Waar in Geelvink Bay and the surrounding territorial waters during the period December to April, 1962. As well as visiting NNG, the *Noona Dan* will pay calls to coastal areas in Australia and the Solomons.

● **FIJI BEACONS:** Improvement of navigational aids in Fijian waters is expected following a grant of £17,150 which will be spent between 1961 and 1964 to provide more radar-beacons, lighthouses, marker and mooring buoys and the blasting of certain reefs.

● **WHARF SCHEME STARTED:** Other good news for shipping, is that at last a start has been made on the reconstruction of Suva wharf. This entails preliminary work on reclamation of a small area of land and on the preparation of pile casting areas. Christiani Nielsen and Gammon will carry out the work.

First phase of the building of the



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600 foot Walu Bay berth will be ready for shipping by June, 1962, the whole job, including the reconstruction of Prince's wharf, will be finished by the end of 1963.

TONGA'S PILOT LAUNCH: Fairway echo sounder has been added to the equipment aboard the Qualofa Pilot Launch *Unga*. This portable unit and can be operated either 5 standard flashlamp series or from a 6, 12, or 24 volt supply. It provides readings on an paralax dial on two ranges, i.e. 0 to 50 feet or 0 to 50 fathoms. It has been found to be valuable in obtaining quick and accurate soundings in the harbour area, especially at entrances to boat harbours where silt is liable to build-up during bad weather.

REEF PASSAGES: The Gilbert Ellice scheme for improvement of reef passages has got Colonial Office and War Office approval. It is hoped the work will be done by a team of Royal Engineers. Details are not available yet but a £52,500 grant will enable 10 channels to be opened.

HIGH BUT NOT DRY: *Maria Mar*, wrecked on Pallicolo Reef March, has been put up for sale and where is" reports PIM's correspondent.

BULK CEMENT CARRIER: The screw motor ship *John Wilson*, built in Leith, UK, for the Wilson Portland Cement Company, is on trial. On completion of trials at the cement handling plant the ship will be sent for NZ via Panama Canal, so it will be seen in the South Pacific.

THREE DAY BOAT DAY: Loading and unloading ships at Niue is never easy because it involves lashing from the ship lying off to the wharf. However, the *Tofua* took 55 hours to complete her business. Normally she arrives and departs on the same day. Rough seas were running, when she came to Alofi, 9.30 a.m., on March 28, and she moved round to the southeast of the island, until the seas calmed down next morning. She began at 10.30 a.m. but not until 4.30 p.m. March 30, did she get away.

NEW MISSION BOAT: Young people of the Bundamba Methodist Church, Queensland, are building a diesel powered boat *Bundamba* for use in the Papuan mission at a cost of £2,000.

● **TROCUS FISHERIES:** Mr. Louis Devambez has completed a mission in the New Hebrides dealing with the trocus fisheries for the South Pacific Commission. Mr. Devambez spent four weeks on the NH coasts studying the situation. He had earlier spent some time in 1959 on the same subject at the invitation of the New Hebrides Administration. Trocus fishing has been banned since 1958, because of excessive exploitation. Mr. Devambez reported that the trocus is recovering slowly but surely.

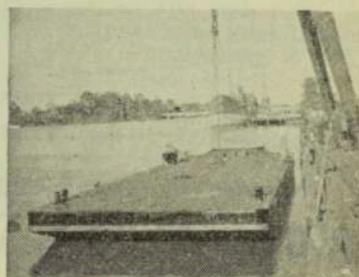
● **TRADE WINDS PRICE:** *Trade Winds*, sold by Athol Rusden to the

French Administration at Vila recently, fetched him £19,000, according to a New Hebrides report.

● **MISSING.** Reported missing in Netherlands New Guinea at the end of May was the 10-ton wooden schooner *Manitob*, which had set out from Sorong on a trading voyage through the most westerly islands of Netherlands New Guinea, adjoining Indonesian territory. She was due back at Sorong on May 15.

● **FOR NEW GUINEA.** Burns Philp (New Guinea), Ltd., in May took delivery in Hongkong of three

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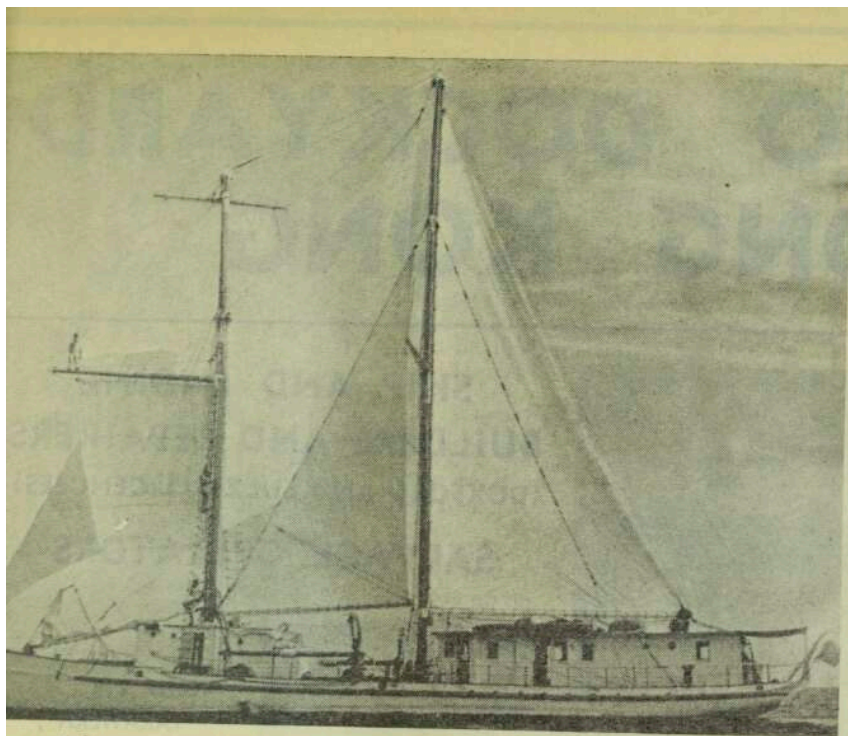
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Last of The "Tiare Maori"

The "Tiare Maori", sunk and badly damaged by a mysterious fire in Papeete Harbour earlier this year, has finally ended her days. She has been moved because she was in danger of becoming a menace to navigation. See p. 107.

210 ft., giving a total length of 235 ft. when added to the stub jetty. Depth of water alongside would be 26 ft.

The report has also proposed that the depth of water over nearby Pelope Shoal be increased to 27 ft. by removing the top of the shoal—although this idea won't be greeted with enthusiasm by everybody, as some think the shoal acts as a natural dredge in that part of the harbour.

The Ports Authority has consulted overseas shipping companies and replies so far received from three say that the wharf proposal would certainly enable their vessels to berth alongside Port Cruz. The BSIP thinks the new arrangements would enable all but the very largest vessels to come alongside, with the aid of a pilot vessel.

● GOOD. Captain Hugh Williams' *Apanui*, which started in the Cook's service in May, is a good steady sea boat. This was proved during the 10½ day trip from Auckland to Rarotonga, against headwinds.

coastal vessels for the New sea service. Two are each of 100 and the third is of 43 tons. The NG shipping director, Mr. G. e, said in Port Moresby that ships would arrive in Rabaul on 17 and go into service immediately.

HOPE FOR HARBOUR. Norfolk Island is going ahead with innovations, recently approved by the Australian Territories Minister Paul Mack, into the possibility of creating an artificial harbour. The Administration has already looked at the possibility of using compressed air to create one.

works on the breakwater. Compressed air is fed to the pipes or plates laid on the sea bed. The air rises in the form of small bubbles, the effect being to induce horizontal currents, plus the eddy, near the surface. The eddy and the eddy act together to break the energy of the waves.

Unfortunately, for the most favourable results there must be a combination of certain factors which limit the use of the scheme at Norfolk. Also the method is expensive, and could only be seriously considered for Norfolk if the economic possibilities really justified it. The investigations are going on in other ways.

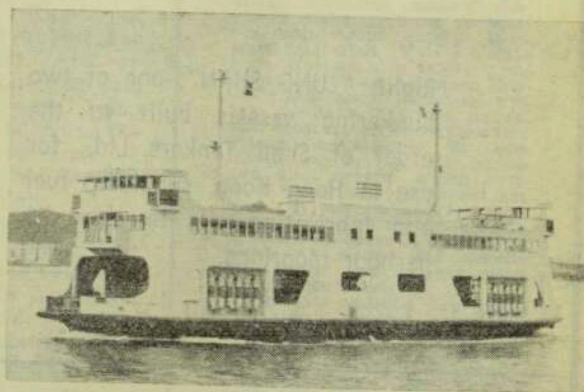
PORT FOR HONIARA. The Ports Authority has recently considered a report, made by a firm, on the construction of

a deep water berth for Honiara. Honiara at the moment has a stub jetty, which is big enough only for the *Tulagi* to unload one hatch at a time directly onto the wharf. The proposed new deep water berth would commence at the seaward end of the stub jetty and run north-easterly, roughly parallel to the present causeway to the mooring dolphin.

The new construction would be

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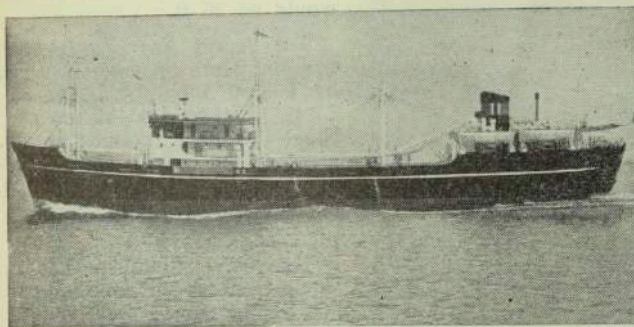
Ferry "PULAU AMAN", launched February, 1959, for Penang, Malaya. Seats 460 passengers, 32 cars. Voith-Schneider propulsion.

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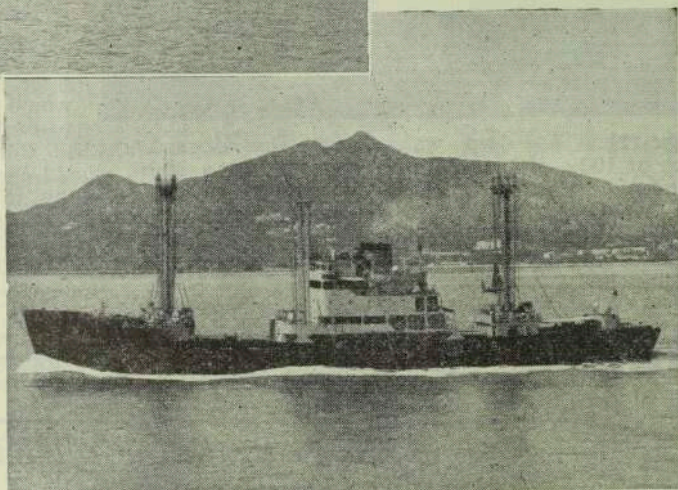
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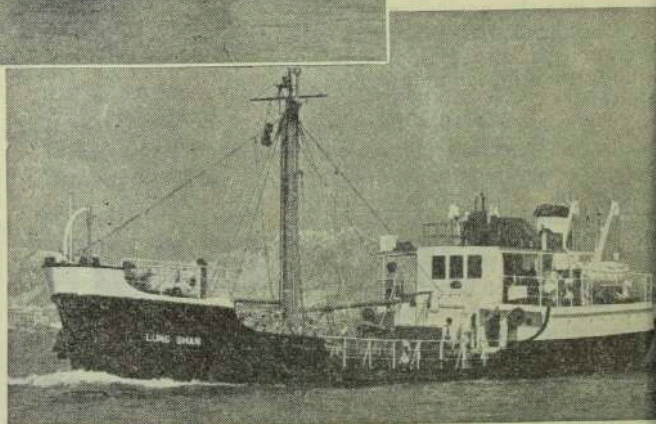
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Zealand Ltd.

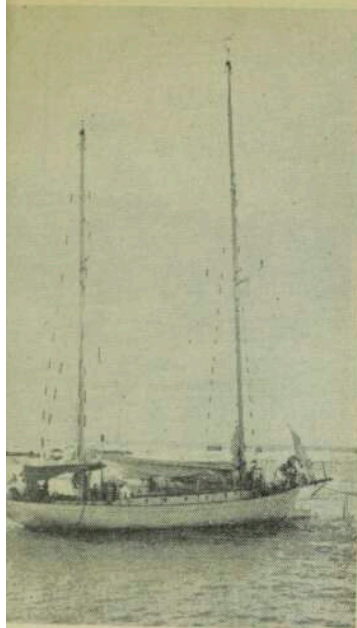
Right: "LUNG SHAN", one of two
bunkering vessels built to the
order of Shell Tankers Ltd., for
use in Hong Kong, supplying fuel
and lubricating oils to ships at
harbour moorings.



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CHRISTCHURCH



en Gunn", in Papeete in May.

ws of Cruising Yachts

TIARE MAORI, inter-island known for years in the many of the South Pacific, has made its last voyage. Badly damaged by an unknown origin early this year in Papeete harbour, she sank in 35 ft of water, and salvage efforts were abandoned.

In April, Port of Papeete authorities decided that the wreck was in danger of becoming a menace to navigation. Empty drums and a huge tank were placed beneath her hull, air was pumped in, and the wreck raised gently for towing beyond the island at the entrance to the lagoon, Motu Uta. The operation was effected under the supervision of a French Fant who was sent by Lloyds. The *Maori* now lies in 50 ft of water in an inlet of the coral reef at Motu Uta. After removal of the rigging, parts of the rigging, port anchors and chains, the wreck was dynamited.

MR. BRIAN FERRAZ who has been in the Pacific in 1957 in *Solquest* wants to know the whereabouts of both yachts and his one-time crew members.

You can tell him where the family (*Solquest*) are (back in Australia, we think) or Mr. (Diana) or Colin Gallon, last seen in Peru, drop him a line, 97 Beach Ave., Vancouver, Canada.

● **SANTANA**, Los Angeles yacht, left Santo May 19, for Thursday Island. Owner, wife and 11-year-old daughter (names unknown) had previously come via Marquesas, Tahiti and Fiji before spending the three days at Santo.

● **BORRACHITA**, 34 ft. cutter, owned by Ed Dreis, of Santa Cruz, was the third American yacht to visit Santo during May. *Borrachita* arrived on the 18th and on her way to Port Moresby.

● **STAGHOUND**, of San Francisco, which has been at Santo, New Hebrides, since December, 1960, while her owner Paul Hurst went to the USA, left on May 19 for the Solomon Islands under charter to C. Jack Hinton (see *PIM*, April, 1961, pages 78-79) who is working on a history of the discovery of the Solomons. Jack Hinton, a former District Officer in the BSIP, is now a research scholar with the Department of Pacific History, Australian National University, Canberra.

● **ATEA** left Bay of Islands, NZ, on May 14 for a cruise to Tahiti with five aboard.

Owner, Mr. R. M. McIlvride, Paihia, is commodore of the Bay of Islands Yacht Club and former owner of trans-Tasman yacht *Gesture*. Mrs. McIlvride, will join the yacht with her young daughter in Tahiti.

Crew includes, Messrs. H. Hudson, W. Roberts, J. Gidley, and B. Leyland.

● **STARDUST**, 114 ft. Australian motor yacht overdue on her run from the Marquesas to Honolulu, was located at Christmas Island early in April. Richard Smith, skipper of *Stardust*, said that engine trouble had plagued the entire voyage. Also on board it is believed are one man and two women. Repairs were being undertaken at Christmas Island so the yacht may yet deliver its crate of Polynesian artifacts destined for the Bishop Museum in Honolulu.

● **CAPRICE**, 20 ft. yawl, skippered by Godfrey Decker, 30-year-old Englishman, arrived in Auckland, May 16 after a lone-handed voyage from Adelaide. She is believed to be the smallest craft to cross the Tasman.

● **FITHEACH BAN**, 83 ft. NZ schooner, began a world trip from Auckland on May 8, with nine people aboard. She was built in Southampton 30 years ago, and former owner, Capt. A. F. Watchlin, RN, bought her in the Mediterranean and sailed her to NZ.

(Over)

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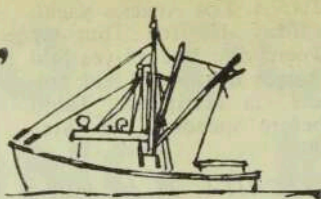
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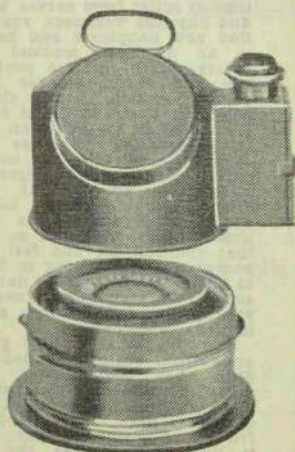
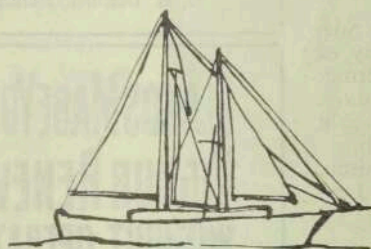
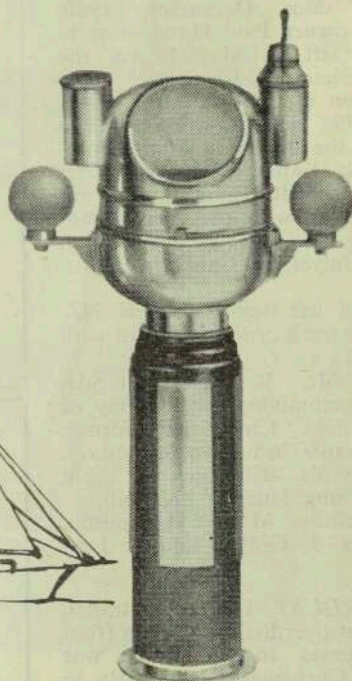
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In Brisbane in April—the new MV "Pankum" length 47 ft, beam 15 ft 6 in., draft 6 ft, built at the Roy Bliss Boatyard, Bulimba, Brisbane, for O. E. Newman, of Malekula, I. Hebrides. She is powered by a 6LW Gardiner.

Fitheach Ban, was bought by Mr. A. D. Tregidga, retired trawler captain in 1957 and has crossed Tasman three times, including this year's Trans-Tasman Classic.

Crew comprise Mr. Tregidga, wife and four children, Lyn, Diane, 16; Susan, 15; and John, 14. Also aboard are Mr. and Mrs. Sharland, and Mr. F. Mant, a motor mechanic who will look after the two diesels and three auxiliary motors aboard. Voyage will take *Fitheach Ban* via Great Barrier Reef, Torres Strait, and Indian Ocean, Suez to Britain.

● PIGEON ISLAND TRADER

The paragraph in April *PIM* (p. 1) about the Hepworths of *Arcturion* settling on an island, stirred Tom to write a letter. He said he planned to write anyhow, *PIM's* "vigilant correspondent" had made it more necessary. He mentioned he doesn't want anyone to run away with the idea that now they have a land base they've joined the idle ranks.

"Our business is that of traditional 'island trader,'" he says. "We know that we have been lucky to find a corner of the Pacific where such a life is still possible."

"Diana has swallowed the anchor at least temporarily, and refuses to leave the lovely island even for short trips. She still has a busy life nonetheless, in gardening and looking after the trade store. In her spare time she builds furniture!"

Tom writes on very impressive notepaper, headed: "Pigeon Island Traders, Reef Island, Santa Cruz BSIP." Good luck to them—they're amongst the very few who have made yacht cruising pay for itself.

Echo of a "Yankee" Cruise

"Albatross", 117 ft Brigantine, which sank in the Gulf of Mexico, May 3, had made a number of round the world cruises. Lost with five others when "Albatross" went down, as Dr. Alice Sheldon, who met her husband on a previous cruise aboard the brigantine "Yankee", well known in the Pacific. "Albatross" was a floating classroom for the sons of wealthy Americans, conducted by Prof. Chris. Sheldon, who was among the 13 saved. The 200-ton vessel was bought by the Sheldons from author Ernest K. Ann, writer of "Twilight for the Gods". The vessel was used in the film of this novel which dealt with the disappearance of brigantines from the sea.

NEW WORLD, Vancouver, left late May 18 en route for Suva New Zealand, with Bill and Graeber aboard. They expect to reach Auckland in September.

MYRA J., Los Angeles, is in port harbour undergoing engine repairs. Skipper Richard J. Trock says he expects to stay in Tahiti a month or two. Also aboard his four children, all boys, and the Well.

NELEH, Long Beach, will leave late about the first week of June en route for the Marquesas, Honolulu and Long Beach. She is skippered by Lewis Reese, with Jeff Gates en route Long Beach aboard. Reese expects to arrive in Long Beach towards the end of July.

ABOARD SUEA from San Francisco, California, is Cleet Roberts is busy in and around Papeete with movies for a US TV show. In Papeete harbour, *Duchess*, *Beach*; *Phoebe*, *Durban*; *Ben Mystic*, *Connecticut*; *Ramona*, *Los Angeles*; and *Gay Lady*, with no port of registration.

GOLO, 57 ft. steel cutter, left port, April 22, for a six month's cruise in the Pacific. Vic Meyer, skipper of this well-known Sydney-racer, was at the helm.

CALIFORNIA - HONOLULU RACE: By mid-May, 36 boats had signified their intention of competing in this blue water classic that comes from San Pedro (Los

Angeles) on July 4 and reaches Honolulu from two to three weeks later. Two Honolulu entries are *Zia*, owned and skippered by Robert Johnson, and *No Huhu*, owned by Frank Rothwell. For the first time there will be Japanese entries in this race—both (*Nippon Maru* and *Kaio Maru*) are four-masted barques and at over 2,000 tons each, are certainly a lot bigger than most entrants in races of this kind.

THE LADY DIANNA, a 36-footer from Auckland, arrived in Honolulu in May as deck cargo and is now being cruised through the

Hawaiian archipelago by owner S. L. Wallath and his wife. The yacht is a handsome sedan cruiser with a Graymarine 6.

THE WHEELER FAMILY aboard *Poseidon* (PIM May, p. 115) got flu a few hundred miles north of Honolulu and turned back. They were planning to visit Alaska before going to Canton on a government job.

YANKEE DOODLE, MAKOA and SEA FEVER all in Honolulu in late May, are planning to sail south in June—all Tahiti bound.



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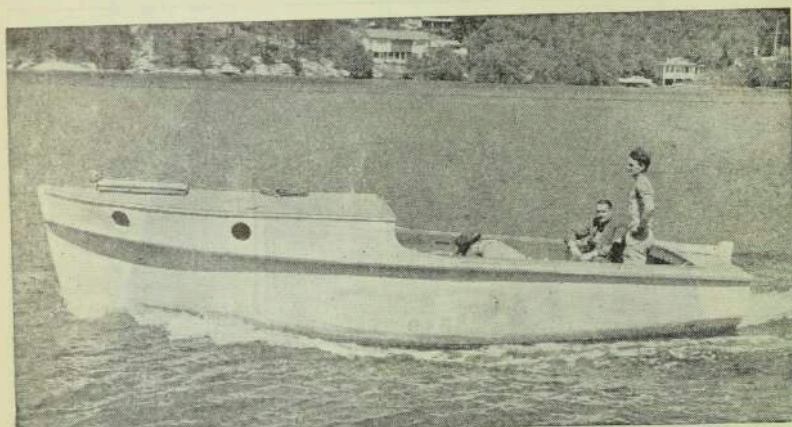
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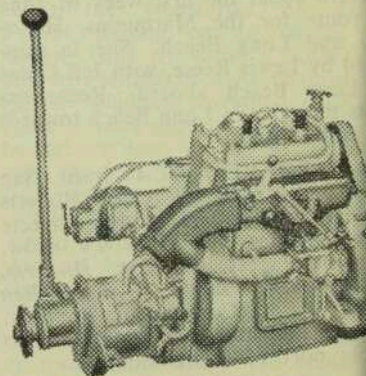
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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

on Organisations to be n to Inspection

ere are in Fiji increasing num-
of unskilled and semi-skilled men
are being organised as trade
s. They are mostly Indians, de-
lised Fijians, and part-Europeans
under irresponsible leadership,
could be socially dangerous.

e majority of trade unions in
Colony are in charge of re-
sible people. But an increasing
er of irresponsible trouble-
rs are appearing as union
als; and the Government has
l difficulty in keeping in touch
their activities.

new law, to give anyone the
on payment of a fee, to in-
the constitution, rules and list
embers of trade unions was
by Fiji Legco in April. The
issioner for Labour, Mr. John
tch, explained the need for the
he said it was desirable that
r Department officials should
the right at any time to inspect
trade union organisation.

perienced Young ers in Fiji

ding itself with too many
s, Fiji has adopted a new law,
which newly qualified men
undergo a period of tutelage,
stablished practitioners, before
encing practice on their own
t.

opean and Fijian lawyers do
em to be in over-supply, but
barrassing number of young
have been hanging out their
s in the last two or three years.
is some undesirable competi-
r available business. Overseas
have made unfavourable com-
pon the number of inexperi-
young lawyers who have
d before them.

A. I. N. Deoki, himself an
lawyer, said in Legco that
e had qualified he had dif-

ficulty in getting a position with legal
firms in New Zealand—"I suppose
they didn't like the colour of my
skin," he remarked.

He asked that Fiji use its influ-
ence to help Fijian and Indian
students to get suitable positions in
New Zealand during this period of
practical training, now stipulated as
necessary before they could practise
in Fiji.

Tahiti at the Hour of Jets

May 4 marked the official opening
of the Papeete-Faaa airport with the
arrival of TAI's DC8 jet from Paris,
via Montreal, Los Angeles and Hono-
lulu.

Aboard the inaugural flight was
guest of honour, French State
Minister Robert Lecourt, James K.
Kealoha, Lieut.-Governor of Hawaii
and Bengt Danielsson of *Kon Tiki*
fame, together with representatives

of the French government and
French aviation.

In the past dozen years, French
aviation authorities have slowly
closed their aviation gap in around-
the-world service. It was in 1948
that the French airline company
Trapas brought French Polynesia out
of its isolation by establishing the
first airline from Noumea to Papeete.

It was the Papeete based airline
company Air Tahiti which established
the first inter-island air service be-
tween Papeete-Raiatea-Bora Bora in
1950. This same company bought
out Trapas in May, 1951, and estab-
lished the Papeete-Aitutaki airline
which remained in service for one
year.

(New Zealand's Tasman Empire
Airways, Ltd., in 1951 came into the
picture, too, using sea-planes
which continued to land right in
Papeete harbour until the end of last
year, when land planes took over.)

Air Tahiti equipment and
materials became in their turn Regie
Aerien Interinsulaire, which was re-
named Reseau Aeriens Interinsulaire
(RAI), and it was this latter com-
pany which undertook an aerial re-
connaissance of all the archipelagoes
and the exploitation of the Bora Bora
to Papeete service.

For a long time passengers from
Paris en route to the South Pacific
travelled by way of India to Bora
Bora where the RAI Bermuda flying-
boat brought them on the last phase
of their journey to Papeete. It was



SAMOAN RUGBY. Rugby Union is growing in popularity in Western Samoa. This season there have been 30 teams playing in the Saturday competition, and 46 schoolboy teams playing each Wednesday—a remarkable sporting response in the small territory that will be independent from January 1. Here, New Zealand High Commissioner Mr. J. Wright, is introduced to players during play at Apia Park before the opening of a game.

Photo: Samoana

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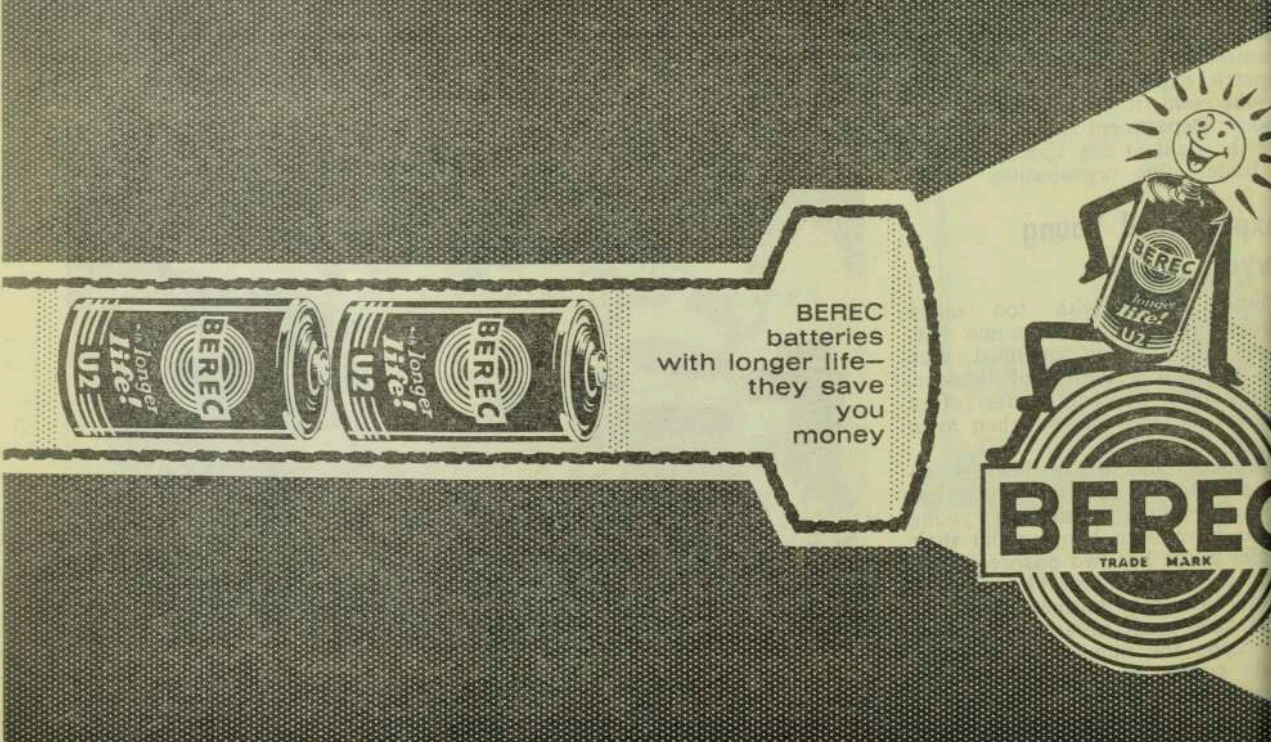
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112 JUNE, 1961—PACIFIC ISLANDS MONTHLY



RABOUL WEDDING: Mr. & Mrs. Don McDonald, after their recent marriage in the Rabaul Memorial Church. Mr. McDonald is with the Department of Agriculture, Kavieng. Also in the photograph are Rev. Ian Fardon and Robin Kumaina, a Tolai agriculture worker who is friend of the bridegroom.
Photo: L. Chin

g felt that an airstrip at Papeete indispensable.

A vote was taken by the Tahiti Territorial Assembly on June 18, 1955, and it was agreed that an aerodrome at Papeete was of utmost importance in order to avoid a break in air communications between French Oceania and the exterior. But it was to be many years before this project could become a reality.

During May-June, 1957, TAI in collaboration with the Civil Aviation Authorities made their first reconnaissance and study trips for a proposed Noumea-Nadi-Bora Bora air service.

As a result, a weekly service was inaugurated by TAI from Orly to Noumea-Bora with DC6B planes from October, 1958, and the service was extended in May, 1960, to Los Angeles with the co-operation of Air France, thus closing the gaps in the round-the-world service.

In October, 1960, Papeete-Faaa airfield was opened for service for regular passenger flights, and in March, 1961, the first test flight TAI jet landed safely and the airstrip produced 'okay!'

The great stretches of the new aerodrome extend in the direction of the prevailing winds on the west of Tahiti opposite the island of Moorea. It is bounded on the east towards Papeete by Pointe de la Pointe, and the Route des Pêcheurs, and to the west by Pointe de la Pointe and the Paifau River.

The construction of the airstrip and the filling in of the lagoon has isolated sections of water, but narrow channels have been retained to permit access to the ocean by native dugout canoes. The general direction

of the airstrip is north-east south-west and most planes will land, winds permitting, in a west-east direction. The airstrip which is 3,416 metres long is created on an artificial fill-in. The northern section of the airstrip is presently used by commercial aircraft. The fill-in consists of two kinds of materials—river boulders excavated from below sea level, and coral. The fill-in was placed on a base of coral slabs.

Work was begun on the artificial fill-in in May, 1959, by the Societe des Dragages et Travaux Publiques (French Society of Dredgers and Public Works). This company has had to its credit numerous world-wide projects—the aerodrome at Pnom-Penh, the construction of the ports of Cambodia and Sianoukville, canals in Cochinchina, the port of Djakarta and important construction work for the aerodrome at Hongkong.

Work on the airstrip was mechanised, and in spite of its rapid progress, employed only some 400 workmen.

The fill-in was completed in February, 1961, and work was continued on installations. The new airport buildings will be modelled on those at existing international airports with all the usual tourist amenities, shops, bars, restaurant, banking facilities, post office, etc. The main passenger building and new technical buildings should be ready by the end of 1962. Until that time, the old buildings, spruced up with a coat of pale green paint, will remain in use. These originate from the days of the first flying-boat service to the outer islands.

Three airline companies are at present using the airport—the French

(Advertisement)

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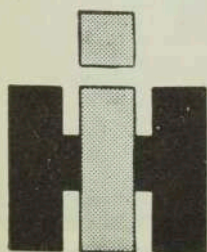
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PIM926/H503/FV



THE POLYNESIAN ASSOCIATION: These happy groups were all photographed at a recent gathering of the Polynesian Association in Papeete. TOP LEFT: All from either Suva or Lautoka, are: Sam McCaig, Lawrence Little, Ali Khan, Richie Robinson, Jim Bentley, Everett Harmon and Arthur Harmon. TOP RIGHT: Mr. N. Wills, of NSW, fiancée of Miss Orbell Chambers, of Lautoka, Fiji, who is next to him, Mr. & Mrs. John Raddock, of Tavua, Fiji. Miss Chambers is Mrs. Raddock's cousin. LOWER LEFT: A gay group from Tahiti and New Caledonia—Pierre Fagu, Emil Estall, Madame Lorna Canning, Etienne Hamblin (all of Tahiti), Madame G. Studwell, of Noumea, Madame Piroro, of Tahiti, with her small daughter and—in front—Stanley Brodin and G. Studwell. LOWER RIGHT: Representing Norfolk Island are Alma Young, Ivens Buffett and Frances Kleiner, of Los Angeles (she is the daughter of Cora Young, formerly of Norfolk). Photos: A. E. Ray

Transports Aériens Intercontinentaux (TAI), the American company South Pacific Air Lines (S.P.A.L.) which has a direct Honolulu-Papeete service, and the New Caledonian 'Coral Route' TEAL company, which uses Electra jet-props in regular weekly service to Tahiti and Papeete.

July, 1961, there will be seven flight arrivals in Papeete each week, it is estimated that by 1965 there will be five planes per day arriving in Tahiti. Together with Nadi, Papeete-Faaa is the second busiest Pacific aerodrome capable of accommodating jets.

Papeete-Faaa aerodrome and its extensions are the property of the French government and were built at an estimated cost of 2,000 million francs, with 500 million francs used for construction and extensions and the remainder for surfacing and fill-in.

Improvements For Rabaul's Airstrip

Rabaul's Lakunai airstrip, sited right at the foot of the town's steaming Matupi volcano, is to be re-sited and lengthened—thanks to the decision of local Tolai natives to grant more land. But the re-siting won't mean the strip will go elsewhere—it will probably be swung around a bit to obviate the present hazard of aircraft having to let down either over the crater or over a high range of hills. DCA is at the moment making a survey of the proposed work.

The Tolais had until recently consistently refused to grant the small area of land needed, despite many tempting propositions.

The Dam and Its Cost Are Going Up

Tenders closed on May 2 for construction of one of Papua-New

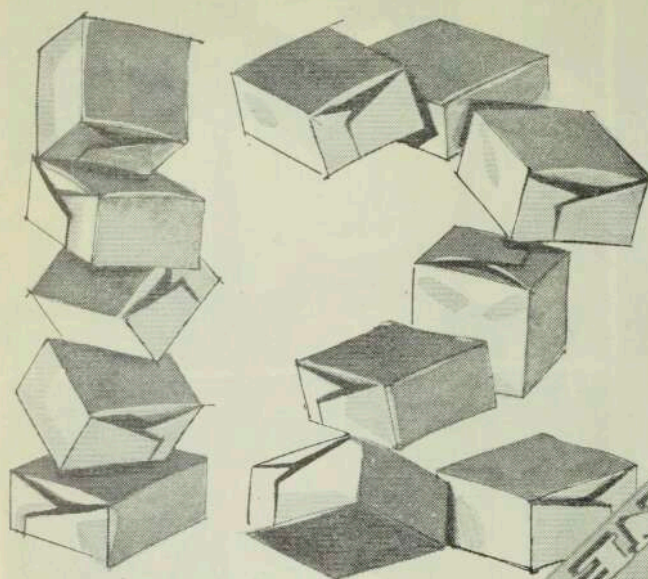
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2716

Guinea's biggest engineering projects yet—the dam across the Sirinumu Gorge in the foothills of the Owen Stanley Ranges, 30 miles from Port Moresby.

In early June it was announced the contract had been let to Hornibrook-Kaiser Joint Venture for £549,052.

Plans for the dam go back a long way, complications have been many, and are not completely ironed out yet. Administration does not yet officially own any of the 13,000 acres that the project will require. The involved clan system of native land tenure is holding this up and although the authorities have been working on this aspect of it for about eight months, only about 800 people of the 3,000 involved have signed on the dotted line—or the native equivalent.

The dam will flood about twice as much land as originally intended—requiring the removal of about 300 villages. The "regrettable error" of about 40 feet in determining high water mark, which was due to an incorrect aerial survey, was announced last November and was said, at the time, to have set the project back four months.

The tenders that recently closed were for the first portion of a project for fully developing the hydro-electricity potential of the Laloki River. The whole project, which will be undertaken over a period of years, will run into millions of pounds.

Norfolk Wants Liquor Laws Altered

The Norfolk Island council took a look at Norfolk's liquor laws in May and agreed to a draft ordinance to amend some of the present restrictions.

Liquor sales on Norfolk are controlled by the Administration, which issues, at 14 days' notice, permits for the supply of liquor for functions open to members of the public. Last October the Bowling Club complained that this provision was too restrictive, because it prevented permits being given to functions where only club members were present.

The new draft ordinance seeks to alter these restrictions.

Sairusi Says He's Sorry for the Trouble

Fiji's most famous gaol escapee, Sairusi Nabogibogi, has never earned for himself the nickname of Houdini.

some of his more famous fellow
apers. But he was "out" for 307
s and led police a merry chase on
number of occasions they thought
y were about to catch up with him.
y set up many road blocks and
e they fired shots at a car which
off into the darkness.

ut the Fiji police got their man
y on Good Friday morning when
raided a Suva house and found
usi, with his father and a number
others, calmly drinking yagona.
s of the arrest spread quickly,
the next court day saw masses
people headed for the court house.
Sairusi never appeared. The
d continued to be disappointed
court days after that.

he fact was that the police were
under obligation to bring him be-
a court as soon as possible after
t, for Sairusi was already serving
eight year sentence for offences
ing from theft to violence. And
didn't want to encourage the
of hero worship for Sairusi.

irusi finally turned up in court
lay. Proceedings lasted a bare
minutes, but news that he was at
on public display spread quickly,
the court room was soon filled
overflowing and others sought
ge points at the windows.

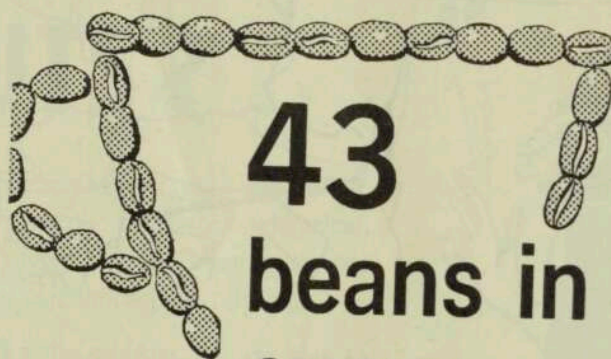
ey gave him another two years
s gaol break. Said Sairusi, "I very
regret I have forced the police
end sleepless nights searching for

cance was that it is the first of a
series directed towards making the
New Guinea natives better fitted to
take over self-government.

The Public Service Commissioner,
Mr. N. Thomson, put it more colour-
fully (according to an official Press
release) when he said that it was
hoped the 13 members of the first
course—and others later—"would be
able to go among their peoples and
explain many of the problems facing
them as they marched at an ac-
celerated pace towards enlightened
democratic self-government". It all
sounded pretty good.

The members of the first course
included four Suva trained medical
graduates. They and their colleagues
received lectures, films and took part
in discussion groups on various as-
pects of P-NG Government, the
structure of the Australian Govern-
ment, and such things as the possible
future developments of the P-NG Ad-
ministration.

Mr. Thomson said it was hoped
the course would show the advance
native public servants the kind of
organisation in which they were work-
ing, their duties and responsibilities,
and "the Australian way of life".



43
beans in
every
cup!



Levu Road Seems Closer

party of top Fiji Government
ls, including Mr. A. C. Reid,
ary for Fijian Affairs, and Mr.
Common, Director of Public
s, in May made a 17-mile walk
h the heart of the big island of
Levu, prospecting for a route
road which will finally link
orth and south sides of the

The present road stops at
, in the north, and begins again
oaloa in the south, but a road
would link the important
of Labasa and Savusavu has
een a dream.

verdict of the walkers: Their
eems a possible one for a road.

re Getting Some ghtened Government"

P-NG Public Service in May
led a 12-day "orientation"
for advanced natives of the
ry Public Service. Its signifi-



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an Leonard Cooper—now out of gaol.

Cooper Deported from New Guinea

rian Leonard Cooper, BA, aged 35, the P-NG co-operatives officer, was convicted in January for seditious utterances to New Guinea natives, was back in Sydney in May after having completed his two years' gaol sentence in Port Arthur. He was out of New Guinea "keeps".

Mr. Cooper told the Press at Sydney that, "I have been deported. If I had the money I would fight it in the High Court."

New Guinea is an Australian possession and I am pretty sure I can't be deported from one Australian territory to another."

He later went on to Melbourne, to start a job.

Guinea Cracks Down on Motorists

In the first three months of 1961, New Guinea's motorists between them lost 42 driving licences because of traffic offences. This is an increase of nearly 50 per cent. on the figures for the same period of 1960. Suspensions ranged from eight days to three years, although one motorist didn't stop after an accident had his licence cancelled indefinitely. Traffic accidents are still on the increase.

Island Weavers Are Earning Money

The Niue Weavers' Association, formed last year at the suggestion

of Mr. Angus McBean, headmaster of the Niue school, and now run by the women of the island, is making good profits. More than £5,000 worth of woven goods have been sold—more than 80 per cent. of the money being received directly by the weavers, and a portion going into reserves.

The Niue weavers make some of the best woven products in the Pacific—and their hats especially are much sought after. While Mr. McBean was in New Zealand last year he went more thoroughly into the question of marketing the Niuean ware there, and one large department store immediately ordered more than £300

worth of goods. It shows what can be done with initiative—and the right goods.

New Houses for Rabaul at Last

Rabaul residents, many of whom are still living in Kraft paper houses, are watching enviously as the first stage of the Administration's Native Housing Project nears completion.

The £85,000 project consists of 28 double-unit concrete brick cottages, each of which will house two native families. A second stage, which will

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Toffee For The Tropics

Who's making toffee in Fiji? A "help wanted" paragraph in a UK confectionery magazine of a few months back said:

"We are going to start a confectionery manufacturing company in Fiji. We are new to the trade, and we would like to have six different formulae for making good quality toffees suitable for tropical climate."

If someone comes good with those recipes and the factory gets going, it will be the first confectionery enterprise in the South Pacific Islands, most of which export their sweets from Australasia or Europe. Ice cream is manufactured in some territories and we understand a factory is being contemplated by P-NG interests. "Lolly-water" factories, of course, abound everywhere, and in the last year or so have had competition from canned soft drinks from the U.S. American Coca-Cola also comes in this form, and sells in Fiji at 1/-F. per can; and in P-NG at about 1/9 Aust.

nence construction shortly afterwards, is planned to accommodate single natives and will cost 100.

th married and single quarters be furnished and will be let to at cheap rentals.

3 Adds and tracts Departments

the creation of two new Departments of the Papua-New Guinea Administration was announced in April; the absorption of two others was announced in May.

Department of Customs and Excise will be absorbed into the new Department of Trade and Industry, the Department of Civil Affairs will cease to exist from July 1, its functions being distributed to other existing departments. (The other new department is that of the Police.)

the imminent death of the Department of Civil Affairs—formerly the Department of the Government Secretary—has been forecast for a number of years.

great deal of the importance attached to the Government Secretary's Department was curtailed

some years ago—some say because of Ministerial direction—and in recent years Civil Affairs inherited a lot of the jobs that none of the other departments wanted.

A distribution of these functions back to their more appropriate departments will be made after July 1.

The Treasury will take over responsibility for Stores and Supply, Motor Transport and the Government Printing Office. A Civic Service Branch will be formed in the Treasury Department and will take over responsibility for public libraries, fire brigades, public utilities and certain other functions.

Control of Public Reserves will

pass to the Department of Lands, which will be responsible for the acquisition of property on behalf of the Administration.

The Department of Law will take over responsibility for Corrective Institutions (which is what P-NG calls its gaols).

It is expected that the Police Force, which also is now part of the Civil Affairs Department, will shortly be created as a statutory authority outside the Public Service.

Mr. Claude Champion, who for the last couple of years as Director, has been ably coping with the mixed-bag of duties that the control of Civil Affairs Department entailed, retires

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in June. Opportunity was therefore taken, according to an official statement, to make an alteration as "the changing scene of Territory development made a redistribution of functions desirable in the interests of efficiency, consolidation and convenience to the general public as well as to the Administration".

Looking Into Earthquakes

In New Guinea in May to have a look at what goes on in the Territory's earthquake region, was Russian scientist, Professor V. V. Beloussov. He was accompanied by a New Zealand seismologist, Dr. G. A. Eiby.

The Russian expert left for the Philippines on May 31, but before he departed from Port Moresby he said that his short visit was only preliminary to 12 months study of the world's earthquake areas being undertaken by UNESCO. The worst areas were South America, Mediterranean, parts of the Pacific and from Japan down through SE Asia.

UNESCO will try to find a means of minimising damage to life and property in those areas badly affected by earthquakes.

When he is at home, Professor Beloussov is attached to Moscow University. He is also president of the International Union of Geology and Geophysics.

Native Advisers to Trusteeship Council

Australia, for the first time, sent two native advisers to the United Nations Trusteeship Council which was meeting in New York in June.

They are Ephraim Jubilee, MLC, schoolteacher of New Britain; and Raymond Gadabu, of the Nauru Local Government Council.

They accompanied Mr. Dudley McCarthy, an assistant secretary of the Department of Territories, Canberra, and Australia's special representative at the Trusteeship Council meeting. Mr. John Hudd, Australian Minister to UN, leads the Australian delegation. (New Guinea is held as a Trusteeship Territory by Australia. Nauru is held jointly by Australia, United Kingdom and New Zealand but is administered on behalf of all three by Australia).

Some time ago, the Trusteeship Council asked that native delegates should attend Council meetings.

Raymond Gadabu, 40, is a Nauruan Affairs Officer and Magistrate; he has attended the four South Pacific Conferences that have been held since 1951.

These Kids Are The Mostest

European Territory children are very difficult to handle, said New Britain regional education officer, Mr. F. Newman, with supreme understatement in mid-May. And then he went on to really get down to cases.

P-NG schools contain a larger percentage of little bullies and children who tell teacher what to do, than schools in Australia, he said. He attributes this to the fact that the children see their parents ordering native servants around from the tenderest age. By the time they are four or five, they are quite capable of ordering adult natives around themselves, and then it's only a matter of time before they are not only telling their teachers what to do, but also telling their parents what to do.

After primary schooling in Nauru, he was educated at the Geelong Technical School, the Gordon Institute of Technology, Geelong, and a business college in Melbourne. During the war he worked as a clerk and salesman in Geelong, and in 1945 he returned to Nauru to join the Administration.

Ephraim Jubilee, 35, was born near Suva and is a supervisory teacher. He is a nominated member of the constituted Legislative Council of New Guinea which was inaugurated in April, 1961, and is the native member from the New Guinea side who speaks in English in the Council. In Press and radio interviews during his brief stay in Australia on his way to New York, he said that it was unlikely that either he or the Nauruan adviser would be asked to address the Council but they would be there to answer any questions about New Guinea. He said he would say that in New Guinea, Australia was building a very firm foundation for self-government — the people were ready for it. In his opinion, that wouldn't be ready at least another 20 years.

As a Tolai, Ephraim belongs to a patriarchal society in which there are no surnames. He was given the name Jubilee by his father, who was a Methodist preacher, because he was born on the 50th anniversary of the founding of the Methodist Church in the area by Dr. George Brown.

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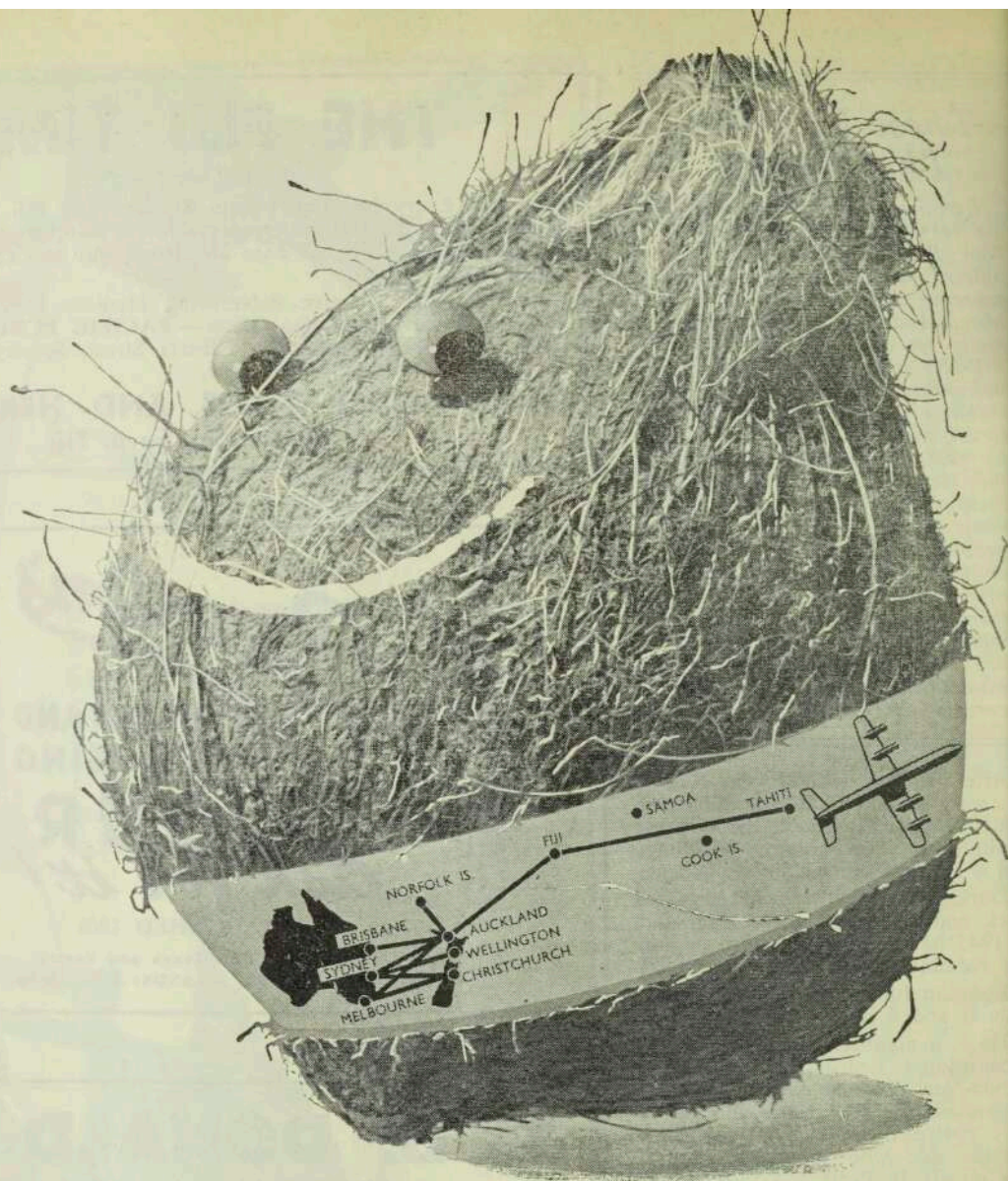
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IN SUVA

Among those attending a recent function in Suva to mark the first operation of two big new generators for the Suva City Council electricity undertaking was Mr. K. J. Hicks (centre), commercial manager of Ruston and Hornsby Aust. Pty. Ltd., Melbourne, seen here talking with Cr. Livai Vola Vola (left) and Cr. Arjun Jiva.

Photo: C. L. Cheng

Fiji Tobacco Co., a subsidiary of British Tobacco Ltd., which at present operates from a factory at Walu Bay, Suva's industrial suburb.

The new factory will be of modern design and incorporate staff amenities—including a sports field which will be one of the first things laid out when preliminary work begins on the site.

The Fiji Tobacco Co., was established in Suva in 1955. The following year Carreras Ltd. also opened a factory. Both companies manufacture cigarettes using mostly imported leaf but both are encouraging the growing

Australia Explains India

The capacity for some nations to in their own metaphorical glasses and throw propaganda stones is the business of administering Trusteeship Territory just that more interesting.

In May, the Australian representative to the United Nations, had to up to solemnly deny that Australia administered floggings to her New Guineans as a matter of policy.

The allegations was made by Mr. A. Vellodi, of India, who said was "shocking". The Australian representative said that in a few cases in the last three years, natives had received a mild form of corporal punishment as an alternative to sending them to gaol. In any case it could be called flogging. With the membership of the United Nations constructed as it is, it is the question that remains important for publicity purposes; examinations are not news and usually nowhere.

Has a Bigger Better Slipway

The new slipway built in Suva by Messrs. Christiani-Nielsen Gammon Ltd. for ships of that size is now receiving its finishing touches, and will be available for "restricted use" on June 16. The first ship to go on the new slipway (on July 3) will be the vessel *Aoniui*, owned by the Government of Tonga.

Home for Tobacco Co.

The new home for one of Fiji's two tobacco companies will be completed near at Nabua, about four miles from Suva. It is being built by the

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of local tobaccos and are spending considerable sums on experimenting with this for blending.

Maybe, Someday, a Suva Pt. Airport

Two Australian experts—Dr. K. N. E. Bradfield, of the Department of Civil Aviation, and A. S. Reiher, of the Department of Works—who were called in by Fiji to settle the question of where Suva should have its airport, ended by having a little each way.

Shorn of all its wordage, their report, released in May, seems to be that there should be a bit of mend-and-made-do at Suva's present airport at Nausori, while land is reclaimed at Suva Point for "possible" airport development there in the future.

For years, leading Suva citizens have been pressing for an airport at Suva Point, about two miles from the centre of the city, in place of the old strip 15 miles out on the bank of the Rewa River.

They have had their opponents who said that an airstrip at Suva Point (which in recent years has developed as a residential area) would be dangerous, noisy and expensive.

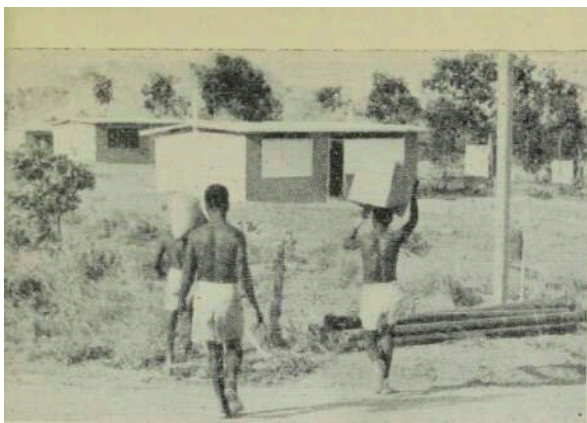
The experts don't appear to have done anything to help either side and most people presume that their report will find its way into the catacomb of pigeon-holes that Fiji keeps for just such purposes.

Fiji's real trouble, of course, is that Nadi, the international airport, is 100 miles away from the capital Suva. Short-term visitors to Fiji would be encouraged to break their journeys there if they didn't have to be decanted away out in the sticks in the middle of the sugar-cane belt.

3 b.r. with All Mod. Cons.

The number of houses in the Hohola housing development, out in the scrub of Port Moresby's hinterland, will be 105 this month. This includes 35 newly completed two-bedroom houses, with built-in cupboards, lined ceilings, septic-tanks, etc. The new houses will rent at £1/19, as against the £1/14/- per week for the older unlined variety (which has been let up to now at £1/16/- per week).

In addition to these, 16 three-bedroom houses, to rent at £2/6/5, are also being built at Hohola and will be available when the Administration



Portion of Port Moresby's Hohola housing scheme. See below.

got over the difficulty of getting er pipes which are in short ply. Native people now living in the old es will have "first go" at the er types if they can show that y can pay the full rent and if y can supply a suitable family to e the old house they are vacating. n the case of its own employees, Administration has been subsidis- the rent of the houses in certain umstances, using a formula based income and family responsibility. till continues to do so—although in the event of a tenant who ts to transfer from an old house n improved model. he Hohola housing scheme is an irable one, although the area in ch the houses are built is in the , dust-bowl about half way ards what is usually referred to Ward's Strip, an old war-time drome. It is out there that Port esby's and the Territory's first e-in theatre is being built.

Agricultural Development Fiji

ever Fiji gets development ed on a co-ordinated plan, the island of Vanua Levu will see d changes. here has been considerable th and development around the Co.'s sugar-mill at Labasa, and r plantations extend for miles in area. But there are other very e areas in Vanua Levu—small s and wide fertile valleys capable roducing great agricultural wealth hich now are in their virgin state, uch is practically uninhabited. May, a large, new power- on was formally opened at sa, the joint enterprise of Mr. Gibson, Mr. Gurabachan Singh (basu) and Mr. Hussein Ali (toka). Hitherto, Labasa town istrict have relied for an electric and power supply on the gen-

erators at the CSR Co.'s sugar-mill. This is typical. The CSR has done much in the past, in an unostentatious way, to assist in the development of Fiji, apart from the sugar industry.

Only recently, in a public statement the CSR said that its organisation and its staff of agricultural experts were prepared to advise all cane-farmers on the best way of growing food (sustenance) crops. It pointed out, for example, that maize may not be grown close to sugar-cane, because of risk of the downy mildew disease. But many other food crops could be grown on cane-farms in rotation with cane, and data about such crops was readily available to all interested.

Food for Japanese Harvesters of the Sea

The degree to which the Japanese, bereft in World War II of their colonial empire, have turned to the sea for food supplies was illustrated

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on May 24, when the *Tenyo Maru* tied up in Suva, Fiji.

She is the mother-ship for 43 Japanese fishing vessels which, at that time, were operating in the waters northwest of Fiji. With the deep-fishing techniques developed by Japan since the war, these little ships catch large quantities of tuna and similar fish, load them into the *Tenyo Maru*, and thence they are conveyed either to Japan, for consumption, or elsewhere, for canning.

When the *Tenyo Maru* was in Suva, loading fuel, foodstuffs and water for her charges, she was carrying 124 tons of newly-caught tuna in her refrigerated chambers.

Tertiary Education Will Be a Problem

The growth of education in the South Pacific since the end of World War II, although it still falls short of what is desirable, has been so accelerated that it is creating more problems of itself.

One is a greater demand for tertiary education—a demand that is going to increase 10-fold in the next decade. The retiring president of the Fiji Education Workers' Society, Mr. A. N. Jayant, is only one of several who have recently proposed that a South Pacific University be established. Suva is the logical place for this, but at the moment we can't see it happening unless the United Kingdom weighs in with a large grant from Development Funds that will establish such a seat of learning and endow it for the foreseeable future.

The Pacific territory which could make the best use of such an organisation at present is Fiji itself. Most other territories, such as Samoa, Tonga, BSIP, etc., have sent their



TONGAN MEMORIES. Mr. and Mrs. J. D. Whitcombe, photographed in Auckland in late May, 50 years after their marriage in Tonga, where they were well known residents for many years. They were married at Tubou College by the Rev. R. C. G. Page, on June 26, 1911. Mr. Whitcombe was then an inspector with the Tonga Agricultural Department, and his bride had arrived in Tonga for the wedding by the "Tofua" from NZ only the day before. Among those who had farewelled her at the wharf in NZ was her brother, who afterwards immigrated to Australia and later to England, and who is now living in Ireland. In July, Mrs. Whitcombe will fly to Ireland to visit her brother for their first reunion since that wharf farewell of 50 years ago.

students to Universities in Australia and New Zealand and probably would prefer to do so as long as they can.

Papua-New Guinea has its first student at University this year, and by the time that territory is producing large numbers of students it will probably want a University of its own. The Central Medical School, Suva, is a fine conception but Papua-New Guinea has now got a medical school of its own with, this year, students from BSIP and Netherlands New Guinea.

As Australia and New Zealand must continue to provide a guiding hand for the Pacific Island territories, probably the best solution for

the moment is that Universities there should continue to provide tertiary education where required.

If some of the money spent currently on trying to win friend and influence Asian people through the Colombo Plan were devoted to providing University and secondary education and boarding facilities, for people from the South Pacific Islands, it might pay better dividends in the end.

One of the people who recently has been advocating this is Australian MP, Mr. A. E. Luchetti, who has had a lot to say on the subject of charity beginning at home.

'Smithy' Plaque Now Can Be Seen in Suva

All of the older generation who remember the extraordinary feats of Australian airman Charles Kingsford Smith will be glad to know that "the Fiji plaque" now is in its right position—at the corner of Victoria Parade and Albert Park Road.

There, every pedestrian now may read, in letters inscribed on a stone column, the fact that, on June 8, 1928, "Smithy", in his famous pioneer flight across the Pacific, landed the *Southern Cross* in this very small green park. With him were co-pilot C. P. T. Ulm, engineer J. Lyon, and radio man H. Warner.

The commemorative plaque, for some reason, was placed on the wall of the park's tiny grandstand, where



This old photograph shows Smithy's "Southern Cross" in Albert Park shortly after putting down there in 1928. The plaque has now been erected on the street in the left hand corner of the photograph.

remained hidden for years. The grandstand was rebuilt recently; and the two men who were instrumental in shifting the plaque to a public spot were the FBC manager in Suva, J. S. W. Stannage, who accompanied "Smithy" on some of his famous pioneer flights, and former radio-man R. C. Farquhar, who set up in Suva the signals indicating that the *Southern Cross* proceeded to land in Suva, and who upon hurriedly organised a tree-planting party, which made it possible for "Smithy" to bring the machine over the lagoon and drop it miraculously into the park.

Vavau Food Position A Little Better

Familiar Tongan sounds of tapa and kava making have given away Vavau to the noise of hammer and saw as reconstruction after the March 16-17 hurricane is now well advanced, says a correspondent.

Mr. Sim of Fiji Public Works Dept. and his group of expert carpenters, who were sent by the Fiji Government to help Tonga out, have returned to Suva. While in Vavau, they completed repairs on the hospital which had lost its roof, built a new house to replace that of O Mumui which had been completely destroyed, and did other necessary repair jobs in the hospital compound (about £8,000 was spent for materials for the work).

Now, under the direction of Mr. J. Jennings, the local PWD is continuing to work on Government buildings, tackling first the schools which 25 out of 27 were either seriously damaged or totally destroyed.

What is to be done to replace the wharf shed—all of which was blown into the sea, is not yet known, though it is certain that some replacement will be essential if there is to be continuing confusion every time a ship brings in cargo. At present, the undamaged but very inadequate Customs bonding shed is being used.

Although it is difficult to place a true value on damage to private property which ranged from flimsily constructed Tongan "fales" to European style cement and timber buildings, the extent of the damage is clearly seen from figures recently released by the Vavau medical department. Of a total of 2,173 private houses standing before the hurricane, 1,616 (71 per cent.) were totally demolished, 89 (4 per cent.) were damaged and uninhabitable, 188 (8

per cent.) were damaged, but inhabitable, 350 (16 per cent.) were only slightly damaged.

Unfortunately much of the timber, iron, etc., from destroyed and damaged houses was swept out to sea so there are comparatively few pieces for the people to pick up—nor can they fall back on traditional housing; for the palms have been so badly damaged that what fronds remain are useless for weaving into roofs or walls. In the circumstances, it is no wonder that most of the shelters the people have been able to make for themselves are both inadequate and unsightly.

Local stores have a good supply

of building materials which are selling briskly and will continue to do so as long as any of the Vavau people have money to spend.

However, few Tongans have substantial cash reserves and once the money from the last of the copra (which is now being sold) is gone, it will be a long time before there is more to replace it. How long is a much debated question locally. It is certain that there will be no cash crop in less than 18 months which is the earliest time the storm-hit trees can be expected to bear again.

Estimates of the percentage of trees which are down or will die as a result of the hurricane range

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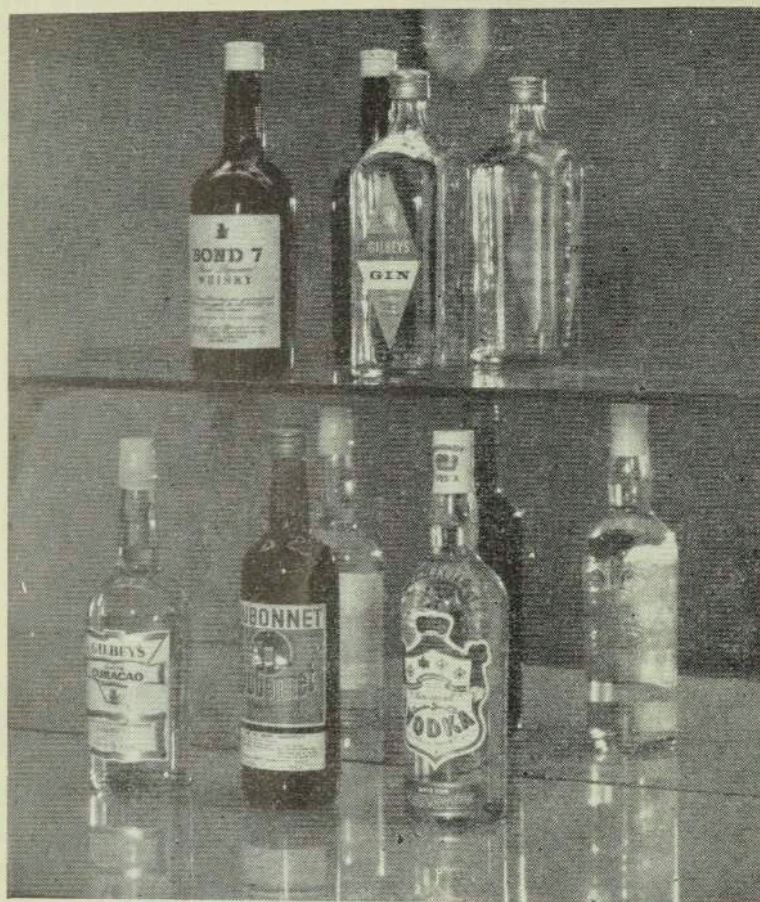
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PERSONALITIES OF THE MONTH

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from 15 to 85 per cent. of the total. Local planters who believe the larger figure more nearly accurate, point out that replacements planted now will not come into economic bearing for ten years. In a predominantly one crop country such as Tonga, the loss of so many nuts means a serious reduction both in private fortunes and in government income.

To offset the generally grim picture of housing and copra is the fact that the food situation is better than was at first expected. Although bananas were all destroyed and most breadfruit trees were down, root crops such as yams, talo, kumala, and manioc have not entirely perished. Favourable weather conditions following the storm have helped damaged crops re-establish themselves and have given newly planted ones a good start.

In some villages where pre-hurricane planting had been light and in others where the storm was particularly violent, people are relying heavily on relief food and throughout Vavau special groups such as babies and young children, nursing mothers, the aged and the sick will continue for some time to need help with food, but the overall picture is nowhere near so grim as it might be.

49 Years With The Old Firm

When he retired on April 30 as manager of Burns Philp (South Sea) Co. at Apia, Western Samoa, Mr Harold Gow had completed 49 years in the BP service in the Pacific—something of a record even for a company that specialises in the length of service of its top executives.



Mr. Harold Gow.

Harold Gow began with BP's in the traditional manner of those pre-World War I days—as a supercargo, 1912. A little over two years later, he was at Gallipoli, followed by service in Sinai, France and Belgium. Back to Sydney in 1919, he was soon again—this time to the Gilbert and Ellice Islands, and again as a supercargo, with a spell as manager of the company's branch at Tarawa. One of Mr. Gow's special jobs was in 1935 when he took over for the Washington and Fanning Islands plantations which had once formed the coconut empire of the Rougier.

Three years later he was transferred to the Suva branch of the company and he remained there until 1945, first as shipping manager and later as merchandise manager, gaining valuable experience for the last 15 years of his career as manager of Apia.

During the Pacific war, while at Suva, Mr. Gow met his future wife who was then one of the senior nurses attached to the United States General Hospital, Suva. The Gows have become part of the life of Apia during their years there, and although Mr. Gow is now retired, they will continue to make their home in Western Samoa.

Ducks and Drakes with a Hydrant

Portly Sigatoka chemist, and former Mayor of Lautoka, C. A. (Gerry") Adams, is a Fiji identity



TEACHERS. "Steel, Education, Mendi" is the luggage as the first of 55 graduates of P-NG's "crash" teacher training programme set off from the Malaguna Teachers College, Rabaul, in May, for their jobs at village schools. The men were lifted from Australia, without previous teaching experience, and given a six months' course. In mid-May the second group, of trainees, arrived at Malaguna to begin their programme.

Photo: K. Vellacott-Jones

The Bell Mystery Solved

By Robert Langdon

The mystery of a 249-year-old bell that has intrigued and baffled Australian historians and the British Admiralty for the past five months has finally been solved.

The bell, which is at the Lockhart River Mission, North Queensland, is inscribed: "The gift of Lady Herbert, daughter of Sir John Knatchbull, of Mearchim Hatch in Kent, in the Kingdom of England, November 30, 1711".

Two yachtsmen claimed last December that during a cruise along the Barrier Reef they had recovered the bell from an old wreck, which several people, including myself, later suggested might be that of HMS "Pandora" of mutiny on the "Bounty" fame.

However, as I described in last month's "PIM", the yachtsmen's story was a hoax. No wreck was ever found, and the bell, which has been at Lockhart River Mission for many years, was merely shown to the yachtsmen when they called at the mission for repairs.

In last month's article, I said it still seemed likely that the bell had belonged to the "Pandora", as the mission was less than 100 miles south of where the "Pandora" went down in 1791.

But I have now learned that the bell is not a ship's bell at all. It was apparently brought from a church in Ireland!

I got this information from the Right Rev. Stephen H. Davies, of Sydney, who was Bishop of Carpentaria from 1922 to 1949.

Bishop Davies said that the bell was brought to the mission in the early 'Thirties by a Mr. H. Rowan, who was mission superintendent from 1923 to 1938. Mr. Rowan, an Englishman, had brought it back with him after a visit to the British Isles on leave.

of rare wit and repartee, who might have made the perfect model for The Man Who Came to Dinner, had not the late Alexander Woollcott usurped that honour.

Every so often Adams breaks into the public prints over one venture or another and one of his more recent, and longer, campaigns has had to do with a fight against the Public Works Department for a better road through Sigatoka township.

The road is the main one connecting Suva with the great North-West, and it also happens to pass right by the front door of Gerry's chemist shop. In dry weather dust from the unsealed road chokes the shop, and in wet weather the road is a morass of mud, which Gerry has insisted is more suited for ducks than vehicles.

From time-to-time Gerry has brought this point home to passersby with large signs outside his shop advertising that the "Dust is by Courtesy of the Public Works Department", and in January this year he inserted a paid advertisement in the *Fiji Times* in which he pointedly wished the PWD "an indifferent New Year".

In April, when rain turned part of his road into a lake, Gerry set about proving that it was better fitted for ducks by arranging to photograph a number of youngsters paddling there alongside several toy ducks of the inflatable type, thoughtfully provided

by Gerry. But because of the weather, the photographs weren't successful. So he tried again—this time in bright sunshine, when there could be no mistakes.

The difficulty was that without rain there was no flooding, and Gerry solved this problem by turning on the nearest fire hydrant. This did the job so successfully that the District Officer was upset, although Gerry got a fine photograph of the ducks, plus some of the local youngsters fishing in the deluge.

The end result was that in May, Gerry appeared before Senior Magistrate M. J. C. Saunders to answer charges of having interfered with the water hydrant.

The case didn't last long. Mr. Malcolm Beddoes, of the PWD, said he had been instructed to withdraw the charge and say nothing.

Gerry commented that the charge was childish, in fact "infantile".

Mr. Saunders said it was evident that Mr. Beddoes had not initiated the prosecution. The summons shouldn't have been issued anyhow, said Mr. Saunders, and he awarded Gerry three guineas costs.

Said Gerry: "The bird brain . . ."

Mr. Saunders: "No, no, no!"

Gerry said there was also the matter of damages—"for frivolous vexatious prosecution, occasioning mental anguish."

Mr. Saunders said that Gerry might

have the right to seek damages, but not in *that* court.

The Sigatoka road in late May was still unsealed, and it still got very muddy—on the occasions that it rained.

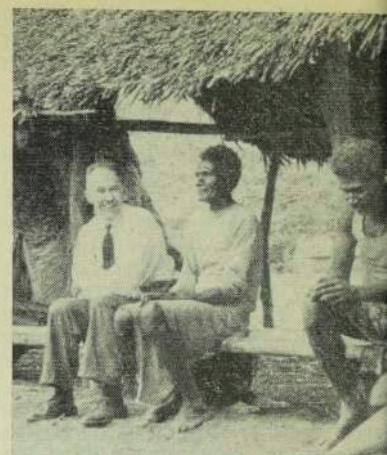
Australian Land in New Hebrides Condominium

The official check-up on the titles to the New Hebrides land, presented to the Australian Commonwealth Government over 50 years ago by the late Sir James Burns, is still in progress.

At one time, it was thought that

the land totalled 100,000 acres, scattered over the archipelago; but it is unlikely that Australia will establish title to half that quantity. Nonetheless, it still is a very valuable estate.

A leading official of the Australian Department of External Affairs, Dr. John Cumpston (formerly Australian Consul in New Caledonia) recently visited the Condominium in connection with the Australian land claims; and in the accompanying photograph he is seen talking with Chief Nambus, head of the village at Sulphur Bay, Tanna. Members of the village council also are sitting around.



Dr. John Cumpston, in the New Hebrides. See story.

They are discussing a small piece of former Burns Philp (now Australian) land, situated on the beach immediately eastward of the village. It is now being used as a feeding place for pigs and a ground for kava drinking.

Sulphur Bay, incidentally, is the Tanna headquarters of the Jon Frum movement. Chief Nambus claims to have personally seen Jon Frum, with whom (he says) he maintains a sort of telepathic communication.

Suva Has An Earthquake

People rushed into Suva's streets on June 5 when a sharp earthquake jolted the city, making buildings sway. The shock lasted five or six seconds.

Several cracks appeared in Suva buildings, although many others that were reported turned out to be old cracks which had gone previously unnoticed.

The Acting Chief Geologist, Mr. R. E. Houtz, reported that the epicentre was not more than 10 miles west of Suva, and that the intensity was force four or five of the modified Mercalli scale. The jolt was felt as far away as Levuka and Nausori.

Suva had its last previous earthquake in 1953. It was force seven and damage was done by seismic sea waves.

Rabaul Inquest Into Labourer's Death

The inquest into the death of Sebe, a native plantation labourer, held at the Coroner's Court, Rabaul, New Guinea, before Mr. F. J. Winkler,

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caused great interest in the territory.

Mr. Dudley Jones watched the instants of Mr. Charles W. Blake, who was accused by some native witnesses of having struck the victim, Sebe prior to Sebe's death of a ruptured spleen on May 4, at Sebe's Lolobau plantation.

The inquiry was adjourned indefinitely, without evidence having been completed, after the Coroner became ill.

Native witnesses, also employed on Lolobau, said that they were carrying sacks of copra from the copra plantation to a surf boat on May 4. Sebe, who was usually employed cutting copra, was also supposed to be loading the copra. But he was sitting down cutting betel nut when Blake is alleged to have approached him. According to native witnesses (some of whom, on cross-examination, contradicted themselves), Blake spoke with Sebe, then punched him and Sebe fell down. Sebe then got up and made two trips to the surf boat carrying the copra, then collapsed on the beach. He was carried to Blake's house where he was examined by a European medical assistant who tried to revive him—without success.

His body was taken to Rabaul for a post-mortem. Surgeon-Specialist J. A. Clezy said that the post-mortem revealed Sebe's spleen was four times normal size and had ruptured. The only external sign of injury was a small puncture wound on the forehead near the hairline. It could have been caused after death.

Mr. Charles W. Blake is a well-known Territorian of many years' experience. Before the war he lived in the Morobe District. After the war, on his marriage to Mrs. Margery Blake, who had been widowed during the Rabaul invasion, he bought Lolobau Plantation, 120 miles from Rabaul, which had formerly been owned by the Miles Thomson Estate.

In March, 1959, Mr. R. J. Sear, of the Markham Valley, near Lae, administered a punch to the body of one of his native labourers. The labourer died of a ruptured spleen. Mr. Sear was charged with unlawful killing and was subsequently found by Judge Kelly to have administered the punch that was a factor in the native's death. Judge Kelly took the view that as the virtually endemic disease of enlarged spleen amongst natives makes them vulnerable to the lightest of blows or knocks, a fine of £150 fitted the case. This ruling caused a great deal of criticism in Australia.]

Fire Was Not Airline's Fault

A Port Moresby Coroner, Mr. G. F. Hall, in May, absolved Papuan Air Transport from any responsibility for the fire which caused the crash and loss of its DC3 freighter at Bereina on April 8. He found that the fire was a chemical fire which commenced in the cargo, through no fault of PAT or its employees. He congratulated the DC3 pilot, Captain Miles Lewis, for his handling of the aircraft before the crash.

The fire started in the cargo in mid-air, and Captain Lewis was able to land the aircraft with no loss of life.

Mr. Hall found that the aircraft was carrying cargo for the P-N-G Health Department, and that some of the crates had not been labelled as required by law.

In evidence an Administration supply officer had told the Coroner that acids, ether and alcohol carried on the plane had not been manifested.

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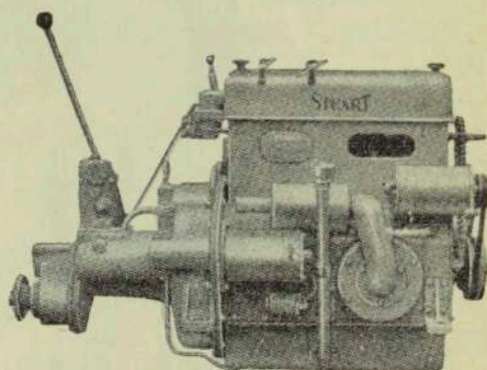
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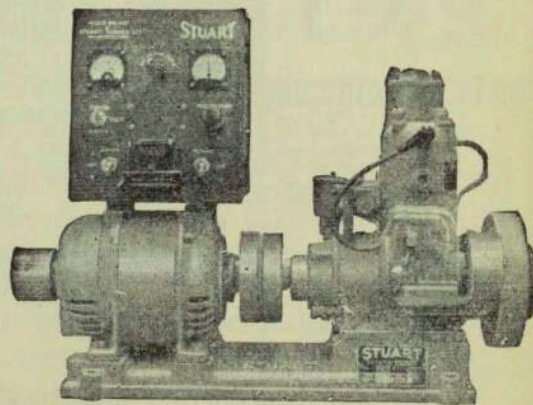
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Former Islands Man To Face Trial

Alfred Vercoe, 43, a photographer well-known in Western and American Samoa where he formerly carried on business, was committed for trial in Sydney on June 7 on a charge of having attempted to obtain £25,000 by falsely pretending to the father of a kidnapped Sydney school boy, Graeme Thorne, that he had taken part in the kidnapping and was able to return the boy. Another man, Stephen Bradley, has since been sentenced to life imprisonment for the kidnap and murder of the boy—a crime he carried out on his own.

New Governor

(Continued from p. 21)

government. He also wanted the Samoans to have enough experience to be able someday to choose their own governor.

He said he was not held back by any political, racial and religious ties.

He added that he knew that he would make mistakes, but they "would be honest mistakes" and he trusted that when he left Samoa eventually, people would say he had been a true friend of the Samoan people.

Governor Lee was born in Rigby, Idaho, on April 8, 1910, and

graduated from the Idaho University with a BS degree in agricultural economics. He was Assistant Chief of Office of Territories from 1944 to 1947, and in 1948 he was a consultant on loan to the UN, helping Arab and Israeli leaders to assist Arab refugees displaced by the Israel-Arab war.

Mr. and Mrs. Lee have three daughters and two sons, the eldest 21 and the youngest 11. Mrs. Lee and the children were expected to arrive in Samoa in late June.

With the announcement of the new Governor, American Samoa authorities heard that it had a new Secretary-Major Eric Scanlan, a part Samoan who was born in NZ, spent his boyhood in Samoa and who was educated in the US and served with the American forces in World War II.

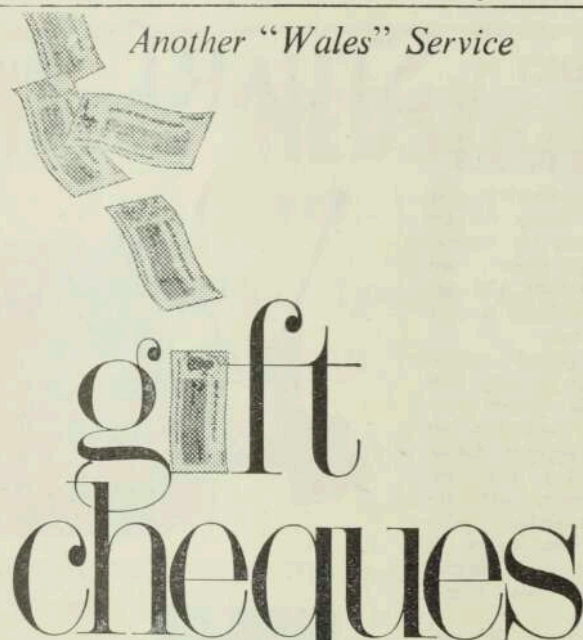
Major Scanlan has had 15 years with the military police in the US and Europe and won a commendation for smashing a black marking ring in Paris.

He is 42 and will arrive in Samoa in July after his discharge from the Air Force. He is married, with two young children.

Major Scanlan's name at one stage was mentioned as a possibility for Governor.

Major Scanlan replaces Secretary Alan MacQuarrie, who expected to leave Samoa about mid-June.

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FIJI REPORT

(from p. 18)

sections that this will mean the beginning of a period of peace in the Colony's major industry.

But there are indications that whatever its nature, the irreconcilable Indian group in the NW will fit something in the report to fight, that—by disturbing and upsetting the NW Indian cane-growers—it may continue its cunningly devised harassing war against the CSR.

It is well known in Fiji that it is the ambition of a small group of Indians—mostly Gujaratis—to make Fiji so uncomfortable and costly for the Australian milling company that the latter will withdraw from the Colony, and leave milling to the Indian co-operatives, which already have been discussed and planned. In this means, the dreamers hope to gain control of the sugar industry, and attain political power in Fiji.

That, in turn, would lead inevitably to conflict with the Fijians, an economic disaster for the Colony.

So far, the Fiji Government (which is mostly an expression of the will of the British Colony

ce) has leaned over backwards in desire to placate Fiji's racial ups, and avoid friction. The ck of the riots of December, 9, is still fresh in Whitehall ds.

was seen in the attitude of the ernment during the 1960 sugar- vers strike. Those with know- e and experience of Fiji know the tactics of the minority In- group were based on the latter's ed of the CSR and of Europeans rally.

he growers did have certain ances against the CSR; but n the CSR showed a spirit of promise and readiness for ement, the minority group ed on the war beyond that point months, in a way that disclosed ultimate purpose.

was then that an experienced ernment would have acted with ight and, if necessary, ruthless- so that the welfare of all es in Fiji should not be sacri- to the unhealthy ambitions of Gujerati plotters. Instead, the ernment continued to treat the oncilables with timidity and erness.

ne appearance of the Sugar In- ry Report may force a showdown y the three parties primarily con- ed—upon the Government, which not longer play around with so a matter; upon the CSR, which been accused by the Indian p of statistics-manipulation, so it may get an unjust share of industry's rewards; and upon the an minority, which now is sus- ed by all classes of dreams of er and avarice which go far be- l the welfare of the cane- vers.

eanwhile, up to mid-June, there little change in Fiji's political tion.

ne deadlock created by the n-European refusal, in Legco, approve the Government's plan elect and train Executive Coun- members for Ministerial respon- ty apparently remains.

delegation of three Legco mem- (Messrs. John Falvey, B. D. hman and Semesa Sikivou) was received and kindly treated at British Colonial Office. They dis- d the plan of providing trained nial Office personnel with extra uments, so as to encourage ser- in Fiji. Whitehall proposes the entiation; while Legco generally orts the idea that defined ad- trative service is worth a stated rd, whether the service is given versea or by locally-trained per- el.

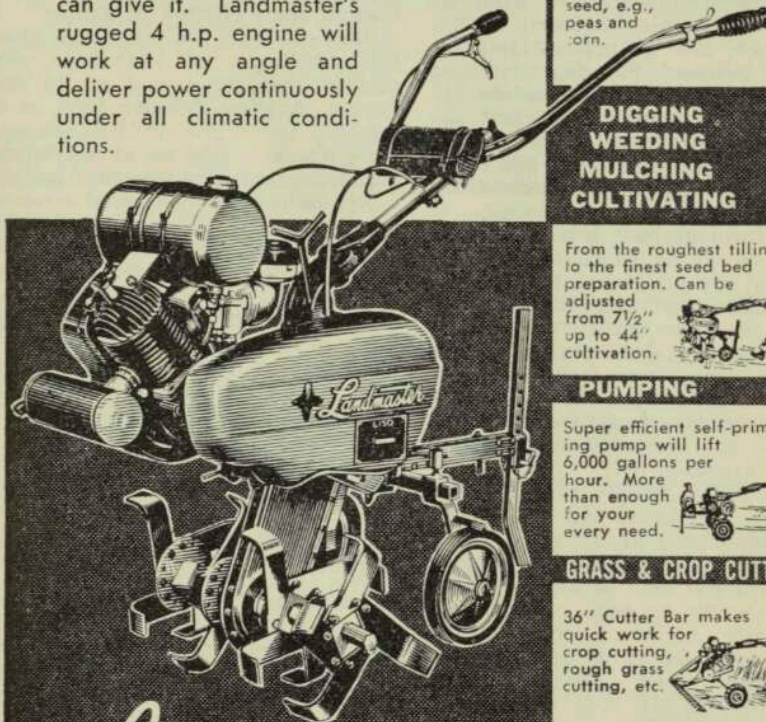
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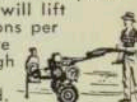
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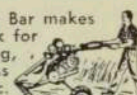
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There seems to have been no decision yet. It has little bearing upon Fiji's chief problems, anyway.

The latter are plain for all to see. The population, both Fijian and Indian, has increased so fast that it has overtaken and threatens to overwhelm the administrative and economic machinery, which has the responsibility of providing means of sustenance for the people, and especially jobs for the oncoming battalions of teen-agers.

All-Races Convention

And meanwhile, a small group of non-official people interested in the future of Fiji is urging that, by public petition, the Governor be asked to set up a Convention. It would represent all races and interests in Fiji and would discuss the problems created by Fiji's rapid growth, and make recommendations accordingly.

The main purpose here is to provide a means by which all races in Fiji may come together and, accepting the fact that they must live together there in the future, discuss their common problems, describe their grievances and fears, and outline their hopes.

All eyes, of course, are upon the Fijians—they are an unknown factor in this situation.

If they will frankly recognise the Colony's problems and meet the other community leaders in seeking a solution, a reasonably happy future for Fiji may be expected. But if they simply sit back behind their community barriers, relying stubbornly upon the terms of the Deed of Cession while keeping a cold and suspicious eye upon Indian ambitions and planning, then the future of Fiji can be—to put it mildly—ugly.

NG HANDBOOK

(Continued from p. 20)

in English, French, Dutch, many Polynesian dialects, in Fijian, in several Indian and hundreds of Melanesian languages. But we didn't appreciate it enough, and in this task, therefore, we came close to biting off more than we could chew. However, we are now chewing it, in the belief that when published it will be a valuable work of reference.

Due to these difficulties, *Who's Who* will take a slightly different form than originally intended. Literary efforts of this sort are a bit like having children—it is the first time that's difficult. Subsequent editions are almost no trouble at all.—*Judy Tudor*.

DEATHS OF ISLANDS PEOPLE

Mrs. A. H. Bunting

Mrs. Ella Florence Bunting, a well-loved and highly-esteemed resident of pre-War Papua, died in Sydney on May 20 at the age of 83. She was the widow of the late Mr. A. H. Bunting, of Samarai, and mother of Mrs. Lee Ashton (Meg) of Lae, New Guinea; Mr. R. F. Bunting, for many years a member of the P-NG Legislative Council; and Mrs. George Hard (Betty) of Sydney.

She was only 22 when, as Miss Ella Challman, of Melbourne, she decided that she would go to the Papuan Anglican Mission field, as a teacher; and there, in East Papua, she gathered a lifetime of interesting memories, and hundreds of friends.

An early memory centred upon a famous person she met when the ship on which she travelled in 1900 called at Rabaul, in New Guinea, and she was taken to Gunantambu, home of the hospitable Mrs. Kolbe—better known as Mrs. E. E. Forsayth, and more widely known still as "Queen Emma". Thus was formed a friendship which endured until "Queen Emma's" death in 1912.

About 1905, the young mission teacher—she was stationed at Dogura—met a young accountant, Mr. A. H. Bunting, employed by Burns Philp and Co., and they married in 1906. Thenceforward, young Bunting was heartily supported by his wife in his wish to start trading on his own account. One day, he bought the very small business of an old trader, and went to his boss, the BP manager, who was the well-known Jack Carpenter, brother of the better-known Sir Walter, for help in stocking-up. Jack Carpenter gave him credit for £300 worth of goods—and that was the beginning of the Bunting fortune, and the establishment of the Bunting family on lovely Samarai island.

Mr. Bunting died in 1939, but Mrs. Bunting stayed on there until the Japanese invaded in 1942. She then wanted to return to her old home, the Anglican Mission at Dogura, to undertake nursing; but her family persuaded the 64-years-old lady to go to Sydney. In 1946, despite failing health, she returned to Samarai, and then she went to live for a time in Lae, near daughter Meg and son Bob (who by then had extended the Bunting business to Lae and Goroka).

Few of the "old hands" of P-NG passed through Lae in recent years without making a call on the old

lady who was so closely associated with Samarai in its halcyon days.

Povaru Uriarau

The death occurred recently in the Cooks of Povaru Uriarau, who has an outstanding record of more than 40 years service with the Cook Islands Administration. He was 60.

Povaru, who was a member of the leading Ngatitane family, was born in Mangaia, and taken to Rarotonga at the age of two and adopted. He was linked, through his wife, who died in 1958, with Tepaeru Ariki, who played a leading part in the introduction of Christianity into the Cooks.

Mr. G. W. Johns

The death occurred at Taupo, NZ, on May 24, of Mr. G. W. Johns, who was well known in Fiji as manager of the Grand Pacific Hotel Suva, from 1949 to 1954.

Mrs. Florence Gilmore

The death occurred in Brisbane in May, of Mrs. Florence Gilmore, one of the best known long-term women residents of New Guinea. She had been ill for about six months.

Mrs. Gilmore went to New Guinea in 1921 to join her husband, J. J. Gilmore, who was then with the Expro Board, and they lived for some years in the Kokopo area and a Mioko, in the Duke of York Group. Later, Mr. Gilmore successfully tendered for the Put Put-Warango Plantation when it was released by the Expro Board.

Mrs. Gilmore was best known, however, as hostess in several of the Territory's hotels, at various periods. At one time she managed the Kokopo Hotel (which is now no more) and the Rabaul Hotel. After the end of the Pacific War, she went into the hotel business herself and built the Madang Hotel in the running of which she took an active part right up to the start of her illness last year.

She is survived by her husband, Mr. J. J. Gilmore, who now lives in Madang; by her daughter, Mrs. G. C. Webb, of Madang; her son John L. Gilmore, a planter of Goroka, NG, and by another son, Graham, who now manages the hotel.

Mr. Norman Izod

The death occurred recently of two old residents of the Milne Bay District, of Papua. They were Mr.

man Izod and Mr. Ernest
rison. Both were men of over
and both had been residents of
ia for many years.

Mr. Izod went to Port Moresby in
as an engineer. He later
ed his own engineering business
amarai. In the Pacific he served
the Americans in charge of re-
s of small ships. After the war
started a sawmill near Samarai.
s survived by his widow.

Mr. E. Harrison

Mr. Harrison arrived in Papua be-
the First War as a layman with
Methodist Mission. Later he
ed trading and planting.

He served as a bugler in the Boer
was two years in India with the
sh Forces, and left the Army
y to settle in New Zealand. Dur-
the First World War he joined
AIF but was later discharged with
ria and went back to Papua. In
second World War he saw some
ce with ANGAU, in Papua, in
l ships.

The death of these men sever some
the last remaining links with the
days of Papua. Their re-
ctions of early days were always
esting and from them it was
ising to find just how many of
industries now being tried as
inal" had been tried earlier.

Mr. J. M. Joyes

The accidental death of James
ay Joyes in a road accident in
nsland on May 30, has shocked
s New Guinea friends. Although
is early 60's, "Jimmie" Joyes
the energetic sort of person who
t have been expected to live to
dvanced age.

He was driving one of his three
ren back to school at Gympie
his station property near
vick, when the car became in-
d in some mishap that caused
overturn with fatal consequences
oyes. The boy escaped with a
cuts and bruises.

Mr. Joyes went to Rabaul in 1921,
teller in the Commonwealth

In 1927 he bought Iwi Plantation,
ainville, from the Expro Board
ater took over Kekere as well.
37 he married Imgard, daughter
, and Mrs. Kroening, of Toboroi,
ainville (Dr. Kroening had been
al officer and District Officer
in the German era, but was not
iated with other German
als after World War I because
Kroening was a British subject).
ring World War II, Mr. Joyes



The late Mr. J. M. Joyes—a Brett
Hilder profile.

joined the Army and with the rank
of Captain was loaned to the US
forces as a scout in country he knew
so well.

In the difficult post-war period
when shipping services in New Guinea
were poor, he was one of a group
of Bougainville planters who started
a private shipping company to shift
their own copra. This, the Bougain-
ville Company, has flourished.

Some years ago he bought a
station property near Warwick, Qld.,
and with his wife and growing family
spent most of his time there, visiting
his NG properties at intervals. Only
in recent months had he disposed
of his plantation interests, expecting
to devote the rest of his life to his
Australian property.

Mr. L. N. Brown

The death occurred in Sydney, in
May, of Mr. Louis Niven Brown,
an ex-resident of Papua and a mem-
ber of the Papuan Public Service in
its early days.

He went to Papua in the early
part of this century and joined the
Administration service as a Patrol
Officer, later becoming an Assistant
Resident Magistrate. In this capacity
he was instrumental, at one time, in
finding Mr. Staniforth Smith and
party who had managed to lose
themselves in the Purari delta.
(Staniforth Smith was an early
Commissioner for Lands and Direc-
tor of Agriculture in Papua; he also
compiled the old *Handbook of the
Territory of Papua*, which ran into
three editions before World War I.)

Mr. Brown served in the 1914-18
war in which he was badly knocked
about. He never completely re-
covered from these war disabilities
and it was on this account he became
unfit for further tropical service and
retired from Papua in the 1920's.

Group-Captain Garnet Malley

Group-Captain Garnet Malley,
MC, AFC, who gave distinguished
service in both World Wars, died on
May 21, on his island of Nabavatu,
Vanua Balavu, Fiji, where he had
been living quietly, in poor health,
since 1950. He was 65.

Mr. Garnet Malley was born in
Sydney, educated in Australia and
at Oxford, and served in the Royal
Flying Corps in World War I. He
then was in the RAAF for a time;
but in 1931 he went to China and
for several years he was aeronautical
adviser to Generalissimo Chiang Kai
Shek.

When the Pacific War came, he
returned to Australia and the RAAF,
and soon afterwards his special
qualifications (lengthy air service, ad-
ministration, and knowledge of the
Far East) were recognised by Gen-
eral MacArthur, and he was attached
to the personal staff of the US Com-
mander-in-Chief for the remainder
of the Pacific War.

With Mrs. Malley (formerly
Phyllis Kathleen Dare, whom he
married in 1925) Group-Captain
Malley went cruising in South
Pacific waters after World War II,
and they eventually settled in the
Lau Islands. He was very widely
known and esteemed.

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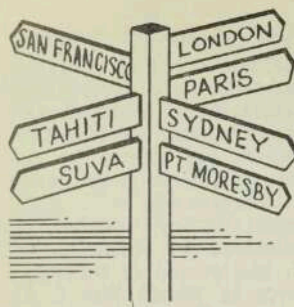
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TRAVEL TALK

Details of a new tour being arranged in Sydney for those who want to have a quick look at New Caledonia; a discussion on New Guinea's tourist policy; and some down-to-earth hints for those who want to travel Europe cheaply; are the highlights of this month's travel section.

Package Tours To New Caledonia

Coral Tours Pty. Ltd., which is run by Mr. Joe Mulders from an office in Botany Rd., Mascot, NSW, will get going with organised tours to New Caledonia in September. These tours will be run in conjunction with the French airline, TAI.

The tours will be of 12 days duration and, from Sydney, will cost approximately £A167. This includes tourist class, Sydney-Noumea, air travel, about 700 miles by car in New Caledonia and, of course, all hotel accommodation.

Because of the hotel accommodation problem in New Caledonia's country centres, each tour party will be limited to four persons.

Coral Tours Pty. Ltd. is interested in the proposed tourist hotel and casino on a site a few miles out of Vila, New Hebrides. The promoters are still getting together the capital necessary to finance such an ambitious project. Until they do—or until there is more hotel accommodation than at present in Vila and Santo—the New Hebrides is right off the regular tourist beat.

Australian Policy And P-NG Tourism

A statement attributed to Mr. S. Fox, of Port Moresby, who is a member of the recently formed P-NG Tourist and Travel Assn., brought down the wrath of Territories Minister Hasluck in May. Mr. Fox said that Mr. Hasluck had made it clear that he wanted only Australian tourists in P-NG; and that others—particularly Americans—would "spoil" the natives. Mr. Fox said his Assn.

would ask Australia to relax the restrictions.

In reply Mr. Hasluck said:

"There is no restriction on the entry of 'foreign tourists' into P-NG, other than the conditions which apply to all persons travelling to the Territory, whether from Australia or from overseas."

"At present facilities for tourists in the Territory are limited and, in view of the many other urgent priorities, it is extremely unlikely that Administration funds will be spent in the short-term on promoting the tourist trade . . . in the longer term the tourist trade will be one of the important means of helping to support the economy of the Territory.

"In the short-term it is probable that tourists from overseas going direct to Papua or New Guinea will be mostly those who

join organised cruises. The overseas tourists who go to the Territory from Australia would be well advised to make their arrangements through one or other of the airline or shipping companies. Anyone travelling individually would have to go to some trouble to make advance arrangements about accommodation and internal travel. . . .

"The Government will facilitate any measures which commercial enterprise may wish to take for the handling of visitors to the Territory even although, at this stage of development, it has no immediate intention of spending public money on providing such facilities. So far as promotion is concerned, we have to recognise a commonsense fact that it is no use persuading the sight-

seeing tourist to visit the Territory if we are unable to handle his travel and accommodation when he gets there. . . . Within five years the situation might be radically changed.

What Mr. Hasluck says is realistic enough; and in the matter of immediate development of tourism puts the ball right back into the court of private enterprise. And so far, of course, P-NG private enterprise hasn't done much more than indulge in some wishful-thinking.

* Even if in possession of a valid passport, it is necessary to obtain a Permit to Enter P-NG from the Australian Department of Territories. For this you fill in a form giving most of the particulars already on your passport: colour of hair, "height in boots", etc. You also have to produce a return ticket and documentary evidence that you have accommodation in the Territory. Members of "PIM" staff who have been going to P-NG several times a year for the past 30 years, have to go through this rigmarole every time they go to the Territory.



You Can Travel Europe Cheaply—Part II

(Compiled by a young staff member who has done it)

Don't fall for the line about hitchhiking being easy in Europe. A few years ago it was, but so many tens of thousands of hitch-hikers, many of them from Australia, have swarmed across Europe, a reaction has developed among motorists. In France, they would sooner run you down.

Besides, have a care for your European host. Unless you speak his language, you make him a pretty dull companion on a long journey.

These days many young people share the expense of hiring a car in England to tour the Continent. Even allowing for the higher rate for taking a car abroad from the UK, this is still fairly reasonable when shared by three or four. But please pick your companions with care, otherwise you will add to the number of parties that have broken-up through violent arguments. If you are interested in cathedrals, castles and bull-fights, don't go with an anti-Christ member of the RSPCA.

If you are going to England from Australasia, it's not a bad idea to get off ship or plane in Greece



THE PACIFIC



WEEKEND IN FIJI. These cottages on Sandy Point, near Sigatoka, Fiji, are owned and maintained by Mr. and Mrs. W. W. Baxter. Locally they are called "Bill Baxter's Cottages". There are four cottages, well built, available for rent for people prepared to get right away from life, and make their own fun. Details of tariff, etc., were given in the May Travel Talk. Left, is seen one of the cottages, and at right a typical sitting room, which is separated from the kitchen by an island breakfast-bar.

and travel by train across the world to London.

Travel in the Pacific is very cheap when you buy a ticket for a long distance. In the country of origin, you can buy kilometric tourist tickets, which means that you can travel so many thousands of kilometres, in the Pacific, or in France, at a low rate per kilometre.

Each main-line railway is very good, and second class travel better than Australian 1st class. In Italy, you have about five types of trains, and you'll soon find that *Express*, which the train stops everywhere. For the payment of a supplementary charge, you can travel by *Express*, which will rush you through the countryside at about 90 miles an hour.

European trains (with the exception of Spanish railways) are much faster than English or American trains on main lines.

If you are going to do a lot of travel, buy a *Cooks Continental Travel Guide*, you'll find it invaluable.

In big European cities you can sometimes get a concession ticket for trams, underground trains and buses, which makes urban transport very cheap.

London Tube and Underground are rightly famous, along with the London system's big red city and the Green Line country coaches.

In Paris the Metro is equally efficient as the London Underground, and a lot easier for the novice than that city's buses. It is practically no French at all to get out your Metro route from section boards or to follow the

correspondence at junction lines. Metro travel comes in *premier* or *deuxieme* class, and fares in either are at a flat rate all over the network —i.e., it costs as much to travel between two adjacent stations as it does to go to the end of the line.

Taxis in Paris and London are round about the same equivalent cost as in Sydney—and are just as scarce in wet, peak hours. Taxis in Spain, by comparison, are dirt cheap.

But getting back to trains—if you like to do these things in a big way, you can get a 2nd class rail ticket from London to Basra, on the Persian Gulf, for £Stg.42/10/- and stop off at Paris, Rome, Athens, Istanbul, Ankara, Aleppo and Baghdad on the way.

Russia is Now Easy

If you have ever thought of visiting Russia you are in good company. It's one of the popular things to do in Europe these days, and for obvious reasons conducted tours are favoured more than going under your own steam.

Because of weather, the tourist season runs between mid-May and mid-September, although there are usually special excursions arranged so that devotees may be in Moscow for the May Day festival.

The cost of such tours varies according to how long you are going to be there and what sort of accommodation you require. The 15-days "Eastern Express" coach tour is typical of what you can get ex-London, in the lower-priced tours. This costs £Stg.66/3/- (approx. £A82/10/-)

plus a loading of from £3-£4 if the tour is taken between mid-July and early August.

This amount covers air transport between London and Ostend, sight-seeing at certain cities, hotels and meals. The coach has reclining seats, a bar, toilet, two drivers and a courier—all very necessary, as two nights during the 15, as well as most of the days, are spent on the road. The cost of the whole tour can nevertheless be considered very cheap.

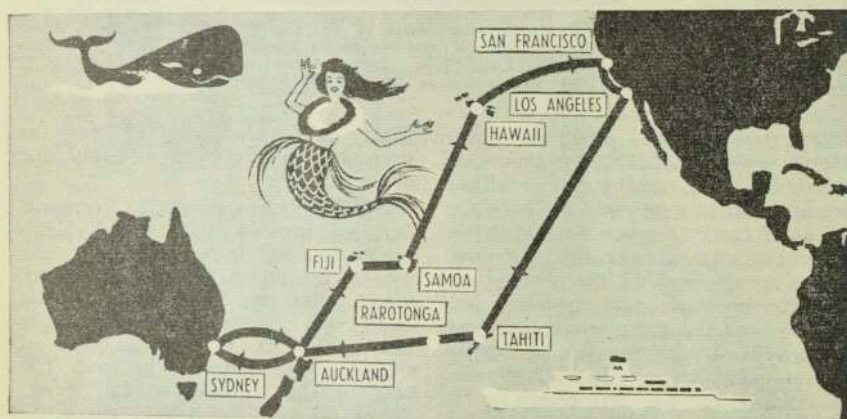
The route is from Ostend via Helmsstedt to Berlin, where one afternoon and a night are spent; then via Frankfurt-on-Oder, across the Polish frontier and via Poznan to Warsaw. The following day you travel from Warsaw, cross into the USSR, lunch at Brest and spend the night at Minsk. A half day further on, you are at Smolensk, and the following night in Moscow.

Three days are spent here and the return is direct through Minsk, Brest, Warsaw, Frankfurt, Potsdam and Ostend.

People who travel on an Australian passport will find that USSR, Poland and East Germany are three of the 12 countries for which it is not valid. However, getting an endorsement for these places presents no great difficulty. You should apply to your nearest branch of the Department of Immigration or Passport Office, or if abroad, to the Australian Consul or High Commissioner. You will have to fill in a form and also present a letter in which you set out why you want to go to these countries, when you will go in and when you will come out. The endorsement will cost you 2/-.

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Sydney	dep. 14/6	12/7	28/7	25/8	12/9	13/10	29/10	26/11	13/12	10/1	26/1
Auckland	arr. 17/6	15/7	31/7	28/8	15/9	16/10	1/11	29/11	16/12	13/1	29/1
Auckland	dep. 17/6	15/7	1/8	29/8	15/9	16/10	1/11	30/11	16/12	13/1	30/1
Suva	dep. 20/6	18/7	4/8	1/9	18/9	19/10	4/11	3/12	19/12	16/1	2/2
Pago Pago	dep. 21/6	19/7	5/8	2/9	19/9	20/10	5/11	4/12	20/12	17/1	3/2
Honolulu	arr. 26/6	24/7	10/8	7/9	24/9	25/10	10/11	9/12	25/12	22/1	8/2
Honolulu	dep. 27/6	25/7	11/8	8/9	25/9	26/10	11/11	10/12	26/12	23/1	9/2
San Francisco, arr.	2/7	30/7	16/8	13/9	30/9	31/10	16/11	15/12	31/12	28/1	14/2
San Francisco, dep.	5/7	2/8	19/8	16/9	3/10	3/11	19/11	18/12	3/1	31/1	17/2
Los Angeles .. arr.	6/7	3/8	20/8	17/9	4/10	4/11	20/11	19/12	4/1	1/2	18/2
Los Angeles .. dep.	6/7	3/8	20/8	17/9	4/10	4/11	20/11	19/12	4/1	1/2	18/2
Papeete	arr. 14/7	11/8	28/8	28/9	15/10	12/11	28/11	27/12	12/1	9/2	26/2
Papeete	dep. 16/7	13/8	30/8	30/9	17/10	14/11	30/11	29/12	14/1	11/2	28/2
Auckland	arr. 22/7	19/8	5/9	6/10	23/10	20/11	6/12	4/1	20/1	17/2	6/3
Auckland	dep. 22/7	19/8	6/9	7/10	23/10	20/11	7/12	4/1	20/1	17/2	7/3
Sydney	arr. 25/7	22/8	9/9	10/10	26/10	23/11	10/12	7/1	23/1	20/2	10/3

* Also calls Honolulu Southbound arriving Sept. 22, 9 a.m., dep. midnight.
• Also calls Honolulu Southbound arriving Oct. 9, 9 a.m., dep. midnight.

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SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

Sailings are approximate and may vary by as much as two weeks.

Malekula sails from Sydney for Melbourne, Townsville, Port Moresby, Milne Bay, Kavieng, Alexishafen, Madang, Sydney. Last Sydney sailing: June 28, July 28, Sept. 1 (approx.).

Malaita sails from Sydney, Brisbane, Cairns, Port Moresby, Samarai, Milne Bay, Lorengau, Madang, Lae, Rabaul, Brisbane, Sydney. Next Sydney sailing: July 12, Aug. 29 (approx.).

Bulolo sails about every six weeks: Melbourne, Nth. Qld. ports, Port Moresby, Samarai, Lae, Madang, Rabaul. Next Sydney sailing: June 16. Next Sydney sailing: Aug. 1, Sept. 12 (approx.).

Montoro sails from Melbourne for Melbourne, Nth. Qld. ports, Port Moresby, Samarai, Rabaul, Wewak, Lae, Port Moresby. Last Sydney sailing: June 9. Next Sydney sailing: July 14 (approx.).

Sails from Burns, Philp and Co., Ltd., 19 Bridge St., Sydney (B 0547).

Si: Leaves Melbourne about every six weeks for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Port Moresby, Sydney. Sydney sailings: July 7, Aug. 18 (approx.).

Ng: Leaves Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, thence Hongkong. Last Sydney sailing: June 10. Next Sydney sailing: July 8.

Sails from New Guinea Australia Line and Yuill Pty., Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Beth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Lae, Madang, Rabaul. Next Sydney sailing: July 13 (approx.).

K: Leaves Sydney monthly for Port Moresby, Lae and Rabaul (calling at Howe Is. en route, occasionally). Sydney sailing: July 17 (approx.). Sails from Karlander (NG) Line (F. Philips Pty., Ltd., agents), 176 Day St., Sydney. (BM 6601).

Malacca and Matupi (Austasia) maintain a regular service between Australian ports (turn round at Adelaide), New Guinea, and Borneo.

From Sydney, due Port Moresby June 20, Rabaul June 25, Lae July 9, Madang July 1, thence Borneo, Sarawak ports, arr. Labuan July 23, Sandakan July 27 for Sydney (via Lae, due Aug. 13 (approx.).

After docking at Singapore, Pirie (Sth. Australia) July 1, Melbourne, July 14, Brisbane July 24, Pt. Moresby July 29, Rabaul Aug. 3, Lae, Madang Aug. 9, thence Borneo, Sarawak ports, arr. Labuan Sept. 1, Sandakan Sept. 4 for Sydney, due Sept. 11 (approx.).

Sails from Blue Star Line (Aust.) Pty., Ltd., 19 Bridge St., Sydney. (BU 1271).

Sydney - Papua-NG - BSI

Sinkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Honiara, Madang, Lae, Port Moresby. Next Sydney sailing: June 20; on charter to British Phosphate

Commission for voyage to Ocean Is. and Nauru, returning to P-NG service late Nov.

MV Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. Next Sydney sailings: June 28, July 28, Sept. 1 (approx.).

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney. (BU 1712).

Sydney-Papua-NG-Far East

Australia-West Pacific Line's motor-vessels maintain services between Australian ports and Japan. 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 NG ports, Manila and Hongkong; and occasionally at Islands ports.

Delos: Dep. Sydney June 20, Brisbane June 22-23, Lae June 27-28, Madang June 29, Rabaul June 30-July 1, Manila, Hongkong and Japan. After docking at Tokyo, dep. Kobe Aug. 3, direct to Sydney, arr. Aug. 15, thence loading at southern Australian coastal ports.

Aros: From Japan, via Rabaul and Lae, due Sydney June 29; dep. same day for southern Australian coastal ports. Returns Sydney July 15; dep. Sydney July 18 for Brisbane July 20-21, Townsville July 23, Lae July 27, Madang July 29, Rabaul July 30, Manila, Hongkong and Japan. Due sail Kobe Aug. 20 (approx.) on next southwards voyage.

Milos: Due Japan (Yokkaichi) June 30 from Sydney and Brisbane (Islands ports omitted). Next southwards voyage: Dep. Moji (Japan) July 7, for Hongkong, Sandakan, Tarakan (for bunkers),

PACIFIC ISLANDS TRANSPORT LINE

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Motor Vessels "THORSISLE" and "THOR I"

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Suva

Australia-NZ-Fiji-Canada-USA

		CANBERRA	ORONSAY	ORCADES	ARCADIA
SYDNEY	depart	July 1	From	Aug. 8	Sept. 24
AUCKLAND	arr/dep	July 4	UK, via	to Far	Sept. 27
SUVA	arr/dep	—	Panama	East	Sept. 30
HONOLULU	arr/dep	July 10-11	Canal	Aug. 31	Oct. 5
VANCOUVER	arr/dep	July 15-16	Sept. 3†	Sept. 5-6	Oct. 10-11**
SAN FRANCISCO	arr/dep	July 18-20	Sept. 4-5	Sept. 8-9	Oct. 14-15
LOS ANGELES	arr/dep	July 21-22	Sept. 7-8††	Sept. 10	Oct. 16
HONOLULU	arr/dep	July 26	Sept. 13	Sept. 15	Oct. 21
SUVA	arr/dep	—	Sept. 20	to Far	Oct. 28
AUCKLAND	arr/dep	Aug. 3*	Sept. 23	East	Oct. 31
SYDNEY	arrive	Aug. 6	Sept. 26	Oct. 11	Nov. 3

* Wellington. † Los Angeles. †† Vancouver. ** At Seattle Oct. 12.
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	July 5	Aug. 2	Aug. 19	Sept. 16
LOS ANGELES	arr/dep	July 6	Aug. 3	Aug. 20	Sept. 17*
PAPEETE	arr/dep	July 14-16	Aug. 11-13	Aug. 28-30	Sept. 28-30
RAROTONGA	arr/dep	July 18	Aug. 15	Sept. 1	Oct. 2
AUCKLAND	arr/dep	July 22	Aug. 19	Sept. 5-6	Oct. 6-7
SYDNEY	arr/dep	July 25-28	Aug. 22-25	Sept. 9-12	Oct. 10-13
AUCKLAND	arr/dep	July 31-Aug. 1	Aug. 28-29	Sept. 15	Oct. 16
SUVA	arr/dep	Aug. 4	Sept. 1	Sept. 18	Oct. 19
PAGO PAGO	arr/dep	Aug. 5	Sept. 2	Sept. 19	Oct. 20
HONOLULU	arr/dep	Aug. 10-11	Sept. 7-8	Sept. 24-25	Oct. 25-26
SAN FRANCISCO	arrive	Aug. 16	Sept. 13	Sept. 30	Oct. 31

* At Honolulu Sept. 22.

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Rabaul July 24-25, Lae July 26-27, Brisbane July 31-Aug. 1, Sydney Aug. 3-5, thence southern Australian ports.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 13 Bridge St., Sydney (BU 6301), and Islands Agents.

Sydney-Netherlands NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong (every two months), NNG; thence Manila, Hongkong and China; return to Australia direct. Next Sydney sailings: Schouten June 26, Tjitarum July 18, Roggeveen Aug. 7.

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.

Dartbank: From Continent and UK, due Pt. Moresby July 7, Samarai July 8, Lae July 10, Madang July 12, Rabaul July 15, Kavieng (opt.), Honiara July 19.

Westbank: From Continent, dep. London June 29, due Pt. Moresby Aug. 4, Samarai Aug. 5, Lae Aug. 7, Madang Aug. 9, Rabaul Aug. 12, Kavieng (opt.), Honiara Aug. 16.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Tahiti-Noumea-BSI-P-NG - Netherlands NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and Netherlands NG is operated jointly by Nederlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schlie Lloyd (RL): From Continent and UK, due Papeete July 17, Noumea July 25, Honiara July 29, Pt. Moresby Aug. 1, Rabaul Aug. 4, Lae Aug. 7, Madang Aug. 11, Hollandia Aug. 14, Biak Aug. 17, Manokwari Aug. 22, Sorong Aug. 25, thence Europe via Far East.

Bali (NL): From Continent, dep. London July 20, due Papeete Aug. 19, Noumea Aug. 27, Honiara Aug. 31, Pt. Moresby Sept. 4, Rabaul Sept. 7, Lae Sept. 10, Madang Sept. 13, Hollandia Sept. 16, Biak Sept. 21, Manokwari Sept. 24, Sorong Sept. 27.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

NZ-Papua-N. Guinea

Cargo vessels of Crusader Shipping Co. (UK), running between New Zealand and Japan, now call on a trial basis at Pt. Moresby (Papua) and Rabaul (New Guinea) on their northbound run.

Next vessel: MV Turakina from Auckland will call at Pt. Moresby June 22 (approx.) and Rabaul June 24 (approx.).

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

Far East-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels Chekiang, Chengtu and Chungking maintain a monthly (approx.) 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, due Madang June 29, Lae July 2, Rabaul July 5, Samarai July 8, Pt. Moresby July 12, Noumea July 16, Suva/Lautoka July 20,

Santo July 27, Honiara July 30, thence direct to Japan, arr. Aug. 13 (approx.).

Chungking: Dep. Japan June 30 for Hongkong July 8, Madang July 16, Lae July 19, Kavieng July 22, Rabaul July 24, Pt. Moresby Aug. 3, Honiara Aug. 5, Santo Aug. 8, Suva/Lautoka Aug. 11, Noumea Aug. 18, thence direct to Japan, arr. Sept. 9.

Chekiang: Dep. Japan July 31 for Hongkong Aug. 8, Wewak Aug. 16, Madang Aug. 19, Lae Aug. 22, Rabaul Aug. 25, Pt. Moresby Sept. 4, Honiara Sept. 6, Santo Sept. 9, Suva/Lautoka Sept. 12, Noumea Sept. 19, thence Japan direct, arr. Oct. 9.

Details from China Navigation Co., Ltd. (Swire and Yull 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: June 22, Aug. 10 (approx.), Sept. 25 (approx.).

Details from Burns, Philp and Co., Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Line 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—Caledonien: Papeete July 7-11, Vila July 18-19, Noumea July 20-24, Sydney July 27. Tahiti: Papeete Aug. 17-21, Vila Aug. 28-29, Noumea Aug. 30-Sept. 3, Sydney Sept. 6.

Next outwards voyages, ex-Sydney—Melanesien: Dep. Sydney June 22, Noumea June 26-30, Vila July 1-4, Papeete July 16-21. Caledonien: Dep. Sydney Aug. 1, Noumea Aug. 4-7, Vila Aug. 8-16, Papeete Aug. 22-27.

Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney, Noumea and New Hebrides (Vila and Santo). Next Sydney sailings: June 30, July 21, Aug. 18.

Details from Messageries Maritimes, 2 Grosvenor St., Sydney. (BU 2654).

Europe-Sydney-Noumea

Fast cargo vessels of Messageries Maritimes Line 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 Kouang-Si July 19 (approx.), Ventot July 28 (approx.).

Details from Messageries Maritimes, Grosvenor St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return Auckland. Next Auckland sailings: July 18, Aug. 15.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailings: July 6, Aug. 3.

Details from Union Steam Ship Co. NZ, Quay and Commerce Sts., Auckland. (Tel. 49-430).

Sydney-Pacific Ports-Panama-UK

Shaw Savill's one-class all-passenger Southern Cross makes four round-world voyages per year, two westward, then two east-bound, calling at and Tahiti every trip.
 Present voyage: From United Kingdom, South Africa, dep. Sydney July Wellington July 5-6, Auckland July 8, July 11, Papeete July 15-16 thence Panama to Liverpool, arr. Aug. 9.
 Next voyage: From UK, at Sydney 13-15, Suva Oct. 24, Papeete Oct. 25.
 Details from Shaw Savill Line, 8a D'Almeida St., Sydney. (BW 1828).

New Zealand-Cook Is.

SS Moana Roa (40 passengers) makes approximately monthly voyages from land (NZ) to Rarotonga (Cook Is.), with calls at Niue and some of the Cook Islands when cargo warrants.
 Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or office of Union SS Co. of NZ, Ltd.

I. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels S.S. Thor I maintain a regular service from Pacific Coast North American ports to Central and Western Pacific ports, with sailings every alternate week.
 S.S. Thor I: Southbound through Pacific, Papeete July 7-10, Pago Pago July 11-14, Apia July 18-20, Suva July 23-24, Nuku'alofa July 25-26, Noumea July 28-31, (open), Pago Pago Aug. 7-10, Los Angeles Aug. 24-26, San Francisco Aug. 28-31.

S.S. Thor I: Dep. San Francisco Aug. 3, Los Angeles Aug. 4-8, Papeete Aug. 18-21, Pago Pago Aug. 24-26, Apia Aug. 27-29, Sept. 1-2, Noumea Sept. 4-6, Rabaul Sept. 11-14, Apia (open), Pago Pago Sept. 18-21, Los Angeles Oct. 5-7, San Francisco Oct. 8-9.
 Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

S-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco makes a regular five-weeks passenger service from Los Angeles with the S.S. Sierra and Ventura. Terminal calls in Australia, vary with cargoes.
 Vessels call at Papeete, Pago Pago, Suva, Sydney and Brisbane.
 S.S. Sierra: trans-Pacific sailing, from Brisbane, Sonoma July 17 (approx.).
 Details from Matson Lines, 82 Elizabeth St., Sydney. (BU 4272).

American Pioneer Line has seven ships: Gem, Isle, Glen, Reef, Surf, Star and US Atlantic Coast-Panama service with periodical calls at on southbound voyage. Next Papeete Pioneer Star July 1, Pioneer Isle July 15.

Details from Wilh. Wilhelmsen Agency Ltd., 13 Bridge St., Sydney (BU 01).

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: Sept. 5 (approx.).

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: June 28.

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

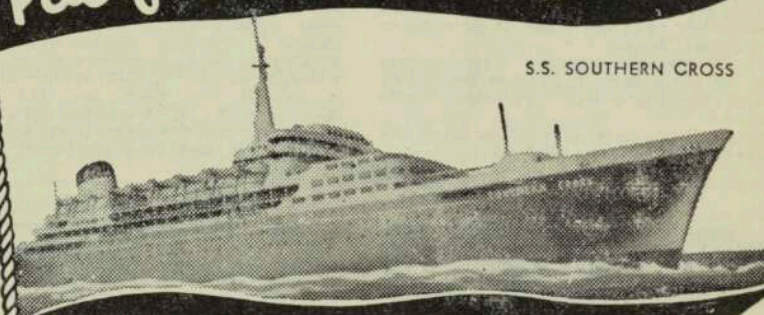
Cargo vessels Waihemmo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation.

Next Sydney sailings for USA, via Islands ports: Waitomo June 27 (approx.); late July (name to be announced).

The Waihemmo, 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. (2-0528). (Over)

Linking the Pacific Islands with



S.S. SOUTHERN CROSS

EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA AND SOUTH AFRICA

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Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.).
 Cable Address: Burphil. TAHITI—Messageries Maritimes, Papeete. Cable Address: Messagerie, Papeete.

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London, and Burns Philp (South Sea) Co., Ltd., are agents in Fiji. Cargo for transshipment at Suva for Tonga is handled onwards by Union SS Co.

Sailing dates from London for 1961 (subject to alteration without notice) are as follows: July 20, Aug. 31, Oct. 12.

Far East-Fiji-NZ

Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka. Next calls at Fiji: Van Cloon Lautoka July 6, Suva July 7; Van Noort Lautoka July 27 (approx.), Suva July 29 (approx.).

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, Fiji, Tahiti and Panama Canal, giving Sydney-Papeete connection; occasionally calls are made at Papeete on southbound trips.

Next outwards voyage: Dep. Sydney Aug. 25 (Suva Sept. 4, Papeete Sept. 8-9). Next inwards call at Papeete: Oranje Dec. 8-9.

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 UK, via Panama, make a two-monthly call at Tahiti, northbound and southbound.

Next northbound voyage: Ruahine dep. Wellington July 28, due Papeete Aug. 3 (approx.).

Next southbound voyages: Rangitoto dep. London June 30, due Papeete July 26 (approx.). Rangitane dep. London July 28, due Papeete Aug. 23 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Fiji (Suva and Lautoka) with MV Aoni, 500 tons gross. Calls are made, as required at Haapai, Vavau, Niuaupolu and Niuafoou; also occasionally at Apia, Western Samoa. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Next scheduled voyage from Nukualofa: June 23 (at Apia June 29, Vavau July 3).

TEAL 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 (Intercontinental Jet Clippers*)

Tues., Thurs. and Sun.: Dep. Sydney 5 p.m. for Nadi (arr. 10.45 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles (arr. Tues., Thurs. and Sun. 5.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues., Fri. and Sun.: Dep. Los Angeles 9.45 p.m. for Honolulu, Nadi (arr. 5.45 a.m. Thurs., Sun. and Tues., dep. 7 a.m.) and Sydney (arr. 9.20 a.m., Thurs., Sun. and Tues.).

(International Dateline is crossed between Nadi and Honolulu.)

*Pan American DC7C is used on connecting services Auckland, Nadi, Tafuna (American Samoa), and Honolulu (see table 20).

BY CANADIAN PACIFIC AIRLINES (Super DC6B and DC8 Jet)

Every Sat.: Dep. Sydney (11 a.m.) by DC6B for Auckland, Nadi (arr. Sat. 11.59 p.m., dep. Sun. 1 a.m.), Honolulu (arr. Sat. 3 p.m.), Dep. Honolulu (Sun. 12 noon) by DC8 for Vancouver, Edmonton, Amsterdam (arr. Mon. 4.50 p.m.).

Every Sat.: Dep. Amsterdam (5.30 p.m.) by DC8 for Edmonton, Vancouver, Honolulu (arr. Sun. 1 a.m.), Dep. Honolulu (Sun. 1.30 p.m.) by DC6B for Nadi (arr. Mon. 11.59 p.m., dep. Tues. 1 a.m.), Auckland, Sydney (arr. 11 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

FAR EAST SERVICE

1A. Sydney-Pt. Moresby-Hongkong

(First and Economy Classes)

BY QANTAS EMPIRE AIRWAYS
(Lockheed Electra)

Tues., Fri.: Dep. Sydney 11.59 p.m., Pt. Moresby arr. 5 a.m. (Wed., Sat.), dep. 6 a.m., Hongkong arr. 3.25 p.m.
Wed., Sat.: Dep. Hongkong 6.30 p.m., Pt. Moresby arr. 6 a.m. (Thurs., Sun.), dep. 7 a.m., Sydney arr. 12 noon.

[Note: This is classed as an international service, therefore Qantas is not permitted to carry Sydney-Pt. Moresby-Pt. Moresby-Sydney passenger traffic. However, P-NG residents may fly Pt. Moresby-Hongkong (and beyond by other QEA connections) and Hongkong-Pt. Moresby; first class fares: single £169/10/- return £294/2/-.]

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)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.
Sun., Tues. Arr.

Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6.15 a.m.
Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

First and Tourist Classes

Tues., Thurs. and Fri. (A/ANA)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.
Wed., Fri., Sat. Wed., Fri., Sat.

Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6 a.m.
Dep. Pt. Moresby, 6.45 a.m. Arr. Lae, 7.45 a.m.

First and Tourist Classes

Wed. (TAA)
Dep. Sydney, 8.20 p.m. Arr. Brisbane, 10.20 p.m.
Wed. Thurs.

Dep. Brisbane, 11.20 p.m. Arr. Townsville, 2.15 a.m.
Thurs.

Dep. Townsville, 3.15 a.m. Pt. Moresby, 6.15 a.m.
Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

SOUTHBOUND

First and Tourist Classes

Tues., Thurs. and Sun. (TAA)
Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.

Dep. Brisbane, 5.30 p.m. Arr. Sydney, 7.35 p.m.
First and Tourist Classes

Wed. and Sat. (A/ANA)
Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.
Dep. Pt. Moresby, 11.30 a.m. Arr. Brisbane, 4.45 p.m.

Dep. Brisbane, 5.30 p.m. Arr. Sydney, 7.35 p.m.
First and Tourist Classes

Fri. (A/ANA)
Dep. Lae, 9.30 a.m. Arr. Pt. Moresby, 10.30 a.m.

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. 12.45 a.m., dep. 1.40 a.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.45 a.m., dep. 1.40 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.45 a.m., dep. 1.40 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 4.30 a.m., dep. 5.20 a.m.), Sydney (arr. 8 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.30 a.m., dep. 5.20 a.m.), Sydney (arr. 8 a.m.).

Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 4.30 a.m., dep. 5.20 a.m.), Sydney (arr. 8 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas Lockheed Electra 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).

Dep. Moresby, 11.30 a.m. Townsville, 2.15 p.m.
 Dep. Arr.
 Townsville, 2.55 p.m. Brisbane, 5.40 p.m.
 Dep. Arr.
 Brisbane, 6.25 p.m. Sydney, 8.30 p.m.

2A. Qld.-New Guinea

IRNS-PT. MORESBY-TOWNSVILLE
 TAA, with Fokker Friendship

(First Class Only)

Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (July 10, 24, Aug. 21, 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. (July 12, 26, Aug. 9, 23, etc.).

CAIRNS-PT. MORESBY-BRISBANE
 ANA, with DC4 (Air Cargo Only)

Mon. (July 3, 17, 31, Aug. 14, 28, 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 3 p.m.

P-NG Internal Services

Operated by TAA

RABAU-LAE (Fokker Friendship Prop-Jet)

Tues.: Dep. Lae 6 a.m., Rabaul arr. 8 a.m. (July 11, 25, Aug. 8, 22, etc.).
 Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (July 12, 26, Aug. 9, 23, etc.).

PORT MORESBY-IHU (DH Otter)
 Fri.: Port Moresby, Kerema, Ihu, returning same day (July 14, 28, Aug. 25, etc.).

PORT MORESBY-BAIMURU-KIKORI (DH Otter)

Port Moresby, Yule Is., Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema, Yule Is.
 Thurs.: Port Moresby, Ihu, Baimuru, Kikori, returning same day via Baimuru, Ihu (July 13, 27, Aug. 10, 24, etc.).

PORT MORESBY-DARU (DC3)
 Baimuru: Alt. Fri., returning same day via Balimo (July 14, 28, Aug. 11, 25, etc.).

(DH Otter)

Kerema, Baimuru: Alt. Wed. (July 5, Aug. 2, 16, 30, etc.), returning alt. (July 7, 21, Aug. 4, 18, etc.).

PORT MORESBY-SAMARAI (DH Otter)
 Moresby, Abau, Samarai each Mon., starting Port Moresby 8.15 a.m., returning same day.

Dep. Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (July 12, 26, Aug. 9, 23, etc.).
 Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (July 8, 22, Aug. 5, 19, etc.).
 Sat.: Port Moresby, Samarai, returning Port Moresby 8.15 a.m., returning same day (July 1, 15, 29, Aug. 26, etc.).

LAE-MADANG-WEWAK-MANUS
FIENG-RABAU SERVICE (DC3)

Dep. Lae 6.30 a.m., Madang arr. 8 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Dep. Lae 6.30 a.m., Madang, Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Dep. Awar on request for school-children only.

CENTRAL HIGHLANDS (DH Otter)

Fri.: Dep. Lae 7 a.m. for Wabag, calling at any of Goroka, Noncugl, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamanda, 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.

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.45 a.m., Wau arr. 11.40 a.m., dep. 12 noon, Bulolo arr. 12.15 p.m., dep. 12.30 p.m., Lae arr. 1 p.m.

Thurs., Sun.: Dep. Lae 7.30 a.m., Bulolo arr. 8 a.m., dep. 8.15 a.m., Wau arr. 8.30 a.m., dep. 8.50 a.m., Pt. Moresby arr. 9.55 a.m.

MADANG-GOROKA (DC3)

Wed., Sat.: Dep. Madang 12 noon, via Mt. Hagen, Banz and Minj, arr. Goroka 3 p.m.

MADANG-LAE (DC3)

Thurs.: Dep. Madang 2.45 p.m., arr. Lae 5.15 p.m.

LAE-GOROKA-MADANG (DC3)

Thurs.: Dep. Lae 8.30 a.m., Goroka 9.25 a.m., then via Minj, Banz, Mt. Hagen arr. Madang 1.25 p.m.

Mon., Thurs.: Dep. Goroka 3.20 p.m., Madang arr. 3.55 p.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Tues.: Dep. Pt. Moresby 7.30 a.m., via Goroka, Minj, and Banz, arr. Mt. Hagen 11.50 a.m., dep. for Madang 11.50 a.m., dep. for Madang 12.20 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Thurs.: Dep. Pt. Moresby 7.30 a.m., Goroka arr. 9.20 a.m., dep. 9.50 a.m., Madang arr. 10.25 a.m.

Tues. and Sun.: Dep. Madang 7.30 a.m., Goroka arr. 8.05 a.m., dep. 8.30 a.m., Port Moresby arr. 10.20 a.m.

Thurs.: 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-RABAU-LAE (DC3)

Alt. Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m. (July 3, 17, 31, Aug. 14, 28, etc.).

Wed.: Dep. Rabaul 6.15 a.m., Finschhafen 8.40 a.m., arr. Lae 9.15 a.m.

Alt. Tues.: Dep. Rabaul 1.05 p.m., arr. Lae 3.25 p.m. (July 4, 18, Aug. 1, 15, 29, etc.).

Fri.: Dep. Lae 9.15 a.m., Finschhafen 10.05 a.m., arr. Rabaul 12.25 p.m.

Thurs., Sat., Sun.: Dep. Lae 9.15 a.m., arr. Rabaul 11.55 a.m.

Sun., Tues., Thurs.: Dep. Rabaul 6.15 a.m., arr. Lae 8.55 a.m.

Fri.: Dep. Rabaul 6.15 a.m., Hoskings 7.45 a.m., Finschhafen 9.20 a.m., arr. Lae 9.55 a.m.

Wed.: Dep. Lae 9.15 a.m., Finschhafen 10.05 a.m., Hoskins 12.35 p.m., Rabaul 12.55 p.m.

* Calls at Jacquinot Bay (New Britain), Thurs., on request.

RABAU-BUIN-RABAU (DC3)

Mon., Fri.: Dep. Rabaul 6.30 a.m., Buka, Wakanai, Aropa, Buin arr. 10.30 a.m., dep. 11 a.m., Aropa, Wakanai, Buka, Rabaul arr. 3 p.m.

MADANG-WEWAK-MADANG (DC3)

Thurs.: Dep. Madang 11 a.m., Wewak arr. 12.20 p.m., dep. 12.55 p.m., Madang arr. 2.15 p.m.

Operated by Ansett-Mandated Air Lines

Specially fitted Ansett-MAL DC3's, connect at Lae with the Sydney-Lae-Sydney DC6B services as follows:—

Wed., Fri., Sat.: Dep. Rabaul 5.45 a.m., Lae arr. 8.25 a.m., dep. 9.20 a.m., Rabaul arr. 12 noon.

Wed., Fri., Sat.: Dep. Madang 7 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Madang arr. 10.35 a.m. (11 a.m. Fri.).

Wed., Sat.: Dep. Goroka 7.55 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Goroka arr. 9.45 a.m.

Fri.: Dep. Wau 8.15 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Wau arr. 9.25 a.m.

Other Ansett-MAL scheduled internal P-NG services (by DC3 unless otherwise stated) include:

Mon.: Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Rabaul.

Tues.: Dep. Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Dep. Minj (by Norseman) 2.30 p.m. for Goroka, and return Minj.

Wed.: Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.

Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, Madang.

Dep. Wewak (by Norseman) 8.30 a.m. for Lami, Nuku, Wewak.

Dep. Wewak (by Cessna) 8.30 a.m. for Maprik, Yangoru, Wewak.

Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Madang.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Cessna) 8 a.m. for Telefomin, and return Wewak.

Fri.: Dep. Lae 7 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 8.55 a.m. for Wau, Madang.

Dep. Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.

Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Erave, Kagua, Ialibu, Mendi, Minj.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norseman) 8 a.m. for Aitape, Vanimo, Sissano, Aitape, Dagua, Wewak.

Dep. Wewak (by Cessna) 8 a.m. for Angoram, and return Wewak.

Dep. Wewak (by Cessna) 9.30 a.m. for Ambunti, Burul, Wewak.

Sat.: Dep. Lae 8.55 a.m. for Goroka, Madang.

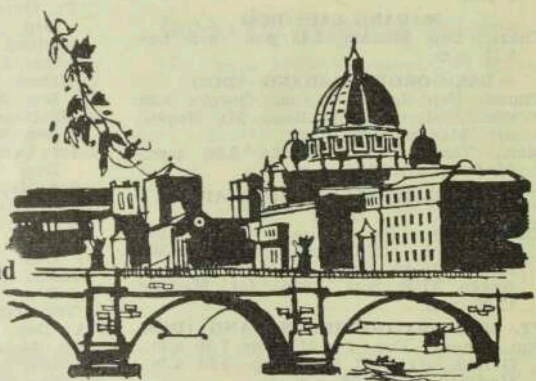
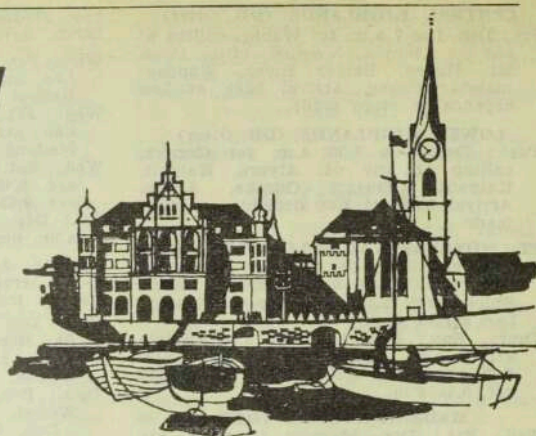
Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Wewak (by Norse

Holiday on your way to U.K.

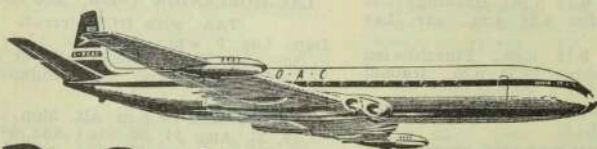
Stop-over at your
choice of Eastern and
Continental cities
en route.



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AIR-INDIA, QANTAS AND TEAL.

A2c.84

Hollandia 8.30 a.m., arr. Lae 12.30 p.m.
Alt. Mon. (July 10, 24, Aug. 7, 21, etc.)
Dep. Lae 6.15 a.m., arr. Hollandia
9.05 a.m., dep. 10 a.m., arr. Biak 12.
p.m.

NNG INTERNAL SERVICES NNG Airlines

DC3 aircraft link Biak with Hollandia
Lae (see above), Sorong, Merauke, Tem
Merah, Kaimana, Manokwari, Noemfo
Kebar, Wamena, Ransiki and Genje
Twin Pioneer to Seroei; and Beaver
Steenkool, Fakfak, Kaimana, Teminabusa
Sorong, Ajamaroe, Napan, Wisselmer
Kokonao, and Inawatan.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines

Weekly DC8 service between Sydney
(dep. Mon. 9 a.m.) and Holland, call
at Biak, NNG (arr. Mon. 2.05 p.m., de
2.50 p.m.), Manila (Philippines), a
Amsterdam (arr. Tues. 10.30 a.m.), De
Amsterdam Sat. 10 a.m., via Man
and Biak (arr. Sun. 10 p.m.) for Sydney
(arr. Mon. 6 a.m.).

DC7 aircraft dep. Biak Mon. 3.10 p.
and Thurs. 9.45 a.m. for Japan en ro
to Amsterdam (arr. Tues. 9.35 p.m. a
Fri. 4.40 p.m.). Dep. Amsterdam Mo
and Fri. 7.30 p.m. for Japan and Bi
(arr. 10.30 p.m. Wed. and Sun.).

5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop-Jet and DC3 Aircraft

Alt. Tues. (Fokker): Dep. Lae 8.45 a.
for Rabaul, Munda (BSI), Honiara a
4.50 p.m. (July 11, 25, Aug. 8, 22, etc.)
Alt. Wed. (Fokker): Dep. Honiara
a.m. for Munda, Buka, Rabaul (NO
Lae arr. 12 noon (July 12, 26, Aug.
23, etc.).

Alt. Mon. (DC3): Dep. Lae 6 a.m.
Rabaul, Buka, Munda, Yandina
Honiara arr. 4.40 p.m. same day (Ju
3, 17, 31, Aug. 14, 28, etc.).

Alt. Tues. (DC3): Dep. Honiara 7 a.m.,
Yandina, Munda, Buka, Rabaul, I
arr. 3.25 p.m. same day (July 4,
Aug. 1, 15, 29, etc.).

6. Sydney-Noumea

Qantas, with Electra International

Fri.: Dep. Sydney 10 a.m., arr. Noumea
2.30 p.m.

Fri.: Dep. Noumea 4 p.m., arr. Sydney
7 p.m.

7. Paris-Sydney-Noumea-Fiji Tahiti-USA

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 1.10 p.m., eastbound
Athens, Teheran, Karachi, Bangkok,
Saigon, Djakarta, Darwin, Sydney (a
Wed. 7.05 a.m.).

Dep. Sydney Wed. 8.05 a.m. for Noumea
(arr. 11.40 a.m., dep. 3 p.m.), Nadi (a
5.50 p.m., dep. 6.50 p.m.), crosses
International Dateline, Papeete (a
Wed. 1 a.m., dep. 2.25 p.m.), Honolulu
Los Angeles, Montreal, Paris (arr. F
7.55 a.m.).

Dep. Paris Wed. 5.30 p.m., westbound
Montreal, Los Angeles, Honolulu,
Papeete (arr. Thurs. 6.35 p.m., de
Sat. 1.40 a.m.), crosses International
Dateline, Nadi (arr. Sun. 4.25 a.m.,
dep. 5.25 a.m.), Noumea (arr. Sat
6.30 a.m., dep. 8.30 a.m.), Sydney (a
10.40 a.m.).

Dep. Sydney Sun. 11.40 p.m. for Darwin,
Djakarta, Saigon, Bangkok, Karachi,
Teheran, Rome, Paris (arr. Fri. 1 p.m.)

7A. Tahiti-USA

TAI, with DC8 Jet Aircraft
 Dep. Papeete 9.30 p.m. for Los Angeles, arr. Fri. 8.30 a.m.
 Dep. Los Angeles 12.30 a.m. for Papeete, arr. 5.40 p.m. same day.

8. Sydney-Lord Howe Is.

Qantas Flying Boat Services Pty. Ltd.
 with Sandringham Flyingboats
 Return flight from Rose Bay base
 on Tuesday and Saturday (with extra
 flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft
 at (July 1, 15, 29, Aug. 12, 26, etc.);
 Sydney 8 a.m., arr. NI 2.45 p.m.;
 NI next day, alt. Sun. (July 2,
 30, Aug. 13, 27, etc.) 2.45 p.m. for
 Sydney, arr. 6.45 p.m. (Flight extends
 Auckland-NI. See table 12.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft
 Fri.: Dep. Noumea (N. Cal.)
 10 a.m. for Vila (arr. 8.55 a.m., dep.
 9 a.m.), Santo (arr. 10.45 a.m., dep.
 11.30 p.m.), Vila (arr. 1.30 p.m., dep.
 2 p.m.), Noumea (arr. 4 p.m.).

11. N. Caledonia-Wallis Is.

TAI with DC4 aircraft
 on (second Saturday), from Noumea
 July 8, Aug. 12, Sept. 9, etc.
 Noumea, Sat., 7 a.m., arr. Wallis
 1.30 p.m.; dep. Wallis Is. Sun. 11.30
 a.m., arr. Noumea 5 p.m. same day.

12. Norfolk Is.-Auckland

by Qantas Skymaster (Charter)
 at (July 1, 15, 29, Aug. 12, 26, etc.).
 Norfolk 4 p.m., arr. Auckland
 10 p.m. Ret. next day, Sun. (July
 8, 30, Aug. 13, 27, etc.), dep. Auckland
 10.30 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

with Jet-Prop. Lockheed Electras
 except Tues., Fri.: Dep. Auckland
 9 a.m., arr. Sydney 11.05 a.m.
 Fri.: Dep. Auckland 5 p.m., arr.
 Sydney 7.05 p.m.
 Sat., Sun.: Dep. Sydney 12.15 p.m.,
 Auckland 5.50 p.m.
 Wed., Thurs., Fri.: Dep. Sydney 10
 a.m., arr. Auckland 3.35 p.m.

14. Auckland-Brisbane

with Jet-Prop. Lockheed Electra
 Dep. Auckland 8.30 p.m., arr. Brisbane
 10.50 p.m.
 Dep. Brisbane 12.30 a.m., arr.
 Auckland 6.20 a.m.

15. Sydney-Christchurch

with Jet-Prop. Lockheed Electras
 Thurs.: Dep. Sydney 12.15 p.m.,
 Christchurch 6 p.m.
 Fri.: Dep. Christchurch 7 p.m.,
 Sydney 9.05 p.m.
 Dep. Sydney 9 a.m., arr. Christchurch
 2.45 p.m.

16. Christchurch-Melbourne

with Jet-Prop. Lockheed Electra
 Dep. Christchurch 7 p.m., arr.
 Melbourne 9.35 p.m.

Fri.: Dep. Melbourne 11.30 a.m., arr.
 Christchurch 5.40 p.m.

16. Sydney-Wellington

TEAL, with Douglas DC6 Aircraft
 Daily except Wed., Fri.: Dep. Sydney
 9.30 a.m., arr. Wellington 3.20 p.m.
 Daily except Wed., Fri.: Dep. Wellington
 4.30 p.m., arr. Sydney 6.45 p.m.

17. Melbourne-NZ-Fiji

TEAL, with Lockheed Electra chartered
 from Qantas
 Wed., Fri.: Dep. Melbourne 10 p.m., arr.
 Auckland 7.25 p.m., dep. Auckland 8.30
 p.m., arr. Nadi 12.15 a.m., Thurs., Sat.
 Return, same route, Thurs. and Sat.
 (Connects at Nadi with Qantas Boeing
 707 jet service from Sydney to USA.)

18. Auckland-Fiji

TEAL, with Jet-Prop. Lockheed Electras
 and Qantas Lockheed Electras
 Tues., Thurs.: Dep. Auckland 7 p.m.,
 arr. Nadi 10.45 p.m.
 Wed., Fri.: Dep. Auckland 8.30 p.m., arr.
 Nadi 12.15 a.m.
 Wed., Fri.: Dep. Nadi 9.30 a.m., arr.
 Auckland 1.25 p.m.
 Thurs., Sat.: Dep. Nadi 5.30 a.m., arr.
 Auckland 9.25 a.m.

* Wed., Fri. flights ex-Auckland, and
 Thurs., Sat. flights ex-Nadi are operated
 by Qantas under charter to TEAL.

19. Christchurch-Fiji

TEAL, with Jet-Prop. Lockheed Electra
 Sat.: Dep. Christchurch 4.30 p.m., arr.
 Auckland 6 p.m., dep. Auckland 7
 p.m., arr. Nadi 10.45 p.m.
 Mon.: Dep. Nadi 9.30 a.m., arr. Auckland
 1.25 a.m., dep. Auckland 2.30 p.m.,
 arr. Christchurch 4.05 p.m.

20. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft
 Dep. Auckland 5.30 p.m., Sun. and Thurs.,
 arr. Nadi 10.15 p.m.; dep. Nadi Mon.
 only 12 noon, crosses International
 Dateline, arr. Tafuna (American
 Samoa) 4.10 p.m., Sun., dep. Tafuna
 5 p.m., arr. Honolulu 5 a.m. Mon.
 Dep. Honolulu 12.45 a.m. Tues., arr. Tafuna
 8.30 a.m. Tues.; dep. Tafuna 9.15 a.m.,
 crosses International Dateline, arr. Nadi
 11.30 a.m. Wed.; dep. Nadi 7.45 a.m.
 Sun., Thurs., arr. Auckland 12.45 a.m.

21. Fiji-Tahiti

TEAL, with Jet-Prop. Lockheed Electra
 Sat.: Dep. Nadi 11.59 p.m., crosses Inter-
 national Dateline, arr. Papeete Sat.
 8 a.m.
 Sun.: Dep. Papeete 2 a.m., crosses Inter-
 national Dateline, arr. Nadi Mon. 6.40
 a.m.

(Note: It is expected that TEAL will
 shortly include a call at Tafuna, Am.
 Samoa, each way, on this service.)

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drover
 Aircraft and Beaver Amphibian
 Suva (Nausori) 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

Tues., Sun.

Suva-Savusavu-Matei (Taveuni), Savu-
 savu-Suva: One flight—Wed.
 Suva - Savusavu - Labasa - Savusavu -
 Suva: One flight—Thurs., Sat., Sun.
 Suva-Savusavu-Suva: One flight—Mon.
 Suva-Ura (Taveuni)-Suva: One flight —
 Thurs., Sun.
 Suva - Labasa - Savusavu - Labasa -
 Suva: One flight—Tues.
 Suva - Matei - Labasa - Matei - Suva:
 One flight—Mon., Fri.
 Suva-Levuka-Suva: Return flights Tues.
 and Thurs.
 Suva-Kadavu-Suva: Return flights alter-
 nate Fri. afternoons (July 7, 21, Aug.
 4, 18, etc.) and alternate Mon.
 mornings (July 10, 24, Aug. 7, 21, etc.).
 Details from Fiji Airways, Ltd., Victoria
 Arcade, Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft
 Dep. Suva (Nausori) 7 a.m. alternate
 Thurs. (June 29, July 13, 27, Aug. 10, 24,
 etc.) arr. Nukualofa (Fua'amotu airfield
 on Tongatapu) 11.15 a.m.
 Dep. Nukualofa 9.30 a.m. on return flight
 alternate Sat. (July 1, 15, 29, Aug. 12,
 26, etc.), arr. 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
 Twice weekly service by American air-
 line, South Pacific Air Lines, from Honolulu
 to Fa'a International Airport, Papeete.
 Mon., Fri.: Dep. Honolulu 10 p.m., arr.
 Papeete Sat. 7.30 a.m.
 Tues., Sat.: Dep. Papeete 10 p.m., arr.
 Honolulu Sun. 7.30 a.m.
 Details from South Pacific Air Lines,
 Hotel Stuart, Quay Bir Hacheim, Papeete,
 Tahiti, or 311 California St., San Fran-
 cisco, USA, or TAA offices in Australia.

24. New Caledonia-New Zealand

TAI with DC4 Aircraft
 Mon.: Dep. Noumea 5 p.m. for Auckland,
 arr. 11.40 p.m.
 Tues.: Dep. Auckland 11.50 a.m. for
 Noumea, arr. 4.50 p.m.

25. N. Caledonia Internal Services

TRANSPAC, with Herons and Rapides
 Noumea-Lifou: Tues., Wed., Fri. dep.
 Noumea 8 a.m., Lifou arr. 8.50 a.m.,
 dep. 9.10 a.m., Noumea arr. 10 a.m.
 Sat.: Dep. Noumea 2 p.m., Lifou arr.
 2.50 p.m., dep. 3.10 p.m., Noumea
 arr. 4 p.m.
 Noumea-Mare: Tues. dep. Noumea 2
 p.m., Mare arr. 2.50 p.m., dep. 3.10
 p.m., Noumea arr. 4 p.m. Fri.: Dep.
 Noumea 11 a.m., Mare arr. 11.50 a.m.,
 dep. 12.10 p.m., Noumea arr. 1 p.m.
 Noumea-Ouvea: Tues. dep. Noumea 11
 a.m., Ouvea arr. 11.50 a.m., dep. 12.40
 p.m., Noumea arr. 1.30 p.m. Sat.: Dep.
 Noumea 8 a.m., Ouvea arr. 8.50 a.m.,
 dep. 9.10 a.m., Noumea arr. 10 a.m.
 Noumea-Koumac: Wed., Sat. dep. Noumea
 11 a.m., Koumac arr. 12.40 p.m., dep.
 1 p.m., Noumea arr. 2.40 p.m.
 Noumea-Isle of Pines: Mon., Wed., Sat.
 dep. Noumea 10.45 a.m., Pines arr.
 11.15 a.m., dep. 11.30 a.m., Noumea arr.
 12 noon. Sun.: Dep. Noumea 8 a.m.,
 Pines arr. 8.15 a.m., dep. 4.30 p.m.,
 Noumea arr. 5 p.m. (Over)

CAMBRIDGE CREDIT

CORPORATION LIMITED

(Incorporated under the Companies' Act of New South Wales on 8th March, 1950)
(ASSETS EXCEED £7,500,000)

9$\frac{1}{2}$%		PER ANNUM	9%	P.A.
		5 YEARS		4 YEARS
		6 or 10 YEARS	8$\frac{1}{2}$%	P.A.
				2 or 3 YEARS
SHORT TERM RATES	8%	P.A. 12 MTHS' NOTICE	7%	P.A. 6 MTHS' NOTICE
			6$\frac{1}{2}$%	P.A. 3 MTHS' NOTICE
			6%	P.A. 1 MTH'S. NOTICE

REGISTERED FIRST MORTGAGE DEBENTURE STOCK

Funds may be withdrawn in a personal emergency.

Increased interest rates apply on renewal of investments.

Interest paid quarterly **FREE OF EXCHANGE** through the **BANK OF N.S.W.**

Obtain Prospectus and application forms from all branches of the **BANK OF N.S.W.**

The Company's Offices, Suite 53a, 5th Floor, T. & G. Building, Queen St., Brisbane. 'Phones: 24-509, 26-981.

Any Member of a Recognised Stock Exchange.

Underwriting Brokers:

Ralph W. King & Yuill, 340 Queen Street, Brisbane
(Members of the Sydney Stock Exchange)

Corrie & Co., 400 Queen Street, Brisbane
(Members of the Brisbane Stock Exchange)

Leonard G. May & Son (Members of the Stock Exchange of Melbourne)

Trustee for Stockholders:

Bankers & Traders' Insurance Company Limited
Investigating Accountants for the Underwriting Brokers:
Smith Johnson & Co.

Registrar: Bank of N.S.W. Nominees Pty. Ltd.

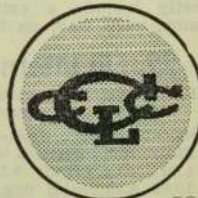
Registers: Brisbane, Sydney, Melbourne, Adelaide, Canberra.

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

Clip and Post Coupon

Cambridge Credit Corporation Limited,
Box 1163P, G.P.O., Brisbane.
Please send me without obligation a copy of the prospectus with application forms.

NAME..... P.I.M. 6/61
ADDRESS.....



CC.7.

26. French Polynesia Inter Island Service

Reseau Aeriens Interinsulaire with
Bermuda flyingboat

Service to the Leeward Group (Illes du Vent).

Mon., Wed., Thurs.: Dep Papeete 7 a.m., Raiatea arr. 8.30 a.m., d. Raiatea 9.15 a.m., Bora Bora 9.30 a.m., dep. 10.15 a.m., Raiatea 10.30 a.m., dep. 11 a.m., Papeete 12 noon.

Booking agents in Tahiti: RAI, Q Bir Hakeim, Papeete.

27. Samoan Inter-Island Services

Polynesian Airlines Ltd., of Apia, West Samoa, has recommenced its regular air service between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome), using Percival P. aircraft.

Booking agents: Gold Star Travel Service Apia: R. E. Pritchard, Pago Pago.

28. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motor amphibian flyingboats, TOA operates service throughout the Trust Territory of Micronesia (Caroline, Marshall, Mariana groups) on behalf of the Government.

Details from Trans Ocean Airways, Agaña, Guam.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

[NOTE: Exchange rates for equivalent of Australian currency in other Territories. Aust. £1 equals approximately 16/- in NZ, or West Samoa; 18/- Fiji; 20/- Tonga; 22/- Solomon Islands; 24/- New Hebrides; 26/- French Polynesia; 28/- American Samoa; 30/- Samoa; 32/- Cook Islands; 34/- Niue; 36/- Tokelau; 38/- Wallis & Futuna; 40/- Johnston Atoll; 42/- Line Islands; 44/- Marshall Islands; 46/- Caroline Islands; 48/- Mariana Islands; 50/- Micronesia; 52/- Palau; 54/- Yap; 56/- Chuuk; 58/- Pohnpei; 60/- Kosrae; 62/- Tanna; 64/- Vanuatu; 66/- New Caledonia; 68/- French Polynesia; 70/- Samoa; 72/- Cook Islands; 74/- Niue; 76/- Tokelau; 78/- Wallis & Futuna; 80/- Johnston Atoll; 82/- Line Islands; 84/- Marshall Islands; 86/- Caroline Islands; 88/- Mariana Islands; 90/- Micronesia; 92/- Palau; 94/- Yap; 96/- Chuuk; 98/- Pohnpei; 100/- Kosrae; 102/- Tanna; 104/- Vanuatu; 106/- New Caledonia; 108/- French Polynesia; 110/- Samoa; 112/- Cook Islands; 114/- Niue; 116/- Tokelau; 118/- Wallis & Futuna; 120/- Johnston Atoll; 122/- Line Islands; 124/- Marshall Islands; 126/- Caroline Islands; 128/- Mariana Islands; 130/- Micronesia; 132/- Palau; 134/- Yap; 136/- Chuuk; 138/- Pohnpei; 140/- Kosrae; 142/- Tanna; 144/- Vanuatu; 146/- New Caledonia; 148/- French Polynesia; 150/- Samoa; 152/- Cook Islands; 154/- Niue; 156/- Tokelau; 158/- Wallis & Futuna; 160/- Johnston Atoll; 162/- Line Islands; 164/- Marshall Islands; 166/- Caroline Islands; 168/- Mariana Islands; 170/- Micronesia; 172/- Palau; 174/- Yap; 176/- Chuuk; 178/- Pohnpei; 180/- Kosrae; 182/- Tanna; 184/- Vanuatu; 186/- New Caledonia; 188/- French Polynesia; 190/- Samoa; 192/- Cook Islands; 194/- Niue; 196/- Tokelau; 198/- Wallis & Futuna; 200/- Johnston Atoll; 202/- Line Islands; 204/- Marshall Islands; 206/- Caroline Islands; 208/- Mariana Islands; 210/- Micronesia; 212/- Palau; 214/- Yap; 216/- Chuuk; 218/- Pohnpei; 220/- Kosrae; 222/- Tanna; 224/- Vanuatu; 226/- New Caledonia; 228/- French Polynesia; 230/- Samoa; 232/- Cook Islands; 234/- Niue; 236/- Tokelau; 238/- Wallis & Futuna; 240/- Johnston Atoll; 242/- Line Islands; 244/- Marshall Islands; 246/- Caroline Islands; 248/- Mariana Islands; 250/- Micronesia; 252/- Palau; 254/- Yap; 256/- Chuuk; 258/- Pohnpei; 260/- Kosrae; 262/- Tanna; 264/- Vanuatu; 266/- New Caledonia; 268/- French Polynesia; 270/- Samoa; 272/- Cook Islands; 274/- Niue; 276/- Tokelau; 278/- Wallis & Futuna; 280/- Johnston Atoll; 282/- Line Islands; 284/- Marshall Islands; 286/- Caroline Islands; 288/- Mariana Islands; 290/- Micronesia; 292/- Palau; 294/- Yap; 296/- Chuuk; 298/- Pohnpei; 300/- Kosrae; 302/- Tanna; 304/- Vanuatu; 306/- New Caledonia; 308/- French Polynesia; 310/- Samoa; 312/- Cook Islands; 314/- Niue; 316/- Tokelau; 318/- Wallis & Futuna; 320/- Johnston Atoll; 322/- Line Islands; 324/- Marshall Islands; 326/- Caroline Islands; 328/- Mariana Islands; 330/- Micronesia; 332/- Palau; 334/- Yap; 336/- Chuuk; 338/- Pohnpei; 340/- Kosrae; 342/- Tanna; 344/- Vanuatu; 346/- New Caledonia; 348/- French Polynesia; 350/- Samoa; 352/- Cook Islands; 354/- Niue; 356/- Tokelau; 358/- Wallis & Futuna; 360/- Johnston Atoll; 362/- Line Islands; 364/- Marshall Islands; 366/- Caroline Islands; 368/- Mariana Islands; 370/- Micronesia; 372/- Palau; 374/- Yap; 376/- Chuuk; 378/- Pohnpei; 380/- Kosrae; 382/- Tanna; 384/- Vanuatu; 386/- New Caledonia; 388/- French Polynesia; 390/- Samoa; 392/- Cook Islands; 394/- Niue; 396/- Tokelau; 398/- Wallis & Futuna; 400/- Johnston Atoll; 402/- Line Islands; 404/- Marshall Islands; 406/- Caroline Islands; 408/- Mariana Islands; 410/- Micronesia; 412/- Palau; 414/- Yap; 416/- Chuuk; 418/- Pohnpei; 420/- Kosrae; 422/- Tanna; 424/- Vanuatu; 426/- New Caledonia; 428/- French Polynesia; 430/- Samoa; 432/- Cook Islands; 434/- Niue; 436/- Tokelau; 438/- Wallis & Futuna; 440/- Johnston Atoll; 442/- Line Islands; 444/- Marshall Islands; 446/- Caroline Islands; 448/- Mariana Islands; 450/- Micronesia; 452/- Palau; 454/- Yap; 456/- Chuuk; 458/- Pohnpei; 460/- Kosrae; 462/- Tanna; 464/- Vanuatu; 466/- New Caledonia; 468/- French Polynesia; 470/- Samoa; 472/- Cook Islands; 474/- Niue; 476/- Tokelau; 478/- Wallis & Futuna; 480/- Johnston Atoll; 482/- Line Islands; 484/- Marshall Islands; 486/- Caroline Islands; 488/- Mariana Islands; 490/- Micronesia; 492/- Palau; 494/- Yap; 496/- Chuuk; 498/- Pohnpei; 500/- Kosrae; 502/- Tanna; 504/- Vanuatu; 506/- New Caledonia; 508/- French Polynesia; 510/- Samoa; 512/- Cook Islands; 514/- Niue; 516/- Tokelau; 518/- Wallis & Futuna; 520/- Johnston Atoll; 522/- Line Islands; 524/- Marshall Islands; 526/- Caroline Islands; 528/- Mariana Islands; 530/- Micronesia; 532/- Palau; 534/- Yap; 536/- Chuuk; 538/- Pohnpei; 540/- Kosrae; 542/- Tanna; 544/- Vanuatu; 546/- New Caledonia; 548/- French Polynesia; 550/- Samoa; 552/- Cook Islands; 554/- Niue; 556/- Tokelau; 558/- Wallis & Futuna; 560/- Johnston Atoll; 562/- Line Islands; 564/- Marshall Islands; 566/- Caroline Islands; 568/- Mariana Islands; 570/- Micronesia; 572/- Palau; 574/- Yap; 576/- Chuuk; 578/- Pohnpei; 580/- Kosrae; 582/- Tanna; 584/- Vanuatu; 586/- New Caledonia; 588/- French Polynesia; 590/- Samoa; 592/- Cook Islands; 594/- Niue; 596/- Tokelau; 598/- Wallis & Futuna; 600/- Johnston Atoll; 602/- Line Islands; 604/- Marshall Islands; 606/- Caroline Islands; 608/- Mariana Islands; 610/- Micronesia; 612/- Palau; 614/- Yap; 616/- Chuuk; 618/- Pohnpei; 620/- Kosrae; 622/- Tanna; 624/- Vanuatu; 626/- New Caledonia; 628/- French Polynesia; 630/- Samoa; 632/- Cook Islands; 634/- Niue; 636/- Tokelau; 638/- Wallis & Futuna; 640/- Johnston Atoll; 642/- Line Islands; 644/- Marshall Islands; 646/- Caroline Islands; 648/- Mariana Islands; 650/- Micronesia; 652/- Palau; 654/- Yap; 656/- Chuuk; 658/- Pohnpei; 660/- Kosrae; 662/- Tanna; 664/- Vanuatu; 666/- New Caledonia; 668/- French Polynesia; 670/- Samoa; 672/- Cook Islands; 674/- Niue; 676/- Tokelau; 678/- Wallis & Futuna; 680/- Johnston Atoll; 682/- Line Islands; 684/- Marshall Islands; 686/- Caroline Islands; 688/- Mariana Islands; 690/- Micronesia; 692/- Palau; 694/- Yap; 696/- Chuuk; 698/- Pohnpei; 700/- Kosrae; 702/- Tanna; 704/- Vanuatu; 706/- New Caledonia; 708/- French Polynesia; 710/- Samoa; 712/- Cook Islands; 714/- Niue; 716/- Tokelau; 718/- Wallis & Futuna; 720/- Johnston Atoll; 722/- Line Islands; 724/- Marshall Islands; 726/- Caroline Islands; 728/- Mariana Islands; 730/- Micronesia; 732/- Palau; 734/- Yap; 736/- Chuuk; 738/- Pohnpei; 740/- Kosrae; 742/- Tanna; 744/- Vanuatu; 746/- New Caledonia; 748/- French Polynesia; 750/- Samoa; 752/- Cook Islands; 754/- Niue; 756/- Tokelau; 758/- Wallis & Futuna; 760/- Johnston Atoll; 762/- Line Islands; 764/- Marshall Islands; 766/- Caroline Islands; 768/- Mariana Islands; 770/- Micronesia; 772/- Palau; 774/- Yap; 776/- Chuuk; 778/- Pohnpei; 780/- Kosrae; 782/- Tanna; 784/- Vanuatu; 786/- New Caledonia; 788/- French Polynesia; 790/- Samoa; 792/- Cook Islands; 794/- Niue; 796/- Tokelau; 798/- Wallis & Futuna; 800/- Johnston Atoll; 802/- Line Islands; 804/- Marshall Islands; 806/- Caroline Islands; 808/- Mariana Islands; 810/- Micronesia; 812/- Palau; 814/- Yap; 816/- Chuuk; 818/- Pohnpei; 820/- Kosrae; 822/- Tanna; 824/- Vanuatu; 826/- New Caledonia; 828/- French Polynesia; 830/- Samoa; 832/- Cook Islands; 834/- Niue; 836/- Tokelau; 838/- Wallis & Futuna; 840/- Johnston Atoll; 842/- Line Islands; 844/- Marshall Islands; 846/- Caroline Islands; 848/- Mariana Islands; 850/- Micronesia; 852/- Palau; 854/- Yap; 856/- Chuuk; 858/- Pohnpei; 860/- Kosrae; 862/- Tanna; 864/- Vanuatu; 866/- New Caledonia; 868/- French Polynesia; 870/- Samoa; 872/- Cook Islands; 874/- Niue; 876/- Tokelau; 878/- Wallis & Futuna; 880/- Johnston Atoll; 882/- Line Islands; 884/- Marshall Islands; 886/- Caroline Islands; 888/- Mariana Islands; 890/- Micronesia; 892/- Palau; 894/- Yap; 896/- Chuuk; 898/- Pohnpei; 900/- Kosrae; 902/- Tanna; 904/- Vanuatu; 906/- New Caledonia; 908/- French Polynesia; 910/- Samoa; 912/- Cook Islands; 914/- Niue; 916/- Tokelau; 918/- Wallis & Futuna; 920/- Johnston Atoll; 922/- Line Islands; 924/- Marshall Islands; 926/- Caroline Islands; 928/- Mariana Islands; 930/- Micronesia; 932/- Palau; 934/- Yap; 936/- Chuuk; 938/- Pohnpei; 940/- Kosrae; 942/- Tanna; 944/- Vanuatu; 946/- New Caledonia; 948/- French Polynesia; 950/- Samoa; 952/- Cook Islands; 954/- Niue; 956/- Tokelau; 958/- Wallis & Futuna; 960/- Johnston Atoll; 962/- Line Islands; 964/- Marshall Islands; 966/- Caroline Islands; 968/- Mariana Islands; 970/- Micronesia; 972/- Palau; 974/- Yap; 976/- Chuuk; 978/- Pohnpei; 980/- Kosrae; 982/- Tanna; 984/- Vanuatu; 986/- New Caledonia; 988/- French Polynesia; 990/- Samoa; 992/- Cook Islands; 994/- Niue; 996/- Tokelau; 998/- Wallis & Futuna; 1000/- Johnston Atoll; 1002/- Line Islands; 1004/- Marshall Islands; 1006/- Caroline Islands; 1008/- Mariana Islands; 1010/- Micronesia; 1012/- Palau; 1014/- Yap; 1016/- Chuuk; 1018/- Pohnpei; 1020/- Kosrae; 1022/- Tanna; 1024/- Vanuatu; 1026/- New Caledonia; 1028/- French Polynesia; 1030/- Samoa; 1032/- Cook Islands; 1034/- Niue; 1036/- Tokelau; 1038/- Wallis & Futuna; 1040/- Johnston Atoll; 1042/- Line Islands; 1044/- Marshall Islands; 1046/- Caroline Islands; 1048/- Mariana Islands; 1050/- Micronesia; 1052/- Palau; 1054/- Yap; 1056/- Chuuk; 1058/- Pohnpei; 1060/- Kosrae; 1062/- Tanna; 1064/- Vanuatu; 1066/- New Caledonia; 1068/- French Polynesia; 1070/- Samoa; 1072/- Cook Islands; 1074/- Niue; 1076/- Tokelau; 1078/- Wallis & Futuna; 1080/- Johnston Atoll; 1082/- Line Islands; 1084/- Marshall Islands; 1086/- Caroline Islands; 1088/- Mariana Islands; 1090/- Micronesia; 1092/- Palau; 1094/- Yap; 1096/- Chuuk; 1098/- Pohnpei; 1100/- Kosrae; 1102/- Tanna; 1104/- Vanuatu; 1106/- New Caledonia; 1108/- French Polynesia; 1110/- Samoa; 1112/- Cook Islands; 1114/- Niue; 1116/- Tokelau; 1118/- Wallis & Futuna; 1120/- Johnston Atoll; 1122/- Line Islands; 1124/- Marshall Islands; 1126/- Caroline Islands; 1128/- Mariana Islands; 1130/- Micronesia; 1132/- Palau; 1134/- Yap; 1136/- Chuuk; 1138/- Pohnpei; 1140/- Kosrae; 1142/- Tanna; 1144/- Vanuatu; 1146/- New Caledonia; 1148/- French Polynesia; 1150/- Samoa; 1152/- Cook Islands; 1154/- Niue; 1156/- Tokelau; 1158/- Wallis & Futuna; 1160/- Johnston Atoll; 1162/- Line Islands; 1164/- Marshall Islands; 1166/- Caroline Islands; 1168/- Mariana Islands; 1170/- Micronesia; 1172/- Palau; 1174/- Yap; 1176/- Chuuk; 1178/- Pohnpei; 1180/- Kosrae; 1182/- Tanna; 1184/- Vanuatu; 1186/- New Caledonia; 1188/- French Polynesia; 1190/- Samoa; 1192/- Cook Islands; 1194/- Niue; 1196/- Tokelau; 1198/- Wallis & Futuna; 1200/- Johnston Atoll; 1202/- Line Islands; 1204/- Marshall Islands; 1206/- Caroline Islands; 1208/- Mariana Islands; 1210/- Micronesia; 1212/- Palau; 1214/- Yap; 1216/- Chuuk; 1218/- Pohnpei; 1220/- Kosrae; 1222/- Tanna; 1224/- Vanuatu; 1226/- New Caledonia; 1228/- French Polynesia; 1230/- Samoa; 1232/- Cook Islands; 1234/- Niue; 1236/- Tokelau; 1238/- Wallis & Futuna; 1240/- Johnston Atoll; 1242/- Line Islands; 1244/- Marshall Islands; 1246/- Caroline Islands; 1248/- Mariana Islands; 1250/- Micronesia; 1252/- Palau; 1254/- Yap; 1256/- Chuuk; 1258/- Pohnpei; 1260/- Kosrae; 1262/- Tanna; 1264/- Vanuatu; 1266/- New Caledonia; 1268/- French Polynesia; 1270/- Samoa; 1272/- Cook Islands; 1274/- Niue; 1276/- Tokelau; 1278/- Wallis & Futuna; 1280/- Johnston Atoll; 1282/- Line Islands; 1284/- Marshall Islands; 1286/- Caroline Islands; 1288/- Mariana Islands; 1290/- Micronesia; 1292/- Palau; 1294/- Yap; 1296/- Chuuk; 1298/- Pohnpei; 1300/- Kosrae; 1302/- Tanna; 1304/- Vanuatu; 1306/- New Caledonia; 1308/- French Polynesia; 1310/- Samoa; 1312/- Cook Islands; 1314/- Niue; 1316/- Tokelau; 1318/- Wallis & Futuna; 1320/- Johnston Atoll; 1322/- Line Islands; 1324/- Marshall Islands; 1326/- Caroline Islands; 1328/- Mariana Islands; 1330/- Micronesia; 1332/- Palau; 1334/- Yap; 1336/- Chuuk; 1338/- Pohnpei; 1340/- Kosrae; 1342/- Tanna; 1344/- Vanuatu; 1346/- New Caledonia; 1348/- French Polynesia; 1350/- Samoa; 1352/- Cook Islands; 1354/- Niue; 1356/- Tokelau; 1358/- Wallis & Futuna; 1360/- Johnston Atoll; 1362/- Line Islands; 1364/- Marshall Islands; 1366/- Caroline Islands; 1368/- Mariana Islands; 1370/- Micronesia; 1372/- Palau; 1374/- Yap; 1376/- Chuuk; 1378/- Pohnpei; 1380/- Kosrae; 1382/- Tanna; 1384/- Vanuatu; 1386/- New Caledonia; 1388/- French Polynesia; 1390/- Samoa; 1392/- Cook Islands; 1394/- Niue; 1396/- Tokelau; 1398/- Wallis & Futuna; 1400/- Johnston Atoll; 1402/- Line Islands; 1404/- Marshall Islands; 1406/- Caroline Islands; 1408/- Mariana Islands; 1410/- Micronesia; 1412/- Palau; 1414/- Yap; 1416/- Chuuk; 1418/- Pohnpei; 1420/- Kosrae; 1422/- Tanna; 1424/- Vanuatu; 1426/- New Caledonia; 1428/- French Polynesia; 1430/- Samoa; 1432/- Cook Islands; 1434/- Niue; 1436/- Tokelau; 1438/- Wallis & Futuna; 1440/- Johnston Atoll; 1442/- Line Islands; 1444/- Marshall Islands; 1446/- Caroline Islands; 1448/- Mariana Islands; 1450/- Micronesia; 1452/- Palau; 1454/- Yap; 1456/- Chuuk; 1458/- Pohnpei; 1460/- Kosrae; 1462/- Tanna; 1464/- Vanuatu; 1466/- New Caledonia; 1468/- French Polynesia; 1470/- Samoa; 1472/- Cook Islands; 1474/- Niue; 1476/- Tokelau; 1478/- Wallis & Futuna; 1480/- Johnston Atoll; 1482/- Line Islands; 1484/- Marshall Islands; 1486/- Caroline Islands; 1488/- Mariana Islands; 1490/- Micronesia; 1492/- Palau; 1494/- Yap; 1496/- Chuuk; 1498/- Pohnpei; 1500/- Kosrae; 1502/- Tanna; 1504/- Vanuatu; 1506/- New Caledonia; 1508/- French Polynesia; 1510/- Samoa; 1512/- Cook Islands; 1514/- Niue; 1516/- Tokelau; 1518/- Wallis & Futuna; 1520/- Johnston Atoll; 1522/- Line Islands; 1524/- Marshall Islands; 1526/- Caroline Islands; 1528/- Mariana Islands; 1530/- Micronesia; 1532/- Palau; 1534/- Yap; 1536/- Chuuk; 1538/- Pohnpei; 1540/- Kosrae; 1542/- Tanna; 1544/- Vanuatu; 1546/- New Caledonia; 1548/- French Polynesia; 1550/- Samoa; 1552/- Cook Islands; 1554/- Niue; 1556/- Tokelau; 1558/- Wallis & Futuna; 1560/- Johnston Atoll; 1562/- Line Islands; 1564/- Marshall Islands; 1566/- Caroline Islands; 1568/- Mariana Islands; 1570/- Micronesia; 1572/- Palau; 1574/- Yap; 1576/- Chuuk; 1578/- Pohnpei; 1580/- Kosrae; 1582/- Tanna; 1584/- Vanuatu; 1586/- New Caledonia; 1588/- French Polynesia; 1590/- Samoa; 1592/- Cook Islands; 1594/- Niue; 1596/- Tokelau; 1598/- Wallis & Futuna; 1600/- Johnston Atoll; 1602/- Line Islands; 1604/- Marshall Islands; 1606/- Caroline Islands; 1608/- Mariana Islands; 1610/- Micronesia; 1612/- Palau; 1614/- Yap; 1616/- Chuuk; 1618/- Pohnpei; 1620/- Kosrae; 1622/- Tanna; 1624/- Vanuatu; 1626/- New Caledonia; 1628/- French Polynesia; 1630/- Samoa; 1632/- Cook Islands; 1634/- Niue; 1636/- Tokelau; 1638/- Wallis & Futuna; 1640/- Johnston Atoll; 1642/- Line Islands; 1644/- Marshall Islands; 1646/- Caroline Islands; 1648/- Mariana Islands; 1650/- Micronesia; 1652/- Palau; 1654/- Yap; 1656/- Chuuk; 1658/- Pohnpei; 1660/- Kosrae; 1662/- Tanna; 1664/- Vanuatu; 1666/- New Caledonia; 1668/- French Polynesia; 1670/- Samoa; 1672/- Cook Islands; 1674/- Niue; 1676/- Tokelau; 1678/- Wallis & Futuna; 1680/- Johnston Atoll; 1682/- Line Islands; 1684/- Marshall Islands; 1686/- Caroline Islands; 1688/- Mariana Islands; 1690/- Micronesia; 1692/- Palau; 1694/- Yap; 1696/- Chuuk; 1698/- Pohnpei; 1700/- Kosrae; 1702/- Tanna; 1704/- Vanuatu; 1706/- New Caledonia; 1708/- French Polynesia; 1710/- Samoa; 1712/- Cook Islands; 1714/- Niue; 1716/- Tokelau; 1718/- Wallis & Futuna; 1720/- Johnston Atoll; 1722/- Line Islands; 1724/- Marshall Islands; 1726/- Caroline Islands; 1728/- Mariana Islands; 1730/- Micronesia; 1732/- Palau; 1734/- Yap; 1736/- Chuuk; 1738/- Pohnpei; 1740/- Kosrae; 1742/- Tanna; 1744/- Vanuatu; 1746/- New Caledonia; 1748/- French Polynesia; 1750/- Samoa; 1752/- Cook Islands; 1754/- Niue; 1756/- Tokelau; 1758/- Wallis & Futuna; 1760/- Johnston Atoll; 1762/- Line Islands; 1764/- Marshall Islands; 1766/- Caroline Islands; 1768/- Mariana Islands; 1770/- Micronesia; 1772/- Palau; 1774/- Yap; 1776/- Chuuk; 1778/- Pohnpei; 1780/- Kosrae; 1782/- Tanna; 1784/- Vanuatu; 1786/- New Caledonia; 1788/- French Polynesia; 1790/- Samoa; 1792/- Cook Islands; 1794/- Niue; 1796/- Tokelau; 1798/- Wallis & Futuna; 1800/- Johnston Atoll; 1802/- Line Islands; 1804/- Marshall Islands; 1806/- Caroline Islands; 1808/- Mariana Islands; 1810/- Micronesia; 1812/- Palau; 1814/- Yap; 1816/- Chuuk; 1818/- Pohnpei; 1820/- Kosrae; 1822/- Tanna; 1824/- Vanuatu; 1826/- New Caledonia; 1828/- French Polynesia; 1830/- Samoa; 1832/- Cook Islands; 1834/- Niue; 1836/- Tokelau; 1838/- Wallis & Futuna; 1840/- Johnston Atoll; 1842/- Line Islands; 1844/- Marshall Islands; 1846/- Caroline Islands; 1848/- Mariana Islands; 1850/- Micronesia; 1852/- Palau; 1854/- Yap; 1856/- Chuuk; 1858/- Pohnpei; 1860/- Kosrae; 1862/- Tanna; 1864/- Vanuatu; 1866/- New Caledonia; 1868/- French Polynesia; 1870/- Samoa; 1872/- Cook Islands; 1874/- Niue; 1876/- Tokelau; 1878/- Wallis & Futuna; 1880/- Johnston Atoll; 1882/- Line Islands; 1884/- Marshall Islands; 1886/- Caroline Islands; 1888/- Mariana Islands; 1890/- Micronesia; 1892/- Palau; 1894/- Yap; 1896/- Chuuk; 1898/- Pohnpei; 1900/- Kosrae; 1902/- Tanna; 1904/- Vanuatu; 1906/- New Caledonia; 1908/- French Polynesia; 1910/- Samoa; 1912/- Cook Islands; 1914/- Niue; 1916/- Tokelau; 1918/- Wallis & Futuna; 1920/- Johnston Atoll; 1922/- Line Islands; 1924/- Marshall Islands; 1926/- Caroline Islands; 1928/- Mariana Islands; 1930/- Micronesia; 1932/- Palau; 1934/- Yap; 1936/- Chuuk; 1938/- Pohnpei; 1940/- Kosrae; 1942/- Tanna; 1944/- Vanuatu; 1946/- New Caledonia; 1948/- French Polynesia; 1950/- Samoa; 1952/- Cook Islands; 1954/- Niue; 1956/- Tokelau; 1958/- Wallis & Futuna; 1960/- Johnston Atoll; 1962/- Line Islands; 1964/- Marshall Islands; 1966/- Caroline Islands; 1968/- Mariana Islands; 1970/- Micronesia; 1972/- Palau; 1974/- Yap; 1976/- Chuuk; 1978/- Pohnpei; 1980/- Kosrae; 1982/- Tanna; 1984/- Vanuatu; 1986/- New Caledonia; 1988/- French Polynesia; 1990/- Samoa; 1992/- Cook Islands; 1994/- Niue; 1996/- Tokelau; 1998/- Wallis & Futuna; 2000/- Johnston Atoll; 2002/- Line Islands; 2004/- Marshall Islands; 2006/- Caroline Islands; 2008/- Mariana Islands; 2010/- Micronesia; 2012/- Palau; 2014/- Yap; 2016/- Chuuk; 2018/- Pohnpei; 2020/- Kosrae; 2022/- Tanna; 2024/- Vanuatu; 2026/- New Caledonia; 2028/- French Polynesia; 2030/- Samoa; 2032/- Cook Islands; 2034/- Niue; 2036/- Tokelau; 2038/- Wallis & Futuna; 2040/- Johnston Atoll; 2042/- Line Islands; 2044/- Marshall Islands; 2046/- Caroline Islands; 2048/- Mariana Islands; 2050/- Micronesia; 2052/- Palau; 2054/- Yap; 2056/- Chuuk; 2058/- Pohnpei; 2060/- Kosrae; 2062/- Tanna; 2064/- Vanuatu; 2066/- New Caledonia; 2068/- French Polynesia; 2070/- Samoa; 2072/- Cook Islands; 2074/- Niue; 2076/- Tokelau; 2078/- Wallis & Futuna; 2080/- Johnston Atoll; 2082/- Line Islands; 2084/- Marshall Islands; 2086/- Caroline Islands; 2088/- Mariana Islands; 2090/- Micronesia; 2092/- Palau; 2094/- Yap; 2096/- Chuuk; 2098/- Pohnpei; 2100/- Kosrae; 2102/- Tanna; 2104/- Vanuatu; 2106/- New Caledonia; 2108/- French Polynesia; 2110/- Samoa; 2112/- Cook Islands; 2114/- Niue; 2116/- Tokelau; 2118/- Wallis & Futuna; 2120/- Johnston Atoll; 2122/- Line Islands; 2124/- Marshall Islands; 2126/- Caroline Islands; 2128/- Mariana Islands; 2

Pacific Commerce and Produce

Australia Is

'Missing Out' In E. Samoa

from our Canberra Correspondent

Australia seems to be missing out in trade with American Samoa, according to the Australian Senior Commissioner in Wellington, H. C. Menzies, who recently visited the territory.

Menzies has reported to the Federal Government that more Australian goods could be sold there.

Pago importers were involved in Australian canned goods, hardware, automotive parts, foods, cheese, butter and meat products, he said.

Total imports of \$2,029,000 in 1960, the US supplied \$1,272,000, New Zealand \$327,000 and Australia \$227,000.

Person Line passenger ships called at Pago northbound every three weeks but did not call on the southbound journey from the US.

Australia was thus well placed to handle refrigerated and general cargo on a month's notice and was in a position better than the United States.

Menzies said that plans for expanding the airport at Tafuna, 10 miles from Pago Pago, could be the future of Pacific aviation.

The airport could now be used only for medium-sized aircraft, but within three years it should be expanded to take the largest jets.

P-NG Development Corp. Raises Capital To Reconstruct Hamac

A confused situation following settlement of differences and pending litigation between Hamac Group Ltd. (represented by Messrs. Knibbs McEachern and Francis McEachern, father of Mr. L. F. McEachern (NSW) and Harvey Trinder (NSW) and well known representatives of Syd's Insurance, London, is being dealt with.

Eight companies of Hamac Group, which were in financial difficulties and were put into liquidation by Supreme Court order in April, 1960,

Papua and New Guinea Development Corporation Ltd. was then formed by Sydney financial and brokerage interests, and registered with the object of "taking over the Hamac group of companies".

Although no formal announcement was made, it was reported unofficially that Messrs. McEachern disposed of their interests in Harvey Trinder Ltd., and took over other interests in Hamac Holdings.

Early this month, P-NG Development Corp. announced an issue at par of 1,200,000 5/- ordinary shares.

Previously, on March 22, 1961, one of the Hamac subsidiaries, Ela Services Ltd., was put up for public auction at Port Moresby by creditors; the highest bid, £34,000, by P-NG Development, was below the reserve price, but was later accepted. A 10 per cent. deposit (£3,400) was paid to the secured creditor (National Bank of Australia Ltd.), and the balance was to be paid by May 31—this date was later extended to June 30.

Meanwhile, Mr. L. F. McEachern in March unsuccessfully made representations to P-NG Supreme Court to have Hamac Group removed from the liquidation order. He then, on May 8, in Sydney, lodged application for leave to appeal to the High Court of Australia; but it is unlikely that this matter will be considered by the High Court before its Sydney sittings, commencing July 25.

In the interval, P-NG Development has gone ahead steadily with its plans and has acquired, by arrangement, a substantial share of the Hamac creditors' interests ("at least 75 per cent", according to the company's secretary, Mr. P. Drake). It now holds 90 per cent. of the shares in Hamac Holdings Ltd.

Sydney newspaper financial writers in June were severely critical of the prospectus privately issued by P-NG Development for its new £300,000 issue; they pointed out that the issue was not underwritten nor had it a broker; and that the prospectus lacked certain items required by the Stock Exchange for listing.

P-NG Development told "PIM" that there was no intention of having the issue underwritten—the prospectus was privately issued and the share issue would be filled without asking the Australian general public to provide funds. In fact, the secretary added, much of it already has been taken up by residents in P-NG and other interested parties. The company will furnish the Stock Exchange all required details to obtain listing, as soon as Hamac Group has been reconstructed, it was stated.

P-NG Development may make application itself to P-NG Supreme Court to remove Hamac and subsidiaries from liquidation, if the High Court appeal by Mr. L. F. McEachern is not granted, said Mr. Drake.

Authorised capital of P-NG Development

is £5,000,000 in 5/- ordinary shares, of which 404,187 have been issued.

Directors are Lord Lymington, Messrs. G. A. C. Keirnan and H. Stitt, all of Sydney; and Messrs. Stephenson, Fox, of Papua. The chairman, Lord Lymington, is the eldest son of the Earl of Portsmouth; he had extensive interests in Kenya before settling in Sydney a few years ago and nowadays is associated with the powerful financial group headed by Latec Investments Ltd.

Affairs of New Guinea Coffee Estates Ltd.

Another company based on Australian "unit-selling", and on optimistic plans for growing coffee in the New Guinea Highlands (see article on page 61 this issue) was before the Equity Court in Sydney at the end of May. The Judge ordered that it be wound up, and placed its affairs in the hands of a receiver.

It was New Guinea Coffee Estates Ltd., whose affairs were reviewed (so far as documents filed in Sydney allowed) in "PIM" of last January, p. 45. The company was registered in November, 1959, and later announced it planned to acquire Capakumali and Cassandy plantations, in New Guinea, and to sell "units" in a coffee-growing enterprise. The person apparently responsible for the promotion was Frank Austin O'Sullivan.

In February, "PIM" published a letter from Mr. A. Andy Anderson, of Goroka, who said that he was not in any way connected with the company. He said Mr. O'Sullivan had obtained from him an option of purchase. Later, when he and his solicitor sought for Mr. O'Sullivan, to challenge certain published statements, Mr. O'Sullivan could not be found at any of his given addresses.

One of the company's creditors was Mr. Oswald P. Sellers, an advertising service agent, of Sydney. The company owed him some £3,000—presumably for advertising the "units" for sale. Being unable to obtain payment, Sellers went to the Equity Court, which declared the company insolvent.

The company, in its advertisements, promised initial dividends of 10 per cent., rising to 40 per cent. as the coffee-trees matured; but no dividends have been paid. A Sydney newspaper reported in May that the company raised about £46,000 from the Australian public.

New directors now claim the company has assets worth £47,000 and that, if given time, they can pay the Sellers' debt of £3,000, and get the company out of bankruptcy. The new board has paid £500 into court, and another payment of £500 was pending on May 31.

Manihiki Pearl Shell Season Opens Soon

Manihiki Lagoon, in the Northern Cooks, will be re-opened on August 1 for the taking of 100 tons of blacklip pearl shell. The lagoon will be closed on November 30, or sooner if the tonnage limit is reached before that date.

Up to six diving machine licences will be issued. Applications for these closed on April 28. (Over)

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

Sogeri Rubber Floats As Public Company

Sogeri Rubber Plantations Ltd., one of the most prominent Papuan rubber concerns, whose board headed by Mr. Tom Nevitt includes well known Territorians, has become a public company.

In mid-May 20,000 5/- shares were offered to the public at 8/3 by existing shareholders to obtain sufficient spread for listing on Sydney and Brisbane Stock Exchanges. The float was fully subscribed.

Economic Outlook

FOR the first time in 14 months, Australia in May had a favourable trade balance, the first direct effect of the Government's recent credit squeeze and economic policies. Imports were £78.9 million and exports £93.3 million.

While the exports were perhaps boosted by a windfall sale of wheat and barley to Red China, there seems to be no denying the drop in imports as a pointer to future stability.

There will be a large trade deficit for this financial year, of course (so far, £177.5 million for 11 months to end of May), but prospects for 1961-62, outlined in a just-issued Government White Paper on the Australian economy, are bright.

An unmistakable sign of confidence in the country's economic future was Broken Hill Pty. Co. Ltd.'s announcement on June 2 of the biggest capital issue yet in Australia—£16 million. BHP, with its 16 major subsidiaries, is virtually the iron and steel industry of Australia, and is the nation's No. 1 company.

SYDNEY SALES PRICES

	May 10, '61	June 6, '61
Bali Plantations . . .	11/-	10/9
Burns Philp	86/6	90/3
Burns Philp (SS) . . .	52/-	52/6
Cholseul	110/-	180/-
C.S.R.	£76/10/-	£87/10/-
Dylup Plantations . . .	7/6	7/6
Fiji Industries	13/-	14/-
Hackshall's	14/6	13/8
Kauri Timber	16/-	16/9
Kerema Rubber	6/9	6/9
Koitaki	15/6	19/-
Landmark	4/9	5/-
Lolorua	7/-	8/-
Makurapau	3/9	3/9
Maribol	8/-	7/6
Norfolk Is. Whaling . .	4/6	4/10
Ditto Notes (5/-) . . .	4/6	5/-
Pacific Is. Timbers . . .	5/9	6/1
Plantation Holdings . .	4/-	3/8
Queensland Insurance .	85/6	92/-
Rubberlands	6/3	6/-
Sangara	3/-	4/-
Sthn. Pac. Insurance . .	25/-	25/-
Steamships Trading . . .	42/-	44/-
W. R. Carpenter Hold. .	31/9	32/-
Watkins Consolidated . .	4/6	6/3
Ditto Notes	4/-	5/-
Timor Oil	4/2	6/-

OIL AND MINING SHARES

	July 9, '58	May 10, '61	June 6, '61
Emperor	b5/9	b2/2	b3/6
Loloma	—	b38/-	b40/-
PAPUA-NEW GUINEA			
Bulolo	b35/-	b55/-	s60/-
N.G.G. Ltd.	b1/9½	b1/9	b1/10
Oil Search	b2/8	b2/1	b2/-
Oriomo Oil	—	b1d	b1½d
Ent. of N.G.	b7d	s2d	b2d
Pac. I. Mines	—	b107/6	b87/6
Papuan Apin	b9d	b3/6	b3/10
do. opt.	b6½d	b7½d	b6d
Placer Dev.	b88/6	b170/-	b172/6
Sandy Creek	b4d	b3d	b3d

The company expects to pay regular 15 per cent. annual dividends. Its assets at June 30, 1960, were £222,455, giving a 6/6 backing for the 5/- shares. Average net profit for the past three years has been over £22,000 p.a., after P-NG tax.

Started in 1934, the plantation was taken over by the present company in 1944. It is 32 miles by road from Port Moresby and consists of 2,654 acres of leasehold land, the majority of which has over 75 years to run. Much of the 989 acres of rubber is of high-yielding stock from Malaya.

Some 1,200 acres have been set aside for establishment of a cattle project, already carrying 500 polled shorthorns. This is supplying all the company's labour force meat requirements; is making sales at Port Moresby; and is operating at a profit.

Directors are Messrs. T. Nevitt (chairman), F. B. Godson, A. L. Johnston, W. A. Tracey and R. F. Bunting.

NI Whaling's Quota

Norfolk Island Whaling Co. Ltd., the operating subsidiary of Norfolk Island and Byron Bay Whaling Co., Sydney, will have a quota of 170 humpback whales for the coming season.

This is similar to the 1960 quota, which was filled.

P-NG Peanuts Still Duty Free Into Australia

Peanuts grown in Papua-NG will continue to be admitted into Australia duty free. A Tariff Board report on fats and oils tabled in Federal Parliament on May 12, recommended that no change should be made in existing duties on shelled and unshelled peanuts imported into Australia and was accepted.

Other points of the Tariff Board report are the elimination of Australian import duties on unrefined coconut oil and coconut cake.

There have been no shipments of unrefined coconut oil to Australia, NG's output going to UK and the Continent. However, small quantities of coconut cake have been sent to Australia over the past few years as follows:

1955-56	1,668 tons
1956-57	1,998 tons
1957-58	7,862 tons
1958-59	1,981 tons
1959-60	2 tons

Liquidator's Representative To Look at NNG Timber Co.

A move to sort out the tangled affairs of Adi Timber Development Pty. Ltd. ("PIM", April, p. 158) was made by the Official Receiver, Mr. J. R. Partridge (in whose hands the company was placed in April following a court order for winding up) when he sent a representative to Netherlands New Guinea in mid-May.

Adi Island, where the Australian company worked a timber concession, is 40 miles from Kaimana on the southern coast of the "neck" of NNG. A party of 16 Australians had been working there since last January for the company, but there were persistent reports in April and May that the men were short of food and money. The company's supply boat, "Janis B", had developed engine trouble and returned to Darwin.

Later, "Janis B" returned to Adi and picked up six of the party, landing them at Darwin on June 11—they alleged they had been on a "starvation diet" and were each owed about £600 in wages. Others returned on a freighter, "Chicot", which loaded at Adi. Three timberworkers and two Adi Co. directors (Messrs. J. Trevis and M. Whitehead) are still there.

Many Sydney people last March received a copy of a circular from Industrial a General Credits Ltd. endeavouring interest them in a proposed issue £100,000 first mortgage debenture stock par (£50) to obtain funds for developing the Adi timber company which is subsidiary.

Foodstuffs for Fiji

The Fiji Government has called tenders (closing in Suva, July 3) for the supply of a wide range of canned and packeted foodstuffs for delivery in 1961.

The commodities required include canned fruits, meats and vegetables, custards, powder, jellies, soups, jams, powder and condensed milk, honey, starch.

All prices must be c. & f., Suva, Fijian currency.

Australian exporters may obtain details from the regional offices of the Department of Trade (quoting the office reference No. 61/1389) or the headquarters in Melbourne.

ISLANDS PRODUCE

(Unless otherwise stated, quotations in Australian currency. Aust. £ equivalent approximately 16/- Stg., NZ, or Samoa; 18/- Fiji; 20/- Tonga, Solomon WPHC areas; 196 Pac. Frs.; \$US2.25.)

COPRA

The British Ministry of Food 9-year Contract, which governed Copra prices in Papua and New Guinea, Fiji, West Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, 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 product is delivered to Copra Marketing Board controlled by six members, including the planters' representatives; and the Board directs distribution and sales, and makes payments to the producers. Product 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, more if available). Prices generally ranged in accordance with ruling rate Philippines market, with premiums hot-air dried.

From January 1, 1961, P-NG Co. Board's Tentative Purchase Prices, copra delivered main ports: Hot-Air Dry £A54/10/- per ton; FMS, £A53 per ton; Smoke-Dried, £A52 per ton.

FIJI:—No Government control—produce sell where they wish. Bulk of copra goes to crushing-mills in Suva. On June prices were: HAD £F47/-, £F44/10/-.

WESTERN SAMOA:—Official Co. Board takes all production, sells same, makes payments to producers. In 1958, 3,500-4,000 tons will go to Abels Ltd., crushers, and about 6,000 tons to Unilever, UK, out of an estimated 15,000 tons production, under this year's contract.

TONGA:—Sales are under Government control. Part of production goes to Unilever under arrangement with Unilever controlled by Philippines prices, and 10% on to open market.

SOLOMON IS.:—All production marketed through official BSI Copra Board, at prices based on Philippines rates. Of Protectorate's 1961 output (about 200 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 by reserves) in June: 1st grade, £A50/-; 2nd grade, £A48/10/-; 3rd grade, £A46/- per ton, f.o.b., BSIP ports.

LIBERT AND ELLICE:—Production of copra in Europe through official Copra Ltd., at prices based on Philippines less "stabilisation fund" charges.

W. HEBRIDES:—In early June, was approx. £A34 (6,800 Pac. \$) per ton delivered Vila/Santo, on a "market" basis. French price on June 8, 82,000 Met. francs per metric ton, Marseilles.

COOK IS.—Subject to the copra provisions between Cook Is. and Abels, Ltd., of Auckland, operate the only NZ copra crushing plant. The price paid is average London for previous three months, less charges. Price fixed for first half of 1961 was £NZ56/0/2 1st grade, 15/2 standard grade—both f.o.b., Tonga.

ELAUS: Price is based on the London price for the month prior to month to Auckland crushers.

OTHER PRODUCE

COCA:—Islands prices are based on the price for Ghana cocoa which on June 7 was £Stg.179/15/- per ton, c.i.f., Sydney.

SAMOA:—Nominal price quoted in London on June 8: grade 1 £S210 (c.i.f.), f.o.b., Apia.

G.—June 8—Quote No. 1: £200 (medium), £190 (low), £180 (low). No. 2: £200 (medium quality).

PEE.—P.-N.G.: June 8, good quality, per lb. 4/- to 4/2; B grade, 4/-; C grade, 3/6, c.i.f., Sydney. No quotations for season—no quotations for yika or Kenya Arabica; Nairobi closed until end of July. Uganda £Stg.145.

UTS: P.-N.G.: F.o.b., Lae, June 8. White Spanish, 1/4 lb; Red Spanish, 1/2; Virginia Bunch, 1/7. In 1/- lb. (del. buyer's store, Sydney).

BER:—P.-N.G. price is based on the rate, which on June 7 was: RSS, Spot, 84% Straits cents per lb (Aust.).

LLA BEANS: Victor Karp. Tulk & Co., Sydney, reported June 8: White and label, processed, standard packs. Green label, 46/6, c.i.f., Sydney.

(Aust.): Prices as from May, N.G.: Dry brown and dressed, bags, 5 tons and over, per ton, f.o.w.; under 5 tons, 112/6; vitamised and enriched white, 112/6, 5 tons and over, £63 f.o.w.; 5 tons, £63/10/-. Other Pac. Dry, brown, etc., 5 tons and over, per ton, £65 per ton, Sydney or Melbourne.

L. SHELL:—Quotations for Australian M.O.P. Shell on June 8 by independent shell agents were: £A825, D £A550, E £A300, EE £A250 (in store Sydney). Cook Islands: £NZ500 (approx.), f.o.b., Rarotonga.

HUS: Quote No. 1.—Papua-N.G. per ton, c.i.f., Sydney; B.S.I.—per ton, c.i.f., Sydney. Quote No. 2: G, B.S.I.—£160 per ton.

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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, June 7, Philippines, in bulk, \$165.50 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights c.i.f. UK/Nth. European ports, £Stg.60/10/- per long ton. NEW YORK: June 7, Philippines \$151.50 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 780 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, June 7, Ceylon, 1%, in bulk, £Stg.91 per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.87/10/-, c.i.f.

Rubber: LONDON, June 7, c.i.f., RSS No. 1, Spot, 25d. Stg. per lb; RSS Oct./Dec. 25½d. Stg. lb; June shipment 24½d.

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Applications are invited from suitably qualified male persons for the post of SECRETARY of the Agricultural and Industrial Loans Board. The post, which will become vacant at the end of October, 1961, is a responsible one and involves dealing with all races in the Colony. Agricultural and secretarial experience are essential and a knowledge of industry and a working knowledge of Fijian and Hindustani would be advantageous. Commencing salary will be not less than £F1,500 per annum, depending on qualifications and experience.

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Index to Advertisers

my Drive Yourself .. 51	Donald Ltd. .. 123	Mac, Robertson .. 116	Solo Distributors .. 121
s Industries 29, 39, 113, 115	Douglas, W., Co. .. 91	McIlraith's .. 129	Sparklets .. 46
s, W., & Co. .. 8	Dunlop Rubber .. 48	Malleys Ltd. .. 57	Stapleton, J. .. 65
s.A.N.A. .. 90	Filmo Depot .. 65	Matson Line .. 140	Steamships Tr. .. 40
Bank .. 11	Firth Cleveland .. 136	Mendaco .. 89	Stewarts Lloyd .. 95
Wm. .. 156	Frank & Heidecke .. 62	Millers Ltd. .. 125	Sthn. Pac. Ins. .. 29
.. 64	French's Mustard .. 39	M. H. Ltd. .. 24, 132	Sullivan Ltd. .. 112
Cotton Co. Ltd. .. 86	Frigate Rum .. 37	Mungo Scott .. 59	
National Industries .. 68			
a Slipway .. 102	Gardner Eng. .. 100	Nelson & Robertson Pty., Ltd. 88	T.A.A. .. cov. ii
of N.S.W. .. 134	Gilbey, W. & A. .. 130	Nestles .. 117	Taikoo Dockyard .. 106
.. 112	Gillespie Bros. .. 44	N.G. Aust. Line .. 77	Tait, W. S. .. 2, 34
I, Gwyn & Co. Ltd. .. 141	Gillespie, R. Pty. Ltd. 1, 78, 79	Nixodern .. 89	Tallerman .. 6
nd-Rae .. 103	Glaxo Lab. .. 63		Tatham, S. E. .. 120
C. .. 146	Goodyear Tyre Co. .. 10	P.A.A. .. 12	Taubman's Ltd. .. 52
on Bros. Pty. Ltd. .. 54	Grove Ltd. .. 62, 92	Pacific Islands Transport Line 141	T.E.A.L. .. 124
Dairies .. 60, 153		Parke Davis .. 15, 36	Thornycroft Co. .. 133
Paints Ltd. .. 16		Penfold, W. C. & Co. Pty., Ltd. 28	Tooth & Co. .. 66
n & Co. .. 123	Halvorsen, B. .. 98	P. I. Society .. 41	Turners Supply Co. .. 37
ness (Travel) Pty., Ltd. 137	Handi-Works Co. .. 92	Philips .. 28, 43	
W. J. .. 54	Hari, G. B. .. 14	Phoenix Shipbuilding Co. .. 99	Vega Displays .. 66
.. 55, 80, 127, cov. iii	Hastings Diesels .. 94	Piccaninny Wax .. 126	Ventura .. 151
	Hellaby Ltd. .. 109	Pring Dean .. 151	Vi-Stim .. 107
y .. 42	Hemingway Robertson Institute .. 44	Prouds .. 108	
idge Credit .. 148			
Brewery .. 87	International Harvester .. 114	Qantas .. 32	Walkers Ltd. .. 103
ter Ltd. .. 58, 154, cov. iv	Johnston G. .. 40	Qld. Insurance .. 113	Warnock Bros. .. 43
onwealth Bank .. 122		Royal Intercean Lines .. 120	Webster, D. .. 60
Lee .. 105	Kanimbla Hall .. 41		Weymark Pty. Ltd. .. 127
y's Mustard .. 129	Kerr Bros. .. 95	Sarnitarium Health Food Co. 9	Whites Aviation .. 65
al Meat .. 155	Kopsen & Co. .. 110	Seismic Supply .. 98	Wilhelmsen, W. .. 34
Watson .. 119	Kraft Food Co. .. 5, 50	Seward Ltd. .. 85	Woods, W. E. .. 7, 56
ond Co. .. 112		Shaw Savill .. 143	Wright & Co. .. 104
ns Diesel .. 96	Lanes Pty., Ltd. .. 84	Shell Chemical Co. .. 118	Wunderlich Ltd. .. 4
.. 89	Lawrence, A. .. 88	Sisalcraft .. 36	Wynne S. Breden Pty., Ltd. 99
hardt, C. .. 149	Lysaght, J. .. 13, 70	S. P. Brewery .. 47	
.. 48			Yardley .. 67
			Yorkshire Ins. .. 41

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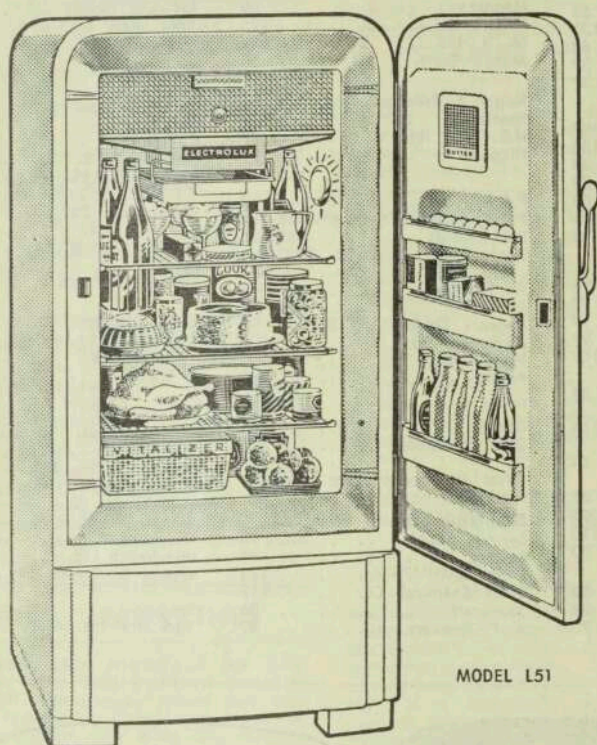
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155

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156

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