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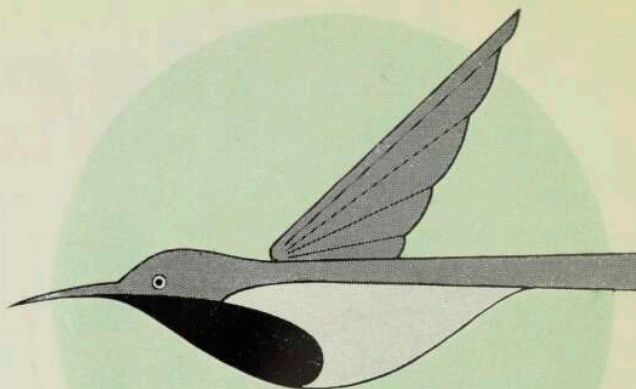
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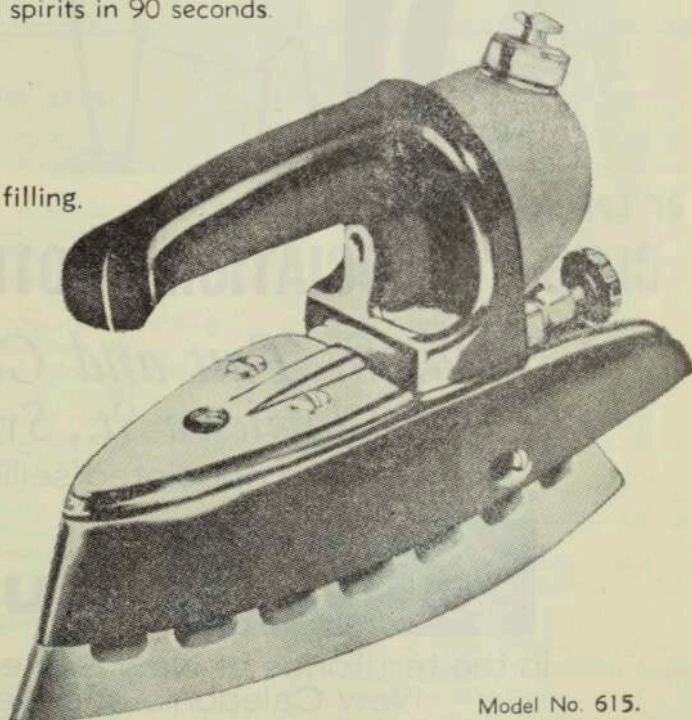
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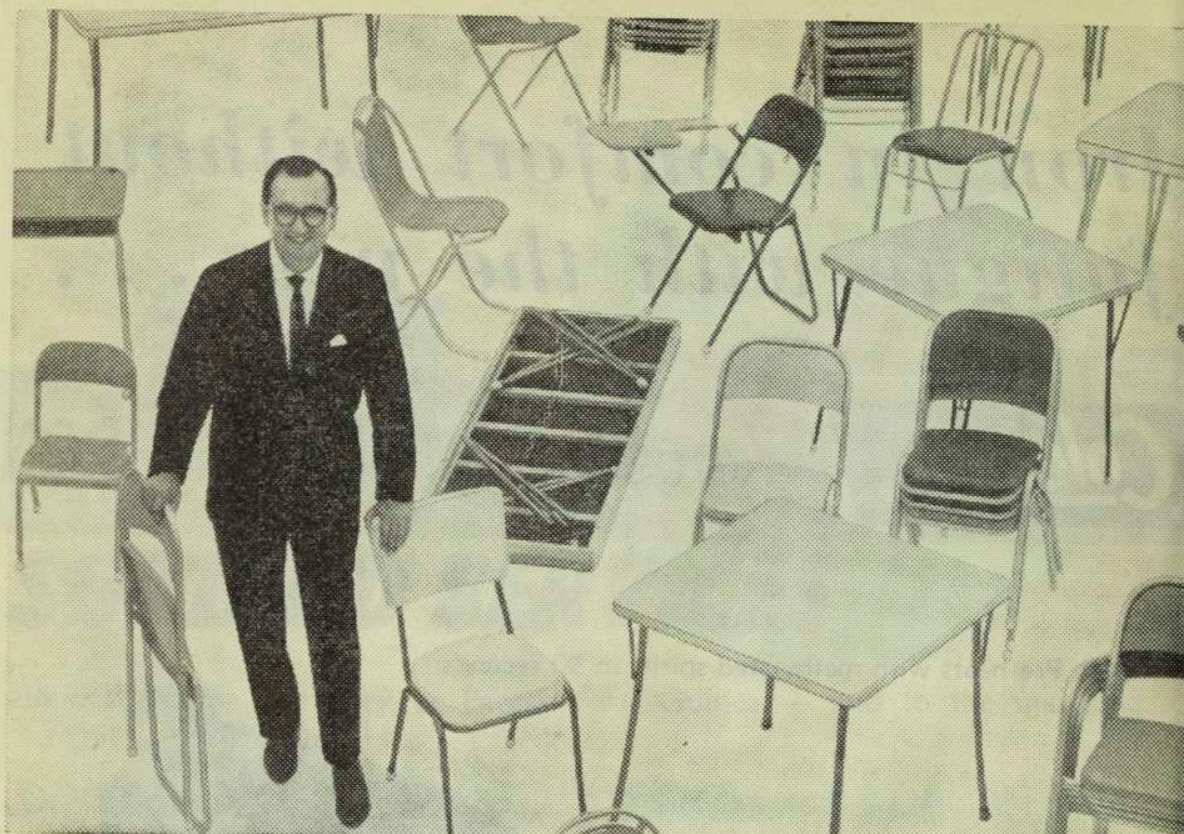
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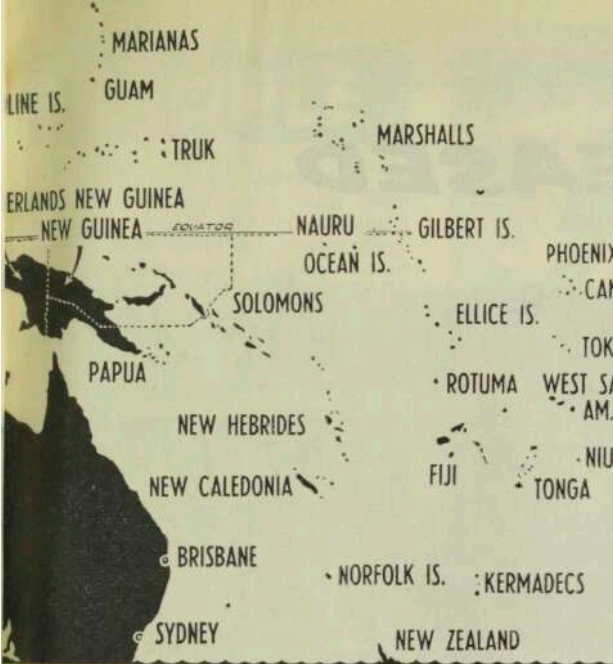
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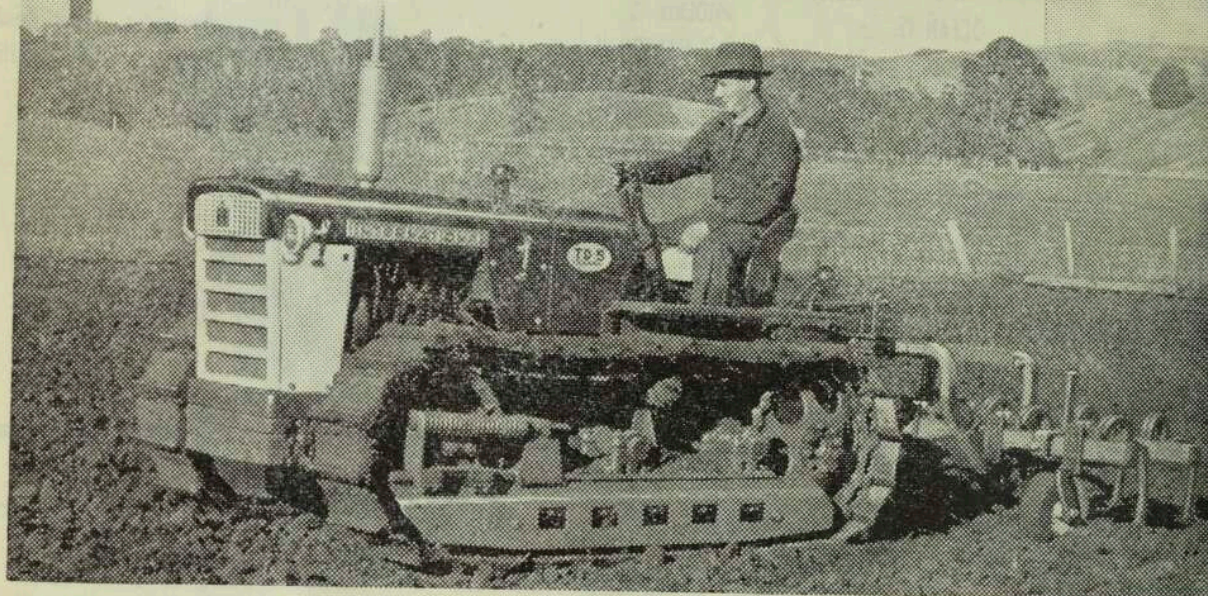
AUGUST, 1961

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THE COVER: One of the most delightful photographs of Queen Salote to come out of Tonga for some time is this portrait of the Queen receiving in July a gift from the British Colonial Office on behalf of the Tonga Broadcasting Commission. Tonga's new station, ZCO, "The Voice of the Friendly Islands" was officially opened by Queen Salote on July 4, and among those present was Mr. P. D. Macdonald, the Acting Governor of Fiji, here seen making the presentation (of an album of records) inside the Royal Palace at Nukualofa. Rob Wright, who took the photograph, has for many years recorded all the important events of Tonga—including the Royal Tour of Queen Elizabeth and the Duke of Edinburgh in 1954.

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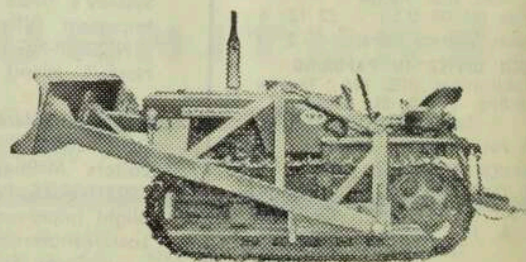
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AUGUST, 1961 — PACIFIC ISLANDS MONTHLY

PEOPLE

The Governor of Queensland, Sir Henry Abel Smith, had some plain speaking on air fares when opening a convention of travel agents at Surfers' Paradise in late July. He said the air fares agreement arranged by IATA was a great deterrent to overseas travel for many people. If the agreement didn't exist, overseas air fares could be greatly reduced.



Photographed at Nukualofa during the festivities in July which celebrated Prince Tungi's birthday and the official opening of the Tonga Broadcasting Station's "Voice of the Friendly Islands" and the Copra Marketing Board's new buildings, were Princess Pilolevu, with a friend, Miss Patricia Skeen. The Princess is the daughter of Prince Tungi.
Photo: Rob Wright

Drama and comedy in the campaign against the Japanese in the Solomon Islands in the last war were recalled by Fijians who fought there, when they gathered on the island of Serua, Fiji, in July. They yarned with their former captain, Mr. Leonard Taylor of Hillsborough, Auckland, New Zealand. With Mr. Taylor was Miss E. Tripp, representing her father, Major C. W. H. Tripp, who commanded the First Commando in which Fijians served in the Solomons.

Thirty-nine Fijian old soldiers of the First Commando and the Special Party attended the reunion. Mr. Taylor and Miss Tripp were accorded a ceremonial welcome by the chief, Ratu Mara Latianara, and were honoured by being presented with tabua (whale's tooth).

Yaqona drinking went on until far



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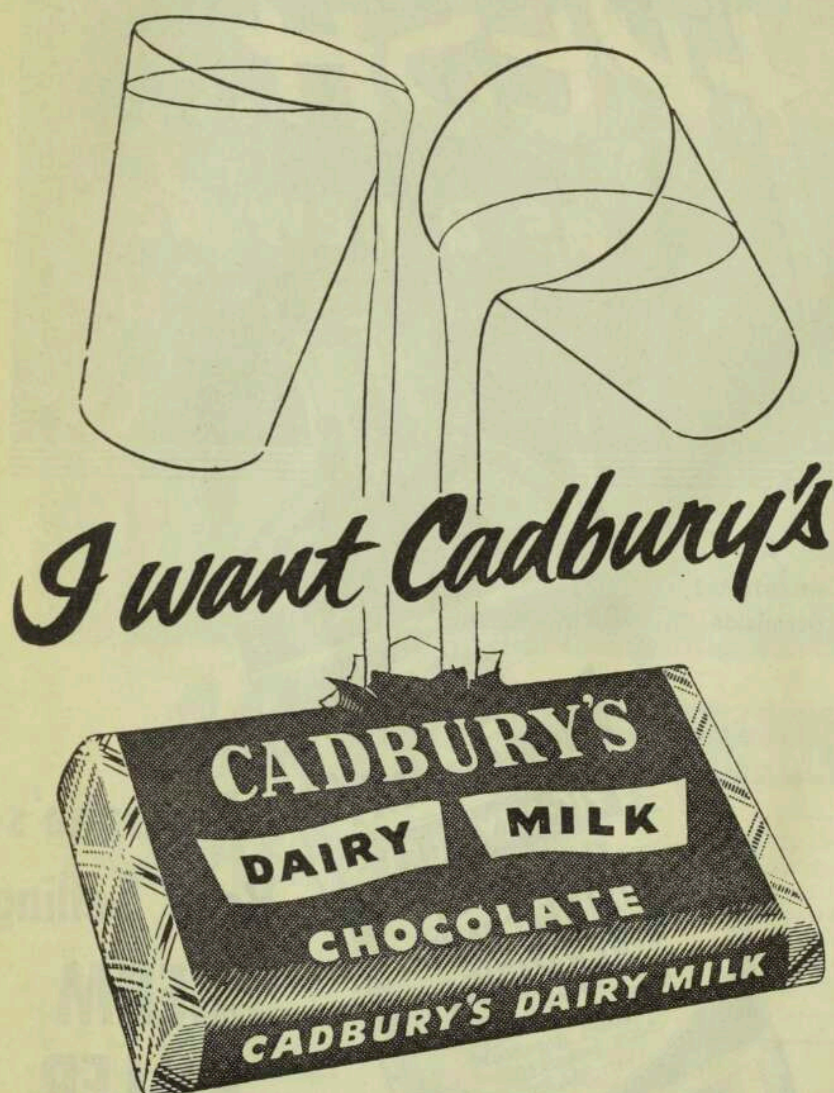
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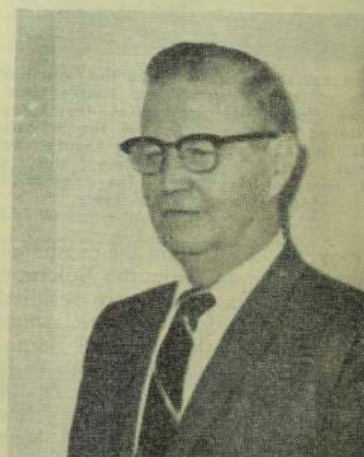
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into the night. Some of the soldiers kept the drinking bowl round until dawn.



Among the passengers aboard the Matson "Mariposa" which left Sydney in July Pacific crossing were Mr. and Mrs. Rice, of Lautoka, Fiji. Mr. Rice is manager of the Shell Company there.

Best selling authoress Sister Burchill headed for Port Moresby July to take up infant welfare work for the Administration. She hopes may get to the Highlands for "pioneer work". Sister Burchill is to pioneering and knows Australia north well. Her best selling book, *Innamincka*, written under name of Elizabeth Burchill viewed in May *PIM*, tells the story of the Australian Inland Mission.



There were 40 school and college teachers aboard the Matson liner "Mariposa" in all making a South Seas study cruise in comfort. One of the study cruise leaders Dr. Louis Thorpe, of the University of South California (above) who helped conduct course with Professor Whitney Thompson of the University of British Columbia. It was a 42 day round trip for the course.

Back in Australia in July after one of his many visits to Papua-New Guinea, Australia's Leader of Federal Opposition, Mr. Arthur

Calwell, who often has a neat turn of phrase commented to Pressmen: "I like New Guinea quite as much as Mr. Menzies likes New York. I go there quite often."



Twentieth Century Fox film director Robert Florey, who also directs TV shows, aboard the "Mariposa" in July with his wife, after they had spent six weeks in Tahiti.

The secretary of the organising committee of the South Pacific Games, Mr. L. O. Simpson, announced in Suva in July the launching of a poster competition for a Games' symbol. The winning design will be used for the first Games, to be held in Suva in 1963, but the designer has a good chance of seeing his work become the permanent symbol of the Games, which will be the South Seas Olympics. The design has to contain the words, "South Pacific Games, 1963."



Another "Mariposa" passenger from the US in July was Miss Hazel McGill, of New York, who was on her way to New Guinea as a missionary.

A Fiji man, Khanai Lal, alias Joseph Maharaj, who made the mistake of having sent threatening letters to no less a person than the Fiji Commissioner of Police, Mr. R. H. T. Beaumont, was sentenced to two years' imprisonment in Suva in July.

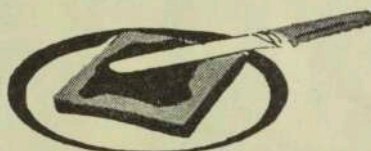
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Bougainville planter Robin McKay, of "Aropa" plantation on the east coast, which before World War I was a German experimental station, sent off to Sydney two bales of para



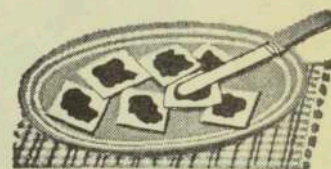
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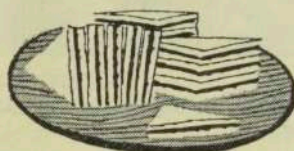
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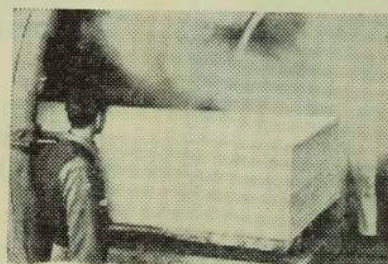
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rubber in the July *Tulagi*. It's the first rubber ever exported from Bougainville and there is more to come. The rubber is from the original German trees, and from trees grown from their natural seedings. In a few months, hard-working McKay hopes there might be as many as a hundred bales aboard each *Tulagi*.



Mr. and Mrs. Clyde Glenn Mildenhall, of Rabaul, at their recent wedding at St. Francis Xavier Church. The bride was formerly Miss Ann Mary Curtis, daughter of Inspector R. Curtis, of the Rabaul police.
Photo: L. Chin

Unscrupulous traders in New Guinea were supplying boot-leg liquor and native taxi drivers were the link between the supplier and consumer, said Mr. Don Barrett, Rabaul civic leader and former MLC, in Rabaul in July. A liquor-drinking Teddy boy element was undermining village life, said Mr. Barrett, adding that Australia should have the courage to legalise drinking in P-NG. It was "no wonder that native resentment grew".

* * *

P-NG Legislative Council member Ephraim Jubilee has been busy back in Rabaul since he visited New York two months ago as an adviser to Australia's UN Trusteeship delegation. He has been addressing council meetings and organisations explaining his trip. He told a Rabaul Rotary Club luncheon in early August that members of the Tolai "submarine cult" (who believe submarines will suddenly appear off the coast and take them to the United States) were making a "big mistake" in wanting to go to America. "Everybody runs about all the time in America," said Jubilee. "They work



PERSONALITY OF THE MONTH



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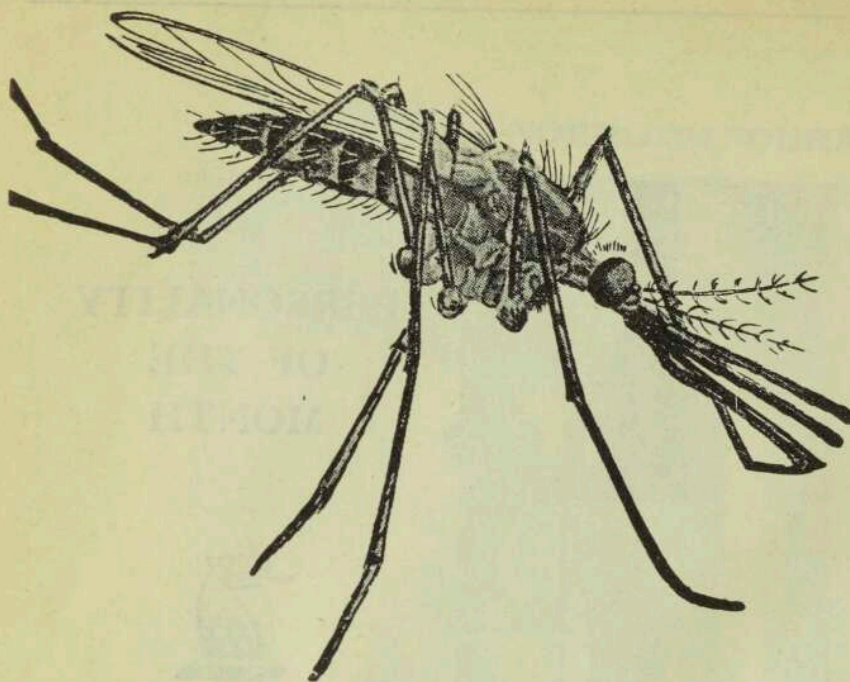
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all day and never seem to. Cultists would be disappointed all this work. In the hotels sweep the floors and change sheets every day!"



Dr. A. Capell, reader in Oceanic Linguistics at Sydney University, was one of the passengers aboard the Matson liner "Mariposa" when it left Sydney for America. Dr. Capell, well known in the South Pacific Islands for his field work, will attend the Pacific Congress in Honolulu.

The secretary of the NZ Department of Industries and Commerce reminds *PIM* that Mr. K. W. D. is the NZ Government Trade Commissioner for the Pacific, and he certainly doesn't belong to Australia, as our paragraph incorrectly had it in the May issue.

Maxine Krone, aged 13, of West Samoa, points out in her round hand that we transposed picture lines, and that her brother Lionel Krone, 20, was in the bottom picture, not the top one. We should have known better both times.



Miss Talei Whippy, formerly of Fiji, nursing at Wairoa, farewells Mr. O'Grady before his departure for New Zealand in July.

Among many indigenous and Australian people throughout the Pacific, superstition plays a part. It ranges from the magic spells of primitive natives to the love potions of the sophisticated.

One manifestation of it has been causing Fiji authorities some alarm recently—the wide sale of “magnetic” bracelets.

For anything from 10/- to £2, gullible people in Fiji were offered “magnetic” (and “super-magnetic”) bracelets claimed to treat dozens of diseases, ranging from polio to cerebral haemorrhage, “with immediate effect”. Each wrist-band was accompanied by a pamphlet, which was as intricate a piece of gobbledegook and mumbo-jumbo as you would ever wish to see.

Backing the Government's deprecation, Dr. Dill-Russell, Fiji's Director of Medical Services, warned: “Articles of this nature are entirely useless in the cure of disease and the preservation of health. The only improvement will be in the finances of the seller.”



The bride, Miss Mei Seeto, had only recently arrived in Rabaul from Hongkong before her wedding to Mr. Seeto Chin Tai, at the Rabaul District Office in July. The District Commissioner, Mr. J. R. Foldi, officiated.
Photo: C. H. Meen

A new main road on each of the two big islands of Viti Levu and Vanua Levu will be built in the period to 1965 as part of a £1,000,000 roading plan announced by the Fiji Government at the end of July.

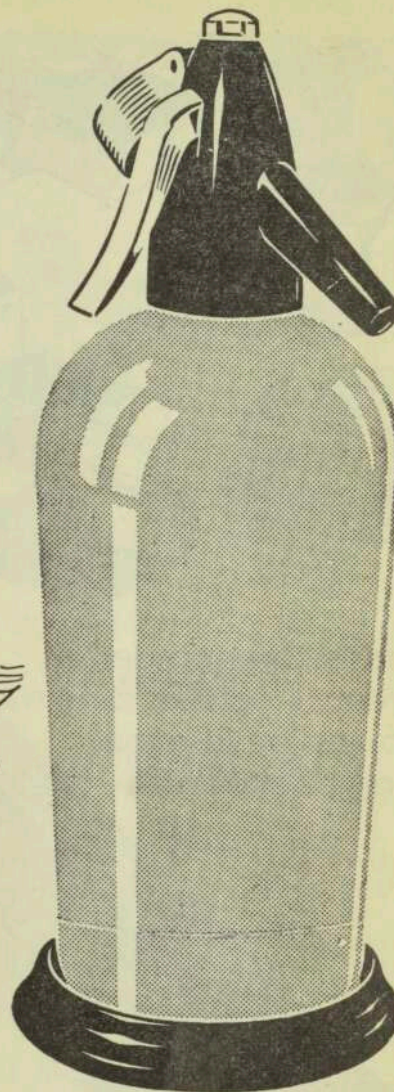
The announcements in Fiji by coincidence came shortly after a British industrialist, Mr. W. A. de Vigier, chairman and managing director of Acrow Engineers Ltd., had published a letter in the London *Evening Standard* complaining that nothing had been done to build roads for tourists in Fiji.

Obviously the new plans had been drawn up before the letter was published.

Mr. de Vigier wrote: “I have recently returned from a visit to Fiji, which is an island comparable in its beauty to Hawaii.

“Fiji could be an island with a tre-

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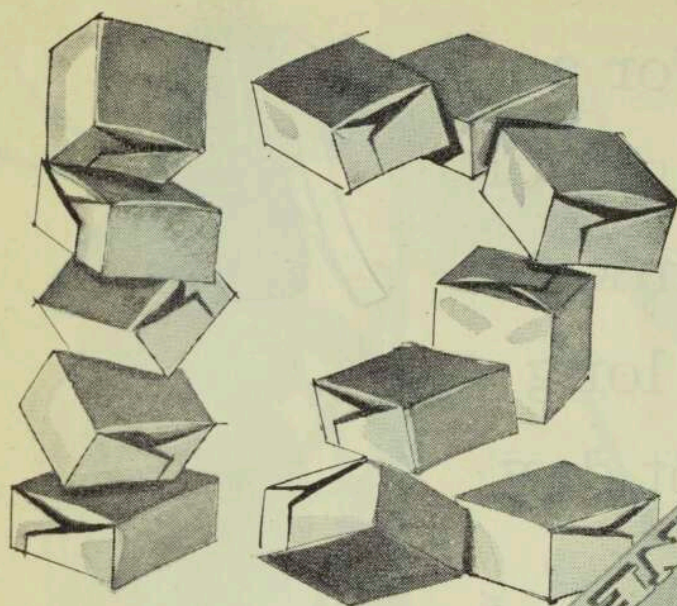


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mendous tourist potential, yet 70 years it has been a Crown of the Colonial Office has built on miles of tarred roads in the island.

"The Burns Committee which sent to Fiji some three or four ago, recommended the Government to build roads to attract tourists so far nothing has been done. It looks as if the Burns Report has been buried."



Work has begun on the site of a hotel at Lautoka for the Fiji Crippled Children's Society. The committee has enough money to take the building to roof height and has been making a vigorous drive for more funds. Here are some of the committee members, Mrs. H. J. F. Hackett, looking at the site with Fiji Public Relations Officer Mr. E. J. F. Hackett.

The famous choir of the Cakobau Girls' School is to visit New Zealand next December and January to give a series of concerts in various towns. A grant of £200 from Government funds will be made towards the cost.

* * *

To see for himself how the Australian native cadet system is working in New Guinea, Colonel J. E. Pascoe, Australian Army Director of Cadets, made a 10-days tour of school cadet units in P-N-G in July, in company with Lieut.-Colonel K. Wheeler, commander 1st Cadet Brigade, Northern Command (Q).

The all-native 35th Cadet Battalion (with headquarters in Port Moresby) was raised in January, 1960, and is now operating as a battalion. It has proved popular with native lads at schools in Port Moresby, Lae, Rabaul, Goroka, Keravat, Sogeri and Yule Is., with a separate unit for each centre now being established.

Ceiling strength of the battalion was 350 originally, but has now been raised recently to 400 to take in a new unit.

Commanding Officer of the Port Moresby Cadets is Captain D. K. Atkinson.

who transferred from the Pacific Islands Regiment to take over the native battalion when it was first formed.

An economic survey at present being undertaken by the South Pacific Commission in south and western areas will have special emphasis on trading companies, co-operatives, credit unions, agricultural extension services, banking and credit facilities. Mr. V. D. Stace, Reserve Bank of New Zealand economist who is already well known for similar surveys he has undertaken in the Cook Group and elsewhere, is the man on the job. He arrived in US Trust Territory in early June, to visit Palau District, Guam, Ponape, Truk, Yap and the Marshalls spending approximately a week in each.



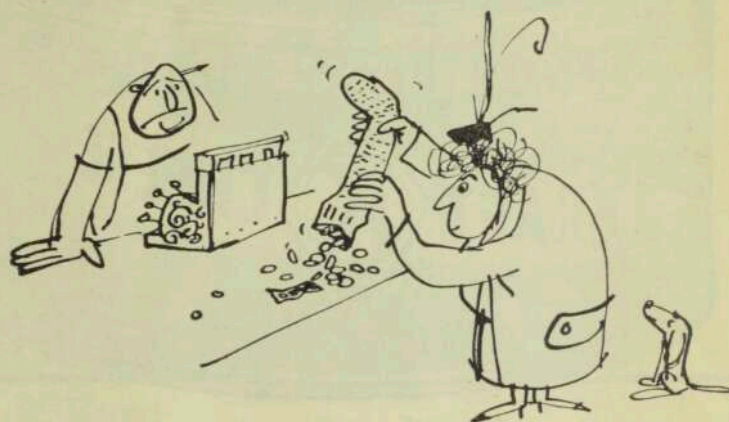
Mrs. "Granny" Conway, of Sydney, a young 71, called in at Noumea on a cruise recently. "Granny" is famous in Australia as a battler behind a car wheel in some gruelling round-Australia reliability trials. Said "Granny" watching Noumea traffic: "None of them drives on the correct side of the road!"

Photo: Fred Dunn

The US Congress was now striving to find more money to render "proper aid" to American Samoa, said American Samoan Secretary, Mr. Eric Scanlan, when he arrived in Pago Pago in July to take up his new post. Mr. Scanlan, formerly a US Air Force major, is a part-Samoan, born in NZ. He is the first Samoan Secretary. He said it was now the duty of everybody to "pitch in and work".

The old problem of what to call the natives of New Guinea came up in the United Nations Trusteeship Council again in July. In a draft re-

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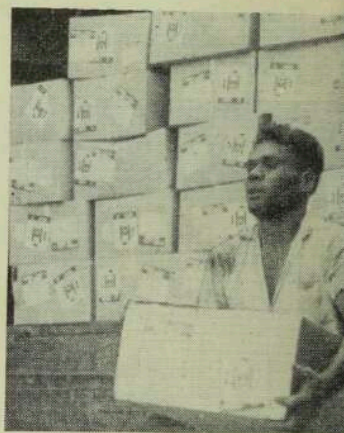


KR.2

port, the Council urged the natives be asked what they like to be called, and that meantime they be referred "New Guineans" rather than n

Speaking to the Port M Rotary Club, old Territorial Assistant Lands Director Anthony (who will retire in Australia) suggested they be called "Papua" and that Papua-New Guinea be called "Papanga". The words composite, derived from Papua New Guinea.

"It is not bad sounding avoids the confusing and under suffixes of 'asian' and 'esian', you don't like it the challenge there to do better," commented Anthony.



"Operation Carrot" they are calling Noumea. The first leg arrived in Noumea on Qantas Electra from Sydney, and the are to be flown in weekly. The imported by a Noumea firm, contain a selection of seasonal fruits and vegetables, and for about £A4 in the French Territory.
Photo: Free

West Samoa will celebrate its independence next January with days of celebrations, said Minister Fiamé in July. There will be church services throughout Samoa on the night of December 31, continuing until the New Year heralded in. The celebrations then continue from January 1 to the 5th, and will include sports, dances, dancing competitions, fireworks, brass bands, parades, a

* * *

The Western Pacific High Commissioner, Mr. David Trench, has managed to launch the first box of the South Pacific Commission Fisheries course at Auki, Maldives. When Mr. Trench swung the champagne bottle it refused to break. He caught the bottle on the rebound and took another fast swing as the cork moved away. He made it.

Visiting Apia in July was Mr. Fred Zinnemann, a Hollywood film producer and director, who said he was planning a movie based on the origin of the Polynesian race, and "it was possible it might be made in West Samoa".

Fourteen passengers, including the Deputy High Commissioner of the US Trust Territory of the Pacific Islands, Jose A. Benitez, were rescued from a Trust Territory aircraft when it was damaged during a water landing at Koror, in the Palau Islands on July 20. Shortly after the passengers were taken out the aircraft was taken in tow, but it sank in 50 ft of water.



Mr. Jag Mohan Singh, a Nausori-born extension officer with Carreras Limited, Suva, was sent to Australia in July on a seven months' visit studying the production of flue cured tobacco in Northern Queensland. His visit is part of a Carreras training scheme for locally employed staff.

When a Dutch marine sergeant, C. Meyers, was missing at Misool, in the Radja Ampat Islands of West New Guinea, near Indonesian territory, more than 300 Dutch marines went searching for him. At the end of 20 days a Papuan informed a patrol that the sergeant had just stumbled into their house. Sergeant Meyers had been lost during that time in the jungle without food or drinking water. He used what water he could get out of rotten tree trunks but told his rescuers he was finally reduced to drinking his own urine.

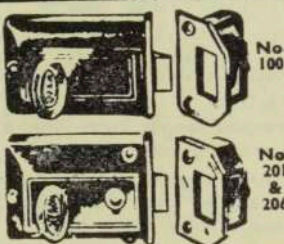
The captain of the Australian athletic team which attended the Rome Olympics last year, Kevan Gosper, in July was appointed Rabaul, New Britain, representative of the Shell Company. He will take over from Mr. L. B. Stubbs later this year. Mr. Gosper was also captain of the Australian team at the Empire Games in 1958 but announced his retirement from competitive athletics after the Olympics. He still holds the Australian record for the 400 metres and 440 yards.

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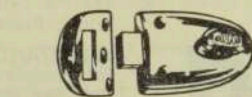
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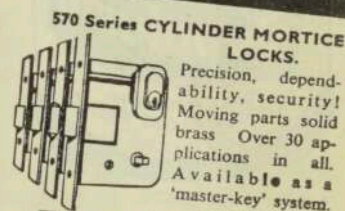
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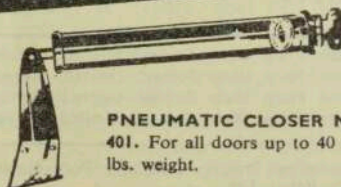
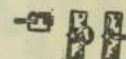
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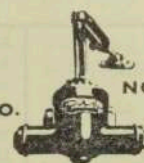
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Indonesians No Great Help In Port Moresby

When the Indonesian training ship "Dewarutji" sailed out of Port Moresby on July 28 after a two-day "goodwill visit" she left in her wake charges that cadet officers aboard had spread anti-Dutch propaganda among New Guinea native school children.

Two Roman Catholic lay teachers and a mission supervisor complained that native pupils they took on board the vessel had been taken aside by cadets and told, "we will take West Irian (Netherlands New Guinea) in a war. But we are your friends".

Port Moresby residents noticed that "Dewarutji" crew members were particularly friendly with natives, and frequently got them into groups for a quiet lecture.

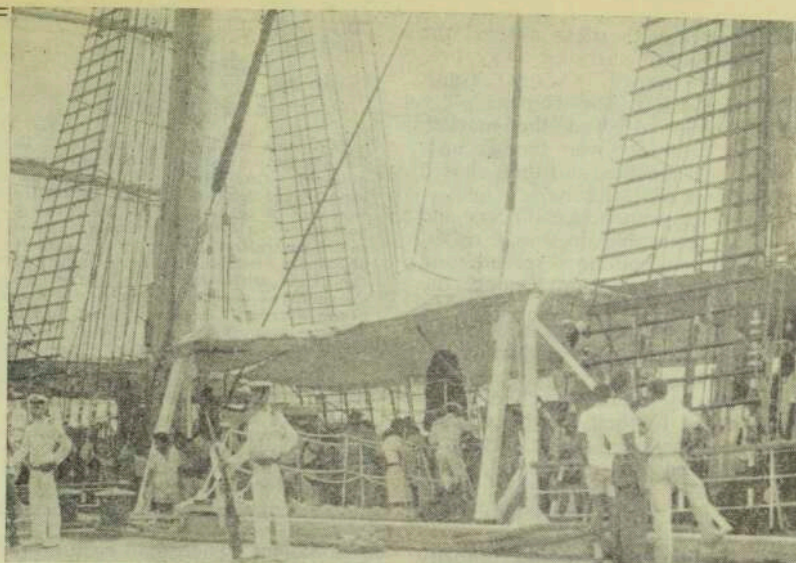
Some crew members also swapped addresses with native children and promised to be their pen-friends.

Neither the master of the training vessel, nor the Administration, had any official comment to make about the charges. But it is understood that the Administration informed the master that the actions of the crew could "create difficulties".

In Canberra, an Indonesian Embassy spokesman said they couldn't help it if the crew were "being friendly".

The 847-ton barquentine, with a complement of 145, visited many Australian ports on her tour.

The photo at top (by Papuan Prints) shows guards alongside the "Dewarutji" at Port Moresby wharf, with local natives surrounding her.



Riots, Deaths In Rabaul As Natives Stage Lost Week-end

From a Rabaul Correspondent

When native fought native during a week-end of trouble in Rabaul on July 29-30, and the police were forced to break it up—the casualty list showed two natives dead, 13 in hospital (three of them serious), 16 treated and discharged. European casualties were two European police officers, with minor injuries.

THE dead were killed by bullets fired by hard-pressed native police.

A week after the riots an Administration patrol found the body of a third native—a mainlander—in a grave near a village about 14 miles from Rabaul.

The dead man had been one of three plantation workers who during the week-end of the riots had left their plantations to visit friends.

Two of them had returned to their plantation after being attacked by hostile natives and told the plantation owner, Mr. A. Reilly, that the third man was missing.

Police said there was a connection between the Rabaul trouble and the third man's death.

The trouble was between the Tolais (there is a population of 40,000 of them in Rabaul) and mainland natives, mostly Sepik, who provide a transient labour force of about 2,000 in the town.

The Tolais, introverted, usually slow-acting, can be vehement and emotional once aroused, while the

Sepiks are extroverts, quick to laugh or to anger and with a pugnacious streak. The incompatibility of Tolais and mainlanders has caused ill feeling since the war.

The incident which triggered the riot occurred in a trade store operated by New Zealander Rod Hancock, opposite the native bung (market). Late on Saturday morning a Tolai woman named Iamana went into Hancock's store.

Market Wrecked

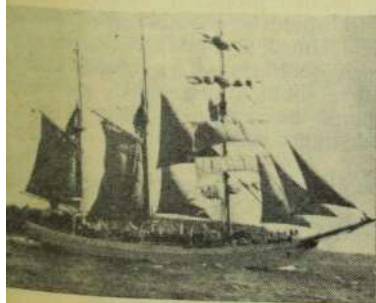
A Sepik native behind her put his hand on her leg. She screamed and called to her male cousin, Taube, who fought the Sepik.

But during the fight another Sepik entered, so Taube ran to the bung for help and returned with a Tolai leader named Tologoma, who ordered the Sepiks away.

Usually Tolais will demand money to compensate for alleged insults, but Tologoma said, "I thought the fright we gave the Sepiks was enough".

But it wasn't.

During the afternoon, about 200



Sepiks armed with sticks entered the bung and began carrying away produce and money. Many Tolais panicked and left their women.

The Sepiks wrecked the market, scattered produce over the ground, smashed the benches, and then chased the women and children.

Three European police officers and 20 native constables restored order, but ill feeling had now spread, and minor fights broke out along the northern end of the town.

The casualties at that time were four Tolais injured, one of them critically.

By Saturday night, when the Tolais had returned to their nearby villages and spread the story, a big section of the population was inflamed.

On Sunday morning 500 Tolais gathered at a cross roads two miles out of town.

The first direct clash with authority came when 10 officers of the Native Affairs Department, European police and constables with batons unsuccessfully tried to disperse the mob, which then attacked a police estate car.

The occupants, Sub-Inspector A. Emery and native constables, escaped without serious injury but the mob completely wrecked the vehicle including its radio equipment before any message could be sent.

A utility truck made a 60 mile-an-hour dash into Rabaul to get help. The police sent out two fire engines and two truck-loads of native constables.

The Tolais, armed with sticks and stones, smashed all the glass in the two fire engines and one of the utilities. They put one fire engine out of action by pushing it over an

Rabaul Riots 'Exaggerated'

The facts used in this report of the Rabaul riots are from a Rabaul correspondent, Gus Smales. Smales, an experienced journalist with the reputation of a careful and factual reporter, is also a correspondent for some Australian newspapers, a number of whom combined his accounts of the riot with highly coloured and exaggerated reports they received from other sources. In some cases Smales' by-line was used on material not emanating from him and this has seriously embarrassed him in Rabaul. Speaking by radio telephone in early August, Smales said: "Many townspeople are annoyed at wild Australian Press accounts claiming hundreds injured, and I don't blame them. The Chamber of Commerce has discussed the exaggerated stories".

embankment. There had been no time to use hoses.

Hand-to-hand fighting broke out between native police and the rioters, and a Rabaul ADO, E. J. Emanuel, fired four pistol shots into the air and the Tolais disappeared into the bush. No rifles had been used.

Meanwhile, while this clash was going on out of town, about 1,000 Tolais and mainlanders were gathering in Rabaul itself.

The Tolais painted their faces white. The Sepik colours were black foreheads and a red hibiscus in the hair.

The Tolais armed themselves with baskets of stones and heavy sticks, but the Sepiks used more imagination with bars of scrap iron, pipes, bicycle chains, hammers, axes, scissors,

(Continued on p. 135)

THE GROWING PROBLEM OF PORT MORESBY

By a Staff Reporter

Settlement of foreign natives in the Port Moresby area is to be a "serious threat" to land rights and the police authority of the local natives if it continues.

EVEN without further immigration, the natural increase in population of the people already living there is likely to be "immense proportions" from 1970 onwards, and bring with it many problems.

This is the view of the executive officer of the recently-established New Guinea Research Unit (see on this page), Dr. D. G. Bettison.

In May this year Dr. Bettison visited Port Moresby and prepared a map showing the use of land in the town. The map revealed that town planning was seriously influenced by native land rights.

If the present trends continue, thinks, a town of about 25,000 people will shortly find itself having to provide transport for workers living 10 miles from their work—at a considerable cost.

Problem Will Develop

"Foreign" natives, says Dr. Bettison, seem to come to Port Moresby from three areas—the country and coastal settlements to the north and south—and he thinks it important that their movements be investigated now before the problem develops.

He suspects Port Moresby already contains a "foreign" native population of about 14,000.

Dr. Bettison has suggested to the National University that this problem of urban development in Port Moresby be looked at by the Research Unit as its first project in P-NG.

It would be one section of a field aimed at finding out answers to such questions as why P-NG natives move about, whether their movements should be restricted, what effect settlement and migration has on the way of living, and what effect immigration has on town growth.

The Port Moresby project is expected to be approved by the University. But how soon the Research Unit can get on with other projects

(Continued on p. 135)

They'll Investigate New Guinea

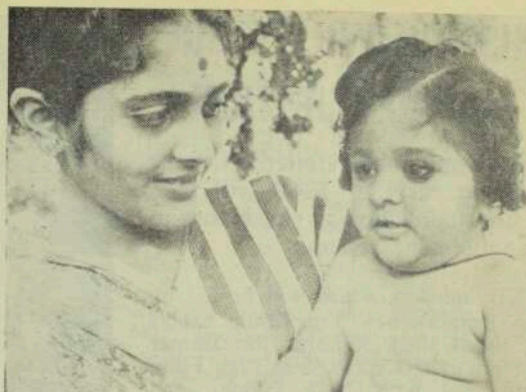
New Guinea residents later this year will find themselves living among members of a new organisation—the New Guinea Research Unit.

The Unit was set up in January as a section of the Australian National University's Research School of Pacific Studies. The Unit is purely a university organisation, whose object is to seek out basic information on Territory problems and publish the findings so they are available to anyone who wants them.

The Research Unit will have a permanent staff of eight Europeans, plus native assistants, living in the Territory. The first of them should be housed in Port Moresby by the end of the year. (See next column).

Executive officer in charge of the Unit is English-born, pipe-smoking Dr. D. G. Bettison, who trained at Rhodes University, Grahamstown, South Africa. For some time he was involved with research work on urban development in Northern Rhodesia, but for 15 months before taking over his new post at Canberra he was senior lecturer in sociology at the University of Queensland.

He said in Canberra in July: "We have a tentative list of projects. We are open for suggestions for other or better ones—whether ideas come from the Government or private enterprise doesn't worry us. But we will concentrate on the problems whose solutions will help the greatest number of people and do the most good".



Goodwill Tour From NNG

From our Hollandia Correspondent

Plans were almost completed by the end of July for several members of the New Guinea Council (the Nieuw Guinea Raad, as the Dutch call it) to visit foreign countries on goodwill missions.

PROMOTER of the politico-economic missions is Councillor Herman Womsiwor, who wants Netherlands New Guineans to go to Australia, NZ, Philippines, Japan, Pakistan, India, Malaya and the USA.

He believes that, because of the situation between the Dutch and Indonesia, NNG Papuans should go abroad and present their point of view to other nations. Said Womsiwor: "Nobody can better defend our rights as a people than we ourselves".

Womsiwor, now 32, is one of the few indigenous people of NNG who know something of the world outside their own territory. He was sneaked out of Biak in an old US Army ambulance in 1945 when the Americans moved northwards by troopship to Japan in 1945. For over seven years he worked with US occupation forces in Japan, latterly as an interpreter, having learned to speak Japanese and English fluently. On his return to Biak in 1954, he became a prominent businessman, and still makes regular business trips to the Far East. (See p. 26 this issue).

Reports of the goodwill mission brought growls of protest from Indonesia, which considers its own leaders are the only ones entitled to make goodwill missions in the cause of the fight for "West Irian".



A CRYING SHAME

There were happy, doubtful and plainly unimpressed faces at the Baby Show which was part of the Nadi (Fiji) Commerce Festival in July. But most were happy, and the babies with their proud mothers in the top photo are healthy specimens of contented Fiji and Indian children. The pair in the left-hand corner weren't part of the show, they were just looking on—and very suspicious about it all they were, too. The young lass above just wants to go home!

MR. H. VAN PEL DIES ABROAD

THE death occurred in Holland in July of Mr. H. van Pel, who the previous month had resigned his position as the South Pacific Commission's Fisheries Officer because of ill-health. He had only just returned to Holland with his New Caledonian born bride of not many months.

The late Mr. van Pel, one of the most popular SPC officers ever, took up his post in July 1954 and was known throughout the South Pacific Islands for his competence and his interest in getting Islands fisheries properly established.

Fiji Plans 'Open Go' On Drink

From a Suva Correspondent

Liquor control is always a thorny problem, fraught with danger for the politician, "the meat in the sandwich" as it were between the fires of breweries and publicans on the one hand, and the adherents of prohibition on the other. The suggestion of liquor reform is often enough to make a wary Government wash its hands of the whole thing and let a Royal Commission, or some such body, make an inquiry.

NATURALLY reports take a long time to come to hand for effective action. And it is amazing to see what happens to the reports as warring anti and pro liquor factions get to work on the politicians as soon as legislation is in the offing.

The Fiji Government in June, 1960, set up a committee to make an exhaustive probe into the liquor laws of the Colony. Twelve months later the committee has now come to light with a monumental report which, if adopted, will go a long way to making the Fiji liquor laws as modern as those of any other country in the Commonwealth.

But, a note of warning—the Government still has to draw up legislation based on the report, and then the members of the Legislative Council will have a chance to emasculate it in much the same way as Parliaments overseas have emasculated reports from Royal Commissions on exactly the same subject.

(Continued on p. 136)

MISSION WILL STUDY NAURU QUESTION

A four man United Nations mission early in 1962 will take a first hand look at the Nauruan re-settlement scheme.

THE mission, which will be led by Britain's new Trusteeship expert at the United Nations, the former Governor of Cyprus, Sir Hugh Foot, will visit both New Guinea and Nauru.

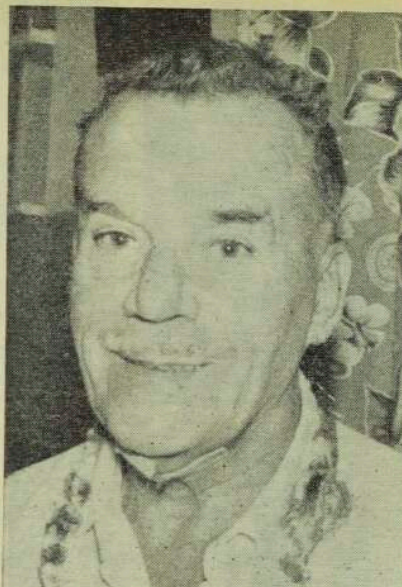
The Trusteeship Council, in forming the mission in July, instructed it, as usual, to investigate all conditions in the two territories, but it also asked the members to ascertain "as fully as possible the wishes of the Nauruan community concerning their future". The Council said the offer of the three Trustee powers — Australia, Britain and New Zealand — to re-settle the 2,500 islanders in their countries with full citizenship, was "generous" and should form a useful basis for further consideration.

In June the Australian special representative, Mr. Dudley McCarthy, had announced Australia's offer to transfer the Nauruans to Australia over a period of about 30 years (PIM, July, p. 17).

After his announcement, Raymond Gadabu, Australian-educated Nauruan Administration officer who went to New York with Mr. McCarthy as an adviser, told the Trusteeship Council that his people could not accept re-settlement and integration into the Australian community, although they appreciated the offer. He said re-settlement on these terms would be at the expense of sacrificing the national identity of the Nauruans.

Mr. Gadabu made the statement after the Trusteeship Council had invited him to speak, and spoke "off the cuff". In his address he gave an accurate account of present Nauruan feelings.

The Australian Government's attitude is that whether or not the



Second Shot Fired

Widely known Fiji businessman, of Nadi, Mr. A. J. C. Foster, in July, reported to police he had been shot at by an unknown assailant for the second time in a few weeks. He was injured by a bullet under the chin (shown above) when driving on July 6. On July 19 in the same area another bullet entered his car. He has also received threatening letters. Police in July had Mr. Foster under constant guard.

Nauruans like the idea of coming to Australia, there is no island available to them in the South Pacific which would enable them to retain their national identity. They would therefore have to come round to the Australian view when they saw that no other possibility exists.

There is unlikely to be much change in the Nauruan attitude before the visit of the mission, which thus should get a first-hand report on the strength of Nauruan feelings. The problem is not going to be an easy one to solve, especially as some Australian observers believe that the Nauruans have a perfect right to hold out for what they want, since their own island has been literally removed from under their feet.

New Language Discoveries

By a Special Writer

It now turns out that there are far more languages in Papua New Guinea than we thought, yet the whole linguistic picture is far more simple.

THERE are not 500 languages which is the figure which has been officially listed for years. There are at least 700, and there may be 1,000. But only a small proportion of these are major languages.

Many of the New Guinea languages are more closely connected than first thought.

These are the findings of Bud born Dr. S. A. Wurm, Senior Fellow in Linguistics at the Australian National University, Canberra. His work, the first proofs of which have only recently been made public, provides an interesting new picture of the New Guinea language problem.

It could mean, for example, that the teaching of English might be made easier because instruction could be given initially in a native language.

The existing arguments against the use of native languages in Papua New Guinea for administrative and elementary education purposes have been largely based on the assumption that there is an enormous multiplicity of languages and a very small number of speakers of each. But it is now proved incorrect, the task is not impossible.

Big Groups

The new investigations show that about half the native population of New Guinea—more than 1,250 out of a total of 2,480,000—belongs to only 12 language groups. Of these 1,500,000 speakers belong to four groups, and it is possible, with further investigation, that four of these groups may prove to be inter-related.

This would reduce the number of non-Melanesian language groups to nine, and could produce one group of inter-related languages comprising more than 920,000 speakers.

That fact means there is at least one group of languages well worth the trouble of learning!

Dr. Wurm has proved that the languages are so closely related that natives who now have

(Continued on p. 133)



New Stamp "Best Ever"

"One of the most attractive Fiji stamps produced for many years," is the general opinion of this eight-penny Hibiscus stamp, printed in four-colour gravure and released on August 1. The design is by Michael Goaman, of London, from a colour transparency by official Fiji photographer Rob Wright. This is the fifth Fiji stamp designed from photographs by Wright.



ALL THE FUN OF THE (TRADE) FAIR

The Sydney World Trade Fair of early August was a crushing success. More than 200,000 people turned up one day and brought Sydney's traffic to a standstill. The success made it virtually impossible for genuine trade representatives to fight their way through to the P-NG stand and do business. But anyway, the publicity was good. The P-NG exhibit was organised by the Department of Territories, which invited private enterprise to take free space. Staff included New Guinea marketing officer M. J. White, of Port Moresby, Tolai agricultural assistant Robin Kumaina, of Rabaul, and John Akunai, a Goroka farmer. Other South Pacific interests took space at the fair, as the photographs show. There were 22 nations exhibiting.

Has N. Guinea Tourism Got Going?

By a Special Writer

Has American travel man James Walton really done something to at last get the Papua-New Guinea tourist industry on its way as a going concern?

WE might know something soon. Mr. Walton has just breezed through Port Moresby in his usual style on his third trip to the Territory.

He has announced that:

(a) He has finally arranged for the erection of a 40-room, air-conditioned, £100,000 hotel with swimming pool.

(b) He is about to launch a big advertising campaign to attract American tourists to the Territory.

Mr. Walton is now back in the States, after establishing a Sydney branch of his tourist agency.

He says the Sydney agency will offer tourists one-week package tours of P-NG, taking in Port Moresby, Lae, Wau and Bulolo.

This tour, says Mr. Walton, is aimed at middle-class Americans, and his agency could handle 3,000 tourists in the first year.

Mr. Walton told *PIM* in Sydney the new hotel would be built on Port Moresby's Three Mile Hill, which has a view of the Coral Sea.

(Over)

The site would be an existing house formerly used by the firm of Hastings Deering. The house would be reconstructed.

Most of the money, said Mr. Walton, would be provided by Mr. Ken Bourke, managing director of Port Moresby's Pacific Taxi Service, which operates several cab fleets, a bus service and drive-yourself cars. Mr. Walton would put up remainder of the money, he said.

Mr. Walton was unable to say when work would commence on the hotel.

However, Hastings Deering's Sydney office told *PIM* that a local man connected with Mr. Bourke had had an option on the premises, which were still owned by Hastings Deering, but the option had expired in July. The house was at present leased to a local man for his personal use, but it was still for sale.

Hastings Deering was surprised at the news that Mr. Walton thought it possible to build a hotel on the site.

In view of that it will be interesting to hear just when the hotel project can get started.

Rabaul Hotel

In Port Moresby Mr. Walton has also been quoted as saying that he would have talks with the big Islands firm of Nelson and Robertson, "who were considering building a modern hotel in Rabaul".

But this, apparently, is news to everybody including Nelson and Robertson's Sydney office.

Nelson and Robertson had interests in the old Rabaul Hotel before the war but they have no hotel interests there now.

Apparently all that has happened is that they suggested to Mr. Walton sometime ago that instead of looking for a site for a hotel in Port Moresby, he might like to look around Rabaul, which was "prettier, had tourist potential, a fine harbour, volcanoes and natural tropical backdrop".

The company has not denied Mr. Walton's statement, but one gathers that this is out of courtesy to Mr. Walton in case he comes up with some proposition they don't know about.

Mr. Walton said in Sydney he had already started on his publicity drive on behalf of New Guinea (whether he regards his Port Moresby and Rabaul hotel statements as part of the publicity drive, we don't know) by taking several pages in the 1961 *Hotel and Travel Index*, a world wide tourist publication, to tell about New Guinea.

(Continued on p. 133)

On Their Own!

New Zealand's full ownership of TEAL, previously an Australian-New Zealand partnership, was signed, sealed and delivered in Wellington in July at this ceremony. Australian Minister of Civil Aviation, Senator Shane Paltridge (left) who signed the agreement on behalf of the Australian Government, shakes hands with New Zealand's Prime Minister Holyoake, who signed for New Zealand. Looking on is NZ's Minister of Civil Aviation, Mr. J. K. McAlpine. Qantas and TEAL will begin competitive services across the Tasman in October. See p. 121.



An 'Important Difference' In New P-NG - NNG Conference

From a Canberra Correspondent

It is no coincidence that Australian Territories Minister Paul Hasluck has chosen this particular time to promise us so "target dates" for progress in Papua-New Guinea.

THE UN Trusteeship Council is not in session in New York, but a local trusteeship council of sorts is shortly about to sit in Goroka, New Guinea, and Mr. Hasluck without doubt has his eye on that.

The local show is the third P-NG - Netherlands New Guinea Administrative Conference—the first of these co-operative conferences to be held in the Territory. The first conference was in Canberra in October, 1958, and the second was in Hollandia in March last year.

Mr. Hasluck's target dates will probably be publicly announced before the conference date on August 21, or in any case they will be made available to conference delegates.

Mr. Hasluck said in July his target dates will not include dates for political advancement because "these are matters which involve the choice of the people themselves. We believe that the decision of the people must prevail over the plans or wishes of anyone else."

"Furthermore, the time as well as the nature of the decisions by the people will come directly out of their own response to the efforts which we make to promote their political advancement."

He said the Department of Territories and the P-NG Administration had been doing intensive work recent months in shaping proposals regarding target dates for educational, social and economic advancement.

Material prepared had been examined by an inter-departmental committee and a report had gone to the Commonwealth Government.

No Publicity

"When we give target dates we want them to be realistic and related not only to good wishes but to sound planning," he said.

There has been no advance publicity on the administrative conference this year. Whether this is to avoid the usual sabre rattling campaign that Indonesian leaders waged prior to the other conference, nobody will tell.

There is an important difference in this year's conference. Delegates include two natives on each side. Dutch certainly had a couple of native "assistants" at last year's conference but this year the natives hold some rank.

(Continued on p. 134)



Norfolk Is. Objects To Canberra Control

Norfolk Islanders in July made it quite clear to the Australian Government what they think of remote control of the island's affairs from Canberra.

AND they'll have the chance to confirm it soon, because they are to be given a Referendum.

Their July decision was made at new elections for four seats on Norfolk's eight man Council. Voters

elected three supporters of the Council's present policies, plus one independent—which means that seven of the eight Councillors are members of what is locally termed "the bloc".

The bloc thumbs its nose at officialdom and demands that the island be allowed to run its own affairs, make its own laws and handle its own purse strings.

The leading opponent of the bloc's policies, Mr. A. S. Bathie, was not re-elected to the Council.

The four who were are: Mr. Maxwell Christian, Mr. Charles Evans, Mr. Wilfred Randall, and Mr. Ralph Weslake. Mr. Randall is independent.

The four members who did not have to stand for re-election are: Messrs. F. R. Needham, W. S. Newbald, S. E. Nobbs and T. B. Bailey. Mr. Needham was re-elected Council president.

Minister for Territories, Mr. Paul Hasluck, made a three-day visit to the island early in August. He told the Council that a Referendum should satisfy everyone, including the Government, that the Council's views really were representative of popular opinion.

The questions to be put would have to be worked out carefully, but voters would be asked to name the kind of political representation they wanted.

The Referendum will undoubtedly

Nukualofa from The Air

This splendid photograph of Tonga's capital was taken by Fiji official photographer Rob Wright during a visit to Tonga in July. It must be one of the best available of Nukualofa. A copra ship is at the main wharf, and immediately behind the wharf is the main business section of the town, including the Government buildings. The white timber Royal Palace and Chapel can be seen among the pines on the waterfront to the right of the wharf.

The shallow lagoon in the background is connected with the sea on the left. Nukualofa is on the main Tonga island of Tongatapu.

No Ansett Planes To Norfolk

An application by Ansett-ANA to operate a weekly air service between Australia and Norfolk has been refused.

The Administrator of Norfolk, Mr. C. S. Leydin, told the Norfolk Island Council this in July.

The Administrator said in a later address that he had had discussions with the Director General of Civil Aviation when he had been in Australia recently and that as a result he was hopeful of improved services.

It is understood Mr. Leydin was referring to the possibility of Qantas increasing their schedule from a fortnightly service to a weekly one for the summer season, beginning about October. Qantas put on some additional services last year, and it is believed that because of pressure from the Commonwealth Government they will announce a weekly service this year.

help crystallise some of the confused local thinking on just what is wanted, even if it does not settle the arguments of the last 12 months.

A fortnight before, at the new Council's first meeting, Mr. Needham made it clear that the Council did not intend to back down on its anti-Canberra stand.

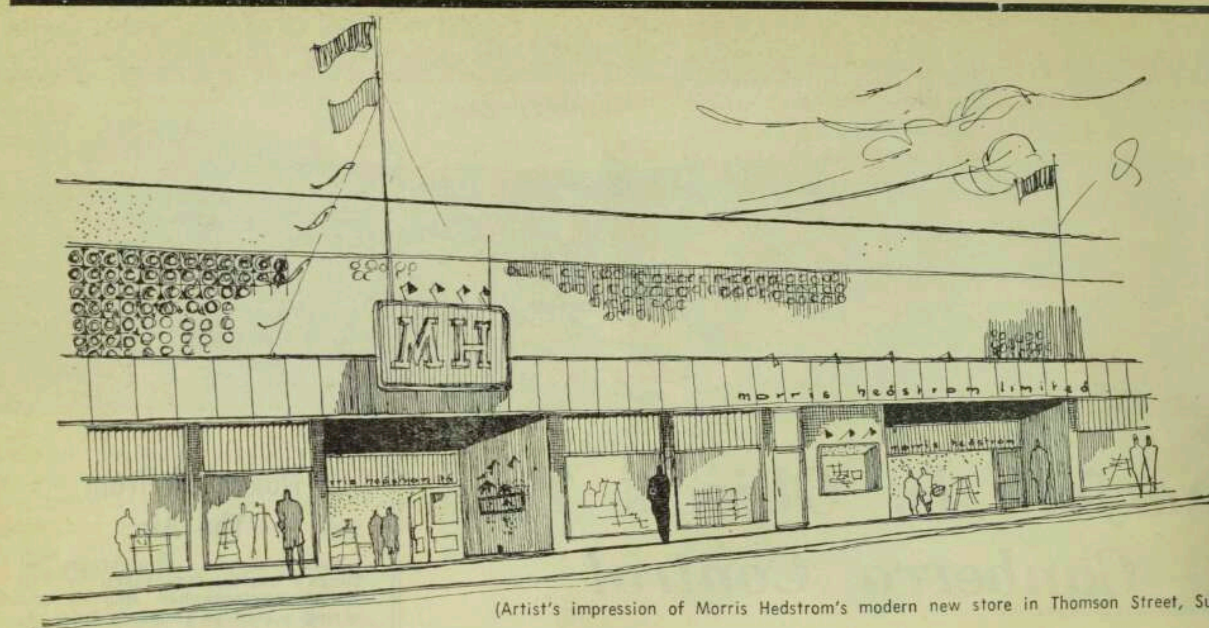
The meeting had been addressed at length by the Administrator, Mr. C. S. Leydin, who outlined progress of the previous year.

"Dissension"

In his reply Mr. Needham stated he had doubts that the meeting had been convened legally and went on to say that the 65 years which had elapsed since the Council of Elders was abolished in 1897 had produced only dissension and dissatisfaction.

He attacked the Minister for delay in answering some of the Council's resolutions, and was critical of politicians generally. He said he was prepared to tell the Minister that he wanted to settle "the bugbear about responsibility once and for all". He said the Council was

(Continued on p. 134)



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

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COMMENTARY

Indonesia Offers NNG

Her "Freedom"

INDONESIA for the first time in July gave the people of Netherlands New Guinea a political promise if they "came back to the fold".

Indonesian Defence chief General Abdul Nasution said in London that if the native people of "West Irian" came back to Indonesia they could "uphold and develop their own rights, customs and traditions and would have political autonomy, electing their own Government".

It was an interesting statement, because not before have Indonesian leaders given any hint as to what they have in mind for the future of "West Irian" should they get it.

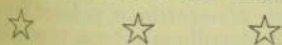
Apparently the existence of Dutch target dates towards independence, and the reality of a New Guinea Council which has insisted that nobody now has the right to make any plans for the territory's future without consulting the Council first, has forced Indonesia into offering a plum or two herself.

What a shame then that the whole effect of General Nasution's historic promise was lost by another statement he made in the same interview.

He mentioned that rebels in Indonesia had "decreased from 100,000 to 10,000".

Whether 90,000 had been shot, gaoled or forced to change their views he didn't say, but all that those poor fellows had wanted was a little bit of that political autonomy Djakarta had promised them after the war.

Even a Sibil Valley savage should realise that under Indonesian "autonomy" his best chance of freedom would be to take to the hills!



Rabaul Riots Could

Happen Again

AFTER the week-end of serious riots in Rabaul in late July, some of the Tolai leaders told the NNG Administrator that they "would try to build up friendships between the Tolais and the people of the mainland".

Fine. Fine. If only it were true!

If such a statement had been made by Fijian leaders after similar riots in their area, or by Samoans or

Cook Islands' leaders following trouble there, one could expect it to mean something.

Coming from New Guinea, it is rather a glum joke. With the best will in the world, individual native "leaders" there just haven't the authority to prevent the kind of mayhem that occurred in Rabaul for the simple reason that the greatest portion of the New Guinea population still consists of savages.

In urban Rabaul in July savage attacked savage because neither side knew any better. Two savages were killed when the police moved in to break the fighting up.

Exactly the same thing—except, fortunately, that there were no deaths—has occurred in urban Port Moresby during the last two or three years.

The tragedy is that more instances are almost certain to occur.

If they are to be prevented, they certainly won't be through lining all the savages up and telling them that they really must behave decently.

Then what is to be done?

Before the war, and as far as we know, for a long time afterwards, the Administration made a point of knowing what natives were in town. If they were unemployed, then back home they were packed before they had time to get into mischief.

The repatriation laws are still on the books, but there have been complaints for a long time that in some areas unemployed natives are allowed to wander about at will, sponging on their "one-talks", pilfering, filling themselves with sly grog. Is it any wonder that tribal animosities and savage urges flare up?

There must be room for a general all-round tightening up of the native situation in P-NG's urban areas, and this should be done right away.

At the same time, anybody who suggests that pre-war methods are *all* that are needed, is a bit starry-eyed.

There are capable men of long pre-war experience in senior positions in the Administration—Police Commissioner C. Normoyle and Native Affairs Director J. K. McCarthy are two of them—yet the urban troubles of the last few years can still occur.

Obviously they occur because present conditions are not pre-war conditions.

Problems of urbanisation are occurring right throughout the South Pacific, and the problems will continue to grow.

Natives drawn to urban areas for legitimate reasons are capable of developing into trouble-makers for equally legitimate reasons.

A recent brief pilot survey of the Port Moresby area by an urbanisation expert of the New Guinea Research Unit (see p. 18) has indicated that there are probably about 14,000 foreign natives in Port Moresby now, and that the problems they have brought with them are developing apace. We don't need a pilot survey to tell us that Rabaul is in exactly the same position.

What we would like to know is what are the ingredients to the problem—how do trouble-makers develop to such an extent in the towns that they can be killed and injured in rioting?

How much of the blame can be placed on the Administration? Is it really true that the Administration is better at winning wars than the peace? That officers with the skill and intelligence to handle bush kanakas in the ranges fall down on the job in the towns because the problems are so different? Or is the system at fault?

If the recently-formed New Guinea Research Unit can find the financial backing to go-ahead with full-scale investigations into urban problems, and the problem of getting a point of view across to the natives, then it will be performing a useful function in the Territory. And one that will not be before its time.



Intelligent Fiji

Liquor Report

THE Fiji liquor report will no doubt be pretty thoroughly debated, but it will be a pity if too many alterations are made to it.

It is the work of a well-balanced committee, remarkably representative.

There are some people, of course, who are against drink in any form. But once the principle has been accepted, then it is difficult to handle the situation in a better way than the Fiji committee proposes. The Fijians have been officially allowed to drink beer since 1958, and the latest proposals are merely a natural sequel to that successful experiment. Continued drink restrictions would be regarded as racial discrimination.

The British Solomons has also been handling intelligently its drink problem recently. The British Government seems to be far less hamstrung by the voices of the calamity howlers than New Zealand and Australia.

The Editors' Mailbag

How Womsiwor Became A Tycoon

One of the wartime US servicemen who still maintains an interest in the Pacific through the *PIM*, is Leonard Shields, now a commercial photographer of Brooklyn, NY. Recently he wrote to give us some more information about Herman Womsiwor, the NNG business tycoon (*PIM*, August, 1960 and p. 19 this issue).

Womsiwor is now, at 32, the owner of timber interests and early this year spent several months in Japan negotiating for the salvage of sunken ships in Biak waters. He speaks several languages, including English and Japanese. He was in his early teens when the Pacific war broke out and after the liberation of Hollandia by the Americans, he attached himself as interpreter to Mr. Shield's unit—the 36th Photo Recon Squadron, which was part of the 5th Air Force. He was particularly useful when there were Japanese prisoners to interrogate. This was one of the reasons why, when the unit went from Biak to Japan, Herman went along too (the August story was that he was smuggled out in a soldier's kitbag as a "mascot").

However Herman got to Japan, the fact is that he stayed there for some time learning how things were done abroad and when he returned to Biak he went into business for himself with more success than any other NG native, Australian or Dutch, has yet accomplished.

The End of the Doris Crane

Captain Fred Klebingat's story and picture of *Doris Crane*, "the most beautiful schooner ever", on page 40 of April *PIM*, revived memories for Captain N. W. Macdonald, of Suva, who was in at her death.

Captain Macdonald was Chief Officer on the old *Niagara* at the time, and they were about 350 miles NNE of Honolulu, out of Vancouver, when they made contact with the unlucky *Doris Crane* early in 1927.

"The second mate was keeping the 4 to 8 bridge watch," Captain Macdonald writes, "but at 4.15 a.m. he called me to point out a brilliant intermittent light, hull down on the

eastern horizon. About 30 hours previously we had been in company with a squadron of American destroyers, that were having Fleet exercises, and using their searchlights extensively at night, but we decided that this could be a ship afire, and not a searchlight.

"We called the captain, who altered course to investigate. After running for about 20 minutes toward the light, there was no mistake—it was a ship ablaze from stem to stern.

"Great bursts of flame were reaching to the mastheads, and billowing away in thick black smoke. (She carried 300 tons of copra.)

"We reached the schooner just as day broke, and saw a very small dinghy, on a long painter, made fast to the *Doris Crane's* stern. It contained the crew of about 10 men. The *Niagara* picked up the boat and crew. Apparently the fire broke out after an explosion in the engine room; the engineer had been badly burnt, and was taken into the care of our surgeon who looked after his injuries.

"We could do nothing with the burning hulk, except report by radio to the authorities. *Niagara* then reset her course for Diamond Head, and next morning landed the crew of *Doris Crane* at Honolulu."

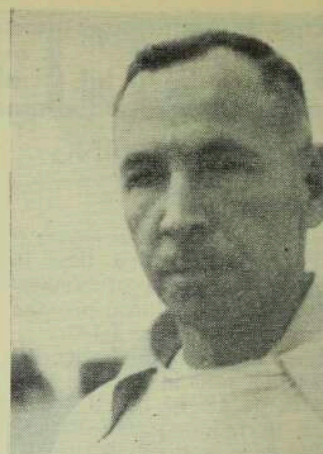
Norfolk Island's Gilbert and Sullivan

An item on Norfolk Island Council affairs reported by one of our Norfolk correspondents in April ("General opinion is that the Gilbert and Sullivan comic opera regularly being performed at Rawson Hall is rapidly developing into a tragedy for Norfolk Island"), brings a letter from Mr. F. J. Needham, in his capacity as President of the Norfolk Island Council. Mr. Needham was re-elected as president for a second term last month, for which we offer congratulations.

Writes Mr. Needham:

Sir,—After reading your accounts of Norfolk Island affairs over the past 12 months, I am wondering whether all your correspondents paint such fanciful pictures of their territories.

Your readers may be interested to know that the "Gilbert & Sullivan Comic Opera" reported in your April issue, received such applause from the public at the recent election that



Mr. F. J. Needham.

the cast now consists of seven Norfolk Party members and dependent who, incidentally, against the Minister's proposal when President of the formative Council.

Undoubtedly, the "Mika" disappointed. Your "Nanki-pu" predicting the sack, and "Coc" gone home to his "Catisha". Hasluck has great difficulty in the chorus dance in time "Here's a How-de-do".

When your "Nanki-pu" down to earth, he may unport the situation as it exists just follow the line of the "Cyclops Weekly". Perhaps will hear of "human rights" the will of the people establish the basis of authority on Island.

PS (I hope some of your can remember their Gilbert and Sullivan. The Norfolk Island Administration keeps our memories fresh).—Yours, FJN.

PIM relies on its Norfolk correspondents, and also regular *Norfolk News* (the *Cyclops* of Mr. Needham's letter) was a oneed news sheet published Administration.

Mr. Needham will see on of this issue that our correspondents are still up to their old time painting fanciful pictures. Territories they have been painting last 12 months have all shown there has been serious dissent Norfolk over the Council's and regular readers by now probably gained a clue that Needham represents one side will continue to interpret, as report, the news, as it has done 30 years.

Territories TALK-TALK

With TOLALA

Opposition leader Calwell's visit to P-NG at the beginning of last month triggered off a bit of enthusiasm in Labour Party circles up there for the formation of a local branch of the Party.

FROM some of the remarks published the impression might be gained that this is the first time an ALP branch has been formed in New Guinea. This is far from being the case, as numerous B4 residents can testify; some of the prime movers are still much in evidence there now.

In an old copy of *The Rabaul Times*, dated October 10, 1941 (that's nearly 20 years ago) there is a report of the preliminary meeting held in Rabaul on October 6, for the purpose of forming the Rabaul ALP branch.

It was held in the Cosmopolitan Hotel and chaired by Vic. Florance, a well-known local barrister, who introduced T. W. McLaren, secretary of the ALP (New Guinea Branch) who had worked for the Party in NG "since its inception on the goldfields almost four years ago".

Tom McLaren addressed the meeting and spoke of the membership on the goldfields which was over 500 and "today those who had at first jeered at the prospect were now enthusiastic supporters". He also referred to matters relating to the strike on the fields.

It was decided to hold a public meeting for the formation of a Rabaul Branch on October 20 and the following organising officers were appointed for making preliminary arrangements: Chairman, T. W. McLaren; Secretary, V. Florance; Treasurer, A. J. Gaskin; Committee, R. L. Clark and T. Walsh.

The branch was duly formed and *The Rabaul Times* eventually reported that the "executive of the local ALP branch is having a busy time", and was keeping in touch with the Minister for External Territories (Senator Fraser) who regretted he could not make a visit to the Territory "owing to the gravity of the war situation". He also referred to the proposed legislation concerning the establishment of a mortgage bank.

Tom McLaren, who was a baker in Rabaul when the Japs came in, was lost together with all members of the formation committee, excepting Gaskin, in *Montevideo Maru*.

In a Country Town

It's not easy to get away from P-NG associations, even in a small NSW country town.

I was toying with a drink the other day in one of Campbelltown's popular hostelrys and, as my eye roamed along the shelves of bottles before me I espied the well-known rounded "Sabrina" glass of South Pacific Breweries.

Later I discovered they were souvenirs, and my informant was the wife of Mine Host, one-time Nurse Phillips of Lae, who also pointed out some good samples of Hagen axes displayed, the presentation of Ken Jarvis, of the P-NG Public Works, whose home is here.

Prior to my arrival that day naval ratings from HMAS *Tarangau*, recently arrived from Manus and on a sight-seeing tour, had visited the pub. They religiously ordered soft drinks. Following them came a pair of TAA pilots, off duty for a spell from their Islands flights, but nonetheless happy to exchange comments on NG.

A few days later I met up with a casual visitor—a student from the Holy Cross College at Ryde, armed with camera and transistor radio, named Harry Kamachu who, he told me, had been three years at college and was hoping eventually to become a patrol officer. His father, Joseph of Manus, so he told me, had been killed by the Japanese.

Then I happened to meet up with Grafton Nott, of Qantas, who was for some years at Madang. He recently came back from the Philippines and is now staying here with his charming wife, Mary (well-known in the Territory). His brother, Owen, is on a plantation in the Kokopo area.

Add to these associations the fact I live in the Bonito Flats, named after the schooner which took W. W. Froggatt (the entomologist) on an exploration trip to Papua in the 1880's and now owned by his son, J. L. (well-known in Rabaul and PM), so I have P-NG folk all about me.

And not forgetting Don Kennedy, well-known in P-NG as an airlines



AWARD. During a New Guinea tour by Sir Donald and Lady Cleland in July, Lady Cleland, pinned the Meritorious Service Medal on Dr. F. X. M. Willis, at Nonga Hospital, Rabaul. It has been awarded to Dr. Willis for services in the Belgian Congo as a member of an Australian Red Cross team during the troubles there.

Photo: C. H. Meen

officer; Mrs. Miller, wife of the Surveyor-General of NT and in TNG in pre-war years, and several other Belhinds whom I do not know so well.

The Gentle Art Of Integration

I suppose we all realise these days that editors are playing up integration and assimilation between the white and black races. But surely there is at times a tendency to over-reach ourselves in this respect to an extent bordering on the ludicrous on the one hand, and very questionable good taste on the other.

We had the over-publicised mixed wedding in Rabaul last year, then there was the Swedish film star who married the coloured gent., to whom she has since had a baby and now comes the Kaputin-Parkinson match.

Mention is made, in several reports of the romance, of the raised eye-brows of residents. It could be that the eye-brows were raised not so much for the disregard for past conventions as on account of the publicity it received.

Granted, all this publicity is excellent material for the consumption of the Afro-Asian members of UNO and the Administration's success in combating racial segregation, never-

theless and notwithstanding, such personal incidents demonstrating the Winds of Change could, and should, be done with less flagrant sensationalism and a degree of respect for the common good taste of the majority of readers who are (vainly, perhaps) endeavouring to conform with changing conditions.

More Remote Control

A message from Port Moresby (PIM, July, p. 18) suggests that the knotty question of drink for P-NG natives will be decided by Canberra Parliament, which appears to be a dangerous thing, besides being a step in direct opposition towards territorial independence and native self-determination.

To Canberra parliamentarians, voting on Party lines, no matter what evidence comes out in the debates on the subject, the question could not mean less.

Their wives and children will not come in contact with half-stewed natives whose reactions to alcohol have to be seen to be realised.

Surely, this question above all else is one to be decided by the native himself and, if possible, without any outside influences coming to bear.

Let a plebiscite be taken. According to reports during the last elections the Administration has organised adequate machinery for hearing the voice of the people. Let that voice now be heard.

If it must come, then perhaps we could confine native drinking to a beer with lower alcohol content, as has been suggested for Fiji where, I notice, the question was decided by a committee appointed by the Governor.

Let the drinking of spirituous liquor—the hard stuff—be left to the native after he has obtained his independence. No political action by remote Canberra lawmakers should have the power to inflict that curse upon any primitive people.

Native Nomenclature

It was with some apprehension I read about the effort to "Catch Up With The Joneses" in last month's PIM (p. 76).

It would appear from this report that once again an old native observance is being sabotaged by a sophisticated minority of the native people with the connivance of The Powers That Be, despite Article 73 of the UN Charter which states, *inter alia*, that responsibilities are assumed to promote the well-being of the inhabitants and to ensure *with respect for their culture* their political,

Slight Improvement In Copra

Copra prices began to show a slight improvement from the middle of July—mostly because buyers were beginning to take more interest as a result of the recent lower prices. But not a great deal of business was done.

Average price of Philippines FM copra during July was £S60/12/6, cif UK-Continent ports.

The monthly report put out by the P-NG Copra Marketing Board for July said the future trend of edible oil prices was becoming increasingly difficult to judge.

economic and educational advancement. . . .

In the days of the League of Nations the Mandates Commission urged the TNG to interfere as little as possible with native customs and culture, so long as they did not conflict with peace and good order.

The correspondent's statement that "for centuries" the native people had used only "christian names" is rather puzzling.

Christian missions were only started in Papua in 1872, or thereabouts. With the Tolai people a male child shortly after birth was invariably given a suitable name with the prefix *To*, and a female with the prefix *Ia*, then if the parents are members of a church he/she was baptised and usually received a Biblical name, or after some popular white man in the area.

Parenthetically it is of interest to note that amongst the Tolai people it used to be *tabu* to mention one's own name. In calling upon a man whose name was similar to his own the man would call "*Mauruqu*" (my namesake), or in speaking to a man his own name would not be mentioned but "*Mauruam*" (your namesake) was used.

The suggestion, credited to the Administration after War I, of linking a native's name with that of his father—insofar as the Tolais were concerned, anyway—is news to me. It savours of the old Scandinavian system. It may have been current in Papua, but certainly not in New Britain.

The Buka, in my time, received a name soon after birth and then when initiated into the *Ndook* secret society (something similar to the *Duk Duk* in New Britain) he was given the name of some deceased

member of the society in order the name might be perpetuated.

I have personal experience of for when I was initiated some odd years ago I received the name Mala, a name which was held by one of their old *kukurais* some previously.

An account of the *Ndook* initiation ceremony, with photographs appeared in *Oceania* of December 1931 (Vol. II, No. 2) in case one is interested in such matters.

Fiddling about with native names could mean a few headaches for Land Commissioners and such even after independence. And it serves any real useful purpose than an uplift to the ego of a sophisticated few?

What About Peanuts?

Territorian peanut growers are not too happy about the state of Mr. N. J. McAllister (chairman of the Queensland Peanut Marketing Board) who said that Australia would not have to import peanuts in future. His State produces enough for Australia, he said.

Time, perhaps, P-NG gave the matter to the South East Asia Commodity Market.

That Dangerous Spleen

I see the Rabaul Coroner has returned an open verdict in the inquest into the death of the plant worker, Sebe Gobow, who died at a Lolobau plantation of a ruptured spleen.

In the late 'Thirties there were several cases that came up for trial in the Central Court at Rabaul and much medical evidence was recorded which went to show what a dangerous organ is the spleen and how vulnerable it may become as a result of the slightest exertion by a sufferer.

As a layman, and a regular listener to these court cases for many years, it is my opinion that an intemperate worker, with any suggestion of spleen, should not be passed as a fitly fit for any plantation work.

Invariably he is of a morose disposition (due to his ailment, of course), a constant source of annoyance to his employer because of his disability to pull his weight, is disobedient and a rebellious element amongst the other workers.

In short, he is splenetic, and about as disagreeable a person as anyone wants to meet. An employer working a splenetic has one foot in the boob to start with.



"Lost" Manuscript May Tell . . .

Have These Men A Place In Fiji History?

By Robert Langdon

A valuable manuscript which fills in a gap in early Pacific history and adds yet another chapter to the famous mutiny on the *Bounty* story has recently been acquired by the Mitchell Library, Sydney. The manuscript also raises a lot of interesting questions.

THE manuscript is the narrative of Midshipman David Thomas Renouard describing an epic voyage in a small ship from Samoa to Java in 1791. Only barest details of the voyage were previously known.

Renouard was a midshipman in *HMS Pandora* when it sailed to the Pacific in 1790 to find and arrest the *Bounty* mutineers.

The *Pandora*, under Captain Edward Edwards, arrived in Tahiti on March 23, 1791.

Fourteen mutineers who were on the island were arrested, and a handsome 33-ft schooner that they had built under the guidance of James Morrison, the *Bounty*'s boatswain's mate, was confiscated.

Captain Edwards had the schooner refitted to accompany the *Pandora* on its voyage across the Pacific in search of Fletcher Christian and eight other mutineers who had left Tahiti in the *Bounty*.

Nine of the *Pandora*'s crew were assigned to man the schooner, which Captain Edwards named the *Matavai*,

after the bay in Tahiti where the *Pandora* anchored.

The nine men were a 20-year-old master's mate called Oliver (commander), 16-year-old Midshipman Renouard, Francis Dobbs, quartermaster, and six seamen.

The *Pandora* and *Matavai* left Tahiti on May 19, 1791, and sailed westward, visiting various islands in search of the missing mutineers. On June 21, they reached Tutuila, Eastern Samoa.

Scene of Massacre

This island, unknown to Edwards, was where Count de Langle and 11 other members of La Perouse's expedition had been massacred in 1787.

The *Matavai* went in close to reconnoitre the coast while the *Pandora* stood four or five leagues off. The schooner was soon surrounded by dozens of canoes filled with hostile natives, who tried to board it.

One native was killed and several

Man From Space

The crowd that is straining on tiptoe outside a building at Fiji's Nadi international airport is merely hoping to catch a peek at the fellow from outer space putting his pants on. The space man is an American U2 pilot, a number of whom have passed through Nadi with their aircraft lately. Their dressing habits are always a crowd stopper, for they don an amazing assortment of clothing which guarantees that they are pressurized should anything go wrong in the cockpit at the extreme heights in which the U2 "spy" planes operate. Once in their suit the pilots are driven out to their aircraft and hoisted aboard immediately.

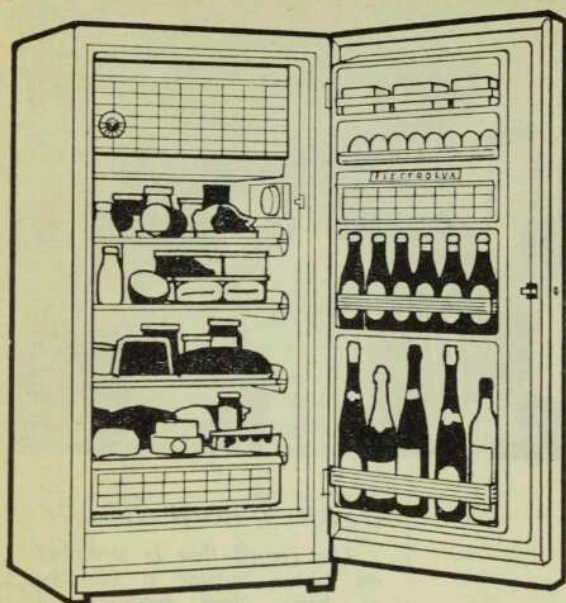
were wounded when Oliver ordered his men to fire. The rest jumped into the water and swam to the shore, dragging their canoes behind them.

Oliver and his men then noticed with alarm that the *Pandora* was standing out to sea with a brisk, late afternoon wind. The schooner could not follow it as it was becalmed under Tutuila's lofty mountains.

It was nearly sunset before a breeze sprang up, enabling it to set off in pursuit. The crew lost sight of the *Pandora* when night fell but continued to stand on the same course as when it was last seen.

At daylight they were horrified to find that the *Pandora* was not in sight. Because the schooner had only six pints of water and a gallon of rum on board, Oliver had to make a quick decision.

(Over)



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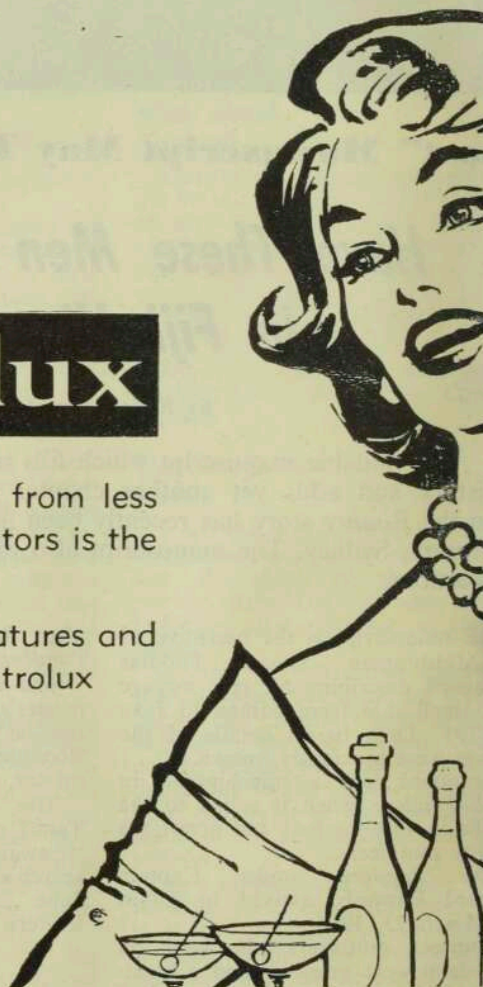
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He could either turn about and stand in for the land in search of the ship or make for Nomuka, 700 miles away in the Tonga Islands, which was the appointed rendezvous in case of separation.

He decided to make for Nomuka, reasoning that if he turned back and missed the *Pandora*, he would lose a day's sailing and would therefore have almost no chance of reaching Nomuka with his scanty water.

On the first day, the men agreed to go without water, and on the second and third, they limited themselves to about a gill each plus a tablespoon of rum. Although they had ample food, their thirst made them little inclined to eat it.

On the fourth morning, they landed on a small, lofty, volcanic island in search of water, but all they could find was salty.

Although they could clearly see several islands six or seven leagues away on their lee when they continued their voyage, they decided they could not afford the time to visit them.

Next day when their water was exhausted, the men took it in turns to boil a kettle of sea water and collect the steam in the lid. This produced about a tablespoon of fresh water every two hours, but it was so hot standing round the fire that the men lost more in sweat than they gained in liquid.

By the evening of June 27, the schooner had run between 600 and 700 miles according to the log, and by dead reckoning should have been within a few leagues of Nomuka. But no land was in sight.

After laying to for the night for fear of missing Nomuka, the schooner made sail again. Everyone was so weak and despairing that they scarcely cared what happened to them.

No one even looked out at the masthead until Renouard, whose youth had enabled him to bear up better than the others, decided during the afternoon to see what he could see.

Sugar Loaf Peaks

After a painful climb, because of boils on his arms and legs, he sighted the sugar loaf peaks of two islands six or seven leagues ahead.

Late in the afternoon the schooner hauled up at the easternmost island where some friendly natives came off in canoes filled with coconuts and yams which they readily traded with the Englishmen.

Next day when the Englishmen looked around, they were convinced that they had arrived at Nomuka, as

there were three main islands which corresponded to Captain Cook's descriptions of Tongatabu, Nomuka and Eua. However, they could not be sure of their position as they had no charts and no means of fixing their longitude.

Although the Englishmen were uneasy at not seeing the *Pandora*, they expected it would soon heave in sight as their orders were to stay at their rendezvous for three weeks.

When the *Pandora* did not turn up in that time, they began to prepare for a voyage to a European settlement in the East Indies.

At a small island about five leagues from their anchorage, where an affray

with the natives was narrowly averted, the Englishmen laid in a stock of water; and at their anchorage they obtained a supply of yams, pigs and other food.

On August 1, 1791, they said goodbye to their "copper-coloured friends" and sailed north-westwards for Endeavour Straits. On the way they fell in with several islands in their track and passed close to the New Hebrides.

Apart from some hard squalls the weather was good, but the schooner laboured a good deal and had to be pumped constantly because the big stock of provisions had greatly increased its draught. Renouard now

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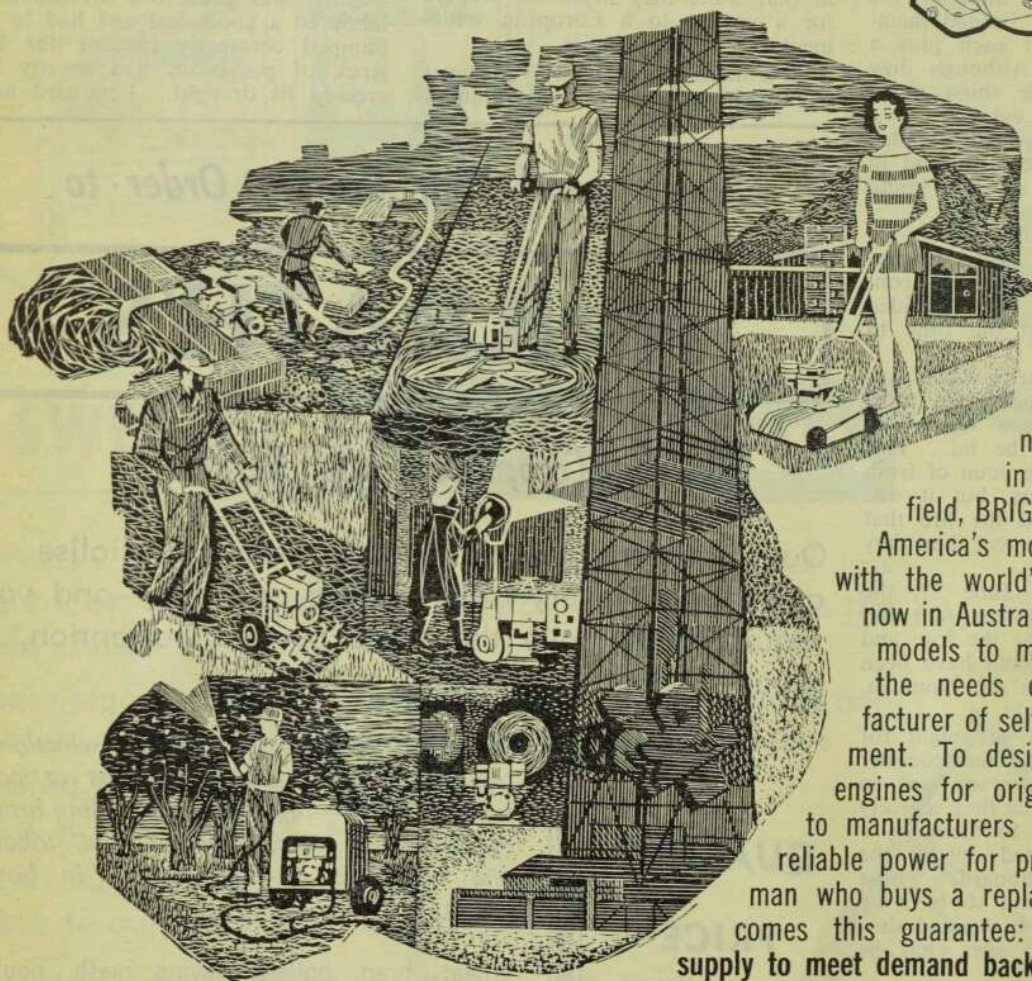
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began to suffer a reaction from his earlier privations and for much of the time was delirious.

On reaching the northernmost part of the Great Barrier Reef towards the end of August, the schooner was almost shipwrecked. (This was at the very time that the *Pandora* was wrecked a couple of hundred miles further south).

A week passed before the schooner cleared the numerous shoals, sandy keys and islands that lay in its path. The Englishmen did not see the coast of Australia in their passage, but they did have "a very extensive view of the southern part of New Guinea".

Beyond the reef, the schooner sailed at the rate of 100 miles a day until reaching the southern coast of Timor. There the crew met a Dutch merchant vessel whose captain supplied them with things they needed and showed them charts of the neighbouring islands.

The schooner reached Surabaya on the northern coast of Java on September 22, 1791. When Oliver sought the aid and protection of the Dutch Governor, the Governor, who had been given descriptions of the *Bounty* mutineers, would not believe that he and his shipmates were crew members of the *Pandora*.

Under Suspicion

The Governor suspected, in fact, that Oliver & Co. were really the mutineers themselves—a suspicion that was reinforced by the facts that the schooner was built entirely of foreign timber and that Oliver, a non-commissioned officer, had no warrant to command it.

The Englishmen were therefore detained in Surabaya until the



COINCIDENCE. By an amazing coincidence, as is shown in the manuscript described in this story, the schooner "Matavai" was almost wrecked off Queensland at the very time the "Pandora" was in fact wrecked to the south. This sketch of the wreck of the "Pandora" was made by Midshipman Peter Heywood, of the "Bounty", who was one of the last prisoners to escape from the sinking vessel. The "Pandora's" four boats can be seen to the right of the ship. Heywood's original sketch is now in the Mitchell Library, Sydney.

Governor sent them, with their schooner, to Sarambang. They reached Sarambang on October 29.

On the very next day, the *Rembang*, a Dutch East Indiaman, put into port with none other than Captain Edwards and the survivors of the *Pandora* wreck—these men having transferred to the *Rembang* in Timor after a nightmare voyage in four boats from the Great Barrier Reef.

After Edwards had informed the Dutch authorities that Oliver & Co. were members of his crew, the schooner was handed over to him. Edwards promptly sold it again to cover his expenses.

All the Englishmen then pushed on to Batavia where they got passages in four East Indiamen to Europe. Oliver, however, developed a fever in Batavia, was left behind in hospital, and died a few days after his shipmates sailed.

Report Written Later

After Renouard got back to England, he served in the Navy for three more years and then got a job in the Navy Victualling Office. His narrative of the *Matavai's* voyage was apparently written up from a diary after he had been at the Victualling Office for some years.

The manuscript in the Mitchell Library (which turned up in an English second-hand book dealer's) is a copy of the original made by

Alfred Purshouse Driver on September 7, 1864. The whereabouts of the original—if it still exists—is unknown.

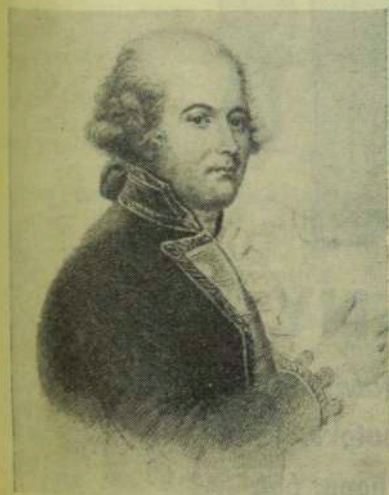
Because the *Matavai* had no charts and no means of ascertaining longitude, Renouard's narrative is naturally vague about the various islands seen and visited. But it should be possible, from the hints given in the manuscript, for historians to plot the schooner's approximate course.

Probably the most important question for historians to solve is whether or not the *Matavai* was among the islands of Fiji when its crew thought they were at Nomuka.

Renouard says that he and his shipmates learned afterwards (apparently from Captain Edwards) that the island where they had waited for the *Pandora* was actually the Tongan island of Tofua and not Nomuka as they had thought.

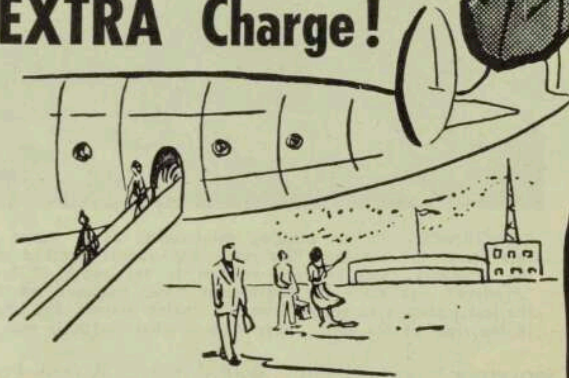
However, all the evidence seems to indicate that they were really among the Southern Lau Group of Fiji. If this was the case, Oliver and his men were the first Europeans to live in close contact with the Fijians, and they probably sighted several islands whose discovery has been ascribed to other navigators.

● **TWENTY YEARS.** The New Guinea Women's Club of Sydney had a most successful year last year, the Club's president, Mrs. M. L. Foxcroft, said in July, in presenting the Club's 20th annual report.



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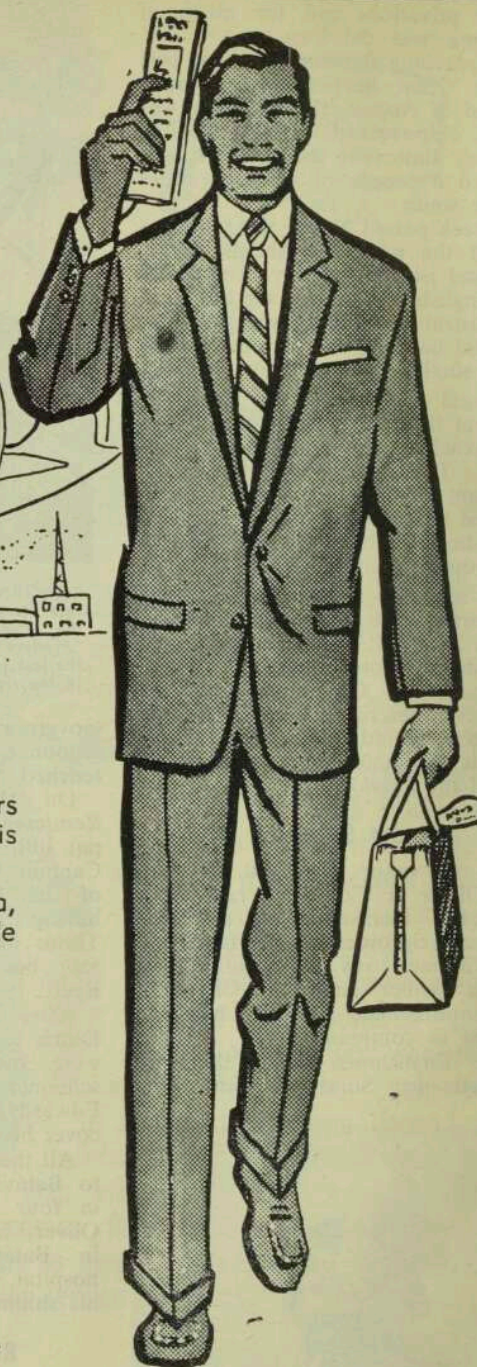
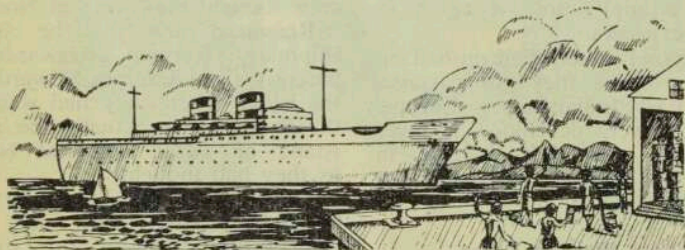


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URGENT WARNINGS FOR SOUTH PACIFIC IN EAST AFRICA

*Despatch from R. W. Robson,
in Aden.*

There is nothing heartening for the British South Pacific territories — primarily, Fiji — in the record of the British Colonial Office in Mauritius, Zanzibar and Kenya.

I HAVE had just a quick look at each administrative area, including three days in unhappy Kenya. Present conditions and future planning are—to put it mildly—dismal.

The three areas—two Crown Colonies and one Protectorate—have two common denominators with Fiji. They all are under the British Colonial Office; and each supports an Indian community so large that the Indians represent a political factor of importance.

Mauritius, Zanzibar and Kenya are all in process of receiving self-rule at the hands of a British Government that seems most stubbornly set on getting rid of the remnants of the British Colonial Empire in the shortest possible time, and irrespective of whether the people chiefly concerned are yet fit for self-government.

The non-whites, naturally, are bubbling with political excitement, and bristling with a growing importance. The whites—whose established interests in these territories are, for the most part, being sacrificed by the British politicians and the Whitehall bureaucrats—are either “giving the country away”, and getting out; or optimistically hanging on, in the hope that the new non-white governments will graciously allow them to stay.

Why Britain's Frantic Hurry?

In my opinion, after talking with dozens of vociferous people, there is little future in these countries for the Europeans, and probably, in the long run, not much for the Indians.

I would say that, in Zanzibar and Kenya, the Africans and the Europeans could have teamed up, to take charge of the future, if the Colonial Office had planned the necessary constitutional framework—which it has not done. But in those two countries the Africans do seem to be irrevocably

opposed to any political future in close association with the Asians.

In Mauritius, where there is no dug-in indigenous race, the 400,000 Indians seem now to be taking political power, with probably a developing challenge against them from 20,000 Chinese and a large mixed community which came originally from French settlers and African labourers.

Conditions in these three East African countries are of fascinating interest for all students of colonial sociology, particularly in view of the extraordinary rapidity of today's developments.

They are of special significance to Fiji, which is about to receive its new constitutional blue-print from a British Colonial Office that already has given, or is giving, self-government to its African, Asian and West Indies Colonies with a precipitancy that savours of panic. One quick look at these East African places shows what Fiji can expect from Whitehall.

And there is a strong similarity in the thinking (or lack of it!) of Whitehall, and that of the Australian Department of Territories, which is showing the same degree of frantic hurry in planning the political future of New Guinea.

Mauritius:

When last I saw Mauritius, in 1955, it seemed a sleepy, contented place, prospering solidly on its annual output of a half-million tons of sugar, its one industry.

Its phenomenally rich lands are owned mostly by some 70 or 80 French families and a mixture of other Europeans, Indians, Chinese and mixed-race.

The industry is worked mainly by Indians (brought in for that purpose after 1834, when Britain freed all the slaves) and by Africans and mixed-race. Most Europeans and many Indian and Chinese traders are rich, and the remainder of the Colony's 600,000 people are very poor. An Indian plantation labourer gets two rupees (about 3/-) per day. The climate is equable, and the island grows an abundance of foodstuffs.

In the last five years, the non-Europeans have become politically organised, and have put pressure upon the sensitive Colonial Office.

The latter responded in 1958 with a new Constitution, under which portion of the Legislative Council (its membership varies according to the number of *ex officio* and nominated

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members appointed) is elected on adult suffrage. Imagine it — adult suffrage in a community like this, where two-thirds of the voters are illiterate!

Inevitably, the usual type of political leader bobbed up to direct the mass of voters; and inevitably Legco became dominated by Socialist members, called "Labour Party", and the happy hunting-ground for the party "leaders". The great majority of the Council are Indians, but the Indians are divided between Socialists and Muslims, sharply antagonistic. There is only a handful of Independents, representing Europeans, Chinese and mixed-race.

Ever since 1958, this "Labour Party"-dominated Legco has kept the pressure on the Colonial Office; and in July the latter agreed to a series of constitutional and administrative changes, which mean that by the next general election (1963) the Colony will be run by a team of Ministers selected for the Governor mainly by the "Parliament" or House of Assembly; and, by the following elections (1968), the Governor will have surrendered most, if not all, of his reserve powers, and Mauritius will be entirely self-governing.

There is much talk about safeguards for property-owners, which

will be insisted upon by the reformed Colonial Office administration. In my opinion, such things will not be worth the paper upon which they are elaborately printed.

This Mauritius population is increasing very fast. It now has no other means to live upon, except sugar. Under British influence, Mauritius got a liberal sugar quota. Without Britain, Mauritius will have a tough time trying to sell half a million tons of sugar annually in the world's over-saturated market.

To discourage increasing sugar production, and encourage new industries, Britain has put an export duty of 5 per cent. on sugar; but this has achieved nothing, except an increase in howling against the Government.

That fact, plus the further fact that Indian communities always tend to become bitterly antagonistic factions, sees it in many of these countries (around the Indian Ocean), may be the natural inclinations of the ebullient "Labour Party" that is in charge of Mauritius.

Zanzibar:

Zanzibar is, in many respects, an entirely different proposition.

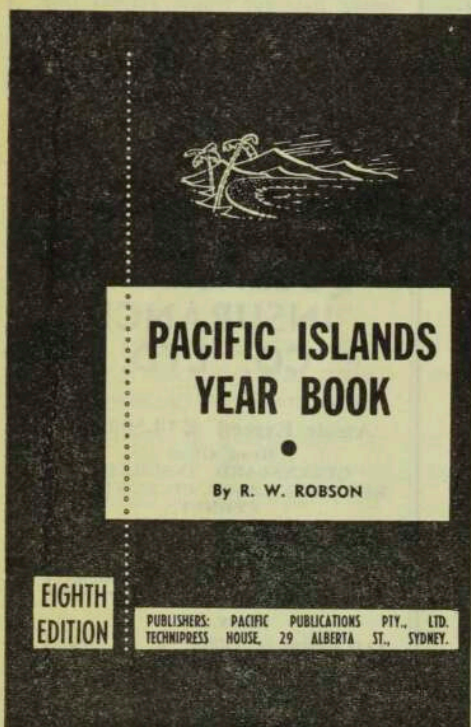
Here, the 300,000 population is an extraordinary hotch potch of races: Africans, who stepped over from the mainland; Arabs, who seized the islands (Zanzibar and Pemba) long ago, and held them for centuries as colonies and Sultanates; Europeans, especially Portuguese, who came here around 1500 AD and challenged the Arab rulers; Indians, who came across in their thousands; and finally more Europeans, when the British and Germans started colonising the part of East Africa.

The territory finally settled in about 1890 as an Arab Sultanate under British protection; and it seemed to go along well enough under careful British direction, until the Colonial Office became dominated by the anti-colonial fanaticism of the Fifties.

Then the old Sultan was persuaded to allow a small number of elected members into his Legislative Council, and in 1959-60 the Colonial Office managed to introduce "reforms" which brought many more non-official members into the Legco on an equal suffrage basis, and gave the Indians much extended powers in government.

That meant general elections were trouble developed immediately.

Three political parties began to shape themselves on racial lines: the Arabs (mostly privileged



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property-owners) calling themselves Nationalists; Shirazi, who are Negroes introduced from Persia many centuries ago, and adhering sternly to the Moslem faith; and Africans, who represent the more recent immigrations from the mainland.

These parties could see political power coming to them through the reformed Legco, and they went after it with all they had. A group of Leftists began to yell for immediate self-government.

The Government was rushed into a general election in January last. The Shirazi and the Africans joined forces in the Afro-Shirazi Party. Realignment of party men after the elections produced a deadlock in the new Legco.

The Nationalists (Arabs) worked for another election, and got it on June 1.

"Racial Hatreds"

There was trickery afoot, and the Africans sensed it; and on June 1 the ancient, ineradicable racial hatreds between Arabs and Africans blazed out in a series of bloody riots which continued for several days, and were suppressed only when police and soldiery were brought hurriedly across from Kenya and Tanganyika.

The Arabs won the election and got nominal charge of the Government; but the Africans murdered at least 100 and wounded 400 of them, all over the two islands.

I motored around Zanzibar Island, in a day's call, and saw no evidence of the rioting, except soldiers guarding some camps of Africans, and a dozen, wooden-faced young Africans awaiting trial in a city criminal court.

But the old residents are sure that very ugly and irreconcilable forces are waiting just below the surface. Europeans and Indians have not been touched in any way; but the Africans surely will attack the Arabs again, especially now that the old Sultan is dead, the new Sultan is sourly anti-West, and pro-Nasser Arab politicians are in virtual charge of this so-called Government.

Kenya:

As for the political maelstrom called Kenya, it is difficult to convey any true picture in this brief summary.

The region was pioneered around 1900 by the British East India Company, and Europeans were actively encouraged to settle on the high, cool,

fertile plateaux and establish primary industries of all kinds.

British enterprise and money have built a network of roads and railways, the great, deepwater port of Mombasa, and—in the last two or three decades—the very beautiful modern city of Nairobi. The mountainous section of Kenya, although right on the Equator, is 5,000 feet up, and a pleasant country for white men; and white men in the last 50 years have made it their home—at last estimates there were 30,000 there. Also, there are in Kenya 100,000 Indians, 24,000 Arabs and over 5 million native Africans.

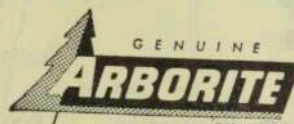
Under British help and tuition, tens of thousands of Africans have settled in as reasonably efficient peasant farmers.

There was no suggestion of political

unrest in the Colony until after the suppression of the Mau Mau terrorist organisation in the early 'Fifties. By then, the anti-colonial Leftist agitators of the Western world were making their influence felt throughout the Dark Continent, and an Africa-for-the-Africans movement began in Kenya.

The British Colonial Office has shown here, as elsewhere, the same panicky haste to hand self-government to natives who still are at least two or three generations away from the self-governing stage. The promise of self-government based on adult suffrage has created here, as elsewhere, African political parties led by the usual types of self-seeking agitators; and the future is heavily clouded over with uncertainty.

It looks as if, in the immediate



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future, there will be a generally African Administration, directed by the British; but in the longer view there is no place here for any of the immigrant communities, which include Indians and Arabs as well as Europeans.

I noticed that, in Kenya, an Indian political organisation was trying to climb on the African band-wagon. But Africans generally are not friendly to the Indians. If they push out the Europeans they surely will trample on the Asians.

It is the measure of Colonial obfuscation that, in recent weeks, the British have been encouraging the

African political parties to go and interview the murderous and treacherous Mau Mau leader, Jomo Kenyatta, at Maralal, the place where he was put in exile for seven years, instead of being summarily hanged for his unmentionable crimes.

In Nairobi, a few days ago, British officialdom was whooping with joy, because Mr. Kenyatta had advised the squabbling Africans—they are at each other's throat half the time—to cease quarrelling, and await events. Quite a section of the people—including Europeans—expect that Mr. Kenyatta will take political leadership (and presently will become president of a

new African republic here in Africa) when his banishment is very shortly.

A couple of days ago Sir Welensky—who has been the able and highly respected British Governor in East Africa for a long time—who lately has been officially of the Iain McLeod school of thought publicly stated that "Kenya still

* * * *

Wherever I go among the people, I hear the most bitter denunciation of British government policies in relation to our matters, and especially of the indecent haste with which Britain is liquidating her once vast empire.

Why the panic? they all ask—is no need for it.

Now, there is increasing uneasiness in the Commonwealth; and (as critics) it has all boiled up into a shape "since Suez"—that is, since the United States prevented Britain and France from defending their colonial rights at the Egyptian African-Asian crossroads in 1956—forced Anthony Eden out of leadership. They could be right.

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Pools Are In The Swim

Swimming pools, like Festivals, are getting popular in the New West districts of Fiji. Three started or were due to start in early August.

The Northern Club, Lae, are excavating just below their clubhouse and plan to go on with it immediately.

Barry Philp, at the new Mocambo, has already finished the earthworks, and in late July was using an ingenious contrivance to dig the outlet ditch.

The Skylodge, near the airport, is also building. They are to be catering for activity among their guests, since they already have a games room, volleyball court, pitch and putt golf course (a tough one, too) and a swimming pool.

The upsurge of activity in the Great Northwest seems to have been triggered off by the opening of the Lautoka wharf, which seems to have given a needed shot in the arm to the hotel interests and to the Chambers of Commerce and public bodies and clubs.

Did They Fall Or Were They Pushed?

From a Suva Correspondent

Ratu Penaia Ganilau, distinguished Fiji former soldier, and manager of the 1957 (NZ) and 1961 (Australia) Fijian Rugby teams could hardly be blamed for thinking there is a tour aftermath hoodoo on him.

IN 1957, a few weeks after the team returned from New Zealand, Ratu Penaia was the centre of a controversy which raged over reports of alleged misbehaviour and drunkenness on the part of the tourists.

Ratu Penaia at the time was at his home on Taveuni, attending to the affairs of the Fijian administration, and was unable to present his side of the case for several months. When he finally did get to Suva in an angry retort he put paid to critics who were talking about something of which they did not have first hand knowledge. He made it clear that the Fijians, although they may not have been little angels, were not the ogres their critics made them out to be.

Now, after the 1961 Australian tour and a month in Malaya, Ratu Penaia returned home to find that their Australian opponents, interviewed in South Africa, where they made a short tour, had described the Fijians as the roughest players they have met. One of them, speedy winger, Mike Cleary, was alleged to have said they were dirty players.

"Not Aiming"

Cleary twice had to leave the field in tests against the Fijians when he was knocked out.

Certainly, Jo Levula once flattened Cleary with a haymaker, but Press reports at the time made it clear that Levula was not aiming any punches. In fact he was swinging his big arms as he often does and poor little Cleary ran into one of them. Cleary claimed that once after he scored a try he was deliberately kicked and again had to leave the field.

One of the Australians claimed that a member of the Australian team was thrown a number of feet in the air once and that he landed on his head. But it is nothing unusual for a Fijian to toss an opponent hard and as Catchpole is only a little fellow it was quite likely he would travel some distance.

Another Australian, 16 st. 7 lb.

Dick Thornett was also knocked out, but then it is nothing unusual for players to be knocked out in hard play. Anyway, Thornett is a policeman and should have been able to look after himself, and also he is not the type of player to make a complaint if he is hurt in the rough and tumble of a test.

The reports cabled from Windhoek in South-West Africa caught up with Ratu Penaia in Sydney and left him "completely surprised". He said he could not find any explanation for them and thought they were completely unfounded and untrue.

He said he thought that any dissatisfaction would come from only a few members of the Australian team. Dumbfounded at the reports was the treasurer of the Australian Rugby Union (Mr. C. W. Blunt) who told Ratu Penaia that the views expressed in South Africa were "most definitely not the official feelings of the Australian Rugby Union".

"Fijians Welcome"

He said the Fijians would be welcome in Australia at any time in the future, and the 1961 tour was most happy.

Naturally the statements made by the Australians, if they were in fact made, would receive full treatment from the Press in South Africa. Naturally they would be used to illustrate the apartheid policy and as a reason why white and black should not meet on the Rugby field in South Africa. The pity is that the report emanated from the area it did where the feeling about colour is so high.

But a Sydney man who saw the Fijians in their three tests was a little sickened at one of the visitors deliberately flattening Rod Phelps, the Australian fullback, long after the fullback had got rid of the ball. The same Fijian he said was rather careless with his boots when he moved into a ruck or arrived late for a tackle.

"The Fijians generally have a bad habit of resorting to rough play when things aren't going their way," he wrote. "Most other teams do too, I suppose, but it's the unorthodox bashing barge, uncontrolled booting, and high tackle by the collar which seems to irritate."

It is only a few players who bring Fijian Rugby into disrepute, and difficult though it may be it is up to the Fiji Rugby Union to weed out those men who do damage to the Colony's sporting reputation.



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Resources Overtaxed

From a Rabaul Correspondent

With the echoes of last year's controversial High Court taxation appeal still sounding faintly, the New Guinea Taxpayers' Association met quietly in July to take stock.

THE stock-take revealed that the association still owed £600 of the £3,000 which the case had incurred.

It also revealed that the association did not have sufficient funds to meet even a fraction of the outstanding debt.

The money had been owed for about a year to a firm of solicitors which includes the name of a Mr. Patience in its title. "And the firm has certainly earned its name," quipped an executive member of the Taxpayers' Association.

One fact was uppermost among the members of the executive, however—the position could have been a great deal worse.

A drive for funds was organised to liquidate the amount, and was meeting with some success by the middle of the month.

The bulk of the money was coming from the renewal of membership subscriptions, well bolstered by a series of unsolicited donations. The Taxpayers' Association of Papua also threw in a cheque for £100, but there was some feeling among New Guinea taxpayers that the amount could have been greater. "We fought the case on a share and share alike basis," commented a New Guinea man.

Until two years ago there was no income tax in Papua and New Guinea, and there was a public outcry when Australia introduced taxation to the Territory.

Groups of taxpayers throughout the Territory, working mainly through the New Guinea Taxpayers' Association and the Taxpayers' Association of Papua, banded together to oppose the move.

With Rabaul accountant Mervyn Wallace Fishwick as their nominal plaintiff they fought the tax through the High Court of Australia. Money for the legal fight poured in—more than £1,000 in one week alone—but the costs of the action swallowed up the money.

When the taxpayers lost their

action they were also faced with the costs of the Commonwealth of Australia in fighting the case.

Meanwhile the associations are still operating strongly in a capacity as advisers to taxpayers. The New Guinea association in particular is very active. Its executive meets regularly and makes submissions to the PNG Department of the Treasury in an attempt to iron out taxation problems. Three members of the executive are experienced tax agents, and their advice is proving valuable.

Indian Co-operative

A co-operative society, and a printing press, have been established by the Fiji Kisan Sangh, a large association of cane growers in the north-west of Viti Levu. It is managed by Mr. A. R. Browning, and a correspondent says other Indian co-operatives might now start, which would be a welcome financial improvement for many who have to rely on credit from trade stores and often pay exorbitant interest.

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WHY DOESN'T P-NG HEAD GO TO UN?

An occasional correspondent, who in this case signs himself for publication, "Kassa", but whose name and qualifications are well known, in the following letter to the editors, criticises Australia's reluctance to send the Administrator of Papua-New Guinea to the United Nations on trusteeship matters.

HE writes: *PIM's* Canberra correspondent (*PIM*, June, p. 27) is of the opinion that 'somebody boomed' in an excess of zeal and a needless display of timidity when an attempt was made to put a security screen around Mr. Ephraim Jubilee when the Trusteeship Council met recently in New York.

Somebody boomed all right; but it was neither the New Guinea Administration nor the Territories Department. Or if the latter did, it was under direction.

It should be realised that Australian representation at all meetings of the UN and all of its committees is entirely in the hands of the External Affairs Department—in fact, in the hands of the Permanent Head and this explains the fact that no officer from either Papua-New Guinea, or from the Department of Territories, has ever been a member of Australia's Permanent Delegation to the UN.

Great Mistake

The greatest mistake External Affairs has made, and perpetuated, is one which has drawn caustic comment from a number of individuals connected with the delegations represented on the Trusteeship Council.

I say 'individuals', because no delegation has any right to criticise or comment upon any aspect of national representation.

However, the remark which has frequently been heard is, "Why is Australia the only Administering Authority which has refused to send the head of her New Guinea Government to assist the Trusteeship Council when the New Guinea Annual Report is being examined by the Council?"

As no explanation is readily forthcoming as to why Australia should stand alone in this respect, speculation naturally follows.

As the Administrator must be deemed to be a competent head of Government—his eight years in office and recent knighthood certainly testify to that—it follows that he is by far



Administrator on the Job

Sir Donald Cleland, Administrator of Papua-New Guinea, visited many parts of the Territory during a long tour in July. Some of the highlights of the tour are reported in the "Pacific Report" section of this issue. Top photograph shows Sir Donald inspecting a police guard on his arrival at Goroka, Eastern Highlands. On the left is Inspector Frank Hoeter, and at rear is Mr. H. P. Seale, Eastern Highlands District Commissioner. In the photo below, Sir Donald inspects a police guard at Talasea, New Britain. With him is Mr. John Gauci, acting ADO for Talasea.

Official P-NG photos

the best person to answer Australia's critics at the UN. Only Canberra can tell why Australia uses her second string.

I see *PIM* notes that the newly appointed High Commissioner of the US Trust Territory has gone before the Trusteeship Council. The US has never feared to face its UN critics with its Trust Territory Head of Government since the inception of the Trusteeship Council.

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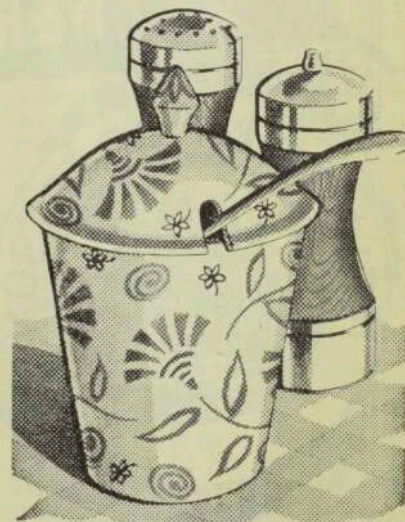
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A High Note For Festival Week

From a Nadi Correspondent

Nadi Chamber of Commerce Festival Week in July ended on a high note of special lighting, decorated floats, beautiful Queens, marching-girl teams and huge crowds in the township.

FIJIAN dancing and games continued until the small hours, as they had every night during the Festival.

Highlights were the barbecue, the motor gymkhana, the pony show, the mannequin parade (which was really spectacular), the Indian night, baby show and closing night (when 150 guests were entertained by the committee at the Nadi Hotel, while down in the market place about 500 Fijians danced and sang).

The band of the Fiji Military Forces opened the Festival and gave concerts on the first two days. The closing item belonged to the Lautoka marching-girls, who performed several set pieces.

The Commissioner Western, Mr. J. A. C. Hill, opened the Festival and also presented the prizes on the final parade.

Mr. A. J. C. Foster as president of Nadi Chamber, compered of the events and announced his mittee was going to repeat the Festival in 1962.

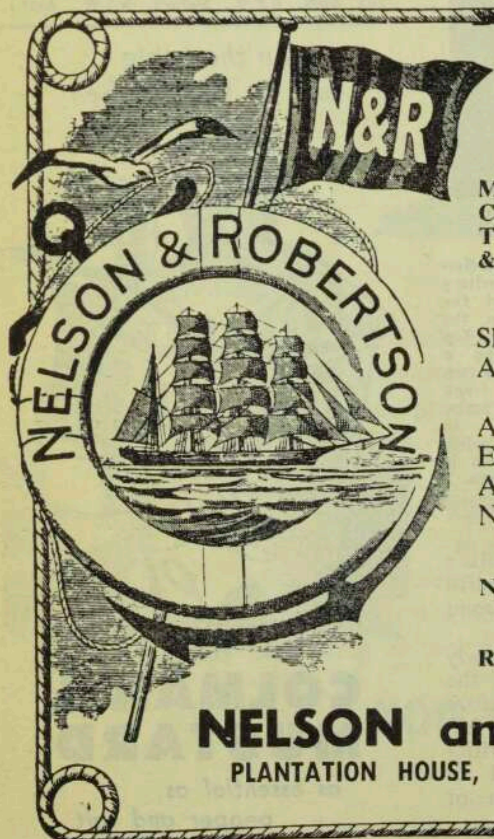
But it would probably be confined to a three-day non-stop tainment, which he hoped attract many overseas visitors for three days.

He said this year's Festival had been advertised overseas, and success of the week had been due to all who attended. As a first it could be deemed a great event in the history of Nadi.

Following Nadi's lead, Lautoka Jaycees are planning a Cession in October and are starting preparations immediately. Cession Day is a public holiday in Fiji, and commemorates the ceding of Fiji to the British Crown.

Lautoka's tentative programme covers many of the items in the Festival, and in Suva's Hibiscus and includes selection of a Queen.

Lautoka Jaycees are known for their go-ahead spirit and have done much good work in the last few years. They recently had installed an air conditioner in the main annex of the Lautoka Hospital.



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They Were Superior

The double canoes of Fiji were superior to any of those of other Pacific Islands, according to Charles Wilkes, commander of the United States Exploring Expedition to the South Seas between 1838 and 1842.

In the Lau Group, the most common size of a double canoe at the time the expedition called was 70 ft for the larger and 55 ft for the smaller. They had a 35 ft mast. These canoes would conveniently carry 40 or 50 men and would make long voyages to Rotuma and the Samoan Islands as well as Tonga.

They were easily overturned yet were so well managed that they could carry sail in a heavy blow.

The weight of the great sail usually caused a great strain on the canoes and at times they leaked very badly.

Double Canoe Revives An Old Art

From Captain Stan Brown, in Suva

I have just attended a ship building event of some importance—the launching of a big double canoe in Kabara, in the Lau Islands of Fiji.

IT'S an event of importance because, as Glasgow and the river Clyde area were once hailed as the ship building centre of the world, so Kabara was once the canoe building centre of its smaller Pacific world. The new canoe shows that despite a long lapse of time, the Kabara art is not dead.

I witnessed the launching together with Don Lane, secretary of the Fiji Visitors' Bureau, who hopes he may be able to persuade the canoe's owners to sail her into Suva harbour for the Hibiscus Festival in September.

The double canoe has been pre-

sented by the people of Kabara to the Methodist Minister, Lepani Seru. He will now be able to visit the distant islands of his parish, Komo, Namuka, Ogea and Fulaga. It was launched at Na Tokelau village.

Although this canoe would have been dwarfed by the famous *Ra Marama* of Cakobau, which was 102 ft long, it is large by comparison with the few canoes in use today. The larger of the two hulls, the *kata*, is 42 ft. The smaller, or *cama*, is almost as long but is smaller in girth.

Heavy pitsawn planks are fastened as gunwhales to these hollow logs. Joining the two hulls together is a platform, 30 ft long, by 15 ft wide.

On this is erected a small shelter, which opens on the leeward side when the canoe is sailing.

Above this house is a platform, resembling the bridge of a more conventional vessel, on which in the old days the fighting leader sat and directed the battle and where weapons were carried when the *drua* was at sea.

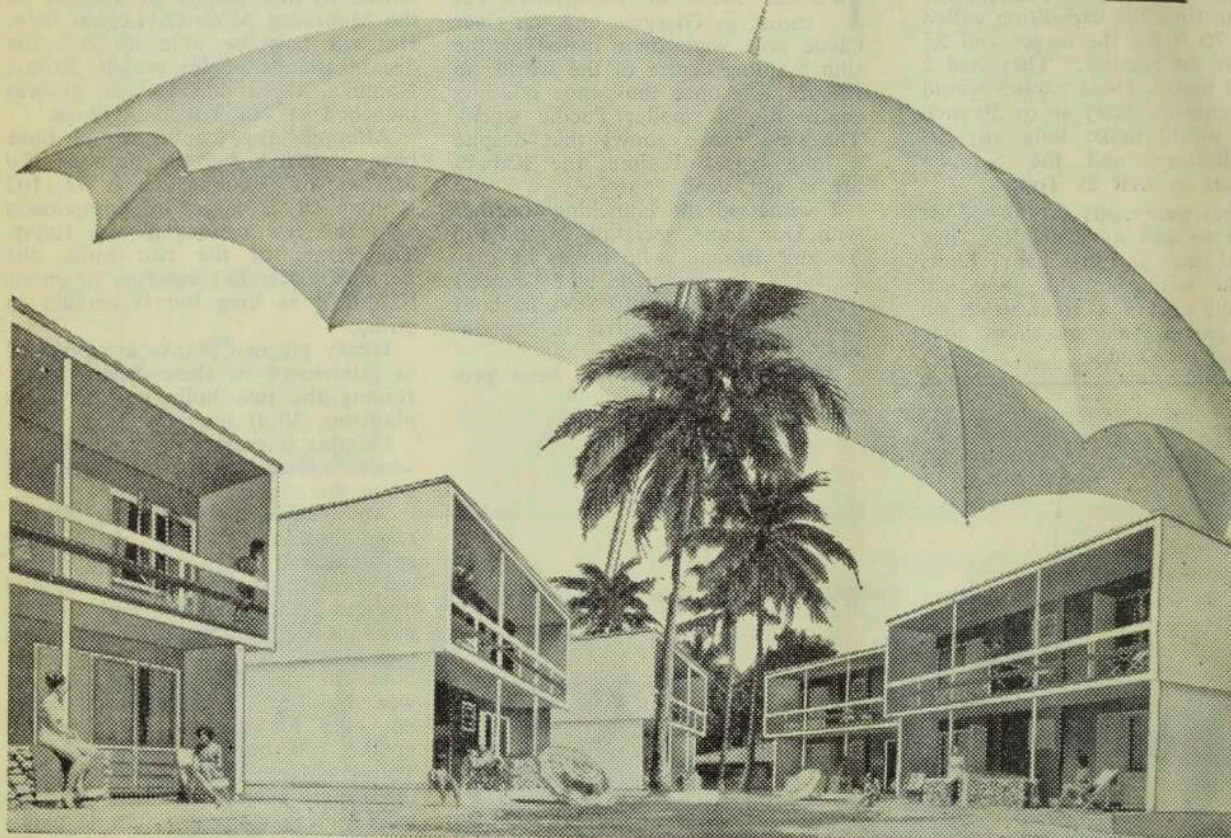
In the old days big war canoes were built by the Fijians of Kabara not only for the warring chiefs of greater Fiji, but for the warriors of Tonga. More than 150 years ago there were always numbers of Tongans in Kabara, with gifts and goods which they had brought hundreds of miles from Tonga to trade for the canoes they had come seeking. They also provided a labour force for the building.

Among these trade goods were probably the first iron tools the Fijians had seen. The Tongans had earlier associations with whaling ships, but the Fijis were avoided by the ships of the Western world because of their dangerous coral reefs and the fierceness of their cannibal inhabitants. Before the Tongans

HISTORIC CEREMONY. The people of Kabara haul their big new double canoe into the sea in an historic launching ceremony. Kabara was once the canoe building centre of this part of the Pacific, and the old skills are not dead. In lower photo, the new canoe, in her trials, sails past the auxiliary ketch "Maroro".



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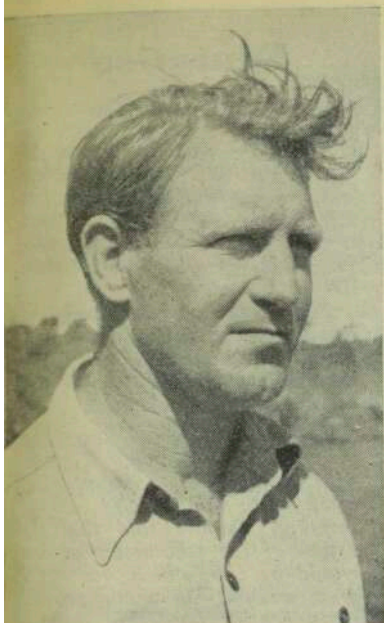
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Captain Stan Brown, who wrote this report, owns the ketch "Maroro".

brought the iron tools, the Fijians built their canoes from logs that had been hollowed out by fire and smoothed with stone adzes.

Outrigger canoes are still sailed in the southern Lau group, but the days of these big double canoes ceased after the death of Cakobau, and the end of tribal warfare. The larger canoes were mainly for warfare.

Since 1910

A double canoe was built in Kabara in 1910, and presented to the church. A small one was sailing in Lau before the Pacific war, and it was found recently by David Attenborough and featured in his TV series for the BBC, *People of Paradise*.

It is five years since the two trees were selected and felled for the hulls of the double canoe just launched.

After several years of seasoning, they were hollowed and shaped by axe and adze.

It was not until September, 1960, that the two hulls were carried out of the bush two miles from the village and taken down to the building site.

This was an operation that needed the combined efforts of the entire male population of Kabara.

Ahead and astern of the platform the hulls are decked over, each with a single carved piece of timber that provides a watertight cover for the deck, and which carries a considerable amount of carving.

Some of it is merely decorative

but the major portion provides fair-leads for the rigging, a butt for the forward end of the yard, and drainage scuppers.

The sail is of the traditional matting type of pandanus fibre attached to a boom and a yard, each 30 ft in length. The two steering oars are huge affairs, each carved from a single log.

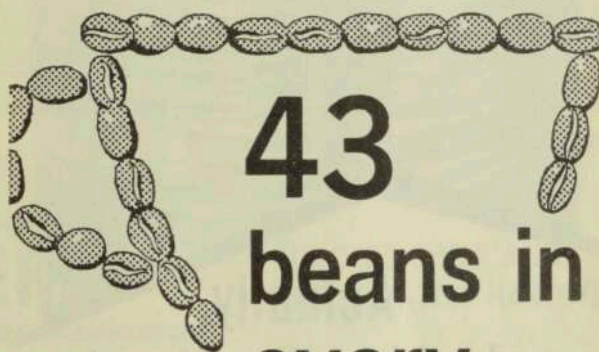
Almost all of the timber used is *vesi*.

The sailing principle is similar to that in use in smaller canoes, where the outrigger is kept to windward. In this case the small hull, which bears the same name as an outrigger, is always the windward hull.

When it is necessary to go about, wind is spilled from the sail and the foot of the yard is transferred to the other end of the canoe and butted against a duplicate carved projection. The steering oar is shipped, and the oar which has been carried forward is used on the new tack.

While the launching ceremony may have lacked the drama of earlier launchings (when the canoes were rolled over the bodies of prisoners taken in battle!) the ceremonies connected with it were traditional and colourful.

After a speech of welcome to the visitors, the canoe was presented by the carpenters to the people of

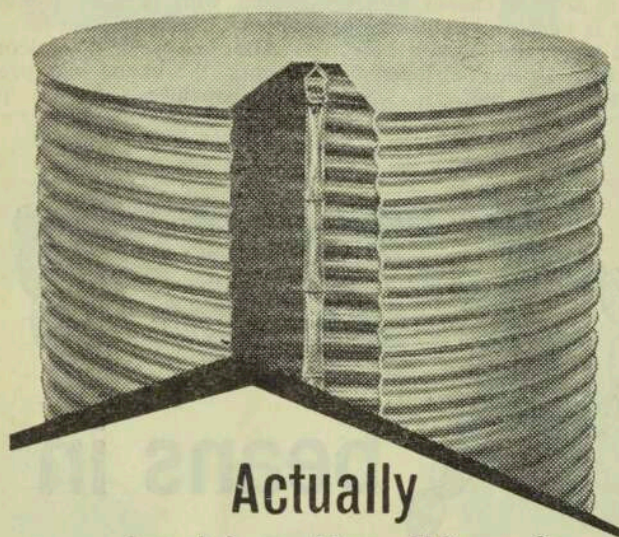


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Education Self Help

For what is believed to be the first time in Papua-New Guinea, a group of natives decided to endow an annual scholarship to help with the education of a native child in Australia.

The move was announced in Rabaul recently by the New Britain Sub-branch of the Papua-New Guinea Native Servicemen's Association.

The newly-elected president of the Sub-branch, Tapiola MM, made the announcement after the Sub-branch's annual meeting. Tapiola said that the extent of the scholarship at present would be £75, which was no great amount but would provide assistance in borderline cases.

The scholarship will be given to the children of native servicemen, and the first will probably be awarded next year.

Kabara, who in turn presented a canoe to the Methodist Mission. Both presentations involved the giving of *tabua* (whale's tooth) in each case received ceremonial acceptance.

The christening of the canoe ceremony once involving bloodshed, was now performed by the wife of Lepani, Kasanita T. She poured oil over the bow of the canoe and named the canoe *Gaunavou* (which can be translated as the *New Era*). The canoe is still on dry land.

Tongan Memories

After the christening, each of the four villages of Kabara presented a meke. The first performers were women of Na Tokelau village who presented a vakamalolo, dressed in green and red costumes and wearing a headdress made of coconut spines and feathers. These mekes are used in mekes only in the part of Lau, on the island of Kabara and Komo. The meke was performed by women of Naikaleaga village who formed a Tongan lakalaka recitation a time when the Tongans came to these islands in great numbers. A coconut leaf (*tekiteki*) headdress was seen again when a vakamalolo was presented by Lomati village. The last meke of the day was performed by the women of Naikaleaga village.

spirited club dance by the men of Udu village.

After two hours of ceremonies, we then had lunch in the form of the traditional feast. The launching was to take place after this, and at two o'clock the call went out for all men and women to assemble.

As the canoe was more than a mile from the beach, the road made of sand, and the canoe extremely heavy, the task appeared to be one that would take the rest of the day! But coconut fronds were cut and placed upside down on the road, and with the whole village pulling on ropes, or pushing from behind, the journey was made in about 30 minutes. The canoe skidded easily over the centre stems of the fronds. In the water, the sail was raised for sailing trials.

The man most responsible for the canoe's construction was Laitia Ledua (who won the Military Medal in the Solomons when serving with the 1st Battalion FIR). Yet he had never previously built such a canoe, nor had he assisted in the building of one. His knowledge was handed down, as is the case with many of the old Islands crafts. It came from his father, Tadu a famous builder. Besides many canoes, Tadu had before the war built a 50-ton cutter in Kabara.

Many Hands

Laitia was helped, of course. Due to the great amount of carving that is done in Kabara in the production of kava bowls, there are many men who are extremely handy with tools. Most of the men of the island were thus able to assist in her building. For those less skilled there were still jobs to do, such as the transporting of the heavy hulls from the bush to the building site.

Although it was decided that the wind was too light on the day of her launching to properly assess the sailing qualities of the canoe, we enthusiastically accepted the invitation to go for a sail.

She sailed cleanly and comfortably with 20 men on board. She will not carry that number when sailing in the open sea.

After we left, she made her maiden voyage—to Lakeba—and Lepani reported that he was well satisfied with her performance.

Kabara thus has proved that she can still do it—and that the island could still be a canoe building centre.

Yet double canoes of the *Na Gaunavou* type are really no longer an economic proposition. She may well be the last of her kind.

Banking Loop-hole Closed

From a Fiji Correspondent

RECENT prosecutions in Fiji exposed a loop-hole in the banking system, affecting depositors. But it's fixed now!

The procedure in presenting a cheque to a Fiji bank is to first present it to the ledgerkeeper, who initials it. It is then presented to the paying teller.

Two men thought it would be

easy to alter the amounts after a ledgerkeeper had passed the cheque. They opened accounts for about £20 and later presented, and had initialled, a cheque for about £9. It was then altered to £90. The money was paid.

However, Fiji is a small place, and the men were charged and gaoled on charges of forging and uttering. There have been other similar instances.

What the banks do now, they have not told anyone—but it can't be done again!

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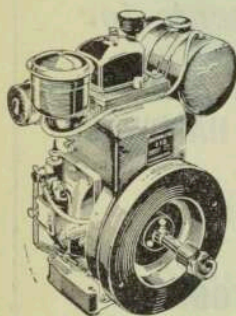
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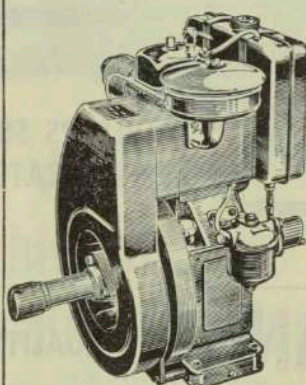
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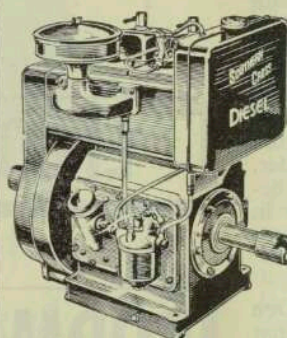
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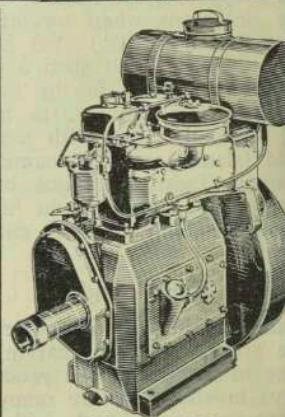
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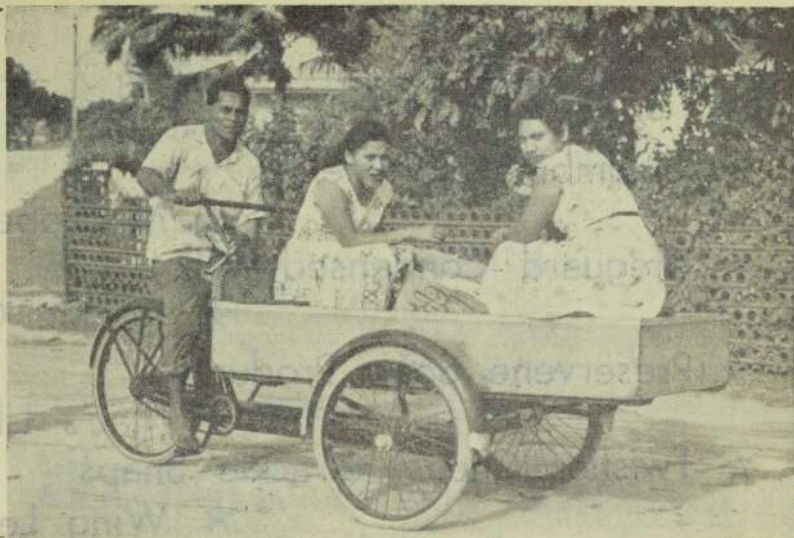
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A Way They Have in Tonga

Tricycle taxis like these are a common sight in Nukualofa. The streets of the capital are flat and bicycle travel is a popular means of transport for everyone, so it was inevitable that vehicles like this should be designed. When the tricycle owners aren't carrying passengers they load up with produce and other goods. Photo: Rob Wright



"Radio-Active" Niueans Fail to be Impressed

From a Special Correspondent in Niue

As Niue relies for its communications on shipping services which are hardly as frequent as the Auckland buses, some of the more sensational newspaper accounts of investigations into Niue's radio-activity have only just caught up with us. But they have been worth waiting for. They brought a great deal of amusement.

THE publicity was started as a result of an announcement by Sir Ernest Marsden in Wellington in April (*PIM*, April, p. 133) that Niue Islanders "might provide the key to the future of mankind in the atomic age". He said that parts of Niue Island were 20 times more radio-active than normal, and that Niue Islanders had apparently evolved under their present conditions by a process of survival of the fittest.

It was a fairly simple statement, if an interesting one, but some of the Australian newspaper observations are laughable.

The Niueans do work hard because they have to, not because "they have a yearning to work faster" than any other Polynesians. To wrest a living from their extremely rugged island, subject in late years to climatic extremes of droughts and hurricanes, calls for hard work.

They are not giants. The average height of the Niueans is about 5 ft 3 ins., which does not make them

any taller or huskier than any other Polynesian islanders. They are no stronger than Europeans or other islanders—but have merely adapted themselves to their rather harsh local environment. And they eat about the same amount as any other Polynesians!

On Niue, the European community certainly does not live on special food rations, nor is any food supplied free to them by the Government. The Administration owns a farm which grows European-type vegetables and milk, which is sold to the European population. Niueans live on taro and other greens which are not very palatable to the European tongue. There is no "special milk with extra calcium".

"Just Fantasy"

The statement that "the whites live on coral outcrops" is true—it could not be otherwise as the whole island is a coral outcrop! The story of the scientist who tried to grow a certain

type of vegetable and couldn't, is pure fantasy.

What is the truth, so far as those on Niue see it? The position was put pretty well by the Minister of Island Territories, Mr. F. L. A. Gotz, in a Press statement made not very long ago.

Mr. Gotz said he had been assured by Sir Ernest that the rate of radio-activity here at Alofi, where the European residents live, is low and presents no danger. Nor, he said, was there any danger to Niueans living in more radio-active parts of the island, because they had built up a considerable resistance to radiation.

Mr. Gotz added:—

"The radio-activity on Niue has nothing to do with atom-bomb tests but is due to daughter products of radium in the soil. These have no commercial value.

"Extensive tests carried out by Sir Ernest have revealed that kumaras and bananas grown on Niue for export to New Zealand are free from dangerous radiation.

"Although the Niueans have been exposed to the effects of radiation for at least 1,000 years, and perhaps 2,000 or 3,000, they are amongst the healthiest people in the South Pacific.

"The research carried out by Sir Ernest Marsden has created widespread interest among students of genetics and workers in cancer research. From available information it does not seem that cancer and allied diseases are more common on Niue than in places with less radio-activity.

"Another interesting point is that the rate of natural increase on Niue is very high. If it were not for



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emigration, the population would increase rapidly. At the 1956 census 21 per cent. of the population was under primary school age and half was either attending primary school or not yet ready for it."

Niue is one of the largest coral islands in the world. In some remote geological age it was an atoll with a large lagoon in the middle. It is now 200 feet above sea level and the lagoon has become a dry, saucer-shaped depression. Parts of the depression are heavily covered with some of the finest hardwood forests in Polynesia.

It so happened that several years ago samples of soil from various parts of Niue were sent to the NZ Dept. of Scientific and Industrial Research for testing. It was found that parts of the old lagoon possessed a surprisingly high level of radio-activity. These findings led to extensive investigations by Sir Ernest Marsden of the extent and nature of the radio-activity.

Taro is Radio-Active

A result of those investigations was the discovery that taro, the principal item of diet for Niueans, which grows in certain parts of the old lagoon bed, possessed a high rate of radio-activity.

Last year Sir Ernest carried out research work in England on soil, bone, and teeth samples sent to him by agriculture and medical officers on Niue.

Using a scintillometer supplied by Sir Ernest, the Niue agriculture officer carried out a general survey of radio-activity on Niue last September, taking readings at 80 points on the island.

His finds were later checked by a party from the New Zealand DSIR which visited Niue in HMNZS *Endeavour*.

Apparently, all that can be safely said from those measurements is that there is at least one locality where the background gamma activity is 20 times the average found in NZ or the UK. The alpha activity is 500 times the NZ average.

Sir Ernest's Part

Sir Ernest himself has not yet been to Niue and all his findings are based on laboratory research on the samples sent to him by Niue officers. The four DSIR officers spent less than a day here. They did not visit us especially to see Niue, but they were on a cruise around New Zealand dependencies in this area.

This has been the only scientific visit so far received.

Niue is continuing sending Sir Ernest samples that he requires, and there is likely to be a series of chromosome studies. Some importance to this is attached in Wellington.

"Incomprehensible"

Meantime the fuss about Niue's radio-activity has brought little reaction from the Niueans, who naturally enough find the term rather incomprehensible.

The small European population has been advised to abstain from taro, which Sir Ernest considers the more seriously contaminated local food, and to drink more milk or milk powder. But reactions so far have been similar to those of heavy smokers when warned about lung cancer!

Most people were mildly surprised at the whole excitement about radio-active Niue, both official and unofficial, in view of the fact that it is all based on a few observations made locally by a non-scientific staff, and on the samples forwarded to Sir Ernest by them.

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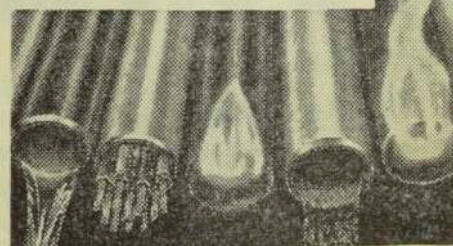
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He'll Hatch You Some Americans

From a Rabaul Correspondent

On mountainous Watom Island off the coast of New Britain, and throughout the villages of eastern New Britain, the question which is still being asked is, "Did Tandy put all his eggs in one basket?"

TANDY is the 31-year-old native gaol escapee (he was serving three months for tax evasion) who fled from Rabaul to Watom Island early this year and set up his own sorcery cult.

In his alchemist's den—an underground tunnel which 19 years before had been a Japanese military fortification—Tandy concocted a powerful powder from the ground-up teeth of one of his ancestors.

He also made magic charms of wood and grass, and spread the good word of how "the big men from America are coming soon to help us live a better life".

Then one morning he told his followers that a submarine had surfaced off the island and an American on board had handed him some eggs.

Tandy duly displayed the eggs, bedded neatly in a little basket decorated with magic charms. To the less credulous of his followers the eggs appeared to be of the ordinary hen variety—and neither very big nor very fresh into the bargain.

Magic Eggs

But Tandy maintained they were magic eggs, and that one day they would hatch out into fully-equipped American soldiers ready to take orders from the native people of the island.

A government patrol heard of Tandy's claims and crossed to the island to investigate the position.

The patrol also wanted to recapture Tandy following his gaol escape from Rabaul, but they could only find the sorcerer's apprentice, a native named Tolangoram. The patrol heard the weird story of how Tandy and Tolangoram had disinterred the body of an elderly man, ground up his teeth, and offered the powder as a "soul-strengthening medicine".

Later a search of a cave recovered Tandy's magic basket containing six eggs. Some of the natives said they believed there had been other eggs.

Talongoram went to gaol for three months after pleading guilty to a charge of having spread rumours dangerous to the maintenance of law and order. (*PIM*, Feb., p. 130).

Since then extensive searching has failed to discover Tandy, although he had a close brush with the authorities near Vunadadir on the Gazelle Peninsula one afternoon.

Provided he didn't have all his eggs in the one basket, he probably has a few left and is still waiting for them to hatch so that he can stir up the cult again.

But the average Tolai native of New Britain—who is a practical fellow, although prone to superstition

—has not taken Tandy's cult very seriously.

"Maybe he is waiting for a hen to bring him some more eggs so that he can invent a new story," said one.

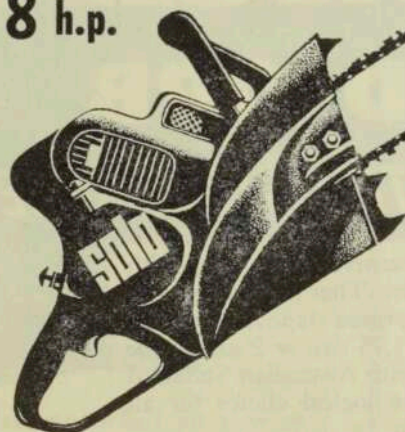
NEW TIMBER SCHEME

As a result of a visit to the Western Solomons by a timber survey party sponsored by the Pacific Distributing Company, of Rabaul and Brisbane, sample logs will be shipped to Australia, Japan and the US. A new timber export venture may begin by the end of the year, according to BSIP Chief Forestry Officer K. Trenaman.

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EVERYBODY'S DOING IT

There are different names for it in the South Pacific, but the native-style feast is popular everywhere among tourists. In New Caledonia it's called a bougna, and a travel agency, French Pacific Tours, is having considerable success promoting them for visitors. The tourists always watch the food being cooked (top photo). Spring chicken and tropical vegetables are wrapped in banana leaves and buried in an earth oven. When the oven is

opened the visitors sit down to a home-cooked meal served with a tropical rum punch and choice wines. In the good old days the natives cooked "long pig" the same way—but served it without the wines!

Photos: Fred Dunn



Sydneysider Goes Walkabout Perth Is Full Of Plans

The thing that beats me, after I've embarked on one of these sea voyages which happen like a recurring madness every few years, is—why?

NO one could be more temperamentally unsuited to a life at sea in a large passenger liner than our Sydneysider. Even in a 707 jet, at 560 miles an hour, I can get a sick out of watching clouds below stars above. Such *joie de vivre* is conspicuously missing as I sit here watching great lumps of grey, wet sea hurl themselves past the ship, or it.

It can't even be a desire to meet such nice people", one of the reasons people go to sea for, because during the beginning of a voyage such as this, I don't like people and particularly when they're "nice".

There is the faded, sixty-fivish finnow-sized female at our table whom I shall probably attack with meat-chopper before this voyage over. She "feels like a bird", at

8 o'clock in the morning—having been tramping the deck since dawn, come calm or storm. And in the Great Australian Bight, when the ship behaved as though it had a hinge in the middle, so that each end could bash the water at a different time, she champed steadily through tomato juice, shredded wheat and prunes, two bloaters and an omelette while I got down half a grape-fruit and a piece of toast. "Life's wonderful", and apart from feeling like a bird she also, as a change, sometimes feels like "walking on air".

There's the organised type, who on the first day make all their hair-dressing appointments right up to a day off Tilbury; decide the hours each day when they will swim; organise a bridge four to meet daily at 5 p.m.; know how many times

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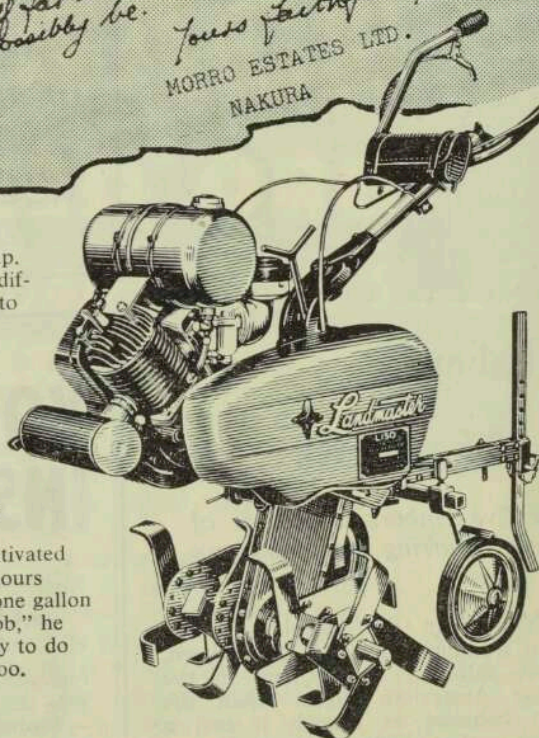
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Life on board ship is so inviting.

There are the funny men camera addicts; the people who just bought a transistor radio are busting to try it, and are frustrated because it won't work side the ship; the people who eaten this and that—probably oyster, mushroom or more sauce—in Timbuku or Trinidad seen strip tease all the way Tokyo to Tripoli.

The aristocracy who are overseas for the ninth, or seventh, time; while others, down the social scale, are their maiden run.

From the sophisticated there is much casual place dropping; and from the ye travelled a bitter battle to keep end up, safe, however, in the ledge that before this junket they too will be able to drop references into any conversation where they will do most good.

But perhaps the biggest schall is between the Bolters "first sitting" and the Dawdl the "second". This is of moment in the day-time meatakes on the aura of social tion in the evening when the are off at the first toot of the at the unfashionable hour of while the sophisticated Da linger on in the bar even after Come and Get It goes at eight.

Even the Social Event of the week out—the Captain's party—was neatly divided s the seven o'clock sheep imbib martinis at a different hour eight-o'clock goats.

I feel that Nancy Mitford have added a sub-section above in her treatise on U and U.

So it's not the passenger lure me on to these sea (although I'll be surprised how

Lutherans 75 Years in NG

The Lutheran Church is celebrating its 75th anniversary of mission work in New Guinea.

The Lutheran Bishop of New Guinea, the Rev. Dr. John Kuder, of New York, said in Lae in July that the first Lutheran missionary to come to New Guinea, then known as Kaiser Wilhelm Land, was Dr. John Flierl, who founded the church's first mission station at Simbang, near Finschhafen, in July, 1886.

The aim of missionary activity is establishment of an indigenous church. In New Guinea this end came nearer realisation when in 1956 the Evangelical Lutheran Church of New Guinea was founded at Simbang.

The baptised membership now numbers approximately a quarter of a million natives, served by more than 100 native clergy and about 1,300 evangelists and 900 teachers.

of them will improve in the next weeks). Nor do I wish to learn coddish dancing (in the ballroom, 3.30); nor meet stamp collectors (in the library, 3.30); or join a choir to sing at Sunday services (Observation Lounge, 10.30); all of which delights are included, free, in with our tea, by the proprietors of this shipping line.

Why do I travel by sea? Apart from the obvious reason that I'm going somewhere I want to go, it could be in order to indulge in my favourite sport of being anti-social.

Empire and Commonwealth

Perth, Western Australia, where we were several days ago now, is already on the job with preparations for the Games of November, 1962. These Games are called, for the first time, and presumably to have a little each way for the conservatives and for the newly-born self-governing countries, The British Empire and Commonwealth Games.

Visitors will like the host city, which has not yet grown too big to be friendly although 450,000 of the

people in the State of WA live within its city limits.

A new Games village is being built about five miles out of the city centre, and when the time comes, special arrangements will be made to get visitors to the Games and to accommodate them in a city that is without much in the way of modern hotel accommodation. The arrangements will be special for those Australians from other States who want to take on the trans-continental adventure of driving themselves there across the Nullabor Plains. (Road mileage, Adelaide-Perth is nudging 2,000.)

Western Australia has other attractions apart from the fact that Perth will be the venue of the Games. It probably offers the best opportunity in Australia for people who want to take up land—either in the high rainfall areas of the south-west; in the wheat and wool belt west and north of Perth; or in the far and empty north around the Ord River which is a long-range project based on irrigation.

Land is cheaper, more accessible than in the Eastern States and there is far more State encouragement for would-be pioneers.

WA lacks certain secondary industries but is making some headway even here. Suburban Perth, with its charming ranch-style houses on big lots of land, is calculated to make home-hungry Easterners envious. Suburban land is a third the price it is in Sydney and there is no city sprawl—six miles from the city centre is considered right out in the sticks.

There is no housing shortage, even if you prefer to rent rather than buy, and the State has not so far been hit to the same extent as the Eastern States by the so-called "credit-squeeze".

For Islands types who have had it in the Pacific, Western Australia bears thinking about—if for no other reason, than because there is a thousand or so miles of sand and salt-bush separating it from the rat-run of the East.

Footnote for other Sydneysiders: Fremantle, Perth's port, has a new overseas shipping terminal that makes Sydney's more publicised terminal look as elegant as an outback wool-shed.

Fremantle terminal has the lot—escalators, banks, a cafe, news-stands, shops, tourist bureau, decor based on the State's birds and wild-flowers and the fanciest-looking covered gang-ways this side of New York.

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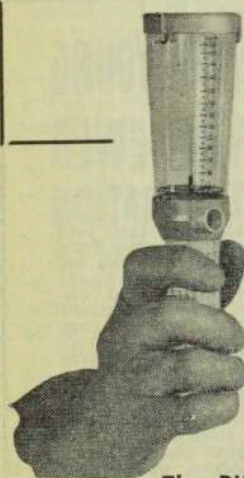
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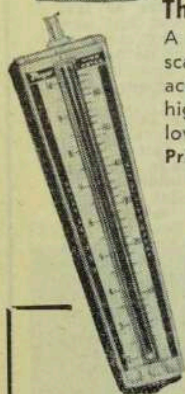
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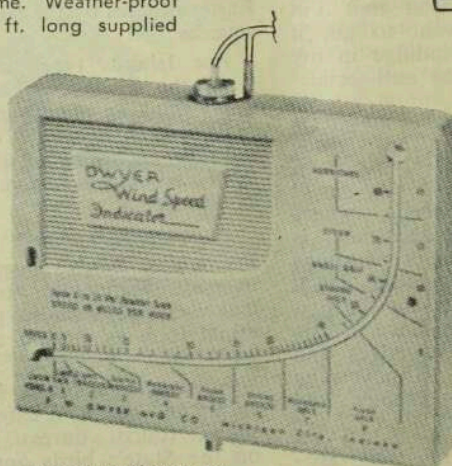
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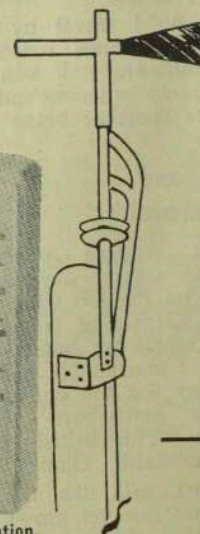
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INSIDE AND OUT. At left is the new headquarters of the Tonga Copra Board and the Tonga Construction Company. The main offices are in the foreground, and at rear, left, can be seen the staff quarters. In the photo below it, guests at the official opening enjoy hospitality in the spacious general office. Call sign for Tonga's new broadcasting station, also officially opened in July, is ZCO, the "Call of the Friendly Islands". Chief announcer 'Uliti Palu is at the microphone, and a section of the main studio can be seen in the background.

Photos: Rob Wright

A Big Day For Tonga

July 4, 1961, was celebrated in the Kingdom of Tonga by the booming of guns, and a parade of white-clad Palace guards and band on the green adjoining the Royal Palace of Queen Salote.

BUT it wasn't an American Independence Day celebration. It was the birthday of Prince Tungi, Premier of Tonga. The day was also considered an appropriate occasion for the opening of the Kingdom's new broadcasting service and the Tonga Copra Board and Tonga Construction Company's new establishments at Haveluloto, a short distance from Nukualofa, the capital.

Fiji was represented at the ceremonies by Mr. P. D. MacDonald, Acting Governor of Fiji. Also in the official party who were flown to Nukualofa by RNZAF Sunderland flying-boat, were Ratu E. T. Cakobau, and Group Captain J. D. Robins, Officer Commanding the RNZAF Station at Fiji's Laucala Bay.

For the Queen

In an audience with Queen Salote, Mr. MacDonald, who is also United Kingdom Acting Chief Commissioner for Tonga, presented her with an album of records as a gift to the new broadcasting service from the Colonial Office.

The new studio for the Tonga Broadcasting Commission's station ZCO was opened by the Queen after short speeches had been given by Mr. MacDonald and the Premier, who is Chairman of the Commission. Queen Salote spoke in Tongan.

Station ZCO—"The Call of the Friendly Islands"—operates on 1020 kilocycles with an aerial power of 10 kilowatts, and has a wide reception in the South Pacific area. It is staffed by New Zealanders and Tongans. The manager, Mr. Geoffrey Haggett, is

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Queen Salote, in the top photo, arrives by car at the studios of the Tonga Broadcasting Commission for the official opening in July. Crown Prince Tungi, Tonga's Premier, is chairman of the Commission. Below, Prince Tuipulehake, second son of Queen Salote, speaks with Mr. P. D. MacDonald, Acting Governor of Fiji, during the festivities of July 4.
Photos: Rob Wright

from the NZ Broadcasting Service. The station engineer, Mr. Chapman, programme director, Mr. MacDonald, and Radio Technician Ashley Keith, are also New Zealanders.

The Chief Announcer, 'Uliti Palu, was formerly Tongan Government Interpreter. Assistant technicians, programme officers, announcers, and office staff are Tongans.

Station ZCO had been operating for several months before the official opening, giving a two hourly programme each evening.

In speaking at the opening, Mr. MacDonald said, "Geography has made Tonga and Fiji neighbours, history has made us friends, wars past and present have made us allies and broadcasting I hope will strengthen these ties".

Queen Salote said the new station would create better understanding between Tongans themselves and also help their education. It would improve communications with the outside world "beyond all expectations".

New broadcasting hours are 1800-2000 GMT (breakfast session) and 0600-0900 GMT (evening programme).

After a tour of inspection of the studio, the official parties left for Haveluloto to attend the opening by the Queen of the new headquarters of the Tongan Copra Board and Tonga Construction Company. After the doors had opened, 300 visitors and guests streamed in for their own inspection tour.

The Tonga Copra Board has now incorporated with it the Tonga Construction Company, and the new

premises at Haveluloto were built by this subsidiary.

There are office buildings, staff houses, bulk stores, joinery and fitting shops, garages and engineering works.

The Tonga Copra Board and Tonga Construction Company are almost self-contained. They operate the MV *Aoni*, which runs a regular service between Tonga and Fiji, and a number of smaller craft. There are also heavy equipment, installations, etc.

The successful planning and operating of these enterprises is due to the efforts of its indefatigable and popular manager, Mr. Stan H. Brown.



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Stanis Boramilat, from the Gazelle Peninsula of New Britain (who recently said that the native people would never ask Australia to leave P-NG) makes a point at a meeting of native councillors.

INSECURITY IS STILL A NG TALKING POINT

From a NG Correspondent

Fear of future economic and political insecurity in the Trust Territory of New Guinea (and in the Territory of Papua, too, for that matter) continue to occupy a big part of the thoughts of people associated with the Territory.

THE extent to which the fear is justified is open to doubt. There is considerable weight in the belief that it may be nothing but the outcome of a gloomy outlook.

In any case, the fears received a knock on the head in two statements here in the past few weeks, and both statements are therefore worth recording and examining.

The first came from a smooth-talking native leader, Stanis Boramilat, from the Gazelle Peninsula of New Britain; and the second was delivered by the Leader of the Australian Federal Parliamentary Labour Party, Mr. A. A. Calwell, as he left Port Moresby after touring P-NG. The tour, incidentally, was Mr. Calwell's fourteenth of P-NG, so he is no starry-eyed newcomer.

Stanis Boramilat has sometimes been accused of insincerity because of the glib nature of some of his speeches in public. But he is one of the few

Tolai native leaders with fluency in English, and his method of using the language is probably the only reason for the accusations.

The fact remains that Stanis rose to his feet at a Rabaul meeting and gave an impassioned assurance that the native people of New Guinea would not turn Australians out of New Guinea when self-government came. He hinted in addition that the dream of self-government was far from being a practical reality in the foreseeable future.

With a sweep of his hands, Stanis appealed for tolerance towards "the ignorance of some of our people who might unthinkingly say silly things to the contrary".

He said that Australians and what he termed "other friendly white races"

would always be welcome in New Guinea. The main reason motivating his statements, he said, was to issue an assurance to some Australians who were worried about the future of New Guinea.

The mass of the native people would be genuinely surprised to learn that some Australians were worried. "There is a mutual future for all of us here, and we will certainly not turn against the people who are helping us", Stanis added.

Stanis said his people were working for the day when they would be businessmen, professional men, government officers and missionaries, but not to supplant Australians in this work.

He said that his people could not easily forget the Australian blood

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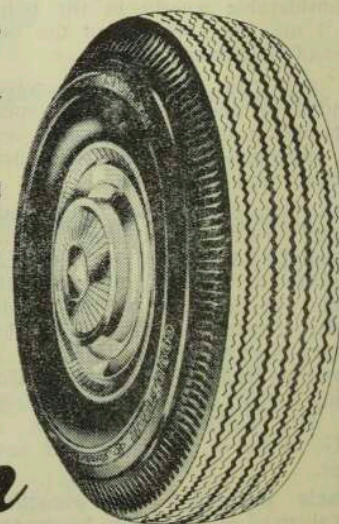
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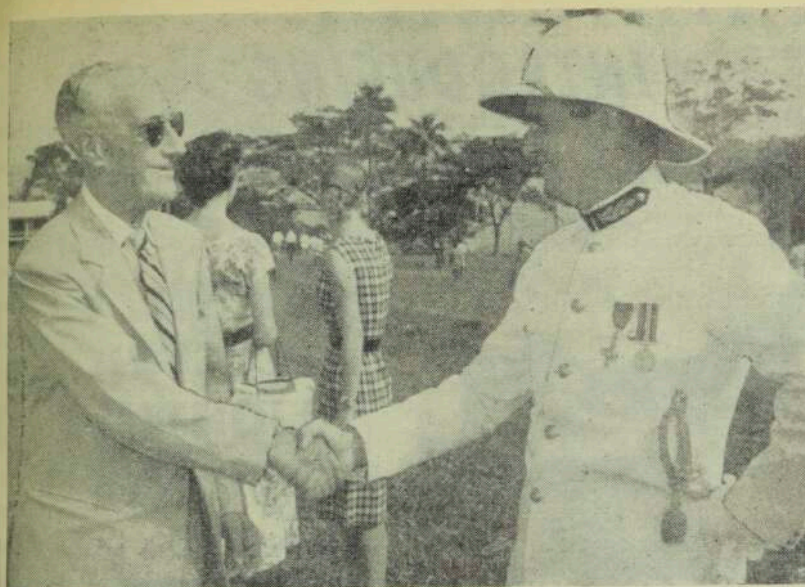
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Honour for New Hebrides Treasurer

Receiving congratulations on his OBE is Mr. A. W. Garnett (left), at a function in Vila on June 10. The congratulations are being offered by Mr. R. Angelonie, of the British Administration. Announcement of Mr. Garnett's OBE, which was in the Queen's Birthday List, had been made a little earlier by the British Resident Commissioner. Mr. Garnett has been Treasurer of the New Hebrides Joint Services since 1955. He has had a colourful career. He served in both World Wars. He was with the Royal Flying Corps in World War I, and with the Royal Air Force in World War II, later joining the Allied Control Commission for Austria and then the Control Commission for Germany.

Photo: Reece Discombe

which had been shed in New Guinea during the Pacific war, and this was an added cause for continued friendship.

Stanis made his address at a meeting of native Local Government councillors in Rabaul. The Administrator, Sir Donald Cleland, attended the meeting.

Mr. Calwell, speaking in Port Moresby, said that he had on every possible occasion discussed with native leaders their feelings towards self-government and their feelings towards continued association with Australia.

Without exception, he said, the natives had assured him that there would always be a place for Australians and other friendly-disposed people in New Guinea. In addition they had indicated that the native people had many years to go before they would be ready for self-government.

Even when self-government came, they believed mutual development of the territory would still continue between Australia and the native people.

Mr. Calwell added: "It is morally obvious that the final choice regarding the future must rest with the

native people rather than with Australia or any other nation. But at the same time the natives are firmly of the opinion that when the time for the choice comes, the practical impact will not be as great as some people may feel".

WILLARD PRICE TAKES ANOTHER LOOK

Seems that another book by Willard Price will soon be coming up. Recently he and Mrs. Price arrived in Guam to spend about a month amongst the islands of the US Trust Territory. He last wrote about them pre-war, when Japan had them. Mr. Price is an inveterate wanderer and an inveterate writer of books about where he wanders—readers of *PIM* review section have heard of a number of them over the years. Subsequent to some months in the South Pacific *Adventures in Paradise* emerged in 1956. It was, in spots, very funny—although not altogether appreciated by the sensitive residents of some of the islands he wrote about.

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Miss Anne Aveling, of Mt. Hagen, has made pet of this muskrat, or weasel, which she has had for the last few months. Weasel "William" arrived on the scene when the size of a mouse and she fed him with an apple-dropper. Miss Aveling is the daughter of sawmill F. L. Aveling.

Hagen Wants To Show Them How

From a Mt. Hagen Correspondent

Mt. Hagen is booked out. Anybody who hasn't organised their accommodation by now will be unlucky, or else they will have to adjust things with special air schedules. The reason for it is the first annual Western Highlands Show which, on September 23-24, will finally bring this progressive area of New Guinea into line with the other show centres of the Territory.

It's easy to claim that any particular show is going to be "the biggest and best ever held in the Territory", but that's what they are saying here, and they honestly mean

It is extraordinary the fervour that has been mounting locally over this show. The atmosphere also seems to have caught on elsewhere. When I recently made a tour of coastal centres, everywhere people asked me how the Hagen show plans were going.

Mr. Jon Bastow, Western Highlands District Agriculture Society publicity officer, stressed in a state-

ment the other day that visitors need not worry about accommodation, "because no matter how many people visit Mt. Hagen we will fit them in somehow".

He said private homes were co-operating, and planters from out of town would take the overflow. He's certainly right, in that everyone is in this right up to the neck, but with the best will in the world there must be a limit as to how much of the overflow can be absorbed.

Still, we'll all manage. As Mr. Bastow puts it so colourfully, "We are putting everything into it. We are going to town. We are planning for a record crowd. We will cater for the players and stayers, the Territorians who claim they never want to sleep".

That's certainly telling them!

Acres of native foods have been planted to help feed the thousands of natives who are also going to turn up for the Western Highlands first show.

Miles of crotons, coleus, stacia and other flowers are being planted along

each side of the roads leading to Mt. Hagen. Yellow, red and multi-coloured blooms will make a real display by late September.

A big show ring is being built, with most of the buildings permanent or semi-permanent.

There will be a full programme of ring events—equestrian, foot racing, tug-of-war, archery, spear throwing, bicycle riding, greasy pole, wood chopping, cross-cut saw events and athletics.

Mr. H. Bromley, president of the Mt. Hagen Pony and Track Club, affiliated with the Queensland and New South Wales Pony Clubs Association, said there would be 25 equestrian events at the show, including special classes.

He added: "A big feature will be made of polocrosse. We are building a stable for 60 horses. We have acceptances from Kainantu, Goroka and Sogeri. If the Australian team visits Sogeri, it will come to Mt. Hagen.

"This will ensure that the largest gathering of polocrosse players the Territory has ever seen will be at Mount Hagen."

Their Art's For Art's Sake

From a Rabaul Correspondent

Rabaul Art Club, which has held six public exhibitions—including one on shipboard—will probably be the means of extending an interest in art throughout Papua-New Guinea.

THIS is the opinion of one of the club's firmest patrons, the Chief Justice of Papua-New Guinea, Mr. Justice A. Mann.

Mr. Mann, who is not bad with the brush himself, has contrived to attend several of the Rabaul exhibitions while on circuit out of Port Moresby. He now plans to arrange for the showing of one of the Rabaul exhibitions in Port Moresby.

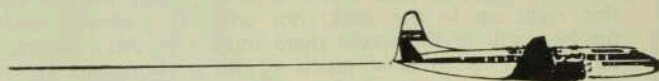
Mr. Mann said recently that he believed this would encourage the formation of a similar art club in Port Moresby, and would also publicise throughout Papua-New Guinea the work which the Rabaul group was carrying out.

Members of the Rabaul group come from every walk of life, and they get a lot of fun out of their oils, water colours and sketches. Their work has attracted good sales at local exhibitions.

No definite date has been set down for the exhibition in Port Moresby, but Mr. Mann plans to hold it at the Papua-New Guinea Museum.



"There are a few things wrong with this painting, so I am not terribly happy about being photographed looking at it," said Mr. Justice Mann when this shot was taken at an exhibition held by Rabaul Art Club. But Mr. Mann has the right to criticise—he painted the picture himself.



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MAGAZINE SECTION



Life can be pleasant in Dili, capital of Portuguese Timor. This party of visitors seems to have made itself at home. Australian commandos fought in Timor during the war, and they are still remembered there with affection, says the author of this article.

Indonesian “Eyes On Timor”

DJAKARTA, July 13 (A.A.P.-Reuter). — Indonesians “eyes and hearts” were directed towards Portuguese Timor, “which is still under the power of colonialism,” Mr Ruslan Abdulgani said last night.

Mr Abdulgani, vice-chairman of President Soekarno's Supreme Advisory Council, was addressing a rally of protest against happenings in Portuguese Angola.

“Fill your hearts with hatred, not only for Portuguese colonialism but for all colonialism still existing on Asian and African soil,” he said.

Indonesia and Portugal share Timor. Indonesia has made no claim to the Portuguese area, but agitation against “colonial” occupation of the island is increasing, in public and private.

Australians Are Welcome In PORTUGUESE TIMOR

By Walter Brooksbank

Portuguese Timor—of whose existence South Pacific readers, particularly those from New Guinea, were reminded in June because of some statements made in Indonesia—hasn't a surfeit of external communications.

HOWEVER, the best way of sampling this atmosphere of an Old World in a tropic setting is to go by sea as I did. At Dili, the capital of Portuguese Timor, we left the vessel swinging idly on her anchor and headed for a small landing stage by motor boat.

As we stepped ashore we were confronted with a colony of cream coloured brick houses, with tiles of various pastel hues, used for Administration officials.

And not far away we found the Government buildings—substantial constructions.

The traditional Portuguese courtesy we experienced from the boarding officials seems to have communicated itself to the natives themselves, for they step aside to make way for our progress, and there is a touch of restraint in their curiosity most refreshing to observe.

The imprint of the Chinese upon the commercial portion of this town

of several thousand inhabitants is strong, we find, for most of the stores, including the modern ones, are in their hands.

Their walls are constructed mostly of split bamboo, somewhat flimsy structures; but they all possess well-paved concrete floors, kept scrupulously clean. Some Australian products, principally tins of jam and bottles of tomato-sauce, are to be seen on the shelves, but it is those attractively-moulded, straw-jacketed bottles of Portuguese wine which excite our particular fancy.

Oil Perhaps?

Ever present is the pleasing aroma of coffee—it is upon its export of coffee mostly that Portuguese Timor depends economically, even if there are expectations that oil in sufficient commercial quantities will yet be found in the territory. Oil has been found there recently.

(Over)

Timor's Troops Are Not Portuguese

(Continued from previous page)

The sun is striking down on us rather fiercely and before long we seek relief from its heat in an attractive beer-garden close by the waterfront. Surrounding us are some obviously long established residences distinctively Portuguese in design and fitted with their characteristically brightly-painted shutters.

At length a musical-comedy type of waiter leisurely unfolds himself from the loggia and comes to attend our wants. Our anxiety is soon dispelled: *si*, he will accept Australian money, it will be an honour for him to do so!

The Beer Does It

There is a sudden stir of activity at one of the other occupied tables. A prosperous-looking merchant gets up and advances towards us. It seems that the rapidity with which we have been consuming our beer has stamped us as Australians! Our newly-found friend also once visited Australia. His somewhat faulty English is more than compensated for by the warmth of his handshakes, and we have the feeling that hospitality is about to be lavished on us!

And so it proves! . . . Fortified now by a delectable Chinese meal, washed down by the choicest of Portuguese wines, at last we recommence, now in the tender care of our mentor, our sightseeing tour of Dili. . . . The Cathedral, the jewel which was once the pride and joy of Dili; built largely from donations subscribed from Portugal, Macao, Singapore and Goa, and noted for the gorgeous richness of its furnishings, it is, now only a rubble-heap. The irony of it all is that it was bombed by Allied aircraft during the time that Dili was in Japanese hands.

We soon meet and pass the market, an unusual-looking, quite imposing building, with its ornate facade, as we climb in our host's car on our way up to the loftily-situated original site of the town. We narrowly miss extinction at the hands of a truck driven by a native. Sundry age-old houses, composed of palapa-palm and stone, come into view.

Now a real surprise awaits us—the De Carvalho Hospital. Superbly situated, the hospital, with its new concrete wing, is extensive and very well equipped. As we are conducted

around the spacious wards by an obliging young Portuguese surgeon, perfectly at home with his English, we note that, in the allocation of patients there is no racial discrimination. Portuguese nationals, Chinese Timorese natives—all may be seen in any one ward. Somewhat unexpectedly, we are permitted entry even to the maternity ward! Here there proves to be a preponderance of young Timorese mothers; country types they appear to be mostly, and a never-ceasing wonderment is written in their large attractive eyes.

We hear an interesting story surrounding the De Carvalho Hospital. It was erected partly as a memorial to a Government medical officer of that name who, some 70 years or so ago, distinguished him-

self by his heroic self-sacrifice when there broke out at Dili an epidemic of bubonic-plague. At the time Carvalho had just completed his 1 years of service in the territory was about to go home to Portugal to enjoy his retirement. When plague struck the town he cancelled his passage and remained on to minister to the sufferers. Several weeks later he himself was stricken by disease and died.

The Army barracks at nearby Tasse are next on our visiting list. Here, the sentry offering no objection to our entry and apparently welcoming the diversion, we find a collection of particularly solid buildings set at all sorts of haphazard angles. We had been under the

(Continued on p. 93)

A Brett Hilder Profile

The Man From Morobe

HORRIE NIALL, CBE, MLC, has been in the Morobe District of New Guinea for the last 20 years, and has been District Commissioner there for the last 11 years.

HE was born at Coolah, NSW, in 1904, and graduated through Mudgee High School to the Sydney

University. He joined the New Guinea Administration as a Cadet in 1927, being promoted to Patrol Officer in 1930 and marrying in the same year: his wife is Alison, daughter of David K. Weir. He was promoted to ADO in 1935 and to District Commissioner in 1941.

He served as a major in ANZAC from 1942 to 1945, and was awarded the MBE (Mil.) in 1944. At that period in 1942 he was the only remaining DO in New Guinea, stationed at Wau, as the Japs held all the other districts, including the coastlines Lae and Salamaua.

Horrie has served in all the districts of New Guinea except Bougainville and has been in the Morobe District since 1940 with the exception of 3 years 1946-49 when he was in Sepik District.

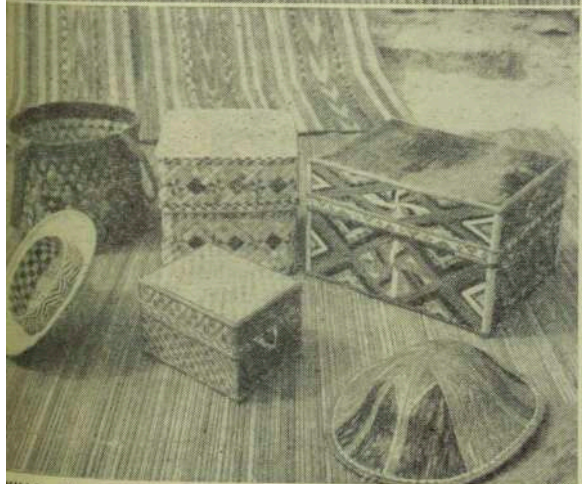
He has been an official member of the P-NG Legislative Council since its inception in 1951. Like all the DC's, he takes a pride in gardening and in town-planning; his administration will be remembered with affection when he retires in three years' time.

Horrie's only vice is golf, and his legal name is not Horrie, as you might believe, but Horace Ian Richard Niall.

The Niall's daughter, Lois (nee Frank Johnson) is a popular member of the New Guinea community. She is at present in England, where Johnson is on a scholarship to Leeds University, but they expect to be in the Territory some time in August.

—BRETT HILDER.





KILLS: The handicrafts made by women of the Radja Ampat islands are equal to most made in the eastern islands of the Pacific. The islands form a group strewn above the north-western tip of the Netherlands New Guinea. The women in the top picture are making a bamboo screen, used for wall draping or for floor covering, and a mat which is used for sleeping. The shells in the basket are gathered around the islands and form part of a modest export. To see what the men of the islands can do, turn to pages 75 and 76.

Yesterday

"Is there to be war in the Pacific?" asked a *PIM* editorial in August, 1941. The situation was exceedingly grave. *PIM* admitted that it didn't know—that it was guessing like everybody else, but it felt Japan would go to war against America only if there was a "completely irresponsible gang of military fascists in complete command in Toyko". Thus the picture in the South Pacific 20 years ago this month was one of strain and tension.

There were political events "of an extraordinary character" in the Free French colony of Tahiti. Commandant Richard Brunot, who had arrived in the South Pacific earlier as the envoy of General de Gaulle, had placed the Governor of Tahiti and other high officials under arrest.

The copra outlook was much better. Prices had in fact started the rise which was to continue. Copra production was falling, and prices were going up. Because of the laws of supply and demand, the elaborate copra pooling and marketing machinery planned for the South Pacific the previous January was not being used because it was not needed.

Mr. Ivan Nelson, head of the Islands firm of Nelson and Robertson, died at his home in Lindfield, NSW, on July 30. He had gone to Australia from Sweden more than 50 years previously. He pioneered the cocoa industry in the Samoan islands. A week earlier, on July 20, the Tongan Premier, Prince Tungi, consort of Queen Salote, died in Nukualofa. His passing "removed one of the most successful and best loved Polynesian administrators, for his was the guiding hand behind the felicitous reign of the Queen for the past 23 years", said "*PIM*". Tungi was 54. Queen Salote and Prince Tungi married in September, 1917, when she was the Crown Princess.

The strike of Europeans employed by New Guinea Goldfield on the Morobe goldfield had now "practically ended" and a Commonwealth industrial inspector was making final settlement of industrial conditions. The Australian Territories Minister visited Wau in July and suggested the formation of a New Guinea Miners' Union, and thus movement was afoot to form a registered trade union. Many New Guinea people described this as a "deplorable development in a country like New Guinea".

Because Britain was short of shipping, Fiji's guaranteed sugar market for the year had failed. It was not expected that more than two-thirds of Fiji's sugar crop would be shipped to Britain, and there was no indication about what was to be done with the remainder.

West Samoa began petrol rationing. Petrol was available only by permit—four gallons a week for private cars, six for business cars, 18 for taxis and lorries, 10 for light vans and plantation vehicles.

In Fiji they were talking about a fish-canning industry—as they have since. The Governor, Sir Harry Luke, told the Legislative Council that despite the abundance of fish, 100,000 lb of canned fish was annually imported into the Colony, and fish canning should be a local enterprise, with the surplus fish being frozen or smoked. Some of the unofficial members, however, doubted whether fish canning was practicable, and they opposed a bill introduced to the Council to control and organise Fiji's fisheries on the ground that £200 would have to be voted for a fisheries assistant in the Department of Agriculture, and "this might lead to heavy expenditure in establishing a fisheries department".

In the Central Pacific of 50 to 60 years ago, the Hitchfields were notable people. Mr. Neville Chatfield—a tireless historian in all matters connected with the Southwest and Central Pacific since the turn of the century—has supplied "PIM" with an interesting old document and some data about those Hitchfields. The document is reproduced below. It is dated at Ruk (now known as Truk), Caroline Islands, January 1, 1900, and is signed by John Hitchfield, and witnessed by a man from Santa Monica, California. It was a simple document.

One Pound Bought A Chain Of Trading Stations

By R. W. Robson

Just north of the Equator are the Marshall, Caroline and Mariana archipelagoes—hundreds of little atoll and reef islands spread over thousands of square miles of tropical seas; and that maze of reefs and atolls spreads southeastwards into the South Pacific, in the shape of the Gilbert and Ellice chains.

UNTIL 1898, Spain held the archipelagoes north of the equator. The Gilbert and Ellice Islands were British—and still are.

Early in 1898, the people of Cuba, West Indies, were trying to free themselves from Spanish rule, and the Americans were giving them

moral support. The US cruiser *Maine* was blown up in Havana harbour by Spanish agents; and April 21, 1898, USA declared war on Spain. Dewey destroyed Spanish fleet in Manila Bay on May 1, 1898.

In that brief Spanish-American War, Spain lost most of her remaining colonies, including Cuba (probably to the great regret of two generations of Americans!) and Caroline, Mariana and Marshall Islands (Micronesia).

But America did not want Micronesia. Defeated Spain had to give USA a thumping indemnity, and not have the money. So it was agreed that the Micronesian group be sold in 1899 by Spain to the USA, which always had retained colonies. USA retained only Guam as a useful naval station.

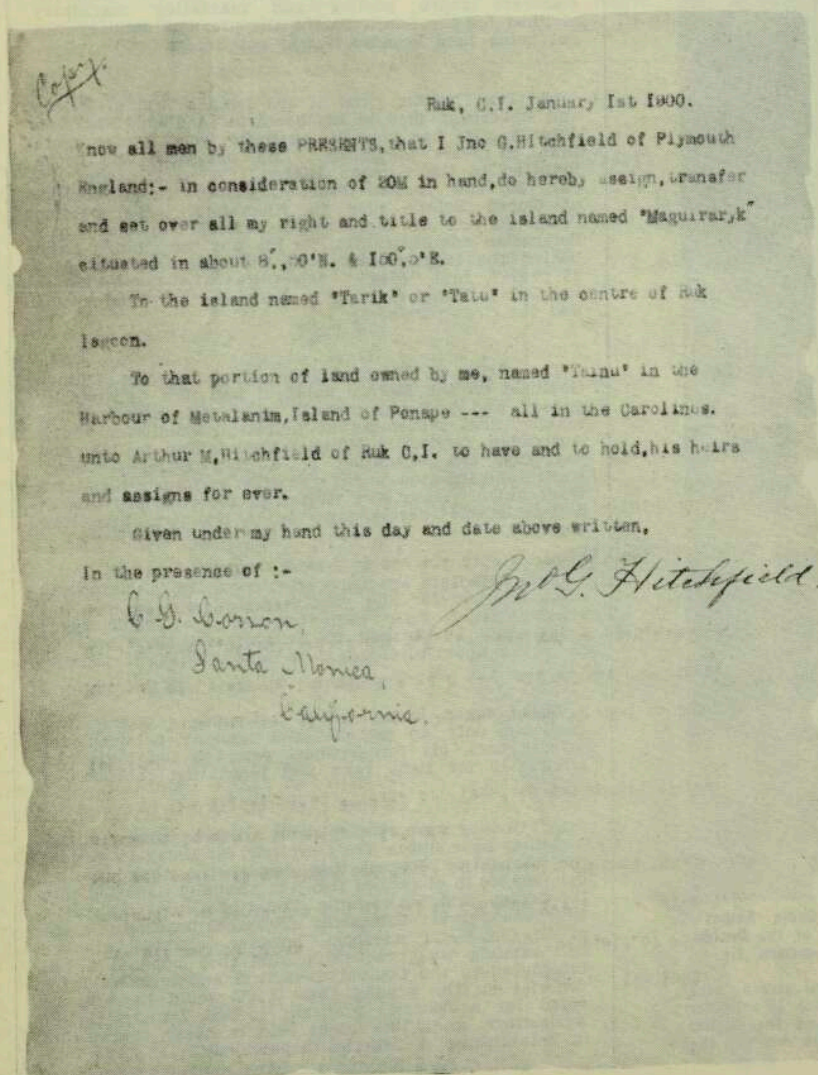
It is a quaint development of history that later, in World War I (1914-18) Germany lost her Caroline, Marshall and Mariana colonies to Japan; and that in World War II, with Japan's defeat, the same archipelagoes returned to the keeping of the US, which did not—and does not—want them.

Germans Did Not Like The

They now are a Trust Territory of United Nations, with the USA administering them. In America's eyes they are an expensive nuisance: care of the 76,000 people in Micronesia costs the US about 6½ million dollars a year, and the Trust Territory is economically valueless.

There is a story told of an elected representative, when told Congress should do something about Micronesia, who asked "Mike

Somewhere about 1898, Captain John Gordon Hitchfield owned a chain of trading-stations in the Caroline, Marshall and Gilbert Islands and serviced them with his



chooner, which he usually navigated himself.

Changes in Islands proprietorship must have worried him. He could get along well with the Spaniards, and he had no quarrel with the Americans; but the trading climate changed appreciably with the advent of the Germans.

The up-and-coming Australian firm of Burns Philp & Co. had been trying to extend shipping and trading operations into Micronesia. Captain Hitchfield evidently decided he could do more good for himself as a navigator and trader for Burns Philp rather than as a lone fighter. So he persuaded his brother Arthur McDonald Hitchfield—who was well established as a trader at Wainawa, Abaian, in the Gilbert Islands—to move up into Ruk (now called Truk—no one knows why) and take over the Hitchfield property there.

Enter BP's

Captain Hitchfield sold his establishments in the Carolines to his brother for 20 German marks (approximately £1 Sterling), and the old document in Mr. Chatfield's possession (reproduced herewith) shows how the sale was arranged.

Burns Philp & Co. entered the Gilbert and Ellice service under a mail contract with the Australian Government in 1902, and Captain Hitchfield commanded the *Ysabel* when she made her first run to the Gilberts in March, 1902. But he made only one run—he left the BP service late in 1902 and was succeeded by Captain Voy—and Captain Hitchfield disappears from this history.

But we have a record of brother Arthur Hitchfield until 1936.

At first, taking up where his brother left off, he fought the German traders in the Carolines; but, as generally known, the Germans in their Pacific Islands colonies used every trick and device to drive out non-German traders and shippers; and in 1902 Arthur Hitchfield had had it, and sold the properties he had acquired from brother John.

Arthur Hitchfield then visited Europe; returned in 1903 to his trading post in Abaian, Gilbert Islands; and settled down.

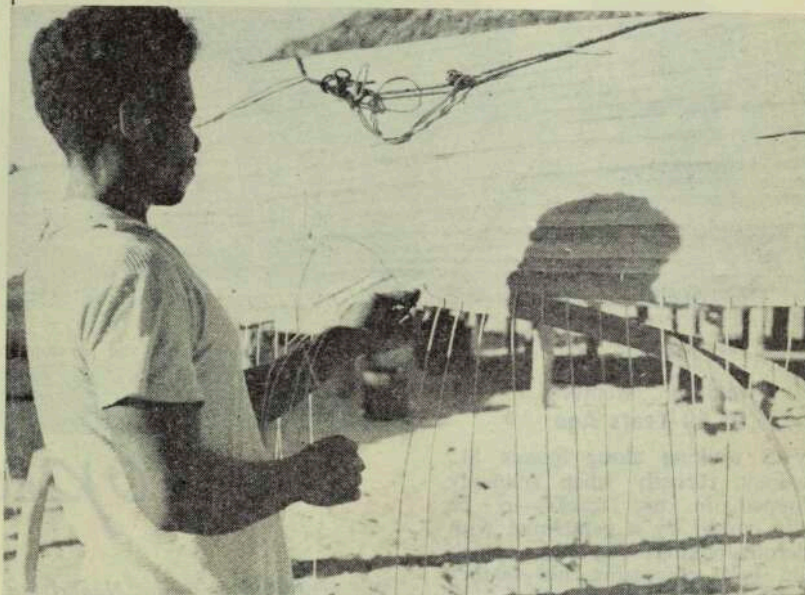
When World War I came, Arthur left the Gilberts and travelled to England. He wanted to enlist, and gave at least one shot at the people who had driven him out of the Carolines. But he was too old for enlistment, and returned to the Gilberts.

In June, 1933, Arthur Hitchfield retired from the Gilberts to Fiji, and, with his younger daughter, Ger-

trude, went to live in Suva. There, he was a popular figure—once he carried off the singles championship at the Suva Bowling Club. In 1936 he went on to Sydney for medical treatment, and died there a few months later.

"Arthur Hitchfield was the finest character and most loyal Englishman I met in all my South Seas experience," says Mr. Chatfield. "The two brothers, John Gordon and Arthur, were sons of Commander John Hitchfield, of the Royal Navy."

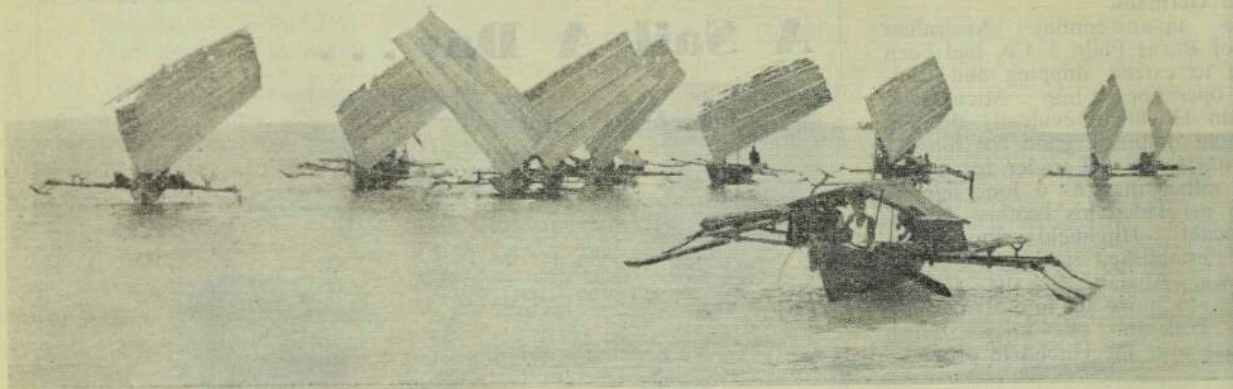
A Sail A Day . . .



The people of Netherlands New Guinea's Radja Ampat Islands build a sail for their boats in a day—and think nothing of it. The sails are made of strips of dried leaves held together with lengths of thread. Light bamboo poles give extra strength. The sails are, of course, light, but very effective for the type of craft used. They are easily rigged and take up little space in the boat when rolled up. And if your sail gets ripped on a trip to a neighbouring island, you can get going again with a new sail after only a day's delay.

. . . and now turn the page

The Radja Ampat Islanders Out for a Sail ...



This photo and those on the previous page are from the NNG Information Se

Nostalgic Memory Of 60 Years Ago

I WAS walking along Sussex St., Sydney, recently when suddenly I stopped in my tracks—to be roundly cursed by a gentleman with murderous-looking bag-hooks stuck in the belt supporting his leather apron.

He could not know, poor man, that a large truck-load of very ripe copra, which had just passed us, had carried me right back to December 29, 1902.

That day, I had just left the old *Aorangi* at Suva, and was wending my way—for the first time—past the smelly old sheds between Suva wharf and Old Mother Mac's famous hotel. That was my first sniff of ripe copra.

Three days later (January 1, 1903) all the Cable staff, of whom I was one, moved from the various places where they had been living into their newly-completed quarters overlooking Albert Park. The furnishing had been very well done and our house-keeper was Mrs. Hannah Pound, the widow of a doctor and a most efficient lady.

But there was one thing just a bit out of order. In each bedroom there reposed a large piece of crockery-ware which "single men in barracks", particularly in the tropics regard with a certain amount of disfavour.

A few hints doing no good, about a dozen of us, over our pre-dinner "wads" one evening, brought out the offending crocks, each with a hair or clothes brush, to serve as *lali* sticks.

We arranged the song *Nadarivatu na Koro dina* to the tune of *Three Blind Mice*; and with a pinky ponk! pinky ponk! pinky ponk! off she went until the last piece of china crumbled, and we went down to find dear old Hannah weeping with laughter.

Some of the ladies, young or old, who now, I believe, occupy that old home of ours, might try standing at their bedroom door some late evening and, tap-tap-tapping a whisky bottle with a corkscrew, see how many ghosts of the Old Brigade they can raise.—C. WAGER.

The Modern Pearl Trader

I HAVE had an interesting hour or so lately, negotiating for pearls at Penryhn, in the Cook Islands.

Our vessel calls at the different islands in the group and the islanders are always glad to see us, as being off the beaten track of most shipping, they get few ships visiting them. We had hardly dropped our anchor when one or two small boats came sailing out to us and some of the "locals" soon came aboard.

They all had pearl shell, pearls, native-made hats, fans and mats to

dispose of and most of the wa beautifully made. But it wasn't much money they wanted. I wanted clothes!

I had purposely brought away me a suit that I had been car about for a long time and coul longer get into. I also had se pairs of second-hand shorts and odd used shirt. Two or three of islanders soon crowded into my and then the fun started!

They would unearth little bundles from some recess in clothes, which, when unwra would reveal one or two or pearls of various shapes, colour size. I would pick out two la ones and two or three small one ask, "How much?"

They would ask something tastic and point to my shoes "bula" shirt hanging up, and I had any shorts as well!

Then it was my turn: I again pick out the two fair size and several smaller ones and la two pairs of shorts and say, "what about it?" They would dignant.

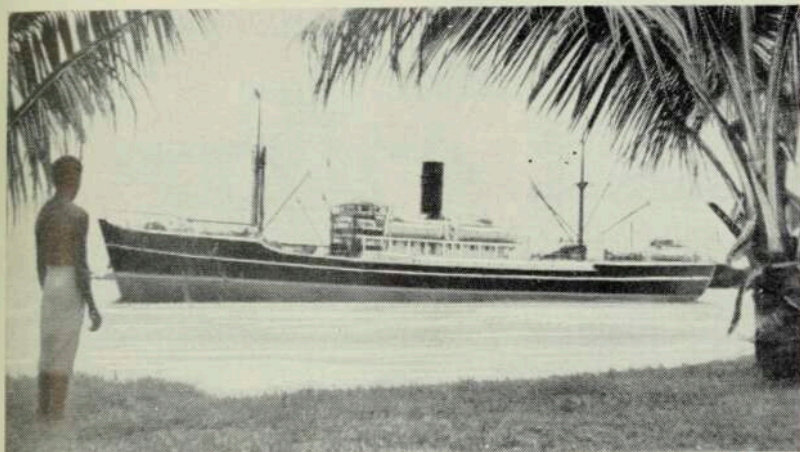
But eventually, both sides ca satisfactory agreement. I'll back in Suva with just abou clothes I stand in.—"Simmy".

Tropicalities

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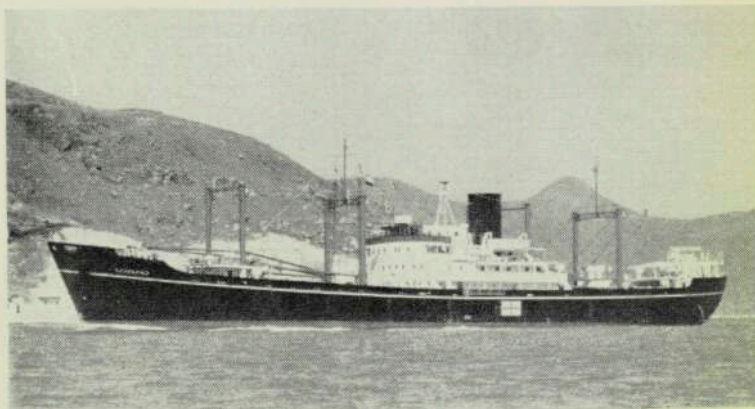
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THE MONTH'S NEW READING

THE LESSONS OF THE LOST FOOTSTEPS

The Lost Footsteps, an account of underground activities and torture by Security Police in occupied countries behind the Iron Curtain, was not a very comforting book to read on a wet and windy Sydney winter's day, which also happened to be the funeral day of a well-known Australian Communist.

BUT that was the day I read this book. In downtown Sydney, you couldn't move because of the funeral march of thousands of wharf labourers, many of them singing the Internationale. There was no religious service at this funeral, and the Internationale presumably took the place of the usual hymns.

The Sydney newspapers were very kind. They said he was a Communist, but a popular fellow. He stuck up for his principles. He was a good unionist. And he really didn't behave like a Communist (although he was a member of the Central Committee) because, for one thing, he drove around in a big American car.

The author of *The Lost Footsteps*, Ilviu Graciunas, would probably have said, if he had been in Sydney for this particular funeral, that Communists were the enemy whether they stuck by their principles or not. And that because there were people who believed in Communism, such things could happen that were happening today behind the Iron Curtain. Because of Communism, Russia was using secret trials and security police to enslave the people of the satellite countries who had not yet had the advantages of proper conditioning over a few generations, as the people of Russia had had.

Graciunas, the son of an Orthodox priest, is a Roumanian with a doctor's degree in Law and Economics and Political Science, who was a businessman in Roumania until 1948, when all privately owned factories in Roumania were nationalised by the Communists.

Graciunas organised resistance groups and escape routes, and eventually escaped himself. But in 1950 he secretly returned to Roumania to carry on the work. He had to run the gauntlet of mines and barbed wire on the frontier to thus face even greater danger, for once back in Roumania he was always on the

run. The security police were everywhere, and it was a common matter for householders to be dragged out of bed in the middle of the night and taken away for interrogation, on the chance they knew something about Graciunas.

Eventually Graciunas was caught. In an underground prison, the police started work on him in an effort to learn everything he knew.

A description of their methods takes up a great deal of this book, and the reason we have them at all is that Graciunas not only stood up to this inhuman treatment but managed to escape at a time when he was so near dead that it hardly mattered. The police had in fact put him into hospital so the doctors could

find out just how much more he would stand before he finally died.

It is fantastic to realise that the author's time in gaol occupied four years. And he remained behind the Iron Curtain after his escape for a further three years, before he could get out.

Today he and his wife live in London. Graciunas' book is dedicated to R. A. Butler, MP ("in great gratitude for the opportunity he gave me to acquaint myself with the spirit of liberty and humanitarianism in England").

The events of the book sometimes read like fiction. Some of the situations in which the author finds himself seem to have been taken from the plot of an adventure story, and it is probably normal for a reader to wonder at times whether the story is true.

Could anybody go through some of the events recorded here and still remember their thoughts, their feelings well enough to be able to tell about them in the fashion that Graciunas does? For at times during his long interrogation he was driven to the edge—and over the edge—of insanity.

Yet, for me, some of those passages are explained by the fact that I know it is possible for a mental patient to remember after he has recovered his sanity what he has done during the time he was over the

NOT HILARIOUS, BUT CLEVER

"Across the Water", by Michael Campbell, described on the dust jacket as "a brilliant comic anatomy of contemporary Ireland", is, at first, something of a disappointment, largely because of that dust cover.

ONE expects a hilarious Irish comedy reminiscent of George A. Birmingham's writings, and it is a little bit disappointing not to have had a real good laugh by the time one has finished Chapter VI.

But at that stage I began to accept the novel for what it is, a clever description of contemporary Dublin, its environments and its society, and I enjoyed it.

The story opens with the Murrough-Bryants and the Neelans living in a state of neighbourly hostility. Old Major Murrough-Bryant has a thrice-married daughter, the lovable Grania Agerton-Willy, and an amiable grandson, Patrick-Price-Jones.

The air of scandal which surrounds the Murrough-Bryants in the eyes of Mrs. Neelan has been exacerbated by Grania's seduction of the

Neelan's maid, Finola. A dramatic and—at times—amusing chain of events intervenes before the many feuds in motion are laid to rest.

The book is crowded with all sorts and conditions of characters—one feels at times a little bewildered and that perhaps there are too many—and there is a great deal of talk, as one would expect of the Irish.

It is all very entertaining, and to one who has not seen Ireland for 30 years or so, there are nostalgic references to College Green and the magnificent facade of Trinity.

Nothing much seems to have changed since the hectic days of the Black and Tans in the nineteen-twenties, except that the Irish hatred of the English does not appear to be so intense.—EN.

(ACROSS THE WATER. Published by Heinemann. 20/-.)

brink. A few years ago, in the course of gathering facts for an article, I toured a Sydney mental asylum and spoke to many patients who were recovering. One woman in particular, who had at the time of her insanity strangled her own child, was able to account to me with extraordinary realism the details of the period during which she was insane. She knew she had been violent, and she explained why.

But the book has the final stamp of authenticity, for me, in the foreword supplied by that distinguished liberal, Salvador de Madariaga.

We have de Madariaga's guarantee that it is no work of fiction, but the account of the experiences of a European who has lived there in the 20th century, by our side. It might have happened to you, says de Madariaga, and adds:

"The subhuman fiends who in these ages torture and torment their countryman or slave are men of our European stock, of our continent, of our Christian-Socratic civilisation—if heretical in that they follow the tenets of Communism. Bitter food for sad thought. Is the Christian-Socratic civilisation so thin a veneer over the skin of our Europe that it can be rubbed off by a mere 40 years in Russia, 15 years in Roumania, to the appalling degree revealed in these pages?

"Think on. Then you find that the victim of these subhuman fiends was able to take the measure of their stupid cruelty and 'escaped' to the free West by dint of courage and force of spirit, before he underwent it all over again and even worse. The author was in free Paris, at the dawn of what promised to be for him a life of public freedom and private happiness, when he decided to obey a call to return and renew the struggle in his native land.

"And you read in the baffling opening pages the peripatetics and dangers the protagonist lived through not to escape away from the asphyxiating atmosphere of a police state, but to smuggle himself into it, to assume the life of an outcast, an enemy, an underground conspirator for freedom. Then you cogitate that there is something unbribable in the human spirit.

"Of course there is. For, as the story shows, this man was the object of the concentrated attack of a community determined to destroy him by means of the sadistic techniques which the Soviet police have developed by drawing on every branch of the sciences for years. And he won. What does that mean but that, beyond and above the system of cells and of faculties which, so far

as we can see, is the body-mind of man there is at work a force, a power, a spirit which can triumph over the worse attempts on its seizable and controllable tool among men?"

The more terrifying lessons in this book are, as de Madariaga indicates, not those of the interrogation prisons, but the effects of the system on the common man. While it is true

there are men like the author who can successfully defy them, there are thousands—and eventually millions—who will allow themselves to become the tools of an inhuman system. The guards, the interrogators, the secret police of a Police State are not Russian, but Roumanians.

(THE LOST FOOTSTEPS. Published by Collins. 26/-.)

IN THE BIBLICAL MANNER

The passion for biblical novels began in the nineteenth century and shrewd authors made handsome profits from exploiting the Testaments. Henryk Sienkiewicz's *Quo Vadis?* is a typical example.

SINCE then two World Wars and countless revolutions in many parts of the world seem to have stimulated the demand from time to time for so-called "inspirational" literature.

Hall Caine's *The Christian* enjoyed an enormous success at the time of the Boer War and during World War I. Lloyd C. Douglas made a fortune out of *The Robe*. Since the war *The Big Fisherman*, also by Douglas has proved another money-spinner. Sholem Asch's best period was in the 1940's, and more recently his *Moses* and Thomas Costain's *The Silver Chalice* have been best sellers.

It is the same with the films—Cecil B. de Mille made *The Ten Commandments* and the result was the most successful box office production in history.

The latest of the genre to appear on the bookstalls is Charles Israel's *Rizpah*. In the Old Testament, 2nd Book of Samuel, Ch. 3, verse 7, there are two lines: "And Saul (i.e., King Saul) had a concubine, whose name was Rizpah, the daughter of Aiah". Mr. Israel takes 535 pages to tell the story of Rizpah.

He has read his Old Testament well. All the relevant facts are here, and more besides. If you like reading about bloody battles, massacres, the madness of a king and the love-makings of a concubine you will get your money's worth.

I felt satiated by the time I had got to page 316 or so. There have been some changes in the modern religious novel compared with the old. In the religious novels of the late nineteenth century the hero was subjected to odious cruelties and the saint-like Christian girl was always destined to make a meal for the lions. There were intriguing hints of un-

mentionable doings "off stage"—they were only hints. In the 19th century such prudery is laughed to scorn and we get Rizpah's doings in technicolour detail.

Her first lover was a Philistine named Torash. "Torash smiled mockingly and placed her on the couch. His hands on her body were swift, sure, knowing. . . . She knew somehow it would be useless to resist further. She closed her eyes. . . . (That row of dots is ours).

"Rizpah . . ." he began and the single word had a warm, caring quality. Then his voice was softer before: icy, faintly mocking. "I have much to learn, my dear."

And this was her first meeting with King Saul:

" . . . he took her shoulders between his hands and pulled her toward him. She reached up to his lips, touched his lips, trailed her fingers across his cheek, wanting now in the surety of what would happen to her the experience slowly, deeply. She brushed her hand aside with sudden impatience, so fiercely that she gasped first with pain, then with the surfacing of imprisoned passion with fervor she had never suspected. Her lips caught and held, and they pressed to the earthen floor of the tent. He seized his hands, held them for an instant to her breasts, then in the time that followed no longer what was her body or his, shoulders, limbs or heart."

Rizpah has the vigour, grandiloquence and the feebleness of its predecessors, making nonsense of the Bible's muscular prose. It will probably sell well, although not as well as the Bible itself.—END

(RIZPAH. Published by Macmillan. London. 26/-.)

Memed, the Brigand Leader

More and more translations of European novels are coming on to the British market and the best of them are very good indeed. In the last few years we have had Boris Pasternak's *Doctor Zhivago* and Giuseppe Di Lampedusa's *The Leopard*, and now the same publisher has produced Yashar Kemal's *Memed, My Hawk*—a Turkish novel.

KEMAL, who is not yet 40, was born in Southern Anatolia, and it is this harsh and rugged countryside which supplies the background for this, his first novel. His second has just been published in Turkey, and hasn't yet been translated. But apparently his second book is also very successful, and Kemal is now being discussed as a Nobel Prize winner. On the strength of *Memed, My Hawk*, he certainly has the makings.

Young Memed, the son of a poor widow, rebels against his life of servitude under the yoke of a brutal and ignorant Agha—or lord—of five small villages in the Anatolia Highlands. The Agha virtually owns the people in the villages, too, and under the feudal system which he imposes on them, they occasionally starve to death, if they have not already been trampled to death by some of the Agha's henchmen. The people put up with it, as they always have. Generations of servitude have given them no spark of courage. They continue year after year handing over the larger portion of their grain harvest to the Agha, merely because he is the Agha.

As young Memed grows older, he is driven to desperation by this kind of persecution, and finally to save his life after he has annoyed the Agha, he takes to the mountains with a band of brigands. From there he wages his own kind of war against the overlord—first to protect his mother and the girl to whom he is betrothed, and finally in open rebellion against the kind of tyranny under which his fellow villagers suffer.

Left to his own devices, young Memed would like to play the role of Robin Hood, for he certainly has no argument with his fellow peasants. But no man is an island, and Memed, in the rough and ready fashion of the hills, finds that his initial allegiance must be given to a brigand leader aptly named Mad Urdu—a colourful character capable of winning the Turkish equivalent of the VC, yet with absolutely no sense.

Mad Urdu thinks nothing of storming through a hail of bullets,

or of taking on the police in a running gun battle, but he wins himself no friends with his habit of robbing both rich and poor and of stripping those he robs down to, and including, their underpants. It's a fetish with Mad Urdu that he take their underpants. As he explains to more than one irate traveller left naked

on the open road, anybody can rob, but only Mad Urdu goes to the trouble of taking their underpants. It's Urdu's trademark.

It was inevitable that young Memed and Mad Urdu would eventually part, and from there onwards the novel builds to its climax, as Memed realises he must settle accounts with the Agha. Memed's name spreads throughout the country as a brigand leader of notorious skill—a brigand who watches over the interests of the poor like a hawk.

The people in this book are real people. To his cost, Memed finds time and again that the very people he is attempting to help free themselves from feudalism are those first to condemn him when the going gets tough.

(MEMED, MY HAWK. Published by Collins-Harvill. 22/6.)

The Red-Head Who Knows

Franziska is 30, married (sort of) and well off, but she is not happy, and it is this theme which makes another good translation this month—Alfred Andersch's *The Red-Head*, which has been translated from the German.

THE *Red-Head* is one of a new series of translations now being brought out by Heinemann's in the Blue Passport Series. The series aims at presenting high quality fiction from other languages, and this one is interesting for those who like their adventure stories to build slowly through atmosphere. There is good writing, but there is no fast action—in fact, very little action at all, and the interest in the novel is held mainly because of the author's comments on the passing parade.

By the time the novel opens, Franziska has been in and out of several beds, and admits that she likes it. A classy red-head, she is now in Venice on the run from her last bed. She has no illusions that she'll get into another one just as soon as the right one turns up (as it does before the end of the book), but in the meantime she examines herself, her attitudes, and the attitudes of others.

Sitting in a Venetian restaurant, for instance, Franziska takes time off to sum up a lady who is there with her husband, who is a poet, and her latest boy friend. Everybody gets on very well. The poet is not at all concerned about the boy friend, and nor is the poet's wife ("hot stuff and very experienced", Franziska notes).

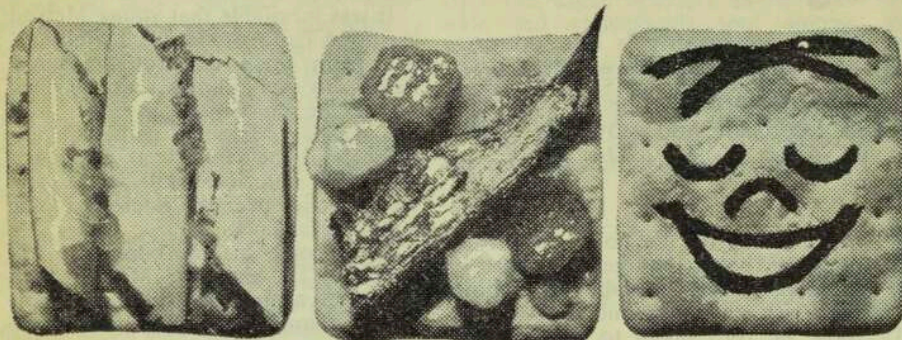
Their game has been accepted, long ago, Franziska thinks. In these

circles marriage has lost its terrors, the poet is no cuckold and Olghina isn't a woman who puts horns on her husband, they simply have reached an understanding; it's possible they even still sleep with one another occasionally; she's hot stuff enough to bring about such situations. The situation is embarrassing only for the young man—the young man with a face of Greek perfection, with the unsure gaze, who holds his cigarette a trifle too elegantly in his nobly moulded hand. The situation is embarrassing only for him, the lover she has got herself with the complete assurance of her money and her special position, the senselessly handsome young man and the small, muscular, hot woman who will soon give him the push, that's obvious; the fact that she didn't exchange a glance with him isn't just due to their being so used to one another; she knows that she has no further need to consult him; she knows exactly what he is like in bed, her curiosity is satisfied and she is already waiting for a new lust that will push Giancarlo into obscurity, into a life no longer lived in the limelight, where he will fail because he has become too deeply caught up in illusion.

That's the way of the world. Time and again this novelist shows he knows how it ticks.

(THE RED-HEAD. Published by Heinemann. 20/-.)

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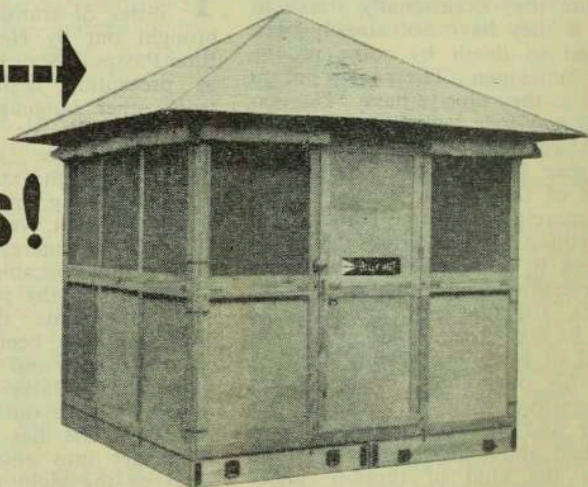
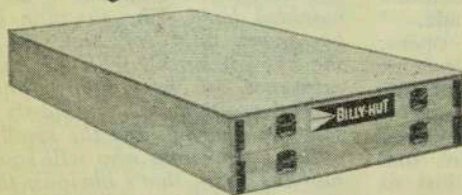
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OH, THOSE WINTON-BROWNE WOMEN

The Scorpions, a first novel by Marie-Louise Baird, owes something to William Faulkner. Miss Baird, having discovered Faulkner's Compson family formula of lust, incest and suicide introduces us to several generations of a sex-obsessed upper class English family who indulge in adulteries and mis-carriages in the left wing of *Charters*, a Georgian Mansion in the Home Counties. It is like transforming Yoknapatawpha County into Kent—almost.

THE only trouble is that Marie-Louise Baird can't write like William Faulkner. She certainly wrinkles her work with sex, but the result is not a Faulkner novel but something that might have been expected from one of the more brilliant of Trinian's sixth formers.

There is, for instance, grandma Judith, an old Harrods bitch, who plays Chopin and Brahms, and ruminates on the fact that her daughter Judith hasn't slept with husband Brian since she gave birth to a son, Alan, 10 years ago. Judith has a "thing" about pregnancy.

Grandfather Winton-Browne is round-the-bend in a nursing home, and his two other daughters, Beatrice and Elizabeth, have made unhappy marriages due to a certain kink in the family strain.

Claire, a rather wet, wan 18-year-old debutante, is engaged to Martin, and asks him to "postpone the wedding, as it is terribly exciting being engaged".

When Martin starts counting the days to the nuptial night she wants to know why he is in a "funny mood". Meanwhile, out in the garden Kitty is planting her bulbs and scheming to seduce Martin.

Kitty, deserted by her mother in childhood, thinks it rather a shame at her age that she hasn't had an interesting experience and is technically a virgin.

Her 16-year-old schoolgirl cousin Catrin, contemplating her 36 inch bust in her gym slip, isn't content to wait. She gets herself picked up in a Dorking espresso bar by Bob, a cad who drives a red sports. She is the only Winton-Browne woman who regards sex as a pleasure and not a disease.

If you think this is all a bit much, you should read the rest of it.

You'll read how Kitty carries the torch for Martin even higher by (a) sunbathing in her bikini under his window, and, (b) trapping him on a hot summer day in the wood shed.

("Don't fight it, darling," she says. "It's the weather, I think." My God,

thought Martin, realising that she wore nothing under her blouse, *I'm mad, it's the heat, the sun, mad dogs and Englishmen.*)

As you might gather, Martin is an old boy of an English grammar school.

Anyhow, Kitty flees inside the house where she sends word to Martin to come up and fix the lights. When Martin arrives, he finds Kitty stark naked and nothing wrong with the lighting. He calls her an exhibitionist. Kitty grips his thigh.

Martin, remembering the playing fields of Eton, removes her hand. "You're poaching on private grounds, Kit," he says, which shows how a good English education helps to keep a stiff upper lip.

There is lots more like this, in case you care.

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Louise Baird was educated in English convent in Bruges.—AF.

(THE SCORPIONS. Published Macmillan. 20/-.)

In Occupied England

The days when Grosvenor Square was occupied by bourbon drink buttock slapping, US Army Generals who sat out the early part of World War II with their secretaries, for the background to this sprawling novel, "Before You Go", by New York born Jerome Weidman.

THE story can be summed up how did Julie, the daughter penniless Neapolitan immigrant barber from East Ninth Street, and in the drawing room of a Victorian mansion somewhere in the English countryside to share an astonishing moment with an exiled monarch.

The conflict between Benjamin ("Poison") Ivey and the Sarno family begins in Julie's adolescence in New York slums and is taken up years later in wartime London, where Ivey has become the US President's right-hand man—a sort of junior Foster Dulles.

Unfortunately, Weidman is one of those prolific American writers pad their novels with such needless detail that the characters are lost to the reader's sight in a swamp of flack and verbiage.

Consider Weidman's heroine, Sarno, a girl who never utters a single word where a paragraph will do.

"When it happened, both times before you had to face Crispin then Brahmin, when you collapsed both times, you didn't know about Celia and Frank Probst. Both times you thought you'd got what wanted. Both those times, you were not standing alone. Both those times Ben—and no amount of lying is good to change the facts, because I'm there, Ben, both times you believed it was you that Celia loved only you, not anybody else."

There is page after page of type of writing, almost a "m" these days for the contemporary novel as practised by John P. Marquand, James Gould Couzens, John O'Hara and even old Grace Metalious.

But these other best selling American novelists, discovered that liberally lacing their works with snooty town sex they could reach the top of the seller lists despite the 1/2 lb weight and 500 pages size of their books.

Weidman, however, has plodded regardless, and readers of the O'Hara school will be disappointed by

ack of lust. We think so, anyhow. The Australian censor may have got the novel before we did, because the pages numbered 121-152 were missing from our copy and that is just about where Mr. Ivey is accused of putting his hand up the skirts of 1-year-old girls in his Nature Club. -AF.

(BEFORE YOU GO. Published by Heinemann. 22/6.)

Australia's First Policewoman

It will no doubt come as a surprise to many people to learn that when the New South Wales Police Force in 1915 appointed Lillian Armfield to the force as a policewoman, she was probably the first policewoman appointed to any police force in the world.

HER appointment was watched with interest by the police in America and Britain—especially when her work turned out to be so successful that more and more women were appointed. But this was not before the then Police Commissioner, and Lillian Armfield herself, had to withstand a barrage of criticism from the Sydney public, who had had second thoughts, and decided that the whole thing was really a bit unfair on the criminals.

Policewoman Armfield worked in plain clothes.

Police Sergeant Armfield retired a few years ago after 34 years of service, during which she exposed Sydney charlatans, blackmailers, procurers, drug peddlers and coiners and put thousands of girls on the right path. She helped break up the white slave traffic, made many arrests of violent women criminals, and on one occasion was subject to mob violence herself.

Her story is now told by Sydney journalist Vince Kelly in *Rugged Angel*. Kelly, who once lived in New Guinea, has a whole succession of crime books to his credit.

Kelly and ex-Sergeant Armfield between them have got down on paper all the more interesting cases in which she took part in 34 years, and they have also taken the opportunity here and there to point out some of the evils which still have to be fought in Sydney—including the problem of lesbianism.

Lesbianism in Sydney is on the increase, says Kelly, and must be tackled openly. Ex-Sergeant Armfield thinks an investigation is overdue.

A chapter on "The Yanks and Our Teenagers" deals with Sergeant Arm-

field's experiences in Sydney during the American wartime invasion. Often it was the girl brought up in a comfortable home and who had attended an expensive private school who was the first to get out on the loose.

She and the Australian police conducted raids "with strict regard to the sensitivity of those controlling the US forces in Australia".

No member of the Vice Squad nor any of the policewomen, would address a single word to the American servicemen whose beds they found being shared by young Australian

girls. While the girls were required to dress themselves in readiness to leave, the men of the US Provost would take particulars of the identity of the servicemen. That would close the episode for them. The Americans were not to know how old the girls were, and as a matter of course, most of the girls said they were older than they were.

Sergeant Armfield recalls one particular case of the poor little rich girl who was found in the bed of an American colonel in a Rose Bay flat. Her father was phoned and asked to come and collect her. The father

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as a successful city businessman, so, when he arrived, abused the police for their audacity in questioning the right of his daughter, who is aged 14, to sleep with the colonel.

"The colonel," said the businessman, "is my very good friend, and I had my permission to take my daughter out this evening!"

Rugged Angel by no means contains any brilliant writing, and one feels there are opportunities missed. It is an interesting account of the activities of Australia's first licewoman.

RUGGED ANGEL. Published by Angus Robertson. 25/-.)

The English Tweedy Set

IN England of Old Rectories, village life, nannies and governesses, and where everyone is led Lester-Crowe or Bertie Overton, is mirrored in Laura Hobbs' novel *The Last of The Tennants*. The working classes are usually comic cockney and any reason to the England of 1961 is very accidental.

The Last of The Tennants is a good example of Romance Fiction, a must for the library trade, and is a safe birthday gift for your spinster.

Brenda Frazer, the heroine, rents "The High Drift" from landlord Geoffrey Cringle, in a Norfolk fish-village. Although the roof is leaking, Brenda is too inhibited to complain to Cringle because they haven't been introduced.

When he finally sums up an enough English courage to call on she tells him she is a "sort of orderess" because she has been guilty of manslaughter.

The story then runs backwards to Brenda's tweedy past and contains such gems as:

"Harry, darling, why haven't we had a child?"

"It's an idea," he said. "But you don't have such awful nightmares about a child crying."

"It wouldn't cry forever, a baby comes a child."

"It's an idea but we'll talk about it in Spain."

Brenda then goes on to say that much of their time was spent in discussions about it that she began to wish she had never wanted one.

As we said, your maiden Aunt loves this one.—AF.

THE LAST OF THE TENANTS. Published by Peter Davies. 18/9.)

Maori Grammar By Cook Islander

A LIFETIME of study by Tuaivi Mose of Aitutaki has resulted in the publication, by the South Pacific Commission, of 124 page *Maori Grammar* believed to be the only one written by a Maori of the Cook Islands.

Tuaivi Mose has led a colourful life since he was born at Tautu, on Aitutaki in 1893. First he went to New Zealand to speak and write English. Then during World War I, Tuaivi served in Egypt, Gallipoli and

France with the New Zealand forces. Seriously wounded during the Mesines offensive, he spent seven months in hospital at Walton-on-Thames, England. He returned to the Cook Islands in 1921 and was appointed interpreter to the Aitutaki Island Council.

From 1922 to 1932 Tuaivi taught at Araura School where he himself had studied as a boy. He was official interpreter to the Cook Islands Legislative Council from 1947 to 1953 and then was appointed Aitutaki representative on the Council. He retired in 1956 and now lives in his birthplace, Tautu.

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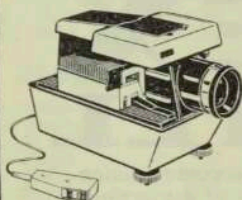
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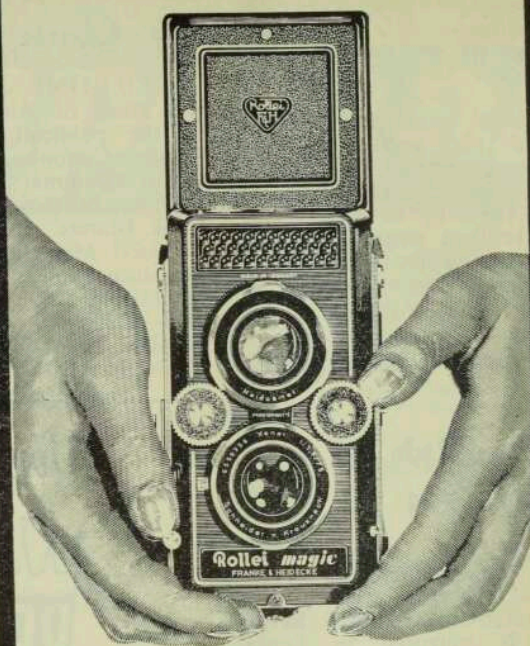
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et's Not Talk bout Sin

AN'S terrible need, according to author Taylor Caldwell, is for someone to listen to him not as a "patient" but as a human soul. In her novel *The Man Who Listens* she states her point in a series of seven essays in self-deception.

Although somewhat contrived, these modern parables show what operation and spiritual aridity can result when fundamental faith is lost and allowed to wither.

One wry story concerns the "social under" of an American clergyman. He seems he embarrassed everyone in golf club locker room by asking them what they had done that day to God!

Among the deep freeze and his friend it was unpardonable to speak of God except in church—and then only in passing.

The clergyman, pouring out his heart to the man who listens in a denominational shrine, adds that no one, not even churchmen, think of sin these days. In today's world there is no "sin" . . . it's a matter of environment, of condition, of lack of opportunity, of bad timing, of not being able to adjust to the "peer" group. Man has rights but no duties any more, even to God.

What Taylor Caldwell wants man to do, is look "inward" at his own soul, and the shock of recognition that he has one will save him from himself before it is too late.—AF

THE MAN WHO LISTENS. Published by Collins. 20/-.

Two Recipe Books Recommended

RECIPE books of typically Islands dishes are not hard to come by in the Islands. Most territories seem to have their own special dishes recorded for posterity in books of varying standards of production, usually sponsored by a local women's organisation or by some local housewife interested in preserving the best of the dishes for those willing to pay a few shillings. Most of the best books of this type that we have seen are very good.

But for those Islanders who are interested in owning a good cookery book of honest-to-goodness standard of the kind that have been prepared by English-speaking people for generations we recommend A

(Over)

A SATISFYING TAPESTRY

With boundless skill, Miss Rumer Godden has merged *then* and *now* into a timeless tapestry of human lives in her new novel, *China Court*.

FIVE generations of Quins have lived at China Court, a house built in a remote village on the Cornish moors by Eustace Quin in 1840 and named after the china clay works from which the family makes an income.

Old Mrs. Quin—the third generation—can remember old Eustace, and bridges the generations to Trady, her grand-daughter.

Youth and age, love and bitterness are all retained in *China Court*, blended into a fugue of human lives in which the different subjects sing out for a moment and are gathered in again to the whole. The canvas is a large one, and despite the method of telling the story, there is no confusion.

There is Lady Patrick, whose pride destroys her; her sons, handsome Borowis and steadfast John Henry; Ripsie, the nameless child from the village who became mistress of China Court; her worldly daughters and their husbands; the diffident Tracy, and earlier than all these is Eliza, plain, clever daughter of Eustace, whose thwarted intelligence turns to eccentricity and whose energy finds an outlet which has repercussions long after she is dead.

A flower, a dog, a scent, the decorations of a dinner table, a word

sharply spoken, a look evaded—all are significant in the pattern of life which flows through China Court.

So are the pictures in the illuminated borders of the Book of Hours Mrs. Quin reads. And it is the Book of Hours, with its intricate enchanting pictures and its tranquil words, which not only plays a vital part in the story but also forms the frame for this rich portrait of a family and of a house.

Those who remember *An Episode of Sparrows* by the same authoress will need no recommendation to this novel. Altogether a very good book, well worth reading.—EN.

(CHINA COURT. Published by Macmillan. 22/6.)

THE CHRYSOMELIDAE OF CHINA AND KOREA, Part I, by J. L. Gressitt and Shinsaku Kimoto, has just been published by The Entomology Department of Bishop Museum, Honolulu, inaugurating a new series of publications titled "Pacific Insects and Monographs". The authors estimate that there are 2,000 species of these beetles in China and in this first part, 691 species are described or enumerated. Sixty-eight species are described as new to science. The second half of the study is scheduled to appear in another Pacific Insects Monograph. Despite its size, 299 pages and 77 figures, the cost of this publication has been kept to a minimum, and is available to collectors for 4 dollars, or £Stg.1/9/-.

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PEOPLE IN THE SUN (L. Rose), photographs, giving an insight to the native peoples of Australia & Islands in the Pacific, £1/10/-. Post. 2/3.

CORAL & COLOUR OF GOLD (R. Struben), a trading schooner in the South Seas, illustrated, £1/6/-. Post. 1/9.

THE BEACH OF PASSIONATE LOVE (G. M. Glaskin), new novel set on the east coast of Malaya, £1/2/6. Post. 1/9.

AUSTRALIAN SON—A life of Ned Kelly (Max Brown), illustrated, £1/5/-. Post. 1/9.

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Treasury of Good Recipes, by Wini-ed Savage.

The same Sydney publisher, Angus and Robertson, has also published recently, almost as a companion volume, *Chinese Cookery*, by Ella-Mei Wong.

A Treasury of Good Recipes gives you all you want to know about the preparing of food, the planning of meals, and how to cook everything from casseroles to hamburgers, from omelettes to chowders, from steamed puddings to frozen desserts, from fruit cake to the bottling of sauces and fruits. It is a thoroughly good round book for any Islands stress looking for a solid reference book of plain cooking. Mrs. Savage, a former supervisor of Cookery schools for the NSW Department of Education.

Ella-Mei Wong's *Chinese Cookery* (the author regularly demonstrates her skills on a Sydney TV station) manages to present all the most used Chinese recipes clearly and simply, and Islands bachelors and grasshoppers will find it a handy standard when they get sick of eating what the house-help brings in. Both books are excellent productions, with washable covers.

A TREASURY OF GOOD RECIPES, by Wini-ed Savage. 17/6. Both published by Angus and Robertson.)

What's New in Paper-backs

THE Sydney publishers Angus and Robertson have released a new series of paper-backs under the title Pacific Books. On the strength of the first six titles published, and the next six that are promised, the series is going to be of special interest to those of Australiana—which includes, of course, not only Australians. The new series will contain the "best Australian writing for Australian readers", according to the publishers, and the first six titles now available are:

SOWERS OF THE WIND, by T. A. G. Hungerford. A novel of Australian soldiers in Occupied Japan.

THE MAN FROM THE MANICURE SHOP AND OTHER SELECTED VERSES, by A. B. ("Banjo") Paterson. A popular selection of ballads, narrative poems, and humorous verses.

NO BOUNDARY FENCE, by Frank O'Grady. The romantic story of a Hamilton Hume, the "currency" who became a great explorer.

ON OUR SELECTION, AND OUR NEW SELECTION, by Steele Rudd. The bitter-sweet selection

stories of Australia's homespun satirical humorist.

COONARDOO, by Katharine Susannah Prichard. The moving story of a beautiful aboriginal girl and a station-owner.

BEN HALL THE BUSHRANGER, by Frank Clune. Bushranging "from the inside"—and why Ben Hall chose a life of crime.

We are not sure how Frank Clune got into any series presenting "best Australian writing", although he would certainly get a place in a series presenting the work of Australian writers with the greatest output.

And T. A. G. Hungerford has better stuff to his credit than this one on Australian troops with the British Occupation Forces in Japan just after the war. It's not a fast-moving story.

Steele Rudd's *ON OUR SELECTION* and Banjo Paterson's *VERSES* are very welcome.

There is a new generation of Australian readers all ready to be introduced to these famous tales which are the mould from which all the Dad and Dave stories—and radio programmes—have been taken over the years. Steele Rudd (in real life Arthur Hoey Davis, who was born near Toowoomba in 1868) always hated that radio serial. For one thing, in his original stories it was never Dad and Mum, but Dad and Mother.

There is something refreshing, entertaining and vastly amusing in Steele Rudd's original prose as he tells of the trials of the early farmers of the outback, scratching for a living.

The six titles which will follow this release are *THE PATHWAY OF THE SUN*, by E. V. Timms; *THE CATTLE KING*, by Ion L. Idriess; *HERE'S LUCK*, by Lennie Lower; *THE SANDS OF WINDEE*, by Arthur W. Upfield; *BLUE HILLS*, by Gwen Meredith; *MY LOVE MUST WAIT*, by Ernestine Hill.

(All the titles in the present series are 5/6 each.)

Portuguese Timor

(Continued from p. 72)

expectation of seeing some ebony-skinned Angolese troops drawn from Portuguese West Africa, but no longer we find do they form part of the garrison.

Our attention concentrates upon a platoon of khaki-clad Timorese native troops undergoing instruction in squad-drill by a Portuguese army n.c.o., uniformed in slate-blue and who at the moment, unjustifiably it

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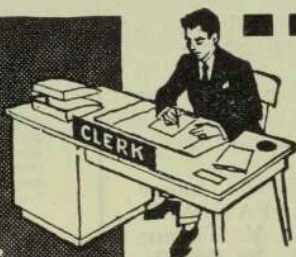
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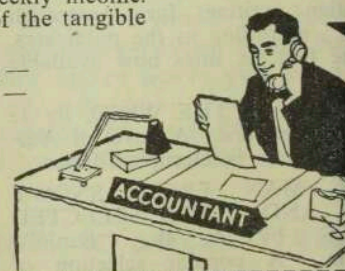
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seems to us, is dispensing that particular brand of hell reserved for exercise by n.c.o.'s.

Striding across the parade-ground in a manner which indicates that he is on some duty bent, a Portuguese Army officer suddenly checks his stride on observing our little party and, with a wave of recognition towards our mentor, now advances to meet us.

The Good Things of Life

The house, one of the married quarters, in which, after a short connected tour, he begins to entertain us, is small, but its walls are thick and the place is delightfully cool. The glass face of a spacious cabinet obviously antiquity permits of the light within of a wide assortment of wines and liqueurs.

From within now comes the sound of footsteps; the beaded curtains part with a musical tinkle, and a daintily dressed young woman steps daintily across the mat-strewn floor.

Olive-skinned, her features classically moulded, a tinge of blue in her glossy raven hair, she is quite a beauty, this young woman. Presumably she is the wife of our temporary host; and, as we stumble through the introductions, she exhibits a vivaciousness which renders her even more attractive.

Presently several more Portuguese Army officers and their wives arrive, and soon conversation is taking place on terms at least partly understandable by all.

Buffalo Shoot

Do we intend to visit the interior? Do we wish to engage in deer-hunting and go on a buffalo shoot? Could we like to inspect a coffee plantation? We will, of course, be paying a visit to Bacau, so beautifully situated in the hill country, where there is a large airfield, a comfortable hotel and a delightful swimming-pool? Do we intend to pay a visit to the area where drilling for oil is being carried out? To all of these questions, we answer that, to our great regret, our ship is due to sail at daybreak and that will not be possible. At daybreak? *Adios de Dios*, so soon as that!

It is now our turn to ask questions. What is the social life here at Dili. In this outpost of Portuguese colonisation, so far removed from the Mother Country, do the womenfolk find the life too lonely for them? No, assuredly not! The Army; the Administration; the clergy; the consular representatives; the merchants: these elements constitute the pattern of

society, and life is never really dull.

At last we succeed in taking our farewells—at least so it seems. But our newly-acquired friends are among the crowd assembled at our point of departure from Dili—this pontoon-jetty, bobbing alarmingly on the waters, ruffled by this strong breeze which has sprung up unexpectedly from the west. One seeks for a fixed object upon which to focus one's gaze—and finds it there, somewhat hazily outlined against this miracle of a saffron-tinted sky, in the form of Atauro Island, of that island, which, we have learnt, is a penal settlement, once accommodating not only criminals but *deportados* expelled from Portugal during troublous times in its history.

On our expression of surprise at the large number of natives who by now had gathered to see us leave, it was explained to us that the word had gone around the town that we were Australians, and that the natives still cherished a strong affection for the Australian commandos who had fought so gallantly and with whom they shared their misfortunes during the Japanese occupation.

"Adios! Adios!"

Patiently the natives present have awaited the conclusion of the farewells tendered to us, but, as our motor-boat begins to get under way, they now give full-throated vent to their own sentiments.

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PACIFIC SHIPPING AND CRUISING YACHTS



FOR CABLE WORK. A total of 57 men from Fiji will assist the cable ship "Retriever" in her work in the South Pacific next year, when she will be based for a period at Suva. In July, Captain E. J. Reilly, of the cable ship "Recorder", selected four men in Fiji and arranged to have them flown to London later in the month, where they were to join the "Retriever" for advance work on the South American coast. Two of the locals selected are in this photo—Aminiasi Tuva and Holger Johnanson (second and fourth from the left) who are shown with Captain Reilly (left), Captain S. B. Brown (centre) and Mr. A. J. Black, manager of Cable and Wireless, Suva.

Photo: Rob Wright

Karlander New Guinea Line Ltd., has been registered in Lae, New Guinea, with a nominal capital of £500,000 to operate a shipping service from Australia to Papua and New Guinea.

TWO ships, *Elizabeth Boye* and *Slevik*, which have already been operating a service to New Guinea ports, have been taken over by the new company, formed by Bulolo Gold Dredging Ltd., New Guinea Goldfields Ltd., F. H. Stephens Pty., Ltd., and Skibs Karlander, ship-owners, of Norway.

All types of cargo, including live-stock, explosives and inflammable goods will be handled. First sailings under the new flag were *Elizabeth Boye*, on July 19 and *Slevik* on August 1.

F. H. Stephens Pty., Ltd., will act as managing agents for the new shipping line.

● **TAHITI SERVICE:** A new service of five or six days duration between New Zealand and Tahiti was due to begin in July, and operate at two-monthly intervals. A West German company, Tasman Pacific Services, which has two ships *Cap Corientes* and *Cap Domingo* on the NZ-West Coast of North America run will inaugurate the service.

Both vessels can cruise at 18 knots and their speed may open up a market for New Zealand fresh vegetables in Tahiti, apart from frozen meat and canned foods. Maritime Services Ltd., New Zealand agents for the German company, said that if the service proved successful it would become a monthly one.

● **UP FOR SALE:** The MV *Nikau*, 248-ton BP vessel which has been engaged in inter island trade in the New Hebrides, is up for sale. She was built in Glasgow in 1909 and is 120.2 ft long x 22.1 ft x 7.3 ft depth.

Yanawai, 434-tons gross, BP's Suva-based inter island vessel, has replaced *Nikau* in New Hebridean waters, as the older vessel was too small for the current trade. *Yanawai*, built in Hongkong in 1937, is 151.6 ft long by 28.1 ft x 9 ft 3 in. depth. She has four two-berth and one four-berth cabin and can carry 225-tons of copra. She has also cooler and freezer capacity.

● **ELEVEN DAY STRIKE:** Deck officers on all Union Steam Ship Co. vessels who went on strike on July 7, over a dispute about pay and other conditions of employment, went back to work on July 18 following a compulsory conference ordered by Mr. T. Shand, NZ Minister for Labour.

Masters and chief engineers were not involved in the strike which began when first and second mates refused to sail without third mates.

Settlement terms were not disclosed but it is understood they include certificate money, extra money for sailing shorthanded, paid study leave and additional annual leave for first and second mates.

The strike affected five ships in New Zealand ports, immediately it began, but upwards of 18 were involved before settlement was reached.

● **LINER INTO TROOPSHIP:** The Adelaide Steamship Co. Ltd. liner *Manoora*, 10,952-tons, built in Glasgow in 1935, has been sold to the Indonesian Government for use as a troop transport. She was the last of the Australian coastal passenger liners. Increasing competition from air, road and rail transport plus the higher costs of running these vessels has gradually whittled them down. She started on her final coastal voyage in July.

In The News This Month

Adi Keva	Maroro
Adios	Malaita
Awahnee	Malita
Argo	Maluka
Arthur Rogers	Mayflower
Aoni	Macuata
Alize	Moala
Blythe Star	Mangaru
Banshu Maru No. 35	Nikau
Baboon	Northern Star
Britha	Outward Bound
Cap Corientes	Pacific Enterprise
Cap Domingo	Polynesie
Chadron	Recorder
HMS Cook	Retriever
Davarra	Slevik
Dominion Monarch	Sorana del Mar
Elizabeth Boye	Sea Wanderer
Eastern Queen	Shaukiwan
Euphrosyne II	Trade Winds
Havfruen II	Taisei Maru
Joyita	Tenyo Maru
Kalili	Tamam Shud
Kurwina	Tzu Hang
Kilinallau	Viking II
Katoora	Waikawa
Lehi V	Waitomo
Lavinia	Walben
Larapinta	Yanawai
Manoora	Yankee
Monterey	

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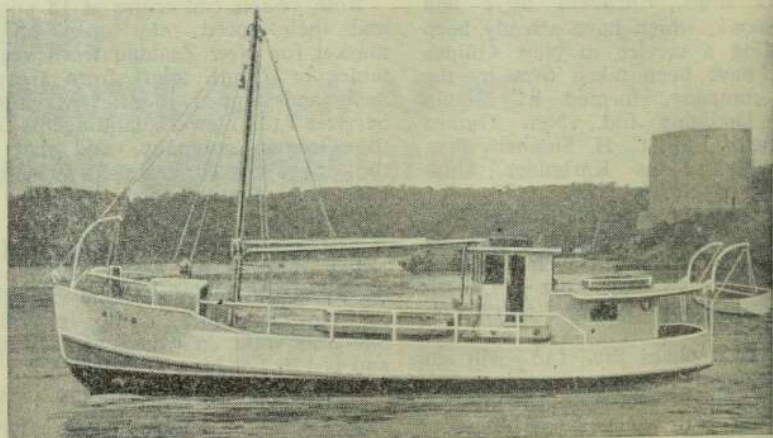
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A Boatload of Gauguins

Having sat through many showings of colour slides brought back by enthusiastic but amateur travellers, "PIM" feels that Matson Lines may have a lot to answer for in making a complimentary art course available to passengers leaving Sydney on "Monterey", in November.

For the second year in succession, passengers on the three weeks voyage will get 45 hours of instruction from Vincenzo, an American portrait painter and art instructor.

There will be sketching trips at each port of call en route, and no doubt Auckland, Suva, Pago Pago and Honolulu will be "done" in oils and water colours by formidable American matrons and retired advertising executives whose floral shirts will dim the tropical vegetation into a mere riot of colour.

These "advanced amateurs" and "beginners" will be shown how to frame their works at the end of the voyage.

● SUB CHASER IN SAMOA: Apia Harbour was visited by US submarine chaser *Chadron*, end of line, on her annual training cruise through the South Pacific for naval servists. There were 53 officers and ratings aboard. Among them were five Samoans from Tutuila, Alex J. Briskie, Tinou Ae, Vao unu'u, Talasa Vatia and Sope. Alex Briskie had been away from Samoa for 13 years and said that there were over 3,000 Samoans in the US Services and some 5,000 Samoans living in Hawaii. *Chadron* visited Suva, departing there on July 3. She had on board 98 cases of multi-purpose disaster relief food from the Meals for Millions Foundation Inc. consigned to the Government of Tonga. After going on to Tonga from Suva, the ship will call at Canton Island and then return to Pearl Harbour.

● OIL TANKER'S FIRST VISIT: About 650-tons of Mobile gasoline for the Vacuum Company's bulk storage tanks at Sogi, West Samoa, were discharged from the Vacuum Co.'s oil tanker *Pacific Enterprise* middle of July. The fuel had been loaded in Suva, where the Master, Captain B. J. Partridge, said it was the first time the vessel had called

there. *Pacific Enterprise* is a single screw tanker, home port Lae, New Guinea, built in Holland in 1952. Her crew is Chinese. She is fitted with two pumps each capable of discharging petroleum products at the rate of 150-tons per hour, and can do 10½ knots. Normally she operates between New Guinea ports, the Solomon Islands, New Hebrides and North Australia. Captain Partridge came to the Pacific in 1951 and spent six years with the British Phosphate Commission. He was then master of *Davarra* running between Tasmania and the Australian mainland and then with *Blythe Star*.

● SILENT SERVICE: A long, loud silence still persists in some quarters as to why *Eastern Queen*, under charter some months ago to the French Government for the repatriation of Vietnamese from New Caledonia to Communist North Vietnam was taken off the job so suddenly. Rumour has it that "certain conditions of the charter were not met". Meanwhile, *Eastern Queen* is back on her usual Sydney, Hongkong, Japan, run.

● NOT UNEVENTFUL: There arrived in Sydney in July an Australian Naval lighter manned by 16

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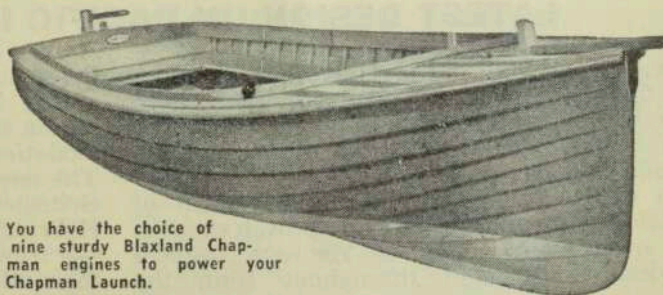
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Designed and built in true Halvorsen tradition, for the exacting requirements of inter-island patrol duty, "Mangaru" is the latest of the many Halvorsen vessels on service in the Pacific Islands.

The 45 ft. hull is an improved version of Halvorsen's own former design, proven successful over many years of rigorous tropical service. Constructed throughout from the

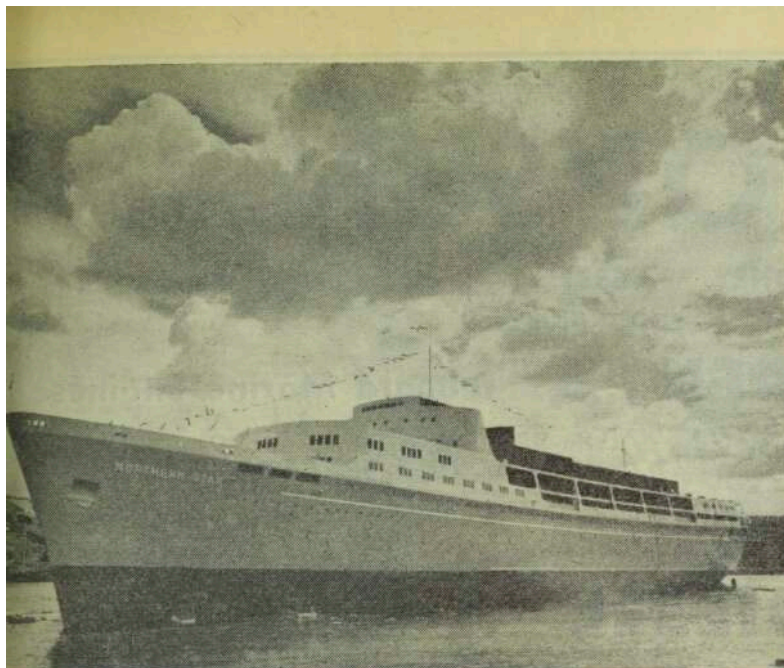
finest materials—using non-ferrous metals—sturdy "Mangaru" provides comfortable all-season transport and first-class modern accommodation.

The new vessel was ordered for the use of the British Resident Commissioner in the New Hebrides through Kerr Brothers Pty. Limited—a tribute indeed to Halvorsen-built craft and their all-Australian design and construction.

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New "Northern Star"

The Shaw Savill line's new passenger liner for the Pacific "Northern Star" is now being fitted out for her maiden voyage in August next year. She was launched at Newcastle-On-Tyne by Queen Elizabeth the Queen Mother on June 27. She will carry one-class passengers only and is a sister ship to the "Southern Cross". This photograph was taken just after the launching. (See "PIM", July, p. 105).

delivery voyage when shore stations lost radio contact with the three ships for 14 days. Bad radio conditions were later blamed.

Kurwina, in early August, was undergoing inspection at Rabaul after grounding on a reef near Cape Palliser, New Britain, on July 30.

● **FOR SALE:** The Bougainville Company, Ltd., of New Guinea, has put up for sale the 28-year-old twin screw motor vessel *Kilinailau* at an undisclosed reserve price. *Kilinailau* was perhaps best known as one of the *Southern Cross* series of ships operated by the Melanesian Mission. She has, in fact, outlived her successor, which ran aground in the BSIP last year.

The Bougainville Company is keeping fairly quiet about its plans in relation to the sale. If a satisfactory price can be obtained for *Kilinailau* the company will no doubt be in the market for a newer ship, but failing this there is undoubtedly a lot of work left in *Kilinailau*. The ship is in continuous and satisfactory service with the company at present, and recently completed her 100th voyage.

Guinea native seamen. The ship had come from Manus Island as a base to Sydney for replacement. But official naval messages about the trip failed to tell the story of the first few days of the voyage in which everything went wrong. The ship is a refrigeration lighter which had been kept at Manus as a reserve unit for shore refrigeration installations. But before it could be sent to sea a jury-rig deep-freeze had been mounted on the main deck because the main installation was out of order.

Soon after the voyage started the deep-freeze also failed to function, and later the radio transmitter became inoperative.

After 36 hours when nothing had been heard of the ship a general alert was put out and plans went into operation for an air search. Two aircraft were prepared for take-off at Rabaul and a third stood by at Madang.

The Rabaul aircraft, fuelled up for nine hours' flying and carrying life rafts, were within five minutes of take-off when the missing ship entered Rabaul Harbour for repairs and refrigerator repairs.

Anyhow, after a good look at the ship, the native crew left for home on July 24 in replacement ship MRL253.

● **NEW ARRIVALS:** After two days of talking and planning, Burns Philp has at last taken delivery of two new steel ships for the Papua New Guinea coastal trade. One is now in service out of Port Moresby and the others out of Rabaul. They are *Kalili* and *Kurwina* of

227-tons gross and *Dedele* of 103-tons gross. They are Gardner-powered and cruise at 8½ knots.

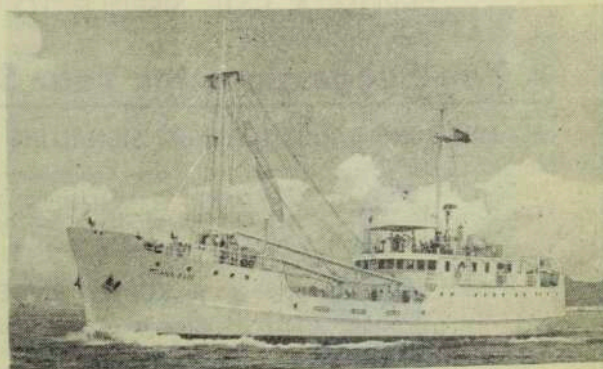
For students of fine line in ships the newcomers were a bit of a disappointment because of their transom-type sterns, but in their design and appointments the ships will prove highly suitable for their work in the Islands.

The ships were built in Hongkong's Taikoo Dockyard, and were delivered under Captain S. Barling. Some concern was experienced during the

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- ★ DIESEL—5 h.p., 30 h.p., 82 h.p., 103 h.p., 135 h.p., 160 h.p., 185 h.p.

Here is the 82 B.H.P.

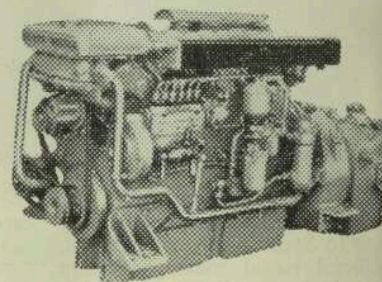
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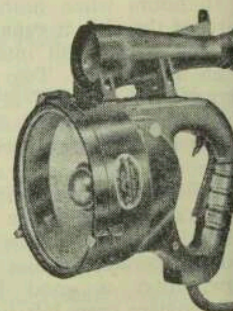
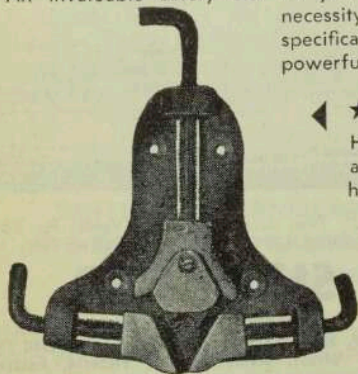
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For New Hebrides

"Mangaru", the name chosen for the new British Residency vessel delivered to the New Hebrides in July, means "flying fish". She was built by Lars Halvorsen Sons Pty. Ltd. in Sydney, where she was photographed in July just before heading for Vila. At her wheel are Captain H. Kirkwood, officer-in-charge of the British Marine Section in the New Hebrides and (background) "Trig" Halvorsen (See "PIM", July, p. 110 and p. 107 this issue).

the vessel on the trip from Noumea. Captain L. Morize said the ship avoided the worst of the storm by following the Australian coast south from Forster. *Polynesie* had a rough time because she was not carrying much cargo.

● **SEARCHING FOR WRECK:** Captain Stan Brown was to take his cruise ship *Maroro*, which he operates in Fijian waters, back to Nairai in July to search for more pieces of a wreck which may be that of the American brig *Eliza* which sank in June, 1808, in the Lomaiviti group. Villagers from Lawaki found some wreckage in June while fishing (see June *PIM*, page 17, and January *PIM*, page 75).

● **1,000 MILE VOYAGE:** Two New Zealanders, Messrs. Stuart List and Syd Fearon, returned to Suva on July 18, after travelling in a 25 ft. launch around the Lomaiviti group, Vanua Levu and the Yasawas. The voyage in the small boat covered about 1,000 miles and took seven weeks. Mr. List, employed by the Shell Co., in Suva, spent over a year rebuilding the launch *Lavinia* given to him by Mr. Ackland Thomas of Auckland.

The *Lavinia* is powered by a 10-12 hp Simplex engine and has a main-sail and jib. She averaged about 8 knots on the trip and consumed 84

gallons of petrol. Mr. List plans to visit the Lau group next and expects Mr. Fearon to come up from Auckland to join him on the trip.

● **JAPS IN SYDNEY:** The 2,430 ton *Taisei Maru*, a Japanese merchant service training vessel, with 91 cadets and crew of 65 aboard, spent six days in Sydney in July. The master, Captain Ginzo Tanaka, was commander when she made her first visit to Sydney in 1959.

● **QUEENSLAND SURVEY:** The Scripps Institute of Oceanography of the University of California is expected to undertake a further survey of the ocean bottom, this time in Queensland waters, inside the Barrier Reef, sometime before Christmas, according to Mr. Bert Cummings, owner of the *Malita* which took part in the recent Java Trench oceanographic survey for Scripps in company with the US vessel *Argo*. At present *Malita* is engaged in running cargo to Marina Plains in Princess Charlotte Bay and Port Stewart. Cargo is

The Big Drift

Despite tragedy, near drowning and starvation, the enthusiasm of ocean raft drifters continues unabated for what must be regarded as one of the most hazardous maritime adventures open to man.

Biggest drift of all is planned by Captain D'vere Baker, who wants to sail a raft from the Persian Gulf to Central America.

The 14,000 mile raft voyage is to be undertaken at the beginning of December in a \$50,000 craft manned by a crew of 10, including Captain Baker's wife.

Captain Baker hopes to prove a theory that an ancient Semitic people emigrated to Central America 2,000 years ago.

The craft, "*Lehi V*" is made of wood, 40-ft long and 20-foot wide, with a single collapsible mast rising 30-ft from its deck.

Captain Baker's plan is to drift from the Sheikdom of Oman through the Indian Ocean, the China Seas and the Straits of Malaya through the Pacific Ocean to America.

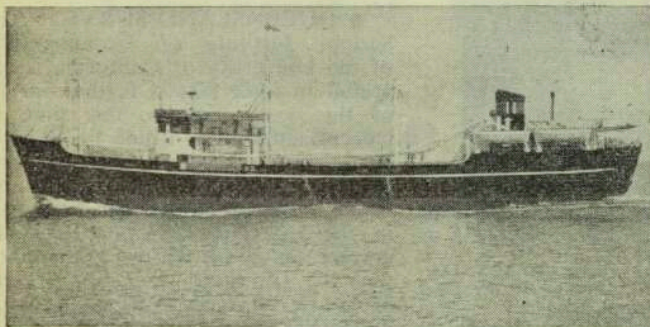
Pacific interest is in the fact that three years ago, Captain Baker drifted from California to Hawaii on the raft "*Lehi IV*".

● **KORO SEA DRAMA:** Caught the open with a full load of copra board, *Adi Keva* returning from Lau Suva developed a 30 degree list in Koro Sea on July 14. Seas built up on the vessel's port beam led her over to starboard until the older had little purchase on the water. It was nearly a half hour before Captain Smith was able to bring her round and right her. The *Adi Keva* had a 5 degree list when she entered Levuka to shelter and have one of her cargo restacked before going on to Suva.

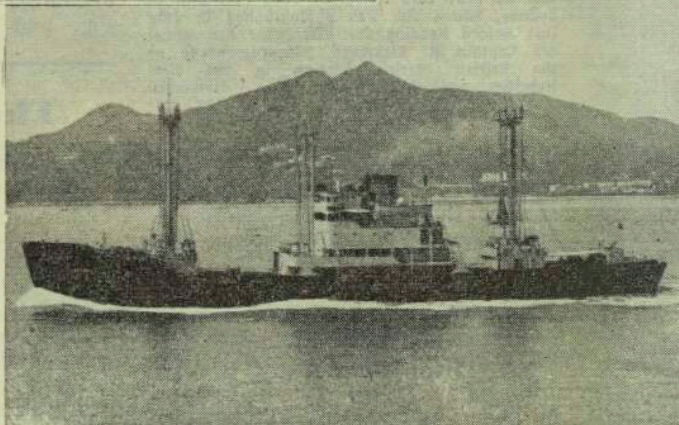
● **IDENTITY CARDS IN SUVA:** Wharf labourers in Suva will use identity cards from August 1. This decision had been reached in order to "de-casualise" the present system of employing labour on King's Wharf. Cards will carry photographs. Village and country based labour may still get in the usual manner at short notice.

● **TWO DAY STORM:** The French liner *Polynesie* berthed at Sydney's Circular Quay 24 hours late July after 20 foot waves battered

TAIKOO DOCKYARD HONG KONG

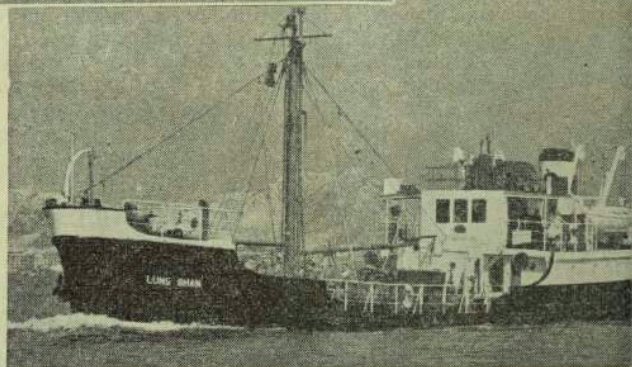


Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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CHRISTCHURCH

ipally for the cattle stations g Australia's York Peninsula. ng to the increased activity in the pa bauxite field, sea traffic has eased considerably in the area. use of this, Mr. Cummings is avouring to dispose of *Malita* for gger vessel to cope with the trade.

SUVA HARBOUR CROWDED: y in July, nine overseas vessels a number of inter-island craft e Suva's harbour a crowded place. e ships had wharf space, *Port dham* from UK; *Waitomo* from ey; and the Russian research *Voeykov*. Overseas vessels in the m included *HMS Cook*, Japanese ag ships *Tenyo Maru* and *Banshu u*, the *Aoniui*, *Pacific Enterprise*, the tanker *Sonja* from Palembang, around were the *Adi Keva*, *Maroro*, *Viking Ahoy*, *Malo- Adi Talei*, *Wilma*, *Tui Levuka*, *Natoba*, *Ange May*, *Marama Ni na*, *Rob Lynn*, and *Tuvalu*.

CUBS INVADE HMS COOK: cream, squash and biscuits were y distributed to 20 members of First Suva Cub Pack, aged 8-10 s, when by invitation they med aboard *HMS Cook* as guests e Captain and crew, on July 16. ship was paying her fourth visit iji. On August 28, *HMS Cook* sail for the Gilbert and Ellice ds. Meantime she will carry out ographic surveys on north coast anua Levu.

UNLUCKY: Swiss born Tony scher, who worked his way from land to Hongkong aboard *May- er (ex-Maui Pomare)* went from to Japan by passenger ship and on to San Francisco. Two hours he arrived in America he aged his traveller's cheques into dollars and coming out of the at lunchtime had powder thrown as face and his wallet snatched. wallet contained about 350 ars! He recognised one of the es and informed the police. For- tely, he got a job in a Swiss urant in San Francisco, according PIM's roving shipping corres- sent Jim Shortall, who is now o Officer on SS *Shaukiwan*.

FIRST ON SLIPWAY: Dis- ion of being the first vessel to Suva's new slipway, went to the gan Government ship *Aoniui* on 5.

WHALING LOSS: The Norfolk ad and Byron Bay Whaling Co., faces a substantial loss on ations at its New Zealand station.

Operations at Norfolk Island were delayed until June 20 and the catch up to July 18 was 37 whales. A poor run of whales is the cause of the New Zealand worry, and this could have a serious repercussion on overall earnings.

● **GULF SHIPPING:** Increased activity in the Gulf of Carpentaria has brought about some changes. John Burke's passenger-cargo vessel *Waiben ex-Morialta*, 1,379 tons which normally ran each month from Brisbane to Thursday Island has now had to extend down to Weipa field after discharging at Thursday Island.

Keith Holland Shipping Co., which

had been running *Maluka*, 100 ton steel vessel, for several years from Cairns to Thursday Island has now acquired the former Adelaide Steamship Co. vessel *Katoora*, 327 tons, built in Greenock in 1927, which had been engaged in transporting sugar. She is now running cargo from Cairns to Weipa while *Maluka* has been diverted to Gulf of Carpentaria ports in competition with John Burke Line's *Cora*.

Also active in the Gulf is the small wooden vessel *VFC 2*, owned by Mason Bros., running to Weipa under charter to the Aluminium Company. She was formerly John Burke's *Britha*. (Over)

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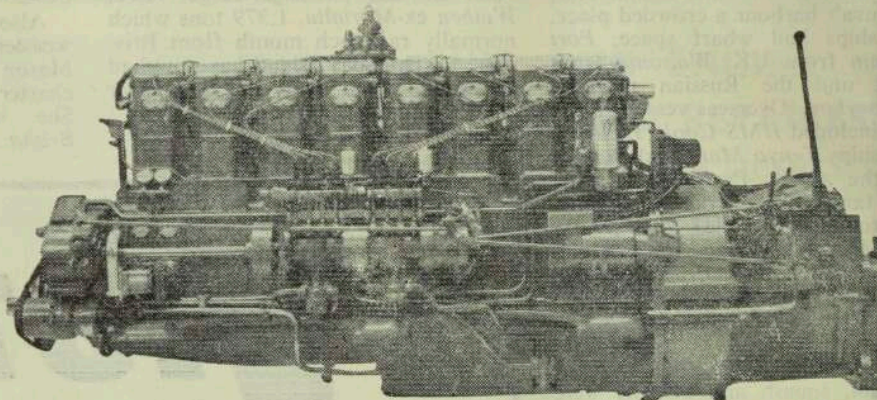
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A: The "Joyita" has had more than her share of publicity in the South Pacific since she was the star performer in the 1955 maritime mystery. In January, 1960, having grounded on a reef near Makogai previous November, she was towed to a near the Cession Memorial, at Levuka, Fiji. Here is a photograph of the 70-ton vessel as she looks now.

Photo: G. J. Clear

BACK TO FIJI: *Macuata*, once P's coastal fleet and now owned R. and J. Lidgard of Auckland, arrived in Suva end of June. *Macuata* is slightly different, but workmanlike, with new upper deck and the mast removed. After her adventures last year (she was twice in difficulties on her voyage to New Zealand), *Macuata* was completely hauled, and her owners plan at present to base her at Suva and cruise in Fiji waters. Mr. Roy had left Suva with the ship for Astrolabe Lagoon, Kadavu, on 4. *Macuata* was built by P's of Suva in 1948.

SURCHARGE LIFTED: The P's Line Service has lifted the surcharge of 20/- on freight rate between London and Lautoka. Lautoka Chamber of Commerce hopes local traders will have their goods freighted at a saving to save handling costs.

UNDERSEA LINK: A submarine coaxial cable may link Australia and New Guinea before the end of the year if negotiations between the Federal Government, Overseas Telecommunications Commission and Cable and Wireless, Ltd., London, are completed. British cable ship *Reverend* left Brisbane in July to survey a sea bed route for the cable. Later the cable might be extended to Hong Kong and Japan. Dr. D. R. Kraus, American oceanographer, was in Suva, to supply technical assistance. Wireless telegraphy is the only means of communication at present between

tween New Guinea and Australia. The coaxial cable will permit at least 50 conversations to be carried out at the one time. No doubt women on both sides of the Torres Strait will be the first to benefit from cable laying.

● **MASTER RETIRES:** Captain L. Sinclair has retired after 37 years service with the Union Steam Ship Company. He is 64 years old and since 1957 has served in *Waikawa* and *Waitomo* on the trans-Pacific service.

● **SWAPPING FISH IN SUVA:** *Tenyo Maru No. 3*, mothership to the Japanese tuna fishing fleet, operating

south-west of Fiji, transferred 9,000 metric tons of tuna to the *Banshu Maru No. 35*, which left on July 17, to take the fish to Astoria, Oregon, USA, for processing and canning.

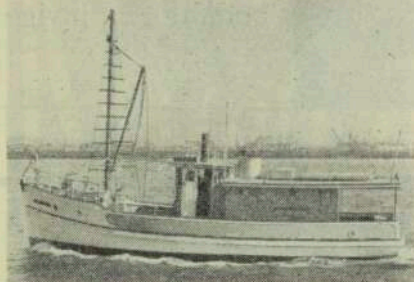
● **DOMINION MONARCH FOR SALE:** The 27,000 ton Shaw Savill liner *Dominion Monarch*, which will be replaced by the newly launched *Northern Star*, 22,000 tons, will be put up for sale when the new liner begins service in August, 1962.

● **LIVELY:** The New Hebrides British Service touring vessel *Euphrosyne II*, which arrived in Vila in late May on her delivery voyage

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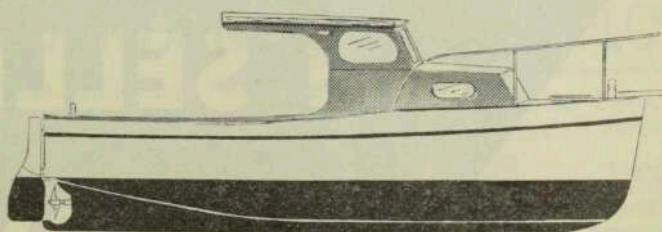
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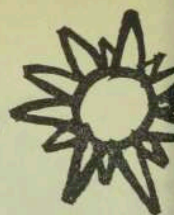
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om Brisbane, is rather lively in motion. She had her first big official trip in June when she took the British Resident Commissioner on a visit to Viti Levu and Aneityum. There are many who say that she is too lively. *Phrosyne II* is 68 ft with two Gardner diesels. She has a double cabin aft for the Resident Commissioner and cabin accommodation for other five passengers. Crew is a Fijian chief engineer, a Fijian boatman and seven New Hebrides seamen. She has radar, an echo sounder and an automatic pilot. The second British Residency vessel, the 45 ft *Mangaru*, arrived in Suva in July on schedule from Sydney (see PIM, July, p. 110, and also photograph p. 103 this issue). *Mangaru* means "flying fish" in the main language of the northern and central New Hebrides.

● **NAME CHANGE.** The former Fijian-registered ketch *Trade Winds*, which was sold to the French Administration at Vila recently (PIM, July, p. 107), was not renamed the *Commande* as reported. She has been renamed *Alize*, which is the French translation of her original name. The Fijian-built *Alize* is a sister ship to the *Moala*, which BP's used in the New Hebrides for some years until selling her to R. C. Symes in the 1950s. *Alize* has been entirely re-fitted.

● **TRADE WINDS II:** As reported, Athol Rusden and Capt. Bochenka, having sold their 120-ton ketch *Trade Winds* to the French Government in Vila, bought *Sorana* from Mar ex Rosalie from Captain Boche and renamed her *Trade Winds*. The new *Trade Winds* was in Vila in July, full of benzine, which the partners are buying and selling to the French, at a saving of £3 to £4 a ton. Changes have been made to the vessel to improve her accommodation. Rusden was in Noumea in July loading another cargo of benzine to sell to the islands. The other half in this 50 partnership, Captain Bochenka, holds a foreign master's certificate, having been at sea most of his life, and of it as service with the RN.

News of Cruising Yachts

● **TAMAM SHUD**, 30 foot New Zealand yacht owned by Stanley Holder of Auckland, was in Apia, Western Samoa, early in July. This was Holder's third trip to West Samoa, the last being in 1956. *Taman Shud* is Persian for "ultimate". She passed through Tonga, Pago Pago, to Apia where she will sail to Suva.

Accompanying Holder, who is a ship builder, was Ken Walker, a farmer, who admitted to being seasick.

● **BABBOON**, which spent nine months in Fiji in 1960 because of a dispute over ownership was wrecked on a reef off Point Loma, near San Diego, California, end of June. Her owner, Mr. Urban Didier, had entered *Babboon* in the annual race but decided to drop out and sail for San Diego. Built in 1888, for the United States Secretary of State, *Babboon* had aboard two men from Fiji, Harry McPherson, and Max Hoeflich. An Englishman, Charles Chapman, also boarded the yacht in Suva.

The only permanent member of the crew, Gene McLaughlin, an American, acted as navigator on the 4,250 mile trip from Suva. McPherson signed on as captain.

The passage to Hawaii took *Babboon* 59 days instead of the usual 30. During that time reports indicate the crew would have starved but for a chance meeting with an aircraft carrier. Storms opened up leaks in the 73 year old hull and the yacht was finally guided into Hawaii by tuning into Radio K Poi's rock 'n roll programme.

● **ADIOS**, on a world cruise with Tom and Janet Steele aboard, is re-



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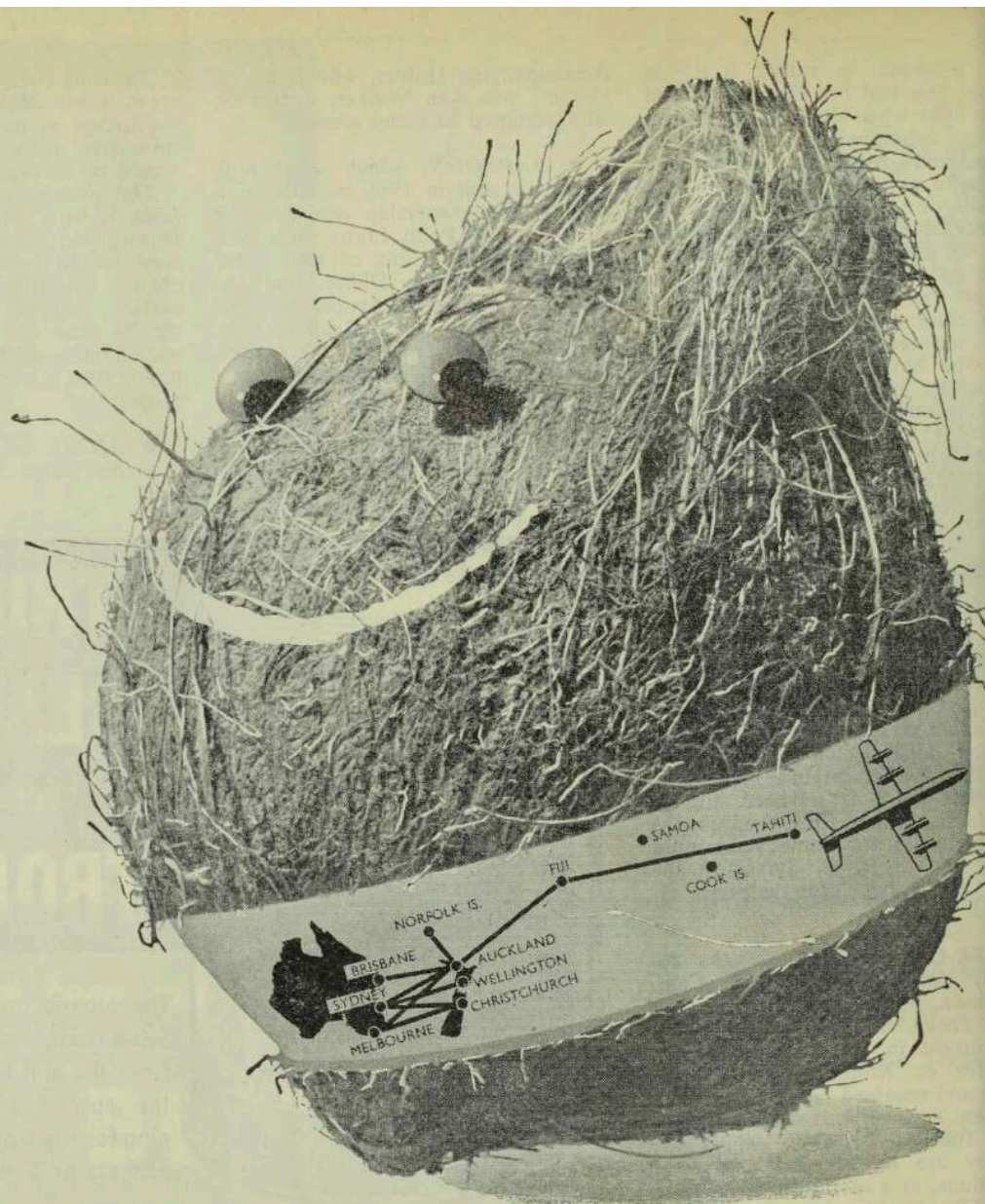


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AUGUST, 1961 — PACIFIC ISLANDS MONTHLY

Yachts in Sydney

"Tahoe", 36 ft schooner (left), with Mr. and Mrs. Reg Blake aboard, is moored at CYC, Sydney. Home port is Vancouver, BC.

Mr. Albert Tregidga and 13-year-old son John (right) swab down the decks of their 83-foot schooner "Fitheach Ban" which has been moored at the Rushcutter Bay Marina since arriving from Auckland in June. The Tregidga family have owned the schooner for four years and are on the first leg of a possible world trip. After a few months' stay in Sydney they plan to go to the Great Barrier Reef and maybe go on to Europe. Mrs. Tregidga admits to being a "bad sailor" but no complaints from Lyn (22), Diane (17) or Susan (15).

before heading back to Australia. Meanwhile, *Outward Bound* is up for charter work.

● **TZU HANG:** With Miles and Beryl Smeaton aboard was last seen by Caldwell at Ibiza, in the Spanish Balearics. Miles was finishing his third book, and planned to depart in June for the eastern Mediterranean after which he would go to India via Red Sea. The Smeatons have high hopes of seeing the Pacific again.

● **VIKING II:** Is also in the Windwards with Brita and Sten Holmdahl aboard. They plan to charter the yacht for two years more and then build a 60-foot steel hulled yacht for a visit to the Pacific.

● **SEA WANDERER:** 34-foot ketch owned by Englishman Edward Allcard is doing charter work in the Windwards but will depart in August for a Cape Horn passage into Pacific waters.

● **YANKEE:** New super 50-foot ketch owned by the Irving Johnsons is doing charter work in the Mediterranean, and Scandinavian waters. Can accommodate up to six guests.

Where Are You?

Where are you, yachtsman? How long will you be there? Where are you headed for next? What are the names of your crew? *PIM's* yachting columns are for the convenience of yachts cruising the South Pacific. For years they have been a post office in which cruising yachtsmen keep in touch with each other's movements. The best way to have the movements of *your* yacht listed in *PIM* is to drop us a line regularly yourself. Do it from port to port. A few lines on a card will do.

Tell others, through *PIM*!



● **HAVFRUEN II:** According to John Caldwell is also under charter in the Windwards, B. W. I. Owners, Batchy and Ann Carr, have sailed back to England for a visit but will return in December.

● **YACHTSMEN WIN:** The fight which seemed probable between the Honolulu Harbour Board and boat owners over the right to live aboard moored vessels is over. No new regulation prohibiting this is to be made and the issue is now considered dead.

● **LARAPINTA,** 37 foot ketch, left London on July 17 with Peter and Lesley Mounsey on the second half of a round the world voyage. They will sail to Sydney, via the West Indies, and the Pacific. For the past 18 months they have lived aboard the ketch in London. Their voyage to England via Cape of Good Hope, took 14 months.

● **DEPARTING:** A message from S. K. Wing, of San Pedro, California (who points out that he is a descendant of a long line of Englishmen despite his name) writes that the yacht *Moaia*, of San Pedro, will be departing La Paz, for Hiva Oa at the end of summer, and challenges us to pick it up in the Pacific before it arrives in Singapore. He doesn't say who will be aboard but perhaps they will let us know their movements from time to time so we can meet Mr. Wing's friendly challenge?

ted to have made Dili, Timor, first port of call out from rwin. From there they intend to proceed to the Mediterranean via Christmas Island and Cocos Keeling.

● **AWAHNEE:** 53 ft American ened Bermuda cutter arrived in nolulu during July on her way k to the States. She had to leave ia, West Samoa, without her fibre ss lifeboat in June because it was en. The dinghy is valued at £70.

● **ARTHUR ROGERS:** Ex-mouth pilot boat and island ding ketch for the past few years ned by Captain T. Hepworth was Santo in July on the Japanese way having her annual re-fit.

● **OUTWARD BOUND:** Owner n Caldwell, in a letter to *PIM* ed July 8 from English Harbour, tigua, British West Indies, said he nned to stay there with wife Mary l the kids, for two years and then for England and Scandinavia



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AUGUST, 1961—PACIFIC ISLANDS MONTHLY

Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Possibly a New Plane for New Hebrides Airways

Although it is being constructed to make the transport of copra easier, a new road now being built in South Tanna, in the New Hebrides, will provide a drive through some of the most beautiful scenery on the island. The road is being built from the Mt. Marakau to Kwamera Point. It is difficult terrain and the road builders of the Yenene Local Council—are moving large quantities of rock and stones by hand. New Hebrides Airways does not get many tourists—although it has new hotel plans, and the service is about to be established by Fiji Airways between Fiji and the Solomons. The aircraft should be fixed. Tanna can be reached by New Hebrides Airways Rapide aircraft from Vila.

Some of the people of Tanna have recently celebrated, in their own way, the first anniversary of the arrival of New Hebrides Airways to their area. More than 1,000 people put on a dance and sports meeting at Willie's airstrip near Lenakel. The celebrations began the previous night and many people danced until dawn. The airstrip, which was built by the local people after a great deal of difficulty (for the full story see *PIM*, March, p. 49) provided an ideal site for cycle, car and horse racing and athletic events.

Meanwhile New Hebrides Airways has arranged to lease for three months a Drovler from Fiji Airways. The agreement allows New Hebrides Airways to buy the aircraft during the period of lease, if it decides to. The reason for the lease was that it was found when the New Hebrides Rapide was flown to Fiji Airways at Lautoka in June for repair, overhaul and renewal of its certificate of airworthiness, it required a number of major replacement parts which were not available in Fiji. The delay meant New Hebrides Airways would be without any aircraft.

The Rapide was flown to Fiji by

Paul Burton, one of the co-owners (with Bob Paul) of New Hebrides Airways, who also expected to fly the Drovler back to Tanna in late July. It is a 520-mile over-the-water hop from Nadi to Tanna.

West Samoan Station Gets More Power

A new transmitter, costing more than £10,000, brought into service at the Afiamalu transmitting station should substantially improve reception in Western Samoa and possibly extend Station 2AP's overseas range.

A ceremony attended by the Hon. Tamasese (a Joint Head of State), the High Commissioner, Mr. J. B. Wright, the Hon. Faalava' au Galu, Minister of Broadcasting, and members of the Cabinet, marked the inauguration of the 10 kW transmitter at Apia.

This development will help 2AP

to make itself heard in the Southwest Pacific, where the Fiji Broadcasting Commission and the recently established Tongan Broadcasting service are already providing a fair amount of competition. Radio Noumea in July also had plans for expansion.

Beetles Go To War Against Flies

The Pyrophorus beetle, although black, is much smaller than the Rhinoceros beetle and has much nicer habits, which may raise its popularity in the Pacific area.

It is useful because it destroys the young of flies. The Pyrophorus burrows into the soil and can also fly considerable distances in search of its prey.

A colony of 100 Pyrophorus beetles was recently released in the Avarua and Titikaveka districts of Rarotonga and officials hope that when they become established they will help to reduce the number of flies. Other islands will get them later on.

Results So Far Of Cooks' Scholarships

Since the New Zealand Government began sending Cook Islanders overseas in 1946 for higher education or specialised trade training, many have qualified or trained in medicine, nursing, teaching, dentistry, plumbing, motor mechanics, survey-



TONGAN SCENE. It's all peaceful at Nukualofa, capital of Tonga, as the Greek ship "Calliopi Michalos" loads copra. The photograph was taken beneath the trees on the green outside the Royal Palace, and the ship is berthed at the end of Nukualofa's long main wharf. This ship is the same one seen at the wharf in the aerial photograph of Nukualofa which appears on one of the front news pages of this issue. Both photographs were taken by Rob Wright, of the Fiji PRO.

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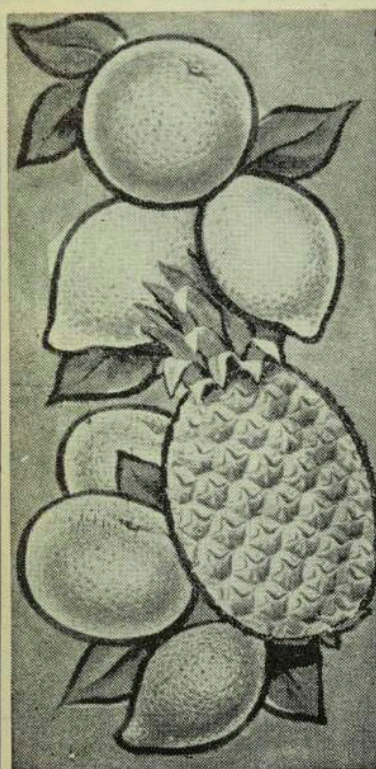
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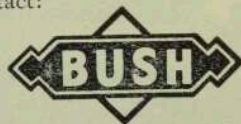
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Over the years, 84 students have received secondary or university education; 14 have had technical training; and 25 have attended Avele Agricultural College in Western Samoa.

In 1960, 28 Cook Islanders were attending secondary schools in New Zealand on Government Scholarships, 24 at Avele College; five at Central Medical School, Suva; three were attending university full time and 17 training for trades or professions.

P-NG Documentary Film To Be Made This Year

A film showing the normal life of the native peoples in different parts of Papua and New Guinea, and the work being done among them to improve their standards of living, will be made by the Commonwealth Film Unit for international release, before November.

In colour, and lasting an hour, the documentary will be the last of a five year programme, depicting all aspects of Territory life and development.

Main locations for the filming will be along the coast of Eastern Papua, New Britain, the back areas of the Sepik and parts of the Highlands.

Members of the Commonwealth Film Unit were expected to arrive in the Territory in August to commence work although Mr. Maslyn Williams, senior producer of the unit, was there in June to organise the shooting of the film.

The most recent film made by the Commonwealth Film Unit, called "Political Development in Papua and New Guinea" was made for screening to members of the UNO Trusteeship Council.

A New York correspondent said that "the honesty and quiet drama of this film held the audience spell-bound for its full 30 minutes. You could have heard a pin drop during the sequence of casting the first vote in the election of native members to the Legislative Council".

There have been some very good documentaries coming out of P-NG lately.

Solar Heat For New Hebrides Hospital

A solar-heated water supply is a feature of the Seventh-day Adventist Mission's new 16-bed hospital at Aore in the New Hebrides. The hospital has been built and equipped with a grant of £A14,000.

Several hundred people saw the opening ceremony. Among the visitors were Pastor C. D. F. McCutcheon, president of the Central Pacific Union Mission of Seventh-day Adventists, and Pastor R. R. Frame, assistant secretary of the Australian Division of Seventh-day Adventists.

In charge of the new hospital is Assistant Medical Officer Joeli Taoi, of Fiji.

A Shot in the Arm For Fiji Soccer

A visit to Fiji of British (Leeds United) soccer player Freddie Goodwin has done a lot to create schools'

interest in soccer. Goodwin's tour has been made at the request of the British Council. He has instructed and coached many school players in many districts—and his advice generally has been, "Early coaching means better football".

Goodwin hasn't been impressed with soccer standards in Fiji. There are players of great promise, he said, but many lack a sense of the principles of the game.

Work Going Ahead On NH College

Work is in progress in Vila, in the New Hebrides, on the British

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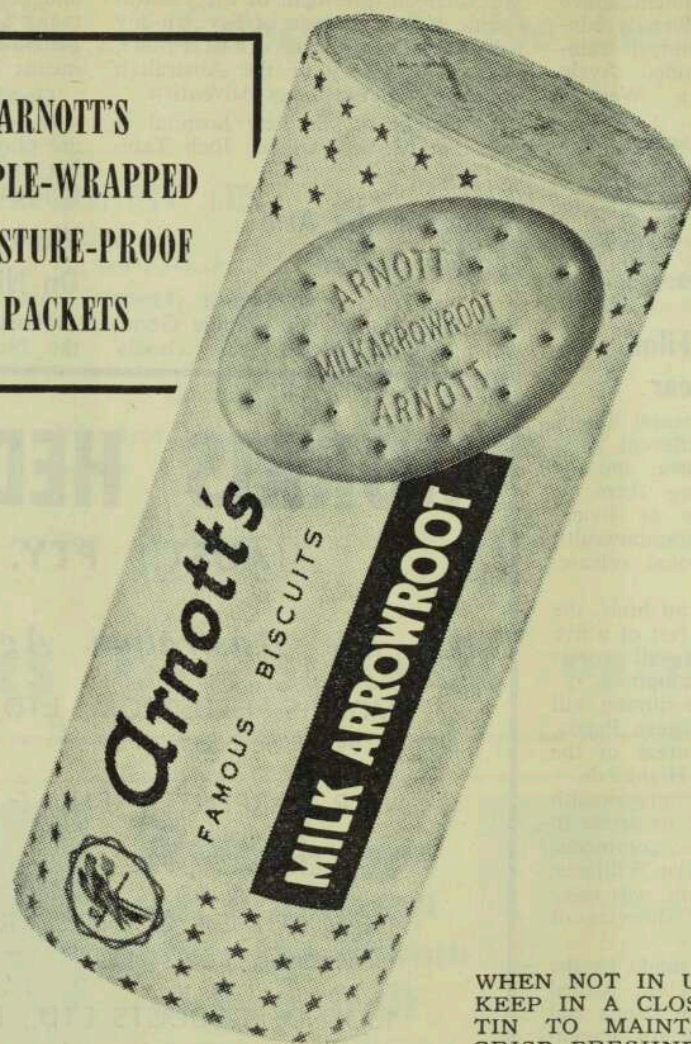
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entral Teacher Training College (PIM, May, p. 138). The buildings are prefabricated and are being erected by the Brisbane firm of Day-Book Homes Pty. Ltd., which erect prefabricated homes in Vila to replace some of those lost by the hurricane of 1959. Two assembly teams are on the job, but the foundations were prepared by the British Residency Works Section. The establishment of the Training College is a vital step in the New Hebrides and will speed up British education efforts. The first intake of students is expected early next year. The money is coming from a grant of £A133,590 from British D&W funds.

H Police Trained New Caledonia

New Hebridean recruits of the French division of the New Hebrides Constabulary have lately been receiving training in New Caledonia. Eighteen recruits returned from New Caledonia to Vila in May after three months' basic training and a further contingent of 20 is currently in Noumea for their training.

Expert Looking at Poisoned NH Fish

Information about species of New Hebrides fish known to cause food poisoning when eaten has been collected by Professor A. H. Banner, head of the Marine Biology Laboratory of the University of Hawaii. He visited Vila recently on his way back to Hawaii from Bangkok. Professor Banner interviewed many local residents about poisoned fishes. The University of Hawaii has been investigating fish poisoning over several years, and a Vila report says that New Caledonia might be selected as headquarters for further studies. A few months ago an officer of the BP vessel *Nikau* died after eating poisonous fish.

Open Finding On Native Death Inquiry

After six weeks of intermittent but prolonged hearings a Rabaul inquest in July returned an open finding in the death of a native who, according to some evidence, was assaulted by Mr. Charles Blake, of Lolobau Plantation, New Britain.

The Coroner, Mr. F. J. Winkle, SM, declined to give his reasons for arriving at the finding, on the ground that the matter was still open to other proceedings.

He found that the native had died from a ruptured spleen on May 4 this year while working for Mr. Blake at Lolobau plantation. (PIM, June, p. 132.)

There were three possible causes for the injury, he said. The first possibility was an unlawful assault by Mr. Blake on the native, the second was the manner in which the native had exerted his body in handling a bag of copra, and the third was a combination of the first two.

Mr. Winkle said that the evidence did not establish beyond reasonable doubt, which of the possibilities was the actual one causing death. Accordingly the finding would be an open one.

The native who died was Sebe

Gobow, a Finschhafen man, whom Blake had signed on at Rabaul to work as a labourer at Lolobau. Medical evidence disclosed that Sebe had been suffering from an unrealised condition of a malarially enlarged spleen. The condition had been unrealised because of the expansion of the spleen backwards rather than forwards.

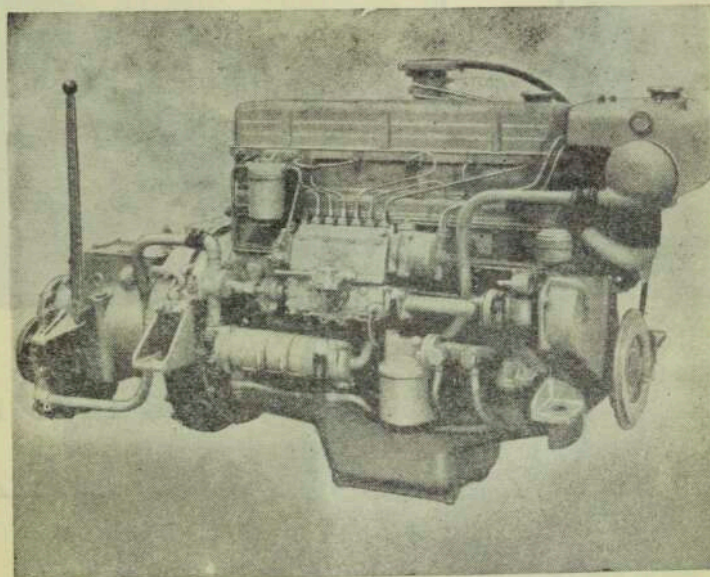
Sebe's companions told the inquiry that they had seen Mr. Blake strike Sebe and order him to carry a bag of copra to a waiting surf boat. After complying with the order Sebe had collapsed on the beach and had died soon afterwards.

Witnesses were unable to agree on the exact nature of Blake's alleged assault on Sebe although there was

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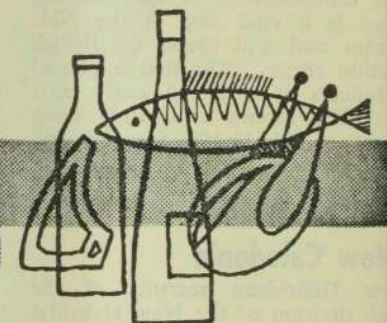
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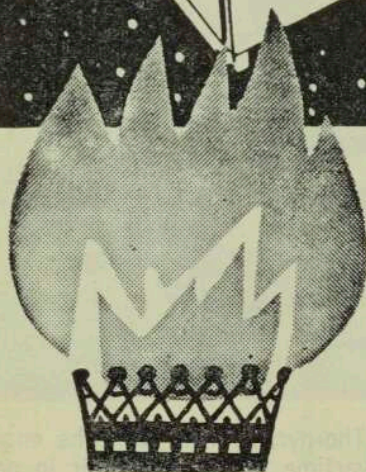
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some agreement that a blow had been delivered in the centre of the body at a height ranging from the nipples to six inches lower. Some evidence was also given of a kick on the side of the body.

The first surprise turn in the evidence came when Mr. Dudley F. Jones of Rabaul (for Blake) was able, through cross-examination, to cast doubt on whether or not two of the witnesses had even been present during the alleged assault.

Later in the hearing Mr. Jones submitted in his address that the two witnesses had organised a campaign to distort and exaggerate the evidence of the assault. They blamed Blake for the death of their companion, he said, and had accordingly "invented their evidence in a desire for retribution".

"They wanted to see the man they regarded as Sebe's killer get punishment in a high degree," Mr. Jones added.

Mr. Jones said that another native witness had apparently been a victim of their pressure or a victim of imagination. This witness's story had been so out of keeping with the others that it was ludicrous, he added.

Another vital link in the evidence was revealed in the closing stages when Mr. Jones called on Dr. Marion Radcliffe Taylor of Rabaul as an expert witness.

Dr. Taylor had visited Lolobau only a few weeks before the fatality and had watched the manner in which the natives there loaded bags of copra from their backs into surf boats.

She said that in a case where a man had a spleen enlarged towards the back of the body, the internal pressure caused by the action of unloading the bags was "positively dangerous to life".

Inspector R. Park of Rabaul assisted the Coroner at the inquiry.

Big Projects Soon For NNG

In a note to the Netherlands Parliament, the Minister for New Guinea Affairs has said that the European Economic Community Development Fund will finance six big projects in NNG in the near future.

These projects are:

Study of the population structure at a cost of £A800,000; Geological research (£A2½ million); Building and equipping of an Agricultural Research Station (£A1 million); Building and equipping a health centre at Hollandia (£A500,000); Central Agricultural Training Centre at

Manokwari (£A500,000); and aerial mapping of New Guinea (£A1½ million).

More Dead From The NG Jungle

A chance meeting with a tribe of friendly natives enabled a combined Australian-United States Air Force search party to discover two wartime bomber wrecks in New Guinea's Owen Stanley Ranges in July.

Leader of the party, Wing Commander Rundle, of the RAAF, Townsville, said this on their return to Port Moresby on July 23.

He and two United States Air

Force members brought back with them from Kokoda, the remains of eight Australian servicemen found the previous week in one of the crashed aircraft.

The remains were buried at Bomana War Cemetery, Port Moresby.

Natives carried the remains in tin boxes to Kokoda through heavily-jungled mountain country from the site of the crash on a mountain slope 8,500 feet up in the Owen Stanley Range.

The aircraft, a Beaufort, crashed in January, 1945, en route to Aitape from Port Moresby.

Wing Commander Rundle said that

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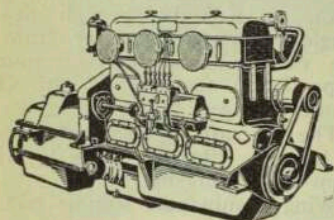
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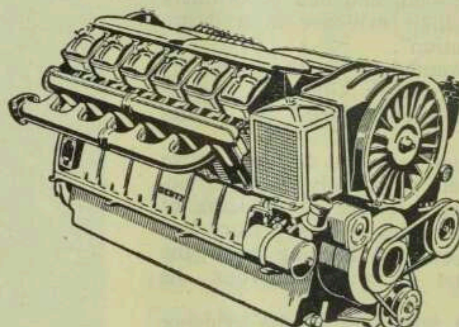
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out for a chance meeting with friendly natives at Cargi Village on the Kokoda track, his party would not have found the crashed Beaufort.

Natives also told him where to find a missing wartime United States B-25 Mitchell bomber.

Wing Commander Rundle said the party did not see the Beaufort until they were ten feet away from it.

"The wreckage was as green as the jungle around it and covered with bamboo.

"It was scattered over sixty feet from the point of impact and must have hit the mountainside with tremendous force.

"We scraped away jungle growth from the tailplane and identified it from the serial number."

From the wreckage the party collected three cameras, three watches, three cigarette cases, 10/8 in silver and copper and a Bible to return to next-of-kin of the dead servicemen.

The search party found the Mitchell bomber in a water-filled bomb crater.

"The water was about ten feet deep and the wreckage would have been extremely difficult to find," Wing Commander Rundle said.

"The Mitchell was unknown to us and it is possible the crew parachuted out before the crash.

"We have radioed the United States Air Force in Hawaii for details about it and if the missing airmen were aboard we will go back to extricate their remains."

Wing Commander Rundle and his team of Lieutenant W. Wheeler and Sergeant H. Paililo, of the USAF, Honolulu, earlier this year recovered the bodies of nine American airmen from a Mitchell and a C-47 lost on Mount Menevi in 1944.

They know the approximate whereabouts of three more wartime aircraft wrecks which were spotted during an aerial survey.

Two of the wrecks are believed to be missing RAAF aircraft.

Wing Commander Rundle said they would probably return later in the year to try to reach the wrecks.

Continuous bad weather in the Owen Stanleys at this time of the year had made the three aircraft inaccessible to the search party. (PIM, July, p. 115.)

Hanuabadans Change to Surname System

The Papua-New Guinea Administrator, Sir Donald Cleland, in July raised a native village group for abandoning its traditional "first

names only" and adopting the Western system of permanent family surnames.

A mass meeting of natives of Port Moresby's sophisticated Hanuabada Village, earlier in the week decided to change to the Western system. Other Papua and New Guinea tribespeople know each other only by Christian or given names. Their fathers' names are used as stop gap surnames in census surveys, court hearings and for other Administrative purposes.

The Hanuabadans' changeover from the old system was "a welcome step forward in their progress," Sir Donald said. "It shows the natives

are giving serious thought to such things." (See PIM, July, p. 75.)

Battle of the Tasman Joined in October

The battle of the Tasman will be joined in October when Qantas inaugurates its first trans-Tasman air services. TEAL will step up its flights to meet the new competition.

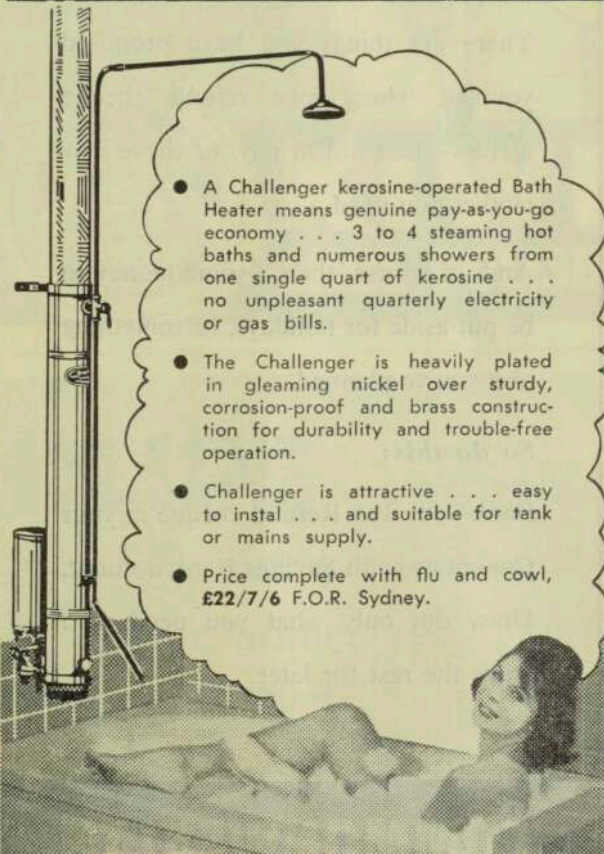
Qantas will cross the Tasman for the first time as a result of the new air agreement made between NZ and Australia earlier in the year, in which NZ bought from Australia its half share of TEAL and became sole

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owner. It was agreed that TEAL and Qantas could be competitors across the Tasman, although competition will be "controlled", so that TEAL still ends up with more than a share of the lucrative Tasman traffic.

The new Qantas service will begin on October 3.

Services will be Sydney-Auckland, Sydney-Wellington, Sydney-Christchurch, Melbourne-Auckland, Melbourne-Christchurch, using Lockheed Electra Mark II aircraft.

Initial frequency will be six a week each way, building up to ten a week in the January peak periods.

TEAL in July released new timetables which will provide for 10 flights a week across the Tasman through the December-February peak season. TEAL says they provide for an expected 20 per cent increase in traffic this summer compared with last.

Said TEAL's general manager, F. A. Reeves: "It is not yet realised just how many flights, how many passengers now fly across the Tasman. Nor is it generally realised how fast this traffic is growing."

"The introduction of economy fares, the development of package tours, and the 70-seat jet-Electras have all been important factors in reaching a new market for air travel in both New Zealand and Australia," he said.

The present winter timetables between Auckland and Australian cities provide for 10 return services weekly—seven to Sydney, two to Melbourne, and one to Brisbane with a total of 700 seats available.

TEAL's trans-Tasman summer services will be approached in several steps. Return services between Auckland and Sydney will jump from seven a week to 10 a week in October and to 13 a week in December.

Auckland-Melbourne will rise from two a week to three a week in December.

Return services linking Wellington and Sydney will rise from five a week to seven a week in October, to nine at the beginning of December and to nine from mid-December.

Return services from Christchurch to Australia will be daily in December—five to Sydney and two to Melbourne.

Both TEAL and Qantas will provide all-Electra services on Tasman routes. TEAL withdrew its last Electra on these routes in March. Qantas changed from Super Constellation to Electras in May.

Both airlines will fly into the New Zealand international airport and will, between them, provide

That Kennedy Saga

Underwater photographs of two sunken Japanese aircraft reported shot down by the PT boat operated in the Solomons during the war by US President Kennedy were photographed recently by an American news photographer.

The photographer, Mr. Elliott Erwit, accompanied Mr. Robert C. Donovan, of the New York Herald Tribune, on a visit to the Western Solomons to get first-hand impressions of the area in which President Kennedy fought during the war. They saw the place where he came ashore after his PT boat had been cut in half by a Japanese destroyer.

The Pressmen talked with natives of the Western district who acted as scouts with the Coastwatchers and who were the first to find Kennedy and his shipwrecked crew.

Mr. Donovan is writing a book on the wartime experiences of President Kennedy (PIM, July, p. 127).

40 passenger seats each way each week across the Tasman during the summer peak.

Malaria Eradication Plans in Guadalcanal

A pilot malaria eradication project is to be begun on Guadalcanal, BSIP, by the end of the year. The WHO has begun to recruit personnel and order supplies. Guadalcanal has been chosen as a pilot area because it contains some of the most difficult country in the BSIP, and if malaria can be eradicated there it will be relatively simple in other parts of the Protectorate. New Georgia will also be another pilot project area.

How Many Wives Have You?"

The P-NG administration in late July took a census with a difference in urban Port Moresby. The census was of natives, and it was planned to help the Administration gauge the shift of native villagers to Port Moresby.

"Some of the natives are undoubtedly polygamists, with perhaps wives in Port Moresby and back home, too," said an officer. "But we

are fairly satisfied that most natives have one wife."

Sample of questions include: For men, "How many wives have you?", and for women: "Have you more than one husband?". Many of the questions are those of age, sex, religion as asked in the Commonwealth-wide European census held in June.

The native census was taken of natives in settlements roughly in a six miles radius of Port Moresby.

4,000 on Malaita For a Big Event

The blessing of a new church at the Buma Catholic Mission, on Malaita, BSIP, and the accompanying festivities, attracted a crowd of more than 4,000 people. The impressive new church, built of local timber in the style of a basilica, is 126 ft long and 52 ft wide. About 1,000 people were in the church itself dur-

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See also advertisement on page 38.

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Natives Are Conscripts

All natives in New Caledonia and her surrounding islands are to become military conscripts at the age of 20. The first conscripts will enter barracks next January.

This was announced in Noumea in July.

At the moment New Caledonian youths serve a two-year term at the age of 18 but there have been local complaints that the term is excessive and that a lot of the two years is simply time wasted.

A New Caledonian delegation to a recent economic conference in Paris sought a substantial reduction in the term, but no announcement has been made.

The solemn High Mass celebrated by Bishop Stuyvenberg. The Buma mission station was begun almost 100 years ago.

There were 14 ships at anchor at Noumea for the great day and more than 264 pigs and four head of cattle were slaughtered for the traditional feast and old time dances. The church was blessed on a Sunday, but the accompanying festivities extended through to Tuesday.

Work Goes Ahead on Moresby's New Dam

One of Papua-New Guinea's biggest engineering projects—the dam across the Sirinumu Gorge in the foothills of the Owen Stanley Ranges, outside of Port Moresby, can now go ahead, because agreement was reached at the last minute in July on the purchase of 3,012 acres of native-owned land required for the work. The dam, on the Laloki River, is the first stage in a long-range plan to develop the river's full hydro-electric potential to meet Port Moresby's power requirements.

The contract was let to Hornibrook-Kaiser Joint Venture for £49,052 in June. Most of the 3,000 acres of land purchased will be inundated and arrangements are now being made to resettle the people on the new land especially bought west of the dam site.

About 1,200 acres of the 3,000 that are now being bought was urgently required to enable construction work to begin. The contractors have already established work camps and they started work on stripping of the over-burden at the end of July.

It's hoped the dam will be completed by the end of next year, but a new power station will have to be built if Port Moresby's power requirements are to be met after 1965.

The first stage of construction of the dam will give it a height of 80 ft, but eventually a second building stage—not yet tendered for—will increase it to 100 ft.

New Caledonia Plans Fishing Industry

New Caledonia is to make an effort to develop a fishing industry, and the Japanese are to be asked to

help. A scheme is now being drawn up in Noumea, which will enable an approach to be made. No details were available in July.

The scheme follows discussions in Paris recently on economic measures in the South Pacific French Territories.

Another of the subjects discussed at the economic conference was New Caledonia's agricultural position. It was decided to organise a "system of guidance" to help New Caledonia produce and to market its products.

Primary producers in New Caledonia at the moment are in serious trouble because of imports of food from overseas, mostly from Europe.

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Large quantities of frozen poultry and eggs come in each year, and there has been criticism that New Caledonia relies to too great an extent on imported food. Most of the huge sums spent on poultry imports would remain in the country if the local industry could be properly developed.

Foreign Exchange Still New Caledonia's Trouble

The question of the distribution of foreign exchange will have a direct bearing on the success of the Australian Trade Mission which will visit New Caledonia in August, a

Noumea correspondent reported in late July.

The Mission, of 20 businessmen representing a large range of Australian products, will be in New Caledonia from August 18 to 23 and then will fly to Fiji. Some members of the mission will individually visit Tonga, Western Samoa, New Hebrides and the Solomons.

The Noumea correspondent said the matter of foreign exchange was a subject of recent publicity, and it was one of the subjects discussed in Paris recently at an economic conference of South Pacific French Territories.

New Caledonian importers were

bitter about being made to buy goods in France which are unfit for the purpose. Earth-moving equipment and flour for bread making were two sore points.

New Caledonian businessmen claimed that, as the exports of New Caledonian goods brought in huge sums of foreign exchange, the country should be allowed to control some of this exchange instead of it all being swallowed up by France.

The correspondent said it seemed to be little the Australian Trade Mission could gain in New Caledonia if New Caledonia did not have the foreign exchange to chase the goods needed.

The correspondent added: "The position with Australia could, of course, be increased a hundred-fold if the latter could dispose of their foreign exchange as they think fit. There is actually a shortage of rice in the country. Small stocks from Australia have arrived and are being unofficially rationed. Yet Australia can supply all of New Caledonia's needs in rice. Australian rice is tops—judged the best in the world. However, they have to import inferior rice from France and Saigon. And this is through the whole list of foreign stuffs.

"The position hinges on the ridiculous when it is known that sugar is shipped across the world from Java and Belgium. Cans of soup and jam also come from England. Not to mention Xmas puddings! The outcome of the foreign exchange question is awaited with the greatest of interest."

The New Caledonian Chamber of Commerce in July issued a communiqué announcing the visit of the Australian Trade Mission and it would put its building at the disposal of the visitors to help show samples. It was a friendly gesture that will be appreciated by Australians.

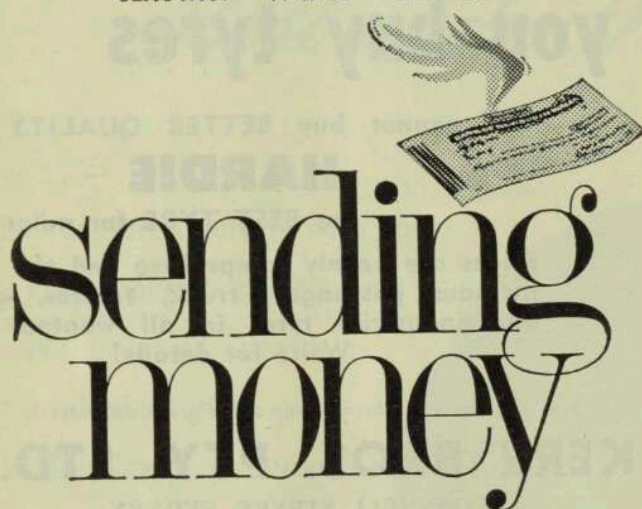
However, business is business, the Chamber also called on its members, and all shopkeepers in Noumea to freely display New Caledonian and French products at the time of the Mission's visit so the visitors will not fail to notice them!

They Want Their Fish Protected

A French professor must be angry he had left some things up since one of Noumea's *publico's*, choosing the *nom plume* of a fish, wrote to the protesting about the dynamiting of local fish.

The writer alleged that the S

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latest photograph of Rev. and Mrs. S. G. Cowled, who will leave Fiji on retirement leave in September. They have been in Fiji for 25 years, where Mr. Cowled is chairman of the Fiji Methodist Mission.

larly active with the Girl Guides and in the Fiji branch of the Pan-Pacific and South East Asia Women's

oundation coral reef expedition planned to dynamite selected sites to obtain one specimen of every type of fish living about the reefs.

He pointed out the expedition leader, a professor, had once declared that dynamiting of fish was the most terrible and wasteful means of fishing.

Elsewhere, concern has been expressed about the use of small mesh gill nets which haul up great quantities of small fish and crabs.

A member of the Legislative Assembly wants a law passed forbidding the use of the nets. His motion will be discussed.

Rev. & Mrs. S. G. Cowled to Retire Soon

A quarter of a century of missionary service in Fiji will come to an end on September 30 when the Rev. S. G. C. Cowled, chairman of the Methodist Mission in Fiji, and Mrs. Cowled, leave the Colony on pre-retirement leave.

Mr. Cowled arrived in Fiji in 1937 after 12 years on Methodist circuits in New South Wales. He had first entered the church in 1917 and went off to World War I as a trooper with the Australian Light Horse Ambulance Brigade. After the war he spent three years on Goodenough Island, Papua, with the Methodist Mission.

Equally active in mission work has been Mrs. Cowled, who has won warm approval from the Fiji community for her efforts in many fields. In recent years she has been particu-

(Advertisement)

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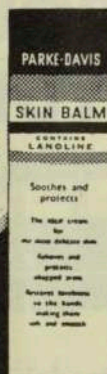
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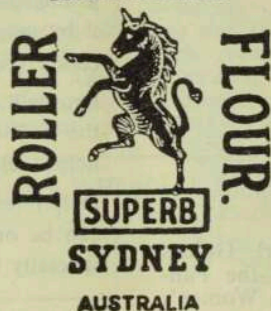
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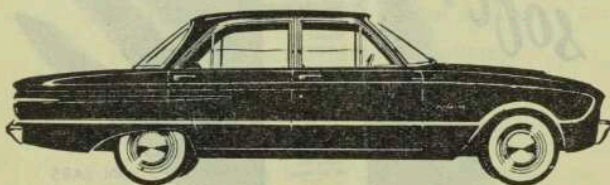


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Association, of which she was a president.

Mr. Cowled said in Suva in 1958 he had confidence in Fiji's future with some reservations.

He said that people had to be prepared to work harder, and there to be greater emphasis on inter-racial harmony.

There were anxious days ahead but they could be overcome. The races learned to live together. Christianity was the answer to the problems.

"The Christian churches can play a big part in this," he said, "and I think there is evidence now of co-operation among them than has been among the different churches generally."

"We have to foster, I can think of no better word, friendship. We must become more friendly with each other and develop goodwill. The churches can get together more."

Mr. Cowled, a great believer in the union of the churches, says that while there may not be one union among them for very many years, they can work together more closely.

Two recent examples of co-operation were the conference of missionaries in Western Samoa and the theological conference held at Suva last year, after, when a recommendation was passed about the need for a theological training college.

Talking about the progress the church had made in his 25 years in Fiji Mr. Cowled said that the church had become very much more active, more particularly since the end of World War II.

In the last 10 years or so there had been a drop in the number of missionaries from overseas, but there had been more than a corresponding increase in the number of local clergy. The Fijian clergy now had greater responsibility and would have more responsibility in the church in the future.

Mr. Cowled, in his long years of labours in Fiji, has been head of the Davuilevu Technical School, chaplain to the Fiji Military Force (he was senior Chaplain when the Fiji First Battalion went to the front during the war, and was awarded the OBE, Military Division for his work there), a member of many boards responsible for community work, and a member of the Fiji Legislative Council.

He and Mrs. Cowled established the mission station at Savusavu in 1958. Mr. Cowled helped with his hammer and paint brush to construct the residence at Nagelekulel, helped to establish a post school continuation school for youths in the district who could not qualify for schools in Suva, and who could



The Administrator, Sir Donald Cleland, on his tour presented the Loyal Service Medal to Uri Tupoli, of New Ireland, shown here with his wife and family. Tupoli has been with the Department of Public Health since 1932. In 1936, after being admitted as a patient to the Anelaua Hansenide Colony, he continued to carry out his work as a medical orderly, and during the Japanese occupation took charge of the colony and supervised it. He is a conscientious and highly regarded man. Behind Sir Donald is Levi Sanmun, of Kavieng Hospital, who was awarded the Loyal Service Medal in 1955. See report below.

ford to go to Suva because copra was then not at a satisfactory price. In 1952, after an overseas trip, saw Mr. Cowled in the top position in the Methodist Mission in Fiji, and the following year he became a nominated member of Legco.

As a Legco member much of his work was behind the scenes. When he spoke in debate he was always worth listening to—sound common-sense, presented in logical and forceful fashion. (Incidentally while Mr. Cowled was away on leave during a council session, a fellow member of the mission, the Rev. D. I. Telfer, took his place for a few months. As a debater Mr. Telfer was in the same mould as Mr. Cowled—calm, logical and forceful. The vocation of the mission may have had something to do with this.)

Mr. Cowled's term of chairman of the mission has seen the completion at Suva of Epworth House, a fine building bound by Marks, Stewart and Nina Streets, which is owned by the Fijian (Methodist) Church in Fiji, and which is the headquarters of the mission.

Mr. and Mrs. Cowled will leave Fiji in the *Arcadia* on September 30 for the United States, where they will spend three weeks. They will then join the *Oronsay* for a voyage across the North Pacific to the Far East, and will arrive at Sydney on December 3. In Sydney they will settle at North Narrabeen.

Sir Donald Cleland Sees It All

The rapidly increasing interest of natives in education and Local Government Councils and a strong sense of loyalty by them to the Australian

Government were among the outstanding impressions gained during a recent extensive tour by P-NG Administrator, Sir Donald Cleland.

With Lady Cleland, Sir Donald toured from June 21 to July 10, visiting New Britain, New Ireland, the Morobe District (including Huon Peninsula, Markham Valley, and parts of the Highlands areas), and Siassi Islands (between southern New Britain and the NG mainland).

Some highlights of the crowded tour:

- In Rabaul, Loyal Service Medals were presented to Tolongoma and Tomanage, both long recognised as outstanding men of their areas. Uri Tupoli, having served with the Public Health Department since 1932 (he took charge of Anelaua Hansenide Colony during the war, after the evacuation of the nuns), also received an LS Medal at a ceremony on New Ireland.

- A precarious canoe trip ashore from *Laurabada II* to the small island of Nonowaul, when the 158 native population sent a plaintive message that their dot of land, 12 miles west of Kavieng, had never been visited by an Administrator.

- An old era ended at Taskul, on New Hanover Island, when Sir Donald inaugurated the new Local Government Council: as the old luluais and tultuls handed in their caps of office, he presented the new councillors with their badges.

- A drive down almost the entire length of New Ireland, with floral arches over the road and hundreds of floral decorations on each side, as group after group enthusiastically greeted the Administrator. New Ireland these days has a lively optimistic atmosphere compared with the un-

certain outlook during the immediate postwar years.

- Inspection of a saw-mill at Cape Hoskins established by two Australians, Messrs. Allan Thompson and Max Wright, where £100,000 has been invested and a quarter of a million super feet of first-class hardwood is produced monthly.

- Examination of the site where a £90,000 bridge (520 ft.) is being built across the wide Leron River. It is the second last bridge along the important road between Lae and the rich Highlands; when the road is completed it should enable rural producers, especially coffee-growers, to market produce more economically.

- An unscheduled trek in teeming rain down the mountain road from Kakalo patrol post to Wasu (Huon Peninsula) when their four-wheeled vehicle, on loan, broke down. They completed the final part down the greasy trail on wiry mountain ponies.

- At Menyamya, only recently gazetted as unrestricted, 2,000 natives rose out of the grass soon after the official aircraft landed on the grass strip. Roaring war-cries and waving spears and bows and arrows, they swept in a war-charge at the official party. It was a demonstration of how the natives originally attacked enemies. On this occasion they ended their performance with their traditional "chin-chucking" form of greeting, alternated with vigorous hand-shaking.

SPAL May Extend Tahiti Service to Fiji

"Just having a look around what we hope will be a future field of

(Advertisement)

Cockroach Discovery

During a non-related manufacturing procedure it was noted in a laboratory that a great number of cockroaches had an irresistible desire to touch a talc-looking powder with their feelers after which their death followed within a short period. Tests have since proved that premises can be proofed against cockroaches with this Pea Beu Powder indefinitely. It is everlasting in action, non-poisonous and odourless, in fact Pea Beu Powder is now the standard method of cockroach control in most parts of the world where there is a major cockroach problem.

activity" was the way Mr. J. H. Dollar, president of South Pacific Air Lines, San Francisco, described a brief visit to Nadi, Korolevu, and Suva in July.

SPAL already operates a twice-weekly service with Super-Constellation aircraft between Hawaii and Tahiti, and it recently received US Government approval to extend the service to American Samoa and to Fiji. However, the airline had asked also for other routes and for permission to extend to the US mainland, but had been knocked back by the US Civil Aeronautics Board.

It has reapplied and, until a final decision is reached, SPAL did not intend to extend its Honolulu-Papeete service westwards, Mr. Dollar said.

Fiji turned on a bout of bad weather the weekend Mr. Dollar was in the Colony, but it did not put him off—"I'll be back again soon for a longer visit," he promised.

SPAL's eventual extension to Fiji would provide more competition for TEAL's Tahiti flights from Nadi, but TEAL are not worried, according to unofficial reports. North-west Fiji interests are quite happy about it: It would mean more visitors to the district and more dollar currency to change.

Interest in Port Moresby Marriage

A white woman doesn't marry a native in Papua-New Guinea every day of the week. When attractive Christine Parkinson, 24, married John Kaputin, 22, in Port Moresby on July 17, it was the first instance ever of such a marriage, so one way or another you could expect it to get a fair share of publicity, which it did, in the Territory and in all the Australian newspapers.

A Port Moresby correspondent reported:

The happy couple didn't want any of the publicity. Mrs. Kaputin's only comment to the Press was that the marriage was her business, which it was. At the moment both are living happily in the small flat attached to a European-owned trade store which Kaputin manages near Ela Beach, Port Moresby. They have been entertaining their mutual friends at dinner, as any normal couple would, and are being left alone by the stickybeaks, as is their due.

The only really stupid piece of reporting that came out of the publicity was the statement that Kaputin had been "banished" by his "tribe"—the New Britain Tolais—who were "humiliated" because of his marriage to a white woman. This statement,

John Kaputin and his bride, Christine Parkinson, arrive at the District Office, Port Moresby, on July 17, for their marriage. The ceremony was performed by the Central District Commissioner, Mr. P. Kaad.

Photo: Malik



whose source apparently was some Tolai inmates of the local Port Moresby gaol (who presumably had their own telephone line direct to

the "tribe" over there on New Britain) was given wide publicity in Australia.

The truth was the opposite. Tolais in Rabaul are pretty pleased with young John for being game to try such a bold experiment in relations, and if he pays a visit to Rabaul soon he is likely to be given something in the nature of a ticker-tape reception.

Kaputin's planter father, who was present at the marriage ceremony, is not terribly happy about the marriage (He first opposed it.) But misgivings are the perfectly normal ones of a father who wonders whether his son is doing the right thing, who hopes that everything will turn out all right for both of them, and that his son's wife won't be banished from her tribe.

Kaputin and his bride met when he was a pupil at Ward's Strip (Port Moresby) Teachers' Training College. She—and her husband, John Lakl, were teachers there. The Lakes had come from West Australia and had been in the Territory two years. (PIM, December, page 131.)

The Lakes went back to Perth a year, where the husband got a divorce from Christine. She returned to Port Moresby early this year to teach, and she and Kaputin have been seen a lot together in public.

(00)

NNG Talks On Self-Government

A delegation from the Netherlands New Guinea Council will have informal talks in Holland with Dutch Government representatives from August 22 to September 23 on the subject of self-government.

When the Secretary of State, Dr. Th. Bot, inaugurated the NNG Council earlier this year he invited Councillors to indicate to Holland within a year in which way—and when—self-determination should be realised.

In addition to putting their views before the Government, the delegation will discuss other related matters, including New Guinea citizenship.

Delegation members are: D. Tokoro-Hanasbey, M. W. Kaisiepo, Nic. Tanggahma, H. W. F. Gosewisch, P. C. Maturbongs, A. van Zeeland, D. Walab, M. Suway, M. B. Ramandey and Th. Meseth.

He is a fine athlete and in June his team-mates chaired him off the field when he scored the winning try for Papua in a Rugby League match against New Guinea. He was educated in Queensland.

He is a popular young fellow, very respectable. His European team-mates presented him with the practical wedding gift of an electric fry pan. Most local Europeans have already lost interest in the event, and the general view is that if the bride is aware of the problems associated with mixed marriages—as she no doubt is—then she deserves congratulations for her marriage decision.

Two Bristol Freighters from Pakistan for P-NG

Trans-Australia Airlines has purchased two almost new Bristol Mark 1 freighters from Pakistan Air Force for use in Papua and New Guinea.

The first Bristol will operate in August to augment the air freighting business TAA took over from Qantas on all parts of the Territory and to the BSL.

These newer type twin-engined Bristols with their nose-loading facilities will help back the DC3 "Sunbird" fleet, which recently had loading restrictions placed on them by the Department of Civil Aviation.

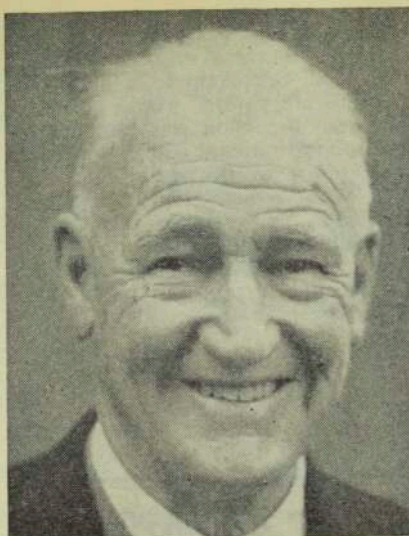
Mr. J. P. Ryland, general manager, said TAA will now be able to lift larger items of cargo with the big loading entrance—cars, trucks, earth-moving equipment, tractors etc., for the Highlands will be part of future cargo lifts. The new planes have an average pay load of five tons and will be based at Port Moresby and Lae.

Another innovation by TAA has been the equipping of some DC3 freighters with Jet-Assisted-Take-Off units to give greater payload capacity from short airstrips in the Territory. In normal flying operations, the rockets (worth about £300 each and carried as a pair under the fuselage) will be used only in case of an engine failure during take-off from restricted airfields.

"Pard" Mustar Makes a Quicker Trip to NG

The pilot who flew the first aircraft from Australia to New Guinea in 1928 did the 3,000 mile flight again on August 5. Instead of a six day flight from Melbourne to Lae in a single-engined float plane, Mr. E. A. ("Pard") Mustar took only 14 hours in a TAA DC6B plane.

Mustar went as a guest of TAA to



Mr. E. A. ("Pard") Mustar—today.

Lae to christen the first of the new Bristol freighters (item above) which had just arrived in P-NG. The plane was named "Leahy Brothers" after the two Leahy brothers who have been famous for helping to open up and develop New Guinea during the past 40 years.

Now 68, Mustar spent more than 15 years in the Territory before being forced to leave by illness in 1935. During World War II he returned for a short period as a Group Captain in the RAAF.

"Pard" Mustar's career has been packed with adventure. First at Gallipoli in World War I, then with the Australian Flying Corps as a gunner with Ross (later Sir Ross) Smith. Returning to Australia, he became a pilot. Then, in the late 1920's, with gold finds in New Guinea and the need to carry in mining equipment to inaccessible areas, in preference to native bearers, Mustar showed how, backed by the wisdom of Mr. C. J. Levien, of Guinea Gold NL. The first aircraft to fly in the Territory, a small wood and fabric

DH37 was shipped to Rabaul, assembled and flown by Mustar to the new airstrip at Lae in 1927.

Mustar conceived the idea of using all-metal aircraft to beat the rigours of the Territory's climate. Guinea Airways, Ltd., sent him to Germany and he bought a single-engined Junkers W34, an all-metal monoplane which could lift one ton of cargo and passengers.

A second Junkers W34 was delivered by sea to Melbourne several months later. Mustar then made the inaugural Australia-New Guinea flight in this float plane, landing at Eden, then Sydney's Rose Bay where he had to land at night, with the lights of a tennis court on the waterfront his only guide. He then flew on via Bowen, Cooktown, Thursday Island and Samarai.

Even the increased pay loads of these two aircraft could not match the demand so Mustar persuaded Guinea Airways to introduce a new, three-engined all-metal Junkers G31 which could carry three tons of cargo. Three of these planes helped establish the Bulolo goldfield, and the township, and flew in dredges, in pieces, that took a fortune in gold from the river flats.

Now an officer with a Melbourne insurance company, Mustar recently had a DC3 plane on TAA's "Sunbird" service named after him.

Prof. Davidson On Fiji's Problems

Fiji's problems in light of West Samoan experience were discussed in Suva in late July by Professor J. W. Davidson, Professor of Pacific History at the Australian National University, Canberra.

As constitutional adviser to the West Samoa Government, Professor Davidson has had a big share in the task of helping West Samoa towards a smooth changeover to self-government. (Over)



FROM TONGA. This smiling group of guests from Tonga visited the Polynesian Association of Sydney at a function in July. They are S. Tufui, David Salter and W. Kolomatangi.

Professor Davidson stopped off at Suva for a few days en route to West Samoa and Honolulu (where he was to attend the Pacific Science Congress and a meeting of the SPC's urbanisation advisory committee.)

In Suva Professor Davidson referred to the proposals made recently by Mr. R. W. Robson for a convention to discuss the constitutional problems of Fiji and to come to light with a workable scheme for the future.

Professor Davidson said: "I am aware of the complexity of Fiji's political problems. I am convinced there is no satisfactory alternative to giving the people an opportunity of thrashing these out for themselves."

He went on to make some constructive comment on Mr. Robson's proposals. For example, a great deal of preparatory work would be necessary and discussion was essential before a constitutional convention could achieve any worthwhile results.

In Western Samoa there had been discussion on the issues involved for more than 18 months before the convention met. Fiji, which had more complicated problems, might take even longer in the preparatory process.

He was convinced that Western Samoa took the right line in deciding that the constitution should be adopted by a widely representative constitutional convention instead of

Viet Moves Again Soon?

According to reports from Paris, the repatriation of the remaining Vietnamese from New Caledonia and the New Hebrides to North Vietnam will begin again in about two months.

The French Prime Minister indicated this to a delegation from French Polynesia which was in Paris recently for an economic conference.

A Noumea report said most local people were treating the statement with a grain of salt.

The repatriation of the Viets stopped suddenly in April after a chartered ship, the "Eastern Queen", had already made three voyages taking 1,500 Viets from Noumea, and was about to embark the first contingent of about 400 from the New Hebrides.

How New Is Your Will ?



Even a Will that was made last week may require urgent revision. You could have sold an asset that your Will mentions as a specific asset. Regular revision is the only safeguard against this and other changes. If you have named a private Executor, make sure that his responsibilities are transferred to a **Professional** Executor without delay.

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allowing it to be worked out official circles.

"Where the people of a country have thrashed out problems and finally endorsed the conclusions reached the constitution is likely to possess the standing necessary to bring stable government to that country when the constitution comes into operation," he said.

"On the other hand, if the constitution is in any sense imposed on the people, it will be far easier to overthrow."

Professor Davidson quoted the classic case of Ghana where the first constitution was agreed to after discussions between the Secretary of State and the leading Ghanaian politicians in London. This constitution was superseded within three years of its birth.

The moves of India and some other countries towards a stable constitution were made through conventions, and what followed was that a large and representative group of Indian leaders felt they had really thrashed out the problems themselves, and they took the responsibility for the results.

Although he cautioned that preparatory work would take a great deal of time, there was still an air of urgency about Professor Davidson's remarks. He said: "There is no doubt in my mind that there is no time to be lost in any colony in considering its political future. Changes are almost certain to come about more quickly than most of us are ready to admit."

Iwi Memorial to Jimmy Joyes

More than 35 Europeans gathered at Iwi plantation, Bougainville, on July 28 for a memorial service to James Murray Joyes, who had owned Iwi plantation for 34 years and who was killed in an accident in Queensland in May.

The gathering, which included even visitors from Rabaul, and Mr. John Joyes, the late Mr. Joyes' eldest son, who had come from Warwick, Queensland, to be present, saw Mr. Joyes' ashes sealed into a cairn of river stones erected at a spot not far from where he had landed to take over the plantation in September, 1927.

Members of the Royal Papuan Constabulary stood guard with arms reversed, and a bugler sounded the Last Post.

Among those present were the Bougainville District Commissioner, Mr. Allan Gow; Mr. Robin McKay (of Aropa), as president of the Bougainville sub-branch of the RSL; Mr. Roy Ewer, of the Rabaul branch of the RSL; Mr. Dick Paul, for the New Guinea Planters' Association; Mr. Bruce Strange, for the Bougainville Company; Mr. John Chipper, MLC; and Mr. Paul Mason, MLC.

Mr. Robin McKay, a close friend of the late Mr. Joyes, arranged details of the ceremony, and Mr. Fred Archer, another old friend, gave a short account of Mr. Joyes' career in New Guinea.

The ceremony was an impressive and dignified one, and a fitting send-off to an old timer who had played his part in developing the area, who had fought in Bougainville during the war, and who spent a great part of his life on Iwi.

Fiji Anxious to Hear Vital Sugar Report

The sugar interests of Fiji—the mills and the growers—were anxiously awaiting in early August the report of the Eve Commission into the sugar industry, which was completed earlier in the year.

The release of the report was not expected to be far off.

Meanwhile, the 1962 sugar season in Fiji should be the best yet, provided troublesome elements can be deterred from interfering with the cane planting plans of hard-working farmers. The mills will buy sufficient cane in 1962 to crush 250,000 tons of sugar.

Another "if" is that the offer is conditional on there being an agree-

ment for the sale and purchase of cane, and this should follow the report.

Originally the mills aimed to produce 235,000 tons of sugar next season.

In aiming at such a big target it can fairly be assumed that the mills see an outlet for 250,000 tons of sugar in 1962-63. And there will also be some attempt to build up stocks, which were sadly depleted during the 1960 troubles when a carryover of more than 50,000 tons from previous seasons was used to help to fill Fiji's quota of 199,000 tons under various agreements, such as the International Sugar Agreement and Commonwealth Sugar Agreement, and sales locally and to New Zealand.

Fiji's Phone System To Be Expanded

Fiji in the next five years will have a super-efficient telephone system, according to plans disclosed by Acting Financial Secretary H. P. Ritchie.

The Colonial Mutual Life Assurance Society has agreed to advance £40,000 this year as part of an overall plan to spend £500,000 in expanding the automatic telephone system both in the larger centres and in rural areas. By enlarging the present V.H.F. repeater stations, it is proposed to serve both the large islands with much greater facilities.

P-NG Tourists

(from p. 22)

He describes New Guinea in print as "the New Travel Frontier".

Mr. Walton added that up till now the Territory's travel industry has been run "along amateur lines".

Another American travel man interested in P-NG is Mr. Bert Hemphill, who has arranged a package tour of the Territory this year.

Meanwhile, the Territory's own tourist organisation, the P-NG Tourist and Travel Association, seems to be on the move.

When the *Orsova* made a brief visit with 2,000 tourists on July 1, the Association was on the job at Port Moresby wharf, handing out information on local trips (and also on the types of employment available!).

A fleet of private cars, taxis and minibuses took people on sightseeing tours and two Patair Piaggios showed some 50 or 60 visitors what Port Moresby looks like from the air.

Palm leaves decorated the doorways of shops and hotels. There were grass-skirted, flower-decked girls to be photographed (for a fee) and

plenty of organised dancing and entertainment.

Mr. Noel Maloney, President of the P-NG Tourist and Travel Association, says he wants more Australians to come to the Territory.

Although travellers and tourists spent about £4 million in P-NG in 1959-60 they represented only a very small percentage of Australian tourists who could come to New Guinea.

A "Spend Your Next Holiday in Papua-New Guinea" campaign conducted on the mainland should have valuable results, said Mr. Maloney in July.

He deplored the fact that in the glossy publication *Pacific Travel News*, produced by the Pacific Travel Association, every country in the South West Pacific was mentioned except Papua-New Guinea.

"We have now applied for membership of the Pacific Travel Association," he said.

The Association also has other promotional plans.

New Languages

(from p. 20)

intercourse can learn to speak to each other after only a few weeks tuition. He says the people of Bena Bena in the New Guinea Highlands, for example, can learn to speak Gahuku, the language in the Goroka area, in two or three weeks. The language spoken by the Erave people is similar to that spoken by the people of Wabag and can be learned by these people in probably only four weeks. (Over)

(Advertisement)

The Way To Beauty

Use the cooler months to give your skin a real peaches-and-cream English bloom. Instead of letting the weather dry out and contract your skin, use the climate to gain complexion loveliness by moist oiling. Simply smooth on your oil of ulan as a powder base before you make up and it will keep its beautifying film to the complexion the whole day through. Even on the first day your face and neck will take on a glorious youthful bloom.

... Margaret Merrill.

Many New Guinea natives are really passively multi-lingual. Dr. Wurm says this achievement is "fantastically wide-spread". It helps speakers of one of the languages within a group to achieve passive understanding of another language in the group in an unbelievable short time and without much effort.

There are, however, very big differences between languages belonging to major groups and those not belonging to them. But it happens that natives in small language groups are often fluent in one of the nearby languages belonging to a large group, and this tendency is growing because of the increased mobility of the natives. This fact means that the larger languages will grow in importance.

It is the opinion of many linguists that it is easier to teach natives English by first working through their own languages, and Dr. Wurm thinks this method could be used with great success in New Guinea.

"It's a big thing to teach a native English while he has still to grasp the fundamentals of learning his own language—writing it and understanding it," says Dr. Wurm. "One could train teachers in these major language groups, who could be able to reach these people. After the

(Advertisement)

Stop Dry Skin

When the harsh weather robs the skin of moist oil quicker than those little oil ducts can replace it, the results are wrinkle dangers. Those of you with dry skins should take a little extra care at this time of the year by smoothing oil of ulan over the face and neck daily before you make up and again before retiring. This hygroscopic (moisture attracting) oil will give the complexion a youthful bloom and is the finest protection against wrinkle dryness. Your cosmetic counter will have oil of ulan.

. . . Margaret Merrill.

natives have learned the study habit they will grasp the teaching of English much more quickly than if they had been started off with English from scratch."

Dr. Wurm will shortly publish a paper discussing these points.

Dr. Wurm first began an exhaustive survey of the languages in the Eastern, Western and Southern Highlands of New Guinea in 1958. One of his research scholars, Don Laycock, began work in the Sepik District the following year and discovered about 40 new languages there. The new language picture of New Guinea has followed from both their investigations.

The Summer Institute of Linguistics has now begun to conduct in the Territory short courses in the technique of learning native languages. They are for the benefit of Administration officers.

Dutch Conference

(from p. 23)

The proposals for this development were made by the Dutch, who probably see some significance in establishing the principle.

The Dutch view, which they have never hidden, is that the future of NNG and P-NG is as one entity. They have wanted a consultative union, which Australia has rejected so far.

With the native people taking a regular part in these annual conferences, in addition to a stepped-up programme of personal exchanges at all levels, the Dutch could attain their consultative union by default eventually.

And what is wrong with the idea, anyhow?

The Dutch have proved more right than Australia so far on the West New Guinea issue, and they could be right on this, too. The Dutch have told Australia at both previous conferences that Australia did not have 30 or 40 years to prepare her Territory for independence.

At last year's conference the Australians were let into the secret, informally, of the Dutch plans to announce a 10-year target date towards independence.

Australia was told that the Dutch couldn't wait, and that it was unfortunate if Australia found her embarrassed on her side of the Territory because of the pressure of events.

Whether the Dutch have similar bombshells for this session nobody knows yet, but if they have they will probably be unloaded formally in the smoking room. The conference itself will stick to a view of events over the past months, and discuss exchange plans for the next year.

Probably the Dutch will be content with their new principle of native delegates, and with reminding Australians with good humour that they really haven't as much time in P-NG as they think.

And they might decide to more boldly ask the Australian delegates what they think Australia would do if Indonesia mounted a large scale invasion of Netherlands New Guinea soon.

The Dutch know what they would do. They would contain the invasion just long enough to hand the whammy over to the United Nations, they haven't the military forces to be able to do any more.

And with Indonesia in possession as Australia knows, these annual conferences would cease to be either operative or consultative.

Norfolk's Stand

(from p. 23)

prepared to take over all local revenue with the right to hire and fire if necessary.

Mr. Needham's tone annoyed some people. The Administration's weekly news sheet *Norfolk News* on July published three letters critical of its address. It was described variously as discourteous, humiliating, aggressive and without constructive proposals, unpleasant and distasteful.

Wrote R. H. H. Nobbs: "Mr. Needham's attitude cannot possibly gain the support and co-operation vitally important at this stage of development, but will serve only further widen the split in this community."

But there are many people who think otherwise. There can be no doubt now that the Council and Mr. Needham have much public support for their attitude.

It will now be interesting to see whether the matter soon gets into the Australian Parliament, because Norfolk has had a number of Parliamentary visitors over the last months. The latest, who were the

Always ask for the best . . .

**TOORALAC FULL CREAM
POWDERED MILK**

1F3

In July, were Mr. Clyde Cameron and Mr. A. James.

They promised they would return next year bringing other members with them. They saw everything, went most places and asked a lot of pertinent questions. Mr. Cameron specially is noted for that.

Norfolk's Council troubles began after the Council started work in June last year, taking over from the old Advisory Council in what was stated to be the first experiment with Local Government. But the Council protested to Mr. Hasluck that it couldn't work under the new arrangements—that it had to have power to make its own laws (to be approved by the Commonwealth) and to have complete control of the budget.

It said that until it got these and other things it would act in an advisory nature. This attitude caused the split in the Council and outside it, and feelings were high and haven't settled down yet.

The Government's reaction has been that the Council should carry on with the powers it does have and see if it can manage, before taking over other powers.

Moresby Problems

(from p. 18)

In the Territory will depend on the funds it can organise.

Besides the resettlement problems, the Research Unit has been looking into the possibility of running projects on property ownership (including land), the use of "democratic associations" (trade unions, political parties, social clubs), and the difficulties of getting Western ideas across to native minds.

Members of the Unit have suggested land ownership is especially interesting because of the extreme range of viewpoints. There are on the one hand, according to the way they see it, the well-developed forms of private ownership represented by European planters, and on the other, native exponents of group ownership.

They say the adoption of either of these two extremes as a national policy may mean the "risk of conflict on the one hand, or very sterile and tardy 'advancement' on the other".

They add: "Successful development of the Territory must include an approach to property that is acceptable to the majority, yet contains characteristics conducive to economic growth. Unless the government is to be allowed to persist

in its currently exaggerated role of controller of the distribution of property among the races and within all sections of the community (certain land may not be bought or sold except through the Administration) efforts must be directed at seeking new but widely acceptable institutions for the control of property".

There isn't any doubt that if the New Guinea Research Unit can come up with satisfactory answers to that problem then it will certainly make a name for itself. The P-NG Administration is expected to introduce new native land laws by the end of the year, but it is unknown to what extent they will solve the problem.

Dr. Bettison considers that an important feature of any investigation into the problem of communicating ideas to the natives would be a study of the roles and work of Administration officials.

He points out that as a rule, political parties, not civil servants, have an ear to the attitude of the electorate. Yet under New Guinea conditions, public servants were often committed, as their duty, to influence the native people and then report back to their senior officers their findings and interpretations on native reactions.

An agricultural officer may find himself having to teach correct procedures for coffee growing, although he may well know that coffee was oversupplied in the world and that the native investment might suffer from falling prices. In any case, adult education can be difficult, says the Research Unit, yet its methods and problems are least understood of any in the territory, despite the fact that the results are so crucial.

Rabaul Riots

(from p. 18)

knives and jagged can lids nailed to sticks.

At this stage it was something like a Sunday outing for many Rabaul people. Groups of armed natives grinned happily and posed in patient, frozen groups for amateur photographers. Some asked to be photographed. One Tolai thumped his chest proudly, waved a 10-inch knife, and shouted in pidgin, "Me numba-wan cowboy!"

Sometimes too the native police found time to lean on their .303 rifles and pose for photographers.

Some Europeans had themselves

photographed in the middle of weapon-waving natives, and a white-haired lady visiting from Australia said "My friends will be green with envy when they see this photo".

Among the hard core of rioting ringleaders, the attitude was more serious.

District Commissioner J. R. Foldi made a personal attempt to stop violence when he stood unprotected among one big group that had now gathered in Rabaul, calling on them to forget their grievances. Some stones began to rain near him at one stage, but a native shouted out not to touch him.

There were three major rioting incidents at the northern end of the town at this stage. The showdown came when police and Native Affairs officers could no longer keep apart the two factions and hand-to-hand fighting broke out, fire hoses were used on the mobs and armed native and white police went into action.

The position was complicated by the fact that many of the native police themselves came from Sepik, and the Tolais associated them with race rather than law. Sometimes the Sepik police tended to concentrate their actions on the Tolai rioters rather than the crowd in general.

The clash in which the two men died took place in Malaguna Road, and in front of a row of weather-board houses.

Ex-coastwatcher Frank Holland, an eye-witness from one of the houses overlooking the shooting, claimed there was a certain lack of discipline in the action of native constables.

A rifle shot in the heart killed one Tolai rioter outright. A second Tolai died in half an hour from a rifle shot in the spleen and lungs. A Tolai woman received an injury in the shoulder from a ricochet bullet.

There were about 20 white officers and 50 native police at this scene, with about 1,000 rioters—but they were not in a concentrated mass.

The shooting ended the major disturbances of the week-end.

The rioting was purely between the two tribal groups and at no time was the white population the target of the disturbance. Injuries received by European officers or native police were occasioned purely in the process of attempting to break the trouble up.

The Europeans injured were the Rabaul Superintendent of Police, Superintendent J. Carroll, who spent a night in hospital under observation for a leg injury and Inspector John Herbert who received a scalp injury.

Four aircraft flew in police rein-

forcements from Port Moresby on the Monday. With them came the Administrator, Sir Donald Cleland.

By this time the violent trouble had ended, but the police had their hands full returning the situation to normal. Groups of natives armed with sticks continued to gather in the town, and many others assembled in tiny villages outside the town. Police answered a continual stream of minor alarms.

A strong force was sent out to a coastal plantation following a false report that 25 native labourers had been killed there.

By the end of the first week in August Rabaul was back to normal, but the incidents had had ramifications too wide for the issue to be considered finished.

Police and Native Affairs officers were making continual tours of inspection, questioning native communities and preparing evidence for a coroner's inquest that will follow.

The Tolais were generally keeping out of the town.

Sir Donald Cleland said there was a deep seated resentment between the Tolais and the Sepiks going back to before the war. The Tolais had a broad intolerance to other people and resented the Sepiks.

Sir Donald said the Tolais had already expressed great shame that the trouble had occurred. Sir Donald said he had had the utmost confidence in his officers and in the way they had handled every situation during the trouble.

See "Commentary", page 25.

Fiji Liquor

(from p. 19)

The committee, which was made up of 11 members, represented each of the major races (Fijian, European and Indian), and within each racial group various sections of the community were represented.

The last committee which dealt with a liquor problem in Fiji sat in 1957 and its report was instrumental in allowing Fijian and Indian males to drink beer. Previously they could procure a drink of beer only on production of a permit. Except in very few instances, spirits were "out".

The removal of the restrictions applied to beer only—Fijians and Indians still require a permit for anything stronger.

The principal conclusions and recommendations of the 1960-61 committee are:

- Race restrictions on consumption of spirits and wines to be removed—anybody can drink anything;
- Women to have the same right

to drink as men, except in a public bar;

- The minimum age for drinking to remain at 18;

- Hotel opening and closing hours to be 11 a.m. and 9 p.m. respectively (excluding Sundays);

- Hotels to be permitted to supply liquor with substantial meals till 11 p.m. on week days;

- Off-licences to replace wholesale licences—the two-gallon minimum purchase to go;

- Restaurant licences proposed;

- Minor changes for tightening up control of clubs;

- Methylated spirits not to be further denatured, but a tighter control to be provided for import and sales;

- The Government to explore the possibility of reducing strength of beer on sale in the Colony.

The committee was hopelessly divided on the question of a break in drinking hours and threw the question back in the Government's lap.

Oddly enough, early in 1960, the Government made an attempt, through legislation, to reduce hotel hours, and also bring in an afternoon break. The measure reached the second reading stage in the Legislative Council but bogged down and was adjourned pending the appointment of this committee.

The committee was not wholly unanimous on the question of off-licences. Four members considered that consumption of liquor would increase if single bottles could be bought at stores.

But the majority considered that those who could not afford to buy two-gallons of liquor at any one time were compelled to buy at higher prices from hotels. The two-gallon minimum induced some persons to buy that quantity, whereas they might otherwise buy less; and they (the majority of the committee) were not satisfied that off-licences would cause serious economic losses to the hotels.

As far as restaurant licences were concerned, the committee considered they should be few and limited to high-class restaurants which had suitable facilities.

Club licences came under fire from the United Licensed Victuallers' Association. The hoteliers asked that:

- The licensing of clubs be controlled by a licensing court, with applications for, and annual renewals of, licences advertised and heard in open court;

- Clubs be prohibited from selling liquor for consumption off club premises;

- Clubs be subject to the same

police supervision as other licensed premises, the present necessity for search warrant being abolished.

A publican who was not a member of the ULVA asked for a more stringent control.

The committee gave the ULVA a short shift and said plainly that the conduct of public bars had led people to form clubs where they could get a glass of beer in relative comfort and in clean surroundings.

The strength of the local beer was another thorny problem. For example, an 8 oz glass of Australian Fiji beer contains about the same amount of alcohol as a hotel "gin" of whisky or gin and is cheap. The committee was attracted to the idea of weaker beer, provided the local industry was protected in some ways from competition from the high strength product.

But local consumers, who were used to the Australian and Fiji beer, might be reluctant to accept a weaker product.

"A long-term view needs to be taken and it should be possible ultimately to habituate the drinking population to beer of the strength popular in New Zealand and the United Kingdom," the committee reported.

Carlton Brewery (Fiji) resisted the suggestion that the strength of beer be reduced, and one of the reasons was that in the tropical climate of Fiji the present alcohol content must be maintained to keep the beer in good condition. It said that a small drop in alcohol content reduced the life of draught beer considerably.

But other evidence left the committee unconvinced that the climate ruled out the possibility of manufacturing lower-strength beer. They suggested that the Government obtain independent expert advice from overseas.

On the statistical side, the committee received submissions from the hotel trade, churches, clubs, Government officials including the Colonial Secretary, Mr. P. D. Macdonald, the Commissioner of Police, Mr. H. T. Beaumont, and a couple of magistrates, associations, solicitors and private individuals.

Those who comprised the committee were Mr. C. S. Reay (chairman), the Rev. S. G. C. Cowell, Adi Laisa Ganilau, Dr. G. Hemming, Mr. Justice Levea (Solicitor-General), Mr. A. D. Levea, Mr. G. Mishra, Mr. R. D. Paul, Sister L. C. Ram Samuj, J. B. Takaratu Julian Toganivalu and Mr. A. Wendt.

DEATHS OF ISLANDS PEOPLE

Setareki M. Koto

One of the last links with the old Fijian Native Lands Commission that worked under Ratu Sir Lala Sukuna was broken on July 2, with the death of a Fijian authority on customs and land ownership, Setareki M. Koto. He joined the office of the District Commissioner, Lau, under Dr. St. Johnson before the outbreak of World War I, and later joined the Native Lands Commission and worked with the late Ratu Sir Lala for several years. He retired for medical reasons just before Ratu Sir Lala retired. But he was re-employed because of his extensive knowledge and was still working on a difficult and complicated task at the time of his death.

Mr. J. L. Mitchell

The death occurred at Ramon, Embrym, New Hebrides, recently of John Leslie Mitchell, a New Hebrides pioneer, and senior British resident in the New Hebrides. He was 77. Mr. Mitchell had first visited the New Hebrides at the turn of the century, when on his way to the Solomon Islands, but in 1904, at the age of 20, he began work for his uncle, Mr. J. Zeitler, who owned a plantation at Ringdove Bay, on the island of Espiritu Santo. In his early years he traded from island to island, buying copra, sandalwood and cotton, and running a plantation. Later he acquired one of the former Hagen properties at Ramon and settled there permanently. Mr. Mitchell was a popular and much respected identity, who had friends in all communities because of his hospitality and interest in others. Mr. Mitchell had visited Australia only a short time before his death.

Mrs. Marie Keesing

The death occurred in tragic circumstances in California on July 13 of Mrs. Marie Margaret Keesing, 52, the widow of the Pacific expert Professor Felix Keesing, Professor of Anthropology at Stanford University, California, who died from a heart attack on April 22.

Mrs. Keesing's body was found hanging by a clothesline from a tree near her house on the Stanford University campus.

Police were told that Mrs. Keesing, who was New Zealand-born, had been despondent, and under medical care, since Professor Keesing's death (PIM, July, p. 145).

The late Mrs. Keesing met her husband in New Zealand when he

was studying at the University, and they went to Stanford in 1943.

There are two sons, Donald and Roger Keesing, and a foster son, Ole Holsti.

Mr. H. van Pel

The death occurred in Holland in July of Mr. H. van Pel, who only recently had resigned as the South Pacific Commission's Fisheries Officer. His death is reported elsewhere in this issue, and a longer report, with photograph, about Mr. van Pel's career was published on p. 55 of July PIM, following his resignation.

Mr. J. Flemons

The death occurred in Nadi, Fiji, in July of Mr. Joseph Flemons, who had operated a chemist shop at Nadi since 1948, and who was one of Fiji's more colourful personalities.

Mr. Flemons was born in England, and after qualifying as a chemist set off to see the world. He worked in Peru and in the silver mines of the Andes. He later spent 20 years in Japan. He went to Fiji in the 1930s and first joined Burns Philp as a pharmacist. Although more than 80 he was still running his own efficient business at Nadi at the time of his death.

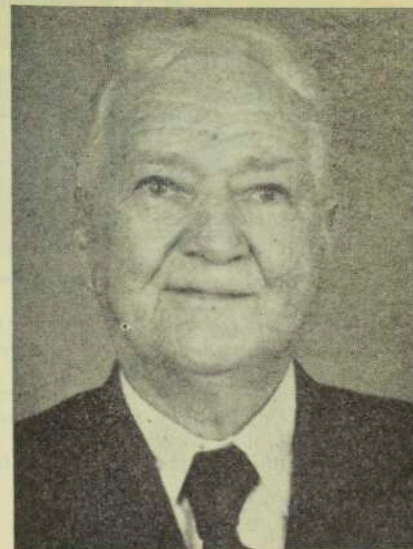
Mr. Robert Austin Malone

The death occurred in New Zealand in July of Mr. R. A. Malone, a former Treasurer and Collector of Customs in West Samoa (from 1938 to 1940) and a West Samoan Public Service Commissioner (from 1950 until his retirement in 1955). He was 62.

Samuel Saillele Ripley

The death occurred in California in July of Samuel Saillele Ripley at the age of 78. Born in American Samoa, he was educated in Apia and worked there for a time before leaving for the US in 1908, where he later became prominent in community life in Richmond, California.

After World War I, Mr. Ripley re-visited Tutuila, and protested at what he called "the Kaiser-like methods of the US Naval Govern-



The late Mr. J. L. Mitchell.

ment", and protested to the US State Department. When he again visited Tutuila in 1921 the Navy prevented him from landing.

His sister, Mrs. Helen Wilson, still lives in American Samoa, and a nephew is Mr. E. F. Paul, prominent Apia businessman.

(Advertisement)

A 10 Seconds Beauty Bath

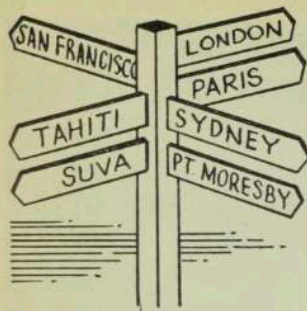
If you have to hurry away without time for your beauty bath, it is an easy matter to freshen up in a few seconds by simply smoothing the body over with your lemon delph freshener. This will ensure a dainty freshness, besides the beneficial toning that your lemon delph freshener will give you.

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TRAVEL TALK

Two dates to keep in the Pacific are mentioned in this month's Travel Talk. And there are also details of an off-the-beaten-track tour, some information of what to do in Tahiti, and—for those planning trips abroad—some more on travelling cheaply in Europe and a plan for a working holiday for girls. But perhaps you can't afford to do any of those things? Never mind. . . . This section is for those who want to travel, and for those who just want to dream about it.

What To Do In Tahiti

In March *Travel Talk* we got you to Tahiti and found you a hotel. Now, what can you do to fill in the time?

If you are the relaxing type, you can drive in your U-Drive car or on your Vespa to the black or white sand beaches for swimming, skin-diving, fishing or just sitting in the sun. For the more energetic there are mountain excursions by jeep or on horseback; or you may paddle around in a pedalo boat (10/- an hour), or borrow a Tahitian's outrigger canoe for much less.

You may take an excursion in a glass-bottom boat (£1 each); or sit at the Vaima cafe over a cool bottle of Hinano beer and watch the world go by.

Or there is always a tour of the island to be made with perhaps an overnight stop at one of the two native inns.

Native inns are exactly the way they sound—and the meals are generally fish.

Or there is horseback riding in the country near Papeete from £1 per hour with a reduction for groups; waterskiing at week-ends at 5/- once around the bay. Or a boat trip to Moorea with an overnight stay at Hotel Aimeo or at the native inn in Paopao called Pauline's. Return boat fare is about 17/6 per person and you will travel with sea-sick Tahitians, and sundry small livestock like pigs and chickens.

You may, of course, hire your own boat and do a little deep sea fishing on the way. One launch, with room for four or five, but no toilet, costs £17/10/- per day, inclusive of beer; while another with

toilet is available for £25 per day. If you like fishing, you'll catch fish all year round—marlin, bonita—best after November—wahoo, dolphin and sharks.

For the stay-in-Papeete types there is always a tour of the town by taxi at about 25/- an hour or about 6/- a mile. For those who wish to go native, a ride in a native bus called 'le truc' is a must. All in with the Tahitians, coconuts, fish on strings hanging by their tails and perhaps a squealing pig, and you'll get a 10 miles ride for about 1/6.

If you are an exploring type, you can take the RAI flying boat to Raiatea or Bora Bora—the latter about 90 minutes flying-time from Papeete. Return fare to Bora Bora is about £17 and there is native inn accommodation there, also a luxury hotel.

That takes care of your days. What about the nights?

Most people think first of Quinn's Tahitian Hut, a waterfront bar that has been known to sailors, waterfront drifters and tourists alike for the past several decades. Music for dancing starts at 8.30 p.m. with a good lively orchestra, and closing time is 11.30 p.m.

This is a favourite pick-up place for the solitary male tourist—and whatever he is seeking, he is pretty sure to find it in Quinn's or at the Col Bleu or at Bar Lae.

The evening need not be expensive with big bottles of beer at 3/6 and perhaps a flower lei for the vahine at 2/-.

When the Papeete night spots close everyone jumps aboard a Tahitian

'truc' for a ride out to Lafaye (return fare by 'truc' 4/- or by at least 30/-) which does not close until 2 a.m.

For those more inclined to quiet evening entertainment, there is dancing at Hotel Tahiti each night except Monday. Drinks here are higher than in Papeete (4/- for a small bottle of beer). There are Tahitian dancers on boatnights at Hotel Tahiti without extra charge. And a Monday Tahitian party with dinner Tahitian dancers at Hotel Tropiques for £3 per head.

(Prices quoted in Aust. currency.)

Dates to Keep In the Pacific

Hibiscus Festival, Fiji's gala week. It will be held between September 16 and 23 this year. The Visitors' Bureau is in charge of arrangements and, as usual, a Hibiscus competition will be an important item on the agenda.

Mt. Hagen Show—this is a newcomer to the now long list of nominally Agricultural Shows held in District centres in Papua and New Guinea. Apart from the agricultural aspect, they give the rest of the Territory a chance to see some of the local native people and are expected that Mt. Hagen's first show will attract thousands of prime Western Highlanders in their colorful dress (and undress). For a number of years, the Goroka Show (in the Eastern Highlands) held in May and June, has been the most spectacular in this respect, but the story that Mt. Hagen's

first show will "leave Goroka dead". It will be held on September 23 and 24 and Mr. Tom I. Western Highlands District Commissioner, is the driving force behind the programme.

Off-the-Beaten-Track Tours

Some off-the-beaten-track packages—at least for American tourists—are included in the Hemphill Western Cruise that left Los Angeles on September 13. It's aimed at the well-travelled tourist who's just about seen everything else, and will take in Bora Bora, walking on Beqa, Fiji, New Guinea Highlands, Rabaul, Honiara and adjacent islands of Guadalcanal, and the Australian Centre.

The tour is of about 10 weeks duration and costs \$6,460 (roughly £2,870 in Australian money).



THE PACIFIC



You Can Travel Europe Cheaply—Part III

CAMPING, once a peculiar New World pastime is becoming more and more popular in Europe. Particularly with Germans, who haven't the money the British have to spend on Capri, Costa Brava and French Riviera hotels. The Germans arrive and enjoy these places but stay in camping grounds.

For as little as the equivalent of £1 a night you can pitch a tent in a camping ground. You will find a shower block, toilets (often of the Asian variety), restaurant and dining shelter provided.

The best country for camping is undoubtedly Denmark, which has many camps. Each year sees more and more of them opened, and you will find yourself rubbing bikinis with the *nouveau riche* on the beaches for less than the price they are paying.

There is an excellent illustrated Camping Guide published, with maps and information about camps in Europe. It is in six languages and put out by a German firm. It is a "must" for the would-be camper.

Yugoslavia is one communist country which is attempting to encourage Western tourists. There are many camping grounds along the beautiful Adriatic, the playground of the '30's; however, the roads are practically non-existent between the camps.

Petrol, like most available in Iron Curtain countries, is of very low octane and garages are few and far between. Heaven help you (the UK Automobile Association might), if you break down and need spare parts. Scandinavia offers the tourist breathtaking scenery but watch out for those narrow, unsealed, twisting roads in Norway, and the corrugated dirt tracks of Finland. Swedish roads are excellent, like main roads in Germany, Belgium, France and Italy. Spanish roads are generally very poor once you are off the main routes.

There is not a great deal of room to camp in the United Kingdom itself, but that is not to say that people don't try. In a good summer in the northern counties and in Scotland, my pup-tents—like the sort of thing Australians buy for their small children—may be seen in the oddest

places. The kind of camping that goes on in tent-towns at the seaside resorts around Australian cities in the summer which requires everything including the kitchen sink and refrigerator and needs a pantechicon to move it, is not for these hardy souls. With them, mere absorption of the unusual sun seems to be an end in itself.

Making it Easy For World-Girdling Girls

THE battle for the youthful traveller seems to have been joined with a recent announcement in Australian newspapers by Brook Street Bureau of Mayfair, Ltd., which has opened an office in Union House, 247 George Street, Sydney.

Formerly the Overseas Visitors' Club was sole guide, philosopher and friend to the young tourist—and something of the OVC's work was described in this section in April. A more or less recent development of the OVC was a tie-up with the Greek shipping line and block bookings of a large slice of the accommodation on the liner *Patrice*.

In June the OVC announced "the lowest ever" return sea fares to Europe. For £A236 the traveller gets forward bookings on *Patrice* to Athens, train travel from there to London and return sea travel from Southampton to Australia by 20,000 tons *Bretagne* any time within two years. There are also a few other extras thrown in free for this bargain price.

But back to Brook Street Bureau, which is offering a trip to England on a P & O-Orient ship, two weeks bed-and-breakfast accommodation on arrival in London, plus a guaranteed job, all for as little as £A121.

This remarkable offer is available to all trained female office staff normally resident in Australia—no males need apply! [About 80 per cent. of the young Australians going abroad these days are female, one reason of course being that in that age-group young men are usually training for their future careers. What the end result will be of this world touring for the girls, while the boys stay close to home, is beyond the scope of this column to judge.]

The Brook Street Bureau of Mayfair, Ltd., an English employment agency, has worked out its plan in conjunction with the P&O-Orient company to provide a comprehensive scheme for the thousands of Australian secretaries, shorthand typists, and bookkeepers who are beating the well-worn path to London.

It is made possible by the fact that,

in Britain, there is a perpetual shortage of office workers. Brook Street Bureau normally interviews 100,000 girls a year and supplies staff to three-quarters of the country's largest corporations.

These days English girls change jobs frequently, and all go away for their summer holidays, often to the Continent. So from May to September there is a mass migration of office girls from their desks to the beaches of the Costa Brava or the Pier at Brighton. Brook Street Bureau aims to plug the gap with Aussie girls.

The whole of Operation Working Holiday is very business-like. The prospective customer completes the application form, sends in a full-length, postcard sized photograph of herself, and the names of two persons prepared to supply references. On payment of £A121 she then becomes entitled to:

- A passage via Suez on a P & O-Orient Liner (a supplement is payable if she wishes to go via Panama);

- Two weeks temporary accommodation on arrival in London in a boarding house or hotel;

- Introductions to permanent posts with reputable public and private employers requiring trained office girls; OR a post on the temporary staff of the Bureau for a minimum of 30 hours per week at ruling English rates, within three days of registering for work;

- An accommodation service enabling girls to choose a more permanent home after the two weeks free accommodation is taken. She chooses this from a comprehensive list of vacancies (a fee of one week's rent in advance is normally payable to the agent);

- A Travel and Work plan for temporary office workers who can travel from city to city during the summer months in England, with a job waiting at each place;

- Welfare and Legal Advice from the Bureau.

The average weekly wage of a shorthand typist, bookkeeper or office machine operator working in London on a permanent basis would be up to £Stg.12/10/- per week.

A temporary employee working five days a week from 10 a.m. till 5 p.m., should earn up to £Stg.10/10/- a week, said Mrs. Pauline Nagle, Sydney office manager for Brook Street Bureau.

Information about the Working Holiday Plan can be obtained from travel agents, the P & O-Orient Co. or direct from Brook Street Bureau's Sydney office.

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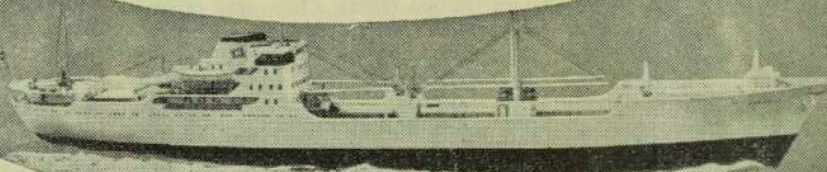
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FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd.

SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

All sailings are approximate and may vary by as much as two weeks.

MV Malekula sails from Sydney for Brisbane, Townsville, Port Moresby, Rabaul, Kavieng, Alexishafen, Madang, Lae, Sydney. Next Sydney sailings: Oct. Dec. 4.

MV Malaita sails from Sydney, Brisbane, Cairns, Port Moresby, Samarai, Rabaul, Lombrum, Lorengau, Madang, Lae, Samarai, Brisbane, Sydney. Next Sydney sailings: Aug. 29, Oct. 17 (approx.).

MV Bulolo sails about every six weeks: Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Lae, Madang, Rabaul. Next Sydney sailings: Sept. 13, Oct. 24 (approx.).

MV Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Lae, Port Moresby. Next Sydney sailings: Sept. 20, Nov. 18 (approx.).

Details from Burns, Philp and Co., Ltd., Bridge Street, Sydney (B 0547).

Shansi: Leaves Melbourne about every six weeks for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Kavieng, Rabaul, Port Moresby, Sydney. Next Sydney sailings: Aug. 22, Sept. 30, Nov. 10 (approx.).

Tuning: Leaves Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Lae, Madang, Wewak, thence Hongkong. Next Sydney sailing: Sept. 8.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Rabaul, Madang, Lae. Next Sydney sailings: Aug. 23 (with call at Howe Is.), Sept. 28 (approx.).

Bevik: Leaves Sydney monthly for Port Moresby, Lae and Rabaul (calling at Howe Is. en route, occasionally). Next Sydney sailing: Oct. 3 (approx.).

Details from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney. (BU 8311).

MV's Malacca and Matupi (Austasia Line) maintain a regular service between Australian ports (turn round at Adelaide), Papua-New Guinea, and Borneo.

Malacca: Dep. Sydney Sept. 1, Brisbane Sept. 3-4, Pt. Moresby Sept. 9-11, Rabaul Sept. 14-16, Lae Sept. 18-19, Madang Sept. 21; thence Borneo and Sarawak ports. Tanjong Mani, Oct. 22 for Australian ports, due Adelaide for turn-round Nov. (approx.).

Matupi: Dep. Tanjong Mani Sept. 1 for Sydney, arr. Sept. 20; dep. Sydney Sept. 21 for southern Australian ports. Due Sydney again Oct. 15 for Brisbane.

17-19, Pt. Moresby Oct. 24-26, Rabaul Oct. 29-31, Lae Nov. 2-3, Madang Nov. 4; thence Borneo and Sarawak ports.

Details from Blue Star Line (Aust.) Pty., 17-19 Bridge St., Sydney. (BU 1271).

Sydney - Papua-NG - BSI

MV Sinkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Honiara, Rabaul, Madang, Lae, Port Moresby, Sydney. At present on charter to British Phosphate Commission for voyage to Nauru Is. and Nauru. Re-entering P-NG service in four months' time, dep. Sydney Nov. 17 (approx.).

MV Soochow: Leaves Melbourne for Sydney, Brisbane, Pt. Moresby, Rabaul, Madang, Lae, Port Moresby, Sydney. Next Sydney sailings: Sept. 5, Oct. 9, Nov. 24 (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 other Islands ports.

Tenos: From Japan, due Madang Aug. 28, Lae Aug. 29-Sept. 1, Rabaul Sept. 2-3, Honiara Sept. 5, Vanikoro Sept. 7-9, Santo Sept. 10, Vila Sept. 11, Brisbane Sept. 14-16, Sydney Sept. 18, thence loading at southern Australian ports. Due dep. Sydney Oct. 5 for Brisbane, thence Japan direct.

Milos: Dep. Sydney Aug. 26 for Brisbane, Manila, Hongkong and Japan, arr. Sept. 16. Due dep. Japan (Kobe) Sept. 22 for Hongkong and Nth. Borneo ports, Rabaul Oct. 11-12, Lae Oct. 13-15, Brisbane Oct. 19, Sydney Oct. 23.

Aros: Dep. Japan (Kobe) Sept. 3 direct to Sydney, arr. Sept. 15, thence southern Australian ports. Due dep. Sydney Oct. 9 for Brisbane Oct. 11-13, Lae Oct. 17-18, Madang (opt.), Rabaul Oct. 19-20, thence Manila and Hongkong (omitting Japan). Delos: Dep. Sydney Sept. 12 for Brisbane and Japan direct.

Samos: Dep. Japan (Kobe) Sept. 16,

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SYDNEY	depart	From	Sept. 24	Sept. 30	Oct. 16
AUCKLAND	arr/dep	UK, via	Sept. 27	to Far	Oct. 19
SUVA	arr/dep	Panama	Sept. 30	East	—
HONOLULU	arr/dep	Canal	Oct. 5	Oct. 23	Oct. 25
VANCOUVER	arr/dep	Sept. 3†	Oct. 10-11*	Oct. 28-29	Oct. 30
SAN FRANCISCO	arr/dep	Sept. 4-5	Oct. 14-15	Oct. 31-Nov. 1	Nov. 1-2
LOS ANGELES	arr/dep	Sept. 7-8††	Oct. 16	Nov. 2	Nov. 3
HONOLULU	arr/dep	Sept. 13	Oct. 21	Nov. 7	Nov. 7
SUVA	arr/dep	Sept. 20	Oct. 28	to Far	—
AUCKLAND	arr/dep	Sept. 23	Oct. 31	East	Nov. 15
SYDNEY	arrive	Sept. 26	Nov. 3	Dec. 3	Nov. 18

USA-Tahiti-Cook Is.-NZ-Sydney-Fiji-Samoa-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Aug. 19	Sept. 16	Oct. 3	Nov. 3
LOS ANGELES	arr/dep	Aug. 20	Sept. 17*	Oct. 4†	Nov. 4
PAPEETE	arr/dep	Aug. 28-30	Sept. 28-30	Oct. 15-17	Nov. 12-14
RAOTONGA	arr/dep	Sept. 1	Oct. 2	Oct. 19	Nov. 16
AUCKLAND	arr/dep	Sept. 5-6	Oct. 6-7	Oct. 23	Nov. 20
SYDNEY	arr/dep	Sept. 9-12	Oct. 10-13	Oct. 26-29	Nov. 23-29
AUCKLAND	arr/dep	Sept. 15	Oct. 16	Nov. 1	Nov. 30
SUVA	arr/dep	Sept. 18	Oct. 19	Nov. 4	Dec. 3
PAGO PAGO	arr/dep	Sept. 19	Oct. 20	Nov. 5	Dec. 4
HONOLULU	arr/dep	Sept. 24-25	Oct. 25-26**	Nov. 10-11††	Dec. 9-10
SAN FRANCISCO	arrive	Sept. 30	Oct. 31	Nov. 16	Dec. 15

Details from Wilh. Wilhelmsen Agency
Pty., Ltd., 13 Bridge St., Sydney
(BU 6301), and Islands Agents.

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 thence West Africa and return to Australia. Next Sydney sailings: Houtman Sept. 16. Van Waerwijck Oct. 12 (approx.).

MV Karossa (Dutch KPM Line) operates from Singapore about every three months to Portuguese Timor, Netherlands New Guinea ports (Sorong, Manokwari, Biak, Seroei, Sarmi, Hollandia, Fak-Fak, Kaimana, Kokonao, Merauke), and Port Moresby in Papua-New Guinea; return by same route. Next Port Moresby calls: Sept. 18, Dec. 11.

MV's Kaloeke and Kasimbar, three monthly services on same route—but omitting call at Port Moresby.

MV Sungei Bila operates from Manokwari to Geelvink Bay ports; and occasionally from Hollandia to Wewak, Madang, Lae and Rabaul, in P-NG.

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. Next vessels:

Larchbank: From Continent and UK,
due Pt. Moresby Sept. 13, Samarai Sept.
15, Lae Sept. 16, Madang Sept. 18, Rabaul
Sept. 20, Kavieng (opt.), Honiara Sept. 25.

Leverbank: From Continent, dep.
London Sept. 5, due Pt. Moresby Oct. 10.

Samarai Oct. 12, Lae Oct. 13, Madang
Oct. 14, Rabaul Oct. 17, Kavieng (opt.),
Honiara Oct. 21.

Details from Bank Line (A/asia.) Pty.
Ltd., 269 George St., Sydney. (BU 2041).

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.

Drente (RL): From Continent, dep.
London Aug. 19, du Papeete Sept. 17,
Noumea Sept. 26, Honiara Sept. 30-Oct. 1,
Pt. Moresby Oct. 3, Rabaul Oct. 6, Lae
Oct. 9, Madang Oct. 11, Hollandia Oct.
14, Blak Oct. 20, Manokwari Oct. 23,
Sorong Oct. 26, thence Europe via Borneo,
Far East and Suez.

Neder Weser (NL): From Continent,
dep. London Sept. 19, due Papeete Oct.
15, Noumea Oct. 23, Honiara Oct. 27, Pt.
Moresby Oct. 30, Rabaul Nov. 2, Lae
Nov. 5, Madang Nov. 7, Hollandia Nov.
10, Biak Nov. 16, Manokwari Nov. 19,
Sorong Nov. 22, thence Europe via Borneo,
Far East and Suez.

Details from Royal Interocean Lines.
255 George St., Sydney. (BU 6771).

Cargo vessels of Crusader Shipping Co. (UK), running between New Zealand and Japan, call occasionally at Pt. Moresby (Papua) and Rabaul (New Guinea) on their northbound run.

Details from Shaw, Savill Line, agents,
101 Queen St., Auckland. (Tel. 30-310).

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.

Chekiang: Due Wewak (now regular monthly call) Aug. 22, Madang Aug. 23, Lae Aug. 28, Rabaul Aug. 31, Pt. Moresby Sept. 8, Honiara Sept. 11, Santo Sept. 14, Suva/Lautoka Sept. 17, Noumea Sept. 23, Bourail Sept. 24, thence Japan direct, arr. Oct. 11.

Chengtu: Dep. Japan Aug. 31 for HK
Kong Sept. 8, Madang Sept. 16, Lae 8
19, Rabaul Sept. 22, Samarai (now reg
3-monthly call) Sept. 24, Pt. Moresby
Oct. 1, Santo Oct. 7, Vila Oct. 9, S
Lautoka Sept. 12, Noumea Oct. 18, Bou
Oct. 19, thence direct to Japan, arr.
5

Chungking: Dep. Japan Sept. 30
Hongkong Oct. 8, Madang Oct. 18,
Oct. 21, Kavieng (now 3-monthly
Oct. 24, Rabaul Oct. 26, Pt. Moresby
3, Honiara Nov. 6, Suva/Labasa Nov.
Noumea Nov. 16, Apia (now regula
monthly call) date to be fixed, th
direct to Japan, arr. Dec. 9.

Details from China Navigation Co.,
(Swire and Yuill Pty., Ltd., agents)
Bridge St., Sydney. (BU 1712).

MV Tulagi makes a round trip Noumea, Is., Vila, Santo, Honiara and BSI Bougainville ports, leaving Sydney once every six weeks. Last Sydney sailing: Aug. 10. Next Sydney sailing: 25 (approx.)

Details from Burns, Philp and Co
Bridge Street, Sydney. (B 0547).

Vessels of Messageries Maritimes from Marseilles, via West Indies Panama, call about every six weeks. Papeete, Vila, Noumea and Sydney, return by same route.

Next inwards voyages, ex-Marseill
Melanesien: Papeete Oct. 11-15, Vila
24-25, Noumea Oct. 26-30, Sydney No
Caledonien: Papeete Nov. 19-23, Vila
30-Dec. 1, Noumea Dec. 2-6, Sydney
9

Next outwards voyages, ex-Sydney:
Tahiti: Dep. Sydney Sept. 8, No. 10.
Sept. 11-14, Vila Sept. 15-23, Papeete.
Sept. 29-Oct. 4. Melanesien: Dep. Sydney
Nov. 4, Noumea Nov. 7-11, Vila
12-20. Papeete Nov. 27-Dec. 2.

Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney, Noumea and Hebrides (Vila and Santo). Next S. sailings: Sept. 3, Sept. 29, Oct. 27.

Details from Messageries Maritimes Grosvenor St., Sydney. (BU 2654).

Cargo vessels of Messageries times Line maintain regular service between France and New Caledonia via Fr. East Africa, Ceylon and Australia ports. Each has accommodation for passengers. From Sydney, vessels go to Brisbane and Noumea; then return to France via Australian coastal ports.

Next sailings from Sydney for Nov
Vivarais Sept. 22, Vanoise Oct. 11

Other Messageries Maritimes vessels run regularly between France, Sydney, via Panama Canal and I ports. Next vessels:

Siletta: Papeete Sept. 4, Noumea
15, Sydney Sept. 24, Vila Sept. 29, NO
Oct. 5, returning to Dunkirk via
African ports.

Iraouaddy: Papeete Oct. 17, Noumea Oct. 17, Sydney Nov. 6, Vila Nov. 12, Noumea Nov. 14, returning to Dunkirk via Australian ports.

Details from Messageries Maritimes, 36 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 to Auckland. Next Auckland sailing: Sept.

Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington and return to Auckland. Next Auckland sailing: Sept. 31.

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 liner Southern Cross makes four round-the-world voyages per year, two westward, then two east-bound, calling at London and Tahiti every trip.

Next voyage: Dep. Southampton Sept. 13, via Sth. Africa, at Sydney Oct. 13-15, Wellington Oct. 18-19, Auckland Oct. 21, via Oct. 24, Papeete Oct. 28-29, thence Panama to Southampton, arr. Nov.

Details from Shaw Savill Line, 8a St. George's St., Sydney. (BW 1828).

New Zealand-Cook Is.

ZGS Moana Roa (40 passengers) makes approximately monthly voyages from Auckland (NZ) to Rarotonga (Cook Islands), with calls at Niue and some other Cook Islands when cargo warrants.

Details from NZ Department of Island Territories, Wellington (Tel. 45-117), or office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Corsisla and Thor I maintain a regular service from Pacific Coast North American ports to Central and Western Pacific Islands, with sailings every alternate month.

Thor I: From USA, dep. Papeete Aug. 23, Pago Pago Aug. 26-28, Apia Aug. 29-30, via Sept. 2-4, Noumea Sept. 6-8, Townsville Sept. 12-15, Rabaul Sept. 12-20, Apia Sept. 20-22, Pago Pago Sept. 25-28, Los Angeles Sept. 30-31, San Francisco Oct. 13.

Corsisla: Dep. San Francisco Sept. 25, Los Angeles Sept. 26-28, Papeete Oct. 9-11, Pago Pago Oct. 14-16, Apia Oct. 17-18, via Oct. 19-20, Noumea Oct. 22-24, Lae Oct. 28-31, Pago Pago Nov. 7-10, Los Angeles Nov. 24-27, San Francisco Nov. 28.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Nomad, Sierra and Ventura. Terminal calls, in Australia, vary with cargoes. Vessels call at Papeete, Pago Pago, Suva, Sydney and Brisbane. Next trans-Pacific sailing: Sierra Sept. from Brisbane.

Details from Matson Lines, 82 Elizabeth St., Sydney. (BU 4272).

American Pioneer Line has seven ships (Pioneer Gem, Isle, Glen, Reef, Surf, Star Tide) on US Atlantic Coast-Panama-Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Reef Aug. 25, Pioneer Star Oct. 25.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

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 with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Sept. 14 (approx.).

Details from American Trading and

Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

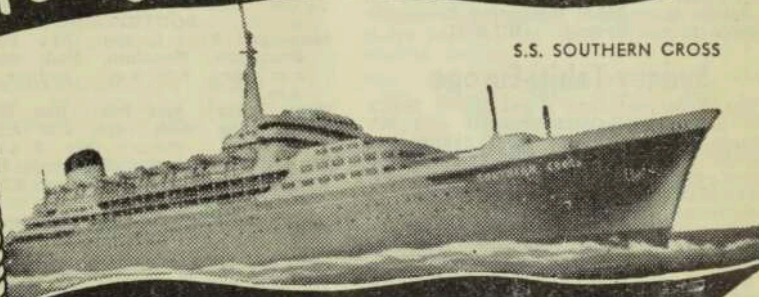
MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Last Sydney sailing: Aug. 18. Next Sydney sailing: Sept. 18.

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia,

Linking the Pacific Islands with



S.S. SOUTHERN CROSS

EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA AND SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned • Two swimming pools • Unencumbered sports decks • Children's play rooms and deck • Spacious lounges • Air-conditioned Dining Rooms • Orchestra • Cinema Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. TAHITI—Messageries Maritimes,
Papeete. Cable Address: Messagerie, Papeete.

as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation.

Next Sydney sailings for USA, via Islands ports: Waiana Aug. 26, Waihemolite Oct.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney. (2-0528).

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Next sailing dates from London (subject to alteration) are as follows: Oct. 5, Nov. 16.

Far East-Fiji-NZ-Sydney

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 Neck Lautoka Sept. 9 (approx.), Suva Sept. 10 (approx.), Van Cloon Lautoka Oct. 20, Suva Oct. 21.

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: Johan van Oldenbarnevelt dep. Sydney Aug. 25 (Suva Sept. 4, Papeete Sept. 8-9).

Next inwards call at Papeete: Oranje Sept. 22-23; Oranje Dec. 8-9.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

The Italian Sitar 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).

New Zealand-Tahiti

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: Rangitoto, ex-Wellington, due Papeete Sept. 25 (approx.).

Next southbound voyage: Ruahine dep. London Sept. 22, due Papeete Oct. 18 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

A two-monthly call at Papeete was commenced in July by Tasman Pacific Services (a West German shipping company) with its vessels Cap Corientes and Cap Domingo, which run between NZ and the west coast of North America.

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 Aoniu, 500 tons

gross. Calls are made, as required at Haapai, Vavau, Niuaotuputu 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.

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 Electra International Mk. II aircraft, under charter to TEAL, from Melbourne and Auckland, connect at Nadi on Wednesday and Friday with Qantas northbound flights, and on Thursday and Saturday with southbound flights (see Table 17).

TEAL Electra International Mk. II 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 (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 Manila-Tokyo

(First and Economy Classes)
BY QANTAS EMPIRE AIRWAYS
(Super Constellation)

Wed.: Dep. Sydney 3.30 p.m., Pt. Moresby arr. 10.45 p.m., dep. 11.45 p.m., Manila arr. 7.30 a.m. (Thurs.), dep. 9.30 a.m., Tokyo arr. 5.30 p.m.

Fri.: Dep. Tokyo 11.59 p.m., arr. 8 a.m. (Sat.), dep. 2.15 p.m., Manila arr. 4.15 p.m., dep. 5.15 p.m., Pt. Moresby arr. 5 a.m. (Sun.), 6 a.m., Sydney arr. 1.15 p.m.

[Note: As this is an International service, Qantas is not permitted to Sydney-Pt. Moresby or Pt. Moresby-Sydney passenger traffic.]

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett operate from Sydney to Lae and Port Moresby by DC6B's. TAA runs the service on Saturdays, Mondays, Wednesdays; ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

First and Tourist Classes
Sat. and Mon. (TAA)

Dep. Sydney, 9.45 p.m. Brisbane, 11.45 p.m. (Sun., Tues. Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6.15 a.m. (Wed., Thurs. Dep. Pt. Moresby, 7 a.m. Lae, 8 a.m.)

First and Tourist Classes

Tues., Thurs., and Fri. (A/AN) Dep. Sydney, 9.45 p.m. Brisbane, 11.45 p.m. (Wed., Fri., Sat. Wed., Fri., Sat. Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6.15 a.m. (Sun., Mon. Dep. Pt. Moresby, 6.45 a.m. Lae, 7.45 a.m.)

First and Tourist Classes

Wed. (TAA) Dep. Sydney, 8.20 p.m. Brisbane, 10.20 p.m. (Thurs. Dep. Brisbane, 11.20 p.m. Townsville, 2.15 p.m. (Fri. Dep. Townsville, 3.15 a.m. Pt. Moresby, 6.15 a.m. (Sat. Dep. Pt. Moresby, 7 a.m. Lae, 8 a.m.)

SOUTHBOUND

First and Tourist Classes

Tues., Thurs., and Sun. (TAA) Dep. Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m. (Wed. Dep. Pt. Moresby, 11.30 a.m. Brisbane, 4.45 a.m. (Thurs. Dep. Brisbane, 5.30 p.m. Sydney, 7.30 p.m.)

First and Tourist Classes

Wed. and Sat. (A/ANA) Dep. Lae, 9.30 a.m. Pt. Moresby, 10.30 a.m. (Sun. Dep. Pt. Moresby, 11.30 a.m. Brisbane, 4.45 a.m.)

Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35 p.m.
First and Tourist Classes	
Fri. (A/ANA)	
Dep.	Arr.
9.30 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Moresby, 11.30 a.m.	Townsville, 2.15 p.m.
Dep.	Arr.
Townsville, 3.05 p.m.	Brisbane, 5.50 p.m.
Dep.	Arr.
Brisbane, 6.25 p.m.	Sydney, 8.30 p.m.

2A. Qld.-New Guinea

CAIRNS-PT. MORESBY-LAE-TOWNSVILLE

TAA, with Fokker Friendship

(First Class Only)

Mon.: Dep. Cairns 3.10 p.m., arr. Pt. Moresby 5.30 p.m. (Sept. 4, 18, Oct. 2, 16, 30, etc.).
Wed.: Dep. Lae 12.30 p.m., arr. Pt. Moresby 1.30 p.m., dep. Pt. Moresby 2.15 p.m., arr. Cairns 4.45 p.m., dep. 5.30 p.m., arr. Townsville 6.30 p.m. (Sept. 6, 20, Oct. 4, 18, Nov. 1, etc.).

CAIRNS-PT. MORESBY-BRISBANE

ANA, with DC4 (Air Cargo Only)

Mon. (Aug. 28, Sept. 11, 25, Oct. 9, 23, etc.): Dep. Cairns 6.30 a.m., arrive Port Moresby 9.25 a.m. Dep. Port Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m.

3. P-NG Internal Services

Operated by TAA

PT. MORESBY-LAE-PT. MORESBY

(Fokker Friendship Prop-Jet)

Tues.: Dep. Pt. Moresby 6 a.m., arr. Lae 7 a.m. (Sept. 5, 19, Oct. 3, 17, 31, etc.).

Wed.: Dep. Lae 12.30 p.m., arr. Pt. Moresby 1.30 p.m. (Sept. 6, 20, Oct. 4, 18, Nov. 1, etc.).

LAE-RABAU-LAE (Fokker Friendship Prop-Jet)

Tues.: Dep. Lae 8.45 a.m. Rabaul arr. 10.45 a.m. (Sept. 5, 19, Oct. 3, 17, 31, etc.).

Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Sept. 6, 20, Oct. 4, 18, Nov. 1, etc.).

PORT MORESBY-IHU (DH Otter)

Fri.: Port Moresby, Kerema, Ihu, returning same day (Sept. 8, 22, Oct. 6, 20, etc.).

PORT MORESBY-BAIMURU-KIKORI (DH Otter)

Mon.: 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 (Sept. 7, 21, Oct. 5, 19, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Fri., returning same day via Balimo (Sept. 8, 22, Oct. 6, 20, etc.).

(DH Otter)

Kerema, Baimuru: Alt. Wed. (Aug. 30, Sept. 13, 27, Oct. 11, 25, etc.), returning alt. Fri. via Kikori, Baimuru, Kerema (Sept. 1, 15, 29, Oct. 13, 27, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Sept. 6, 20, Oct. 4, 18, etc.).

Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Sept. 2, 16, 30, Oct. 14, 28, etc.).

Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Sept. 9, 23, Oct. 7, 21, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Sat.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Awar (on request), Madang, Lae, arr. 3.55 p.m.

* Calls Awar on request for school-children only.

CENTRAL HIGHLANDS (DH Otter)

Fri.: Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Nondugl, 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-GOROKA-KAINANTU-LAE (DC3)

Thurs.: Dep. Madang 2.45 p.m., Goroka arr. 3.20 p.m., dep. 3.50 p.m., Kainantu arr. 4.15 p.m., dep. 4.35 p.m., Lae arr. 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, Madang arr. 1.25 p.m.

Wed., Sat.: 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 (direct or via airfields as required) 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. (Aug. 28, Sept. 11, 25, Oct. 9, 23, etc.).

Wed.: Dep. Rabaul 6.15 a.m., Finschhafen 8.40 a.m., arr. Lae 9.15 a.m.

Alt. Tues.: Dep. Rabaul 12.45 p.m., arr. Lae 3.25 p.m. (Aug. 29, Sept. 12, 26, Oct. 10, 24, etc.).

Fri.: Dep. Lae 9.15 a.m., Finschhafen 10.05 a.m., arr. Rabaul 12.25 p.m.

Tues., Thurs., 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.

Sat.: Dep. Rabaul 8 a.m., Hoskins 9.30 a.m., Finschhafen 11.05 a.m., arr. Lae 11.40 a.m.

Thurs.: Dep. Lae 9.45 a.m., Finschhafen 10.35 a.m., Hoskins 12.15 p.m., Rabaul 1.25 p.m.

* Calls at Jacquinot Bay (New Britain), 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., Fri., 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. Lae 8.55 a.m., Wau arr. 9.25 a.m., dep. 9.45 a.m., Goroka arr. 10.40 a.m., dep. 11 a.m., Madang arr. 11.35 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, 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. Goroka (by Piaggio) 11 a.m., for Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, Banz, Minj, Goroka.

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.

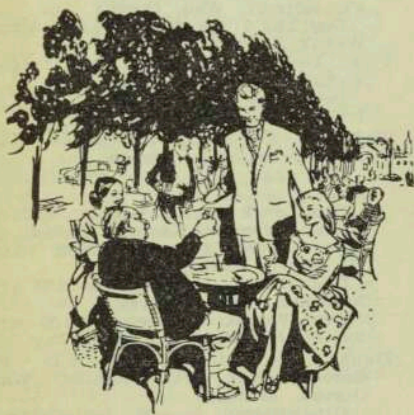
Dep. Minj (by Norseman) 7.30 a.m. for Mendi, Tari, Mendi, Minj.

Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

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3A. P-NG - Netherlands

LAE-HOLLANDIA (Neth. New Guinea TAA, with DC3 aircraft)
Dep. Lae 9 a.m. alt. Sun. (Aug. 27, 10, 24, Oct. 8, 22, etc.), calls at M and Wewak, and arr. Hollandia p.m.
Dep. Hollandia 10 a.m. alt. Mon. 28, Sept. 11, 25, Oct. 9, 23, etc., with calls at Wewak and Madang Lae 3.50 p.m.

BIAK (NNG)-LAE
NNG Airlines with DC3 Aircraft
De Kroonduif NV (Netherlands Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with Dakota DC3 aircraft. It co-operates with KLM's DC8 service to Europe (table 4).

Alt. Sat. (Sept. 2, 16, 30, Oct. 14, 28, etc.)
Dep. Biak 2 p.m., arr. Hollandia 2.50 p.m.; next day (alt. Sun.)
Hollandia 8.30 a.m., arr. Lae 12.30 p.m.
Alt. Mon. (Sept. 4, 18, Oct. 2, 16, 30, etc.)
Dep. Lae 6.15 a.m., arr. Hollandia 9.05 a.m., dep. 10 a.m., arr. Biak p.m.

NNG INTERNAL SERVICES

NNG Airlines
DC3 aircraft link Biak with Hollandia (see above). Sorong, Merauke, Merah, Kaimana, Manokwari, Noe, Kebar, Wamena, Ransiki and Ge, Twin Pioneer to Seroei; and Beat Steenkool, Fakfak, Kaimana, Temina Sorong, Ajamaroe, Napan, Wissel Kokonao, and Inawatan.

4. Aust.-Netherlands N

KLM Royal Dutch Airlines
Weekly DC8 service between S (dep. Mon. 9 a.m.) and Holland, at Biak, NNG (arr. Mon. 2.05 p.m. 2.50 p.m.), Manila (Philippines) Amsterdam (arr. Tues. 10.30 a.m.), Amsterdam Sat. 10 a.m., via I and Biak (arr. Sun. 10 p.m.) for S (arr. Mon. 6 a.m.).

DC8 aircraft dep. Biak Mon. arr. 4.35 p.m. for Japan en route to Amsterdam (arr. Tues. and Sat. 7.30 a.m.) Amsterdam Wed. (3 p.m.) and Sat. p.m.) for Japan and Biak arr. Fri. a.m.) and Mon. (1.05 a.m.).

5. N. Guinea-Solomon

TAA, with Fokker Friendship Pro and DC3 Aircraft

Alt. Tues. (Fokker): Dep. Lae 8.45 for Rabaul, Buka, Munda, Honiara arr. 4.50 p.m. (Sept. Oct. 3, 17, 31, etc.).

Alt. Wed. (Fokker): Dep. Honiara a.m. for Munda, Buka, Rabaul Lae arr. 12 noon (Sept. 6, 20, 18, Nov. 1, etc.).

Alt. Mon. (DC3): Dep. Lae 6 a.m. Rabaul, Buka, Munda, Ys Honiara arr. 4.40 p.m. same day 28, Sept. 11, 25, Oct. 9, 23, etc.

Alt. Tues. (DC3): Dep. Honiara 7 a.m. Yandina, Munda, Buka, Rabaul arr. 3.25 p.m. same day (Aug. Sept. 12, 26, Oct. 10, 24, 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 Tahiti-USA

TAI, with DC8 Jet Aircraft
Dep. Paris Mon. 1.10 p.m., eastbound

Athens, Teheran, Karachi, Bangkok, Saigon, Djakarta, Darwin, Sydney (arr. Wed. 7.05 a.m.).

Sydney Wed. 8.05 a.m. for Noumea (arr. 11.40 a.m., dep. 3 p.m.), Nadi (arr. 5.50 p.m., dep. 6.50 p.m.), crosses International Dateline, Papeete (arr. Wed. 1 a.m., dep. 2.25 p.m.), Honolulu, Los Angeles, Montreal, Paris (arr. Fri. 5.55 a.m.).

Paris Wed. 5.30 p.m., westbound for Montreal, Los Angeles, Honolulu, Papeete (arr. Thurs. 6.35 p.m., dep. Sat. 1.40 a.m.), crosses International Dateline, Nadi (arr. Sun. 4.25 a.m., dep. 5.25 a.m.), Noumea (arr. Sun. 3.30 a.m., dep. 8.30 a.m.), Sydney (arr. 9.40 a.m.).

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

Sydney: Dep. Papeete 9.30 p.m. for Los Angeles, arr. Fri. 8.30 a.m.

Sydney: 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

Regular return flight from Rose Bay base each Tuesday and Saturday (with extra flight Thursday as required).

9. Sydney-Norfolk Is.

Qantas, with Skymaster DC4 aircraft

Sydney: (Aug. 26, Sept. 9, 23, Oct. 7, 21, etc.): Dep. Sydney 8 a.m., arr. NI 2.45 p.m.; dep. NI next day, alt. Sun. (Aug. 7, Sept. 10, 24, Oct. 8, 22, etc.) 2.45 p.m. for Sydney, arr. 6.45 p.m. (Flight extends NI-Auckland-NI. See table 12.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Sydney: Fri.: Dep. Noumea (N. Cal.) 11 a.m. for Vila (arr. 8.55 a.m., dep. 9.30 a.m.), Santo (arr. 10.45 a.m., dep. 12.15 p.m.), Vila (arr. 1.30 p.m., dep. 2.05 p.m.), Noumea (arr. 4 p.m.).

11. N. Caledonia-Wallis Is.

TAI with DC4 aircraft

Sydney: (second Wednesday), from Noumea on Sept. 13, Oct. 11, etc. Noumea, Wed. 7 a.m., arr. Wallis Is. 2.30 p.m.; dep. Wallis Is. Thurs. 11.30 a.m., arr. Noumea 5 p.m. same day.

12. Norfolk Is.-Auckland

QAL, by Qantas Skymaster (Charter)

Sydney: (Aug. 26, Sept. 9, 23, Oct. 7, 21, etc.): Dep. Norfolk 4 p.m., arr. Auckland 7.45 p.m. Ret. next day, Sun. (Aug. 27, Sept. 10, 24, Oct. 8, 22, etc.): Dep. Auckland 10.30 a.m., arr. Norfolk 1.30 p.m.

13. Auckland-Sydney

QAL, with Jet-Prop. Lockheed Electras daily, except Tues., Fri.: Dep. Auckland 9 a.m., arr. Sydney 11.05 a.m. Sat., Fri.: Dep. Auckland 5 p.m., arr. Sydney 7.05 p.m.

Sydney: Tues., Sat., Sun.: Dep. Sydney 12.15 p.m., arr. Auckland 5.50 p.m. Wed., Thurs., Fri.: Dep. Sydney 10 a.m., arr. Auckland 3.35 p.m.

13A. Auckland-Brisbane

TEAL, with Jet-Prop. Lockheed Electra
Sat.: Dep. Auckland 8.30 p.m., arr. Brisbane 10.50 p.m.
Sun.: Dep. Brisbane 12.30 a.m., arr. Auckland 6.20 a.m.

14. Sydney-Christchurch

TEAL, with Jet-Prop. Lockheed Electras
Wed., Thurs.: Dep. Sydney 12.15 p.m., arr. Christchurch 6 p.m.
Mon., Wed., Fri.: Dep. Christchurch 7 p.m., arr. Sydney 9.05 p.m.
Sat.: Dep. Sydney 9 a.m., arr. Christchurch 2.45 p.m.

15. Christchurch-Melbourne

TEAL, with Jet-Prop. Lockheed Electra
Thurs.: 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 1 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 p.m.

21. Fiji-Am. Samoa-Tahiti

TEAL, with Jet-Prop. Lockheed Electra (Effective Sept. 3 to Sept. 30)
Sun.: Dep. Nadi 3.30 a.m., crosses International Dateline, arr. Tafuna (Am.

Samoa) Sat. 7.10 a.m., dep. 7.45 a.m., arr. Papeete 12.50 p.m.
Sun.: Dep. Papeete 7 a.m., arr. Tafuna 10.25 a.m., dep. 11 a.m., crosses International Dateline, arr. Nadi Mon. 12.40 p.m.

(From Oct. 2)

Mon.: Dep. Nadi 3.30 a.m., crosses International Dateline, arr. Tafuna Sun. 7.10 a.m., dep. 7.45 a.m., arr. Papeete 12.50 p.m.

Mon.: Dep. Papeete 7 a.m., arr. Tafuna 10.25 a.m., dep. 11 a.m., crosses Dateline, arr. Nadi Tues. 12.40 p.m.

(Note: Above time tables subject to Government approval.)

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drovier 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), Savusavu-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 alternate Fri. afternoons (Sept. 1, 15, 29, Oct. 13, 27, etc.) and alternate Mon. mornings (Sept. 4, 19, Oct. 2, 16, 30).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

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22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron airc

Dep. Suva (Nausori) 7. a.m. alt
Thurs. (Sept. 7, 21, Oct. 5, 19,
arr. Nukualofa (Fua'amotu airfiel
Tongatapu) 11.15 a.m.

Dep. Nukualofa 9.30 a.m. on return
alternate Sat. (Sept. 9, 23, Oct.
etc.), arr. Suva 11.45 a.m.

Details from Fiji Airways, Ltd., V
Arcade, Suva.

22B. Fiji-N. Hebrides-B

A new monthly service with 7-pas
Heron aircraft is expected to com
shortly, operated by Fiji Airways
Route will be Suva, Nadi, Vila,
Honlara, Santo, Vila, Nadi, Suva.

23. Hawaii-Tahiti

South Pacific Air Lines with Su
Constellation aircraft

Twice weekly service by Americ
line, South Pacific Air Lines, from Ho
to Faana International Airport, Papee

Mon., Fri.: Dep. Honolulu 10 p.m.

Papeete Tues., Sat. 7.30 a.m.

Tues., Sat.: Dep. Papeete 10 p.m.

Honolulu Wed., Sun. 7.30 a.m.

Details from South Pacific Air
Hotel Stuart, Quay Bir Hackelm, Pa
Tahiti, or 311 California St., San
cisco, USA, or TAA offices in Austr

24. New Caledonia-New Zealand

TAI with DC4 Aircraft

Sun.: Dep. Noumea 9.45 a.m. for Auc
arr. 4.25 p.m.

Mon.: Dep. Auckland 9.30 a.m.
Noumea arr. 2.30 p.m.

25. Samoan Inter-Islar Service

Polynesia Airlines Ltd., of Apia, W
Samoa, using Percival Prince ai
operate a regular air service be
Western Samoa (Faleolo airfield)
American Samoa (Tafuna aerod
Flight takes 45 minutes, each way.

Dep. Faleolo (W. Samoa) Sat. 10

Sun. 2 p.m., 2.15 p.m., Mon. 10

2 p.m., Tues. 7.30 a.m., Wed.,

10 a.m., Fri. 2 p.m.

Dep. Tafuna (Am. Samoa): Sat. 11.1

Sun. 4.30 p.m., 4.45 p.m., Mon.

a.m., 3.15 p.m., Tues. 9 a.m.,

Thurs. 11.15 a.m., Fri. 4.15 p.m.

Booking agents: Gold Star Travel S

Apia; R. E. Pritchard, Pago Pago.

26. French Polynesia Int Island Service

Reseau Aeriens Interinsulaire w
Bermuda flyingboat

Service to the Leeward Group
Sous le Vent), Society Islands.

Mon., Wed., Thurs., Fri.: Dep. P

7.30 a.m. for Raiatea (arr. 8.30

dep. 9.15 a.m.), Bora Bora (arr

a.m.).

Mon., Thurs.: Dep. Bora Bora 1.30

for Raiatea (arr. 1.45 p.m., c

p.m.), Papeete (arr. 3 p.m.).

Wed., Fri.: Dep. Bora Bora 10.15 a

Raiatea (arr. 10.30 a.m., dep. 11

Papeete (arr. 12 noon).

Details from RAI, Quai Bir H

Papeete.

Pacific Commerce and Produce

The Common Market

How Will Islands Produce Fare ?

Prime Minister Macmillan's announcement on July 31 that Britain would negotiate to join the European Economic Community (the Common Market) was not greeted with any enthusiasm in Australia, NZ, or Pacific Territories.

MR. MACMILLAN categorically stated that Britain would join the Common Market "only if satisfactory arrangements can be made to meet the special needs of UK and of the Commonwealth".

Islands governments, therefore, can only hope that this means their interests will be kept in mind, since such major products as copra, coconut oil, and sugar depend largely upon the British preferential market.

Provision is made in the Rome Treaty governing EEC for "associated overseas territories", so Fiji, Solomons, Gilbert & Ellice and, probably, Tonga, could string along too, if UK enters the Common Market, and still enjoy some preference. By the same token, though, they would have to open their doors freely to produce and manufactured goods from the Big Six.

Papua-New Guinea (like Australia) and the Cook Is. and West Samoa (like NZ) could be at a grave disadvantage with their coconut pro-

ducts, not so much from tariffs as from competition by the Big Six's own "associated territories". No doubt P-NG would look to Japan and Sth. America for alternative markets.

Until Britain negotiates the terms of entry and Commonwealth countries see exactly how their present trade agreements with UK might fare, discussion of probable effects is mainly in the realm of speculation.

CSR Reports On Fiji Affairs

A LARGE part of the address to shareholders of Colonial Sugar Refining Co., Ltd., by the chairman (Mr. J. W. Dunlop) at the annual meeting in Sydney on July 19 was devoted to the difficulties of its Fiji operations.

Mr. Dunlop detailed the causes that contributed to the company's loss last year on the Fiji section of its activities—late harvesting start, inadequate weekly supply of cane, low cane quality, and too high a price paid to growers. He referred to the Commission of Inquiry into the sugar industry, conducted under the chairmanship of Sir Malcolm Trustram Eve; and the ad hoc agreement made, with the help of Sir Malcolm Eve, between growers' associations and CSR, for the 1961 crop. The price for cane will be in accordance with the Commission's recommendations, which have not yet been released.

He said CSR is seeking a settled state of affairs, based on economic and financial positions that will sustain, even if they cannot fully satisfy, the respective groups in the industry, viz., growers, employees, and the company as the miller.

"There is no hope of satisfying the ambitions of some of the spokesmen for growers and employees, simply because those ambitions are quite unrealistic in relation to the total income in the industry from the sale of sugar."

Mr. Dunlop pointed out that people in Fiji are greatly influenced in their thinking and ambitions by the high living standards which exist in countries on both sides of them—USA, NZ, Australia. But Fiji has not anything like the natural resources, capital or expertise to match those countries, and at the same time it has a very high rate of natural increase in population.

In the Fiji sugar industry, CSR has played a full part in raising the living standards and advancing the broad social and economic status of those engaged in

it. Its standards of technology and marketing know-how are high. It has been alleged that the company has unfairly exploited the Colony—this is quite untrue, he said. On the contrary, CSR has been instrumental in developing the industry to a high standard in natural conditions that are not particularly favourable for cane and sugar production. The living standards of those in the industry are good when judged by standards in sugar industries in comparable countries.

W. R. Carpenter in Big Share Deal

Continuing the policy of spreading its interests, W. R. Carpenter Holding Ltd., now the largest Pacific Islands trading firm, has acquired the £1,250,000 capital of Claude Neon Industries Ltd., Australia's major display sign company.

It was one of the biggest take-overs of the year—involving a share exchange worth over £7,000,000 on market value.

Terms were nine 5/- WRC shares for each five 10/- stock units of Claude Neon.

In the middle of last year, by outright purchase of Neon Holdings Ltd., Carpenter's acquired Consolidated Neon Ltd. (large NSW sign manufacturers) and Endurance Electrics Pty. Ltd. (makers of all-size transformers). Apparently, WRC directors liked what they found in the neon sign business, for the present purchase of Claude Neon means they now virtually control the industry in Australia.

The Carpenter financial empire nowadays extends in many directions, in addition to the basic Islands trading. In recent years, the company has bought into flour-milling, hire-purchase financing, and the paper industry—to name only those that have been made public.

Carpenter's, for instance, in early July allotted 68,965 ordinary 5/- shares at "a substantial premium" for the acquisition by a subsidiary company of assets in New Guinea. No other details were released.

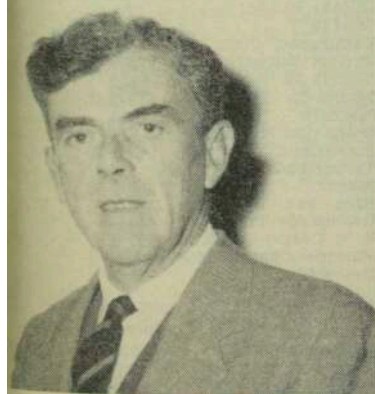
Early August, W. R. Carpenter (NG) Ltd. was registered in P-NG with £5,000,000 capital to take over all WRC's Territory interests and subsidiaries, including New Guinea Co. Ltd., Coconut Productions Ltd. and Islands Products Ltd.

Tobacco Factory For Rabaul

Plans for the establishment of a tobacco factory in Rabaul for making native twist and ready-rubbed were announced there in August by Mr. Norman Nelson, Chairman of Directors of Nelson and Robertson Ltd., Sydney, also of Rabaul Trading Company, a subsidiary.

Mr. Nelson said that Associated Tobacco Company, Australia, would be associated with the Rabaul Trading Company in the venture, which was expected to commence soon. Mr. Nelson said plans were already drawn and the factory was expected to be in production by the new year. It was intended to bring an expert from Australia to set up and manage the new factory initially.

"We will probably bring a few ex-



Long Australian exhibitors at the first Mt. Gen Show, to be held in NG Highlands on September 23-24, will be Firth Cleveland Pty. Ltd., of Victoria, manufacturers of Landmaster range of light agricultural machinery. Mr. Denis Griffin (above) will be in charge of the exhibit.

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perienced girls as well for the purpose of showing the native staff how to operate the machine and roll twist."

He said, "I'm sure the native population will be quite capable eventually of taking over as technicians."

For a start tobacco leaf would be imported from Australia but "informal talks with Department of Agriculture officers have convinced me we shall eventually be using large quantities of locally grown leaf", Mr. Nelson said.

French Cars for Fiji

Mr. E. E. Kriewaldt, managing director of E. E. Kriewaldt & Co. Ltd., Port Moresby, who has the South Pacific agency for Peugeot and Renault, was visiting Fiji in early August to make arrangements for the distribution for the first time of those cars in Fiji.

In P-NG, the French cars have proved very suitable for tropical conditions.

BGD Profit Lower

A decline in both gold mining and timber results was responsible for a fall in profit of Bulolo Gold Dredging Ltd., New Guinea, for the year ended May 31, 1961. This year's net profit was \$511,500 Canadian; last year's, \$622,425 Canadian.

Latest result is made up of \$171,500 from operations in New Guinea and Australia, and \$340,000 from investments.

During the year the company treated 5.5 million cubic yards to recover 18,051 oz gold. In the previous year it treated 5.7 million cubic yards for 22,377 oz gold.

Output of sawn timber and veneer from the subsidiary, South Pacific Timbers, Lae, was a little lower than that of the preceding year. Commonwealth-New Guinea Timbers' plywood production was a little less than the preceding year, as a result of the lower demand in Australia, although this was partly offset by sales to USA.

In view of the restricted Australian economy, it was deemed desirable to substantially reduce inventory valuations of manufactured and partly-manufactured timber stocks. These reductions allied with reduced sales, gross profit margins and changes in the company's manufacturing processes, adversely affected trading operation in the closing months of the financial year.

BGD's holding of 145,732 shares in Placer Development Ltd. purchased at \$1,737,000 now has a market value of \$2,987,500.

New Manganese Find in Fiji

One of the second line industries of Fiji is the export of manganese and, though there has been a steady decline in price, ore is still being mined and shipped abroad, particularly from the north-west area.

A new reef of manganese was found recently at Kalabo, a couple of miles inland from Nasinu, in the south-east of the Colony. The discovery was made by Mr. H. Abdul, who has been prospecting the area since the end of last year, on behalf of Sir Hugh Ragg and Mr. K. Abdul (father of the finder), who hold a prospecting licence covering Kalabo.

According to Mr. Abdul, Jnr., the reef is about 3 ft below the surface. Its full worth, of course, cannot be gauged until further investigation is carried out. Usually, deep drilling is necessary before competent estimates of the quantity of ore available can be made.

Over-supply has forced the price of manganese down in recent years. While world consumption is expected to maintain its present rate of rise, as steel industries advance their output, the former main suppliers, India and Brazil, have been facing much competition from

expanding export production in Australia and Russia.

Fiji manganese mine operators say they do not expect an early recovery of the depressed market.

Enterprise of NG Tries Again

Because its experts are of opinion that the northwest section of New Guinea represents the most potential area for commercial oil discovery, Enterprise of New Guinea Gold and Petroleum Development NL has renewed its application to the P-NG Administration for permission to survey the area.

Known as Permit Area No. 29, it is situated near the Dutch border and contains some 3,600 square miles.

Last year Enterprise of NG was refused a Government oil permit, mainly on the grounds that it did not have at least £15,000 available to carry out investigations on a sufficiently large scale. Tenaciously, the company would not give up and, by calling on shareholders for further funds and by selling some of its assets, including small ships, has raised enough to try again.

Fiji's Trade Off To a Bad Start

Fiji's trade started off on the wrong foot for the opening months of 1962, as shown by figures for January and February that were released last month.

Total imports for January and February were more than in the same period last year—£F2,871,000 against £F2,637,000. But exports were well down—only £F1,166,000—less than half of last year's figure of £F2,400,000.

February's imports were £F1,287,000. Materials accounted for £F235,000, food £F286,000; fuels and lubricants £F259,000, and machinery and transport equipment £F225,000.

Exports totalled only £F567,000—there were no sugar exports during February. Main items were: coconut oil £F144,000, gold £F98,000, bananas £F38,000, copra £F20,000, and copra cake £F15,000.

Gold Companies Go Into Shipping Business

The two largest mining firms in P-NG—Bulolo Gold Dredging Ltd. and New Guinea Goldfields Ltd.—have gone into partnership to operate a regular Sydney-New Guinea shipping service. They have joined P. H. Stephens Pty. Ltd., one of Australia's largest transportation organisations, and Skibs Karlander, Norwegian shipowners, to form Karlander New Guinea Line Ltd.

The company was registered in Lae recently with nominal capital of £500,000. It has taken over operation of the motor vessels "Elizabeth Boye" and "Slevik", which had already been running to Territory ports under Skibs Karlander ownership.

Both vessels have shallow draft, which has already proved useful in allowing them to cater for the log timber trade from outposts. They will carry all types of cargo, including cattle and other livestock.

Aid for NG Coffee-Growers

The Federal Government has applied incentive tactics in an effort to break down the deadlock between Australian coffee manufacturers and P-NG growers on disposal of this year's largest coffee crop.

If Australian manufacturers buy 28 per cent. of their total needs from P-NG, the existing duty of 3d per lb on Territory coffee will be remitted, from May 1, 1961, to April 30, 1962.

This move follows the breakdown of a conference last March between growers and manufacturers, when the latter would agree to take only 2,000 tons of P-NG's 2,800 tons production.

Economic Outlook

THROUGHOUT July, with the financial-year inactivity, Sydney Exchange's trading just coasted. By early August, the "ordinaries" had reacted to the market's lifeline by dropping a few points to around (a month ago: 309).

Nationally, July saw export re-outrun the imports bill by £16.5 million, a length's start over last year when, a flood of imports after the lifting restrictions, there was a £22.5 million deficit. All of which caused Minister Menzies to pat himself and ministers on the back at a Party rally August 7 on the way the Government economic policies were working out.

Islands people can soon expect to a spate of Australian commercial travel (apart from organised Trade Missions) as the new export market development allowance in the Commonwealth Tax Regulations became effective on July for three years. By a specific section (51AC, if it need be quoted), Australian exporters can get a double deduction for taxation purposes on costs of:

- Carrying out market research; obtaining market information;
- Advertising, securing publicity; soliciting business;
- Supplying free samples or technical information to persons overseas;
- Preparation and submission of tenders.

That is, if the expenditure qualifies as a normal business deduction, even will be allowed as £2 if it is incurred under any of the above four heads to promote export trade. The stipulates that the total double tax relief shall not exceed 16/- in the £.

Travel fares come under the double allowance scheme (though entertainment and accommodation are only £1 for but there are limitations on two or relatives travelling overseas at the time (thus cramping husband-and-junketing).

SYDNEY SALES PRICES

	July 7, '61	Aug. 7, '61
Ball Plantations . . .	9/-	10
Burns Philp	90/-	90
Burns Philp (SS) . . .	50/-	50
Choiseul Plntn.	142/6	161
C.S.R.	£77/10/-	£68
Dylup Plantations . . .	7/6	7
Fiji Industries	14/-	13
Hackshall's	12/9	12
Kauri Timber	15/-	14
Kerema Rubber	6/9	6
Koitaki Rubber	17/-	15
Lolorua	8/3	8
Makurapu Plntn.	3/3	3
Mariboi Rubber	7/9	7
Norfolk Is. Whaling . .	4/3	2
Pacific Is. Timbers . . .	5/3	5
Palgrave	3/8	4
Plantation Holdings . . .	4/-	3
Queensland Insurance .	92/-	96
Rubberlands	6/-	6
Sangara	3/-	2
Sthn. Pac. Insurance . .	25/-	27
Steamships Trading . . .	42/-	40
W. R. Carpenter Hold. .	33/3	30
Watkins Consolidated . .	6/-	6
Timor Oil	10/-	7

OIL AND MINING SHARES

	July 9, '58	July 7, '61	Aug. 7, '61
Emperor	b5/9	b2/6	b3.
Loloma	—	s42/6	s44
Bulolo	b35/-	b50/-	b56
N.G.G. Ltd.	b1/9½	b1/9	b1½
Oil Search	b2/6	b2/6	b2½
Orlomo Oil	—	b1d	b2½
Ent. of N.G.	b7d	s3½d	b2½
Pac. I. Mines	—	b94/-	b8½
Papuan Apin.	b9d	b2/11	b3½
Placer Dev.	b86/8	b160/-	b18

ISLANDS PRODUCE

Unless otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. 18/-; Fiji; 20/- Tonga, Solomons & BC areas; 196 Pac. Frs.: \$US2.25.)

COPRA

The British Ministry of Food 9-years tract, which governed copra prices Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for exportation and marketing of copra.

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board controlled by six members, including three buyers' representatives; and the Board controls distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever (30,000 tons per contract covering 1961), (b) Australia (30,000 tons for local consumption), (c) crushing-mill in Rabaul (40,000 tons), (d) Japan (300 tons per month or less if available). Prices generally tally with ruling rate in Philippines, with premiums for hot-air dried. From January 1, 1961, P-N.G. Copra Board's Tentative Purchase Prices, for a delivered main ports: Hot-Air Dried, 4/10/- per ton; FMS, £A53 per ton; Smoke-Dried, £A52 per ton. Copra Board this month is making a final price distribution of 10/1 per ton for all copra delivered 1960. This makes 1960 prices: Jan.-Dec. HAD £81 per ton, FMS £79/10/-, £78/10/-; July-Dec. HAD £73/10/-, £72, Smoke £71.

FIJI:—No Government control—producers where they wish. Bulk of copra goes to crushing-mills in Suva. On Aug. 7 prices were: HAD £F49/2/6, FM £6/12/6.

EASTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. In 1961, 4,000 tons will go to Abels Ltd., NZ buyers, and about 6,000 tons to Unilever, out of an estimated 15,000 tons production, under this year's contracts. **TONGA:**—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part to open market.

SOLOMON IS.—All production marketed through official BSI Copra Board, at prices based on Philippines rates. Of the sectorate's 1961 output (about 20,000 tons), 14,000 tons will go to Unilever, 4,000 tons to Australian crushers; the balance sold on the open market. Price (which is partly financed from Unilever) in Aug.: 1st grade, £A50/10/-; 2nd grade, £A49/-; 3rd grade, £A46/10/- per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges.

NEW HEBRIDES:—On Aug. 1, the copra price was approx. £A38 (7,600 Pac. Frs.) per ton delivered Vila/Santo. Each price the same day was 84 heavy Frs. per metric ton, c.i.f., Marseilles.

COOK IS.—Subject to the copra contract provisions between Cook Is. buyers and Abels, Ltd., of Auckland, to operate the only NZ copra crushing, the price paid is average London price for previous three months, less selling charges. Price fixed for first quarter of 1961 was £NZ56/0/2 1st grade,

£NZ54/15/2 standard grade—both f.o.b., Rarotonga.

TOKELAUS: Price is based on the average London price for the month prior to shipment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rates for Ghana cocoa which on Aug. 8 was £Stg.167/10/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Aug. 9: grade 1 £S240, grade 2 £S230, f.o.b., Apia.

P.N.G.: Aug. 9—Quote No. 1: £200 (top grade), £190 (medium), £180 (low). Quote No. 2: £200 (good quality), £180 (medium).

COFFEE:—P.N.G.: Aug. 8, good quality A grade, per lb, 4/- to 4/2; B grade, 4/-; C grade, 2/6, c.i.f., Sydney.

End of season—no quotations for Tanganyika or Kenya Arabica; Nairobi market re-opens this month. Uganda Robusta £Stg.145 (approx.).

PEANUTS: P.N.G.: F.o.b., Lae, Aug. 9, Kernels: White Spanish, 1/4 lb; Red Spanish, 1/2; Virginia Bunch, 1/7. In shell, 1/- lb. (del. buyer's store, Sydney).

RUBBER:—P.N.G. price is based on Singapore rate, which on Aug. 8 was: No. 1 RSS, Spot, 83½ Straits cents per lb (29.12d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported Aug. 9: White and yellow label, processed, standard packs, 45/9; green label, 44/9, c.i.f., Sydney.

RICE (Aust.): Prices as from May, 1961—P.N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57. Vitaminised and enriched white, 112 lb bags, 5 tons and over, £63 f.o.w.; under 5 tons, £63/10/-. **Other Pac. Islands:** Dry, brown, etc., 5 tons and over, £64/10/-; under 5 tons, £65 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—Quotations for Australian M.O.P. Shell on Aug. 8 by Sydney independent shell agents were: Sound £A825, D £A550, E £A300, EE £A190 (in store Sydney). **Cook Islands:** Penrhyn £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS: Quote No. 1.—Papua-N.G.—£140 per ton, c.i.f., Sydney; B.S.I.—£155 per ton, c.i.f., Sydney. Quote No. 2: Papua-N.G., B.S.I.—£160 per ton.

GREEN SNAIL SHELL:—£465 per ton; in short supply.

CROCODILE SKINS: 12 in. and over, small-scale, first quality: P.-N.G.—15/- per in.; B.S.I.—15/- per in.

PAPUAN GUM: £95 per ton delivered buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- to F4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, Aug. 3, Philippines, in bulk, \$173.50 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.61/10/- per long ton. NEW YORK: Aug. 3, Philippines \$158 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 775 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, Aug. 3, Ceylon, 1%, in bulk, £Stg.89/10/- per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.86/10/-, c.i.f.

Rubber: LONDON, Aug. 8, c.i.f., RSS No. 1, Spot, 25½d. Stg. per lb.; RSS Oct./Dec. 25½d. Stg. lb.; Aug. shipment 24½d. Stg. lb.

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THE FIJI TIMES

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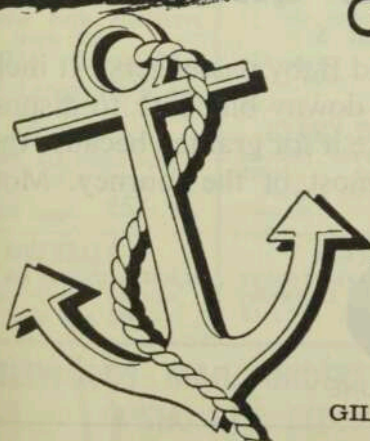
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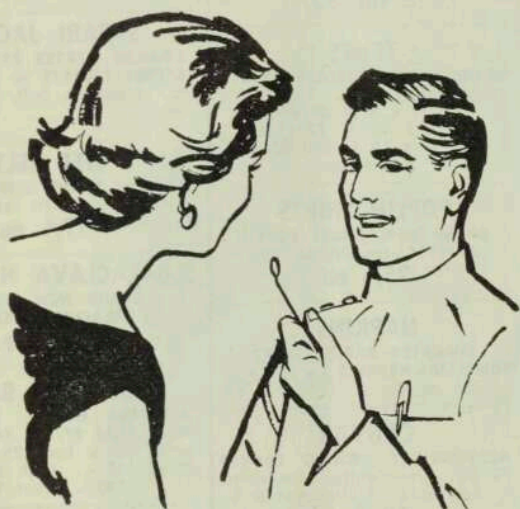
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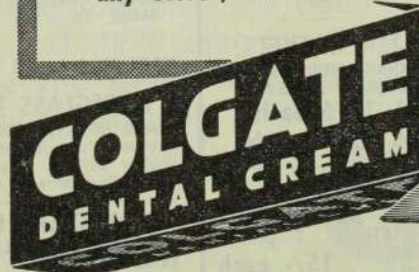
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