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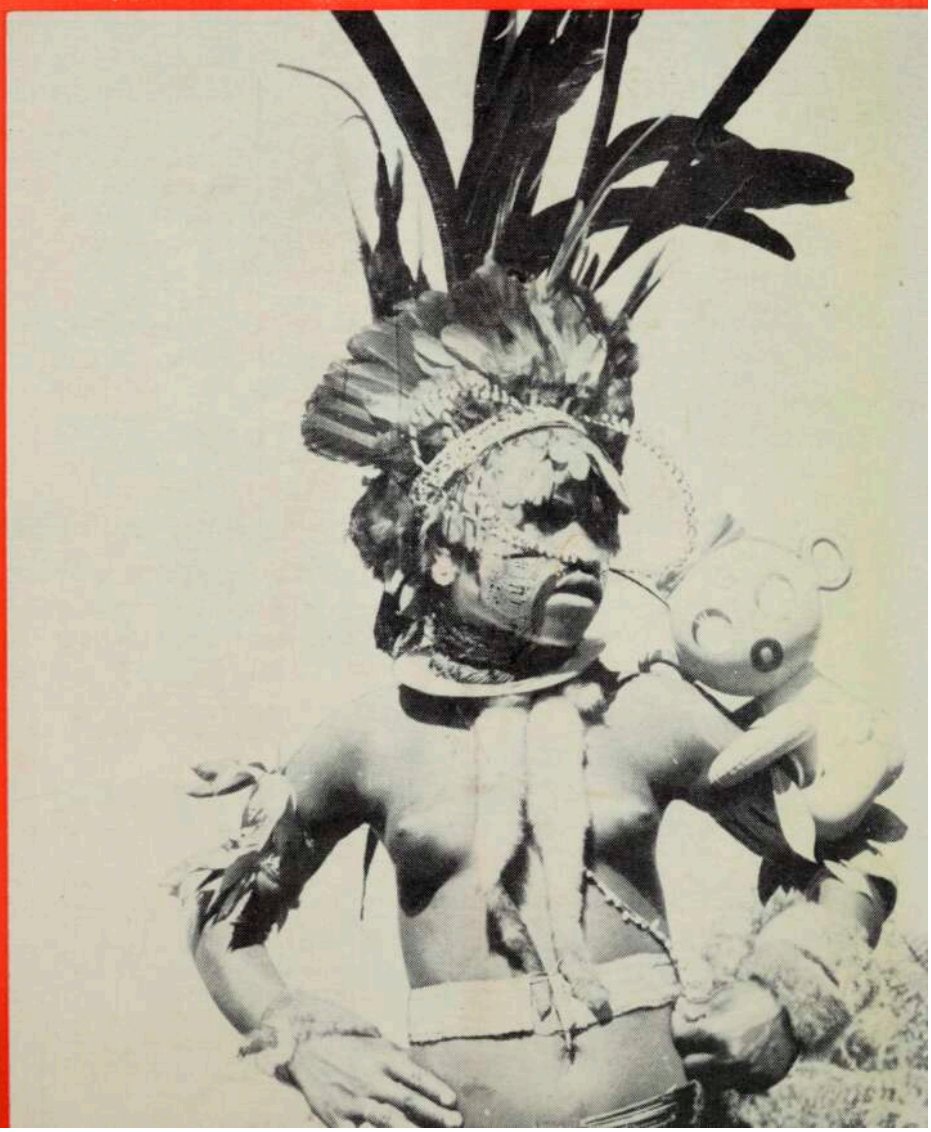

SEPTEMBER, 1961

VOL. XXXII. NO. 2.

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agazine
Of The
South
Pacific

ESTABLISHED 1930

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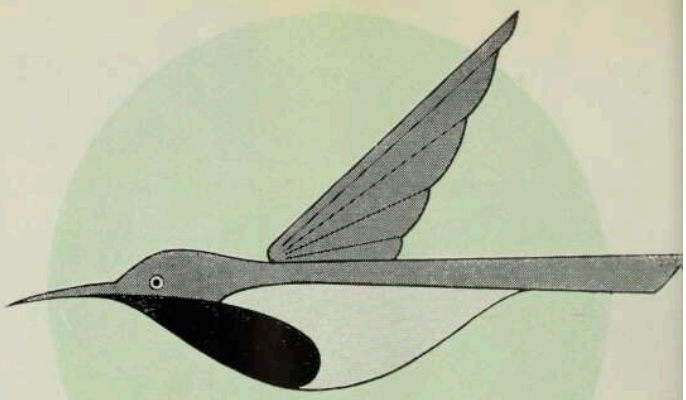

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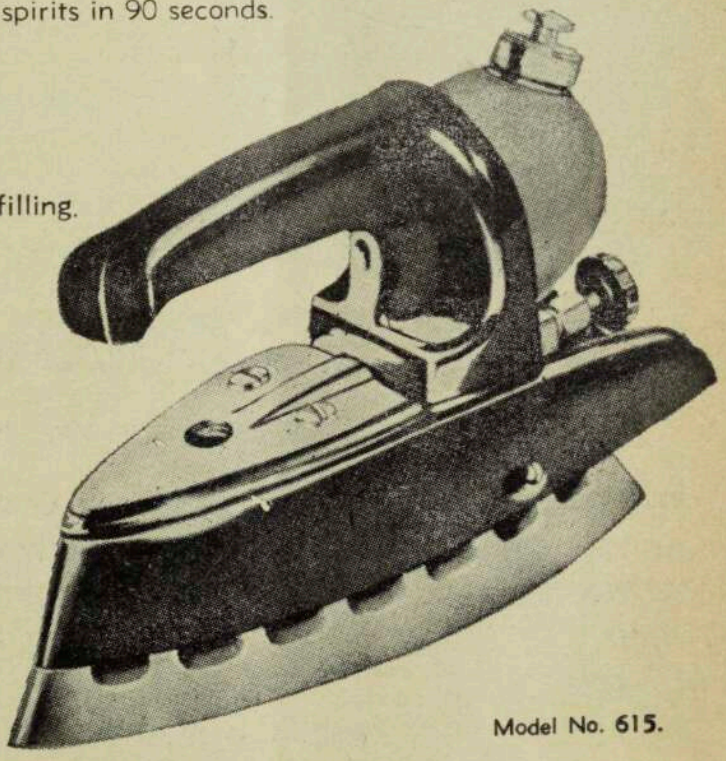

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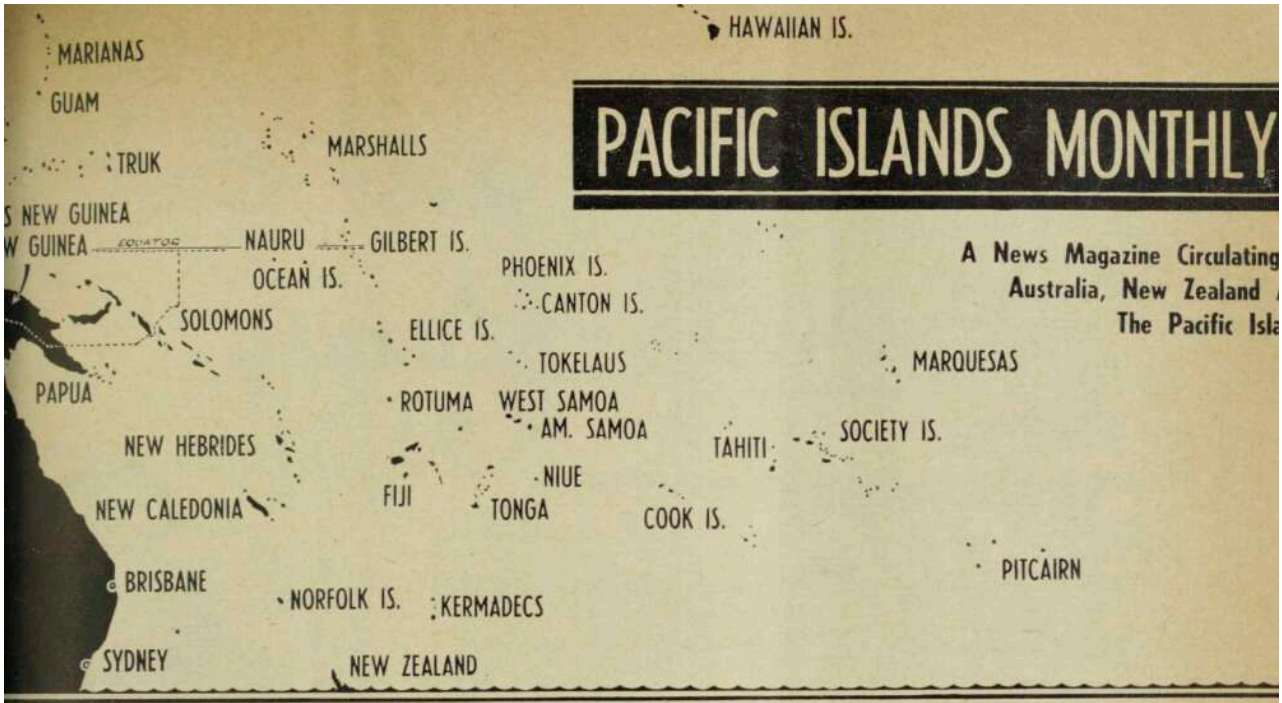

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CONTENTS

PEOPLE 5
Nobody Guilty for Rabaul Shootings 15
West Samoa Will Encourage Investment 15
New Step Towards NNG - P-NG Union 16
Fiji Sugar Inquiry Report 17
"Monte Carlo of the Pacific!" 17
Two P-NG Assistant Administrators .. 17
Some Plain Speaking in Fiji Council .. 18
Government Help for P-NG Unions .. 18
High Commissioner Visits GEIC 19
New Food Helps Vavau Recovery 19
Asian 'Flu Hits Honiara 20
Fiji Co-op Turns Itself into a "Communist Party" 20
Professor Davidson Badly Hurt 21
Reprisal Threat by Indonesia 21
Cook Islands Tighten Their Belts 21
COMMENTARY 23
Editors' Mailbag 24
SYDNEYSIDER GOES WALKABOUT 21
Will the South Seas Get Ex-Kenya Tourists? 27
Chief Judge C. C. Marsack Writes a Book on West Samoa 31
TERRITORIES TALK-TALK, with Tolala 35
Pacific Churches Move Closer Together 39
CANBERRA COMMENTARY 42
Overcoming Fiji Flood Problem 45
A Night at Port Moresby's New Drive-in Theatre 47
Mt. Hagen to Have a Zoo 49
How Britain's Growing Troubles May Affect South Pacific 50
South Pacific Could Create a Taste for Reading 57
Big US Collection of New Guinea Insects 59
Is Kenya a Lesson for the South Seas? 63
Port Moresby's Integrated Club is a Success 71
MAGAZINE SECTION 73
Pacific Shipping 99
PACIFIC REPORT: The Month's News from the South Pacific 115
Deaths of Islands People 141
TRAVEL TALK 142
Shipping, Airways Timetables 145
Commerce and Produce 153

THE COVER: It's Show month in Papua-New Guinea this month. The big event is at Mt. Hagen in the Western Highlands, where they are putting on their first Show ever. It promises to be something special, and even the Papua-New Guinea Legislative Council, which will be sitting in Port Moresby about that time, is taking time off for it! Our cover photo was taken at another Highlands' Show earlier this year —at Goroka. That's not a new kind of animal the little girl is using as an ornament, but a plastic toy. Which probably goes to prove that all little girls like toys, whether they live in the wilds of New Guinea or the wilds of Sydney suburbia.
Photo: Larry Chin.

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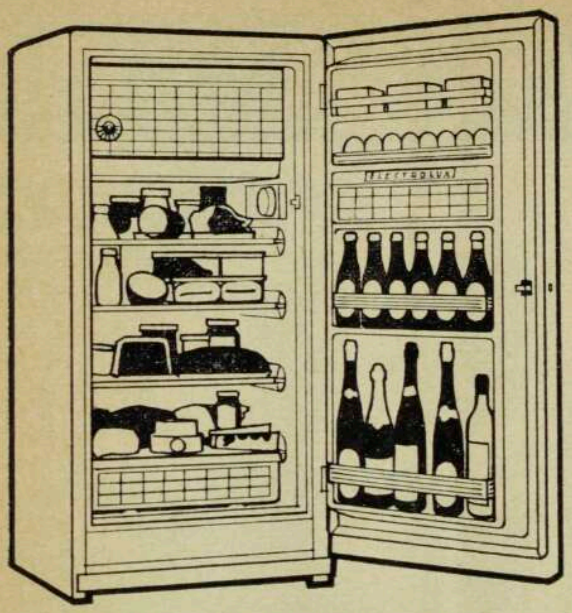

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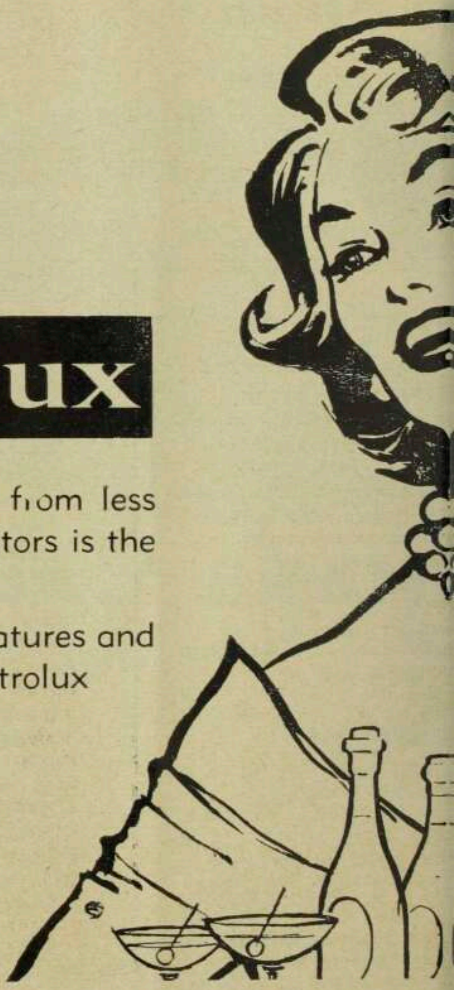

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PEOPLE

West Samoa was reminded of some its early history in August when it d a brief visit from Mr. J. A. inberger, now working in Pago go as a technical representative h the tuna factory. He is the at nephew of Colonel A. B. inberger, who arrived in Samoa 1873 as American agent, and k a great hand in the mixed itics of the time, becoming a gmaker. In 1875 he made himself mier until he was disowned by US.

ied at Dravo, about 19 miles from Suva, September 2—Mr. and Mrs. Colin Levy. Levy, a Sydney chemist, flew to Fiji for wedding accompanied by a Sydney friend, Don Uhrig, who was best man. The s will make their home in Sydney. Mr. until this year, was employed at the mill at Labasa, Fiji, and he met his , Taina Laqere, daughter of a retired ol teacher of Dravo, at Labasa Hospital, ere she was a registered staff nurse.
Photo: S. A. Whippy

* * *

he arm of coincidence is long on asion. When Viscount Maugham, hew of the famous British elist, Somerset Maugham, was in in August preparing to write a script on the tragedy of the *ita*, the wife of a former owner the ill-fated ship, Mrs. Dorothy entzen, of California, USA, was

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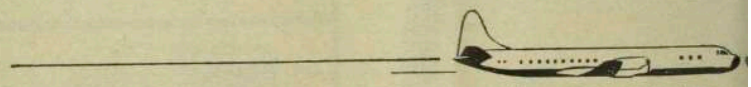

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on a holiday visit. Mrs. ntzen's late husband, Mr. Milton Bacon, owned *Joyita* from 1934 941 in the States, until *Joyita* requisitioned by the Navy and to Pearl Harbour for patrol . Mrs. Lorentzen gave some esting details of the *Joyita*, in- ng how she was named. It ars that *Joyita* was built as a y yacht in 1932, in California, Mr. Ronald West, a movie tor. West's wife was named l, and so the yacht was christened *a*—Mexican for "Little Jewel".

nd Mrs. Eric Riel, aboard the Matson "Monterey" in August en route from y to the US. Mr. Riel is well known e South Seas as South Pacific manager nited Press International for many years. e has been transferred to the US.

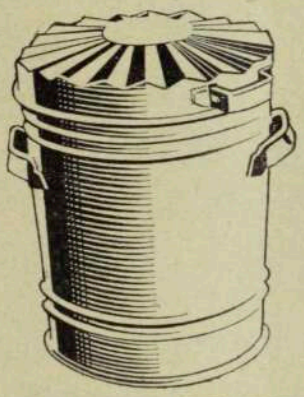
r. Julian Amery, now British ister for Air, who last year made allop around the South Pacific n emissary of the Colonial Office, a brush with a Spanish bull-ring id-August. His wife (a daughter Prime Minister Macmillan) was there and got slightly hurt when bull-ring at Jimena de La Fontera apsed; two other Britishers were d. Mr. Amery, like all members he British Cabinet, took his August days no matter what crises loomed most of them seemed to be tak- a hand at killing something— ttish pheasants, English trout— Spanish bulls.

* * *

aking their cue from the Mayor Suva (Mr. C. A. Stinson) who ntly urged that the time was for women to be elected to Suva

MALLEYS

GARBAGE BINS



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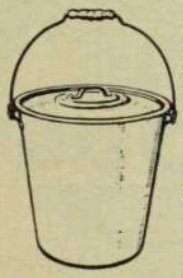

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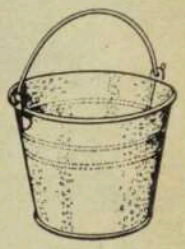

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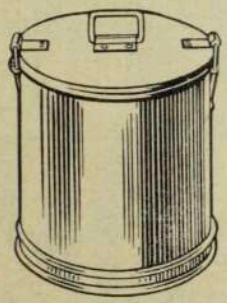

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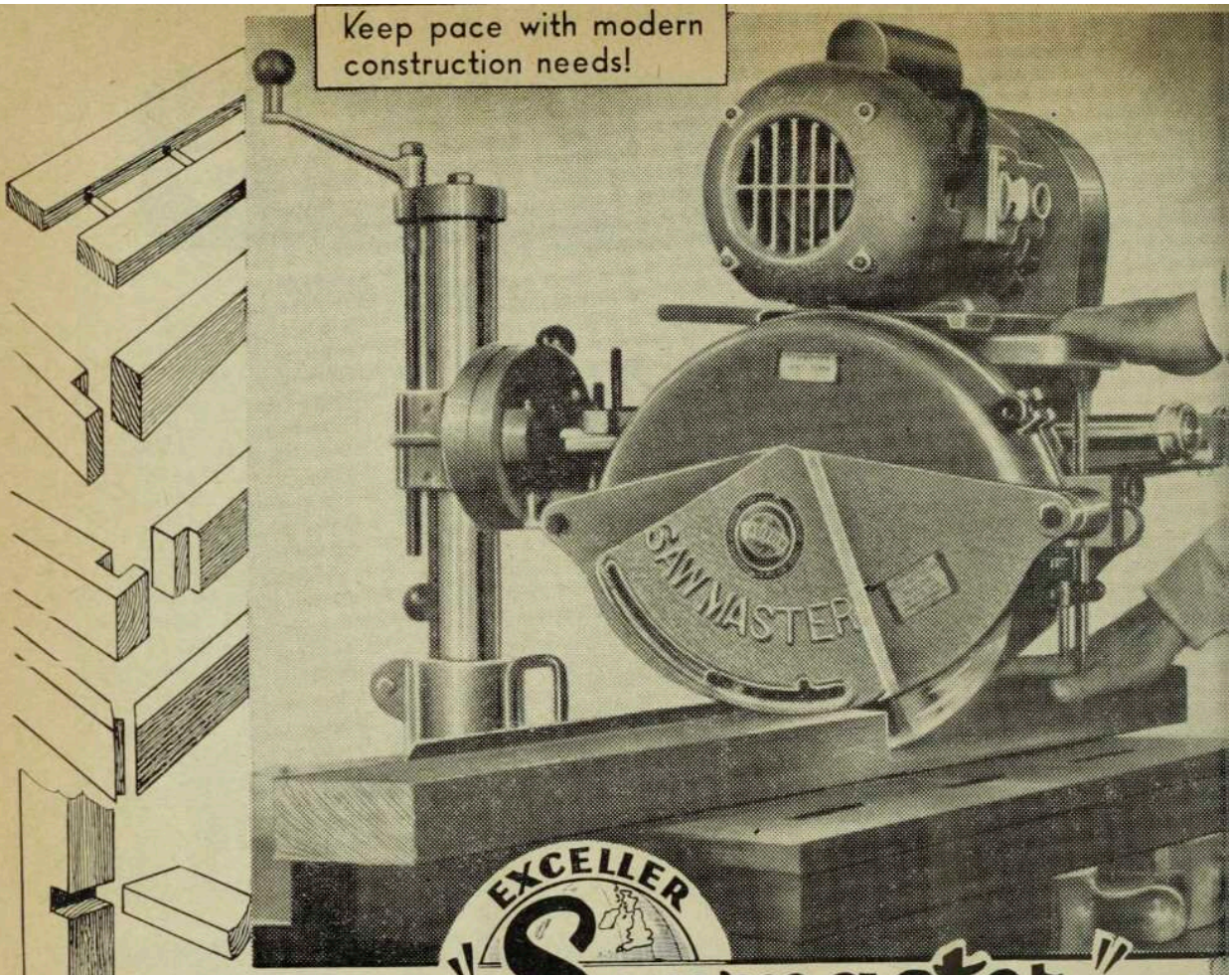

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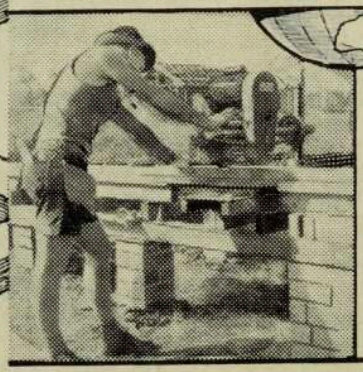

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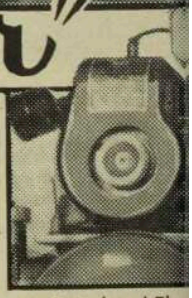

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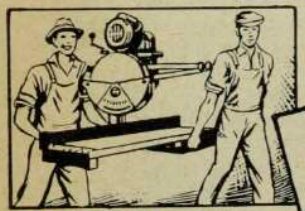

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Council, several Fijian organisa- in August looked into the bility of getting Miss Esiteri lala to stand as a candidate for Council elections in October. It ound, however, that she did not the necessary 12 months' ntial qualification for acceptance. returned to Suva only last ry after studying at New nd University, Armidale, NSW, she became the first Fijian n to graduate as Bachelor of However, Suva people think will be hearing a lot more of ompetent young educator in the

the "Soochow" in August en route from to P-NG was Miss D. M. Tonkin, of ustralia, who will take up mission work Eastern Highlands. She has worked West for several years but this is her ip to P-NG. She is a qualified nurse and teacher.

Photo: Pat Robertson

ia's weekly *Samoana* reported in st that Mr. K. Funnel, of the Zealand Broadcasting Service, ed to New Zealand in August having prepared a series of iews and a programme which is e aired on West Samoa's In- idence Day. Mr. Funnel noted is departure that he could find e willing to express their ideas Samoa's future in general con- tion, but many were unwilling ve them recorded.

* * *

grateful patient of the Colonial Memorial Hospital, Suva, in st, expressed his appreciation in ry practical way—by presenting t of $1,000. He is Mr. Hyde es, retired Californian geological neer, who was passing through in the *Mariposa* but became ill was taken to CWM Hospital. He ched that he was so well treated

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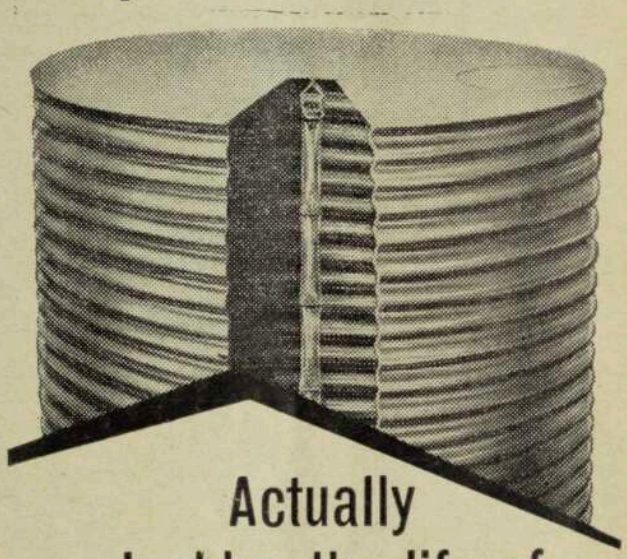

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so impressed with the medical ing being provided for Fijians he would donate a thousand rs (worth £400 Fijian) to the ital. The money will purchase al equipment for cardiac in- gation.

niliar face to Pacific travellers through ka, Fiji, is Miss Paddi Lowry, who looks interests of a travel agent there. Paddi from Victoria and went to Fiji in 1951. ater went to Perth, West Australia, but all of Fiji was too strong, and back she went again in 1960.

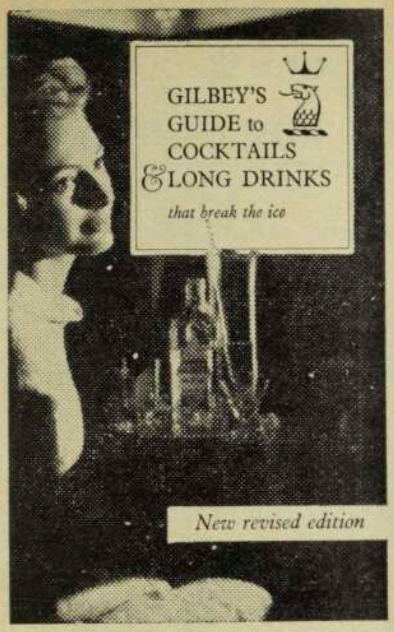
Photo: A. J. C. Foster

ster Merle Carter, a New and nursing sister, with the hodist Mission in Western BSIP, gainville and Buka, P-NG, retired ntly after 14 years of service tly at mission hospitals on gainville. Sister Carter who came he field immediately after the ges of war, trained many native in hospital work and introduced ern methods.

rd the "Soochow" in August, on their way to P-NG from Sydney after long leave Australia, were Mr. and Mrs. L. H. orson. Mr. Halvorson is at Mt. Hagen s Transport Officer, Western Highlands.

Photo: Pat Robertson

When the Cook Islands' Legislative embly was debating proposals for rat catching campaign, the Hon. eora Ira (Rarotonga) suggested a unty of a penny a rat tail in the pe that "a large number of rats uld be killed", and the Hon. Kau



PERSONALITY OF THE MONTH

Here is an old and valued friend in a new dress — the revised edition of Gilbey's Guide to Cocktails and Long Drinks that break the ice.

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Or a Rumbonnet: One part Skipper Rum, one part Dubonnet, two dashes Angostura Bitters. Shake with ice and pour with finesse.

Or what about that classic of cocktails, a Brandy Crusta? To 1½ ozs. Brandy Royal add ⅓ oz. White Curacao and 1½ oz. fresh orange juice. Shake well with crushed ice and strain. Dip rims of glasses into orange juice and then press into castor sugar for the final master's touch.

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Like to know them better? Ask for the new Gilbey's Guide to Cocktails and Long Drinks.

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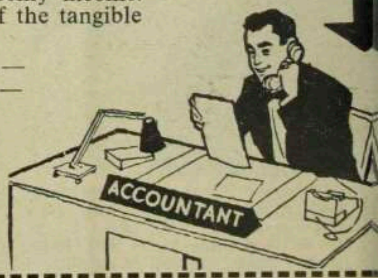

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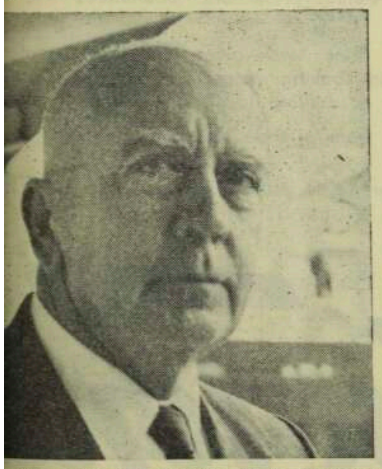
pu (Aitutaki) said that poisoning better, because the people of itaki had taken cats to one of r islands in an attempt to eradi- the rats and when the people re- ed several months later they nd the rats had killed the cats.

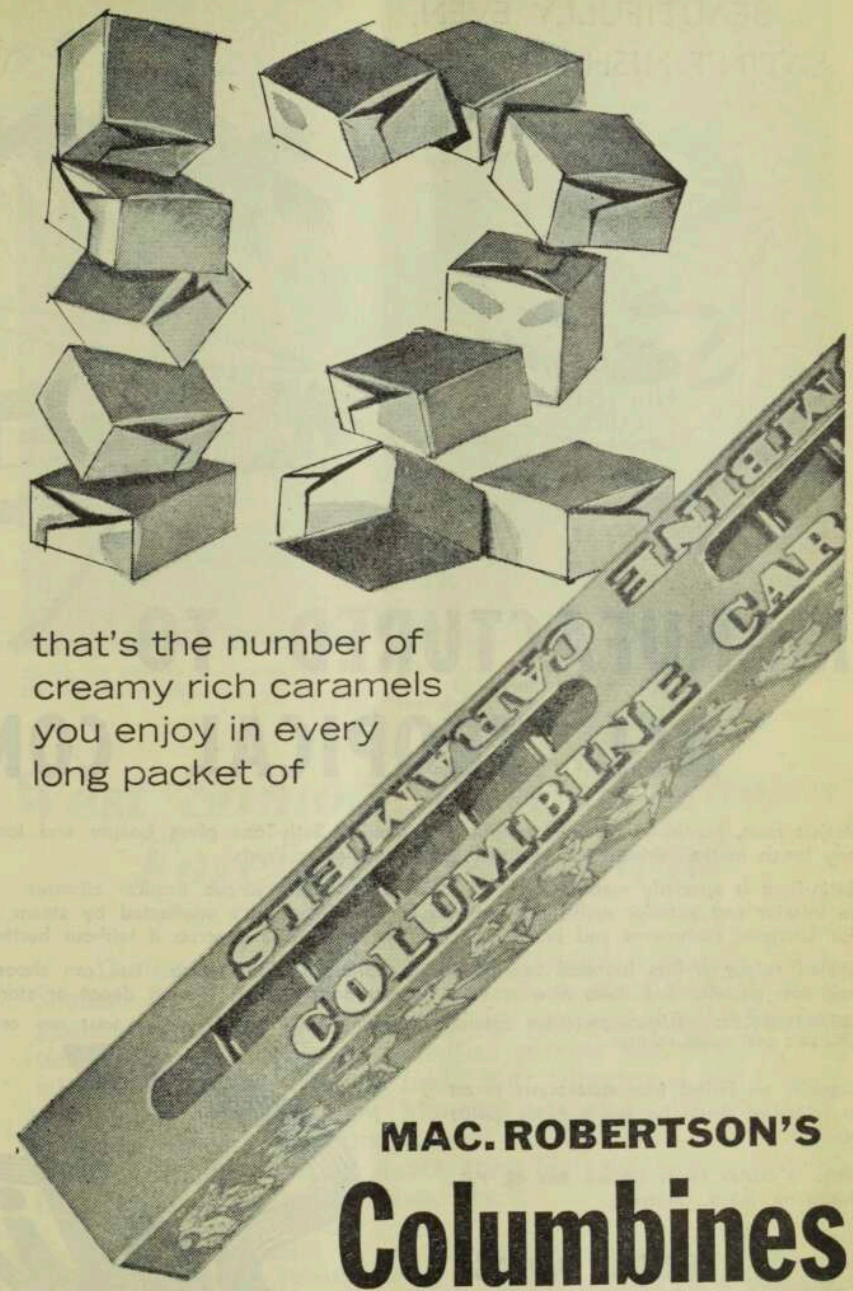
rd the "Tulagi" in August for a round to the Islands, including Norfolk, New ides and the Solomons, were Mr. and S. L. Graham. Mr. Graham is Brisbane ger for Unilever, and he was taking a k at Lever's BSIP plantation interests.

ighteen-year-old Tifitifi Liufau, shy American Samoan girl who flown to Honolulu for treatment a defective heart in June, has re- ed home—on the way to recovery. tifi's plight was discovered by a d samaritan in the form of Vincent ntiluomo, a Hospital Corpsman n the US Coastguard, who was ting Pago earlier this year, and a lic fund launched in Honolulu de her trip possible.



egular South Seas traveller is Mr. Raymond f, a hardware store owner of Beecroft, ney, who was making yet another trip to Islands on the August "Tulagi" from Sydney. Beer says he travels regularly because he enjoys the Islands atmosphere.

When the Administrator of Norfolk and, Mr. R. S. Leydin, became ill early September and required gent hospital attention for a heart ndition, the RAAF made a special 0-mile flight in a giant Hercules nsport from Sydney to pick him up. r. Leydin, his wife and a doctor ere then flown direct to Melbourne.



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one Guilty For Rabaul Riot Deaths

No one was guilty for the ths of two natives under ice rifle fire during native riot- in Rabaul on July 30, the oner, Mr. Winkle, found in gust.

OLICE action in firing was reason- ably taken in proportion to the ation which arose during the riots, Winkle added.

le said that no one could help be impressed by the "courage, otion to duty, and civic-minded- of those who were officially cerned with quelling the riot and e who voluntarily helped to quell

he inquest lasted four days and rd evidence from 20 witnesses.

hey told how Sepiks had started ing against the Tolais at the aul market on July 29, and how Tolais had carried on the fight next day. (*PIM*, August, p. 17).

he evidence described a major h between police and Tolais at eap, outside Rabaul, followed by other clashes in the town during ch native police fired their rifles.

Ordered to Fire

During the inquest it was revealed Sub-inspector William Thompson, was the man who had ordered ive police to fire their rifles during rioting. Scottish born Thompson had anti-terrorist service in laya. He said he had given the er to fire on two occasions and ordered the natives to "fire on " (in the air). Police officers had ually pushed up the barrels of ne rifles before any actual firing an.

When the Rabaul markets opened August 12 for the first time since riots, native police, carrying riot ks, mingled with the crowds of iks and Tolais. There was no uble.

Rabaul estimates that the riots obably cost the town more than 000 directly and caused wide ead indirect losses. It upset the tive trading economy and disrupted siness.

A big portion of the money was ent by the Administration in flying lice reinforcements from Port oresby to Rabaul, and back again.

(Continued on p. 139)

During his visit to Wellington, the Prime Minister of Western Samoa, Fiame Mataafa, signs the NZ Prime Minister's visitors book while the Prime Minister (Mr. K. J. Holyoake), and Mrs. Mataafa, look on.
Photo: NZ National Publicity Studios

West Samoa Will Welcome Foreign Investment

From a Wellington Correspondent

During a nine-day visit to New Zealand in August, West Samoan Prime Minister Fiame Mataafa made it clear to New Zealanders that he had a mind of his own and that traditional ties of friendship were not going to prevent him from saying what he thought had to be said. But, although at the beginning some people thought Mataafa seemed to be about to overstep the mark, everything turned out all right in the end and his visit ended with no doubt that Mataafa knows Samoa has a lot to thank New Zealand for.

MATAAFA, accompanied by his wife Masiofo Fetaui, his Ministers of Agriculture and Education (Asiata Lagolago and Tuatagaloa LT), arrived at Auckland on August 1, by an RNZAF aircraft from W. Samoa.

At the airport Mataafa told Pressmen that history would show that Germany's short occupation of West Samoa was constructive and that New Zealand's 40-year occupation was "marking time".

He said criticism of New Zealand, both in the UN Trusteeship Council and within NZ, was justified.

Having said that, he then went on to say that among the things West Samoa was grateful to NZ for was her "helping us to attain that which we have sought above all—our independence. And our association with NZ is far from ended".

Mataafa said that one "extremely important" matter for discussion during his visit was the continued opportunity for Samoans to migrate to NZ. Thanks to NZ's health administration, West Samoa's birth rate was now among the world's highest and this created a population problem in the islands.

Mataafa took the opportunity to explain that West Samoa's restrictions

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on entry permits for missionaries had "been misunderstood" abroad. Restrictions had been imposed on all creeds without discrimination, and he added: "I join with many of my countrymen in questioning the need for great mission activity in Samoa.

"We have been Christians for a century and more and I would think the missions should want to use Samoans in spreading the Gospel in those areas where a European might be handicapped. The London Missionary Society, the Methodists and the Seventh-day Adventists already have used Samoans to good effect in New Guinea."

Mataafa also told Pressmen at that Auckland airport interview that the American Samoans did not show the slightest jealousy at West Samoa's impending independence on January 1. The Americans were generous to the East Samoans and the "happy co-operation in American Samoa between Japanese tuna fleets and a major American cannery brings prosperity to all. There is little grievance".

Mataafa said Samoa would welcome overseas capital, particularly from Commonwealth countries.

When a Pressman reminded him that Samoa had discouraged a NZ ice cream factory from establishing itself in the Territory, Mataafa replied: "That was before my time".

Visited Old Friends

Mataafa and his wife flew to Wellington on August 4, and the official party paid official calls, and attended the second rugby test between France and NZ.

At a parliamentary luncheon for Mataafa, the NZ Prime Minister, Mr. Holyoake said: "For the past 15 years New Zealand has followed a policy of encouraging a gradual growth towards self-government in Western Samoa. It has done this in close collaboration with the Samoan leaders. We recognise your continued need for assistance and we are willing, if you wish it, to do what we can to help you in the future. Independence is a fine thing, but it means little if a country cannot look for assistance from its friends".

Mataafa earlier had expressed his appreciation of New Zealand's assistance in a speech at a reception held by the Pacific Islands Association. Remarking that there were men present who had served Samoa well and made a great contribution to her future, Mataafa continued: "I wish to thank the New Zealand Government for all that it has done for my people and my country. As we grow nearer and nearer to independence, so do we wish that our respective countries should grow closer and closer together".

On August 9 Mataafa was guest of honour at a reception given by the Minister of Island Territories Mr. Gotz. Prime Minister Holyoake and the leader of the Opposition, Mr. Walter Nash, were among the guests.

In his speech of welcome Mr. Gotz recalled how he had coached the Prime Minister of Western Samoa in rugby and boxing at primary school. He also recalled several other guests as children, including the Prime Minister's wife.

And the Prime Minister of Western Samoa recalled Mr. Gotz as a very strict rugby coach and one who insisted on his players being punctual at practices.

(See "Samoa's Economic Plans", p. 137.)

But Will Apia Weather The Weather?

West Samoans lately have been taking a close look at Apia weather records in the hope of getting a clue about the state of the weather next January 1 to 5 — the days when West Samoa's independence celebrations will be going on at full pelt.

Their conclusions: The chance of getting even one fine day in this period is one in six. The celebrations could be a washout — meteorologically speaking anyhow.

Since 1944, the average rainfall per day during the five-day period in question has been .63 inches. On January 5, 1944, Apia received more than four inches of rain, with a total of more than seven inches over the five days.

Apia's weekly *Samoana* reported in August that when the festivities were being planned on a high level the argument that the whole spirit of the celebrations would be lost if they did not take place at the time of granting of independence and that God would take care of the weather, won. There had been considerable opposition by those who felt it would be better to hold the greater part of the celebrations in June when the weather was almost certain to be fine.

Samoana commented that many Samoans predicted the organisers were "just inviting a flop."

New Step Towards A Uni

From a Port Moresby Correspon

Probably the most important lution to have emerged from third conference on Austr Netherlands co-operation, just cluded in Goroka, is one callin an exchange of native membe Legislative Councils.

THE resolution, submitted by Dutch, and approved by the ference, seeks to have native mem of the P-NG Legislative Counci the New Guinea Council attend other's Council meetings, taking on the floor of the House.

The resolution, like all others to be approved by both Governm although there is no doubt, of c that the Netherlands Goverr would approve it since it sponsor

If the scheme is approved it be an important event in the po exchange between the two Territ for one assumes that the native bers will hear more in each c Territories than what happens said in the House. Members wi into private homes, and attend ous functions, thus making another link towards the eve emergence of a political unior tween NNG and P-NG.

Conference Closed

The third conference, which held behind closed doors, can be without any doubt at all, to be a cess. Relations between the Territories are extremely good on the personal and official pla

Leader of the Australian deleg was the Assistant Administrator J. Gunther, and leader of the delegation, Mr. H. Veldkamp, Director of Internal Affairs.

Two native assistants from Territory attended the talks fo first time. For P-NG they Evertius Romney, of the Public vice Commissioner's office and Tatauro, of the Department of culture; and for NNG, F. Juf and F. Torey, both Assistant P Officers.

The next conference is likely held in Hollandia next year.

The P-NG Administration i extend for one year the period w which P-NG ex-servicemen may a to the Ex-Servicemen's Credit B for a development loan. The applications would otherwise e on November 6.

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rman of the Fiji Commission of Inquiry the Sugar Industry, Sir Malcolm Trustram Eve.
Photo: Rob Wright

Main Points Of Fiji Sugar Report

By Radio from Suva

The report of the Fiji Sugar uiry Commission, just released, kes no attempt to apportion the me for the many troubles in the ustry in recent years. The report s that the Government, millers, e growers and mill workers must in respect of one period or an- er, share the responsibility.

HE inquiry was ordered at the end of last year by the British lonial Office at the urgent request the Fiji Governor, Sir Kenneth ddocks, in an effort to sort out the nomics of the Fiji sugar industry which is the mainstay of Fiji nomy.

The Commission comprised Sir lcolm Trustram Eve (chairman), . C. J. M. Bennett and Mr. I. S. eatley. It began its sittings in rch, after Mr. Bennett and Mr. eatley had made an extensive tour inquiry in the Fiji western district gather background facts.

The report was released in Sepnber simultaneously in London d Suva.

Its most important recommendan is one for the setting-up of a gar Advisory Council, with an inpendent chairman, which would ve the job of advising the Governent, the millers, the growers and e mill workers.

The Commission also recommends

(Continued on p. 141)

Honiaria: 'Monte Carlo Of The Pacific!'

From a Honiara Correspondent

A big increase in native gambling following its legalisation recently is causing serious concern in Honiara. The critics are now calling this town the "Monte Carlo of the Pacific".

GAMBLING with dice among natives is now in the open and big dice schools of up to 60 people are being held frequently in Honiara labour lines, with large amounts changing hands. Gambling on a less organised scale is going on in plantations and villages throughout the Protectorate.

Solomon Islanders have always been gamblers, but with their legal freedom they are hitting it hard.

Wagers of up to £5 are being made and wins of more than £30 often occur in a night. Mr. K. H. Dalrymple-Hay, governing director of Mendana Enterprises, which owns the Hotel Mendana, says one native in two days is reported to have won £1,500, and another who had just received £150 for his copra lost the lot, "plus the new white calico which he was wearing when he entered the school".

"The gambling goes on to daylight, and the natives are too tired to work and those who do come in are popeyed and useless," said Mr. Hay.

Mr. Hay said local gambling now had to be seen to be believed.

"The Bishop of Melanesia said in the Legislative Council that people could become 'poker machine addicts' but apparently he did not think they could also become 'dice addicts," said Mr. Hay.

"Thriving"

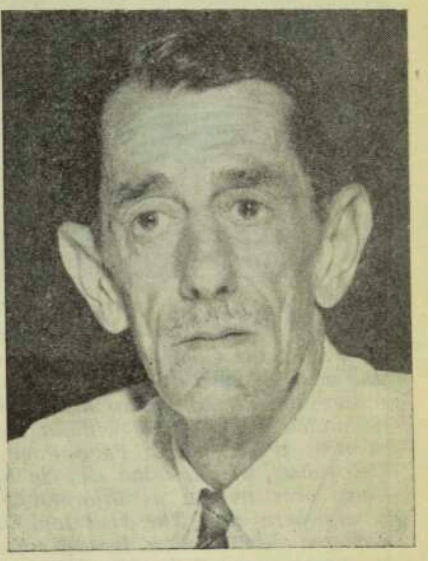
Bishop D. Styvernberg, of the Catholic Mission, said he felt the new legislation was premature and too liberal. Gambling was now thriving throughout the Protectorate.

The latest developments follow operation of the Gaming and Lotteries Act, which was passed in the Legislative Council in June.

The Government explained, when introducing the bill, that its motive was to remove discrimination against natives. The old law had prohibited islanders from gambling but left everyone else virtually free to do as he pleased. The bill would make the law the same for everybody.

The bill, when introduced, permitted the continued use of poker

(Continued on p. 138)



Mr. H. H. Reeve.

Two P-NG Assistant Administrators

Papua-New Guinea is to have a second Assistant Administrator—Mr. H. H. Reeve.

THE Territories Minister, Mr. Hasluck, in announcing this in August, said Mr. Reeve's appointment would ease the burden of the Administrator, Sir Donald Cleland, and the Assistant Administrator, Dr. John Gunther. Dr. Gunther will now carry the title of Assistant Administrator (Services). Mr. Reeve will be Assistant Administrator (Economic Affairs).

Mr. Reeve's present post of Treasurer and Director of Finance will be taken over by Mr. A. P. J. Newman, the Executive Officer of the Treasury Department.

There will be some other moves, and new legislation for them will go to the September sittings of the P-NG Legislative Council. A new Department of Information and Publicity Services will be set up and applications called for a Director.

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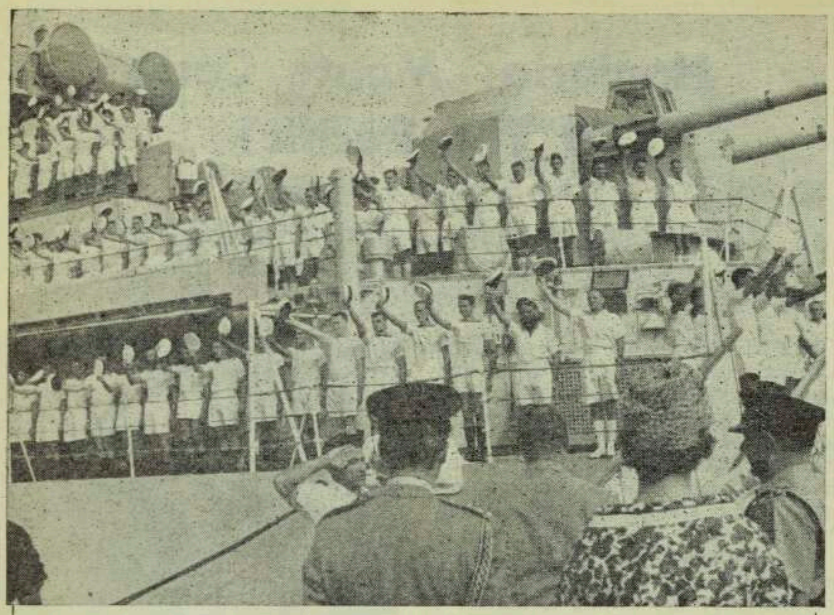

LORD COBHAM ON TOUR

Viscount Cobham, Governor-General of New Zealand, stands on the dock at Suva in August as officers and men of HMNZS "Royalist" cheer him at the end of his South Pacific tour. Lord Cobham can be identified as the figure without the hat. With Lady Cobham he visited Tonga, West Samoa, Pago Pago, and the Cook Islands aboard the "Royalist", and left the ship in Suva to fly back to NZ. His visit to Suva was treated as informal but he was given official welcomes everywhere else. The visit took three weeks during which the vessel covered 3,000 miles. In Apia Lord Cobham conducted the first investiture ever on the island by an NZ Governor-General when several hundred people saw Lamamea Matatumua receive the OBE and Papalii P. F. Asiata receive the MBE.

Photo: Rob Wright

Some Plain Speaking In Fiji Council

From a Suva Correspondent

One of the most far-reaching bills ever to come before the Fiji Legislative Council, the Land Development Bill, won unanimous support in the House in August. But there were bitter recriminations when the Council discussed an overseas aid scheme later in the session.

IN the Land Development Bill the Fijians made a positive move to allow other races to occupy and cultivate their lands. They regarded it as a measure which would develop the Colony and advance it towards prosperity.

A natural consequence was the need to set up an authority to develop land on sound economic lines, but where to get the best men for this was the problem. The scheme has to be carried out properly or it is doomed to failure from the start.

The question of obtaining suitable men came up later in the session when the Council discussed an overseas aid scheme under which the United Kingdom Government will subsidise inducement allowances to expatriate officers. While there was almost unanimous support for this proposal, there was opposition to the methods of implementing it.

Fijian and Indian members clashed several times during the debate about the inducement allowances.

(Continued on p. 140)

GOVERNMEN HELP FOR P-NG UNION

From our Canberra Correspondent

One of the functions of a Papua-New Guinea Labour partment—a director for w is now being sought thr public advertisements—will h help native workers to f unions.

TERRITORY Minister Paul luck said this in the Hous Representatives in August, when ing the background to new la laws which are to be introduce the P-NG Legislative Council a session beginning September 19.

Mr. Hasluck also gave some teresting figures on the native force. He said, for instance, that one man in nine was working wages. The total indigenous force in paid employment 70,000, in a total population 1,850,000, with a total male force of possibly 600,000.

He said there had been little in the number of wage-earner recent years, because labour had used more efficiently as the cos it had risen.

Most Self Employed

Another factor was the declin gold mining and oil exploration.

The big increases in gainful c pation had been in self-employr mainly producing cash crops. T were far more self-employed n workers with cash incomes there were wage-earners. This pa of occupation seemed likely to tinue.

More than half the 70,000 w earners were engaged in primary duction. Then came government ployment, 14,000, personal ser mainly domestics, 4,600, building construction, 4,000, comm 3,500, manufacturing, 3,000 transport and storage, 3,000.

Mr. Hasluck said that the marked change in the employ pattern in recent years had been growing numbers of urban wor who now totalled 27,000 of the 70 wage-earners.

These urban workers would the ones mainly interested in the labour laws.

The Minister said that the Go

(Continued on p. 139)

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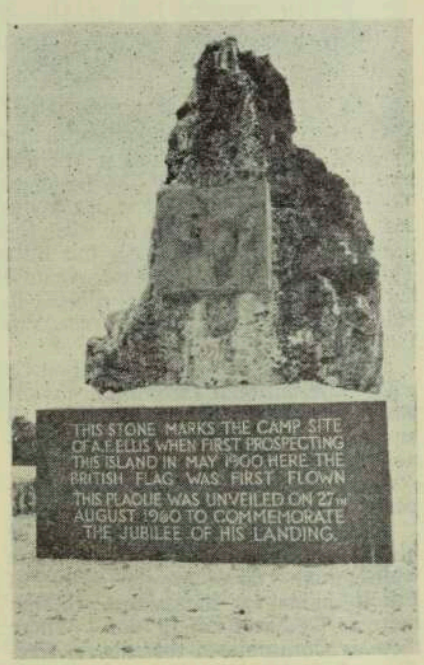
High Commissioner Visits GEIC

The Western Pacific High Commissioner, Mr. David Trench, in late August made his first official visit to the Gilbert and Ellice Islands Colony.

He called first at Ocean Island before going on to Tarawa, and made his last call at Funafuti, after visiting other islands. In the top photo Mr. Trench inspects a guard of honour of police at Ocean Island. Among the things he saw on Ocean was the stone (right), marking the camp site where A. F. Ellis (later Sir Albert) was prospecting for the phosphate which laid the fortunes of the island. A little before the High Commissioner's visit there was another event of importance, at Betio Harbour, Tarawa, when the "Pacific Enterprise" was the first overseas vessel to enter after harbour improvements had been made.

(Photo below is by S. F. Edwards and the others by David Lopian.)



Hurricane Sequel

NEW FOOD HELPS VAVAU RECOVERY

From a Vavau Correspondent

Now, just six months after having been devastated by a major hurricane which raged through the group for 40 hours in March, Vavau is well on the way to recovery.

VISITORS are amazed at the amount of rebuilding which private home owners have done. In spite of having no outside help and few financial assets, most local families are once more comfortably housed. Dwellings are, for the most part, smaller, because there was a heavy loss of timber and roofing in the storm, but they are, on the whole, better built than were the old houses which they replace.

The feeding problem, which will not be finally solved until the December yam crop comes in, is the most pressing one at present. However, with the recent handing over of the distribution of relief foods to the Medical Department, everyone is now getting a fair share of whatever is available.

Under Tevita Puloka, head AMO at the Vavau Hospital, a fortnightly distribution of powdered milk sent by the Government of New Zealand is being given out to babies, the sick and the aged. Because few Tongans include rice in their normal diets, many of them were confused when they got their first share of the rice sent by Australia.

Intelligent Help

Realising this, AMO Puloka instigated group-wide rice education. Copies of a few simple rice recipes were distributed to the various villages and were also read out over ZCO, the new Tongan broadcasting station in Nukualofa.

Nurse Meleane of the Vavau Hospital and Secretary Tui'ifua 'Utoikamanu of the Vavau Langa Fonua Women's Committee, conducted demonstration cooking classes at the hospital and at various local committee meetings. Their work has been valuable in aiding the people to get the greatest possible benefit from the help they have received from overseas.

Miss Katelina Keti, a Vavau woman who is at present a member

(Over)

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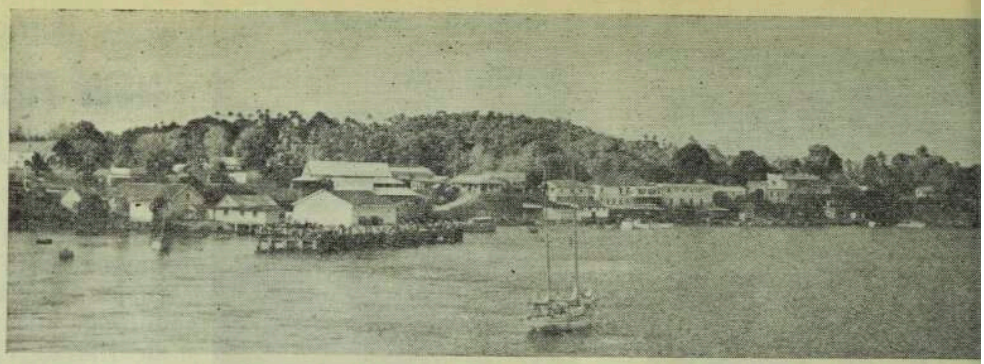

This photograph of Neiafu, the main town of Vavau, Tonga, was taken a few months before the hurricane. There are now a few gaps in the landscape.

of the Pasadena, California, household of John Eliot, a former Governor of American Samoa, was, with Mr. Eliot, responsible for sending to Vavau a shipment of "MPF", Multiple Purpose Food, the wonder low-cost vitamin meals which were developed by scientists at the California Institute of Technology and have done much to relieve famine conditions all over the world.

Under Nurse Meleane, who is in charge of the new programme for feeding hospital patients, various ways of using "MPF" to supplement native foods, are being tried. It is hoped that a later shipment will make it possible to distribute "MPF" to schools and to some of the outer islands whose people were the greatest sufferers from the hurricane.

ASIAN 'FLU HITS HONIARA

From a Honiara Correspondent

A serious outbreak of "Asian flu" which has hit Honiara has affected at least 70 per cent. of the native population, and the streets of Honiara have been almost deserted.

FORTY policemen are off duty and there is hardly any Honiara business which is not carrying on with a greatly depleted staff.

There has been one death.

Worst hit section of the town is the hospital. It has been left with only a skeleton staff, and a public announcement has been made that only urgent cases can be treated. Yet all beds are fully occupied and beds have had to be made up on the floors for patients.

The epidemic has not so seriously affected Europeans and Chinese although they have not escaped.

A flu epidemic had also gone through the Gilbert and Ellice Islands Colony in July, spreading to a number of islands and affecting a big proportion of public servants at headquarters at Tarawa.

Down With The Old Traditions!

FIJIAN CO-OP. TURNS ITSELF INTO A "COMMUNIST PAR

From a Suva Correspondent

Fiji people had a shock one day late in August wh they discovered that a "Communist Party" had been form in the Colony.

APIMELEKI RAMATAU MATAKA, a former clerk in the medical Department—and a relative and close associate of Mohammed Tora, whose name often crops up in industrial activities—formed the organisation, which he calls the Bula Tale ("Come Back to Life Again") Communist Party, in four villages in Nadroga Province, South West Viti Levu.

Just how closely connected it is with international Communism—or whether it really is connected at all and not just a unique local version—nobody yet knows.

Once the news became public property, the Government said very little.

A spokesman did comment: "The history and deeds of Communism are well enough known for the people of Fiji to judge for themselves whether there is Communism or not. Where there is Communism there is no freedom of choice. The flight of refugees from Communist countries in the last two and a half years is an adequate answer. It has been referred to as 'voting with the feet.'"

The Suva branch of the Fijian Association, which has become increasingly vocal through its president (Ravuama Vunivalu, MLC), in recent months, and the Fijian and Rotuman Ratepayers' Association (of Suva) were quick to condemn the new party, whatever it might really represent. They denounced what they called "a move along lines which were not in keeping with the general opinion of the Fijian people".

They issued a statement which said that the Fijian people had known many similar movements in the and they knew too that unscrup influences in the community ha times, been quick to exploi ignorant. The new party woul have responsible Fijian followin

The Fijian Teachers' Assoc behaved something like the o which hides its head in the sand. publicly condemning the new it said the party's advent shoul have been given Press and publicity.

Perhaps the teachers imagine if no one said a word about Apin and his party it would quietly up and die.

Local European comment has restrained—older residents recal

(Continued on p. 140)

Apimeleki Ramatau Mataka who has the Bula Tale Communist Party. Photo: S. A.

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Prof. Davidson Badly Hurt In Apia Accident

From an Apia Correspondent

ofessor J. W. Davidson, Pro- of Pacific History at the alian National University, Can- , and constitutional adviser to West Samoan Government, was usly injured in a car accident Apia on August 16.

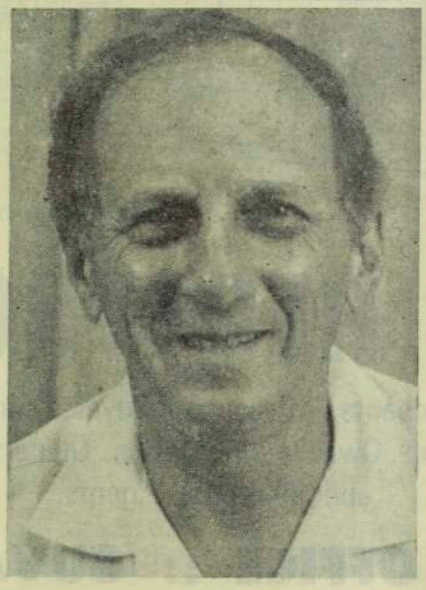
R some time he was in a danger- ous condition in the Apia Hos- but by late August was showing signs of recovery.

ofessor Davidson was visiting Samoa en route to the Pacific ce Congress in Honolulu. He alks with officials on some of the inery of independence, which be granted to West Samoa on ary 1. Professor Davidson has one of the "fathers" of the new titution of Samoa.

e accident occurred shortly after ssor Davidson had left Apia for anua, where he was to catch a for Savaii. He was riding in a n waggon (the wrecked vehicle n above) when it and a bus col- head-on on a corner about five out of town. Professor David- eceived severe chest injuries; Dis- Schools' Officer Norman Webb Manual Training Instructor k MacLean, who were also ngers, received concussion and injuries. The driver, Alosio, ed a dislocated hip and other in- .

ofessor Davidson (pictured) was in hospital in early September.

Photographs: Samoana.



"Reprisal Threat" By Indonesia

From a Hollandia Correspondent

Indonesian pressure on the Japanese Government has affected Japanese interests in Dutch New Guinea.

THE Indonesian Government has told Tokyo that if it continues its economic activities in this Territory it could result in economic reprisals in Indonesia.

As a result of this threat, Mr. Shiro Nakamura, director of the Japan-Netherlands Salvage Company, Tokyo, who has already signed a contract with the NNG Government to salvage war wrecks from NNG waters, has postponed his plans. The contract was worth more than 25 million guilders.

Papuan businessman Herman Womsiwor, who is also a member of the New Guinea Council, thinks the Japanese markets might be tapped through other Asian countries, but he will not say which countries.

Cook Islands Tighten Their Belts

From a Special Correspondent

New Zealand's current financial difficulties are reflected in the Cook Islands, regarded as one of her "Tropical Provinces". The Cooks' Legislative Assembly is having a hard time trying to stretch inadequate finances.

DURING the present session of the Legislative Assembly, the Secretary to the Government, Mr. L. K. Pitt, stated that the total value of agricultural exports from the Cooks was less than £300,000 annually, while the New Zealand subsidy was £600,000.

The backbone of the economy was the subsidy, and *not* agriculture, as was generally believed.

The subsidy was increasing far quicker than agricultural exports, and the agricultural income was less today than it was 50 years ago.

The Secretary produced figures which showed that a far smaller population, about half of the present one, produced about twice the amount being produced today.

Sales Tax Up

So, in an effort to boost local revenue, the Legislative Assembly have:

- Introduced a sales tax of 5 per cent. This affects biscuits, chocolates, confectionery, all jewellery, all motor vehicles except tractors, motor cycles, power cycles, all photographic goods, cameras and accessories, all radiograms, record players and tape recorders, all radios over £25 in value, watches, and all toilet preparations except soap.

The sales tax became effective from August 1. It is aimed at "luxury lines", although on an island where public transport is limited to one taxi and a few privately-owned trucks, it seems doubtful if power cycles and motor cycles could be termed luxury items.

- It has been proposed but not yet passed, that an additional 5 per cent. tax be imposed on income derived during the 1960-61 financial year. If passed, this will affect most of the European minority and a handful of Maoris.

(Continued on p. 141)

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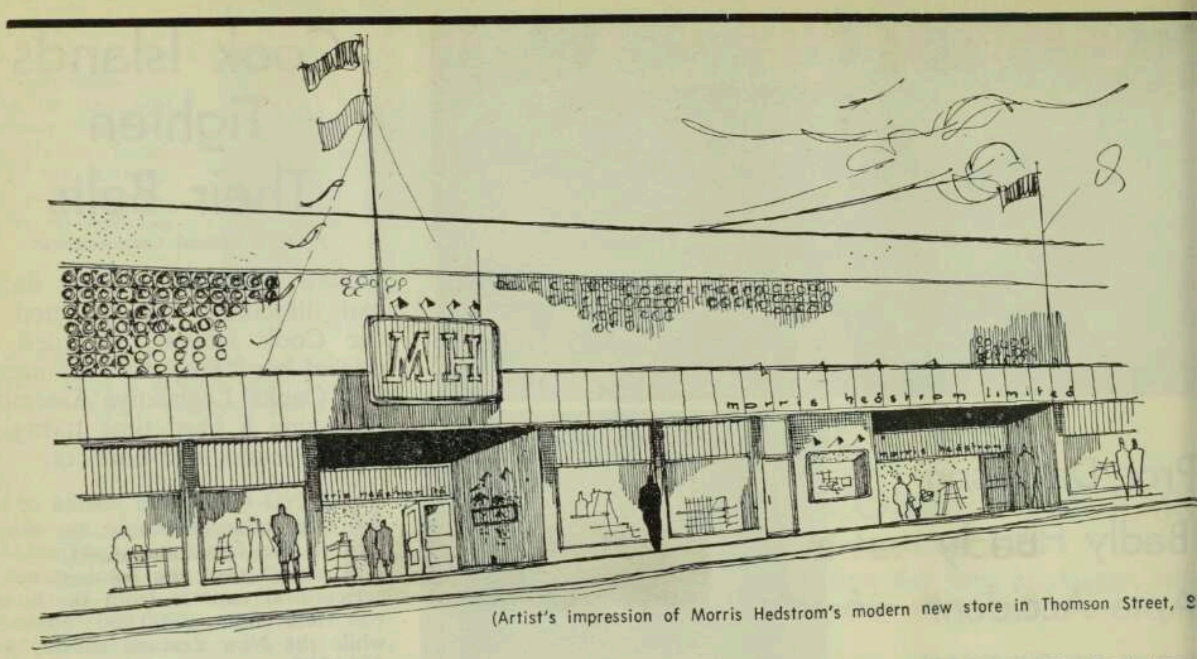

(Artist's impression of Morris Hedstrom's modern new store in Thomson Street, S

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COMMENTARY

Second Assistant a Good Idea

E appointment of a second ssistant Administrator in Papua-Guinea is an interesting develop-, all the consequences of which ably won't be obvious right away.

ere certainly isn't any doubt there is work enough for two at that task, which is virtually f adjutant of the big Territory. whether or not the two re-ibilities—that of "Services" and nomic Affairs"—are so sharply ed that friction can be avoided, ins to be seen.

hat happens, for instance, when Assistant Administrator (Services) he wants to exercise his responsi- and build an important five-road link, and the Assistant Ad-trator (Economic Affairs) says that it is all right by him t that he has to exercise *his* re-ibility and refuse to make the available.

doubt how efficiently the tasks e integrated will depend to some t on the personalities of the rs of office. Not to mention the nalities of Administrator and ter, for there have in the past some fascinating moves, counter-s and cases of *volte-face* in the r echelons due to personality es and it's probably asking too of human nature to expect s to be different.

e post that will probably come f it best of all will be that of inistrator.

e holder of that onerous task NG since the war has been in extraordinary and unfortunate ion of being both a Governor a Premier. As Governor he is en- to the dubious honour of ally opening buildings and shows; king the salute at parades and of host at numerous Government e receptions. But these are things have to be done nevertheless.

Premier he is entitled, some-, to the vocal criticism of the at his handling of local political ions, and this is something he o expect, too.

the past if the Administrator had ak Assistant he found himself be-nore of the Premier and less of Governor. Since the appointment Dr. Gunther, whose energy has a lot of the Administrator's burdens, the Administrator has been more able to act as Governor.

Now the creation of this second post of Assistant Administrator, plus Sir Donald's recent knighthood, will help consolidate his position.

And this is as it should be, for the Territory is big enough now to have a Governor, whatever his title, able to act as a Governor and not as a political Aunt Sally.

☆ ☆ ☆

Kieta Has Strong Claims for Headquarters

THERE does not seem to be any doubt that when Bougainville gets its new overseas port it will be at Kieta. There have been such goings-on in the last few months that it looked for a time to many people that Kieta might miss out to one of several other places, including Wakunai, farther up the east coast.

Kieta has the best harbour in Bougainville, and last year, the Administrator Sir Donald Cleland, promised that Kieta would also have a wharf—the first overseas wharf in the island. This was after the Bougainville Improvement Association had pressed the matter strongly, and pointed out that the Kieta sub-district was one of the largest producing areas in the Territory. Apart from copra, cocoa production in the Kieta area has been increasing rapidly, and in July the first exports ever of rubber from Bougainville were made from Robin McKay's Aropa plantation (*PIM*, August, p. 7).

Native cocoa producers in the Kieta area have more than 100,000 trees planted (many of them coming into bearing) and European plantations have more than 900,000 trees, which means there are more than a million cocoa trees in the Kieta sub-district.

In copra production Bougainville is only third to New Britain and New Ireland.

Some of the confusion as to whether or not the Administration would stick to its promise of an overseas wharf, was created by moves made by the Administration to look for a new site for the Bougainville district headquarters.

At the moment it is on the small island of Sohano, which is too small. Last year they were planning to shift the site across the strait to Buka, but that idea was apparently held up while officials looked at several other sites. One of them was at Wakunai, which already had a first class air-strip and is capable of having a wharf built there, although there would be little room for expansion. If a second ship arrived it would have to anchor in the passage and then move out again while the ship at the wharf left.

Ramun Bay, on Buka, which is a possible site, is surrounded by swamps, but apparently land can be made available as a headquarters. And Buka is also the highest populated area in Bougainville, which is another reason for using it as headquarters. However, it is a long way from being the centre of the island and Wakunai would be a better spot.

Buin, in the south, can be developed, but it lacks a port.

Kieta people feel that since Kieta is to be the port there is no reason why headquarters shouldn't also be there, as in German times.

The Administration attitude apparently is that there is not sufficient land, but local people won't agree. They say land is available—certainly a lot of it on steep hillsides, where costs would be greater. But houses on the harbour hillsides would be far better than located in some humid swampy area such as Ramun Bay.

There is also hydro-electric power available within a few miles of Kieta.

Surely Kieta people are right in suggesting that the headquarters of the Bougainville administration should be at the port—Kieta.

☆ ☆ ☆

Islands Students Need Australian Help

THE Fiji Scholarships Committee in August was about to consider a large number of applications for 1962 Government-sponsored scholarships. But only one-sixth of the applicants had a chance of getting one because the finance won't stretch any farther than that.

There are this year more than 500 Fiji students studying abroad—about 126 of them on various scholarships and about 400 paying their own way. A glance through the list of scholarship sponsors will show that Australia provides a poor example—in fact, a disgraceful example. If Australia prides herself on being a South Pacific nation she should be showing far more interest in helping the people on her doorstep—those in Fiji and in other Island territories, too.

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The Editors' Mailbag

History of a Steamship Company

Mr. N. L. McKellar needs some help. He writes:

"As you doubtless know, the AUSN Co. has 'folded up'. I am writing the history of the company—not for profit, but because of a love of ships and an interest in shipping generally.

"I am seeking information about the association of the AUSN with Fiji. You will recall that in the years gone by, the AUSN used to run, firstly, the *Suva,* and later the *Levuka* on the Fiji trip. Now the *Suva* was built in 1906; there must have been earlier vessels on the run —the only one I can find mentioned is the *Tenterden.*

"Has any reader anything in his files which might throw some light on early steam connections with Fiji? I know that Nicoll's *Fijian* was running there in the 1880's; I have heard that Jas. Patrick (or his father) ran there even before Burns Philp.

"Any help given will be gratefully received and duly acknowledged. Be assured that if any *PIM* reader does lend me any notes or files they will be accorded the respect due to them; having (I am told) the largest private shipping library in Australia, I am almost a fanatic so far as records as concerned!" Mr. McKellar's address is c/- Tamworth Base Hospital, Tamworth, NSW.

UN Wants to Hear From The Man on The Spot

"Kassa", of Palmwoods, Queensland, is more than happy at the selection of Sir Hugh Foot as chairman of the United Nations Mission to Nauru and New Guinea next year (*PIM,* August p. 20). And he has equal respect for a previous mission chairman, Sir Alan Burns. He says both Sir Hugh and Sir Alan have had long years of distinguished colonial service, and when speaking about them even the most critical members of the Trusteeship Council realised that the word "colonial" was not to be considered a dirty one.

The point "Kassa" makes is that while Britain and other countries know that men like Sir Hugh and Sir Alan can do remarkable work in turning a now outdated colonial empire into an association of free peoples, Australia will still "have none of the idea that the experienced colonial administrator is the right man to be either her representative at UN, or as a director in Canberra".

He thinks that the credit for the enlightened administration of Pacific territories is principally owing to the men who happen to be there on the spot and that this should be recognised by the Australian Government. UN members themselves would like to hear directly from the men on the spot.

With all of which we heartily concur. And what do Mr. Menzies and Mr. Hasluck think about it?

Those Musical Norfolk Islanders

The letter on Norfolk Island's Council difficulties from Council President Mr. F. J. Needham, in the August issue, brings a reply from former councillor A. B. Bathie. A Norfolk correspondent had reported in April *PIM* that general opinion was that the "Gilbert and Sullivan comic opera regularly being performed at Rawson Hall was rapidly developing into a tragedy", and Mr. Needham last month pointed out that

Mr. A. B. Bathie.

the "opera", far from being a tragedy, was in fact receiving a great deal of popular applause.

Writes Mr. Bathie: "Had your correspondents troubled to make some enquiries, they would have been told from many quarters the production was a local rock 'n' roll version of 'The Declaration of Human Rights' performed perhaps to the tune of a Russian Overture. I am sure that if Mr. Needham's proc was to present the original d cratic version to the strains of vance Australia Fair' it w achieve harmony, rhythm, ar united Norfolk Island!"

What Happened To Those Islands Girls?

Rob Wright's picture of D born author Leonard Wibb temporarily "beachcombing" in which we used in the July strikes a chord in the memo Mr. Neville Chatfield, a regular contributor under the nam "Supercargo".

Writes Mr. Chatfield: "I i diately thought of my old Leonard Whibley, of Niutao, Islands, who was a cultured En man, and brother-in-law of Arundel, who was the head c phosphate company which cont Ocean Island, Maketea and ha interest in Nauru.

"Why Whibley came to Niu never knew nor did I ask, b arrived there I think in 1901. met him in 1903 and got to him very well, for I visited the every two to three months. He I think, in 1910.

"He had a very handsome wife of good family in Niuta her he had two very daughters, Lucy and Felicita.

"Poor old Whibley never di good at trading, for he felt i derogatory to open up his trade to supply the natives with the quirements until he had his fast and a rest. And it was not done to open it in the mid the day because of the heat the time I first met him he was one might call a very nice cu beachcomber.

"In 1908 at Ocean Island J. T. Arundel, and in the cou conversation while inspectin ship the *Ocean Queen* (afte wrecked at Makatea) he ask about Whibley and his family told him about his two beautifu daughters and what a sha thought it was that they shou brought up in Niutao.

"Shortly afterwards Mr. A had Lucy picked up and tak Auckland. I believe she was wards trained as a nurse Queen's Hospital and I have wondered what became of children who spoke delightfu fect English. I wonder if a *PIM's* Gilbert and Ellice Government friends would what became of Felicita, and land friends what became of

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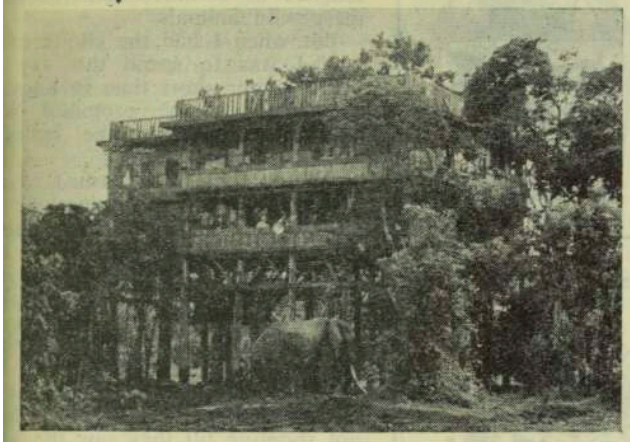
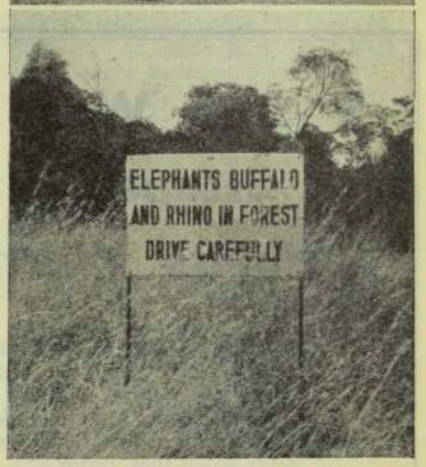
Sydneysider Goes Walkabout





On the right the White Hunter, who's otherwise a coffee planter. Tree Tops can just be seen through the trees, which they call a forest. In common with a great deal of Africa—Kenya has poor indigenous forest—Australian eucalypts grow well.

ake Me For An

ELEPHANT

The Outspan Hotel, Nyeri, Kenya.

Probably one of the most surprising things that this tourist nket—pardon me, safari—through Kenya has taught us is that /- (E.A. or Stg.) will keep an elephant in water for a year.

SER amounts will keep lesser animals, so that though elephant ino may be for the high income ets, you will have no difficulty ding one to suit your pocket—lions through buck and wilde-, down to warthogs and baboons. all part of Kenya's current Our Wild Animals" campaign, is the result of a couple of ns when the rains have partially . In the more arid game re-s, such as Tsavo and Amboseli, wild animals are dying in hun- for lack of water. The money ted goes to finance reticulation ater into some reserves and just carting it into others.

t last night there was no need nyone to shout an elephant a . This is part of the so-called Highlands, getting up towards foothills of Mt. Kenya, and it ill green and lush with corn, and acres of sisal. We spent night in a tree about 11 miles here, and from midnight it ed in torrents. The elephants, have more sense than tourists, d out of it, wherever elephants on such occasions and we saw er hide nor hair of even one.

Tree With a Trick to It

The business of spending the night in a tree has a trick to it. The tree is the excuse for Tree Tops, an establishment constructed of rickety timber, malthoid and papyrus stalks in two stories and a roof deck, 30 to 40 feet above the ground. The tree hasn't much part in keeping it up—long spindly timber poles do that—but the branches of the tree stick through the structure at all points, willy-nilly, and give colour to the notion that it *is* a tree-house.

Slightly over 20 persons can be stacked into it and we had our full complement. It has bedrooms of a sort, a big living-dining room, an observation deck and balcony; and even a "Ladies" and "Gents" with flushing toilets and H & C.

It is not, of course, the original T.T. This is a second edition, opened in 1957; the first was created in the mid-1930's. It had only three rooms and was the brain child of a Lady Betty Walker, a sprig of the aristocracy with a fully developed financial flair. She charged £Stg10 per person per night, a fee that, then as now, included dinner and the services of a White Hunter.

It was this T.T. that the Queen was visiting on the night in February, 1952, when King George VI died. Over two years later it was burned down by Mau Mau at the height of the "Emergency", and only the stump of the tree in which it was built now remains about 100 yards away from the present establishment.

The present T.T. is run as an adjunct of the Outspan and—let's face it—it is pretty touristy. If you want to see African animals and hunt with your camera, you would probably be better served by the more arid game reserves where you are unrestricted in movement as long as you don't get out of your car. Once into Tree Tops you must put up with the game that elects to come and wander by the swampy pool and take the salt-lick.

Many of the small animals—warthogs, buck and the like—live in the near-by bush; but the rhino and elephant live in the Aberdare Ranges

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and since the beginning of Af
time they have periodically
down to the vicinity of T.T. to
the soil that contains a natural
The large swampy pond, at
visitors to T.T. gaze so fixedly,
in fact, been created by the la
tongues of countless generatio
these wild animals.

But when I had the choice c
way I was to spend this day
night of our short time in Ken
was probably the promised
Hunter that tipped the scale
favour of Tree Tops.

White Hunter! It seemed to
jure up notions of Livingstone
Stanley and all the lesser H
who have come after. Men who
shot elephants and traded their
down to the coast to exotic
like Zanzibar, Dar es Salaam
Lorenzo Marques. Defended
selves from wild Zulus and
Mau; or, single handed, bea
hungry lions and rogue elep
not shooting till they saw the
of their eyes. It all seemed to
piece with white topees and E
Builders and the dear, dead da
yond recall. God knows there's
of it left, and this was for m

We drove the 80 miles or s
from Nairobi to Nyeri in the
noon and checked in here for
It would, the customers wer
formed, be unnecessary, in fac
possible, to take even a small
case to Tree Tops. Everyone
herded into an elongated cup
presented with an aircraft cab
and told that only "wash t
were vital. We'd sleep in our cl
so that if any interesting game
along during the night the se
could wake us immediately.

Many of that party had not
in their clothes since kinder
days, but they rose to the oc
with only minor whinges.

We were then ushered into
open-sided vehicles called safar
and were joined by the capit
capital H, White Hunter.

A White Hunter, I Presume

I'm not an authority on thi
ject but this one looked just s
more self-conscious about the
adventure than we did, alt
dressed for the part. He wore
shorts of the variety known in
tralia as Bombay Bloomers; a
jacket; a beat-up old hat and
boots. He was equipped with a
sized rifle done up and fastened
in an elaborate canvas contain

It was a sobering thought tha
he and it stood between us a
off-chance of being gored by a

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ampled by an elephant. I hoped he was quicker on the draw than ed likely, and that he wouldn't ogged down and fumble with all buckles and fastenings.

ound out later that he earns an st extra buck as a White Hunter ore than on two days and nights ek; and that on the other five a coffee planter. In fact, this ing after the night in the tree, ouldn't get rid of us quickly gh as this is the beginning of ush coffee picking season.

ere are about 1,000 yards be- where we were decanted from rs and the steps into Tree Tops. second tree along the path has gh bush ladder up it and there mall circular brush "hides", at gic points. Should the occasion the Hunter lurks therein, de- g us to the death, while we tall timber.

ce inside the house, the hours gil begin. This is, as near as it, on the equator. But the 0 ft Mt. Kenya is ahead, the lares behind and we seem to a sort of wind-tunnel between. es, we now are at 6,500 ft ion and the atmosphere is Arc- Up on the observation deck, the whistles through my cotton and I hastily add a thick er I've brought and then a et provided by the establish-

ring mid-afternoon several ies of wart-hogs appear to w in the mud of the swamp and hase one another around the and their foolish, stringy tails the bob at the end, are the neter of their passing feelings. ling limp in the lower registers, rise to a stiff 90 deg. above their at the peak of their various ions.

e wart-hogs were joined by hogs, by buck and wildebeest, la and baboon, all but the last ing around underneath the , licking up the salt, rolling in mud, oblivious of the gawking, ra-clicking humans 40 feet above heads. The baboons—horrible s with their obscene, bald ms—came up the fire escape were fed biscuits by Mr. and White Hunter; and at dusk a herd of 70 buffalo and one white rhinoceros that looked, a Tree Tops-eye view, like an stuffed slightly grubby sofa, dering around below away from nfuriating scent of humans.

ter dinner, the White Hunter, e *bonhomie* with tourists was a veneer at the best of times, had one idea—to get everyone off to

Will The South Seas Get Ex-Kenya Tourists?

The flood of American tourists which for years has put the real money into Kenya tourism has, since the Congo trouble, dwindled away to a trickle. Americans are more susceptible than most to crises (there are 10 to 15 per cent. less of them in the UK this year because of Berlin), and just at the moment all Africa is tabu.

There is a hope that the Pacific—particularly Papua-New Guinea—will gain from Africa's misfortunes. Africa, of course, has a lot that P-NG has not—good hotels, roads that while not always good, make the interior accessible; and above all, animals. The easiest way to entertain a tourist is to set him to watching for wild game, and even the most fractious will go away happy if they see an elephant or two, or a brace of lion curled up in a roadside bush.

No one seems to go to Africa to see the Africans, and this is where the Pacific comes in—people do go there to see the native life, and in fact the Pacific has little else to offer tourists. In some parts of P-NG the unspoiled native life is unique—but it is going to become less unique as it becomes more sophisticated, and once the P-NG natives become as uninspiring and uninteresting as the town Africans, no one is going to travel far to see them either.

It's a pity that P-NG can't do what the African governments have done with their wild animals—created vast parks or reserves. But could you imagine the howls that would come from the General Assembly of UN if large areas of primitive NG were set aside for wild human life—with cunningly contrived tree-houses here and there so that the over-civilised rest of us could sneak in and take a look unobserved.

—*Sydneysider.*

bed as soon as possible. He said persuasively that we would be wakened for *three* rhinos, or for *one* elephant, and most people took the bait and faded off, secreting themselves in the recesses of that strange building like rolled up stockings slipped into the pockets of a hold-all.

My cubby-hole was just large enough for a folding camp bed and two large tree branches. The walls were of papyrus stems and it all smelled like a hay-stack (or a Fijian bure or a New Guinea kunai house).

I removed only my shoes, as instructed, and got under the blankets preparatory to sleep—but that was as far as that idea went. As things turned out, I haven't had so much free nocturnal entertainment since the days of Mrs. Stewart's temporary post-war hotel in the old AWAS camp at Lae, NG, when we all slept in a "long-house" with sisalkraft partitions between.

Papyrus stalks and sisalkraft have this in common — they provide privacy of a sort but no sound-proofing and my sleeping habits have never been equal to four accomplished snorers and a chronic cougher. I spent a big slice of the night back in the upper storey with a large African in green shirt and shorts, a red fez and a pink blanket who, after the rain began at 1 a.m., got progressively more miserable. This was the watchmen who was supposed to be watching for those three rhinos or one elephant.

The night might have been more profitable for both of us if we could have met somewhere along the language front. We could have discussed the current political situation in Kenya, or the future of colonialism generally. As it was I sat and looked at a magazine and he sat and looked at me, obviously wondering why in creation anyone who had the chance to lie down and sleep should prefer to sit up; while he, who was practically out to it on his feet, should be compelled to do it.

Take-off time from T.T. is 7 a.m., and it was still raining as we were convoyed by White Hunter in parties of six down to the safari cars. It is said hereabout, of course, that the Royal Elizabeth climbed into Tree Tops that fateful afternoon of February, 1952, a Princess; and descended therefrom the next morning a Queen.

I'm sorry to report that no such metamorphosis occurred in my case. I climbed to T.T. last afternoon reasonably pressed and neat. I descended this morning looking like I felt: That I'd slept in my clothes.

Tree Tops is an experience one is probably tempted to try but once in a lifetime—so here is your Sydneysider, on safari, signing off from the White Highlands of Darkest Kenya.

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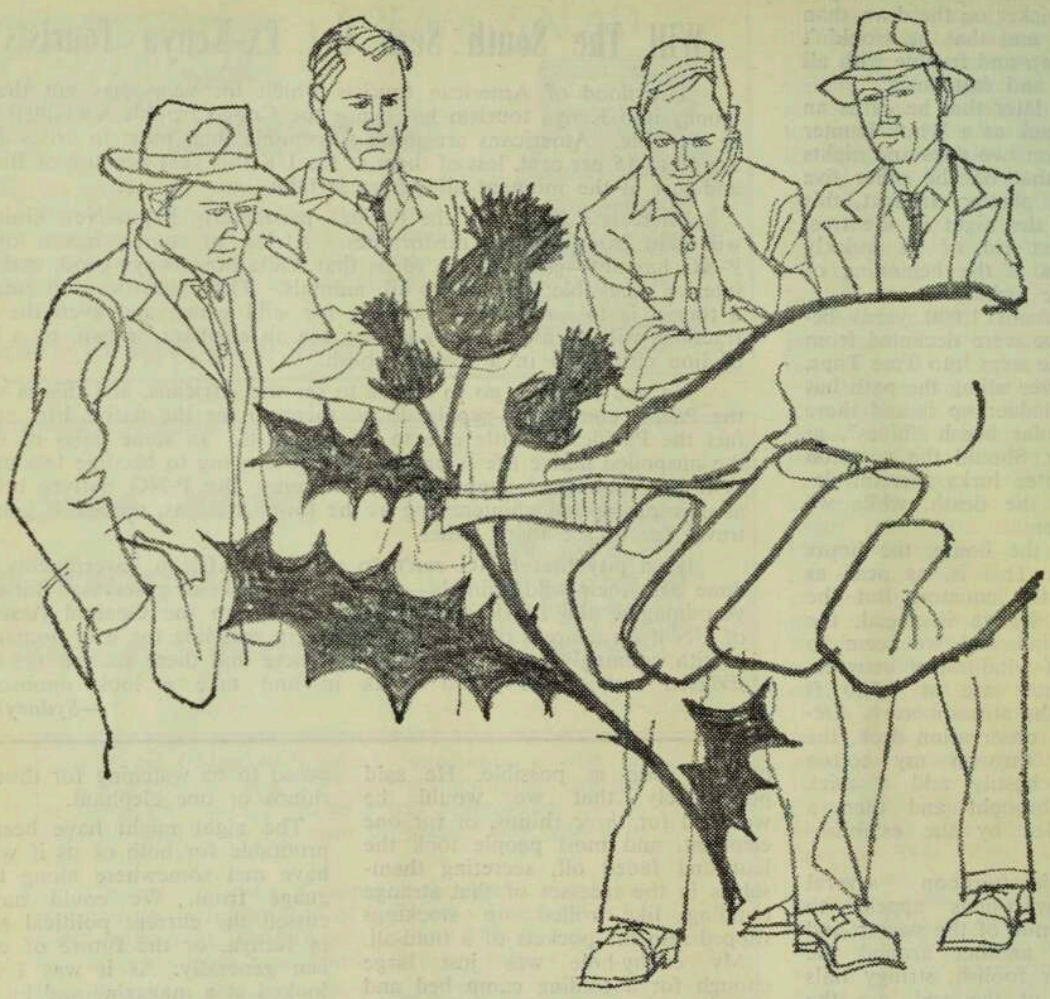

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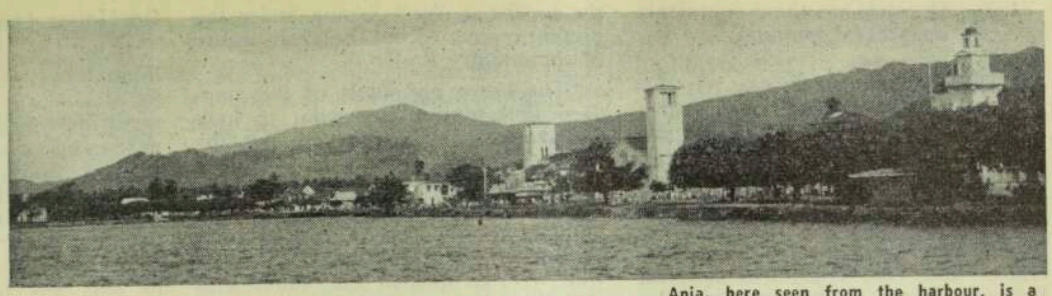

Apia, here seen from the harbour, is a pretty town.

How Will Samoa React To Independence?

How nationalistic will the West Samoans become after independence next January? After 15 years in the Territory, West Samoa's Chief Judge C. C. Marsack thinks it's still an open question. But he can give some clues as to the possible trends of Samoan thought.

'E does it in a nicely-timed book, . *Samoan Medley,* which was eased in August, and is recom-nded to South Pacific readers who nt to learn something authoritative out the people who next January l become independent. West Samoa l be the first territory in the Pacific nds to have passed through a iod of colonial rule and gained full ependence.

Mr. Marsack, a New Zealander who tained his law degree in Auckland 1914, was appointed Chief Judge West Samoa in 1947, after a long eer in New Zealand as a barrister, icitor and later magistrate.

Extracts from *Samoan Medley,* ken out of their context, might give impression that he is unduly tical of some aspects of Samoan e, but readers of the book will be t with no doubts that Judge arsack is firmly on the side of the moans, whom he obviously under-nds and for whom he has a great ing and respect. Thus the book is important and intelligent piece of blic relations for West Samoa, and ailable at a time when it will do the ost good.

On the matter of nationalism, Judge arsack points out that Samoans ve no violent racial antagonisms, t if other countries are to taken a guide, an outbreak of "intensely tional feeling" might well be ex-cted after January.

The professed aim of Samoan oliticians is to get rid of European fluences as far as possible and to store the Samoan way of life. ertainly every effort will be put forward to make the country as self-contained as possible—restricting to the bare minimum the importation from abroad of public servants and employees of private firms.

Nevertheless, he says, the preliminary phases of the approach to independence have been moving along "rather more smoothly than had been generally expected" and there was promise that the change-over might not cause any violent disruption in the life of the country. He does not feel that the fundamental Samoan hospitality towards the stranger will alter to the extent that visitors will be made unwelcome.

Judge Marsack seems to think that what it will all add up to is that it will be a long time before the Samoan casts aside his customs in favour of the modern way of life.

"They have a real pride in the past. The present feeling among Samoans is that the *matai* system at least is not to be disturbed," he says.

Judge Marsack gives a word of warning: There is a very definite move towards making Samoan the official language after independence, and if this is done the country will find itself in great difficulties. The Samoan language is not able to express many ideas and conceptions, and not only would Samoans find it impossible to express the wishes of the Legislative Assembly in legislative matters but they would find "the outside world has no intention whatever of learning Samoan". (Over)

Attractive visitor to Wellington in August was Mrs. Mata'afa, wife of the Prime Minister of Western Samoa, who was educated at Masterton, Wellington and Auckland. During her stay she was entertained by Mrs. Holyoake, wife of New Zealand's Prime Minister. In this picture Mrs. Mata'afa is sitting with Mrs. Holyoake and Mrs. J. R. Hanan (wife of the Minister of Maori Affairs). Standing (from left) are Mrs. D. M. Wheeler (sister of Mr. Gotz, Minister of Island Territories), Mrs. J. M. McEwen (wife of Secretary of Island Territories Department), Mrs. A. Campbell (wife of Director of Education), and Mrs. R. Walker (wife of General Manager of Fruit Distributors Ltd.). Also present but not in this picture was Mrs. F. H. Corner, wife of the Deputy Secretary of the Dept. of External Affairs.

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Judge Marsack has these comments to make on general matters:

On Tourism:

Officially, Samoan politicians frown on tourists, and when tourism not long ago was debated in the Assembly the general view was that though tourists would not be actively discouraged, no Government inducement would be offered to them to come along and to enjoy themselves. Private citizens who reaped the financial benefit could do their own publicity and propaganda and make their own arrangements for tourists.

He thinks there is in fact little for the tourist in West Samoa under the present regime except the great beauty of the country itself.

"There are no hotels of the standard that tourists are wont to look for, recreational facilities are few, the surfing beaches are some distance from Apia. The climate, though not excessively hot, is excessively humid, and can be relied on to create a thirst of Falstaffian proportions: yet those who wish to quench that thirst with something more palatable than water are just unfortunate, unless they have friends locally or are prepared to risk a heavy fine in purchases of illicit liquor."

On Liquor Laws:

Judge Marsack is critical of liquor laws which make it nec to pretend that liquor is need medicinal purposes, so that peans and some Samoans have it on a ration system. He do for many years to come every West Samoa will have access forms of liquor. The Samoan l he predicts, "will be most rel to pass any legislation which to discriminate against the Sa in favour of Europeans who w drink", and if they reach the clusion that it is not in the i of the average Samoan to hav access to liquor, "they may decide that the European mus the same prescription, howeve palatable he may find it". The facture of home brew beer in Samoa, which he describes "major industry", he thinks wil tinue to flourish.

On Samoan Character:

Not for nothing, says the a is the Samoan referred to a Irishman of the Pacific.

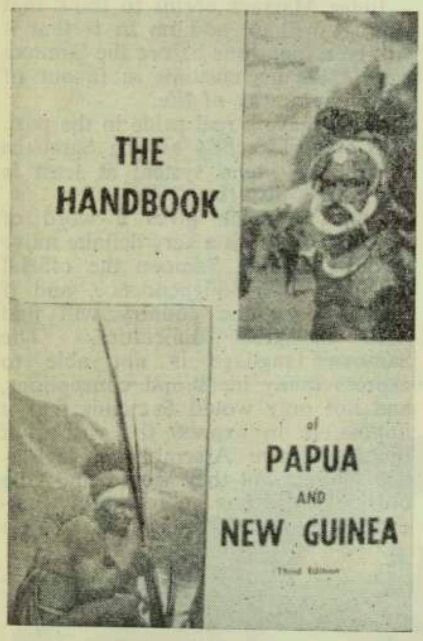
"In his normal relations wi fellow the Samoan is an odd m of courtesy and cantankerous he says. "He is easily offende if the proper steps be taken, j easily placated. His innate co shown alike to visitors, friend the stranger who crosses his pat in it no trace of servility. I courtesy is properly acknow and returned, it never fai weakens. Hospitality is more t tradition with the Samoan, it instinct."

The Samoan has two n characteristics which set him from men of other races, acc to Judge Marsack. His dignit his response to discipline. He "It is unfortunate that this ha always been appreciated by placed in authority over him German Governors, for their fully understood at least the ne discipline, and in this respect never relaxed. With the resul they are universally spoken of the deepest respect until this

On Stealing:

The author says it is ha reconcile the Samoan's open-h generosity with his propensit thieving. Very possibly the root is that the doctrine of indi ownership of property is a ne to the Samoan and even y imperfectly understood.

"Although these predatory are well known throughout the



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Judge C. C. ck, author of ook "Samoan Medley".

the political leaders are apt to little sensitive if the subject is ly discussed, especially with le from overseas. When serious of theft before the High Court becoming increasingly numerous, High Commissioner made a dcast address over the local radio n 2AP calling attention to the is in the matter of instilling iples of honesty into the mem- of the their respective families. politicians were horrified. They convinced that much interest attracted in Europe and America ll Samoan radio broadcasts, and esult in this case would inevitably most damaging blow to Samoa's tation in the capitals of the Great ons. The matter was even made bject of debate in the Legislative mbly."

Chastity and Sex:

enerally speaking, says Judge sack, chastity is not, in Samoa, ed among the more deserving les, and no girl married or not, any reluctance in admitting that has already "had a husband", se the local euphemistic phrase. he author illustrates: "There is on rd in the files of the Education t. an application form filled in Samoan girl seeking a post with department. To the question "sex" answer was, "Once, at Falelatai". et despite the matter-of-fact ude adopted by Samoans on al matters, cases of rape and mpted rape are numerous, much e so in proportion to the popula- than in any country of which ge Marsack has seen the criminal istics. He says he cannot explain nd once again the Samoan justifies reputation of being completely redictable. He says that, neverthe- criminal assaults against white men, "the class of sexual crime ich I am informed is common New Guinea and elsewhere in the cific", is happily almost unknown West Samoa.

Missionaries::

Judge Marsack gives the missions edit for their work in West Samoa but is also very critical of some developments.

He says a big portion of the acts of violence, disturbances and assaults "so rife in Samoa" arises out of rivalry between the different religious sects.

He says the Samoans are charged substantial sums for the privilege of embracing the white man's religion. There were more churches in West Samoa in proportion to the population, probably, than anywhere else in the world, and the building of new ones "may well be considered a national hobby".

In the education of the young, says Judge Marsack, the work of the missions is unanimously favourable. Mission-trained children are normally the best behaved and best-educated children, at least in the junior grades.

On Politics:

One of Judge Marsack's concluding remarks in *Samoan Medley* is that as a member of the judiciary he is not supposed to know anything about politics. But nevertheless he does not quite understand just why "it should be considered necessary to have a Parliament of 48 representatives to manage the political affairs of fewer than 100,000 primitive people".

Others have wondered, too.

(SAMOAN MEDLEY. Published by Robt. Hale Ltd. Australian price. 22/6.)

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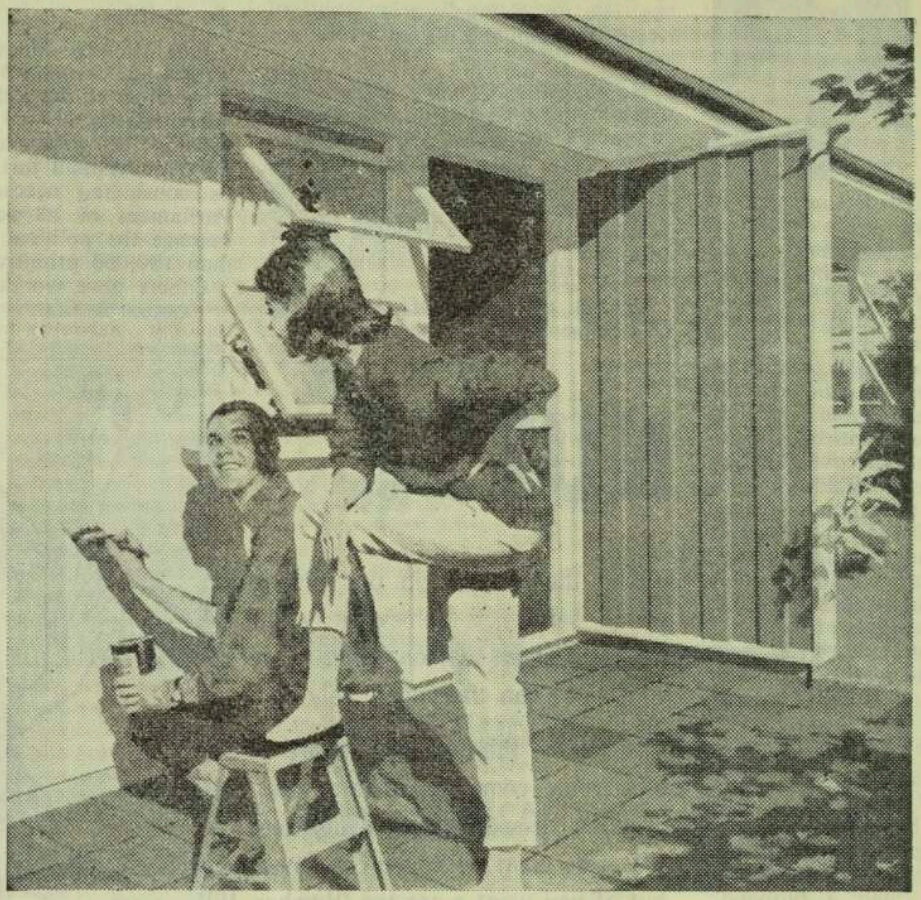

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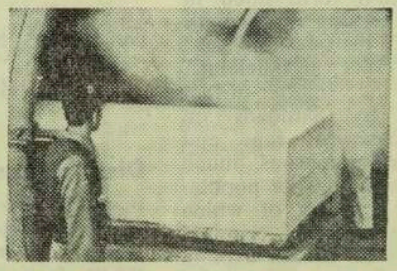

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Territories TALK-TALK

With TOLALA

It would seem that P-NG is being subjected to a gentle inoculation of tourism propaganda, according to the local newspapers up there. And goodness knows it's about time they realised the potentialities (wonderful word!) which have lain dormant these many years and require only the studied technique of an expert PRO to extract a few millions of money from the pockets of tourist-hungry folk from far and wide.

I have already pointed out in these columns, tourist money is money and is not the same old note circulating locally. Ergo: something to be fostered to the st extent.

NG German times, when the "tourism" was unknown, there two popular "health resorts" in colony: One at Toma on the elle Peninsula, the other at elberg, back from Finsch Haven the mainland. Both were wellonised by Europeans recovering fever or other ailments.

he Toma resort, started by the Guinea Compagnie and situated he heights above Varzin planta- in the Kokopo area, was subed by the German Government there one could obtain fresh milk meat and cool breezes, luxuries ch were hard to come by in those of no refrigerators, little ice and weeks between steamers.

ut now—with the vast regions of Highlands settled—there are unpossibilities available. So here's d luck to the promoters. And tourism become an important or in adding to Territorial revenue out, if possible, having too bad influence upon the native people.

Timely ognition

was good to read about the mony at Lae (and why not hy?) on August 6 when the two 3's were named "Leahy Brothers" "Mustar" by the owners of the ective names. And the *South ific Post* graciously gave due ognition to the work of these neers when, in an editorial, it te:

There seems to be a growing wareness in the Territory of the eed to give these pioneers the ullest credit for their efforts.

t takes time for this "awareness" be realised and the deeds of pioneers recognised; sometimes—too often—not until they are dead. And who wants to wait until he's dead before knowing his works have been appreciated?

It is a good sign, as the editorial indicates, that the B4's and the Behinds are coming closer together. It shows a trend for "togetherness", as important a factor amongst the non-native people as tribal "cohesion" should be such an important aim amongst the natives.

Time tempers the envies and jealousies of the present plodders for the deeds of the pioneers and brings their actions into proper perspective.

But what we must ensure in this present day is that the record is according to fact and not embellished with their fictional romance or incorrect data. Due care must be given to the spelling of proper names lest the errors of the present be handed down to future generations.

In this respect, for instance, in the captions beneath the photos of the Leahy Brothers in the same issue as the editorial above mentioned, appears the name of Ian Grabowsky, the socapable pioneer general manager of Guinea Airways, but it is spelt incorrectly. And incorrect spelling of proper names is too often perpetrated —and not only in New Guinea.

Where is That Rendezvous?

A couple of months ago I mentioned having been on a pub crawl in Sydney in search of old New Guinea faces. I repeated the search in late August—but without much success.

To be sure I met up with Arthur Browning in what is somewhat naively called the Sportsman's Bar in the Hotel Australia, elbowed by pale-faced youths, dressed in stove-pipe trousers and pointed shoes, together with various members of the PMG's Department.

(Over)

Weddings and travellers are in this group of pictures from P-NG. At top, Mr. and Mrs. Jim Hobson, after their marriage at Ela United Church, Port Moresby. The bride was formerly Miss Marie O'Brien. Centre, Mr. and Mrs. J. Sloot relax on the deck of the "Soochow" on their way back to NG after holidaying in Sydney. Mr. Sloot is Curator of the Lae War Cemetery. Bottom, Mr. and Mrs. Peter Flynn (she was formerly Miss Mavis Pellatt) after their marriage at United Church, Boroko, Port Moresby. Below, Sister Barbara Potter and Sister Alison Newton, of Melbourne, aboard the "Soochow" en route to Port Moresby in August where they intended to stay with Miss Newton's sister, Mrs. V. Waselewsky.

Photos: Papuan Prints and Pat Robertson

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Arthur, of course, was welcome entertainment in himself and it was a pleasing interlude. A call to the "Explorers' " Bar in Martin Place seemed to disclose adventurers from Pitt Street and even as far as the wilds of Killara. But nary a New Guinea face did I spy.

At Pfahlerts Hotel I drew another blank, but did peruse a New Guinea Register, and the last signature written but a few moments earlier was that of Michael Leahy. Here, too, I was able to purchase the latest P-NG paper and *PIM*. And the location was the Colonial Bar, which caused a shudder lest some Afro-Asian members of UNO should drop in and draw incorrect conclusions.

Another spot, which unfortunately I had not time to visit, but which is in the running as an Island meeting place so I'm told, is The Castlereagh Hotel, corner of Castlereagh and Park Streets. This will have to wait until I next visit the Big Smoke. . . . It could be that all the lads from P-NG have gone on the dry. But I don't think so, somehow.

Beyond the Black Stump

At the moment, as I write, I am far away from bars of the Colonial, Explorer or Sportsman type, far from the roaring buses, tired-looking businessmen cultivating ulcers and short-skirted women with stiletto heels. (No! The businessmen are not cultivating, necessarily, the short-skirted women, thank you).

I am living the Quiet Life in a truly rural atmosphere where there are neither ulcers nor stiletto heels; over 20 miles from a railway, where cows and timber are the main topic of conversation. And, as mentioned last month, it is not easy to get away from P-NG associations even here. In the local pub (no chromium-plated fittings; no stove-pipe trousers and callow youths) the name of New Guinea came up and I was asked: "D'you know a cove named Stokie?"

I hardly expected to hear of John Stokie away up here Beyond the Black Stump at Krambach, but it appears he had attended a Country Party political meeting somewhere about these parts and asserted his personality and impressed the locals, even as he impressed that well known author, James Michener, who wrote in his *Return to Paradise*: "One of these men (John Stokie) became a notable hero, though he looked and walked like a polar bear, a great hulk with a bullet head . . . they let him go back into the bush as a Coastwatcher. The Japs sent many expeditions to capture him, bu set up a good system of spies eluded them for three years. . He was decorated by several go ments".

With such dogged determinatic an attribute we might hear mor John Stokie, who now lives s where up around Grafton, I bel One must, at least, have an outst ing personality to be spoken of respect in a pub beyond the E Stump.

An Armit Postcript

A letter recently arrived from old friend in Papua which th quite a bit of light on the caree Lionel Percival Barton Armit, w was discussed in June *Talk-Talk*. informant, a Papuan resident many a year, tells me that Arm

● At one stage was ARM at I (in the Northern District), w some trouble arose amongst Chirima people. Later he was lieved by W. H. H. Thompson;

● Was sent as ARM to Abau the Central District) and was during the "so-called uprising" was relieved by Monty Bastard was DO at Aitape in the m 'Twenties. "The name's not Bas but plain Bastard", Monty told once when I met him at Matapa '24).

● After Abau Armit was rec to Port Moresby and put on cle work for the remainder of his P Service days. He was in the se for about 40 years.

● The small block of rubber owned by Armit and his brothe law, named Lee. They did not it and was eventually acquired by Sogeri concern.

My friend adds: "Both Ar (LPB and his brother 'Fatty') s grammatical Motu and were ar the very few Europeans who s the language perfectly. If not here they must have come here young with their father, Ca Armit . . . who was the abs antithesis of his sons. It al struck me a queer thing that should be able to write adve stories for *Adventure* magazine timidity was his main trouble".

No doubt a modern psychol would be able to answer that o

From Poland

I notice in my June scree suggested that Alice Innes (amo others) as being a probable solv

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Armit mysteries. But she is far ld at present.
The other day came a very artistic tcard from the same lady showing spacious Plac Konstytucji in rszawa (which is Warsaw to you me) with its stately buildings. Sydney were half as well laid out re would be no traffic jams or king problems.
Alice Innes writes: "This splendidly ve little country is beautiful— v at summer. We came from SR into the smiling countryside l cheerful kiddies swimming and ing in the Vistula and farms very l run and vegetables plentiful here. all most interesting—contrasts rywhere. . . . Hope to see you in cember. . . . Allen and I enjoy- better health".
PIM readers can look forward to ne first-hand information about the penings and conditions behind the n Curtain from the facile pen of ce Innes later on, I hope.

re's a ugh!

The Territories Dept., according to vs reports at the end of last month, l overspent £20,000 on its publicity ostly in Papua-New Guinea, which ulted from a direction by the nister for Territories".

suppose there are few other deral Government departments eiving more adverse criticism than rritories, especially when UN sions are sitting. What other dium has the Dept. available other n publicity in which to counteract h criticism?

Far too little is known by the rld at large of the magnitude of stralia's job in P-NG. So such ese-paring actions by the position are truly ill-timed and act a dis-service to Australia as a ole.

Speaking personally, I am only too ll aware of the fact that there is extravagance as regards the tribution of publicity matter. Time d again I have asked for literature m the Dept. and have been assured was put on the mailing list for neral hand-outs only to wait in in, until I assumed the only list which I had been placed was e Black List!

And, incidentally, let me here ex- ess my appreciation of having re- ived, at the end of July, the *Hansard* the First Meeting of the First ssion of the Fifth Council held m April 10 to April 14, 1961. his was most welcome in view of y whinge in a previous *PIM*.

Tony's Valedictory

"Tony" Anthony's farewell talk to the Port Moresby Rotary Club last month was a compact summing-up of over 30 years' observations of an orderly mind in both TNG and Papua, and many of his remarks and deductions are well worth recording and (which is more) remembering. It was not a talk filled with innocuous platitudes, but full of good, constructive criticism and delivered in Tony's usual quiet and impressive manner.

The search for a suitable name for the combined territories was brought into the limelight by the speaker and he suggests *Papanga*. Another suggestion, from somebody else, is *Papguin*. Both quite good, but savouring a bit of a commercial firm's telegraphic code address. I would suggest the selection of a name be left to the native people themselves. It would be a good test for their powers of co-ordination.

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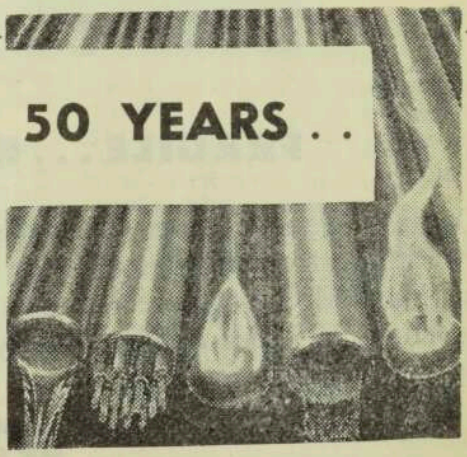
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O74.

A study group at work at the Samoa Conference which, as this article indicates, proved to be a landmark in the work of the Pacific churches. More than 70 mission representatives attended and 43 different languages were used in saying grace at meals!

Pacific Churches Move Closer Together

From Rev. L. D. Fullerton, in Suva

A vital new era in the work of the Christian Missions in Pacific has just opened up with the announcement of the ointment of Pastor Vavae Toma as the first full-time secre- y in the Pacific for the International Missionary Council.

Churches On The March

Beyond the Reef" is an impor- document that will be lable throughout the South ific this month. It's the title the report of the 1st Con- nce of Churches and Missions he Pacific, which took place the famous Malua College, t Samoa, from April 22-May nder the chairmanship of Dr. n Havea, of Tonga.

Beyond the Reef," published London, contains the main resses, resolutions and an luation of that important con- nce and deserves to be widely d. Price will be 4/- Stg.

n this article specially written "PIM", one of the conference gates, Rev. L. D. Fullerton, irman of the Fiji/Indian trict of the Methodist Church Fiji, reports on some impor- developments that have taken e as a result of the con- nce. In a concluding report, Fullerton will discuss more y developments in the move ards a Central Theological lege for the South Pacific.

PASTOR TOMA, of the Samoan Church (London Missionary Society) will work through his regular contacts with Pacific churches and with overseas conferences to act as a strong bridge between the Pacific Church and the outside world.

This big new task is a direct result of the recommendations of the Samoa Conference, and is proof enough that that first conference of Pacific churches really was a landmark in the history of the Pacific Church. And this is merely the beginning.

At this moment there are also discussions going on to put into motion another important recommendation of that conference—establishment of an £85,000 Central Theological College, here in Suva. The College will serve the South Pacific (as does the Central Medical School in Suva) by providing a higher academic level of training to meet Pacific Church requirements.

The Samoa Conference brought together 74 people, made up of 57 delegates from all over the Pacific (35 of them were Pacific Islanders) plus experts and observers from the International Missionary Council (which organised the conference), the World Council of Churches, the East Asia Christian Conference and overseas mission boards.

This brought together, consequently, Church leaders from the Pacific Islands, Burma, Indonesia, England, Switzerland, America, Hawaii, Australia and New Zealand.

As the conference proceeded delegates became increasingly determined to find machinery that would carry on the work of the conference and help the churches in the Pacific to think, plan and act together.

"It is amazing that it has taken us so long to find each other," delegates said, in effect. "We must now stay together."

An idea of how important is the work yet to be done by the Pacific Church can be gauged by the fact that, although accurate figures are difficult to obtain, it appears that one third of the population in the Pacific is still non-Christian. The majority of these non-Christian people are not Asians but Pacific Islanders (in Papua-New Guinea, the Solomons, the New Hebrides, Micronesia), who are in the process of accepting the Christian faith.

Young Population

Also, the Pacific is predominantly a young population. In general, 45 per cent. of the Pacific peoples are under 15 years of age. This is the mark of vigorous growing Islands societies with a future.

The Samoa Conference took these and other facts into consideration and at the end took two steps:

- It appointed a Continuation Committee "to carry forward the studies and discussions begun at this conference, and to consult with the churches regarding the development of co-operation among them."

The chairman of the Continuation Committee is the Rev. Setareki Tuilovoni of Fiji. The members are: Rev. A. G. Horwell (New Hebrides), Rev. L. Alafurai (British Solomons), Rev. M. A. Ledoux (New Caledonia), Mr. Stahl Mileng (New Guinea), and Mrs. Fetaui Mataafa (West Samoa).

Unforunately, the chairman,

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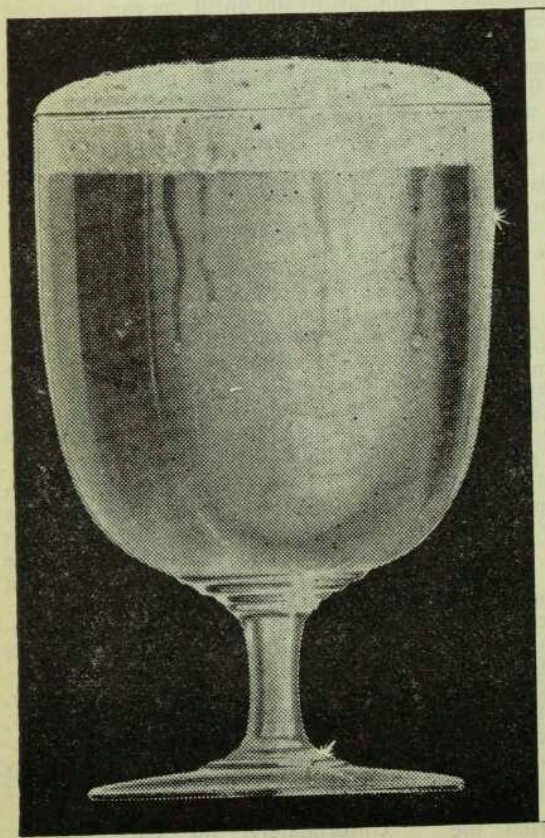

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areki Tuilovoni, shortly proceeds the Union Theological Seminary, York, for a year's course of nsive studies. The next meeting the Continuation Committee will held in Noumea in March, 1962. as been appointed for a period exceeding five years".

It asked the International Mis-ary Council to appoint a regional etary for the Pacific to "be a g link" between the Pacific ches. Pastor Vavae Toma was a ral choice. He has been a mem-of the staff of Malua Theological ege (he did two years post-uated study at the Congrega-l College in Auckland). He was etary of the Samoan Church be-his new appointment. He proved an exceedingly able local organ-for the Samoa Conference, and be most warmly accepted by Pacific churches.

at Samoa Conference focussed tion on some very important s which call for further study action.

rtly as a result of my own ex-nces at that conference I am convinced that:

There is tremendous leadership ntial amongst our Pacific Islands le. I have been nearly 20 years iji and my appreciation of my ic colleagues has grown greatly the years, but I was much im-ed with the quality of the 35 ds delegates to the conference.

A great deal of thinking has to one in the Church about a lot ontemporary issues—particularly influence of rapid social change, iage and family life and the tian ministry.

many points during conference tes one could not help feeling: Church just hasn't thought its through this issue." Criticism made by Islands delegates, in ersation and in debate, that the ch is tied to the chiefly system, to the traditional pattern of ty, tied to the past.

e Church has to become much flexible, and it is a healthy that this kind of constructive ism is now being so vigorously .

The pattern of church life in Pacific is distinctive. The Paci-is still "a homeland of the ch", to use a phrase of the Rev. -Reudi Weber, of the World ncil of Churches. There is prob-no other part of the world where ch and society are still so ly inter-related. The Pacific ch has its own contribution to to the world.

The Pacific is passing through a l social revolution. Reports made to the Samoa Conference suggest that the rate of change is greater than all of us have generally realised. "The Coconut Curtain has been raised and life will never be the same again," the Rev. Bernard Thorogood, of the Cooks, observed.

The conference saw a touch of irony in the fact that the Rev. Itubwa Amram, of Nauru, who was to have addressed the conference on the effects of rapid social change in the Pacific, was prevented from attending by a strike in Nauru. Rapid social change had caught up with him, and "he gave a very good address by not being here," one delegate commented.

Undoubtedly the influence of towns, industry, press, radio and films reaches into all corners of the Pacific—producing confusion and a "new paganism". For instance, tourism now comes in for some vigorous criticism. Conference delegates from Tahiti won a sympathetic hearing when they expressed their fear that large scale tourist development would have a demoralising influence on Tahiti.

One delegate from New Guinea protested against "people using Pacific peoples as objects for observations". "We are human beings," he said. "We don't want tourists staring at us."

The conference resolved to ask the International Missionary Council to

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nominate some specialist (possibly an American) to make a thorough enquiry into the influence of the tourist industry on Tahiti and similar situations in the Pacific area.

The possibility of a South Pacific University—a matter which has been discussed by others from time to time—also got an airing at the Samoa Conference and it is unlikely that the Church is finished with the matter.

All educational questions produced vigorous discussion, and when this matter of the university came up, delegates were about evenly divided for and against a university at this time.

But later, the conference recorded its conviction "that higher education should be available within our Islands environment" and urged the "Governments in the Pacific, through the South Pacific Commission, to consider the establishment of a South Pacific University."

The Samoa Conference took four years of planning, but there is no doubt the future results are going to be worth it.

West Samoa was to hold a Territory wide census on September 25, the seventh—and the last under NZ administration.

Canberra COMMENTARY

From our Canberra Correspond

The advance of Pidgin a expense of English in Papua Guinea is deplorable, Li back-bencher William W worth said in the Hous Representatives.

Mr. Wentworth damned Pid clumsy and inexact, lackin literature, restricting in its co and separating the indigenous from the white population.

He urged a crash programm teach English as a living lan instead of being taught "as L taught in Australian schools".

Other proposals he put fo included incentive pay for government servants who qu in English as opposed to Pidgi a task force of retired people to P-NG to teach English villages.

Territories Minister Paul H told Mr. Wentworth that, whi Government agreed with objectives, the fact was that could be mastered in a shor sufficiently to enable people to municate on simple matters.

Another factor was the pers of the missions in perpe Pidgin as a written as well spoken language.

The natives themselves wan learn English and large grou been known to leave a mission where teaching was in Pidgin in of one where it was in English

The Minister accused Mr. worth of very much exaggerat picture by suggesting that Engli making no headway and that was.

* * *

There may be a warning South Pacific in the annual re the Commonwealth Film Cens C. J. Campbell.

Deploring the ever-increasin towards violence in films, he to the disturbing effect on the of young people, "who may w the impression that crime, imm and violence are the do features of Western civilisatio

He adds: "That impression ever more readily absorbed by

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sia and Africa if the films are ited in those countries".
r. Campbell could easily have red his sights on islands nearer , where there has been some ism of film censorship recently p. 47).
e picture he drew after seeing theatrical films and 9,173 TV was not a pretty one. Here few of his comments:
hemes dealing with the sordid of life are the basis of an ever- sing proportion of films. Fewer ewer deal with the more whole- and happier subjects."
any are so pre-occupied with nd violence that they are com- y unsuitable for children . . . n no State are children legally d admission to adult films."
oducers exploit violence by ng in detail, and with great n, extreme brutality ac- anied by a callous indifference suffering of the victim."
Campbell has made a point. one of the most compelling of ropaganda media is to portray rn civilisation as "Western" n, who is to be blamed if ing peoples get a completely picture of the world beyond their shores?

* * *

of the biggest proportionate ses in Government spending this will be on Territories Department ity.
vote will rise from £34,000 7,000, reflecting the swing away the pinch-penny attitudes which rly marked this aspect of Gov- nt spending.
mittedly, the fault probably lay with the Treasury than with erritories Department, but the to influence world opinion has strengthened the department's

Assistant Secretary (Finance conomics), Mr. C. E. Reseigh, e cat out of the bag at an y by the Parliamentary Public nts Committee into the over- ing of the Department's publicity

told the committee that Terri- Minister Paul Hasluck had ed the increased spending "in ght of world circumstances".
other words, Australia has ened to the need for telling her what she is doing in the Teri-

the break-down of the figures Mr. Reseigh quoted suggests the biggest slice of the extra y is being spent on persuading alians and the Territory people selves.

A film and a booklet on the opening of the re-constituted Legislative Council cost £12,000, and the printing and distributing of a speech which Mr. Hasluck made a year ago on Australian policy in the Territory cost £1,500.

Another £720 went on printing and distributing speeches made at the opening of the Legislative Council.

* * *

Tear gas or bullets to quell rioting, excited mobs?

This thoughtful suggestion was put forward by a Country Party member, Mr. David Drummond.

Tear gas bombs, if issued to native police, would disable without any lasting ill-effects, and could be used in such situations as the recent rioting between Tolai and mainlanders at Rabaul.

The Minister admitted that ways of controlling riotous mobs were under consideration, but said that he could not say for certain whether tear gas was one of the methods under examination.

But in Port Moresby the Administrator, Sir Donald Cleland, dismissed the tear gas suggestion as impracticable.

He did not say why.

* * *

Papua-New Guinea showed up rather better than the Northern Terri-

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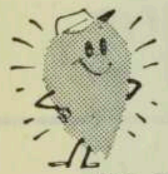
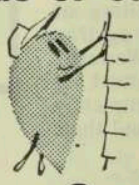


colour retention

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

no smell

2 You can actually paint the walls of a dining room with Gaydec while the family eats a meal, because there is so little odour.



best adhesion

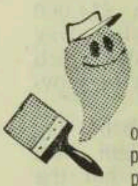
3 Gaydec holds to exte walls as well as interior w —resists flaking and pee —paint over wet or masonry, old or fresh pla stucco, cement asbestos, previously painted wood.

easy cleaning

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

can be used in damp weather

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



easy application

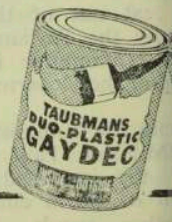
6 Gaydec goes on over or dry masonry, old or f plaster, stucco, cement previously painted wood. B roller or spraygun can used. Coverage is excelle wide brushes won't drag, marks won't show.

grease spatters

7 Gaydec is the only plastic that is scrubbable—and even more amazing, grease spatters from frypan or oil from men's heads can be scrubbed off.

8 easy touch-up

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



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in two sets of education figures
h the Minister for Territories
lied to the Deputy Opposition
ler, Mr. Whitlam.
the face of detailed questioning
Mr. Whitlam, Mr. Hasluck had
dmit that only one aboriginal
was at secondary school in the

the 540,000 indigenous children
hool age in P-NG, 2,987 were
ving secondary or technical
ation.
lministration primary schools had
8 primary pupils, subsidised
on schools another 82,515 and
bsidised mission schools 76,490.
. Hasluck put the number of
pean, Asian and mixed races
ren in P-NG at 4,000, of whom
were receiving secondary educa-
in the Territory and another
were being assisted with
dary education in Australia.

* * *

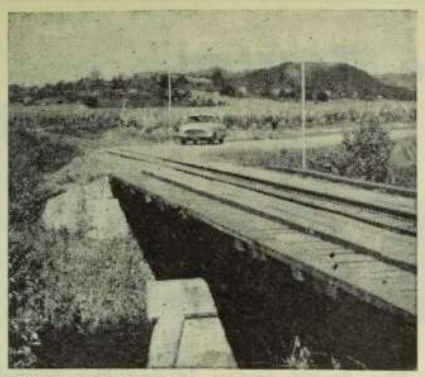
e Minister for Territories hotly
d in Parliament a newspaper
t that his Department was
ed to a proposal that Pacific
ls Regiment rankers should have
pportunity to qualify for com-
ons.
nsultations between the Army
erritories Departments had been
harmonious, and the Territories
rtment's attitude could be gauged
he recent decision to enable
s to rise to commissioned rank
Royal P-NG Constabulary.
e Army announced nearly 12
s ago that native soldiers would
ined at the Officer Cadet School
ictoria but nothing has been
of the scheme since. A report
e Melbourne *Age* claimed the
ories Department was opposing
ove because it thought natives
't yet ready for commissioned

* * *

e Minister poured cold water on
gestion by Mr. Bandidt (CP,
nsland) that a delegation of
members of the P-NG Legisla-
Council should be invited to
the Federal Parliament.
ur endeavour is to make no
ction between native and other
bers of the council," he said.

* * *

e Federal Treasurer, Mr. H. E.
on the eve of departing for
eas, had to listen to a few barbs
the Opposition, who said they
l he would return promptly this
and not make any stops for
fishing, as he did last year in
ete. Mr. Holt, who is a keen
fisherman, said his main pur-
at Papeete had been to "look
the matter of landing rights."



This Fiji bridge shows one of the problems of road users. The bridge was built for rail trucks and road users are a secondary consideration, so that cars have to make a sharp turn to cross it.

OVERCOMING FIJI FLOOD PROBLEM

From a Nadi Correspondent

This year floods have been less damaging than usual in Viti Levu. Almost every year the road around the island goes under water for periods of from hours to days.

CERTAIN points such as Semo near Sigatoka, Nadi and districts, Ba, Tavua, Raki Raki go under regularly. And this happens sometimes after only short rainfalls.

A look at the map shows that all these points are near the mouths of rivers. A look at the bridges show that engineers of that time allowed ample latitude for sudden rises.

History records that when most of these bridges were built vessels of quite respectable dimensions used the rivers for cargo carrying, and that this traffic was of considerable volume.

Obvious inference, when nowadays nothing bigger than a small launch can get up most of the rivers of Viti Levu, is that the silting of the entrances causes much of the flooding, and also over the years, has resulted in much loss of land use.

Experts say also that lack of care of upper river drainage channels has added to the problem.

What is the Remedy?

Dredging of all the previously navigable rivers would undoubtedly relieve much of the flooding and by deposit of the silt would also reclaim valuable acres of land. It would be first class agricultural land.

A dredge would be fully employed, and would cost about £250,000. When probable results are measured against this cost, it would appear that a dredge for Fiji would rank far above some of the present Government projects. Floods every year cost in the aggregate millions in lost time, inconvenience and actual structural damage to buildings and roads.

Bridges are often overlooked in discussions on Viti Levu roads, but many road bridges today are dangerous.

There are dozens of bridges which are only wide enough for one lane of traffic, and these also happen to cross the roads at the wrong angle. This is because they were built by the mills as railway bridges, and they still carry train loads of cane. These double purpose bridges are relics of the early days of the sugar mills, when the mills were allowed to build bridges on condition they were also used for road traffic. But cars were virtually unknown then.

Today the bridges are a constant drain on the mills, which have to maintenance them, as well as being a danger. Many people wonder why the mills haven't asked the Government to build their own bridges.

And why can't the Fiji Government build its own bridges—in the interest of road safety if nothing else?

We are always hearing the cry, "No funds", and the Government then gives an estimate for the cost of the bridge which is out of all proportion.

Bridges don't have to develop into major work schemes. They could be simple, and there are contractors in the Colony who would welcome contracts for simple bridges. Recently I was shown the costing for a bridge spanning 33 ft, which was almost half the cost of a similar bridge built by the Government a year or two ago.

C of E Makes Big NG Mission Drive

The Church of England in Australia in early September launched a drive to obtain an additional 62 missionaries and £50,000 to boost its mission work in New Guinea in the next five years.

Tht Church said that it has only about ten years left "to consolidate its work before international politics bring about major difficulties."

The Dean of Brisbrane, the Very Rev. William Baddeley, left for New Guinea at the end of August on a fortnight's fact-finding tour.

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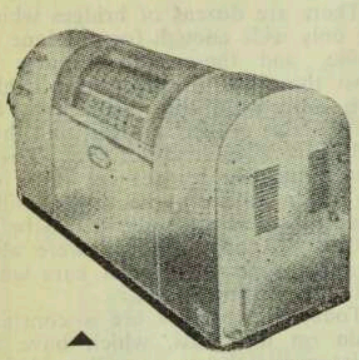

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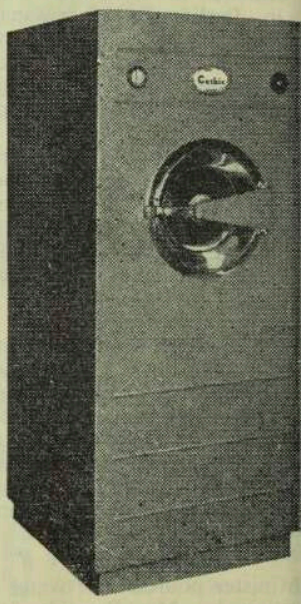

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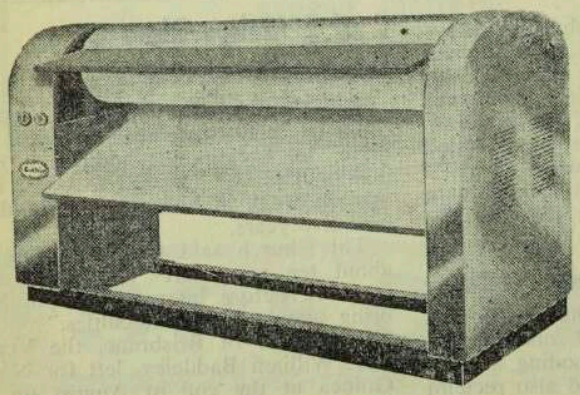

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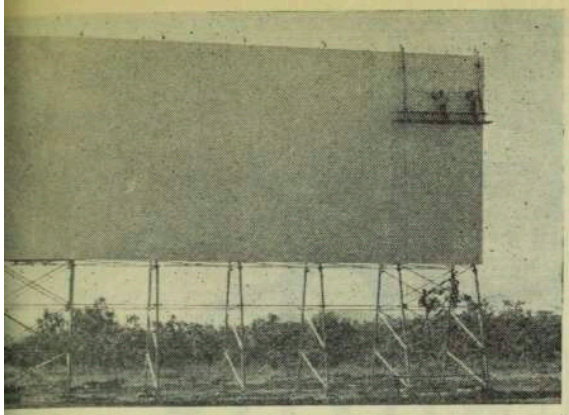
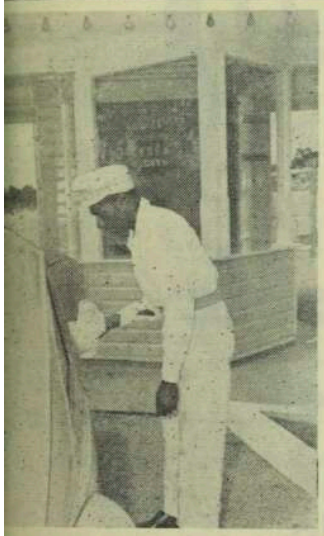
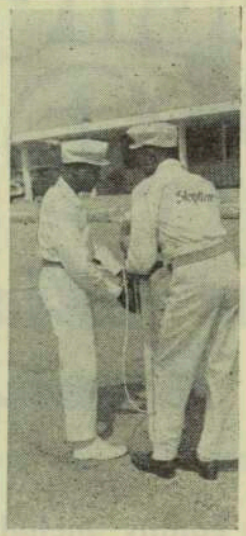
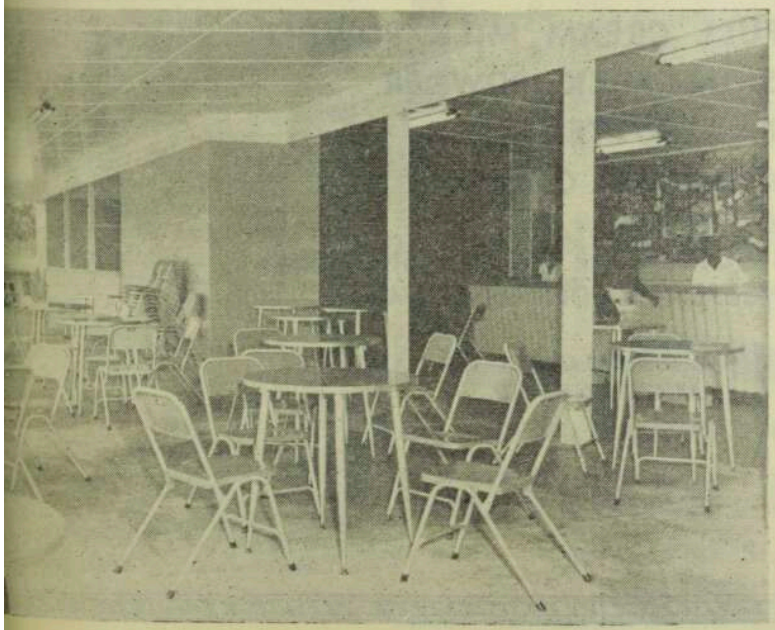






all concrete and spick-and-span uniforms at the South Pacific's drive-in theatre, opened in Port Moresby in July. The giant overlooks once busy, now overgrown, Ward's bomber strip, a of the Pacific War. There is a restaurant on the drive-in site. employees take the cash from the customers, and adjust the speakers used by car drivers out for their night at the pictures.



BABY SITTING COMES EASIER AT SOUTH SEAS' FIRST DRIVE-IN

From Renata Cochrane, in Port Moresby

In London, Paris and New York fortunes are being spent these days in creating a South Seas atmosphere. Girls, suspiciously un-Polynesian, undulate on a tiny stage while hidden fans set up a rustle of the Trade Winds in dusty palm leaves, and exotic phoney perfumes drift across the tobacco-laden air.

While the great capitals of civilisation do their best to attain the charm of the Islands, Port Moresby has recently opened with fanfares its streamlined, asphalted, piped-in, organised, American-type drive-in picture theatre. We have just paid a visit to it.

IT'S called the Skyline Drive-In, and white overalled Papuans with musical comedy caps were lined up to wave us to our parking space with the aid of long, important-looking torches. We found no scent of frangipani, but there was the comfortable smell of fish and chips, coffee and hamburgers.

We could buy them at a modern glittering snack bar and take them to our car or have our steak and barbecued chicken at small tables set out on a brightly lit patio.

We could even have a bottle of wine or a glass of beer with our dinner! (However, the police were not in favour of this, so the licence was granted for a temporary trial period of only two months).

The Port Moresby Skyline is the first drive-in picture theatre in the South Pacific. It's operated as a partnership of Far Northern Theatres, of Cairns, and D. C. Watkins, of Port Moresby, and it's an £85,000 project built at the old war-time bomber base of Ward's Strip. It was opened on July 7, and takes 300 cars a "sitting".

There is no dressing up at this theatre. Mum comes in tight pants, dad in a beach shirt and shorts, the children in pyjamas. But the well-organised family also takes a bottle of mosquito repellent. For Waigani swamp is not far away and mosquitos

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Hagen Will Have A Zoo

New Guinea's first zoo will be ened at the Hagen Show in e September.
During the last few months ives in the Western Highlands ve been busy collecting a great iety of local animals for the , and so far more than a ndred have been brought in.
The main attraction will be a play of a variety of Birds of adise.
There are several tree climbing ngaroos, opossums, flying irrels, carpuls, ant-eaters. ere is also a big reptile section ich includes a 10 ft python.
The Hagen Zoo will not close er the Show but will be kept a permanent feature in Hagen. e surplus of animals will be t to Zoos throughout the rld.
The Zoo in Copenhagen, Denrk, is interested in taking over ne of the animals and will ange a special display of New inea fauna.

no respecters of capital invest-

u will probably find you are doing your baby sitting in of that giant screen. Most of ars are festooned with cushions illows and one by one the small s that bobbed up and down so edly at first subside and drop of sight. By the time interval es only the bigger children are to go with dad to buy an ice n or a cold drink.
hat do you see on that giant -air screen?
thing very new, for drive-in otors tell you their policy is to only second releases. They to attract the family audience, mum and dad can catch up on ilms they missed while *they* were -sitting. Admission price for the ren is only 1/6.
sitors will notice one difference. e are no native people among the ence. They won't take their ey, and you can't invite them, ly because the law in the Terri- insists that all pictures to be vn to the native people must be ed by an Administration censor. here are some people who think films passed by mainland censors ld be good enough to show to body in P-NG, and the powers-that-be are doing their best to have the out-dated and frustrating circumstances altered. But like the drink question it is a problem that is constantly being shelved.

When the show was all over our engine roared into life, in company with all the others, we put our loud speaker carefully back on the stand outside our window and began to head for home. The road in that area is not the horror stretch that it was (before the drive-in people came) but you still have to be very careful as you skirt Ward's Strip.

Behind you, the bright lights go out on a good night's entertainment.

Another Mercy Mission To Tokelaus

For the second time in two months a medical team from the Apia hospital in late July was flown to the Tokelaus to perform an emergency operation. In the July operation a RNZAF Sunderland flew Dr. M. H. Heycock, SMP Maua and Sister Davis to the Tokelaus for an operation on a woman suffering from a bowel obstruction. The operation, lasting 30 minutes, was a success, and the patient was brought back to the Apia hospital.

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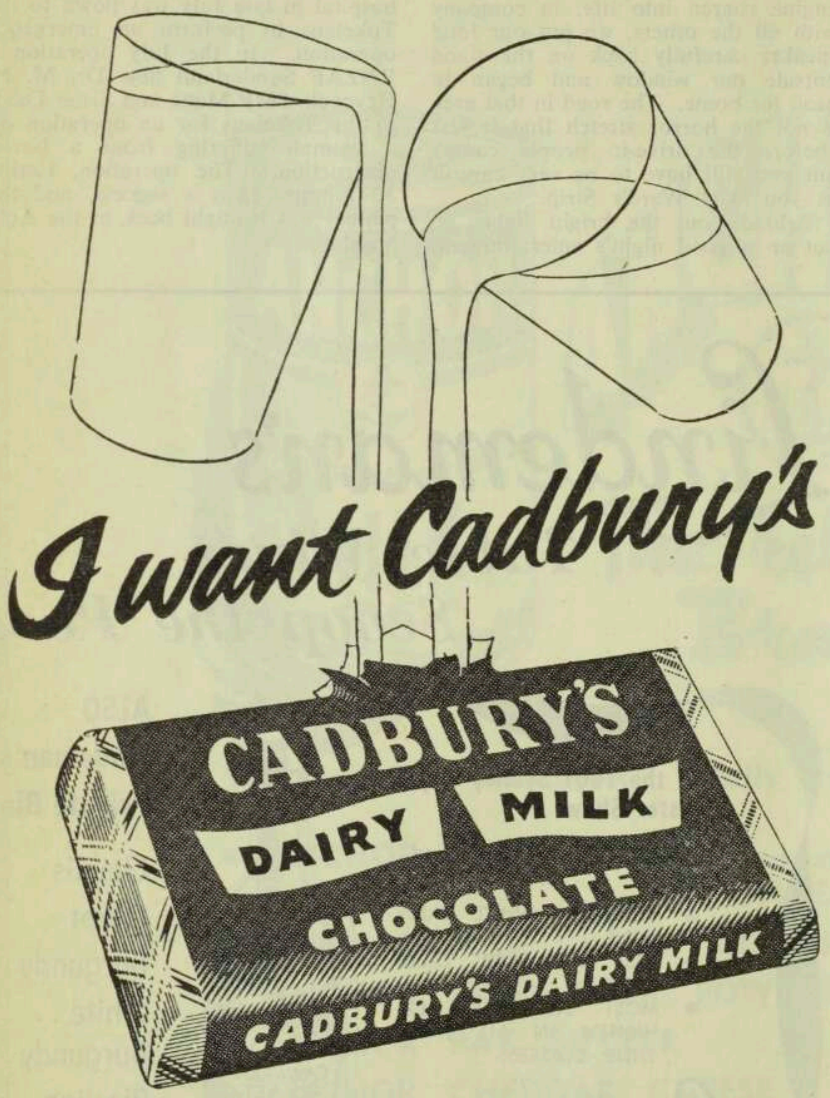

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How Britain's Growing Troubles May Affe S. Pacific's I

A Summary from R. W. R

LONDON, Aug

What actually is happen Britain today? Is she in the of a profound change, whic soon and sharply affect th of all European people South Pacific, including Au and New Zealand?

I AM one of many thousan are asking that questio xiously today.

This is only my personal o for what it is worth. But at am an old and experienced ol I have known Britain well fe 40 years and all my life I ha a student of national psych and international affairs. W have ventured on forecasts I have been far wrong. My firs ing that Japan would inva South Pacific lands, for examp published ten years before Harbour.

I am of opinion that the Empire—which, 50 years ag the most powerful institution world—is in process of coll think that the great majority 50 million people in the Briti are as bitterly resentful of changes as the 25 million Europeans in the Common but few of them understand causes or consequences, and t not know what to do.

They have a feeling that th being "sold down the river" b Government incompetence a incredibly stupid diplomacy United States; and, if the Co should become hot, and nothi pens to stir the masses to gerence, they may show the sa willingness to fight that the showed when Hitler invaded early days of 1940.

Although the fate of three Commonwealth countries is decided by events here in now, the British Governmen which there seldom has been tory one more unimpressive a imaginative—appears to be all the major decisions. Ther evidence of serious consultatio the Governments in Ca Ottawa and Wellington.

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ese are the things that actually going on, as I write this despatch, I give them in what I regard as order of importance in the asent of this situation:

ritain's Economy Very Sick

e income which Britain now de- from her overseas sales of s (which are regularly pub-d) and sales of overseas services as shipping, banking, in-ce, investments, which are not shed) is now far short of the ts she needs in order to pur- overseas her vital supplies of tuffs and raw materials.

a far-reaching credit squeeze, includes a "pause" in all wage has just been introduced; and ation still is quivering under the . (Trade unions everywhere are ing out that there is no corres-ing attempt to limit profits and ends, and they generally are pre-g for battle.)

is unfavourable trade balance not come suddenly. It is the in-ble result of the dissipation by in, in World War II, of about 0,000,000 in overseas invest-s, the annual income from which a mighty effect on British stan-s of life.

itain might have recovered some- from this vast dislocation of domestic economy, had it not for (a) the heavy costs of taining defences and (b) the burden of maintaining her Wel-State.

ese two factors have added so to the cost of producing manu-red articles for export that in, slowly and steadily, has been d out of many markets which rto she enjoyed. Unless Britain get more profitable overseas , she must reduce the welfare fits she now distributes to the es. That inevitably means poli- retaliation and the introduction a Socialist Government—which Conservative classes greatly fear.

lthough played down and hidden he politicians, this possibility has in sight for many months; and Macmillan Government plans to ter it by stimulating British agri-re (so that more foodstuffs may grown here, and less imported) by joining France, Germany, , Holland, Belgium and Luxem-in the Common Market (which e plan under which all frontier iers, trade and otherwise, will tually be removed).

2. What Is Behind The Common Market

The proposal that Britain should join The Six, in order to recover some of the European trade she has lost since the Common Market began to function two years ago, has been the subject of lively and most bitter controversy between small factions. The vast majority of the British people seem lethargic and indifferent towards both Commonwealth and Colonial Empire.

There can be no doubt whatever that Britain's adherence to the Market will greatly dislocate her trade with the Commonwealth. The produce of Australia, New Zealand and Canada, which now enters Britain under reciprocal tariffs, must be displaced to a degree by the foodstuffs of West Europe; which in turn means that Australia, Canada and NZ will reduce their buying of British-manufactured goods. It seems only too plain that what Britain may gain on the Common Market swings, she will lose on the Commonwealth roundabout.

Why does not Britain try to develop and strengthen her Commonwealth and Colonies, and ignore European ties and demands?

It is likely that considerations other than trade are forcing Britain into alliance with The Six. (Over)

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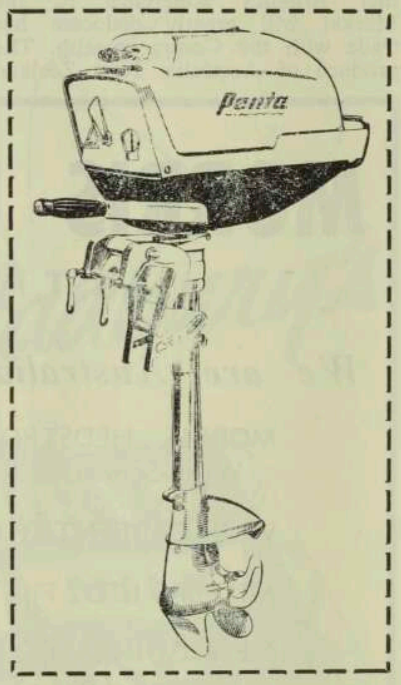

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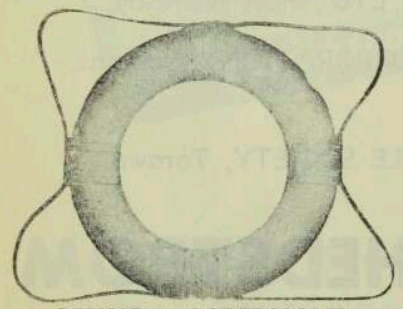

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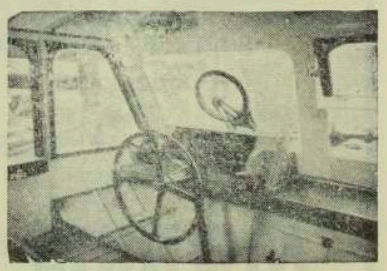

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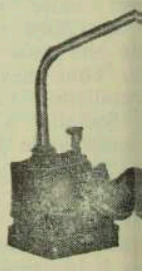

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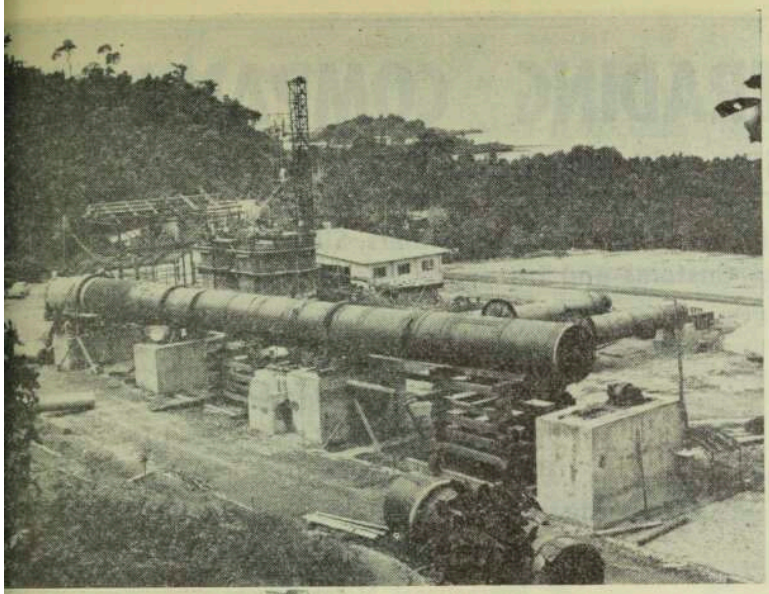

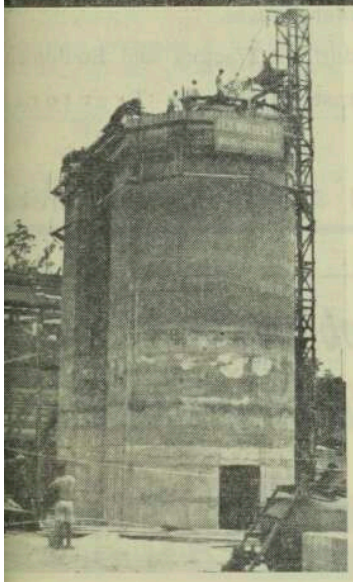

FIJI CEMENT

Work on Fiji's first cement factory, at Wailekutu, near Suva, is now well advanced. Fiji Industries Ltd. will be the operators. In the foreground, at left, the oil fired kiln is being assembled, and at the rear two concrete silos for the storage of the cement begin to go up. The lower photo, taken shortly after, show the 54 ft high silos completed. They were both done in 45 hours' work, spread over five days, using special hydraulic jacks hired from a Sydney firm. The moulds for the concrete were raised inch by inch as concrete was poured in from the hoists seen in the picture. Fiji Builders Ltd., of Suva, did the building job, with a man from the Sydney firm supervising use of the machinery.

Photos: Rob Wright and S. A. Whippy

e poor, blind Anglo-American smen" who allowed Stalin to lish his Communist Empire be- the Iron Curtain after World II could not see what was com- By 1957, Russia was strong gh to defy the Western Powers. then, Communist thrust and aganda have pushed back the s and influence of the West all the line—in Europe, Asia, a, even Central America.

alin's successor, Khrushchev, by oying everything short of ac- war, has been winning every- e—and especially since America, uez in 1956, forced Britain and ce to abandon their first retalia- attempt to stop the march of the .

hy, then, does Russia now revive Berlin issue, and deliberately threaten war? The British are cowed, the French shackled, and the American squawk around the world does nothing whatever to stop the march of Communism. The answer, of course, is Germany.

As in 1918-39, Germany has made the most extraordinary recovery from the devastation of World War II, and the Germans never will rest until they regain East Germany, torn from them by the Reds in 1945.

Anyone knowing the history of Teuton-Slav relations over the centuries knows that Germany sooner or later will challenge Russia. It is coming much sooner than Russia expected. Germany, given a little more time, can herself destroy the Soviet Empire, and free all the Central European nations which have had the Communist yoke fastened upon them since 1945.

Russia knows that. So she is acting swiftly to stop Germany. Hence Berlin.

A united Western Europe, plus USA, can defy Russia. But Western Europe must be united. That is why Germany, France and United States especially USA—are forcing Britain into the Common Market. That is why Britain, politically bemused and economically embarrassed, cannot resist the pressure, even though it means that she sacrifices the British Commonwealth.

Seen close-up, here, it is a truly horrible prospect. As many critics here frankly point out, we are indeed reaping the harvest of the Suez debacle of 1956. We—Britain and the British Commonwealth—are being obliged to strengthen Germany, so that German hatred of Russia may be used to break the Communist stranglehold on the world, and save America.

There seems, at the moment, to be only one way out.

If the West can be so united in spirit, as in arms, as to give Russia pause, it may be possible to remove the menace of war by inducing Russia to settle on the basis of placating Germany—in other words, by allowing German reunification. It is a dim hope—no one can guess how the Red Russian mind works. But we can be sure that Russia would prefer to smash Germany—and the West—now if she thinks she can get away with it.

3. Disintegration of The Colonial Empire

Meanwhile, the disintegration of Britain's once great Colonial Empire proceeds apace—under the double thrust of American anti-colonialism, and Communist subversion.

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. . . . Margaret Merril

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Canoe At The Festival

e big new double canoe recently hed at Kabara, in the Lau ds, is to be seen at Suva's 1961 cus Festival in September.

will be one of the main Fijian tions at the week-long festival. double canoe (the larger of its ulls is 42 ft) will take visitors for ur cruises. It was built recently e Fijians in a revival of an old Double canoes are rare these The full story of the building launching was published on p. the August "PIM".

ze for the winner of the Miss cus title this year will be a 42 ruise with Matson to Honolulu, rancisco, Papeete, Auckland and y.

festival this year promises to biggest ever and publicity will btedly draw many overseas s.

es, and indirectly, through ington, upon Whitehall, have ained pressure against the Brit- ule over subject peoples, no how unfit they might be for vernment.

ultaneously, the Muscovite unists, as part of their world- campaign to weaken Britain, rnerstone of Western European th, have never ceased their sub- activities throughout the Colonial Empire.

results speak today for them- The colonial organisations of countries—France, Portugal, m, for example—have been rly affected; but the main drive een against the British.

success of the Communists— by the Americans, and by the ed thinking of the more recent erial appointees to the British ial Office—has been phenomen- this moment, in hitherto quiet peaceful British Colonies like ast African group, and British a, and Zanzibar, and Mauri- there is growing political un- ranging from direct threats t British property to outright

m most of her Colonies, Britain rawn economic strength. Trade bly follows the flag. Not only Britain sell goods to these ies, she also has received sub- l unseen revenues in her profits pping, banking, investments, in- e, etc.

is in process of losing all that, t the moment when the only thing that will save her domestic economy from collapse is an injection of new overseas revenues.

In the past six years, I have personally visited India, Malaya, Singapore, Ceylon, Kenya, South Africa, Mauritius, Zanzibar, the West Indies, in addition to frequent calls upon all the South Pacific countries; and I have made a point, wherever I could, of talking to the "common people", who are supposed to be aching for freedom from British rule, and demanding self-government.

In not one instance have I found any general demand for rapid constitutional change. On the contrary, these colonial peoples—and this was especially the case among the Africans, whom I visited in July—are quite happy to continue the process of quiet, gradual social and political evolution, so as presently to reach the point where they may take over their own government.

But this I do know: This far-reaching change in Whitehall policies and practices is lowering British prestige every day throughout the world, and causing the most acute embarrassment to the trained men of the British Colonial Service, who hitherto have been the mainstay of the British Empire. **(Over)**

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4. Effect on the British Commonwealth

And, now, to the loss of morale suffered by the British people through the decay of their position in Western Europe, and the disintegration of their great Colonial Empire, there is added the resentment of the British Commonwealth nations at the British move to enter the Common Market.

If ever there was need for a British Commonwealth Government, or super-Cabinet, it is seen today. Why should these badgered and bemused British Ministers have the power to commit the whole Commonwealth to something we instinctively dislike and suspect?

The Commonwealth nations individually are not strong enough to stand by themselves in a turbulent world—especially a world which presently will be rent by the demands of Asians and Africans. Yet, having lost their ties with Britain, where will they go?

Whether a shooting war comes or not—and pending events in relation to Germany represent the keypoint of that alternative—the countries of the South Pacific are faced with far-reaching changes which must alter the shape of our political future and our individual lives. Britain, ministrative incompetency an indifference and inertia, is re herself from European presti Commonwealth leadership.

Who now will lead our Pacific world? America? Ye in Berlin, Lyndon Johnson patting babies, bellowing cliches and shaking a thousand distributed hundreds of ba pens engraved "With the ments of the Vice-President United States"!

Yesterday, the London newspapers gave little space troubles of Britain's Coloni pire, but much to a discus whether the plus-fours of Minister Macmillan, grouse- with the Duke of Devonshire, creases in the right places.

For a parallel of these thin Gibbon's *Rise and Fall of the Empire*.

PLAIN SPEE

Australians who pione cattle-raising on the plain New Caledonia in the early of the French Colony have their mark on the language J. K. Hollyman, of Auck University, reports in a r issue of the University's *Ga* He says that such word *station, stockman, stock* (for stockwhip), *stockyard, co, paddock, run, meuster* muster) are current in usage.

He adds that the Austr influence has been so la "that the New Caled stockman, whether Melan Javanese or European in o still utters when exasperate ritual Australian term *bagrite!*".

LARGE PRINTS SOUGHT FIJI LEPERS

Anybody got any fairly lar —preferably of well-known —which can be used for co budding artists among the Islands lepers in the Co Makogai, Fiji?

Mrs. P. J. Twomey, wife secretary of the NZ Leper Board, who recently visi colony, is making an ap them, together with any canvasses and silks which can in therapy treatment for lepe Lepers' Trust Board is in S Street, Christchurch, NZ.

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'More Colourful Than The Wild West'

The South Pacific Could Create A Fashion For Reading

By Olaf Ruhen

These is indeed a spate of books which, as *Tolala* says, al in a quasi-scientific manner with various kinds of research, t a dearth of good fiction.

ST writers seem to regard the Territories and their inhabi- (of whatever origin) as speci- to be put under the microscope, than as communities in which nterplay of character and inci- s interesting and rewarding and e used to fortify a theme. In words, they have not yet found the raw material for good en- nment, and I feel that this is a s loss.

reover, the few writers who are nibbling the edges of this field be materially assisted if their ers were greater. Writing is one sion in which the benefits of tition are not offset by any factor.

example, the American Wild was never, even in its best days 1860 to 1890), as promising as New Guinea, but the con- interest of thousands of s in all branches of literary made it highly acceptable to ading public. Puccini wrote an about it, G.B.S. a play of sorts, Aaron Copland a ballet—no branch of entertainment overlooked it, and public interest became a public demand.

The writer is, after all, interested mainly in the impact of circumstance upon character. New Guinea not only provides circumstance of a fresh kind, but in that locale, characters can be realistically isolated to concentrate dramatic effect, to make them occupy the centre of the stage without stretching the credibility of the audience.

Besides the writers mentioned by Tolala there are a few others. There's Jon Cleary's *North of Thursday*, for example. I've writen a score of short stories that have enjoyed a public in excess of a couple of hundred million; Jack Lusby has written a lot of excellent stuff, and now Edward Lindall is entering the field. But New Guinea residents of promise have dropped out—Jack and Lance Wilkinson, for example.

What the field needs is an expectant audience waiting for productions to appear. And this can only be created by the efforts of hundreds more writers concerned with this area. The reception of such efforts will be improved with every book that is written.

More Itinerant Writers

However, the itinerant writer must play, I think, the initial part. There are not enough Hugh Caves making brief visits and going home to interest their circles of readers. Without the Hemingways to write of big-game hunting in Africa, the huge convoy of books on that subject would never have begun to roll; the lively reception of one book creates a demand for others.

The writing of fiction not too remote from truth is a wonderful way of dealing with time that might otherwise hang heavy in an isolated existence, and it can prove rewarding indeed. It's been pointed out before that Beatrice Grimshaw had a larger income than the Administrator. Like *Tolala*, I'm unable to guess why more of it isn't done.

One reason, though, may be the fear of criticism. This looms much larger than the criticism itself, which, if it appears at all (and in my experience it hasn't) can be shrugged off.

The whole Pacific area, it seems to me, is one for which a fashion in reading could be created, and if this should happen it would be a happy situation all round, for readers, the writers, the tourist agencies, the shipping companies and everyone else. For the creation of interest is demonstrably followed by a huge increase in trade and opportunity—the white hunters of Africa never had it so good as they did after the novels appeared. And their clients thereafter frequently found investment opportunities while they were on their travels.

Where Are The New Writers?

"Tolala" (Gordon Thomas) in his regular Talk-Talk column in June "PIM", asked that question. Where were the writers, he said, of the type who wrote so prolifically of Papua and New Guinea before the War.

"Where are those imaginative, scribbling personalities in P-NG whose writings are stirring the emotions or selling the Territory in New York, London or even Sydney?" asked "Tolala".

"You occasionally pick up a volume dealing in a quasi-scientific manner with someone's research in the more distant regions of the Territory. But there is little fiction writing; no romances. None of the Lionel Armit short stories or the Beatrice Grimshaw novels. The drift seems to have gone to the Polynesian groups and itinerant writers who tarry a while, absorb the atmosphere and pass on."

On this page Australian author Olaf Ruhen supports "Tolala", but carries the matter further.

Mr. Ruhen knows his subject. Besides being the author of "Land of Dohori" (tales of New Guinea), "Naked under Capricorn" and "White Man's Shoes", his name is well known to millions of readers of the "Saturday Evening Post", which for a number of years has regularly published his short stories with a New Guinea background. He lives in Mosman, Sydney.

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. . . . Margaret Merril

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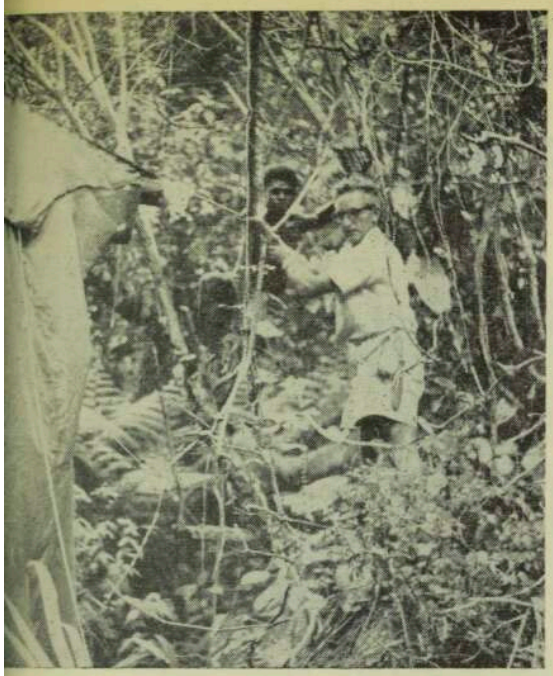
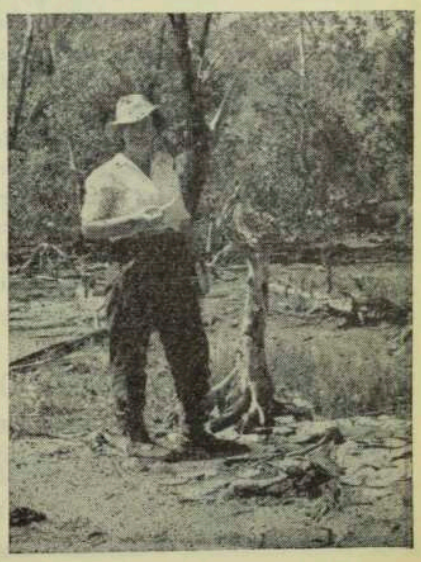


On The Job in P-NG

On the job in Papua-New Guinea, catching insects to be added to the world's largest collection now at Honolulu's Bishop Museum, are Josef Sedlacek (left) and Dr. J. L. Gressitt and his wife, Margaret (below). Mr. Sedlacek is now resident entomologist at the field station established at Wau recently by the Museum. He is here lowering the corner of an insect trap, watched by a native assistant, Dahma. The insects fly into the net and are caught in the corners. Dr. and Mrs. Gressitt were photographed during their climb of 13,414 ft Mt. Giluwe, in Papua, in June. This tent was pitched half way up. Dr. Gressitt is chairman of Bishop Museum's entomology department.



Wide U.S. esearch On .G. Insects

By a Special Correspondent

ere do New Guinea insects hey go to America! Hono- Bishop Museum now has orld's largest collection of Guinea insects, brought to- after nearly six man-years rk, and the collection is bigger every month.

ne the Museum established its field station in New Guinea— . Mr. Josef Sedlacek is the t entomologist there. Mr. k lives with his wife and their -old son in a house on the reek Road rented from Mrs.

makes field trips with the m's Land-Rover and for the w months will work down to l before visiting other parts of ritory. The station might later ved.

Sedlacek, an Australian citizen, llected in many parts of Aus- nd has worked for the Bishop m in Antarctica, New Zealand and New Caledonia. His son, young Josef, is also a keen collector despite his age.

The New Guinea work which has resulted in the Museum's huge collection started in 1955 when Dr. J. L. Gressitt, chairman of the Museum's Entomology Department, spent three months in the Territory and a month in NNG.

Earlier surveys on Polynesian and Micronesian insects, which had largely been carried on by the Bishop Museum before World War II, and by the Pacific Science Board and the Museum after the war, had showed the urgent need for the work in the New Guinea area. It was required to clarify the relationships of Micro-Polynesian insects and also because an increased knowledge of New Guinea insects was vital to agriculture and public health.

Dr. Gressitt since then has made other visits to New Guinea and also visits to the BSIP and New Hebrides.

Other P-NG workers who have been fully or partly supported by the Bishop Museum since 1955 have included Mr. E. J. Ford, Jr., of Honolulu; Dr. D. E. Hardy, of the University of Hawaii; Dr. John Smart, of Cambridge University; Dr. Elizabeth Marks, of the University of Queensland; Dr. C. D. Michener, of the University of Kansas; Mr. T. C. Maa, of Taiwan; Mr. C. W. O'Brien; and Mr. William Brandt (CSIRO, Canberra).

Mr. Brandt, whose work in New Guinea has also been supported by the Department of Territories, has the

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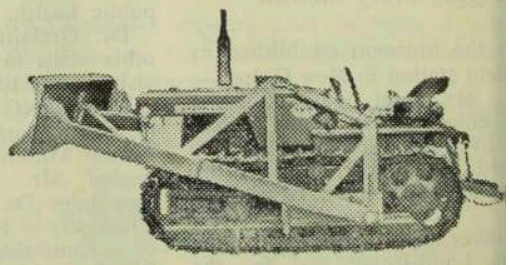

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st collection of New Guinea rflies and moths in the world, ugh the Bishop Museum has the st collection of insects. The st collection of New Guinea nflies is at the Leiden Museum.

sides the people named, numbers hers have worked in New Cale- and New Hebrides for the um.

. Gressitt and his wife have just ned to Honolulu after spending months on Fulbright Fellowships University of Queensland, dur- which they visited P-NG. In and June this year they collected rious parts of the Territory, and ed Mt. Giluwe, Papua's highest tain.

eady more than 100 entomo- s throughout the world are ing the Bishop Museum's NG tion, and the result of all the ch so far has largely been pub- in the journal *Pacific Insects*, the Museum established in Other articles are in prepara- and some will be published in plementary series *Pacific Insects graphs*, which will contain s too large for the journal.

ong the many papers and mono- s to be published is a biblio- y of New Guinea entomology, ressitt and Dr. J. J. H. Szent- , senior entomologist in P-NG. phase of the Museum's ology programme is an attempt ove that most of the dispersal ects to the islands was through e transport in air currents. 1957 trapping on ships at sea een carried on.

staff of more than a dozen is ng on the collections, illustrat- esearching and editing.

h more than 3,000,000 insects ted during this period of ex- d activity of the Museum's ology department, this is one most comprehensive zoological s ever taken.

---

en engaging native staff in P- employers should make certain were not already agreement rs otherwise they might lay elves open to a fine of £100, Mr. F. D. C. Caterson, the Terri- Secretary for Labour, in July.

reminder was given to em- rs following complaints made by ge employer of labour in the i area that agreement workers leaving their employment and employed in Port Moresby as l workers. Often the new em- rs did not provide accommoda- as required by the ordinance.

HOODLUMS ACTIVE IN SUVA

The activities of the hoodlum element at the Lami Bridge, about two miles from Suva, have been causing concern. In June a well known local civil servant was assaulted by some young Fijians after an accident near the bridge. The civil servant, driving a car, had hit a young child, and went to give assistance. After the trouble he managed to get back into his car and drive away.

The latest incidents were about the middle of August, after the police received a report that a group of men had stood in the middle of the road near the bridge obstructing traffic. The men, or youths, were shouting and using obscenities at passing motorists. After one incident three youths were found sitting round a bucket containing a mixture of methylated spirits, water, lemon and sugar.

One man received a month's imprisonment, and the remainder got off with fines of £2/10/-. Some people thought these were lenient.

The stage has almost been reached when residents of the Lami area prefer to stay at home at night, rather than go into Suva, and the same applies to Suva residents who might contemplate an evening with friends at Lami.

On the bright side, the police plan to build a station at Lami for six men—in one or two years.

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When the British leave Kenya they will leave behind Nairobi, which in a postwar building boom has developed into a bustling beautiful modern city.

Is Kenya A Lesson For The South Seas?

From Judy Tudor, after a visit to Kenya

Not all—or even the majority—of the 400 white East Africans who embarked for UK at Mombasa on the ship on which I recently travelled to London, were fleeing the country, but sufficient of them were to make it significant.

MOST of those who are going can afford to go. At least they have fare, and possibly a pension, or ital, or both. Some went to Kenya he first place on short-term con- ts, and to these it is now a good e to quit. Next year about 350 te Civil Servants will be leaving ya, Uganda and Tanganyika, for d; 1,000 will go the following year. hese are the lucky ones. There many who can't leave because r entire capital is tied up in their l or in business in Kenya, and in present state of political un- ainty, there are no buyers for er.

he ramifications of local party tics split not only the majority Africans (further split by l affiliations), but also the 60,000 opeans who might be expected to g together in these dark times.

here seems to be no uniform te Kenyan point of view, or, if e is, it would take a life-time in country to understand it.

However, the similarities between ya today and what is brewing in e of our own South Pacific terri- es — particularly in Papua-New inea — is so obvious to be of demic interest, if nothing else.

Some of the settler class of Kenya v descend into the third and fourth erations, with roots that go as deep into the soil as Australian roots go down in Australia.

These people have about as much personal responsibility, no more or no less, for the original alienation of the land in Kenya as have the descendants of the settlers in Australia who were granted land in the 1800's — land which very probably "belonged" to some wandering aboriginal tribe.

Prior to 1900, what is now known as Kenya had the sort of history we in the Pacific know well: It was visited by adventurers, explorers, missionaries; portions of it were, at various times, offered by Sultans and others to the British Crown which refused it; and it was the subject of various gentlemen's agreements between Germany and Britain.

Finally, it became the province of the Imperial East Africa Company, one of whose aims was to suppress the slave trade. Perhaps because of these partly philanthropic aims, this chartered company did worse than some, and got into difficulties. In 1895 the British Government finally agreed to purchase the company's rights for £250,000. In the same year it renamed the territory the East African Protectorate and began to build the railway from Mombasa to Lake Victoria, which was designed to provide access to the headwaters of the Nile.

A Vital Railway

It was the railway which provided Kenya (to use new New Guinea terminology) with its "expatriate" population. Indians were imported to work on the line and many elected to stay; their descendants, plus later importations, number about 170,000 today.

The railway was completed in 1901 and the first European settlers arrived the following year, as a result of the deliberate policy of encouraging white settlement to help

NEW NNG AIRLINE?

A group of Hollandia businessmen propose to launch a new West New Guinea airline, Melanesian Air Services, using single-engine Cessna 185 aircraft supplied by a Sydney firm.

The airline will have public capital of £125,000 Australian—one-quarter of which will be supplied by the businessmen.

A spokesman for the group said that members of the W. New Guinea native population would be given a chance to participate in buying company shares.

The first Cessna was due for delivery by the Rex Aviation Company of Sydney at the end of this year.

The airline would begin operations on a charter basis, he said.

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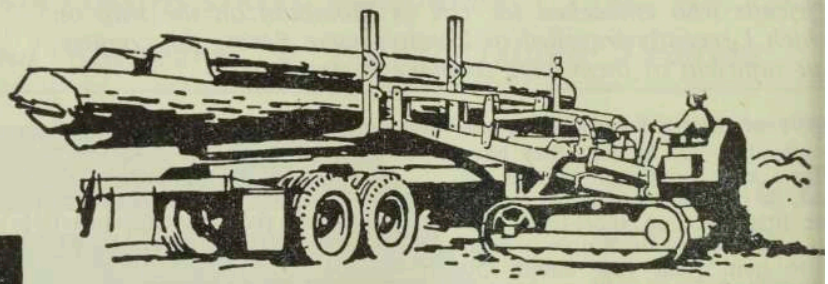

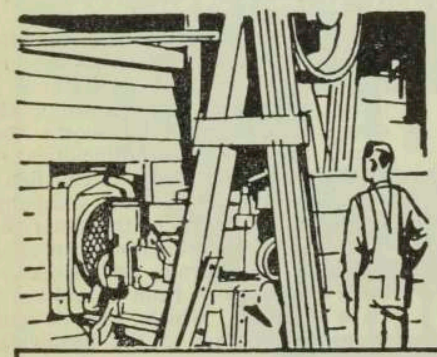

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for, or at least justify, the ex- of the railway.
until recent years, this en- agement of white settlement con- d but some times more vigorously at others — as, for example, World War I. A European ement Board was set up by the a Government and still functions, ugh the number of customers it these days cannot be many.

ost of the holdings were granted 999 years lease, with payment d over 10 years, plus annual l; and most of the Europeans d in the Highlands. In 1919, a nated area, irregular in shape with Nairobi roughly at its e, was set aside for them and quently became known as the e Highlands.

setting aside the area, the Gov- ent of the day laid the founda- of many of the troubles that accrued since, but the founda- were laid in ignorance and the results have been twisted out of ecognition to suit the purpose of nal and internal pressures for overnment and as propaganda nti-colonialism.

Land Problem

hen the Highlands were thrown for European settlement, they , by all visible signs, uninhabited. rge proportion of the land had nged to the Masai, and Masai -names still persist. They sionally grazed their cattle there their chief disposed of it to European interests.
here has, however, been no ble from the Masai, who go their way and be damned to everyone. the howling about frustrated land s and aspirations has come from Kikuyu who never inhabited more some of the fringe areas, and, t is said, had left these some before the European era when e was an outbreak of smallpox. ike all other problems in Africa, easy to over-simplify the land tion. All sorts of side issues now e into it—some which go back the ancient past; some which developed through the years as ters of expediency.
is not, for example, true that he best land in Kenya is held by opeans—I have seen land recently good as you would find anywhere he world, and it is firmly held by uyu tribesmen. But it *is* true that entry of large companies as land- ders in Kenya has complicated gs from the point of view of get- a fair deal for individual white lers.
n the last few years, the idea of the White Highlands as a preserve for Europeans has been scrapped. Some European properties have been acquired and Africans resettled on them, thus creating another side problem.

As things stand at present, African titles to this particular land, like all European titles, are guaranteed by the Crown. But when self-government comes, as it will probably within this year of 1961, they will of necessity have to be guaranteed by the then government—and not one leader of any political party in Kenya has given any indication that there will then be recognition of any titles of land now held.

This insecurity of tenure is the crux of the present panic in Kenya.

It has made land virtually unsaleable and has stopped the phenomenal building boom that has created Nairobi city in modern design and architectural flights of fancy in the post-war years.

Some building is still going on there, but only as a slop-over of the boom that stopped short with most other European trains of thought after the Lancaster House talks of over 18 months ago. The British Government finally showed its hand then, making it clear that Kenya was to go the way of the rest of the old Empire. The decision had been taken

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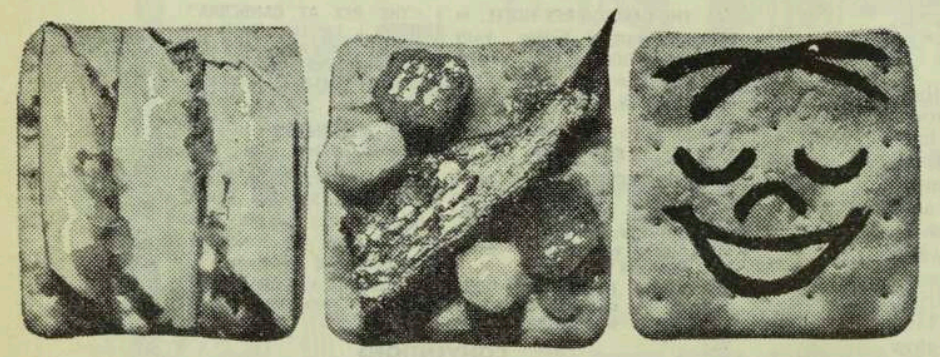

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g before, and although the en-ched interests of thousands of lers had been embarrassing, in ultimate analysis, they were ged expendable.

he white residents of Kenya to-are far from united either in pose or opinions; but most of n are bitter.

hey are bitter about the British ernment which has "given them y"; they are bitter about the ion of the outside world and the s information media about the ase of convicted Mau Mau leader, o Kenyatta—a release that has ially "pleased" the British Gov-nent, the British Parliament and present Governor of Kenya in e of the latter's hard words about subject matter only months ago.

enyans see Kenyatta, the man onsible for the blood-bath of the rgency, a white-washed martyr; say they can now expect to see day when he is knighted or nier of Kenya, or both, and as , dining with the Queen at Buck-am Palace. The idea makes them

Multi-Racialism?

Many are bitter with each other. individualists each has met the ent situation in an individual ner. Some still cling to the idea multi-racialism, although it be-es increasingly difficult for them o so in the face of some of the ments of the wilder boys of local can politics.

thers, who see no future for ti-racialism in a society composed 66,000 Europeans, less than 000 Asians and over six million cans, expect violence worse than Congo when independence comes ith the conflict not only between opean and African but between can and African where tribal gonisms go deep.

Many who are financially unable eave the country pin their hopes he British Government finally see-the light and compensating them rding to the terms of the petition has been placed before Parlia-t.

ome who don't pin their hopes in thing of the sort, and can't see other way out of the mess, are lved to dig in and stay put, ing that when the present African air merchants are actually run-g their own country, the realities responsibilities of government temper the nonsense that is being ed at present and that common-se will prevail.

On the surface—the tourist's eye-w—all is much as before. In spite of the current drought, the game reserves have the same number of wild animals. The hotels are good; the servants are willing and polite; the food is excellent. The Africans look decorative, happy and contented, and guides point out new housing developments, schools and hospitals that have been constructed for their benefit.

The Europeans go briskly about their affairs and have learned not to discuss their troubles with outsiders. The local newspapers headline African unemployment and economic recession because the inflow of development capital from overseas has petered out, and they contain a lot about local politics, the significance of which entirely escapes the visitor, who is more interested in the fact that giraffe are cute and lion cuter.

I spoke to a newspaperman in Nairobi. He had been there eight years, and likes it. His wife loves it and their small son thrives on it. But his contract is up next year, and they are going back to the UK. Why, seeing that there must be need of newspapers even after independence?

There may be need, he said, but if the new rulers of the country ran true

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ıe form of other newly "liber- African states, the Press would ıuzzled in short order.

ldditionally, he hates the tensions e false racial interpretation the advanced Africans with whom ad to deal put on innocent Euro- s' actions. It was no place, he to bring up a child—even with- the possibility that independence bring violence.

was he who said that professional were cutting their losses and get- out; and that several score doctors threatened to go in a body, leav- things, as they put it, to the ans with their "third-class de- ".

three settlers I spoke with, two bewildered, apprehensive and in the knowledge that economic- they were in a cleft stick. The was determined to look on the t side—in effect, to dig a hole pull the rest of his farm in after to ignore or discount the pre- political situation, in the hope if he didn't think about it the tion might cease to exist.

Affection for People

the ship between Mombasa and ry I saw a lot of one Kenya y going to England for good. had elected to resign from the nial Service as his job with the a Government had folded up, as been Africanised, as they say [*Papuanisation,* in relation to G and NNG, means the same and is just beginning to be one e popular words of new thinkers at area.]

e was Kenya-born, the daughter ne of the early settlers. They four children all born in Kenya, they were leaving behind her r, husband and six children who working the original family and holding on because, omically, they had to.

s with most East Africans, they a great affection for the African le and a great sadness at leaving r homeland. In order to cheer up and to prove that Africa is the only country with problems, ve them a few copies of *PIM* to . Each came back at different s and said that apart from places names, a great deal of it could e been lifted in its entirety from ya papers of two years ago. To n, of course, that spelled one g only: the writing on *our* walls,

t this stage of the game I am prepared to agree or to disagree, I thought back to over a year ago en, in answer to a direct question native members of the P-NG Legis- lative Council, one member came back with the answer that after self- government, European settlers could stay only if they had been nice to the natives.

At the time it seemed so politically immature as to be funny, but even a short visit to East Africa is sufficient to convince me that even more im- mature statements than this, and even more childish visions of power and glory, have a way of becoming most terrifying facts in Africa.

And if Africa today, why not the Pacific tomorrow?

HOME THE HARD WAY

The Presbyterian Mission in the New Hebrides reported recently the story of a New Hebridean pupil of a Presbyterian high school at Onesua, who found difficulty in getting home to his village in North Ambrym. He finally made it by getting aboard a Chinese boat, which dropped him at the southern end of the island. He then walked the 50 miles to his village! Commented the mission: "He was not very anxious to return to school".

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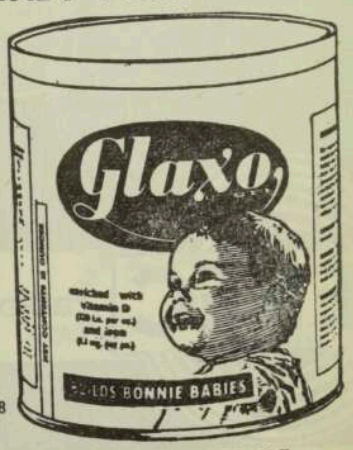

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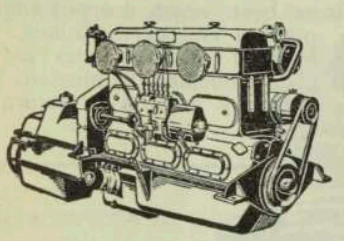

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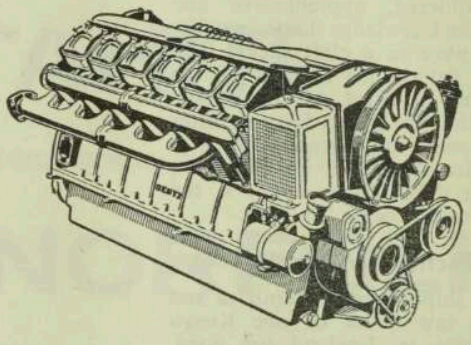

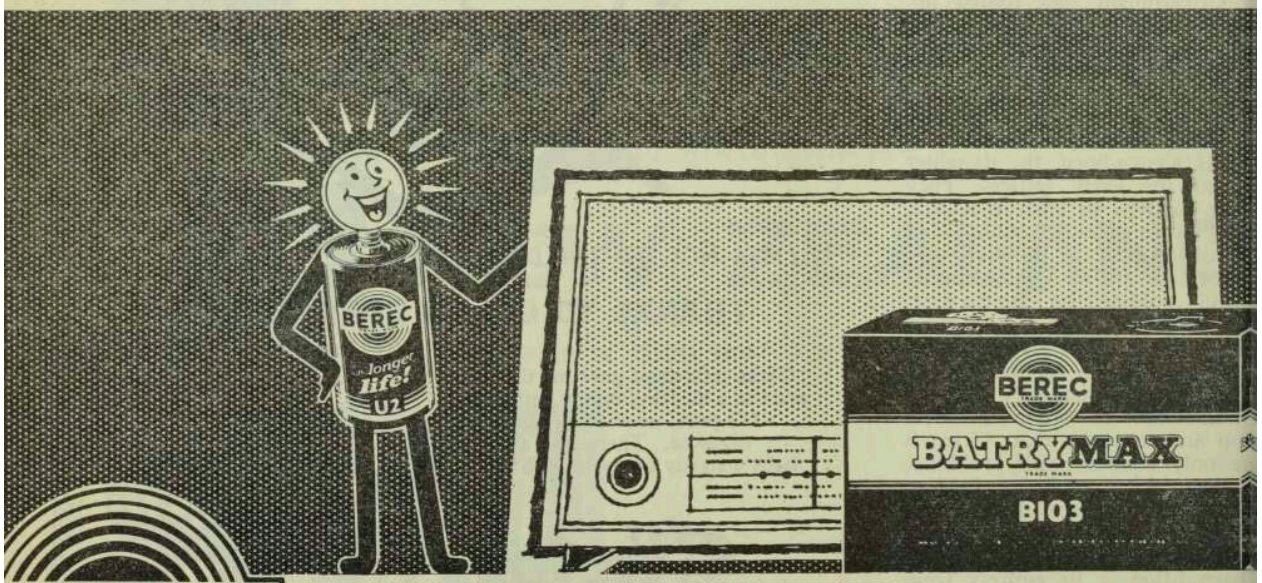

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Integrated Club Is A Success

n an AAP-Reuter Correspondent in Port Moresby

simple, 20 word vow is the en- e to membership of Papua-New ea's only multi-racial social a non-political, non-sectarian isation founded two years ago "experiment in integration".

E vow is: "I promise, no matter vhat circumstances may arise, I will work for the unity and ɔpment of all races."

own as the Contact Club, its ɔers come from all sections of Moresby's polygot community, lless of race, colour and creed. ere are doctors, teachers, Ad- tration officers, churchmen, employees, clerks, plumbers, nters, shop assistants and many . Fittingly, their motto is ur all men".

borrowed club rooms, members k, white and brown—come to- regularly to mix with and un- nd one another, to share each s point of view in frank and ibited discussion on the prob- and complexities of their grow- ɔuntry.

jects such as land reform, , discrimination, national unity, yment, workers' problems, ing and federation with West Guinea are dealt with in often l, but never spiteful, debate. er they gather in groups over a f tea and biscuits—liquor is not ed because native members, by are denied it—to talk about intimate things such as the , fishing and other sports.

Mission Lead

ntact was formed in 1959 by ustralian missionary, the Rev. Parkin, a 42-year-old family with four children from the ide suburb of Kilkenny.

hen I came here from Australia 58 there wasn't a single organ- n that was open to all members e community," he explained in odest timber and fibro home at o, an outer Port Moresby sub-

atives were only then being ac- d into mixed sporting teams but e field they were still outcasts. hings have improved consider- since then. The general bulk e white population here does hun the native like it used to. Many whites now realise they should —and must—get along socially with the native."

Contact now has 60 members of which a little more than 65 per cent. are native and mixed race. The club's five man executive includes two natives—Pastor R. Moa, of the London Missionary Society, a vice-president, and Lepani Watson, an auxiliary division officer of the Administration.

Other prominent native members of the club include Reuben Taureka, a member of the Papua-New Guinea Workers' Association, Albert Kiki, president of the Kerema Welfare Association, a leading native social organisation, and John Guise, the elected native representative for Eastern Papua in the Legislative Council. Taureka is also an MLC.

To join the club an applicant must be proposed by two members and his membership must be approved by the executive. To date no prospective member has been turned away.

"We could very easily swamp the club with Europeans," Mr Parkin said. "There is no shortage of prospective white members. But we try to keep the majority with the native members, not for any sinister reasons but to give the coloured members encouragment to take part in discussions.

No Confidence

"It has been proved time and again here that many natives do not have the confidence to speak their mind if they have a white-dominated audience."

According to its founder, Contact has proved an undoubted success. "It was started purely as an experiment in integration, and I believe it has worked wonderfully well. But we are still only scratching the surface," he said.

"We meet only once every four weeks and this gives us little time to really do much. What we want now is to build our own club rooms, and we have started raising funds for this. The Administration, which gives the club plenty of moral support, has said it will help us if it can, but any donations we can get from the public are very welcome."

Mr. Parkin said Contact wanted to build a community centre with club and recreation rooms, tennis and basketball clubs and a swimming pool. "We want to give the people somewhere where we can meet on a common footing, somewhere where there are no discrimination rules to bar membership to anyone," he said.

"There is nothing at present in the whole of the Territory that fills this urgent need."

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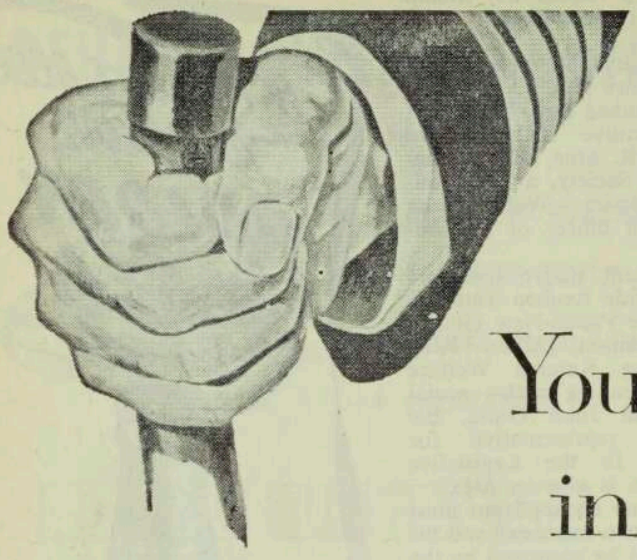

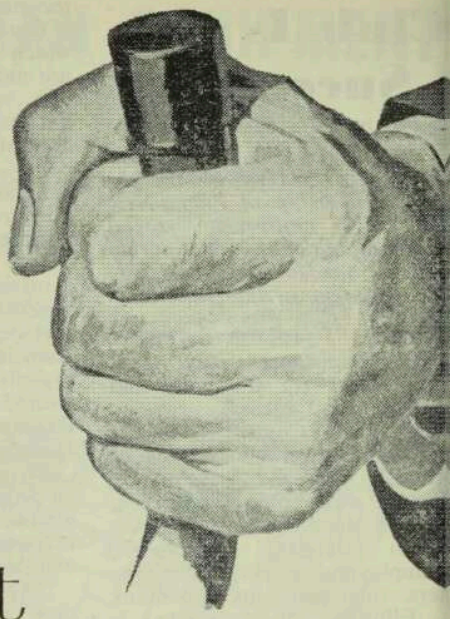

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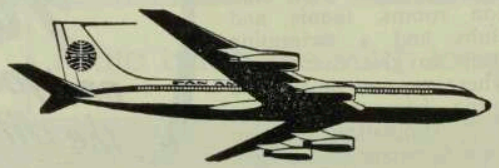

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SEALING VOYAGE ENDED IN MASSACRE, SHIPWRECK

By Robert Langdon

On the eastern end of Kangaroo Island, 70 miles south of delaide, South Australia, is an unpretentious tourist resort that joices in the name of American River. It is the only place me in South Australia, as far as I know, that has a Yankee vour about it.

ACE names have always had a fascination for me, and, as a Australian, I had often won- how American River got its

cently I did some delving g old records to find out, and shed up unearthing a story of arly 19th century Pacific about ssacre in Tonga, a shipwreck e coast of Fiji, and a cargo of kins!

e story began in 1791 when George Vancouver, in *HMS very*, put into King George's l, on the southern coast of rn Australia.

ncouver, who was on his way e South Pacific, found a great er of seals at King George's l which he duly described in a on his voyage that was pub- in London in 1798.

ncouver's description of these caught the eye of Capt. Edmund ng, an American sea-dog, who amassed a large fortune during l voyages to the Pacific begin- in 1792.

Fanning, who was ever-alert to make a quick dollar, decided to send a ship to King George's Sound to gather seal skins, and the 120-ton brig *Union* was fitted out for this purpose.

The command of the *Union* was given to a Capt. Isaac Pendleton.

Pendleton sailed from New York in October, 1802, and reached his destination, via the Cape of Good Hope, four months later.

The *Union* was riding at anchor in one of the many bays of King George's Sound when the French navigator Capt. Nicolas Baudin put into the sound in his ship *Le Geographe*.

Baudin invited Pendleton to dinner on board his ship, and during the meal, Pendleton complained that he had been disappointed to find only a few seals in the sound when he had expected to find them thronging the shores in thousands.

Baudin replied that Pendleton had arrived on the coast at the wrong time of the year, but he said there were plenty of seals on a large island to the eastward which he had surveyed only three weeks earlier.

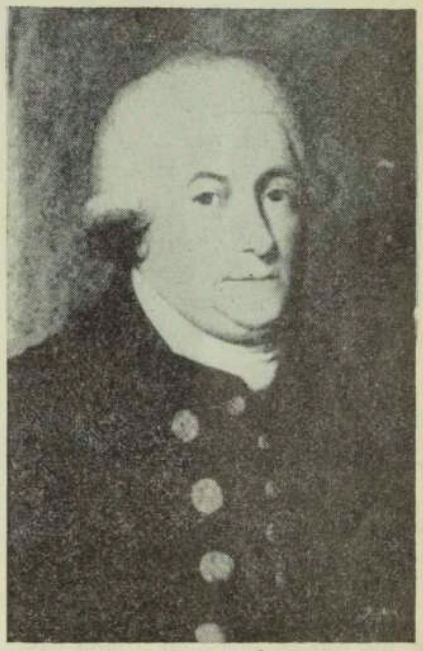
The island that Baudin referred to was Kangaroo Island.

Pendleton pricked up his ears on the mention of this and asked Baudin to give him a chart of it.

Baudin obliged, and threw in a chart of Bass Strait for good measure.

Off to Kangaroo

Pendleton sailed for Kangaroo Island at 8 o'clock next morning. He anchored a few weeks later at a place which Capt. Matthew Flinders had called Pelican Lagoon, but which subsequent sealers named



Capt. George Vancouver, whose discovery of seals at King George's Sound, Western Australia, prompted the voyage of the "Union" described in this article.

American River in honour of Pendleton's visit.

Seals were as plentiful in the vicinity of his anchorage as Baudin had promised, so Pendleton put a sealing gang ashore to kill and skin as many as possible while he continued eastward to Bass Strait on a reconnaissance voyage.

After collecting skins at several small islands in Bass Strait, Pendleton returned to Kangaroo Island to spend the winter.

During this period, the Americans built a small vessel as an auxiliary for sealing.

This vessel—a schooner of 35 tons—was built of local timber and materials aboard the *Union*, and was named *Independence*.

Bottle Message

When the winter was over, Daniel Wright, the mate of the *Union*, sailed the *Independence* to King George's Sound to make a new search for seals there and to leave an account of Pendleton's doings in a bottle for the benefit of other ships belonging to Capt. Fanning.

Meanwhile, Pendleton sailed in the *Union* to Sydney and Norfolk Island for stores and repairs.

On returning to Kangaroo Island

Two Films For Fiji?

Two films may be made in i soon—one based on Russell reman's novel of cannibal s, "Long Pig", and the ond on the "Joyita" tragedy 1955, when 24 passengers and w were lost from her without ce.

Viscount Maugham, nephew Somerset Maugham, was in i in August doing research the "Joyita" film.

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N. Guinea Gets New War Plaques

Eight new stone memorials are to be erected by the Australian Army in Papua-New Guinea to take the place of 27 memorials at present dotted around the Territory. The 27 were installed after the war on the instructions of the Commander in Chief of the Australian Military Forces the late Field Marshal Sir Thomas Blamey.

The 27 memorials are in the form of "notice boards" commemorating important events of the war in the Territory. Because many of the panels are in isolated areas little visited, they have been neglected.

The eight new stone memorials will record the events described on the 27 original panels. The memorials will include new bronze plaques which will incorporate maps of the areas in which they are installed. The maps will be drawn by the Army Survey Corps, but the memorials will be erected by the Commonwealth War Graves Commission.

The eight new stone memorials will be erected at Lae, Gona-Buna Wau, Wewak, Madang, Finschaffen, Milne Bay and Kokoda. Materials for their erection will be shipped to New Guinea by army transport as space permits. At left is one of the existing plaques, this one at Madang

in May, 1804, Pendleton found that Wright had come back from King George's Sound without encouraging news, so it was decided to make for Sydney again.

The two vessels reached Sydney at the end of June—the *Union* having on board a cargo of 12,000 seal skins.

It was now winter again—the wrong season for seals in southern seas—so Pendleton had several months to "kill" before he could complete his cargo, which he had fixed at 20,000 skins.

He was wondering how he could profitably fill in his time when he ran into a Sydney merchant called Simeon Lord.

Lord suggested that Pendleton should leave his 12,000 skins in his store and then go to Fiji for a cargo of sandalwood for the China market.

Lord added that he would provide plenty of articles of trade with which Pendleton could make friends with the Fijians.

Pendleton agreed to Lord's plan and entered into a contract with him.

The *Union*, accompanied by the *Independence*, sailed from Sydney on August 29, 1804.

Pendleton, however, did not go direct to Fiji. He first went to Norfolk Island, where he illegally sold 15 casks of rum and left the *Independence* to go south in search of new sealing grounds.

He then sailed for Tongatabu in the Tonga Islands to engage a native who could speak the language of the cannibalistic Fijians.

The *Union* arrived at Tongatabu on September 30, 1804, and the Tongans immediately fixed on a plan to seize the ship and murder her crew.

This plan was inspired by a white man and a Malayan who had been stranded in Tonga a couple of years earlier.

On the morning of October 1, the *Union* was boarded and rounded by large numbers of s ingly friendly natives who persu Pendleton to go ashore.

Pendleton and seven armed landed in one of the ship's bo

Trouble on Tonga

As soon as they were out of s the natives in and around the became troublesome.

The mate, Daniel Wright, hard put to clear them off bu succeeded in doing so.

Four hours later, he saw thr his spy-glass that Pendleton's was lying broadside on in the l of the natives.

Pendleton and his men were to be seen.

Scenting more trouble, W cleared the decks for action, b was not until next morning any natives came near the shi

Two canoes then came w hail, and the natives in them cated by signs that Pendleton an men had been murdered.

On the third morning, the n returned with the treach Malayan and—to everyone's a ishment—an Englishwoman Elizabeth Morley.

Both the Malayan and the lishwoman invited the America English to go ashore. But the w also made surreptitious signs they should not.

On the fourth morning, s canoes again came off from shore, from one of which the ayan again urged the America land.

THEY'VE BANISHED THE BOSOM

Christian Dior winter fashions are reported to have banished the bosom from women's shapes. But Dior is far behind Honolulu and Fiji, where the muumuu has done this, and other things, for some years.

At one time in Fiji, use of the muumuu called forth a query as to "when?". But nowadays it is so popular that nearly every teenager wears one, and as a badge of approaching maternity it no longer carries any weight.

A slimmer edition, the Fijiana, produced by an old Fiji identity, Miss Doris Mune, who runs a shop at Lautoka, is somewhat slimmer, with side slits after the Chinese fashion and very becoming. It made its debut at the mannequin parade at Nadi Festival, and is already being worn around town.—AJCF

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anwhile, Elizabeth Morley, who in another canoe, called out Pendleton and the others had murdered. She then sprang into water and swam towards the

ight ordered his men to fire on atives, and, under cover of their he took the woman on board.

then directed the cables to be put out to sea; and reached y without further incident.

route, Wright learned that eth Morley had been spared ne Tongans when they mas- the crew of a ship called the *of Portland* in 1802.

Sydney, Wright recruited re- nents for the lost members of *nion's* crew, and on November 804, the *Union* sailed for Fiji another American vessel, the *American,* to fulfil the contract Simeon Lord.

r Fiji, the two ships parted ny. The *Union* was not seen

months later, however, the of the *Fair American* re- in Sydney that he had heard natives on the small Fijian of Koro that the *Union* had wrecked on that island and ll hands had been lost.

"Independence" Again

nwhile, the schooner *Indepen-* had left a gang of sealers at des Island, south of New Zea- and had returned to Sydney oin Capt. Pendleton.

n it was learned that Pendle- d been murdered and that the had been lost, the skipper of *dependence* decided to throw lot with the captain of another an vessel, the *Favorite,* and to Antipodes Island to pick sealing gang and the skins ad collected.

Favorite returned with 60,000 kins and the news that the *ndence* had been lost while ling on discovery of advan- s situations for procuring seal".

entire crew of Capt. Fanning's had thus been killed off, so was no one to dispute the hip of the 12,000 seal skins Pendleton had deposited in n Lord's store.

t Lord did with these skins is recisely known. But it was ards reported that he had them aboard a ship bound overseas port; had sold them; ad settled comfortably in Eu- n the proceeds.

Whoosh! They're Up!

Jet assisted take-offs have arrived in Papua-New Guinea.

The wartime invention looks like being standard equipment for freighter aircraft in the vast Territory, where airstrips are sometimes short and oddly placed, and where operators are continually flying between strips at 5,000 to 7,000 ft. in the Highlands. The Territory has managed to avoid installing JATO before, because freight weight regulations have been fairly liberal. The Territory's aviators have been looked on as pioneers.

But recently the Australian Department of Civil Aviation has insisted on higher standards, which means that freighters have not been able to take the same pay-loads. JATO will help them overcome the problem in emergencies. Both Trans Australia Airlines and Mandated Airlines are equipping their DC3's with the JATO rockets.

The photographs show a TAA New Guinea DC3 blasting off, and a close-up of what the rockets look like. They cost £300 each. Below is a TAA Bristol Freighter now also being used in New Guinea to help overcome the freight problem. MAL are expecting theirs in September.

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There Was an Entire Band and a White Wife

WHEN THE RECRUITS WENT HOME

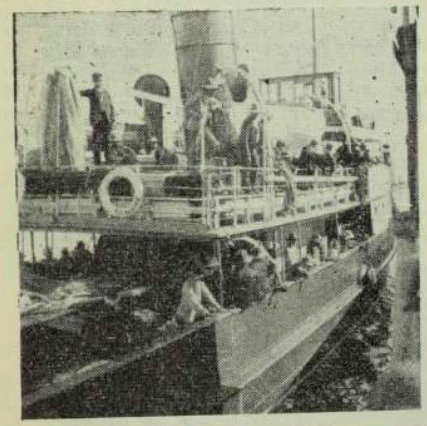
By "Supercargo"

An article appeared recently in one of the Sydney daily newspapers concerning early recruiters of Islands labour for Queensland, and an impression may have been made in the minds of some readers that all recruiters were blackbirders, men who were unscrupulous in their methods of recruiting the labour and so harsh in their treatment of the "boys" as to put them on starvation rations and otherwise so ill-treat them that they died.

I SUGGEST that those who were recruiters of this calibre were few in number—just as there are few solicitors who rob their clients, or company directors who fleece their shareholders.

I remember taking part in the repatriation of many of those boys after the Australian Colonies had federated. It was decided that tenders should be called for the repatriation of all the native labour which had been brought to Queensland to work the sugar plantations. They had come mostly from the New Hebrides and the Solomons.

Burns Philp were the successful tenderers and I think it was the *SS Moresby* which lifted the first batch from Port Douglas, on September 14, 1906. The ship landed them at Gavutu, in the Solomons, at the end of October.



The author took this photograph of one of the repatriation voyages early in the century starting out from Pinkenbah, Queensland. The vessel is the "Beaver" and the returning labourers are dressed in suits and hats collected during their sojourn among the bright lights.

Various other vessels of the BP fleet completed the job during later months.

The vessel I was on at that time was the *SS Titus*. We loaded 250 natives at Pinkenbah about December 8, 1906. At Vila we transferred the labourers to the *SS Ysabel*, which had the job of landing them at the various islands. The instructions were to get them as near as possible to the exact spots at which they had been picked up in the first place.

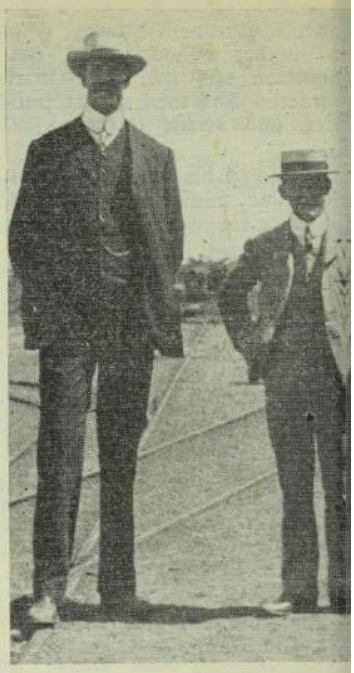
We made a second voyage, during which we had the job of landing them at their islands ourselves.

Troubles!

I remember we had with us a dear old retired sailing-ship master, Captain Cater, as Government Agent, and he wanted to be landed at Pentecost—the last island in which we were landing labourers. There were no white traders there, so Captain Cater and I visited the Mission station to see if he could get accommodation until the next BP vessel called to pick him up. The missionary was away and we discussed for some time with the lady missionary in charge as to the propriety of the dear old captain staying on in the circumstances.

Although he was 75, honour won, and there was nothing else for it but to take him on the whole trip, to the Gilbert and Ellice Group.

Among the labourers aboard on that repatriation trip was one man who had been recruited in 1866. He was an old man. He came from Merlav, and on arrival we noticed a couple of natives come out of the bush. The old fellow looked, and then asked the captain to steam round the coast a bit. He explained that if he saw some rocks which he



Two passengers in one of t patriation voyages of 1907 we *Charles Read and Mr. Otto . The difference in their height 1 ft 7½ in. "Supercargo" too photograph on the wharf at P bah before departure, as he e in this story.*

used to swim to as a boy he know it was his island.

Well, he saw the rocks a was delighted, and we steame to the landing spot and droppe

Also among a remarkable of passengers was an entire Sa Army band. They went back t homes in the New Hebrides. used to play every day at their meetings, but half an hour afte ing, all instruments had company with their owners. uniforms went, too. Naturall hard for a native to refuse a on his return home after a lo sence among the bright light as a matter of fact, this p applies to whites, too.

We also had aboard one labourer with a white wife. S three children with her. Th born was a half-caste, the appeared to be white, and th was a half-caste. We lande family at Vanua Lava.

The white woman was not perturbed during the voyag when we arrived and she there were no whites on the and that very few vessels there, she seemed concerne

(Continued on p. 97)

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Yesterday

In the Cook Islands veteran official Stephen Savage, registrar of the Native Land Court, had just died; in Suva there was a shortage of electricity because of the war; the APC oil drill was down on the Vailala River, Papua, for 4,620 ft., and American air strength in the Pacific was reported to be growing. This was the picture as "PIM" saw it in September, 1941.

Here are some other extracts from that issue of 20 years ago:

The news from New Guinea was not very satisfactory. Native morale was "deteriorating", said a Rabaul correspondent, "because of the lack of a policy which will control the sophisticated natives in the towns and ensure better conditions in the future". Also the NG Administration had finally decided to transfer HQ from Rabaul to Lae and now found itself faced with the task of providing much more than the £250,000 it thought it needed to meet the cost of transfer. A Lae correspondent pointed out that if the Government had moved the capital as it had been advised to do immediately after the 1937 Rabaul eruption, it would not now find itself in trouble. As it happened, the NG war was soon to intervene and prevent the transfer, anyhow.

* * *

The Bishop of Melanesia wrote to "PIM" agreeing with the Under Secretary of State for the Colonies who had recently stated in the House of Commons that the term "nigger" should never be applied to South Pacific people. The Bishop also urged the discontinuance of the equally offensive term "coon", which he said was often carelessly applied in the South Pacific. In a footnote to his letter, "PIM" agreed and said the "somewhat tough lads of the Morobe goldfields are the chief offenders in using that objectional term".

* * *

In Suva the Government had run short successively of bank notes, postage stamps and silver coins and now it had run short of pennies. Inconvenience in retail shops was reported to be considerable, and the Treasury was continually issuing statements urging people to keep the pennies moving.

* * *

There was some political snarling in Fiji about the cost of the Fiji Government ship "Viti" and of the manner in which she was allegedly being used by the Governor, Sir Harry Luke. But a correspondent reported that wartime security forbade him from saying exactly what the "Viti" was doing, but if the critics knew, he said, they would realise that recent expenditure on the ship was completely justified.

The writer of this article, Mr. S. M. Mudalier, is a 31-year-old, Fiji-born Indian, who arrived in Sydney from Suva in June "to better himself". In Suva he had a job as a clerk, and in Sydney—despite the fact that he has slender means—he hopes to complete an accountancy course, lasting three years, which will better equip him for the future when he returns to Fiji—as he must, under Australia's immigration laws. Mr. Mudalier has a wife and three children at home in Suva, but his wife and he feel his sacrifice is worth it. There is a great longing for education and improvement in Fiji, and there are far more applicants for scholarships than can win them, which is one reason why Mr. Mudalier has not got one. Figures released in Suva in August showed there are at the moment 126 students from Fiji studying on scholarships in eight countries, and that another 400 students are studying privately, paying their own way as Mr. Mudalier is. Of the scholarship students, 56 are in NZ, 31 are in Australia and the others are widely distributed in places such as India, the UK and Trinidad. A very small proportion of the scholarships are given by Australia, and the Commonwealth Government, which spends millions annually on the Colombo Plan for Asia, could do far more to help the South Pacific Territories. Meanwhile we publish Mr. Mudalier's short piece on his impressions of his first visit to Sydney not because they might be representative, which they probably aren't, but because they are of interest as a fresh view-point.

He Finds Sydney People Shy

By S. M. Mudalier

"I am thinking of returning home to Auckland," said a visitor, to me, in Sydney's Pitt Street. "Here in Sydney the people are unfriendly."

I KNEW what he meant. This was my impression of Sydneysiders at first. But now I'm beginning to find out what my friends have been telling me—that Sydney people are shy to talk to strangers because they think an approach may be misunderstood.

I like Sydney. But that doesn't mean that I don't see some peculiar things, or that there are some things that I don't like.

Sydney is too large really, too hectic, perhaps too cosmopolitan. It's a progressive city where west meets east, but it lacks sufficient recreational areas and good roads and in this it loses out to Auckland. Auckland's spacious parks and look-out points are its main features.

Certainly Sydney's good sandy beaches make up for a lot, and the harbour and famous Harbour Bridge, are magnificent. The visitor notes with interest the numerous ferries dashing about the water.

I found the citizens of Sydney are rather crazy on horse racing and all outdoor sports.

And I found that Sydneysiders mostly talk in riddles. As a foreigner I have often been puzzled by some things. But I was surprised—and delighted—to learn from one Australian who had just returned home after seven years in England that he also was puzzled by some of the conversation!

There is no doubt that Aussies are easy-going people and that their standard of living is comparatively high. They are not too rich nor too poor—the national wealth is evenly distributed among the workers.

But because of these good living conditions in Sydney, I think that, as in most Western countries, the people here are not too inclined towards religion.

And at the moment, with something of an unemployment crisis, with many people out of work, there

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has been a certain gloom, and some people are now resorting to begging tea money on the streets (or is it for beer?). I have been dispossessed of quite a few florins myself.

Another feature which is a novelty to me in Sydney is the presence of high fences and walls on many of the homes — and most homes are large and beautiful. But neighbours are separated from each other. This is unlike New Zealand, where beautiful gardens and low trimmed hedges not only dignify the houses but give a friendly atmosphere.

Perhaps these fences, and the shyness of the people to talk to strangers in public, helped give my Auckland friend the impression that Australians are aloof.

I was surprised that you don't see any aborigines in the city. Unlike the NZ Maori, they are not allowed inside public bars for a drink without a permit. But for others drink in Sydney is in plenty.

Australia takes an active interest in Asia, and plays a big part, through the Colombo Plan and other schemes, in helping there—while also maintaining her own way of life.

But she is a Pacific continent, too, and she could introduce a bright new era of help and assistance as a bulwark for her South Pacific neighbours —with fascinating Sydney the hub.

NOT INDIA. But Fiji, with the classical pose being provided by Miss Akbar at the recent Nadi Chamber of Commerce Festival.

A Brett Hilder Profile

SENIOR CITIZEN OF PAPUA

HOBART SPILLER of Papua has survived an unusually long time in the Islands, despite the dangerous and unhealthy conditions which existed in the dim past of the early days.

HE was born in 1886 at Napier, New Zealand, where his family were old residents. After local schooling he joined the Napier Harbour Board, whose nine employees were known to visiting ships as the "Nine Hungry Buggers" because of the initials NHB on their caps. After a few years he struck out to seek his fortune, arriving in Sydney late in 1908.

He joined Burns Philp and was sent to the Solomons in the *Moresby* (Captain Francis Bayldon) in February, 1909.

Hobart spent five months at Makambo Depot, where he went down with malaria. He was carried aboard the *Makambo*, but recovered on the voyage to Sydney.

His next job was purser of the *Makambo* for one trip, before being transferred to the *Moresby*. Captain Bayldon had left the company, and the new captain of the *Moresby* was William Voy. The ship stranded at the Mile-and-a-half Passage and passengers were taken to Li Island while the ship was refloa In those days the two ships use work through the Solomons to W lark and Samarai, and called at C town each trip.

In March, 1910, Hobart wen BP's Samarai branch, but left a later to go to planting up the C flicts. In 1914 he went South to list, but was rejected as being skinny, and returned again Samarai.

Here he found two fleets of p ing luggers from Thursday Isl unemployed since the collapse of shell market, and some of them temptingly up for sale. He bought the 32-foot *Petrel* and into trading, recruiting and other jobs. In 1916 he was able to se a property up the North-East c of Papua called Menapi, which sold in 1957. While developing property he went down with a bou blackwater fever, but recovered Samarai.

In 1920 he was married at To ville, but his wife died at Me five years later. Their son, H was taken to live with relatives Northiam in Western Australia he was 10, after which he wen boarding school at Charters To During the war the same son bec a navigator and a DFC winner, is now married and living in Brisb

In 1942 Hobart was evacuate Australia, where he worked with Allied Geographical Section at bane. He transferred to Milne with the US Army, and got rele at the end of the war to resume plantation and trading before m other traders were able to get e lished.

Hobart sub-leased Menapi in and spent a year in retiremen Brisbane, but felt drawn back Papua.

He now lives in Port More where he bought a house in A Drive, Boroko, with convenie and comforts undreamed of in early days in the Islands.

Hobart has done some trips ar every few years, the first being to East in 1937 in the old *Nellore*.. has visited New Zealand three t since the war, and in 1953 he vi England and Europe. He's ver for his 75 years, and may yet live his mother's longevity. She in New Zealand a few weeks before her 100th birthday.—BR HILDER.

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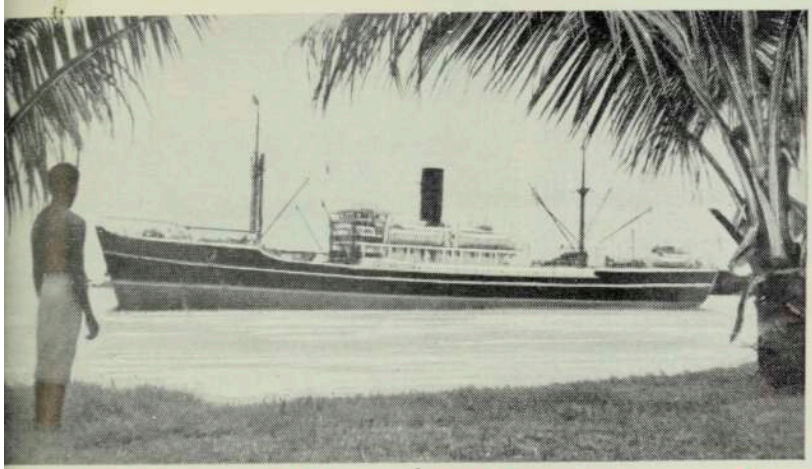

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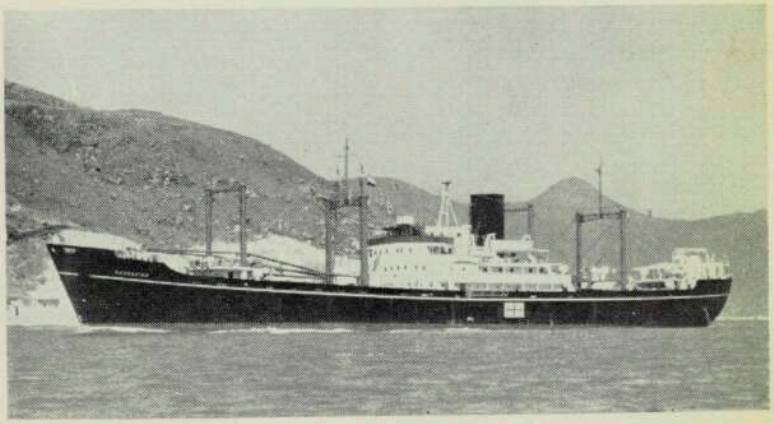

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NOUMEA: Etablissements Ballande, Rue de L'Alma, Boite Postale 18, Noumea.

HONIARA: British Solomon Islands Trading Corporation.

VILA: Les Comptoirs Francaise des Nouvelles-Hebrides.

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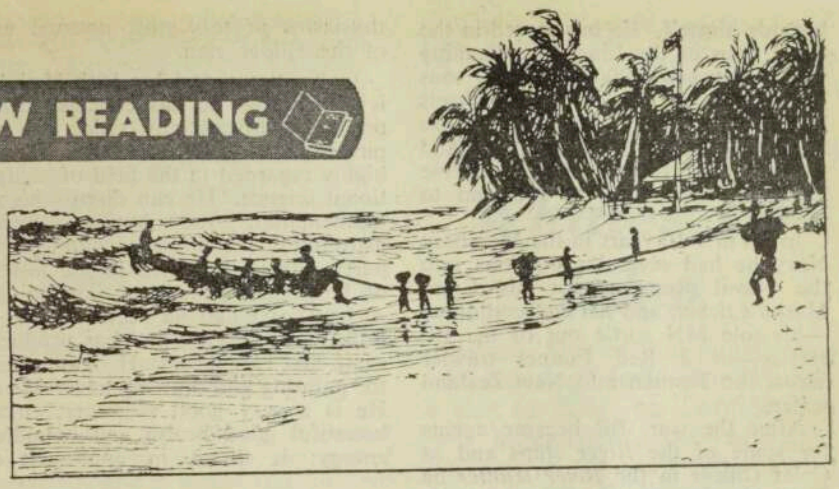
HE MONTH'S NEW READING



Loading copra at Washington Island —one of the illustrations in Brett Hilder's book. Below is a flying fish.

Young Ancient Mariner Celebrates 50th Year With A Book

Brett Hilder has based his life on the proposition that anye can do anything at least once: Gain an Extra Master's rtificate; carve a wood figure; paint a picture—each was a oblem to be attacked, overcome and beaten.

OUPLE of years ago, an English ublisher suggested that he write k about navigation in the South c, and it was no surprise to who knew Brett that he duly ced a manuscript.

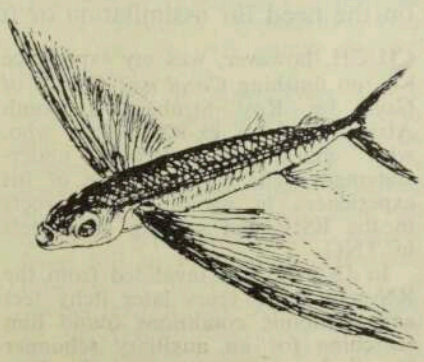
this time, the original publisher ad a change of plans but that d only a momentary change of the author found himself another her and *Navigator in the South* will appear in London in Sep- r. As the title indicates, it is a nal narrative, and no treatise on ation as an exact science.

September 3, 1939, I sailed d to Nordup near Rabaul with t Henry in a small sail boat. afternoon we were joined by in Brett Hilder of the local *Maiwara*, his wife and two children. Brett was alleged to ery young for a Burns Philp er of that era—but a powerful, t, red beard disguised the fact. ably that was the idea of it.

at night, Mr. Chamberlain made istoric announcement that Britain at war with Germany—a statethat seemed to us more exciting ominous at the time although, the rest of our generation, it was oment that changed the tack of lives.

nest went to the Middle East with the 6th Battalion and was killed in the evacuation of Crete. The rest of us found ourselves in Melbourne, Victoria, in the early part of the war and it was at this stage that Brett decided to draw and to paint.

This seemed to be a calculated risk on his part, based on the fact that it was in the family blood. His father, J. J. Hilder, who had died when Brett was very young, was the famous Australian watercolourist. His brother Bim was a commercial artist, and there were various other artistic types in the family. By a simple process of mathematics, it might be assumed that there were sufficient of the right kind of genes in the Brett make-up to make the job possible.



His wife, Tilly, and I were his early models and then, as now, he had less success with his female portraits than with male—or at any event, a singular talent for adding years to a woman's life. We quickly resigned.

With many people, painting might have been a flash in the pan affair but the Hilder enthusiasms aren't waning ones. His painting technique has improved out of sight as the Hilder Profiles in *PIM* have shown over the years.

A few years after the war he had a one-man exhibition in Sydney and although some of the local arty critics were less than pleased with the result, it was pretty typical of the man that a large proportion of the paintings—mostly heads of Melanesian natives—was sold.

Anyone looking for the arty-craftiness or the gimmick in his writing will be similarly disappointed. His style is characteristic of dozens of Master Mariners who have recorded their adventures permanently. Perhaps it is the early writing of log books—or reports to the owners who want facts and not rhetoric—which inclines them to the plain literary approach, but in a world given over to gimmicking writers it makes quite a change.

Brett joined Burns Philp as one of that Line's first cadets in 1928 and his story therefore covers the period of BP latter-day history as well as that of the South West Pacific.

He was on *Malabar*—although on leave at the time—when she committed suicide on the rocks south of Sydney in 1931; and on *Montoro* when that vessel evacuated the people of Rabaul after the May, 1937, volcanic eruption there. He has helped the master's of sister ships get themselves off reefs and has had brushes with the same Pacific navigational

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hazards himself. He has served in the "big" ships of the Line—big meaning vessels between 3,000 and 7,000 tons gross; and on the BP small vessels like *Maiwara* and *Muliama* whose gross tonnage is in the hundreds and whose seaworthiness is in inverse ratio to their ability to roll and to bounce.

In his first 10 years in the Merchant Navy he had several excursions into the Naval Reserve, got his Extra Master's ticket, and his first command —his sole MN sortie out of the BP service—in a Red Funnel trawler across the Tasman into New Zealand waters.

After the war, BP became agents for some of the *River* ships and as Chief Officer in the *River Hunter* he spent 12 months in the iron ore trade between Newcastle, NSW, and Whyalla, SA, with a diversion to carry wheat from Western Australia during a drought in the Eastern States in 1948.

Adventure Offered

When war broke out in 1939, Brett was a Reservist and as such was called up immediately by the Navy but at that time it seemed that the RAN's role in World War II might be a dull one and that more adventure offered in the Air Force. RAAF needed navigation instructors desperately and the Hilder fight to get transfer was epic. The Navy Office never knew how that gun was loaded, but one Hilder sacrifice was necessary: There was no place in the RAAF for a beard, red Van Dyck or otherwise.

One night I had a date to meet Lieutenant Hilder, RANR, outside St. Paul's, Melbourne, and at the appointed minute was "picked-up" by a beardless youth in a Squadron Leader's uniform. The famous Hilder whiskers were gone and so were a dozen Hilder years.

With the same tactics employed against Navy Office he set about easing himself out of the static office of navigation instructor by learning to fly. In the last years of the war he was a Wing Commander, fully airborne with a Catalina squadron in North Australia.

After the war he returned to BP service, in recent years as master of *Malaita*—probably the ship love of his life—and as such has become one of the best known characters from the Gilbert and Ellice Islands, down through New Guinea, the Solomons and New Hebrides to Norfolk Island and the Australian coast.

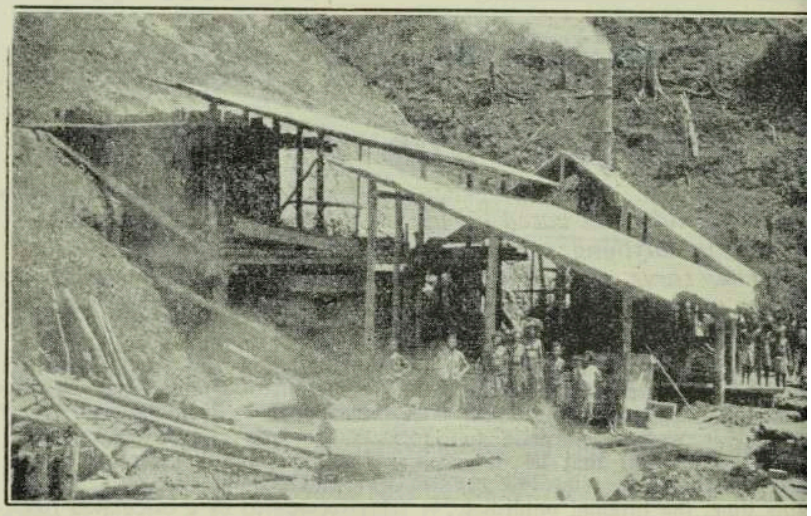
It is against this background that he tells his personal story in a book that covers all the boundless enthusiasms of this most unusual unit of the Hilder clan.

In his time—and his 50th birthday is this year— he has collected every marine certificate any sailor can aspire to; he is one of Australia's most highly regarded in the field of navigational science. He can discuss higher mathematics, the basic sciences, astronomy, meteorology with the experts. He is interested in the history of languages, genealogy, conchology. A few years ago he decided to do a little wood carving and has produced some first rate pieces. His enthusiasm for painting and drawing never wanes. He is a very good swimmer, enjoys bountiful good health and boundless energy; is direct in approach; an egotist (he calls it being sno and has a slightly bawdy wit.

No book written by this could fail to contain somethir anyone who shares even one multitudinous interests.

The book is made immensely valuable by the author's own and white drawings—those o ships in which he's served or of which he has admired will pr be a considerable attraction to lovers everywhere, and particula those in the South West Islands.—JT.

(NAVIGATOR IN THE SOUTH Published by Percival Marshall & C London, whose Australian agents are and Watt Ltd., Elizabeth St., Mel Australian price, approx. 32/-.)



An early picture of Edie Creek's Day Dawn mine.

Islands Reefs — Those You Lik And Those You Don't

It is not often that, after reading a book on the Solomons New Guinea, one is left with a nice clean mental taste, wi thoughts of cannibal orgies, sex or ivory-towered solutions tou on the need for assimilation or future native welfare.

SUCH, however, was my experience on finishing *Coral and Colour of Gold* by Roy Struben, a South African and an ex-RN officer who, with characteristic British understatement, tells a simple tale of his experiences in avoiding coral reefs in the BSIP and seeking gold reefs in TNG.

In 1929 he was invalided from the RN and three years later itchy feet and economic conditions found him searching for an auxiliary schooner in Sydney, Brisbane and Port Moresby. On arriving at the place he wrote: "Here I was pl into a strange new world". Co ing he says:—

My arrival embarrassed me, took the advice of my cabin m young Australian miner, as to was being worn in those parts went ashore in a white tropica and my old uniform sun-helmet hearing a citizen hoarsely in 'Who's the — fireman?' I crep a store and emerged wearing a and sixpenny straw hat, fu

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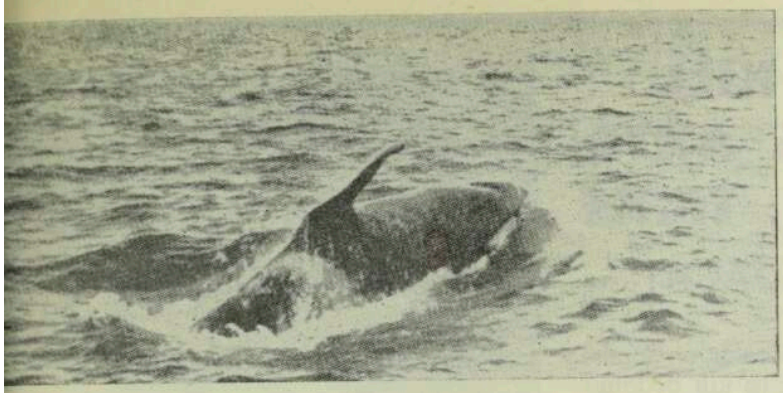

"Hookey" at left, was one of the more famous killer whales of Eden. Most had names, and the locals could identify them. The illustration is from Mead's book.

ving coat, tie and helmet. My ding friendship for Fred Deckert just survived that Aussie joke.

ere he met up with 'Ma' McGrath, he Lower Pub, various miners bar, pyjama-clad "breakfasting oached eggs and gin-slings. They melancholy after their holiday ydney", and Errol Flynn, arriv- from his coconut plantation and ing his father "Plantation doing ndidly. Please send £100".

rom Moresby he went on to arai where Arthur Bunting gave good advice, then later stayed e time with 'Ginger' (Don) ie, his charming wife and three -daughters at Gilli-Gilli.

was in Rabaul, however, that net Bob Crookshank who was then ter of the *Durour* and it was who put him on to the *Navanora* n in the Solomons, which had put up for sale by the govern- t. He offered £400, which was pted.

he vessel was eventually re-fitted, rew obtained and the one-time officer started off on the some- t hazardous career of copra- hing around the Solomons.

Many old identities are named and venture proves more or less a cess. His experiences were the al, everyday happenings of an nds skipper, but they are told in unusually interesting style.

He wins a gold claim at Edie ek (which he spells "Edi"), one nine on the site of the police post Kaindi. So off he goes to the robe goldfields, leaving *Navanora* the care of Ernie Palmer, and later b Crookshank.

Struben's proxy for the ballot was nel Shoppee, then a pilot in Ray rer's Aerial Transport Company at u, and he eventually finds himself on the fields. His claim was next Harry Darby's El Dorado lease. Looking for someone to man his im, until he could work it him- f, Struben approached Cresswell d his wife. The latter agreed.

He writes: *The idea of a woman gold-miner was new to me and I wondered how it would pan out, but I need not have worried for she proved a winner, handling her team of natives splendidly. She was very small but very determined.*

Naturally he visits Flo Stewart's pub at Wau. There he meets up with Eric Weine, "Tiger" Lil, Otto Rossiter and many others of those balmy days and his descriptions of the "goings on" make nostalgic reading for the old-timers.

The working of the claim and his prospecting for new ground in unexplored territory, based on reports from Baum, all add to the interest. In 1935 he is back in Europe.

In 1957 he returns to his island haunts for a visit where he finds the Winds of Change have been blowing strong.—GT.

(CORAL & COLOUR OF GOLD. (Faber & Faber, London. 26/-.)

Populations Of The Pacific

WHEN in 1957 the South Pacific Commission decided that a handbook should be prepared as a guide to people in the Islands engaged in demographic work—the study of population—they gave the job to Dr. Norma McArthur, of the Demography Department of the Australian National University, Canberra, who is well known for her Islands work.

The result is *Introducing Population Statistics*, which will be a valuable book for officers of Islands administrations who want to know something of demographic problems and principles. Dr. McArthur frequently uses population statistics from Fiji to illustrate her meaning: thus people in Fiji will find it of special interest. The book is published by the Oxford University Press under the auspices of the SPC and the ANU. Australian price is 37/6.

Remarkable Whales Of Eden

When Sydney journalist Tom Mead during World War II made a visit to Eden, on Twofold Bay —a magnificent, but neglected harbour on the far south coast of New South Wales—to investigate the rural manpower situation, he heard the remarkable story of the killer whales of Eden.

HE wasn't sure he believed it all then—but when he went into the story he found it another case of truth being stranger than fiction.

It took him nearly 15 years before all his research was completed, but the result was worth it and South Pacific readers will be fascinated by *Killers of Eden*—the story of the killer whales of Twofold Bay.

Mead is not the first writer to tell about the peculiar whaling methods of Eden, but he is certainly the first to give a full story, and to tell it in a fashion that makes easy and entertaining reading.

Mead's book perhaps contains some myth masquerading as fact, but this would be unavoidable since the author would have to rely on a great deal of hearsay evidence. But none of this would effect the basic story of the book, which no doubt can be accepted. W. J. Dakin then Professor of Zoology at Sydney University, in discussing the Eden methods in his *Whalemen Adventurers* (1934), admitted that he had been suspicious of the reports he had first got, but after investigations on the spot he began to take a different view. He was satisfied that one Eden killer, Old Tom, was more than 80 years old.

It is an unusual tale. Animals have often been credited with human intelligence, but rarely has it been claimed for marine creatures—cetaceans, to give the killers their correct classification—although they are known to work in unison. The Eden pack made Twofold Bay a base each whaling season for almost a hundred years.

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e it—men used them to hunt
s.
wadays men hunt whales in big,
ful chaser ships and kill them
explosive harpoons fired from
The time is past when men put
a in oared boats, when they
ed to the whales with hand-
n harpoons and killed them by
with lances, and never again
he world see men using whales
ch whales as George Davidson
thers did at Twofold Bay.
first whaling from the Austra-
nainland was begun at Twofold
n 1828. Benjamin Boyd, who
o build a great city on the wes-
hores of Twofold Bay, at Boyd
considered whaling from the
a good enough proposition to
e in it extensively later.
story of Benjamin Boyd, and
essel, the *Wanderer*, occasion-
breaks the surface in Mead's
but the main tale is of the
g Davidson family.
rge Davidson died in 1952,
l man. He gave up active whal-
1932. Davidson's father had
the killer whales before him.
winter, year in year out, they
d in the bay and remained un-
e summer. The killers would
ly round up a whale like sheep
herd it into the bay, where the
f "Rusho" would go up from
halemen on Boyd's Tower, who
take to their boats and give
The whalemen knew the killers
me, and the killers knew the
ques of the whalemen.
killers would head the whales
throw themselves over their
oles, forcing them up. The
would have their reward when
hales were lanced and buoyed;
would be allowed to feast un-
ted—ripping out the whale's
es—until the natural gasses
l the whale to the surface once
and the whalemen towed it in.
book is illustrated with photo-
s, including some of the
.—SI.

LLERS OF EDEN. Published by
and Robertson. 28/6.)

e Soldiers' omen Of rbert

ERE are two schools of thought
bout Xavier Herbert's first
novel since *Capricornia*—those
say it is absolutely brilliant,
those who say it is absolutely
nprehensible. I am one of those
find *Soldiers' Women* incompre-
ble.
is incomprehensible to me as to
Herbert should have taken 500 pages to write this mixed-up story of Australian women's reactions to the war and to the absence of their menfolk.

Herbert doesn't identify the city where the action takes place, but it appears to be Sydney. There are few men in the book, and those that are are mostly American servicemen brought in by the Yank Invasion. There are brothel keepers, soldiers' molls, straying wives, lesbians, all talking, all taking up page after page of endless dreary detail

Those who insist that *Soldiers' Women* is a brilliant novel appear to be able to take in their stride Herbert's peculiar, almost gushing, flowery style. But 500 pages from the beginning I still found it irritating.

West Australian-born Herbert, a one-time Protector of Aborigines in the Northern Territory, won fame with *Capricornia* before the war. *Seven Emus* was a very short short novel published in 1959 and not well received. He was talking about the plot of *Soldiers' Women* during the war, and had been working on his masterpiece ever since.

Obviously this is a book readers must make up their own minds about. Those who found *Capricornia* to their liking, as I did, probably owe it to themselves to read Herbert's controversial follow-up.—SI.

(SOLDIERS' WOMEN. Published by Angus and Robertson. 30/-.)

Pacific Airline Drama

THERE was once a vogue for novels about airlines. Ernest K. Gann, a one time pilot, achieved great success with his novel *The High and The Mighty*, which revolved around a possible forced landing in the Pacific. Now in *A Cry to Heaven*, Scotsman James MacGregor has tried to imitate his success.

A chartered airliner leaves Honolulu ostensibly on a flight via Canton, and Noumea for Sydney with 10 passengers aboard. Brunewald, the owner of the American airline, Airsafe, is aboard with his girl friends; an actor who played Tarzan on screen; and as rich an assortment of mankind as you would find in a psychiatrist's waiting room.

Author MacGregor, having isolated his characters in time once the aircraft is aloft, then sets about turning on the tension, with the discovery

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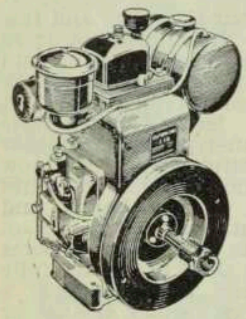

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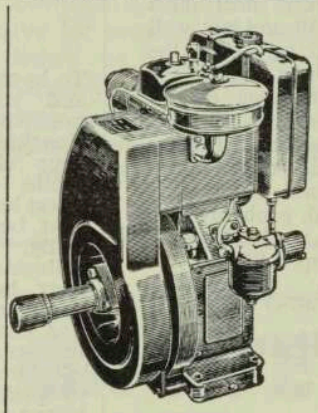

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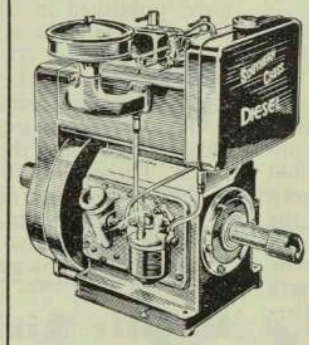

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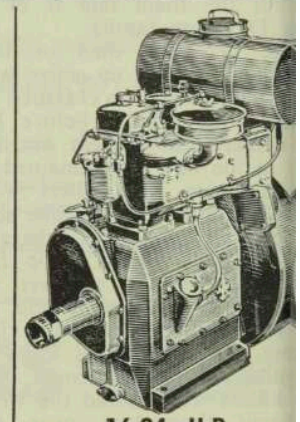

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me cheesecake photographs in ewald's briefcase.
on the passengers discover to dismay, that Brunewald has no ion of taking them to Sydney. as virtually hand picked them—pped them—in an effort to stop -bomb test in the Pacific near Lokimoko Atoll.
newald, disclaiming a political ion, merely maintains that he rdered the crew to fly the plane e Test Zone, as a token protest st further H-bomb explosions. the plane circles the area, r McGregor, using a literary de- as old as time, probes into the of his characters, and reveals to be a murderess, another a homaniac, a member of the to be homosexual.
like Ernest Gann, MacGregor to create any tension on board rliner, and the average reader's st will be lost well before the f his book.—AF.

CRY TO HEAVEN. Published by nann. 20/-.)

o Novels Of . Australia

ROUGH the eyes of five-year-old Elizabeth Ingefell, author es Margaret McGuire attempts create the Australia of 1901 in irst novel *September Comes In.* ugh she has done research in ffort to make the background ntic, the novel fails because it action of any kind. It has no interest than a faded photo- in an old family album.
e could almost make this novel t book for a course in "What's g with the contemporary Aus- n novel?"
r it is no more than a genteel oot of English Romance Fiction, its Aunt Emma Woodstocks, rdshire tea sets, and Captain -Bossinghams.
e story opens in Adelaide, at the of the century, when Elizabeth's ly moves from the Outback to seaside.
delaide, perhaps once the most capital city in Australia, con- s of the fact that convicts were r transported there in Colonial , is revealed as having a class cious Edwardian society apeing English betters.
hrough Elizabeth, we are taken ummer garden parties, on a ride stage coach, see the Royal Visit the occasion of Federation and on an Australian picnic.
ut author McGuire has failed to her characters "reality". Adelaide have been Edwardian, but some of its population no matter how refined still possessed ambition and greed or a sense of humour and a sex life.

If Miss McGuire meant to write a satirical novel I feel she has failed through being too close to the object of her satire.

Another novel this month set in South Australia is *The Living Come First* by "Jack Danvers". Dealing lightly with the assimilation problems of half-caste aborigines, the novel concerns the murder of the daughter of a station owner in the Outback. As the prose style is obviously feminine, we suspect "Jack Danvers" to be Camille Caseleyr, who holds the copyright of the book.

Two half-castes, Jack Austral and Cherry, are brought to Kurdnatta cattle station as children and grow up as one of the family. The station owner's daughter, Thelma Craig, treats them as brother and sister until she goes south to Adelaide and mixes with "white society".

She returns to the station, prior to going to the University, and shows her distaste for their old relationship by carefully avoiding contact with Jack and Cherry.

Jack, a sensitive and intelligent young man, resents this slight and goes to Thelma's room to talk to her. An argument flares into a scuffle, a mat slides from under Thelma's foot and they both land on her bed,

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he with his hand on her t
Thelma accuses him of tryi
rape her, and says she will te
father.

Knowing that this would cos
his job, Jack cannot believe th
could be so cruel. Thelma tell
she will wait until her return to
aide before writing to her fat
tell him of the assault.

She never reaches Adelaide.

Police black trackers are br
to her parked car, to see if the
pick up the tracks of the killer.
it appears that three people
visited the scene since the killi

However, the ending is marr
probably the most improbable
tion imaginable.—AF.

(SEPTEMBER COMES IN, 21/-. LIVING COME FIRST, 17/6. Both lished by Heinemann.)

Are Teenagers People?

TO future historians charting downfall of Western man of the most interesting pheno of our time, may well be the evol of that unseen nonentity, once a "child" into the vociferous *ager* . . . the big spender in our bag free enterprise system w by clothing manufacturers, r companies and the makers of ointment.

Between You, Me and Gatepost, a handbook for teen by US recording star Pat Boone, shed some dismal light on the cu nightmare.

Twenty-six year old Boone, w contribution to literature already sists of *Twixt Twelve and Twe* slangy, Salinger type treatise *tweenagers,* now offers a book v includes chapters entitled "Getti Touch With Parents", "Can Th Love", "Dating Daze", "O Steady" and "Are We Old En To Marry?"

Boone suggests that teenage l should ponder on the question "W marriage interfere with my gr before looking for a minister. himself was married at 19.)

He produces some eyebrow r statistics for this side of the P when he says that recommended for homecomings in the US children are: Ages 12 to 14, 11 ages 14 to 16, midnight; ages 18, 1 p.m.

Presumably, by the time the are 21, they don't come home a

But Pat's is a message of hop he tells the enthralling story of Mickey Mantle, a teenage ba star with the New York Yankees, came His Problem.

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seems that when playing this ive form of cricket in Boston, y "struck out five times in a and cried like a baby. Mickey red so much that he was ed to the minor league. But ddy told him straight "If that's e guts you've got, you don't in baseball".
r that Mickey didn't blubber re. He worked until he was again and Boone says "that is American horse sense made Mantle a champion".
thinks the challenge to youth 'sixties is, not sex, but how id a nuclear war. His advice ve faith in God and our ".
agers, he says, should laugh as eet the challenge of peaceful ition with the Russians . . . e all American way for meet-ings head-on. And it's the ous way".
es, eh.—AF.

WEEN YOU, ME AND THE OST. Published by the World's 18/9.)

Stories Of vate Lives

SCORE, by Miss Storm meson, and *A Private View*, s Joyce Howard, have some-n common—they both tell the f the private life of a man.
Score is set, as the authoress nywhere in the world, but as her characters states, "I don't t once whether I'm in Greece, North Africa". Most readers ump for Cyprus.
chief characters in the story Richard Ormston, Governor colony, his wife Sophie, his Caroline, and his son . The last named has a girl Sarah Leng, and Sir Richard nistress, Anne Boyd.
story tells of revolt against upying power, of ruthless mur-d sudden death.
Richard Ormston, the unhappy t of his mother's upbringing, an who has never put a foot in his whole career and always e right word for the right man tly the right moment until he ed with the dilemma of y Boyd, Anne's husband, be-rested as the leader of the He allows Boyd to be tortured. Jameson has written so many e novels that her admirers are Suffice it to say that this novel her skill at its best—ingenious, ing and beautifully written. *rivate View* is the story of a life, told in a series of cleverly constructed flashbacks. Alden Moore is old and lives in an Old People's Home. He is content and at peace despite the occasional clamour and unease of his fellow-inmates.

As he reflects on his life, through one bright spring day, he relives his failures and successes while working at an orphanage, his compromises with love and his unexpected fulfil-ment.

This is Miss Howard's second novel—the first was *Two Persons Singular*—and in it she allows free play to her warm compassion with-out becoming sentimental. It is quite a small novel (224 pages) written in an easily read style and the sort of book you hate to leave once you have started to read it.—EN.

(LAST SCORE and A PRIVATE VIEW are both published by Macmillan. Each 20/-.)

Writer With A Gift

THERE seems no limit to the manifestations of Miss Muriel Spark's arresting talent as a writer who has the extraordinary gift of being both extremely funny and ex-tremely serious at the same time.

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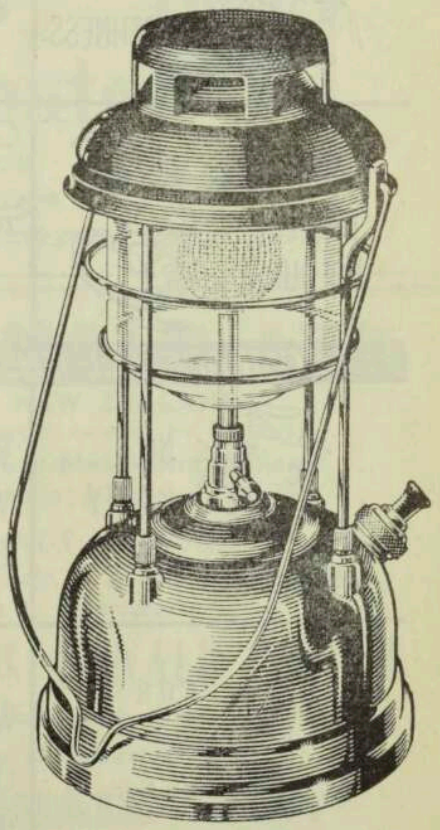
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a striking reception both in the d Kingdom and the United s, and she has recently attracted e with some radio plays specially n for the BBC. They are best bed as dramatic narratives and of them are given in *Voices at* and interleaved here with six stories.

e four plays are very clever—ularly *The Dry River Bed*. Miss uses all the tricks of the trade t her effects, but no one can her for that when the resul- production is so finished and ed.

Danger Zone was difficult to but would be delightful to listen a radio play.

e six short stories are gems of ty. The character drawing is tating and Miss Spark's ear for ue is superb.—EN.

ICES AT PLAY. Published by llan. 20/-.)

Good New riller

TH *The Dead Past* Miss Jean Scholey makes her debut as a r-writer. The book is exciting ery readable.

District Commissioner in Tan- ka is faced with the murder of landering adventurer from Dar ilaam—a case of murder for y, or for diamonds?

pects are plentiful, in fact all ain characters come under sus- at one time or another. And e clues are there to detect the murder if the reader is wide and not content to have the ry solved for him at the end e book.

e climax on the wharves of the East African port, in which the is set, is cleverly executed. ether a colourful, swift-moving ise story with characters and round to match an ingenious –EN.

E DEAD PAST. Published by nann. 20/-.)

e Junior okshelf

ONG the books for the young nd the younger available at your hop now are *Let It Rain, Every- Is Somewhere, The Roan er, The Andalusian Guitar, and Valeriane Series.*

anslated from the French, *The lusian Guitar* by Saint-Marcoux, d make delightful reading for ntelligent 14 year old, curious the customs of foreign lands. nio, whose father had been killed in a *Corrida des Torros*, and whose grandfather had been crippled by a bull, has a burning ambition to be a bull fighter. In Spain, this usually occurs in Andalusian boys who see such a profession as the only means of escape from abject poverty. He succeeds in killing 100 brave bulls.

Let It Rain is by Dorothy Koch, with simple colourful drawings by Helen Stone. It tells the story of a rainy day at home in an imaginative mood for the benefit of kindergarten aged children. *Everything is Somewhere* is a companion piece, written and illustrated by Vasiliu, which draws the distinction between toys and animals and flowers and things that one can touch, and the things that one cannot, such as rainbows. Everything is somewhere but only God is everywhere is the theme of this attractive work for the same age group.

The *Roan Runner* is an adventure story for older children. Written by Jane and Paul Annixter it tells about the boy Clem, the Roan Runner, a young stallion, and Poojer the dog —all of them a devoted trio.

And there is a bright new set of small books about Valeriane. There

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is a set of six just issued, eac
a letter of the alphabet prom
displayed in their spine (lett
to F in this release) and we pi
the set will eventually inclu
alphabet. Valeriane meets a
engine, goes to a carnival, g
sea, etc. The pages are small,
ful and thick, and the type
They would make a nice set
four-to-six-year-olds.

(THE ROAN RUNNER, 15/6.
RAIN, 13/3. EVERYTHING IS
WHERE, 13/3. VALERIANE SERI
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What's New in Paper B

*There is a first class selec
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batch of paper-backs, includin
by Agatha Christie, Ngaio
Peter Cheyney, Erle Stanley C
and Alistair MacLean. Ther
one book in the following titl
isn't recommended.*

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Agatha Christie, was first pu
in 1931, but this tale of the
seance which rapped out a
murder is still fascinating. (Fo

THE THIRTEEN PROBL
another of the earlier models
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gives value for money by pre
13 short mysteries in the one
Miss Marple does the de
(Great Pan).

POIROT INVESTIGATE
Agatha Christie again (of cou
in the same nature as the p
one—11 cases of myster
detection between the same
Hercule Poirot does his usua
job. (Great Pan).

THE LABOURS OF HERO
by Agatha Christie, is anot
Poirot—and this time we h
tales of detection. They
different, and some are a
You'll pick some of the sc
(Fontana).

SURFEIT OF LAMPREYS
detective contribution of
Zealander Ngaio Marsh, mist
the macabre, and Lord Lampr
his family get mixed up
murderous doings. The story
beginnings in NZ and mo
London. (Fontana).

LADIES WON'T WAIT, b
Cheyney, is the Cheyney bl
desperate men and dangerous
Michael Kells, secret agent, is
a chase across Europe. The
by the way, are all "lookers".
Pan).

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HE CASE OF THE MOTH-EN MINK, by Erle Stanley ner, is another classic in the ner tradition of hard-hitting, talking, woman-shy Perry Mason ers. Fans won't be disappointed. at Pan).

E SECRET WAYS, by Alistair ean, was first published a couple ars back as *The Last Frontier*. ael Reynolds has to kidnap a ist from a Russian scientific rence, but in Hungary he gets gled with the beautiful, dis-g Julia, which makes the job (Fontana).

E EDUCATION OF M*A*N K*A*P*L*A*N is one onard Q. Ross' hilarious stories man's battles with the English ge at the American Night ratory School for Adults. Even determined not to be amused ve in after the first few pages yman's incredible murder of . (Great Pan).

K MEDICINE, by D. C. MD, must hardly be out of overs—yet here it is. The is based on the American a study of the healthy ain folk of Vermont. He comes th cure-all medicines in the of apple-cider, vinegar and but who wants to be like the nt mountain folk, anyhow? Pan).

SINS OF RACHEL CADE, harles Mercer, tells of an an nurse's missionary medical n East Africa. But she gets d, at different times, with the and one of the missionaries, es some sinning on that ac-efore she sees the light. There ppy ending. They also made a film. (Fontana).

SN'T ALL MINK is Ginette 's story of how she graduated shop-girl to director of the house of Balmain. She admits lls very expensive things to ch people, and there is noth-ll about her account of it. nentions that Balmain has ig lists of customers—the hetic and the "not so nice". na).

KINGDOM OF THE T, by Lucy Walker, is a novel he Australian outback. Judith n's uncle leaves her a share attle station, and the other a man, doesn't want her out where the nearest neighbour is les off. But Judith comes, . (Fontana).

AGAIN SANDERS, is Edgar Wallace's Sanders of the river. Commissioner Sanders is all things to all men, and even the Africans love him. Well, they did in 1928 when the late Edgar wrote this adventure story, but what they would do to him now we would hate to guess. (Great Pan).

THE DUPE, by Robert S. Close, tells of the barque *Laconda* and what happens aboard when it is bound for the Horn with a tyrannical mate aboard. Australian Robert Close now lives in Europe after the Australian censors made it unreasonably hot for him a few years ago because he published *Love Me, Sailor*—a book which by today's standards is kindergarten stuff. (Great Pan).

THE GREATEST RAID OF ALL, by C. E. Lucas Phillips. This is the story of the British raid on St. Nazaire when the Normandie Dock was destroyed. No less than five VC's were gained in that remarkable action, which is here told with the full flavour of its impudence and daring. (Pan Giant Illustrated).

STAIN OF SUSPICION, by Charles Williams. Murder in a Florida town. More violence threatened. A fast-talking knight in shining armour goes in batting for the girl in the middle of it all. (Great Pan).

MY FRIENDS THE MISS BOYDS, by Jane Duncan. An eight-year-old of the Scottish Highlands tells of a vanished world of the time of World War I. Into that atmosphere come the six Miss Boyds, townbred sisters. (Great Pan).

DUNKERLEYS, by Howard Spring, is a novel with magazine publishing as a background. Publisher, editor and contributors are all involved, and Spring is in good story-telling form. (Fontana).

THE LOSERS, by Clifford Irving, was made into a film. It's a thriller of sorts, with one woman's sexual interests the main prop. (Great Pan).

FIESTA, by Ernest Hemingway, was the novel that made his name, but it was called *The Sun Also Rises*. The setting is one of frustrated love in Spain. (Great Pan).

AN INFAMOUS ARMY, by Georgette Heyer, is a Heyer historical, with the Battle of Waterloo adding some stupendous, super-colossal,

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reen colour. And, as a matter ct, as history it's not bad. Giant).

NTENARY AT JALNA, by de la Roche, is one of the aks family sagas. They ly have a family tree—when s first published in hard covers 8 it was the fifteenth book. Giant).

GELIQUE, by Sergeanne It has taken two paper-back to tell the life of Angelique angle, half devil, wholly !" Book one tells of her child- nd of her marriage to the Comte de Peyrac, who arouses dy and her mind, but who is way from her to keep an ment at the stake. Book two, the nameless and penniless ue's climb back to the court King through a world of and lust. (Pan Giant).

opies are all from William Collins s) Ltd. Each 4/-, except ue Book I", 7/6; "Angelique Book "The Greatest Raid of All", "It Mink", "Sins of Rachel Cade", ry at Jalna" and "An Infamous all 5/-.)

epatriation Trip

(from p. 76)

some emotion when she asked was a post office on the

we made our last voyage bourers from Pinkenbah, in 907, we had as medical offi- well-loved port doctor at Syd- . Charles Read. We had to medical man during our re- n voyages and Dr. Read a holiday.

oon as we had left the wharf ey we found we had one diffi- le was 6 ft 8½ in. tall, and n't have a berth he could We put him in the chart where there was a settee an around two sides of the

coincidence on that trip we l Otto Flood, who was going o the Gilberts to join his D. Flood, an old-time super- Otto was 5 ft 1 in. tall, and wharf at Pinkenbah I took tograph reproduced on p. 76 wo of them standing together. Flood was later an officer Ps, and was personally in- with the OBE by the Prince s when he was in Australia *S Renown*. Dr. Read was l in the *Greycliff* disaster.

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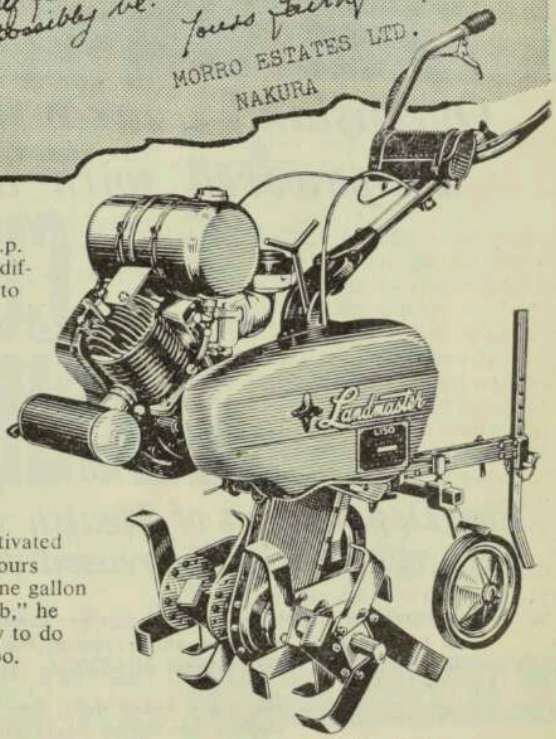

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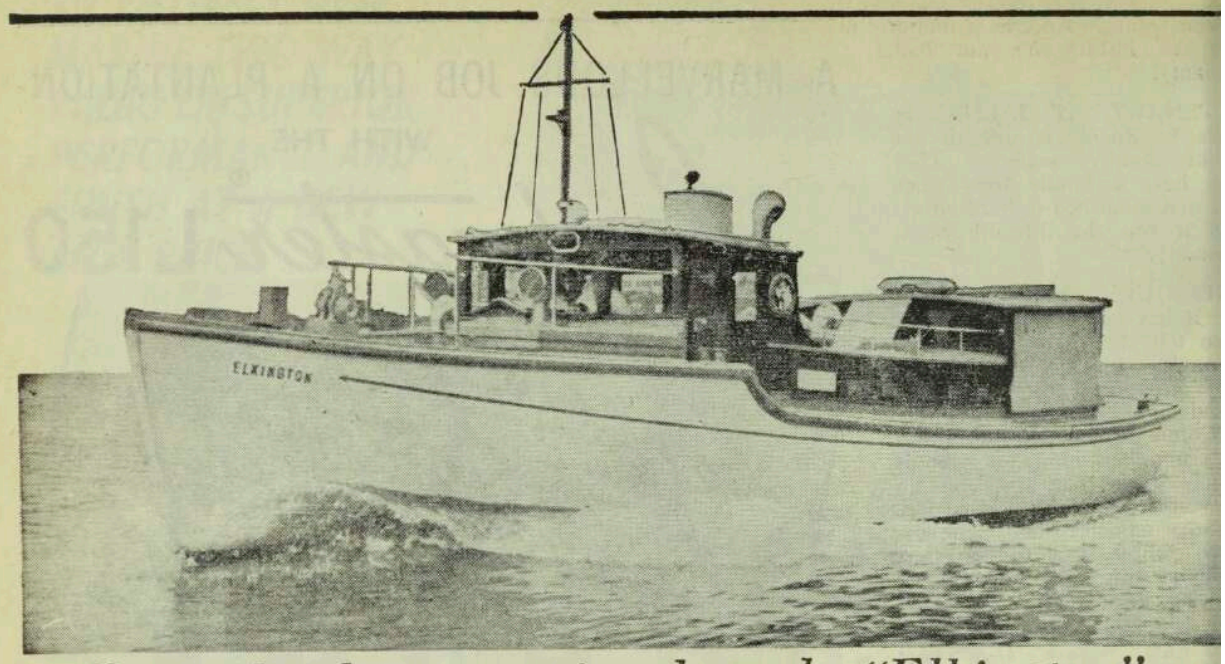

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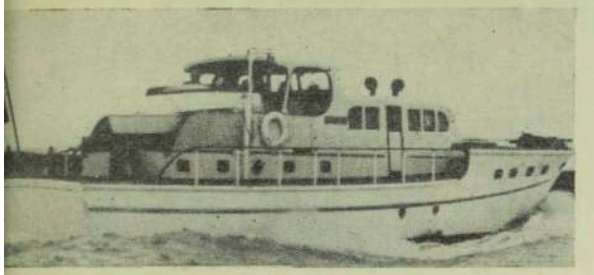

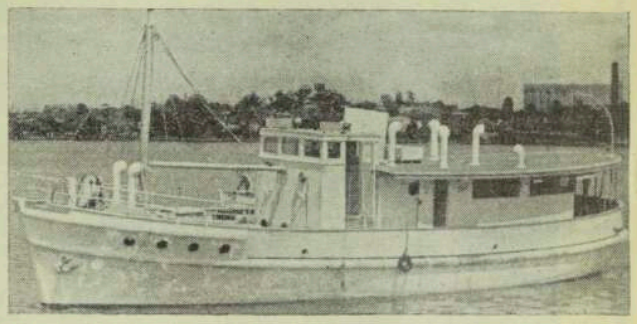

H SUNK. The "Manava" (left) when she was Brisbane's "Idle ", and the "Veilomani", when she was owned by the Seventh-day Adventist Mission.

The 40-ton, twin-engined *Manava*, operating the New donia-Loyalty Island trade, sank off Mare Island on August after hitting a coral head the previous night.

E *Manava*, owned by Captain H. J. Helme, had in June gone to the ance of the motor ship *ntaire* when it also sank off Mare *I*, July, p. 101) and *Manava's* following that of the *Volontaire* s the freight transport situation e Loyalty Islands a serious one.

e *Manava*, about 70-ft over-all, formerly the New Hebrides Con- nium patrol vessel *Don Quixote*. was sold to Noumea last year. nally she was the Brisbane luxury er *Idle Hour*.

hen Captain Helme bought the l last year he converted it to a ht and passenger carrying vessel rendered a great service to the lty Islanders. Captain Helme is known in the South Pacific as a experienced seaman.

e *Manava* on August 13 was be- n Mare and Lifou Islands in the lty Group, and was in sight of . She hit a coral head at about p.m., badly holing the hull.

in H. J. Helme, of the "Manava", which sank in August.

Desperate efforts were made throughout the night to save the ship.

Captain Helme had radioed his plight and the native-owned cutter *Tuno* was sent from Mare to the aid of *Manava*. Passengers and crew were taken off and the vessel sank at 9 a.m. on August 14.

The Territory Assembly had earlier discussed the loss of the *Volontaire*, which sank after striking a submerged object.

The Assembly decided to make the Government subsidy for islands and coastal shipping attractive enough to entice a company to build a ship fitted to the needs of the traffic. Ships on the New Caledonian register are either too small or too big to undertake the services properly.

A Noumea report says the loss of the *Manava* so soon after the *Volontaire* should get some action on this matter.

● *VEILOMANI* SINKS: During a severe storm off Cape St. George, N. Britain, on August 12, the inter-island vessel *Veilomani* opened up and took in such an amount of water that she sank 'like a stone' within minutes. Captain Fred Mathias, 11 crew members and eight passengers all reached shore on Lambom Island after 13 hours swimming in life-jackets in gale-swept seas.

Captain Mathias sent a series of 'Mayday' calls which went unacknowledged and just before the vessel sank, crew saw lights of another vessel less than a mile away. Several rockets and flares were fired but no help was forthcoming.

The Bougainville Company's freighter *Kilinailau* ex *Southern Cross*, under Captain Peter Fenwick, headed for Lambom Island after a radio message was received in Rabaul asking mariners to watch out for *Veilomani* in the Cape Saint George area, on August 15.

A search party put ashore by Capt. Fenwick on Lambom heard news that survivors had reached the shore. Their survival in such heavy seas and subsequent trek across the Lambom mountains was described by Capt. Fenwick as "nothing short of amazing".

Kilinailau brought the survivors back to Rabaul on August 16, where Captain Mathias received medical attention for a leg injury.

The *Veilomani*, 65-ft with a 16-ft beam, with twin Gardner diesels, was built in Sydney after the war for the Seventh-day Adventist Mission and sailed to New Guinea early in 1947 shortly after her launching. The Mission sold her a few years ago.

● MISSING IN BSIP: When the MV *Halamon* and the MV *Toby* were reported overdue at Vanikoro, BSIP, in late July, a full scale search was started, involving diversion of

In The News This Month

Ambolompa
Ai Sokula
Adi Beti
Blue Peter
Capella
Don Quixote
Duchess
Eole
Francis Garnier
Halamon
Herekino
Kaponga
Kilinailau
Lakemba
Manava
Maureen
Manoora
Maria del Mar
Matua
Marie Celine
Nivanga
Okeanos
Pakura
Pacific Enterprise
Patsy Jean
Peer Gynt
Royalist
Ramona
Spartan Spirit
Sinkiang
Siren
Toby
Tebakor
Trefonn
Turinga
Trekka
Volontaire
Veilomani
Waria
Westward Ho!
Yankee Doodle

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BSIP shipping and a request
an air-sea rescue plane. The two
were sighted off Santa Cruz
day they were due at Vanikoro,
the *Halamon* seemed to be try-
o tow the *Toby*. But they were
seen again for six days, when
n seas were hazardous for small
ls. A RNZAF Sunderland flew
Fiji, but while she was refuel-
at Santo en route the *Halamon*
sighted coming into Vanikoro.
eported she had towed the *Toby*
elter at Utupua Island after the
had lost a propeller. Both ships
sheltered at Utupua until the
ier moderated. The *Toby*, which
ned by the Kauri Timber Com-
Vanikoro, was later retrieved.
non is Chinese-owned. Mean-
, the Western Pacific High Com-
oner, Mr. Trench, had had to
l to Auki by the *Maureen* to
h the first of three fishing ves-
for the SPC's boat building
l, because his usual ship, the
Queen, had joined the search
he two missing vessels.

LONG DRIFT: The New
ides ketch *Trebakor*, owned by
A. Houdie, drifted for 12 days
e New Hebrides in July after
leveloped engine trouble. The
assengers aboard used up the
re provisions in the first six days,
spent the next six without food
e the ketch was sighted by a
ese vessel heading for NZ.
Japanese supplied the drifters
food and towed the ketch to
Japanese tuna freezer at Santo.
Trebakor had left Erromanga on
12 and engine trouble developed
fate, where the drift began.

MANOORA FOR PILGRIMS:
Australian passenger liner
oora, 10,952-tons, and last of the
alian coastal passenger ships,
ht by the Indonesian Government
e renamed *Ambolompa*. Earlier
ts stated that the vessel would
sed as a troopship; however, it
w said that she will carry pilgrims
Mecca each year. A 39 man
nesian crew flew to Sydney from
arta and later left for Melbourne
August 16 to take over the old
. Price for *Manoora* was reported
ing £375,000 and the Indonesians
she is good for at least 10 years
-island service.

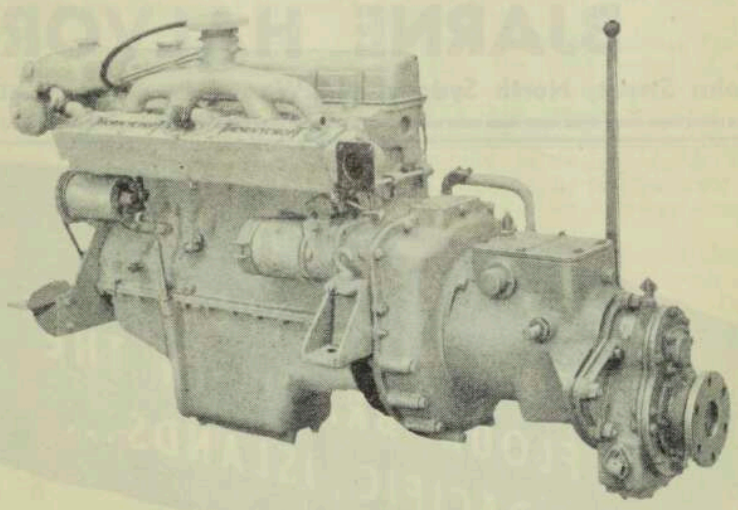
THE MUSICAL MARINER:
ough better known to *PIM*
ers as Captain L. C. "Bob"
lton, "the musical mariner" as he
known on the waterfront took
mand of another "slow boat to
a" in August. He is to deliver
the 722-ton NZ coaster *Pakura*, ex *Sunnyhill*, ex *Maja* to her new owners, the Australia Pacific Shipping Company in Hongkong. Captain Boulton, who plays the fiddle, took the old island trader *Maui Pomare* to Hongkong on April 5 (see *PIM*, April, p. 7, May, p. 112), with the coal burner, *Herekino* in tow. Australia Pacific Shipping Co. also bought these ships.

Pakura, manned by a Chinese crew flown from Hongkong, left Auckland with empty holds but after developing a serious list returned to take on several hundred tons of sand ballast.

● NEW VESSEL: The GEIC's new vessel *Nivanga*, now being finished in Hongkong, is expected in Tarawa towards the end of the year. Captain Warrington-Strong left Tarawa for Hongkong at the end of June to standby during the latter stages of construction and a crew is soon expected to travel there to pick her up. The name *Nivanga* derives from the name of an Ellice Goddess of Navigation.

● SOLD AT LAST: Union Steam Ship freighter *Kaponga*, ex *Woodland* (built 1949), 2,772-tons, which has been laid up off Chelsea, Auckland, NZ, since November, 1958, has been sold to the Hang Fung Shipping and Trading Co. Ltd., Hongkong. The vessel will be renamed *Nam Feng*

NEW! RF6/D 86 H.P. MARINE DIESEL ENGINE



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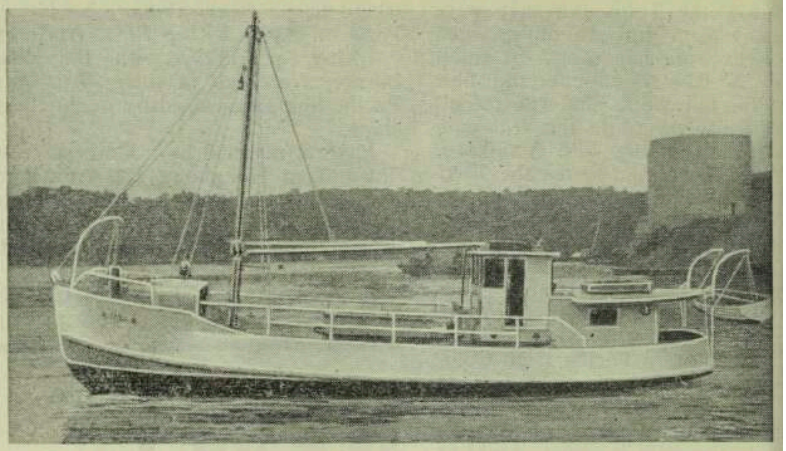

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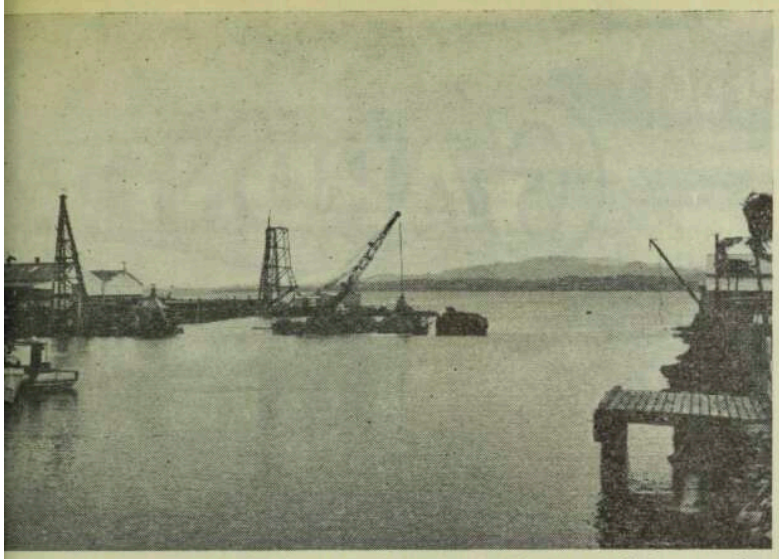

IMPROVEMENTS. Dredging has begun at the north end of Suva's wharf, in preparation for the work of rebuilding and enlarging the dock area.

Photo: Rob Wright

Wind) and will be used to timber between the Philippines pan.

MALL FIRE: Quick action by s using fire extinguishers pre- a small fire spreading on board 0-ton *Ai Sokula* when berthed ller's Wharf, Suva, on August amage to the inter-island trader was undergoing refit was only

HARBOUR MASTER MOVES: Harbour Master, Captain C. has now moved into his new ce on Pilot Point, from where able to see ships approaching ny direction. The house was ly occupied by Mr. C. Brew, lic Service Commissioner.

WHARF FACE LIFT: Suva is e only port to improve its ance lately, for completed in for the arrival of the NZ nor General on August 12, were ements to the wharf and ns shed. Old galvanised iron has been replaced by ium and road sealing and tree g has been carried out.

MAIDEN VISIT: Pacific Trans- td.'s SS *Lakemba*, made her ll at Apia, end of July, when ought passengers and a deck of timber consigned to Morris om Ltd. The 4,800-ton vessel 9 passengers aboard many of complained about the lack of inment there and the local system. It has been suggested all shipping companies and be supplied with a leaflet ex- plaining the "points" system in Samoa which could be distributed to passengers.

● GEIC IMPROVEMENTS: Work on improving some reef passages in the GEIC—funds for which have now been approved to the tune of £72,500—will probably begin in earnest next March and take about nine months. A team of Royal Engineers, consisting probably of two officers and six NCO's, will undertake the work.

A schedule for the work released in Tarawa says the team, after arriving in March, will go to Nui in April to improve the boat passage there, while their ship lands explosives at other Gilbert islands. Nui has been chosen as the first island to start work on because it is the most suitable for experiment. In May the team will split and go to Nanumanga and Tamana to blast both passages. They will improve boat passages in Arorae and Beru in June and July, blast new boat passages on Hull, Gardner and Sydney in September-October, improve the passages at Aranuka and Marakei in November, and return to the UK, the work completed, in time for Christmas.

The GEIC Administration says it knows very well that islands other than these have good claims to consideration when it comes to improved passages. But finance is the thing, and the Colony wants to get as much work done at the minimum expense. In the light of experience gained from next year's improvements, a programme of work on other islands may be drawn up.

Meanwhile, Betio Harbour, Tarawa, has seen the final stages of construction work completed, and recently a big crowd welcomed the oil tanker *Pacific Enterprise* when it successfully berthed alongside Betio wharf. It was the first entrance into the harbour of an overseas vessel.

● SMALL SHIP: Newest addition to Fiji's fleet of pleasure vessels is the *Adi Beti*, sold by the Public

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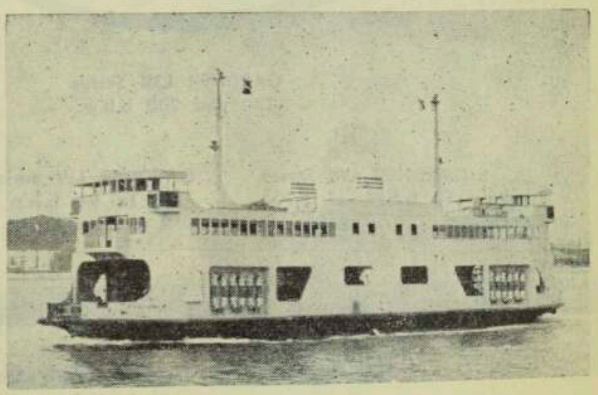

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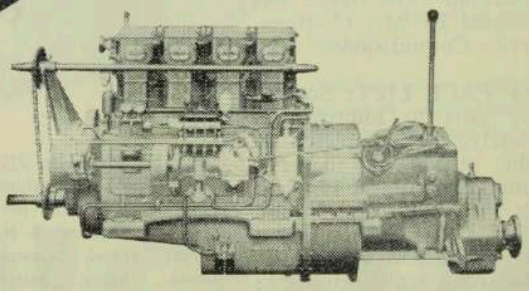

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W SLIPWAY. The Vacuum Oil Company's 720-ton tanker "Pacific Enterprise", and W. Carpenter's inter-island ship "Ai Sokula", are the first large ships to use the new a slipways at the same time since the slips were opened in July. "Pacific Enterprise's" ne port is Lae but she moves around the South Pacific. Her master is Captain B. J. tridge. The "Ai Sokula" (Captain Robert Croaker) operates from Suva to Vanua Levu ts and Taveuni. First ship to have the honour of using the slipways was Tonga's "Aoniu". slips were built at a cost of £650,000. The slipway on the left can take ships up to 1,000 tons and the one on the right up to 500 tons.
Photo: S. A. Whippy

ks Department to Mr. Robbie ber, of the Hot Springs Hotel, savu, who plans to run the *Adi* as an excursion craft to islands ly to Savusavu, which is on Vanua l.

HARD WORDS. West Samoa's ly *Samoa Bulletin*, in its usual ue style, had some critical things ay about the behaviour of some the ratings aboard HMNZS *alist*, whch brought Viscount ham, NZ Governor-General, to in August on a farewell visit. *Bulletin* commented that it could no reason why the 200 ratings descended on Apia shouldn't had a good time, but it couldn't why the men should smash a s of glasses in one club, or why member of the Shore Patrol ld himself be "completely in- ated" and try to break down the of another bar. "We welcome visitors," said the *Bulletin*, "but liganism of this nature, particu- from one supposed to be in ge of the keeping of discipline shore, is lamentable. There were ls and fights among the Shore ols themselves. When harassed ials of the RSA managed to t the troublemakers, fights started in front and behind the RSA nises . . . and in closing we can- help compare the behaviours of softly spoken Chinese crew from *Chengtu*, in port at the same time, with the barbarous behaviour of some of the crew of HMNZS *Royalist*."

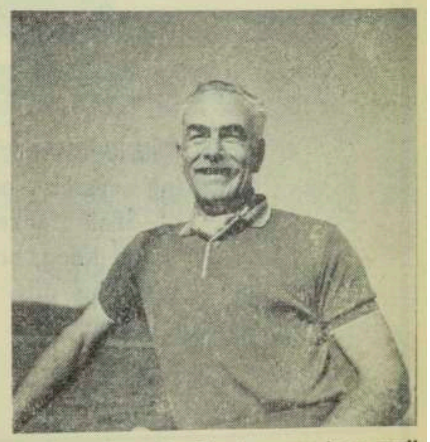
● HOVERCRAFT SERVICES: A Liverpool, England, company has applied for licences to introduce the first hovercraft services (the British designed Hovercraft moves on a cushion of air) linking a number of towns in Britain besides services across the channel. The firm, Starways, plans to spend £Stg.500,000 on the project if licences are provided The cross channel service would link Penzance and London with Dover and Calais, and Harwich with Rotterdam and Antwerp. A model of a Hovercraft ferry designed to carry 500 passengers and 200 motor cars at 100 m.p.h. across the English Channel was the focal point of public interest in the British pavilion at the Sydney Trade Fair in August.

● FISHERIES COURSE: Mr. Ron Powell, Cooks' Fisheries Officer, was one of the lecturers for the nine weeks' course in commercial fishing techniques which began at Tulagi, BSIP, on August 23. About 25 islanders from the BSIP, NNG, P-NG and the New Hebrides are attending. The course is being conducted jointly by the South Pacific Commission and the Food and Agriculture Organisation.

The Fisheries Training centre is conducted along different lines from the SPC-FAO fisheries training course held in Noumea in 1956. The emphasis is strongly on the practical aspects of fishing, and for each hour that trainees listen to lectures, they will spend days at sea or on reefs learning by actual practice, under the guidance of four instructors, how to make, use and maintain a wide variety of fishing gear. They will also study techniques for preserving fish by salting, drying and smoking.

Three fishing boats have been specially built and equipped for the Fisheries Training Centre by the twenty-four island trainees attending the SPC-FAO boatbuilding course now in progress at Auki, in the Solomons. These boats are 25-foot cutters, each equipped with a 12 h.p. air-cooled diesel engine and auxiliary sail. Handling and maintenance of the boats, and elementary navigation, will be part of the instruction given at the Centre.

● LESSON: As a result of an accident with a police punt in rough weather off Savusavu, Vanua Levu, Fiji, in July, police punts in Fiji will in future be used only in calm waters and rivers. Assistant Superintendent Peter Harrison, 35, and Constable George Kumar, 28, were flung into the sea when their punt, driven by an outboard motor, was swamped. They were nearly two miles from the shore. The Superintendent managed to get ashore and reach a village, where he reported that the constable, who could not swim, was still hanging on to the fuel tank of the outboard motor. Villagers went out in a launch but meantime the constable



ON THE "WARIA". The two men in a small boat who left Lae, NG, in May to sail to Perth ("PIM", July, p. 110) got no further than Port Moresby—in the boat, anyhow. The "Waria" developed engine trouble in Port Moresby and Charles Hyland and Lee Hall flew to Australia from there. Mr. Hall, who is employed at Lae, returned to Lae aboard the "Soochow" in early August, and this photograph of him was taken aboard.
Photo: Pat Robertson

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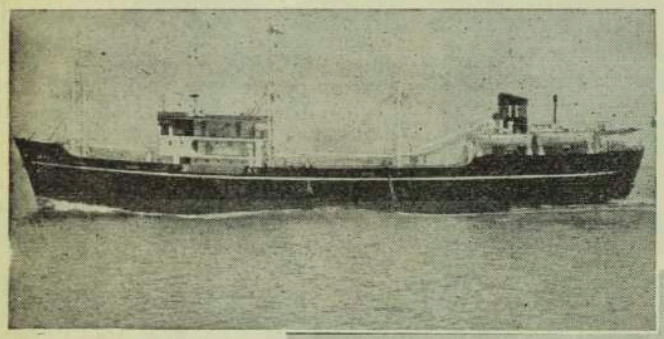

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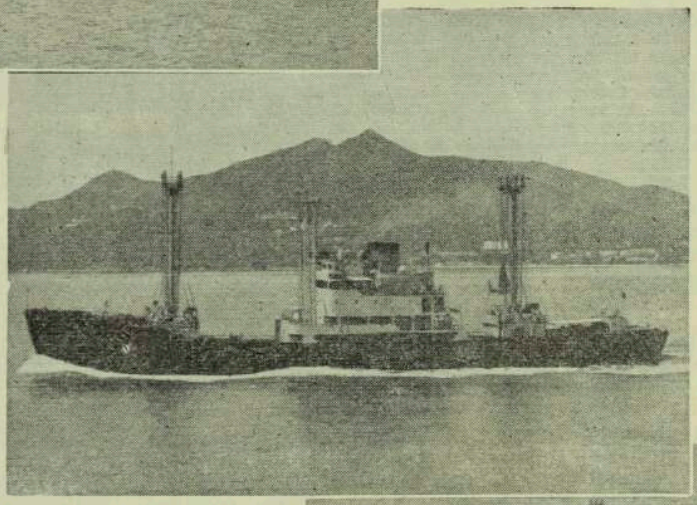
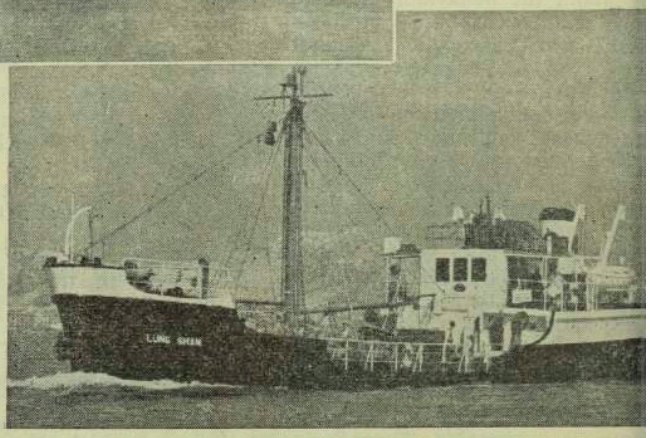
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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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The Smallest Ever?

fter an official Admiralty ewell, the smallest ever craft r to attempt to sail around world was due to leave tol, England, with crew of e, on August 26.
lamed "Spartan Spirit", and t in the owner's garage, the muda rigged vessel measures ft 6 in. long. On board will the owner, Mr. A. H. Wake- l, ex RN, Ian Dunham, aged ex Merchant Navy, and Tom , aged 20, a "former painter decorator".
he Admiralty and its con- tors have taken part in the arations for the voyage with ice on equipment which in- les solar stills for making h water. The voyagers will y out experiments with k repellents and test equip- t for the Royal Naval Life- ng Committee.
PRO statement that "much ul data on survival will be ed" from the voyage seems ast a cautionary note over voyage which will be from t to East with Pacific ports all at Suva, Tonga, Tahiti, er Island, and Panama, end- in Bristol in "September, ".
t present the "smallest ever" have made the voyage is kka" but no doubt some espondent in Outer Mongolia riting to tell us that his first in (once removed) sailed 18 ft 5½ in. craft from the dington Canal Junction to upper reaches of the Amazon back!

anaged to reach the shore. Both ere injured by coral.

NORFOLK PLANS: An officer e Commonwealth Department rks spent a fortnight on Nor- sland in August investigating he sealing of roads and the lity of establishing a harbour. er, he was more concerned he roads than the harbour, and opes that the visit might mean nite move was at last being to give Norfolk a port of are likely to be unfulfilled. roblem of where to put a decent place of the present landings gston and Cascades, on oppo- ides of the island, has been ing official minds for so many years that it is difficult to know when plans were first mooted. Recently there have been hopes that a plan involving hot air (*PIM*, June, p. 105) could be adopted but this is likely to be a last resort, as it is very expensive. The recent official visitor will make a report on the subject of possible sites for a harbour but there are no plans to get the subject finalised once and for all, and it may still be years yet before any firm proposals are made.

● RABAUL VISIT: The Norwegian bulk-ore carrier MV *Trefonn* arrived in Rabaul in August to put ashore for burial a seaman who died of a heart attack. The new 13,000-ton motor vessel was on a voyage from Sydney to China when the seaman died, and the man's family in Norway radioed a request that he should not be buried at sea but should be cremated or buried ashore at a convenient port.

● GEIC RECRUITING: The MV *Sinkiang* is this year engaged on the annual recruiting and repatriation of GEIC phosphate workers at Ocean Island and Nauru. She began work in July under charter to the British Phosphate Commission. This year 480 workers are being recruited for

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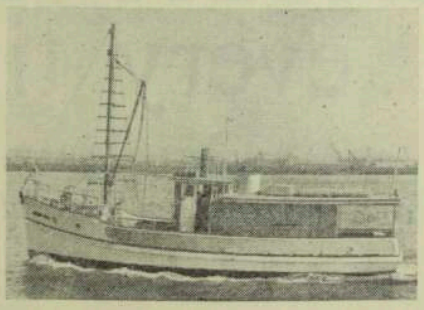

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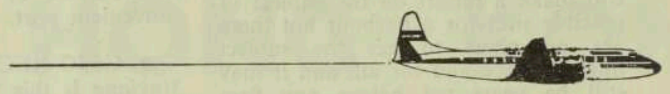

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KING UP. This is how the "Maria del Mar" looked in August on the reef at Santo, she went aground in March. Captain Frank Sadler, master of BP's "Tulagi", told " that her back appeared to be broken. The evidence of it seems to show in the photograph.

yment at Ocean and Nauru, and orkers are being repatriated.

LONG SAIL: Fiji's newest canoe—the 42-footer built re- at Kabara in the Lau Group— seen in Suva for the Hibiscus l in late September. She will ed the 155 miles from Kabara a, bringing a group of islanders vill perform dances. Greatest t will probably be in the canoe (*PIM*, August, p. 45).

FISH CANNING PROJECT: to start a fish canning industry uka, the former capital of Fiji, evealed in August. A company nominal capital of £250,000 is ring the project.

of the directors, Suva solicitor, laurice Scott, said Levuka had hosen as the site for the cannery e it had good wharf facilities, ccess to the fishing grounds and gs near the wharf suitable for ery. He said the fishing ships be Japanese-manned and the s would be Japanese but there be employment for local

said shares would be available public and it was not expected here would be any difficulty in capital. He added that he not say when the company start operating but fishing s were coming from Japan to o the details of the scheme.

SAD SOUVENIR: Recently on the shores of Lifou Island Loyalty Group was a bottle ining a message that had been n overboard by lone navigator Clabaut in May, 1960. The message in the bottle asked the finder to send the paper to the French naval newspaper, *Cols Bleues* in France. The bottle, the 86th thrown overboard by the late Guy Clabaut took a year to reach land although it was close to land at South 22 deg. 20 min. and West 174 deg. 41 min. when tossed overboard. At the time Clabaut was making his solitary way around the world in the tiny yacht *Eole* and suffered great privations on the last stage of the voyage to New Caledonia. He arrived at Mare island in the Loyalties in an exhausted condition and was flown to hospital in Noumea. He failed to rally and died in Noumea in August, 1960. His body has since been returned to his homeland, Morocco. His yacht still lies at anchor in Noumea's Bai de Moselle.

● LAUTOKA WHARF: Letters of protest have been sent to the Fiji Government over the fact that the £1½ million Lautoka Wharf can still only accommodate one overseas ship at a time. The Government shelved a plan that the north face of the wharf be dredged to 24-feet, although the contractors were still on the job at the time. Lautoka Chamber of Commerce has been asked by the Government to make a "case" for the extra dredging, which would allow ships like *Matua* to berth at the north face instead of having to lay off in the stream and be discharged by lighters.

The Chamber is reported to be annoyed by the Government's answer, and also by a strong rumour that shipping interests are not particularly interested in bringing cruise ships to Lautoka, because of the alleged danger in passing a ship tied up at the CSR wharf.

Captain J. Mullins, doyen of Fiji pilots, told *PIM's* Lautoka correspondent, that except in very bad weather, there was plenty of room for any ship, cruise or otherwise, to come to the new wharf.

● FRENCH ARE COMING: The Commander in Chief of French Forces in the Pacific, Rear Admiral Martinez, will visit Suva in the French warship *Francis Garnier* for four days of the Hibiscus Festival on September 19 to 22. Some 170 *matelots* make up the complement of

FAREWELL. Goodbye Sydney! said these Papua-New Guinea naval ratings when they took the RAN Lighter MRL253 from Sydney to Manus Island, NG, in July. Sixteen of them had arrived in Sydney a few weeks previously with a lighter from Manus. ("PIM", August, p. 99). Photo: Sydney "Daily Telegraph"

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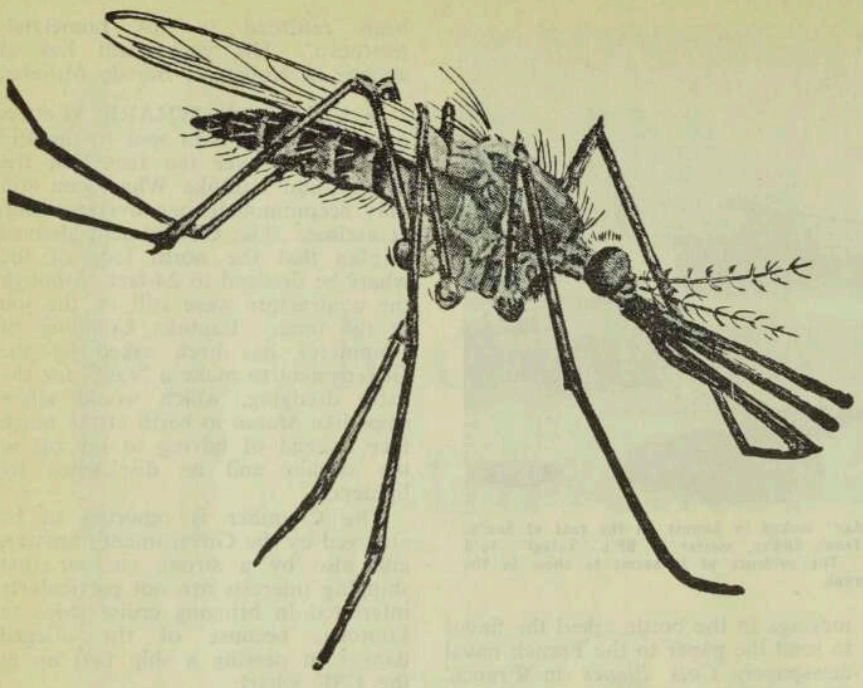

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the French warship which launched in 1936, and has a of 36 knots.

News of Cruising Ya

● *TURINGA*, 40-ft ketch, by Messrs. J. Crooks, P. Baxt J. Hargreaves, all of Southlan was due to sail from the B Auckland during August on t leg of a world tour. The ke been built during seven years time project for the voyage wh take three years.

● *BLUE PETER*: 63-ton can yacht with owner Bill his wife and a two-man Ph crew, last reported as being a sight in Hollandia (*PIM*, July, was reported in Wewak at t of July. She later went on to and then headed for Rabaul, some trouble and was towed Madang. *Blue Peter* was Hongkong, entirely of teak, a Rabaul she intends to sail for

● EX *MOONFLEET*: A note from Wewak, NG, tells Joe Pachernegg is thinking o on a tour again. Joe arr Madang at the end of 1959, a out from Suva in the staysail s *Moonfleet*, formerly the *K* Hawaii, and began work as fessional seaman. He is m the MV *Rouna Falls*, Wewak, renamed the *Moonfleet*, *C* Says Joe: "It's a name which right out of Homer's Odyss means the old ocean himself. put a fair amount of work i and she is now almost comple constructed—re-fitted and re

Where Are You?

Where are you, yachts How long will you be Where are you headed for What are the names of crew? "PIM's" yachting co are for the convenience of y cruising the South Pacific. years they have been a office in which cruising y men keep in touch with other's movements. The bes to have the movements of yacht listed in "PIM" is to us a line regularly yourself it from port to port. A lines on a card will do.

Tell others, through "PI

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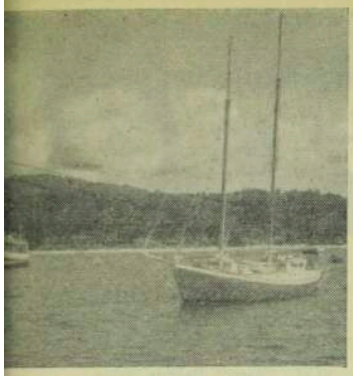

hernegg, in Wewak, aboard his staysail r "Okeanos" (formerly "Moonfleet") he hopes to take on another cruise ar. See page 110. Joe is master MV "Rouna Falls", seen at left, with the "Okeanos" on the right.

is plenty of room in the 39-ft islander. Now I am making to depart in March next year pan, Hawaii, Tahiti, and perhaps th America, the Galapagos and ly Europe. But . . . sail a f that size alone? Certainly I am looking for a crew now. ne or two red-blooded fellows, llows with the right sort of iasm with a few quid in their , who are prepared for dis- rt, but are willing to do things o places".

APELLA, 43-ft ketch, sailed Roslyn, Long Island, USA, on 0 on a 12,000-mile voyage to arshall Islands, where she will d to transport Roman Catho- ests, medicine and food among ed mission stations. Her pre- owners, Mr. and Mrs. Jack will remain aboard to operate ip for the Jesuits. They will rve as lay apostles in the Mar-

ella (meaning chapel) has un- e a four-year refit to make her to operate for a number of without repairs. She is diesel ed, with Neoprene sheeting he entire hull, with fibre glass he cast iron keel of the boat. *la* will have its own radio station, built by Binns to receive and transmit commercial traffic. Call sign is WKBG. Route to the Marshalls will be through the Panama Canal, via Galapagos Islands, Marquesas, north of Tuamotu Archipelago to Tahiti, on to Rarotonga, thence to Tonga, Suva, through the Ellice Islands to Tarawa and on to the destination at Majuro Atoll, in the Marshalls.

● *PATSY JEAN*, 28-ft ketch, from Opononi, NZ, cleared Rarotonga for Hawaii on June 10 and after stops at Aitutaki and Penrhyn arrived at Christmas Island on July 9. *Patsy Jean* is under charter to Allan McQueen and Brian White of Rarotonga and with them is Amosa Marsters, a Cook Islander. Brian White is believed to be looking for a new boat and is keen to see the catamaran type popular in Hawaii, suitable for ocean cruising.

● *SIREN*, rebuilt trading ketch is being operated around the Cooks by *Patsy Jean's* owner Don Silk, and former crew mate Bob Boyd, in an effort to accumulate funds for further cruising.

● *DUCHESS*, a schooner owned and skippered by Mr. Ferris, arrived in Honolulu early in August, 31 days out of Bora Bora. (Over)

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Six Bitter Bachelors

'laiming that they couldn't what they wanted in erica, six bachelors sailed n San Francisco in August on 5-foot schooner on a Pacific ige to find the perfect woman, so they say!

kipper of the cruise is Merle rson, a 30-year-old building ractor, who said he had heard idea of the perfect woman d be found in Australia.

he rest of the crew claiming American society and culture a bad streak in it, comprise ccountant, a manager of a ling alley, a disc jockey and V executive.

he schooner's first stop is to he Marquesas.

fter this advance publicity, A" feels that the chances of frisky but eligible men hing Australia as bachelors is remote.

ght now, the girls are sound- the tocsin from Tahiti to ni.

RAMONA, sailed by owner m McDougall, also arrived in ılu, in August, 22 days out of iva.

REKKA, a yawl skippered by Guzwell, accompanied by his Maureen, arrived for a short Honolulu before returning to inland in August where Guz- lans to sell *Trekka* and build ing larger.

VESTWARD HO!, 53-ft yacht cruised the South Seas a few ago has been sold in Honolulu oung preacher who plans to is large family to the remote of the Pacific to spend his time ting the natives. He has never t on a boat before. *Westward* a highly developed racing e, will make an unusual sight the copra schooners.

MARIE CELINE, a schooner y in Tahiti, has been sold to Barkhorn of Honolulu.

TRANS PACIFIC RACE, the yacht classic from Honolulu, ed outside entries from the Navy, Japanese Government rom Canada. Australian-built *Peer Gynt*, owned and skippered by Gordon M. Morrison of San Francisco YC finished 10th in her Class and 40th in the fleet of 41. Winner of Class A, was the 66-ft cutter, *Nam Sang* of Newport, while Class B was won by *Ichiban*, 50-ft sloop; Class C, by *Nalu II*, 46-ft sloop; and Class D, by *Vamonos*, 36-ft sloop.

● *YANKEE DOODLE*, 40-ft American yacht on a two year pleasure cruise, hit Belcher's Rocks, off Makuluva, about 10 miles from Laucala Bay, early on the morning of August 22. The steel-hulled yacht, sent out a distress signal to VRO Suva, and an RNZAF launch left Laucala Bay to take the yacht in tow. Later, the Pilot launch *Seniceva* took over.

Skipper, Mr. Jack Marston, his wife Diana, 11 year old daughter Dale, and a New Zealand couple, John and Marilyn Smith who joined *Yankee Doodle* in Honolulu, were aboard the yacht when she struck the reef and was carried over. When the yacht hit, a steel cleet pierced Mr. Smith's foot causing a deep wound. Later in Suva, the *Yankee Doodle* was to be put on the slipway to assess damage. She did not take in any water after she hit. Next call after Suva for the yacht will be Auckland.

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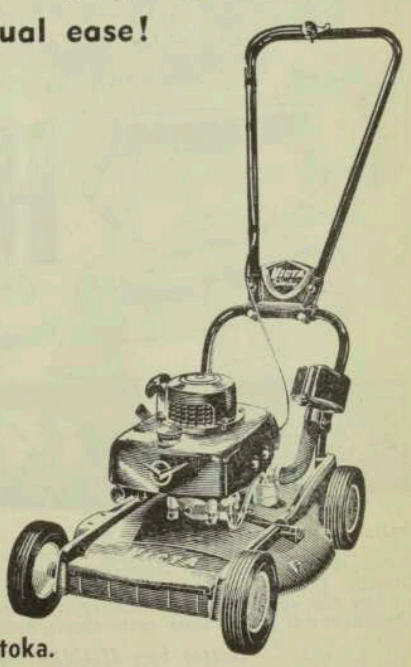

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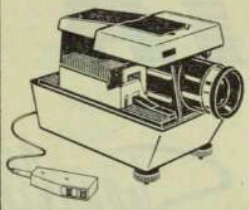

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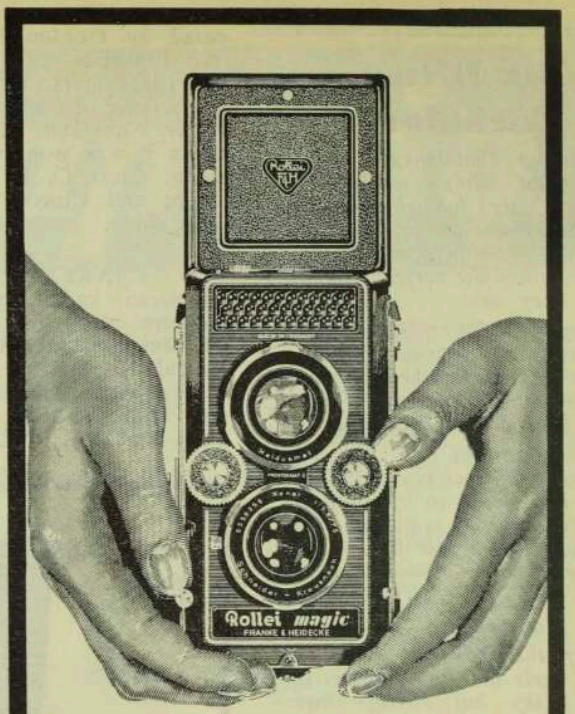

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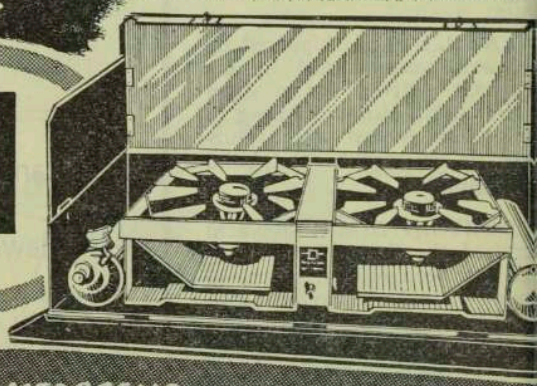

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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

ber Cheques Are A Fiji Problem!

ering a cheque when there are unds to meet it will be an e in Fiji subject to a maximum ty of a year in gaol, if the Fiji ative Council approves proposed dments to the law shortly.

e new proposals, if approved, place on the drawer of the e the obligation to prove that nestly believed he had sufficient in his account when he made he cheque.

e prevalence of "rubber" cheques irly wide spread in the South c, but a lot of Fiji people got a when the Attorney General, Mr. . Greenwood, in explaining the proposals in August, mentioned in Fiji the "number of cheques noured through lack of funds g the last two years has been ly stated to be just over 18,000".

'll Sail The fic The Hard Way

o parties of would be South adventurers were having starting in different United Kingdom in late August.

e was Jim Wakefield and two nates in the 18 ft 6 in. Bermuda- d sloop *Spartan Spirit*. The other pt was organised by a super- ist named Victor Hudson, who rying to get the 250 ton schooner *more* under way with a mixed and female crew, who each had £Stg.130 for the pleasure of a months "cruise" to Australia by of the Panama Canal and the ic Islands.

ven of the adventurers have quit are demanding their money back ich puts Mr. Hudson in a spot. says he will have to mortgage ship to get that much money. rot seems to have set in when skipper—Captain Graham Gain—inted 19-year-old Janet Adams as mate. (Captain Gain and a crew of nine set out for New Zealand from the UK in a 47 ft fishing boat about three years ago. They crossed the Atlantic but were wrecked off British Guiana).

Spartan Spirit sailed from Bristol on August 26 but didn't get further than Avonmouth due to a leaking valve. Nonetheless this is a much more workmanlike adventure and Wakefield and the two young men who are sailing with him expected to get going shortly afterwards. They plan a two years cruise around the world but they are doing everything the hard way.

They will sail east about—which means into the wind and currents for most of the way; and they will undertake starvation diets and other survival exercises for the Admiralty.

They expect to take two years and after crossing the Mediterranean and Indian Ocean be in mid-Pacific about a year from now. If successful *Spartan Spirit* will be the smallest craft to have made such a voyage (*Trekka* was about 18 inches longer).

The cabin in which the three men will live is only 8 ft 3 in. by 6 ft 6 in. and "sitting height". Owner-skipper Wakefield has had good training for this, however—12 years in submarines.

Mrs. Kaputin Replies To Critics

Mrs. John Kaputin, 24, the West Australian girl who married Tolai John Kaputin, 22, in Port Moresby on July 17 (*PIM*, August, p. 130) protested in a letter to the Perth Press in August that her doings had been misreported.

In a letter published in *The West Australian* on August 5 she said she was amazed at the inaccuracy of some reports in Perth newspapers and wanted to clear up a few details.

She said: "Up to now we have tried, unsuccessfully, to avoid all publicity, in spite of certain 'statements' my husband and I are reported

These Won Awards in TEAL Competition

Photographs of Islands scenes won places in TEAL's 21st Anniversary photographic competition, results of which were announced in August. First prize was shared by an Australian, Father Leo Dundon, of Port Lincoln, South Australia (for a water ski scene), and a New Zealander, Olaf Petersen, of Auckland (for an early morning scene at Milford Sound). They will share first and second prize money of £75. Fourth prize was won by Mr. E. C. Wilson, of Sydney, for his photograph, above, of palms at Levuka, Fiji, and a merit award was won by Mr. T. S. Withers, of the "Blue Lagoon" cruise, Lautoka, Fiji, for the portrait above of a Fijian boy. The competition attracted 83 entries, 50 of them, including all prize winners, will be displayed shortly in Auckland, Wellington, Christchurch, Sydney and Suva.

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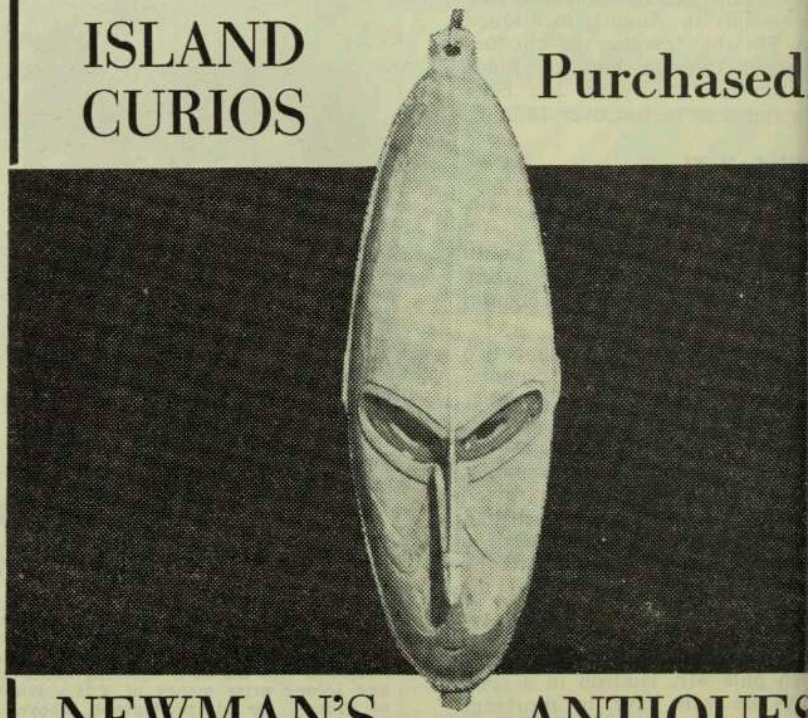

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have made. We have made no ment to date other than that we face our problems when we e to them. My parents also were rted as being 'far from happy t their daughter's wedding', reas they, too, have made no ment."

Mrs. Kaputin made these points:

She and her former husband, ol-teacher John Lake, had never asked to leave the Territory, nor John Kaputin been asked to leave Teachers' College. Kaputin had doubtedly realised the difficulty supporting a wife on a trainee her's allowance".

The Administration had not e any attempt to discourage her riage.

Her husband had not been nished" by his people, and they been told that when they wanted eturn to Rabaul, which might be e time in the future, there would o opposition.

The report that her husband had seen "barefooted, wearing a ki shirt leaning against their ugated iron flat" had caused them sement because it tried to create impression which was far from Kaputin was a better dresser many Australians, added Mrs. utin.

tival and First cific Games Coincide

isitors to Suva in 1963 for the gural session of the South Pacific nes will also have the opportunity eeing the famous Hibiscus Festival. formally the Festival is held in the d week of September each year, the date will be altered in 1963 that the Festival will follow im-diately on the Games, which are e held in the first week of Sep-ber.

pproval for the Games was given the South Pacific Commission last r, and in March a special meeting South Pacific sportsmen and Gov-ment officials mapped out the ails and established the South ific Games Council as the or-ising body for the Games (*PIM*, ril, p. 53).

rfolk Whaling 'Slow'

The Norfolk Island whaling season progressing slowly this year, inly because of bad weather. If rate of catching is not stepped soon it is possible the full quota l not be taken. The two additional all chasers which began operating

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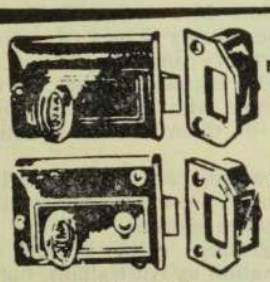

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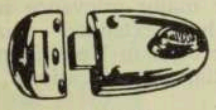

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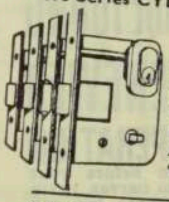

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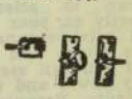

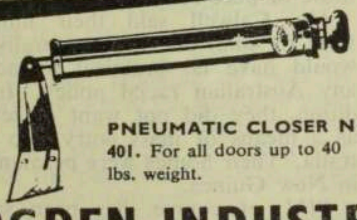

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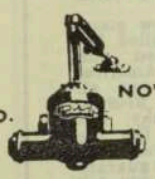

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for the first time last year are not being used this year.

Reports say that one heartening feature of the season is that the overall size of the whales caught this year on the average are larger than last year's. It is possible that the whales caught are based on a different stretch of Antarctica than has been thought, and proof of this could result in a larger quota for the Norfolk Island sector. Bigger profits for the company would mean better economy for Norfolk.

The season got off to a difficult start when the local whaling inspector resigned and employees demanded a wage increase. The company made an offer which was rejected, and the matter was determined by agreement by an arbitrator, Mr. T. Jackson, the Chief Magistrate. This resulted in wages better than the company offered, but less than the men had asked for.

Mr. Calwell Supports Citizenship Claims

The long fight by the Euronesians of Rabaul for Australian citizenship may finally get somewhere now that they have a strong supporter in the form of the Australian Leader of the Opposition, Mr. Arthur Calwell.

In the closing stages of a tour of the Territory in July Mr. Calwell offered his support to the 500 mixed race people who want citizenship.

Most of them live in Rabaul and district.

They are descended in general from Australians, Germans, Malayans and New Guinea natives.

Immigration rules prevent their naturalisation as Australians, but their part-European background prevents them from being New Guinea nationals.

Their major grievance is that Australia has extended citizenship to Chinese born in New Guinea or with residential qualifications in New Guinea.

The mixed race people claim that their part-Australian background gives them greater rights to citizenship than those of pure Asians.

Mr. Calwell said their numbers were so small that their naturalisation would have no practical impact on any Australian racial policy. In addition, they did not want citizenship as a means of mass entry into Australia. Their homes were permanently in New Guinea.

PIM, of course, has been saying this for years, and the mixed race people have many other champions, yet so far there has been little result—although Mr. Hasluck *almost* gave them relief a few years ago.

P-NG Police Commissioner, C. Normo

P-NG Police Force Will Be Separate

The P-NG Legislative Counci possibly see in its Budget sessic September 19 a bill to create Royal P-NG Constabulary a separate authority, distinct from P-NG Public Service.

The Police Force has been pa the Department of Civil Affairs in August this department abolished. At the moment, pe enactment of new legislation, a Department of Police has been e lished within the Public Service when the force becomes a sep authority it will be directly respor to the Administrator.

Pumice Suggested As New Fiji Industry

In the search for new ways to money for Fiji (or to save mone using Colony products instead o ports), attention has been dir recently to experiments carried o the Mines Department with pu stone.

As Dr. M. J. Rickard, Geolc Survey Department, told membe the Fiji Society recently in a lec pumice has wide application building, road-making and in culture.

Two known deposits exist in Colony—at Malau, eastwards Labasa (Vanua Levu) and at L near Suva (Viti Levu). Malau posits appear to be extensive.

Dr. Rickard suggested that pu might not only be used locally might form the basis of an e

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try, say, to Australia. The e concrete block industry is ng in USA, where it has been ished for nearly 20 years.
far as local use is concerned, ver, one experienced builder had o say: "The inherent difficulties ntrolling the water-cement ratio ther difficulties, in Fiji, are likely so high that only high-grade ctors would possess the neces- quipment and staff to handle it. ontractors are plainly careless ndling cement concrete: they be far harder to supervise handling this rather 'touchy' ete. The obvious saving in first likely to be well offset by extra handling charges."

Tests for New-Type able Huts

Australian Army, according to ort we've got, at last believes the comfort of its soldiers d also be considered where- ossible". To this end, it is now in New Guinea, at Wewak Vanimo, an ingenious develop- ment in portable accommodation—the "Billy-Hut".

Brisbane-manufactured, it folds up into a strong carrying case measuring 12 in. x 48 in. x 96 in. This case becomes a solid waterproof wooden floor when the hut is erected. It can be taken out of its case and put up in 15 minutes, without tools.

Close fitting joints, wooden side panels and fibre glass screening seal out wind, rain and insects. The hut is claimed to be cool in hot weather, warm in cold and dry in wet. The standard unit has a floor space of 8 ft. x 8 ft. and provides sleeping accommodation for four, but units can be joined to make double sizes.

Many units are now in use in Australia by geological and oil exploration parties, construction gangs, etc., because of their ease of transportation and erection.

DNEY. These two young ladies of ly related branches of the Tahitian met at the Polynesian Association of . Left, Miss Myra Quintal, Norfolk and Mademoiselle Louise Taarea, of Tubuai, Austral Islands.

Father and Daughter Drowned in Ba River

When the borrowed Land-Rover he was driving at night ran off a bridge at Yalalevu, Mr. Hari Shankar and his two-year-old daughter, Rajani, were drowned in Ba River, Fiji, in August.

Though police were soon at the scene and dived repeatedly into the river, Shankar drowned before he was found and brought to the bank. They were guided in their search by the vehicle's lights which still shone under the water.

The child's body was not recovered until the following morning.

Mr. Shankar, aged 48, was a well-known businessman in the NW district, where he was manager of Pacific Agencies Ltd. at Ba. He was a Ba Town Board member, and secretary of Ayra Samaj and DAV College.

Thirty Reported Killed In NG Tribal Attack

Two Government patrols went into Kukukuku tribal country south of Menyamya in August in search of natives who had massacred about 30 villagers in a single raid. One patrol left from Menyamya and the other from Kerema, planning to meet in Yaba village, where the massacre took place. Director of Native Affairs, Mr. J. K. McCarthy, said that the work of the patrols might take some time—possibly two months.

Report of the murders was received in Port Moresby on August 9. The report said that warriors from nearby villages had visited Yaba on the pretext of acknowledging a chief.

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They had gathered the Yaba together and then suddenly a and killed them.

Most Kukukuku are peacefu days but those who live on the side of the border, in ext rough country, are still liable t out traditional fighting raids.

Some of the reports from Moresby of the affair free referred to the Kukukuku at as pygmies and this brought a in a letter to *The Sydney M Herald* from former Patrol J. P. Sinclair.

Wrote Sinclair: "I had consid patrol experience of the Kuk 10 years ago and I can assu these people are not pygmies. are typical New Guinea mo dwellers, shorter than many but a long way from fitting t cepted definition of a pygmy".

New Trans-Pacific Air Record

A Qantas Airways Boeing turbo-fan jet on August 19 ma fastest flight ever by a comm airliner between San Francisc Sydney. The trans-Pacific cr took 13 hours 44 minutes, 70 mph headwinds on the fina tor of the 7,600-mile journey.

The Qantas aircraft *Winto* San Francisco at breakfast, too for morning tea in Honolulu, re Fiji for lunch and was in Sydn afternoon tea. The sector times San Francisco-Honolulu 4 hou minutes; Honolulu-Nadi 5 hou minutes; Nadi-Sydney 4 hou minutes.

The turbo-fan bettered by hours 9 minutes the previous record for a trans-Pacific cr between San Francisco and S of 15 hours 53 minutes set in It also reduced from 9 hou minutes to 9 hours 28 minute previous unofficial flight Honolulu-Sydney set by Panan February.

Qantas will introduce the fans into commercial service a month. They will cut an ho the regular trans-Pacific flight.

American Samoa Now A TEAL Stopping Place

On September 3, TEAL aga cluded regular stops at Samoa Coral Route flights linking NZ Fiji and Tahiti.

The Samoan link uses Tafun port in American Samoa. Call be made on both eastbound westbound weekly Coral Route

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Police Chief In Good Company

From a Suva Correspondent

Among the prominent citizens of Fiji who were fined in the Suva Magistrate's Court in August for traffic breaches was the Police Commissioner, Mr. R. H. T. Beaumont.

The Police Commissioner took the publicity in good part.

The immediate question asked by the public was, "Who was the constable who booked his chief for driving an unlicensed vehicle?"

Apparently another citizen had been booked for a similar offence, and this citizen soon afterwards became aware that Mr. Beaumont's vehicle registration had not been renewed.

The citizen made a report to the police station, and it eventually reached Mr. Beaumont who, mentally unbraiding himself for his oversight, directed that a prosecution of himself follow.

Mr. Beaumont was in good company the day his case was dealt with. Lawyer-MLC John Falvey, Suva City Council traffic committee chairman Harvey Hunt, Supreme Court Registrar George Yates, and John Dunnage (one time flying mate of "Smithy" and now manager of the Fiji Broadcasting Commission), all pleaded guilty to minor breaches.

Four doctors were in the list, and there was also a female Government servant from the Secretariat. In 13 cases fines ranging from £2 to £2/10/- earned £28/10/- for the Colony's revenue.

. From Tafuna there will be ar connections by the local Poly- n Airlines with Western Samoa. ew schedule is: (Local times) e Auckland 7 p.m. Sunday, e Nadi 10.45 p.m. Depart Nadi a.m. Monday, arrive Tafuna a.m. Sunday (crossing Inter- nal date line). Leave Tafuna a.m., arrive Tahiti 12.50 p.m. ay.

turn services depart Tahiti 7 Monday, arrive Tafuna 10.25 Leave Tafuna 11 a.m. Monday, e Nadi 12.40 p.m. Tuesday. De- Nadi 1.30 p.m. Tuesday, arrive land 5.20 p.m.

e new timetable improves the ection at Nadi for North rican-bound passengers from land and also enables Tahiti- d passengers from Sydney to fer at Nadi from Qantas to the L Electra serving the Coral e.

r eight years to last September, L made regular calls by Solent -boat at Apia, Western Samoa. connection stopped when the t was withdrawn from service. Cook Islands, which were also of the Solent service, are still ut an air service because there suitable airstrip.

erican Yacht rested" in Madang

American whose yacht was sted" at Madang, New Guinea, ugust, says he will claim damages the shipping line which towed acht into Madang.

The American is Mr. W. L. Phillips, owner-master of the round--the-world yacht, *Blue Peter*.

The 5,000 ton British freighter, *Fleetbank*, had towed *Blue Peter* into Madang two weeks previously when she broke down on the way to Rabaul.

Later, the ship's owners, Bank Line Ltd., issued a writ in the Papua-New Guinea Supreme Court, claiming £300 salvage in respect of the tow.

A court officer flew from Port Moresby to Madang and nailed the writ to the mast, "arresting" the yacht.

Mr. Phillips, who is an American businessman, left the yacht at Madang and flew to Rabaul where he had talks with a solicitor.

Blue Peter, 63 tons, was built in Hongkong of teak and Mr. Phillips and his wife and a crew are sailling her to the American Pacific coast.

Port Moresby's 'Intolerable' Over-crowding

Over-crowding in native homes in Port Moresby was reaching "intolerable proportions" according to a senior officer of the Port Moresby District Office in August.

He said officials the previous week had discovered 11 families, totalling 58 natives, living in a one-room shanty on the outskirts of the town.

Earlier, the Central District Commissioner, Mr. F. Kaad, had told a meeting of the Central District Advisory Council that the influx of out-back natives into the town was causing serious town problems. Out-back villagers were also being divested of their young men.

Authorities estimate that there are about 19,000 natives in Port Moresby now, with the figure being enlarged daily.

This problem is to be investigated in the next few months by a team from the Australian National University's New Guinea Research Unit, which will look into urbanisation problems in the Territory (*PIM* August, p. 18).

Apia Reported To Be Planning a 'Cabaret'

According to an Apia report, a local man, Mr. Emelio Fabricius, will shortly submit to the Administration for approval plans to construct a cabaret dance hall on the Apia foreshore. The cabaret will be designed in the manner of a ship's

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Cockroach Watcher Advises

The man who has spent years watching the habits of cockroaches to find out how best to control them says: "You must cockroach proof every nook and cranny in your home with a long-lasting insecticide. By attacking and killing those you see, you only get to a fraction of those present. To guard against night intruders, sprinkle Pea Beu Powder on sheets of newspaper and place on the kitchen floor. This enables you to use the powder over and over again. Pea Beu Powder is the finest cockroach proofer you can use for this purpose as it is everlasting, non-poisonous and odourless.

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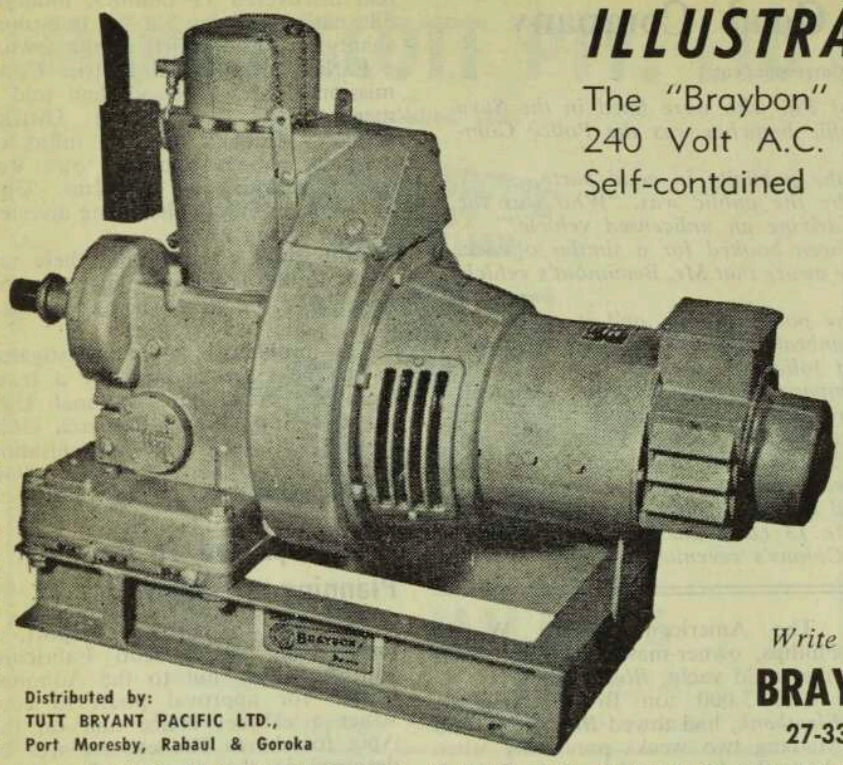

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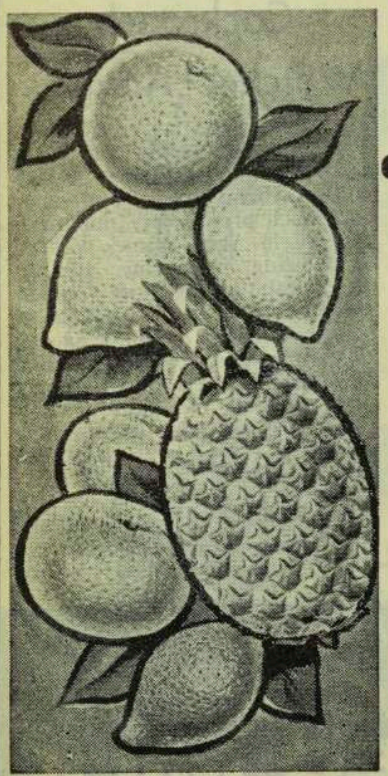

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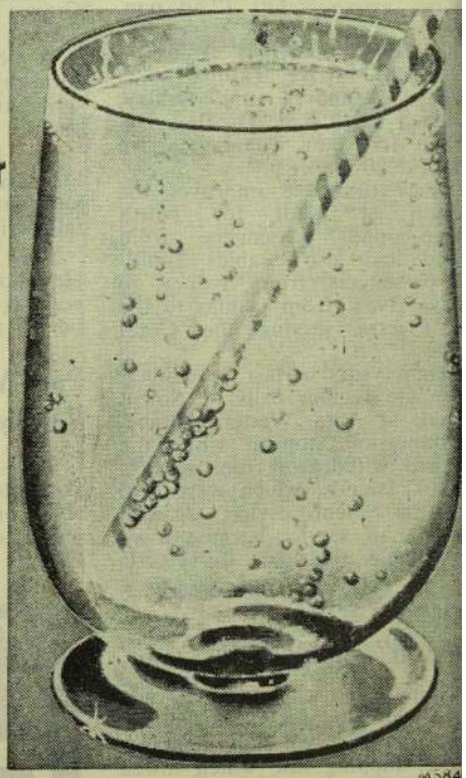

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ge and "the whole construction be along the lines of a pirate of old". Work is expected to two years.

ecause of West Samoa's peculiar or laws, the term "cabaret" has fferent meaning in Apia than elsere. Liquor is tightly controlled Samoa keeps up the pretence it must be rationed out for dicinal purposes only".

o Wages Hearing npletes Job

special Wages Committee at the of July completed its investigainto wages in American Samoa, forwarded its findings to the Secy of Labour.

e Committee recommended ines in minimum wage rates for mber of industries in American a, including fish canning and ssing (from 75 cents an hour to nts).

e committee comprised emes, employers and members of public. Three of its members from America for the sittings.

esby Trouble r Baby-Sitter

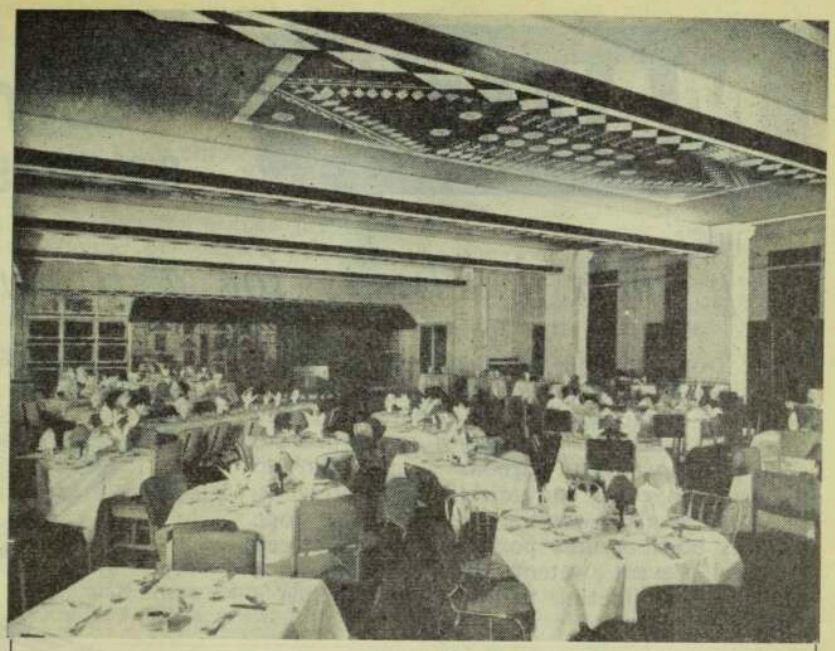
Port Moresby native—one of al who behaved threateningly Central District Officer Dave h was picking up his babya native girl, from the local markets—was fined in August harges of insulting behaviour f having behaved in a threatenanner.

e court was told that Mr. Marsh picking up the girl in his car a whole group of natives ly gathered. One native tried to the car when Marsh started to away. The native who was Mohea Moro, spoke rudely to irl and said he didn't believe hen she said she was merely to baby-sit for the Marsh .

er at the police station he had it was wrong for Europeans to native girls out".

Ram Publicly Thanks

rim white bungalow with wide of sparkling Laucala Bay was bject of an unusual "Thanks" . in the *Fiji Times* in August. M. O. Ganga Ram in his isement frankly told the world ithout the advice and encourageof Mr. J. B. Jagannath and Shiv secretary and controller of



New Addition To Suva Night Life

Fiji's newest, an encouragement to wine, dine and dance in a natural tropical surrounding, is the Grand Pacific Hotel's Tapa Room (above). Those who built the hotel in 1914 would marvel at the changes which have come over it since Cathay Hotels (Fiji) Ltd. took over just two and a half years ago.

Apart from extensive renovations in the old building, including bedroom air-conditioning, there is the new air-conditioned wing, and now the Tapa Room, with its Polynesian atmosphere. There was a lawn where the Tapa Room now is.

There is still a small green lawn between the end of the building and the sea wall, but there is no room now for the famous marquee used whenever there was an outdoor reception at the GPH. To compensate, the eaves of the Tapa Room hang far out, and under this extension there is room for more dining tables, and even for mekes. The management plans to hold mekes for tourist ships (chiefly the Matson liners) under this eave whenever the weather is wet.

The designs of the Polynesian tapa motifs on the ceiling, ceiling beams and window pelmets of the Tapa Room were executed by a local artist, attractive Mrs. Lawrie Whiteside, whose husband is a member of the band which will play each Friday in the Tapa Room.

The dining room will seat more than 300, and on the official opening night it was filled to capacity.

The Cathay renovations are not yet finished. The proposed swimming pool has been talked about so much that many people were beginning to think it was just talk. But the GPH management has given an assurance that there *will* be a swimming pool.

supplies, Narain Construction Co. Ltd., and of Mr. Hiralal, of Millers Ltd., his housebuilding would have been a "nightmare".

The house in question is in Ragg Ave., Tamavua, where AMO Ram had bought a block of land for £750 about five years ago. When he started leave in February this year he had ideas of going to New Zealand but finally decided he could put the time to better use by building a house on the land. By subcontracting he has erected a substantial concrete-block home, with two bedrooms, carport and basement toolroom, and all for £2,500. "I knew nothing about building and so I appreciated the help I got from these men when I was buying my materials—they gave me a lot of very helpful advice and the house would have cost a lot more otherwise", said AMO Ram, in his advert.

Islands Ministers On The Future

Cabinet Ministers responsible for a vast area of South Pacific Territories gave brief views on the future of their islands in late July. (Over)

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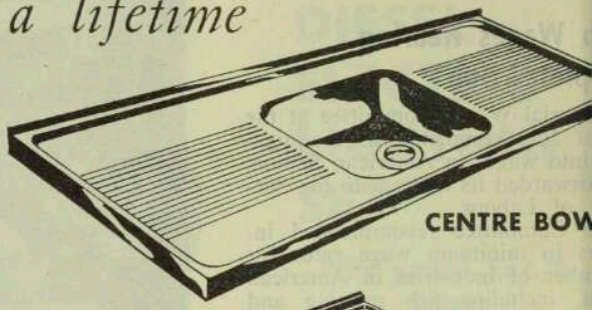

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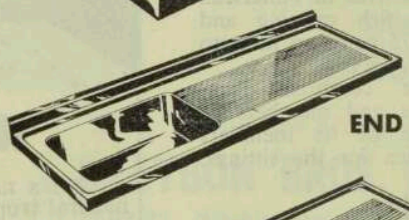
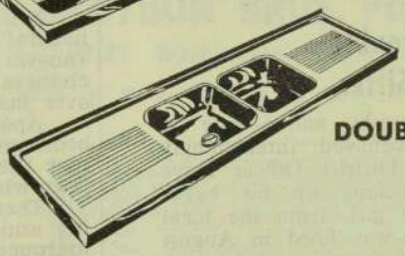


END BOWL



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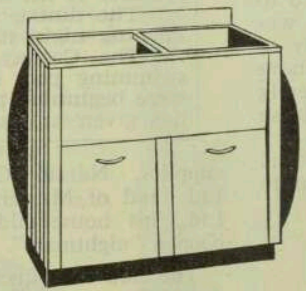

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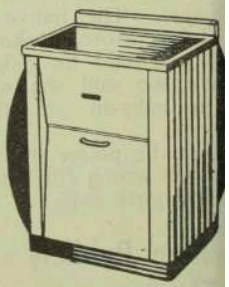

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ENCE CONGRESS. Dr. Fana'afi Ma'ia'i, rer in Education at NZ's Victoria ty, in August-September, acted as a nt at the 10th Pacific Science Con- Honolulu. Dr. Fana'afi, who comes estern Samoa, received much of her n in New Zealand on a Government hip. She later graduated Ph.D. in ation at the University of London.

tralian Minister for Territories, asluck, spoke at a Perth Rotary uncheon, and the New Zealand er of Island Territories, Mr. spoke at a luncheon of the gton branch of the Royal onwealth Society.

Hasluck said for the next 30 Australia would still have to e the engineers, doctors, ad- rators and agricultural advisers pua-New Guinea.

said the work of building up sibility was "one of the most x tasks being performed by Australian Government" and nic independence was a ry prelude to political in- lence.

bite outside pressures for the y's independence, "99.99 per of the natives would not want lia to leave. They knew they Australia".

Gotz warned in Wellington New Zealand was not pre- to make sacrifices to support territories someone else would. Gotz said the territories would rain on New Zealand for years e. "But they are our respon- ".

peoples of the Pacific looked v Zealand as a leader in Pacific "What are we to do? Do t let them live like natives?" Zealand had a responsibility e it had gone into places like ok Islands and the Tokelaus and introduced a civilisation that had helped give them the lowest infant mortality rate in the world. This had produced population problems that would not have otherwise occurred.

Now they could not even spread to other islands, because these suffered from the same troubles; the only outlet was migration to New Zealand.

As Minister of Island Territories, Mr. Gotz said the responsibility was largely his and he had "conjured up every thought" he could. "Now I pass the buck to you".

He would be grateful for any suggestion on how to cope with the problem for which the country had responsibility and which it must solve.

Mission Centenary in Ellice Islands

En route to England on leave, with his wife and three children, Rev. Brian Ranford, LMS missionary and chairman of the Ellice Church Assembly, arrived in Suva by *John William VI* from Funafuti in August.

Communication with the Ellice Islands is infrequent; and he brought news of the centenary celebrations there at the end of June to mark the coming of the Gospel to the Group.

It was brought about in a dramatic way. A Cook Islands christian named Elekana was wrecked 100 years ago on Nukulaelae reef after his canoe had drifted for some six weeks in the open sea westwards from Manihiki (Northern Cooks).

Five others with him survived, though a woman and her child were lost when the canoe was flung on the reef. They were hospitably treated by the Ellice people, and Elekana gave them his Bible and hymn book. When his companions were eventually rescued and returned to the Cooks, he stayed on.

Later, Elekana went to Samoa to

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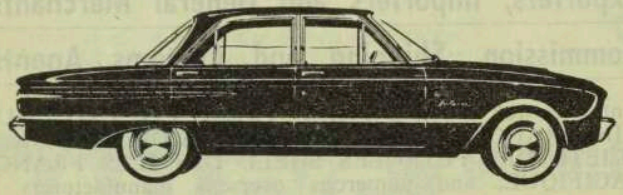

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train at Malua Theological Co and in 1865 went back to Nuku with a European LMS missio Rev. A. W. Murray, and two Sa pastors. The Ellice Islanders emb Christianity and adopted Samo the language of the church.

At the centenary celebration Putoko, great-grandson of Ele who made a special trip to Nuku from the Cook Islands.

Pacific Youth Get Together in Fiji

A Pacific Youth Conferenc tended by about 1,000 young p held at Davuilevu, Fiji, from A 26 to September 5, spent its mo in religious study and disc groups and its afternoons in petitive sports.

While the majority were Fijian Methodists, represent from other Pacific territories churches also were present. Del included 52 Tonga, 40 Samoa Australians (with two aborig 13 New Zealanders, and a spri from Nauru, Niue, Gilbert and and New Caledonia.

One of the main speakers conference was Dr. Cliff Wrig Melbourne, a well known Aust youth leader.

Organisation of the conferenc in the hands of Rev. Se Tuilovoni, director of the Met Young People's Department i He began organising these youth ferences in 1952, when 300 att the first camp. Because of his work, the Union Theol Seminary in New York has se him to undergo a programm advanced studies which he wil soon.

University View on Research Worker Row

The Australian National Uni has devised new rules for re to the Territories Department f admission of research worke Papua-New Guinea, *PIM's* Ca correspondent reported in late A

This follows the internationa which followed the Depart refusal of an entry perm distinguished British anthropo Professor Max Gluckman, difficulties with permits for research workers.

Existence of the new rule revealed in the university's report, presented to Federal ment in August.

But top-level university me

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secretive about the form of the

e report of the Research School Pacific Studies, written by the g Director, Professor Jim lson, is guarded in its references elations with the Territories rtment.

says that *in general* members of chool have maintained excellent ons with the Minister for Terri-, Mr. Hasluck, his department he P-NG Administration.

he school has reason to be ul for the sympathetic interest cial science research shown by linister and his officers, and for ractical help given to research rs both in Canberra and in the ory," it says.

one the less, Professor Gluck-difficulty does not stand alone school's experience.

ere have been previous ons on which apparent lack of ence in a new member of the or doubts about the granting ilities necessary for a particu-roject have seriously hindered ch.

e school has always sought to p a substantial programme of ch in P-NG, on account both of ientific interest of the area and university's particular respon-es as an Australian institution. at programme is about to be led—with the full support of overnmental authorities con-

the other hand, planning of h in P-NG has always been difficult than planning of work ere.

wever a more satisfactory ure for the consideration of the s requests for the admission of h workers to the Territory has een decided upon."

e Fiji's Money s From

four months that Mr. P. D. nald, Colonial Secretary, has cting Governor of Fiji, have owded with official duties, and out August he was on the

in the month he toured in the Lomaiviti Group and erywhere welcomed with Fijian nies when he arrived to inspect activities, schools, road , and new installations. He rigued at one island, Gau, with y the Fijians have provided wn telephone service by an us use of surplus and out-equipment and fencing wire.

On August 21 he was back in Lautoka to lay the foundation stone of the new Lautoka High School, which will cost £240,000, and which will give a new impetus to technical education in the North-West. The Acting Governor took the opportunity of pointing out that only £24,000 of this huge cost would be supplied by Fiji herself—the balance is coming from Britain.

He further drew attention to the fact that, although Britain has just increased her own taxes and is struggling with an unenviable economic plight at home, she has provided Fiji with outright grants of over £2,000,000 between March and July this year, apart from assistance for the Lautoka wharf scheme and the new high school.

A couple of days later he was off on a 10 days' tour of other small islands (including tiny Tavua, Southern Mamanuca group, never before visited by a Governor and where he found an impressive example of self-help—the 20 men there have bought a concrete block-making machine from copra sales to

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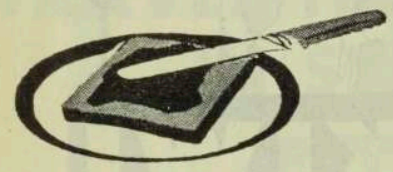
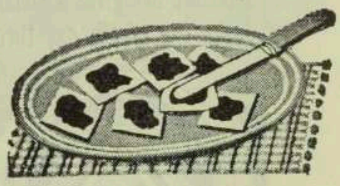
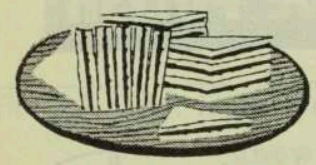


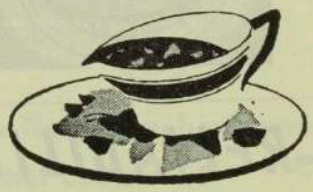
SPREADS so SMOOTHLY on toast



DELICIOUS on biscuits



SO NOURISHING in sandwiches



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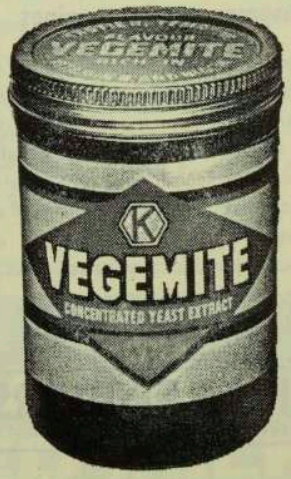

KR3

build seven concrete homes), he also visited the colourful Ya Group of "Blue Lagoon" fame.

UK Army May Seek Fijian Recruits

An approach has been made t Fiji Government about the possi of obtaining recruits from the C for service in the British Army

Certain corps and trades in Army are well below even p time strength, and a recent schen Britain to persuade National Se men to stay in the Army as re soldiers was a washout. The B Government now is making a mined effort to fill the gap attracting non-European men t service, with special inducement for a shorter term than normall

While Fijians have shown selves to be first-class soldiers p to military life, the Fiji Goverr is not making any hasty mo encourage recruitment for ov because of the adverse effec village life, when the young men

Suva's Oldest Hotel Changes Hands

From September 1, the old bourne Hotel in Victoria P Suva, opposite the Town Hall, under the control of Pearce an Ltd.

Pearce and Co. bought it a block of land behind the (Gregory House, formerly flats, was demolished in August) f undisclosed sum from Mr. and J. H. Millett. A Suva land the hotel is the capital's oldest ing been built in 1881, for Mr Reading. It was run for many by Mrs. Amelia Reading, wh Mrs. Millett's mother.

An old-style, two storey w building, it had a wide verandah both the Macarthur St. and V Pde. sides, but the 1952 hu wrecked part of it, which w moved.

Mr. B. D. G. Lawlor, direc Pearce and Co., said that M Prentice, formerly of Kadavu Co., will be the new manager. are in hand to renovate and rebuild the hotel.

New Control: Hamac Tangle Ends

Papua and New Guinea D ment Corporation Ltd. has been successful in obtaining of the eight associated Hama panies, whose tangled affairs

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the subject of court proceedings the past 18 months (*PIM*, June, 49).

n July 28, in the P-NG Supreme rt, Mr. Justice Mann handed n a reserved judgment in an ap- tion to have the Hamac group ved from a liquidation order. decision provided for a stay of dation proceedings and, in a very hy document, he set out the con- ns and guarantees to be fulfilled, hat creditors would receive all nts owing in full.

his judgment, His Honour re- d to a claim by Karlander Com- against Eriama Shipping Co. for £24,000, which had been in te. An indemnity bond for 00 would be lodged with the t to cover the disputed amount up to £3,000 costs.

us, instead of having to content with 5/- in the £ in a liquida- Karlander Company will get settlement—if its claim is sub- ated at law.

mac Holdings Ltd., parent com- of the other seven (Hotel Ltd., Morobe Hotels Ltd., na Estates Ltd., Eriama Estates Ela Services Ltd., Eriama Ship- Co., and Wanigela Plantations is now almost-wholly owned -NG Development Corporation. m the end of September, the management will direct opera- of the hotels, plantations, trad- nd other interests as the Hamac isation is re-established, recon- ed and put on a paying basis.

Copra is Sun Dried a Difference

Valentine Tarte, of the aqera Estate, Taveuni, has ssed solar heat to dry his copra, stimates that it can provide him n additional £1,750 annual in- Hot air dried copra is worth /- a ton more than sun dried. Tarte can, with his solar heat dry 10 tons of green copra to ns of dry copra with a moisture t of 6 per cent. in 20 hours. total cost of drying it is 12/- —a big difference from the ted £2 to £2/10/- a ton for fuel driers, recommended by iji Department of Agriculture w years before Tarte evolved n drier).

12/- includes the cost of husks ed to the solar heat drier e, the cost of diesel fuel for n engines, and all labour costs he operation of the plant. ciation is not included.

Tarte built his drier for about , but expects similar driers cost more as he had some materials on hand on his estate, and also some foundations and buildings were in position.

Mr. Val Tarte, a Fiji plantation owner, has harnessed solar heat to dry his copra. Here are two views of the heat absorber—a series of glass panels covered with protective wire netting. Hot air heated by the sun passes through the outlets seen underneath the absorber in the lower picture.

Photo: C. N. Friend

To obtain the best from solar heat he estimates that the area of the heat absorber could be trebled without reducing the efficiency of the rest of the plant. He intends later to erect a second absorber to absorb and feed more solar heat to rockpiles, which are an essential factor in storing and passing heat through the green copra.

Increasing the absorber area will mean less coconut husks will be required for the husk furnace which will, in turn, lower the cost per ton for drying the copra.

The plant is simple to operate and supervision by a senior or skilled estate officer is only necessary at the start and finish of drying a batch of copra. Once the plant has been put in operation it is supervised by a semi-skilled estate employee.

The plant has operated very satisfactorily and has shown a saving of £1/14/- a ton in the cost of drying copra, compared with other types of oil fired hot air driers in Fiji. The total quantity of copra to be processed at Waimaqera each year will be about 700 tons.

This will mean a saving of about £1,200 a year in drying costs. On this basis the initial cost of £3,000 for the drier will be cleared in two and a half years. Thereafter the annual saving is £1,200.

Statistical data about the number of days of sunshine a year at Waimaqera Estate was not available when Mr. Tarte set out on his project. He realised there was a greater proportion of rainy and overcast days.

Therefore he considered, and subsequently proved by experiment, that because of the high ambient temperature, much solar heat could be trapped for use on overcast as well as sunny days.

The husk furnace was combined with the solar heat to guarantee the higher initial temperature required at the start of drying a batch of copra.

The furnace also assures operation of the drier during rainy periods and the part of the night for which solar heat, absorbed and stored during the day, is inadequate.

Mr. Tarte obtained technical information about solar heating from Professor Bliss, of Arizona University, and the Commonwealth Scientific Industrial Research Organisation, Melbourne.

(Over)

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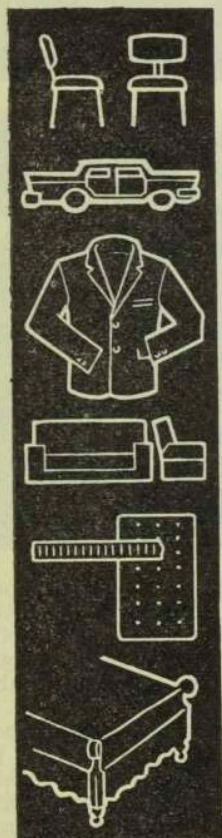

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from the hot water solar s
which is now used in many pa
the world.

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Australia's overseas airline, Q
will build a 400-room world st
hotel in central Sydney at a c
£5 million. The site, next
Qantas building, has a 200 ft
age on Bligh Street, and a
frontage on Elizabeth Street.

It is proposed to float a new
pany which will arrange for a
side loan of £3 million again
security of a first mortgage
hotel. In addition, the compan
invite the public to subscribe
million equity capital required
project. The subscription ma
Qantas itself will be from its c
sources and would involve cap
tion of the current value of th

Senator Paltridge, Australia'
ister of Civil Aviation, said th
Qantas hotel would not "ov
the amount of first-class hotel
modation in Sydney. Sydney h
over 1,000 first-class hotel roon
baths, and studies by the Au
National Travel Association
that these did not meet the
demand. Hotel projects plann
under-way, would barely keep
the estimated increase in dema
first-class accommodation.

He said the number of c
visitors to Australia had increa
per cent. in the last 12 monti
number would increase with t
tinuation of jet frequencies a
introduction of new ocean
liners. Tourist interest in A
had increased as a result of
planned overseas publicity ca
and the full effect of jet tra
vantages had not yet been fu
in Australian tourism.

Senator Paltridge said tha
1950, Qantas had held a majo
terest in the Wentworth Hot
ney, and this arrangement wou
tinue at least until the new
was in operation.

Cook Islands To Begin Flaglining Soon

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dollars of tuna which is fish
her surrounding waters eac
The Cooks don't get a cent

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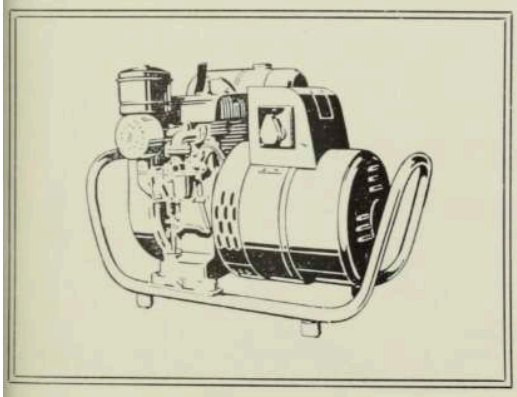

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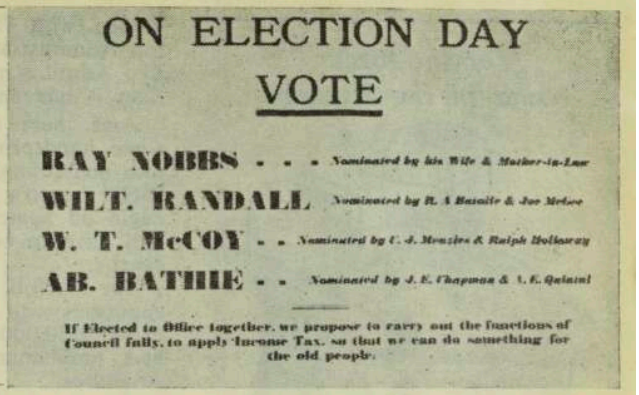
Norfolk's "Mystery Poster"

his poster, which appeared at the recent elections for he Norfolk Island Council, was a mystery. The elections ere hard fought and feelings were high at times, ut both sides denied any knowledge of this poster. It urports to support four candidates who were standing against hat is termed locally "the bloc". Members of the bloc, hich have a majority on the Council, demand that the island e allowed to run its own affairs. The only man on this oster to be elected was Mr. Wilfred Randall (his name on he poster is incorrectly given as Wilt). The mystery poster ays that Mr. Ray Nobbs "was nominated by his wife and nother-in-law". But the real sting was in the tail, where he poster said that the candidates if elected "proposed to pply income tax". Norfolk has no income tax, and a promise to introduce it was not exactly a vote-catching platform!

Photo: Raymond Hoare



oment—it all goes to the Ameri- una factory at Pago Pago.

anwhile the Cook Islands im- large quantities of fish—in tins places like South Africa.

ks Fisheries Officer Ron Powell ts shortly to begin flaglining Cook Islanders in a small way, hope of building it up into a dustry. Flaglining is tuna fish- ith the aid of hooks suspended lines underwater.

glining gear has been ordered Japan (20 baskets of five hook and should arrive soon. It will bly be used in conjunction with -ft ketch *Siren*, which two local smen, Don Silk and Bob Boyd, recently rebuilt after about 18 s' work, and which they have begun to use for trading.

and Boyd have agreed to make vailable for the experiments.

flaglining is planned to get fish cal consumption and there are ans at the moment for a more ive organisation, Mr. Powell that may come, with possibly elp of a local canning factory.

of the big problems in starting na fishing has been in acquiring but Mr. Powell has been experi- ng with two kinds of imported nets, both of which have proved ssful. One of them is the net in Hawaii, a conical hop net the opelu.

am very hopeful things will out well on this tuna fishing e," said Mr. Powell, when he through Sydney in August on ay to Auki, Malaita, BSIP, where ll lecture the SPC-FAO fisheries .

. Powell is also going ahead with ell experiments in the Cooks. August, the Manihiki lagoon pened for shell for the first time 1957. It was closed because re- were being depleted.

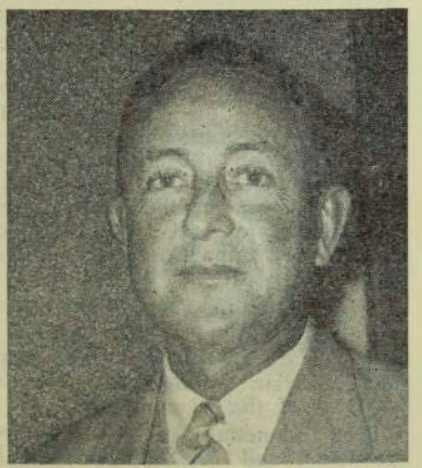
hundred tons a season can be fished, from August 1, and goon will be closed immediately the target is reached. "In the last few years the lagoon has showed good regeneration and 100 tons can be taken now without causing any damage," said Mr. Powell. "It is a good thing now that shell should be taken."

A message from Rarotonga reported that everything which would float and everyone who could walk went diving on August 1. The six licensed diving machines, which are restricted to deep water, had a poor day, but skindivers reaped a good harvest on shallow rocks and coral heads.

In training for the reopening of the lagoon, the leading skindiver of the Cook Islands, Tekake William, recently made several dives to a depth of 30 fathoms.

The export value of the shell may be up to £500 a ton, which accounts for the interest shown in the reopening of the lagoon, the report added.

While in Sydney Mr. Powell visited Mr. Hynd, of the CSIRO, who has been assisting in the shell experiments in the last few years. They have planted shell in a variety of conditions on sand, rocks, wire mesh, and even suspended on nylon rope—in the hope of farming it, so that the shell can be grown commercially.



Mr. Ron Powell, Fisheries Officer for the Cook Islands.

Mr. Powell said the results of the nylon rope experiment so far seemed to be very good indeed. The shell was growing three times quicker than other methods. Presumably it was getting its food—such thing as plankton —much easier.

Managing director of W. Gregg & Co. Ltd., of Dunedin, Mr. Chas D. Baker, told *PIM* in August that the activities of the firm's subsidiary canning company at Rarotonga was at present restricted to the processing of oranges and pineapples, but "if and when tuna are available at Rarotonga the company will certainly investigate the establishment of a tuna canning industry."

The company had no comment to make about reports that it was interested in establishing a tuna industry in conjunction with the Japanese.

P-NG Budget Up —But "Not Enough"

Australia's Territories fared better than most forms of Government activity in the 1961-62 Federal Budget.

The Papua-New Guinea vote rose to £17,465,000, compared with actual spending of £15,094,000 in 1960-61.

Most of the increase was in the grant to the Administration, £17,300,000, against £14,796,000.

The lift was regarded, in Canberra, anyhow, as a clear indication of the Government's concern at the overseas image of Australia's effort in P-NG.

Federal Treasurer Harold Holt said as much when explaining why Australia's Colombo Plan contribution was no larger. He pointed out that Australia had heavy commitments nearer home in P-NG.

Nevertheless the figure was re-

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Apia . . . . . E. A. Coxon & Co.

garded with far less enthusiasm by top Administration officials in P-NG. The Administration wanted far more than it has been allocated.

And there are now likely to be some handsprings to get plans back into some kind of shape before the P-NG Legco's Budget session due to begin on September 19. Many plans will have to be shelved for the new year.

The Norfolk Island vote of £52,000 compares with £32,000 last year, the extra £20,000 being for restoration and maintenance of historical structures.

NNG Natives Will Get Officer Training

The training of 200 NNG natives as jungle fighters will start in November next year at Manokwari, it was announced in Hollandia in August.

The new Papuan Infantry Corps is to consist of 600 men, and each year 200 volunteers will join and serve for three years.

NNG Papuan infantrymen next year will also be trained as officers, although it is not yet known where the training will take place. The announcement came at a time when on the other side of the border Australian officials apparently were still bickering about whether native members of the Pacific Islands Regiment should be trained as officers. (See *Canberra Commentary*, p. 42).

NNG Underground Wiped Out

An underground Indonesian military orgaisation in Sorong, NNG, was stamped out in August.

The organisation, established in 1958 by Indonesians, was designed to assist Indonesian troops during an invasion of NNG territory. It was called Operasi Pemuda Irian (OPI), which is "Operation of West New Guinea Youth". There were about 100 members, but Dutch officials cracked down on the leaders after they tried to make followers of Papuans of Cape Casuaris and gave themselves away.

Most of the members of the organisation were Indonesian.

There are about 2,000 Indonesians still living in Sorong, mostly former workers of the oil company.

The Indonesians are now being repatriated, and 700 of them left in August. The 3,000-ton MV *Robina* is taking the Indonesians direct to Singapore and they are shipped home from there. In an earlier voyage there complaints from the Indon about the standard of accommo on board; but alterations have been made. The *Robina* sails the Panama flag.

A company announcemen August said that the last shiplo employees would probably Sorong about September 30.

Repatriation of workers first s in 1959 directly from Sorong t Indonesian ports but this was st when the Indonesian Army r entry permits.

Yaws "Defeated" in The South Pacific

The crippling tropical disea yaws is on its way out from the Pacific. A few years ago the d affected 15 per cent. of the p tion in some island territories. ing recently concluded mass paigns assisted by the World Organisation (WHO) and the U Nations Childrens' Fund (UN the infection rate has been redu less than one per cent. In some tories eradication of the dise now within reach.

This was reported by Dr. Fang, Regional Director of WH the Western Pacific, in his annu port submitted to the WHO Re Committee, meeting in Welli New Zealand, from August 31 t tember 5.

Tarawa Takes a Look At Its Water Supplies

An expert in the study of resources was on Tarawa, GE July, investigating the island's supplies.

Little is known of the capab of coral atolls to hold ground and it is feared that the great creased population at Tarawa cent years may be causing the of the water table to fall. Ta water supply is almost entirel pendent on ground water.

South Seas Trade Mission a Success

The Australian Trade Missi the South Seas in August w success, according to its leader T. H. F. Spalding.

The mission, comprising 19 nessmen representing almost all tralian enterprises, was the fi visit the South Pacific area. It organised by the Australian D ment of Trade and sponsored b Central Square branch, Sydne

Page 136
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"SERIOUS DRAIN" NOW IN NNG

More than 2,000 Dutch have now left Netherlands New Guinea in he last 12 months, a Hollandia correspondent reported in August.

As a result, there are 1,600 vacancies in the Administration, which as created a serious shortage of trained personnel.

The correspondent reported that about two-thirds of Europeans work- ng on "short contracts" of three years do not return to NNG after heir home leave.

More than half of the office workers employed by private com- anies have left NNG in the first half of this year, and more than 30 er cent. of the technical people.

Of the people who have left, almost 700 of them flew out in special harter aircraft organised between January and July this year.

Australian Junior Chamber of mmerce.

irst port of call was Noumea, re *PIM's* correspondent, Fred n, reported members were "wined dined, generally feted, and where made a big impression".

unn reported that a display of ufacturers' samples caused a t deal of interest, and the Press mented loudly on the diversity of lucts manufactured in Australia, the newspapers also pointed out there seemed little in New donia to offer Australia.

any businessmen said it was a that the recent trade ship which flown the Australian flag in h-east Asia had not included Caledonia in its itinerary.

ew Caledonia gave assurances to mission that the exchange purse gs would be loosened to enable merchants to buy more from ralia. Officials suggested that ralia might like to buy coffee, ng other things.

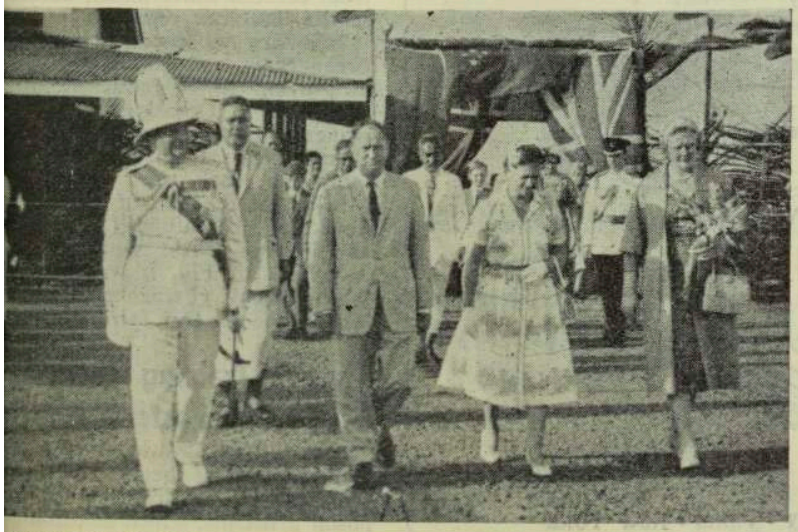
Dunn reported that the Australian businessmen found a great deal of goodwill towards Australia in New Caledonia, and all agreed that the Commonwealth Government should take up the matter of exchange with the French Government to enable more business to be done in both directions.

From Noumea, the trade mission went on to Fiji, where a small display of Australian goods and products at Suva Town Hall attracted a constant stream of visitors.

Members of the mission booked substantial sales to Fiji merchants; but it was not all a one-way project —a Suva correspondent reported that members were conscious of the fact that Australia exports a far larger proportion of goods than she imports produce, etc., from Fiji.

Dealing with this very point, Mr. T. H. F. Spalding urged Fiji exporters to make a bigger effort to secure a larger share of the market.

"If you have anything to sell in



VERNOR-GENERAL IN WEST SAMOA. The NZ Governor-General, Viscount Cobham, comes ore at Apia in August from HMNZS "Royalist", during his Pacific cruise (see p. 18). h him here is the High Commissioner, Mr. J. B. Wright, Mrs. Wright and Lady Cobham. The Hon. Tamasese can be seen in the rear between Lord Cobham and Mr. Wright.
Photo: Samoana

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Australia, there is absolutely no reason why you Fiji businessmen could not go there and make sales," he told the Suva Chamber of Commerce. "You must not sit back—pack your bags, get your ticket and go over there and see what you can sell. You will be most welcome."

Mr. Spalding said that someone had to make a start at reciprocal trade, or it would never happen.

"While we are basically here to try to sell you goods that are made in Australia, at the same time I want you to know that, in Australia at present, in 95 per cent. of cases import licences are unnecessary and the way is open to any producer or manufacturer to sell in the market," he added.

Mr. S. A. Tetzner, president of the Suva Chamber, said that at present there was little that Fiji can send to Australia. "We once sent bananas —and Mr. Spalding says we still can—but there are shipping difficulties involved," he remarked.

Mr. Tetzner said he was glad to know that trade mission members were looking out to see what Fiji had to offer, and that members might see opportunities to open branches of their firms in the Colony. Fiji has industrial land and electricity available; it is central, as far as the Pacific is concerned; and labour is plentiful. The Government is willing make certain duty and tax con sions to help establish new indust

Some of the members of mission went to Tonga, Samoa Tahiti, but the majority returne Sydney on August 31.

Mr. Don Walker, recently pointed Australian Trade Com sioner for the South Pacific, headquarters in Sydney, acc panied the mission in NC and and also reported on his return its success "exceeded all expe tions".

Fiji Airways' New Service to Samoa

Commencing in November, Airways Ltd. will operate a reg fortnightly air service from Nau (near Suva) to Faleolo airfield Western Samoa.

The service was approved by various authorities in late Au and licences issued for Heron craft.

At present, air connection betw Fiji and Western Samoa is by PA DC7C or TEAL's jet-prop Lockh Electra from Nadi to Taf American Samoa, then by Polyne Airlines' Percival Prince aircraf Faleolo.

Fiji Airways continue to m charter flights to Honiara, Solo Islands, via Vila and Santo, in I Hebrides, on behalf of the B Government. The August re flight was the ninth since a pro trip in December, 1960. Fiji Airw is awaiting approval of a sub from the UK Government before service becomes regular.

Fiji Airways scheduled service tween Suva and Nukualofa, To is proving to be both useful successful. Occasionally, H planes make special additi charter flights from Suva to Nu lofa—one such for the Mor Mission, at the end of August, tinued on to Tafuna (Am. Sam and Faleolo (West Samoa). On way back to Fiji, it was to cal Wallis Islands (French possession inspect the airstrip facilities then

They're Training Them To Be Postmasters

The P-NG Post and Telegr Department has begun the first four-year training courses for na postal assistants, aimed at turning future postmasters and "pote postal executives".

The course is being conducte the Postal Training College Boroko, near Port Moresby. Stud

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e at the college and receive lectures practical work and on-the-job ing at various post offices. ents will be coached up to the ensland Junior Certificate stan- . Their examinations will be up ie same standard as in the Aus- in PMG Postal Training School. even students are undergoing the course. Some already have had years' postal experience and s were recruited recently.

me Territory people hope the se will soon mean that many peans can be taken from behind ounters of the post offices. From to time there is criticism that peans in P-NG are doing jobs that quite adequately be done by es, and which are being done ently by natives in other Pacific tories.

uable Move To e P-NG Coffee Crop

e Commonwealth Government's to assist the New Guinea coffee try, announced by the Minister Territories, Mr. Hasluck, in st has been received with en- asm among Territory coffee ers because it comes at a time it will do most good towards g the problem of disposal of year's native parchment crops.

rge quantities of native coffee n hand in the New Guinea high- —clean and of high quality, ac- ng to observers—which hitherto not be sold. New Guinea agents ed that unless something was soon native confidence in the try would be lost. Two main s then took the risk of buying e native crop although they had rospects of selling it. There was it in price.

ne of this coffee was sold in pe.

en followed Mr. Hasluck's an- cement, which said that the of threepence a lb on overseas and kiln-dried coffee would be ted to coffee buyers if 28 per of their coffee requirements purchased from P-NG.

is meant Australian users would themselves thousands of pounds buying a percentage of New ea coffee. In early September it still too soon to know whether users would take advantage of Commonwealth Government's and absorb the unsold New ea native coffee but New Guinea ers were extremely hopeful that would.

e Highlands Farmers and rs' Association regarded Mr. Hasluck's move as a valuable attempt to save this year's native crop, which had been the victim of cheap coffee importations from overseas.

W. Samoa Will Make Economic Plans

An important policy speech concerning West Samoa's economic development was made by the Territory's Economic Development Minister, Mr. G. F. D. Betham, in Apia, in August.

He said the situation was one of "concern" and unless production figures, or world prices, improved soon, "more drastic measures" could not be postponed. Even if emergency measures were taken to bolster up the economy now, there still remained the future problem of population outstripping food production and unemployment increase.

He said the recently appointed Economic Development Committee would have to take stock of resources and form a sound plan for the future —a plan for five to ten years, in which development projects would be assigned a priority.

Mr. Betham added that he hoped a preliminary plan for economic development would be formulated by the Committee no later than November.

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

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. . . . Margaret Merril.

The Pacific Islands Society

(Founded 1937)

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

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

Address for correspondence:—

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

Fijians Make a Variety of Handicrafts

One of the side benefits of the growing tourist traffic in Fiji has been the establishment of home industries to cater for the demands of visitors seeking curios to take back home.

Nowadays in Suva Markets and in the shops that line the narrow streets of the Indian business section, as well as in the big stores and in the kiosks at Nadi and the beach hotels at Korolevu and Deuba, tourists can take their pick of a score of attractive, well-made local articles in addition to coconut-shell ornaments and woven baskets.

Turtleshell ware, decorative masi (tapa) lengths, useful woven mats and fine shell necklaces and bracelets meet with a ready sale. The raintree, with its superb grain, has come into favour, too, in recent years as wood for tanoa bowls, prong forks, book-ends, trays and small tables.

While most of the items are made in Suva, the people of the Lau Group also have been active in catering for the curio trade.

Gambling

(from p. 17)

machines, but only in private places. The bill made it legal for everybody to gamble in many other ways subject to certain conditions, including the fact that the game had to be equally favourable to all players, that all stakes had to be returned players as winnings and that no ment was required for a perso take part in a game.

The bill was passed, with amendment proposed by the Bi of Melanesia, Rt. Rev. A. T. which outlawed the poker mach The Government and most mem supported this amendment, but not object to the other sections..

As a result of the defeat of poker machine section, the mac were removed from the bar Honiara's two hotels and from Guadalcanal Club, Honiara, Auki Club, Malaita (*PIM*, Jul 21).

There was an outcry, as the m ines were being used only by E peans, but now many of those supported the gambling section the bill are obviously having se thoughts about the results in direction.

"This time Gubmin 'e stopim man, 'e lettim boy!" is the vie many Melanesians around town that they can throw dice, but Europeans can't pull the arm poker machine!

Bishop Hill recently deliver lengthy sermon about the evil gambling.

Francis Bugotu, MLC, who inspector of Melanesian Mi schools, said he was personally concerned about the state of t as a result of the new gambling "I do not think anyone shoul satisfied with things as they are I feel that something must be in the immediate future," he sai

Mr. E. V. Lawson, MLC (wh not support the anti-poker ma amendment) said there had al been gambling in Honiara but was heard about it now that of it had been legalised. islanders were doubtless losing than they could afford but there nothing new about this.

"But it is ridiculous to have the slot machine in the Guadal Club illegal and allow what am practically to uncontrolled gam elsewhere," he said.

A leading Honiara storekeeper A. J. Blum, said trade had not affected by the new law. "The l spend less but the winners more!" he said.

Legal dice gambling in hous now the apex of entertainmen the natives. The most popular game is simple but sudden. Pl back numbers one, two, or against numbers four, five, an with the minimum stake at although sometimes wagers of £5 are made.

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Rabaul Riots

(from p. 15)

perty damage was about £2,000, nly for damage to Government or vehicles.

missionary priest, Father Joseph ichl, who in August was acting Catholic Bishop of New Britain, the Administrator, Sir Donald and, and the New Britain District missioner, Mr. J. Foldi, in a hour conference in Rabaul, that a long time before the riots the ii tribesmen had been planning attack New Guinea mainland ves in Rabaul. Father Reischl is iest who has been warning about vival of a native cult of German s called Ingiatt, or Iniid (*PIM*, ch, p. 7, April, p. 129), alleged be a "secret Government of or".

"peace feast", designed to heal hostile rift between the Tolais mainlanders took place in early ember in Rabaul without incident. was held in Queen Elizabeth but attendance was surprisingly ll—organisers' estimates ranging n 400 to 1,000.

he majority were New Guineans, ough four Tolai Councils, Rabaul, adidir, Vunamani and Reimber- ian, purovided most of the gifts ood. The feast was organised by l Tolai and mainland leaders act- in co-operation.

he ceremony did not consist of ting but of an elaborate exchange gifts between the two groups.

P-NG Unions

(from p. 18)

t was dedicated to the principle freedom of association. Spokes- n for the native workers had made lear that they wanted to develop r own unions in their own way separate from any Australian ons. Australian trade union lers who had visited the Terri- agreed with this.

he Minister warned that there ld be risks in forming native ons. These included:—

- Tendencies for workers' groups be tribal rather than occupational;
- The possibility of social, re- tional or denominational groups r taking up industrial claims, with same risk of incompleteness or lusiveness as tribal groups;
- "Stand-over" native leaders nipulating unions for their own poses; and
- "Tame-cat" unions (subservient an employer).

The Minister said that when draft legislation was introduced in the Legislative Council in September, debate would be adjourned so that the community would have a chance to express its views.

The legislation would regulate the conditions under which "organisations of employers and workers" would be recognised, provide for negotiation, conciliation and arbitration, and make special provision for essential services.

The Minister added: "Labour relations in the Territory mean a lot more than an argument. They are an inseparable part of a great creative undertaking.

"Labour policy cannot be developed in isolation from other activities in the Territory. . . .

"Provided wage rates are set at reasonable levels and are related to the productivity of the work force, both private employers and Government will be able to give increased opportunities for employment.

"We need to seek and exploit every opportunity for developing export industries. They alone can take the place in the future of the public spending financed by Australian taxation which is at present so large an element in sustaining local spending power and providing employment.

"These export industries will have little or no control over the price at

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which they sell their product, and so will have to produce at a cost that enables them to compete in world markets. Labour will be a big element in that cost."

'Communist' Party

(from p. 20)

there has always been a tendency towards some "movement" in this area of Fiji. The last one (in 1959) was called "The Blood of the Lamb" but it faded out like its predecessors. This is the first time that a revival group has declared itself Communist.

About all this, Apimeleki says simply that his new party will abide by the laws of the land, yet will be a "third government"—in addition to the Central Government and the Fijian Affairs Board.

Apimekeli makes it clear he has no time for the present set-up of the Fijian Administration. "The present leaders do not care to visit the villages and they should resign in favour of others who do care," he said.

The interesting point in all this is that the so-called Red movement started as a movement among a group of villages, but nobody had any idea about its supposed Communist leanings. In fact the very existence of the movement in the villages was generally unknown in Fiji until August. When it did become known its Communist slant was made public.

Started in January

The movement had its beginning in January this year when Emuri, Togovere, Kabisi and Vagadra villages, Western Districts, banded together to form a co-operative society under the name of Bula Tale Association, with Apimeleki as president and Apenisa Degei, of Kabisi, as secretary. A major plank of its charter was that it would not recognise the laws and regulations of the Fijian Administration (the authority for the "dual", purely Fijian system of government).

By jettisoning Fijian customs, the Bula Tale Association sought to established a co-operative system that would allow its members to live equally, but under conditions of discipline. They all had to eat together, not smoke tobacco or drink kava or liquor and they had to work as directed by the leader.

People who have visited the co-op. villages say the village day begins at 6 a.m. with the beating of a lali (Fijian log-drum); 7 is compulsory bathing time for all villagers; 8 to 11 a.m. and 1 p.m. to 4 are "community work" times. With tea at 6 p.m., curfew for bed is 9.

Cooking chores are done by rotation of members. Everyone eats the same food, in the same dining hall.

Produce from communal plantations that the men work on during the day are weekly taken by the Association's own truck to its two markets, one at Nadi and one at Lomawai. Proceeds are partly banked and partly split into four equal amounts for member villages. All the villagers' needs (soap, kerosene, and such) are issued free on a ration basis by the co-operative store in each village. No one buys anything.

Apimeleki said the Association members had ceased to adhere to the traditional obligations of religion—though they still believed in God. Discontinued, too, were the usual feasts and relative-obligations associated with Fijian marriages and deaths.

Fijian Affairs' View

Cautiously, as it learned of the Association's aims, the Fijian Affairs Department tried to channel its activities along the well-worn track of the regular co-operatives. Ratu K. K. T. Mara, Deputy Secretary for Fijian Affairs, had several conferences in Suva with Apimeleki and advocated amendments to parts of the Bula Tale Association's constitution that appeared to conflict with the Colony's laws.

In an official statement about the situation with the Nadroga co-op., Ratu Mara said on August 12: "The main theme of the Bula Tale Association's constitution is economic development, and I have advised provincial officials to try to guide it along lawful paths rather than try to suppress it."

A fortnight later, on August 24, Apimeleki publicly declared that the name of the organisation was changed to Bula Tale Communist Party and that it embraced about 1,000 members.

Fiji Debates

(from p. 18)

Ravuama Vunivalu said the scheme must be accepted because in any crash "localisation" of the Civil Service the Fijian would be out of the running. Fiji had been handed over in trust to the British Crown and till the Fijians were ready to take their place with the Indians that trust would continue.

"The time for such change is not yet," Ravuama asserted.

Ravuama gave a word of pr to Indian civil servants who had b promoted and who had proved t worth. Those civil servants wo do well in any country, and they longed to a race who had a lon tradition than the Fijians, he sa

"But," Ravuama asked, "is it to the Fijian all the time to plead own case in his own country? whom do we look? We are a ben lent people, and our very system life is built on the theme of ben lence. But it is unchiefly in Fi eyes to plead one's own case."

Mr. A. I. N. Deoki (an In member) opposed the overseas scheme, but he was not necessa against having overseas people assist the Colony.

Mr. Deoki then turned to theme of self-government, claimed that many people had wr ideas. If he wanted self-governm it did not mean he wanted to s his connection with the United K dom.

"Let us all get together and like one. I feel like that myself," said.

Ravuama:: It's all very well t ing like it—but do it.

Mr. Deoki: I am doing it, I inside and outside this council, people know it. If some of countrymen have not done the r things in this country, it doe mean that a great majority are that.

Dr. Sahu Khan, also speaking the overseas aid scheme, clai that, unfortunately, extraneous i ters were brought in, and they not make for the peace and harm of the Colony.

"Two Fijian members have occasion to raise their fingers point specifically to the In people," he said.

"It does no good to any pe in this Colony who tries to do level best for peace and harm among the different races for so one to raise matters for which particular race is in itself resp sible.

"We, the Indian people—an speak on behalf of all the In people—are here as much at invitation of the British Governm as the British Government is her the invitation of the Fijian peop

"We feel it incumbent on us, ing that our homes are in this ony, that we should be loyal to Colony and do our level best for peace, progress and harmony of Colony."

Ravuama: By doing what?

Dr. Sahu Khan said he w answer the question, but the Spea

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Maurice Scott, said he could
re it.
peaking on the adjournment
ion, Ravuama Vunivalu told the
se he had deliberately invited the
h of the Indian members when
poke on the overseas aid scheme.
had wanted them to say what was
attitude of Indian people on
right to claim posts in the
Service for which they were
ified.
e said there had been no re-
se, which meant that the Fijian
le did not know exactly where
stood in regard to the opinion
ne Indian community on Fijians
e Civil Service.
hat, to us, is a perplexing
ion because the other day [dur-
discussion on the Land Bill] we
ly agreed to pass an Ordinance
g Indians and Europeans, and
ns without land the right, if
are qualified, to enter lands and
vate them," Ravuama said.
/e have shown them the way to
, but without any positive as-
ce from the Indian community
how they would react to our
ed policy in regard to the

Cook Is. Finance

(from p. 21)

The tariff of Hotel Rarotonga
been increased from £6/10/-
y to £7 by the Legislative
nbly's Finance Committee. All
boarders at Rarotonga's only
are Europeans, and the
ity of them are Government
oyees seconded from the NZ
Service.

Spending by Government De-
ents is being closely watched,
n some cases severely restricted.
to shortage of funds it will
now be possible to complete
on outer islands' reef passages.
is one of the more "urgent"
hat have been outstanding for
50 years.

hough the necessary machinery
t last been obtained and stocks
serviceable aircraft bombs are
and for blasting, there is in-
ent money available to freight
nery to the islands concerned.
bombs, given free of charge
lew Zealand's Armed Forces,
ave to be destroyed this year
ey are becoming dangerous
gh old age and consequent
cal breakdown. No future sup-
of bombs can be made and
r quantities of commercial ex-
es have proved ineffective in
ast.

DEATHS OF ISLANDS PEOPLE

Mrs. Emily Tutty

Mrs. Emily Tutty, widow of the late Pastor R. H. Tutty of the Seventh-day Adventist Mission, died in Adelaide, SA, on August 3, after a prolonged illness. She was 70 years of age. A nurse trained at the Sydney Sanitarium and Hospital, Wahroonga, Mrs. Tutty was married in the Solomon Islands in 1917. Always in the vanguard of missions with her husband, she lived in very primitive conditions for most of the 32 years she served in the Islands, and even in her later years often travelled by canoe.

For her life of cheerful sacrifice she earned the esteem of many Government officials and their wives, and she helped hundreds of natives to a healthier way of life.

Mrs. Tutty was well known in the Solomons, Bougainville, the Admiraltys and Manus. She is survived by her only child, Mrs. Ormond Brown, of Adelaide.

John Thomas Allan

An Australian pioneer in New Guinea, Mr. John Thomas Allan, 66, died in Rabaul on August 3 from injuries received in a fall on July 29.

The late Mr. Allan was a member of the Australian Occupation Force in the original German New Guinea in 1915, and later bought Gililium Plantation, which was a German-expropriated property.

He is survived by his wife, and daughters, Mrs. Lionel Mansfield, of Kokopo, near Rabaul, and Mrs. Arthur Wheeler, of Camden, NSW.

Mrs. C. E. Maguire

The death occurred in Auckland, NZ, on August 8, of an old Fiji identity, Mrs. C. E. Maguire, widow of Dr. Maguire, who was a District Medical Officer in the Colony in the early 1900's.

A daughter, Ellie (Mrs. E. H. Bailey), who lives in England, survives her.

Mr. Paul Thompson

On the way to the hospital, after a sudden collapse while watching a football match at Albert Park, Suva, Mr. Paul Thompson died on August 26, aged 51.

He was coach of the Imperial team which was playing Cadets that afternoon, and had been on the field instructing them at half-time, just before he took ill.

Although recently in the employ of the Department of Public Works, he was a grocer by trade and for some years was with Morris Hedstrom Ltd. at Suva and at Lautoka.

He left a widow and two children, and a family by his first wife, who predeceased him.

Mr. Emil Meiritz

The death occurred in Apia in August of Mr. Emil Meiritz, at the age of 72. He had been a part of West Samoa's business life since he arrived there about 1911, and once operated a bus route and a taxi fleet. Until his retirement he was with Morris Hedstrom Ltd.

Sugar Report

(from p. 17)

the establishment of a Sugar Board, who would help arrange annual quotas.

On the matter of quotas, the Commission suggests Fiji could be given a bigger share of the international market if Australia and South Africa, which had substantial and expanding home markets, and markets in neighbouring areas, were willing to surrender part of their quotas.

"This would be an act of great generosity to small neighbours," it says.

The report recommends that Fiji should be allowed to export to the UK 50,000 more tons of sugar every year.

It recommends a ten year contract to expire in 1970 (the Commission included 1961-62, which have *ad hoc* agreements).

The Commission suggests farm quotas should be fixed on a tonnage basis instead of an acreage basis, and suggests penalties for burnt, stale, dirty cane.

It also suggests suspension of the sugar price Stabilisation Fund levy, as it says the fund is large enough at £3.2 millions for normal requirements.

The Commission also recommends that the sugar milling activities in Fiji should be handed over to a wholly owned subsidiary of CSR, based either in Suva or Lautoka, instead of being a Fiji division based in Sydney.

This was the only change of importance which the Commission suggests in respect of milling activities.

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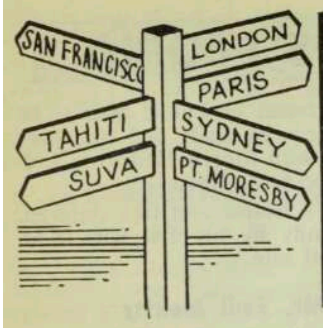

TRAVEL TALK

It's open season for attack on Papua-New Guinea hotels at the moment. Mr. Arthur Calwell, Leader of the Federal Opposition, started the ball rolling in July, and Mr. Noel Maloney, chairman of the P-NG Tourist and Travel Association, kicked it about rather fiercely in August.

IT was even suggested that with the hotels so bad, arrangements should be made to get tourists into private homes.

The secretary of the Australian Hotels Association, Mr. Kevin Corridan, is visiting the Territory at the moment especially to carry out a hotel survey. He will submit a detailed report on standards, which might or might not bear out some of the things Mr. Calwell and Mr. Maloney have been saying. But many people will be surprised if it doesn't bear some of them out.

Mr. Calwell's statement in July, made after he had completed one of his frequent visits to the Territory, was to the effect that there seemed to be little or no improvement in some hotels since the war. Licensed motels might be the answer, he said.

In his criticism, Mr. Maloney, who is a Port Moresby businessman, said he challenged hotel owners to do a better job as a prelude to the concerted drive for tourists which was now being made by his association. (*PIM*, August, p. 21).

"Challenge" was just a nice way of telling them off. The biggest obstacle to the tourist trade was the poor standard of Territory hotels, said Mr. Maloney, who added:

"Hotel people have always said that when the tourist trade started, they would do something about improving hotels. Well, the tourist business has started and I challenge everybody associated with hotels to keep their promise and do something adequate. After all, the people who will benefit from an increased tourist trade, more than anybody else, are hotel and guesthouse proprietors."

Mr. Maloney said he was continually hearing complaints about lack of hotel accommodation, poor services —some hotels rarely if ever had hot water, and some, at times, didn't even have running water. The most bitter complaint was that hotels continually put more than one guest into a bedroom.

When a person paid for a bedroom that paying guest was entitled not to expect to wake up in the morning and find another guest—frequently intoxicated—sharing the room!

Mr. Maloney said that Ansett-ANA and TAA were already proving that tourists wanted to come to the Territory. By their own efforts, these airlines were arranging visits of tourist parties. But the biggest problem was finding hotel accommodation.

"This situation is intolerable," said Mr. Maloney. "It is useless hotel people trying to be convincing by ranting that they can't effect improvements until potential business obvious.

"The airlines are being forced be selective because they know tha they bring big parties—such as par from public schools—there won't anywhere for the tourists to sleep.

"My association, therefore, w appealing to hotel proprietors accept the challenge to earn m money, must consider how problem can be overcome, if h proprietors won't co-operate.

"One plan envisaged is to c out a survey of private homes every centre tourists could visit, learn how many householders w be prepared to take in paying gu

"In Port Moresby alone I cc immediately, find up to 50 ho holders—many with empty bedro because of school children bein Australia—who would be prepare co-operate.

"This would mean, also, of co that tourists would see the Terri from 'inside' Territory homes, would have a chance to experi real Territory hospitality."

Going Abroad? Why Not Try Hongkong?

HONGKONG offers the so ticated unusual. Its hard co British Crown Colony, but its at phere comes entirely from 3,500,000 Chinese, all but 800,00 whom have arrived there since war. Its continued existence—a century hangover of colonialis is an anachronism, and only be it suits the convenience of its neighbour.

The Colony of Hongkong co of the city of Victoria (which is most people think of as Hongk the Kowloon Peninsula on the land opposite, and the New tories, which account for about s

Port Moresby is a pretty town—especially in the wet season—with an attractive har In the dry season it has not so much to commend it for beauty.

Photo: Papuan

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ths of the total land area of roximately 400 square miles. The Territories are leased from na on a 99 years lease. The lease another 36 years to run—a fact hasn't much significance, one or the other.

ictoria (which is on Hongkong id, but faces the mainland) and loon are crowded, bustling cities owering skyscrapers, many hotels thousands of shops. The best ential districts are in graduated s up Victoria Peak—and the helps make Victoria the spec-ar city that it is.

one time social distinction was ated by the elevation at which lived on the Peak, but since the nt of air conditioning, this no r holds the same importance. g a certain distance down the ntain now is considered some-of an advantage. From about , with the wet season approach-the Peak is often covered in , and those on the upper levels ipt to spend their time in the while those lower down enjoy ine.

e airport at Hongkong has been ded from the Kowloon side the Harbour, and as a result of the new hotels have been on that side of the harbour. n Road, Kowloon, similarly, is ded as as fine a shopping area e shopping districts of Victoria Kowloon and Victoria are linked assenger and vehicular ferries. passenger ferry is one of the efficient of its type in the world. e New Territories are given over tellite manufacuring towns and ive agriculture. The latter, ver, supplies only a fraction of olony's food requirements. Most ts take a car trip out through lew Territories where you can mething of the old and the new and smell some of the most un-stinks on this earth.

hough Kowloon, Victoria city he New Territories appear to with human life, there are extraordinarily secluded and spots on Hongkong on the other rom Victoria. Repulse Bay is ost favoured resort but there lso others, all with fine sandy es.

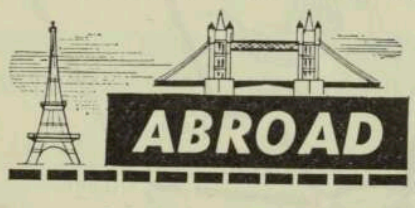
ELS: As most tourists now come ongkong by air, most of the hotels the Kowloon side. One of the nown—although not the newest—is eninsula, on Salisbury and Nathan and within easy walking distance ferry wharf. (Repulse Bay Hotel ed by the same company). The ar is a new hotel, further along Road; and one of the oldest shed on the Victoria side is the ster. There are dozens of others g from the modern to the spectacu-t in all cases it is essential to book well in advance. Demand far outstrips supply at the moment, although no less than four new hotels opened on the Kowloon side at the end of 1960 (The Park, Ambassador, August Moon and Imperial). Half a dozen other hotels, some of them running up to over 30 stories high, are in course of erection (four on the HK side) and will be opening in 1962 and 1963.

SHOPPING: Hongkong is world renowned as a shopping centre. It is a free port so goods that are subject to sales or purchase tax in their countries of origin can frequently be bought cheaper in HK.

There are literally thousands of tailors in the colony, many of whom will run up a suit in a matter of hours. Their skill ranges from good to shoddy, but don't expect Saville Row excellency, you won't get it. Prices are very modest.

Women who want something exclusive and worthwhile would do better to patronise the shops in the good hotels (such as those in the Peninsula or Miramar), rather than take a chance with a tailor or dressmaker chosen at random. "Dynasty" gowns, American styled and Hongkong made, are world famous and the cost for pure silk is about the same as for quality cotton in Australia. (HQ in the Peninsula Hotel).

Everything from utter junk to the rare and valuable may be had in HK. Most people recognise junk; the rare and valuable is harder—so take expert advice. Every second shop sells jade—or something that looks like jade; and camera shops abound. The rarest sort of establishment is the western style department store selling quality goods. The one or two that exists are tiny by standards.



British subjects have no worries about getting their purchases home—except normal ones attached to Customs duty. But American citizens have. They can not take into the US goods of Communist Chinese origin and this rule is rigorously enforced.

WHAT TO DO: Most tourists take a trip in the Peak tram at least once. It ascends its 1,300 feet at a very steep angle, passengers facing forward, and then takes them down the same distance dragging them backwards. In either event the view from the window looking down on harbour and skyscrapers is spectacular and produces optical illusions that make the leaning tower of Pisa look like kid-stuff.

It is possible to hire a drive-yourself vehicle but unless fanatical about this, a car with driver will probably suit your purposes as well. A tour of the New Territory will give some idea of what life can be like for a Chinese peasant, although a visit to one of the ancient walled villages is best skipped by those with delicate stomachs. From a hill in the New Territories it is also possible to peer into Communist China which, although it looks no different from where you have just been, gives most tourists some sort of strange thrill. The drive from Victoria to Repulse Bay and to some of the other beach resorts on Hongkong is full of beautiful scenery.

Night life in Hongkong comes in all varieties of Eastern and Western. There are innumerable places to dine—including the floating restaurants of Aberdeen where the diner goes out in a sampan and choses his fish or lobster while it is still alive.

PHOTOGRAPHY: HK Chinese give every indication that they are completely indifferent to tourists except for business purposes. This applies to taking photos. The writer of this article, who paused for a few seconds out in the New Territories to take a photo of some women and children working in the field, got back in the car and disappeared without it when they all left the field, grabbed stones and clods of dirt in their fists and advanced screaming; and was similarly pursued and abused all over Kowloon Wharf by a rickshaw-coolie who reckoned he was in a street scene that had been taken on a cine camera. The thing in HK is to pay everyone in sight **before** taking a photo.

GETTING THERE: HK is on the major air routes. From Europe you fly via Singapore; and from America via Honolulu and Tokio.

Qantas Empire Airways and Cathay Pacific both run Electra air services between Sydney and Hongkong. Return First Class fare: £A375/15/-; Economy Class, £A285/15/-. Qantas has four services a week each way and Cathay two. One of Qantas' services call at Port Moresby, from which point First Class return is £A294/2/-; and Economy Class £A220.

With Qantas it is also possible to make a round-trip of it taking in Singapore and Bangkok one way and Manila and Port Moresby (or Darwin) the other. This round-trip is £A398/5/- First Class and £A308 Economy.

Sea is more difficult than air travel. The Australia-West Pacific Line vessels ("Citos", "Milos", "Aros", "Delos", "Samos" and "Tanos") carry about 12 passengers each in single and double berth cabins. Ports are visited in Borneo, Japan and New Guinea as well as two calls at Hongkong, but there is a very long waiting list for passages in these ships. Cost, Sydney back to Sydney, in a double berth cabin is £A412; single cabin 10 per cent. extra. Except in unusual circumstances it is usually necessary to join the vessel in Sydney (not in NG). It is slightly easier to get a single passage Sydney-Hongkong on these ships and then return by air. Cost of this single passage is £A192/12/-, double cabin; £A176 single cabin.

The China Navigation Co. and Royal Inter Ocean also run passenger-cargo vessels between Sydney and the Far East, including HK, calling at numerous ports. The vessels of both lines carry more passengers than the Australia West Pacific Line but it is still necessary to book well in advance as the demand is heavy. Fares vary but a round trip Sydney back to Sydney, calling at a variety of ports including Hongkong, Manila and Japanese ports is from £A302 to £A496 in China Navigation vessels "Changsha" or "Taiyuan". Sydney-HK single fare is from £A116 to £A242.

New Guide Book

The US Mobil Oil Company, with publishers Simon and Schuster, have now produced the Mobil Travel Guide, the first US guide book to describe in detail local sightseeing attractions and rate hotels, motels and restaurants impartially. In Sydney copies of it can be inspected at Pan American Airways, Elizabeth Street.

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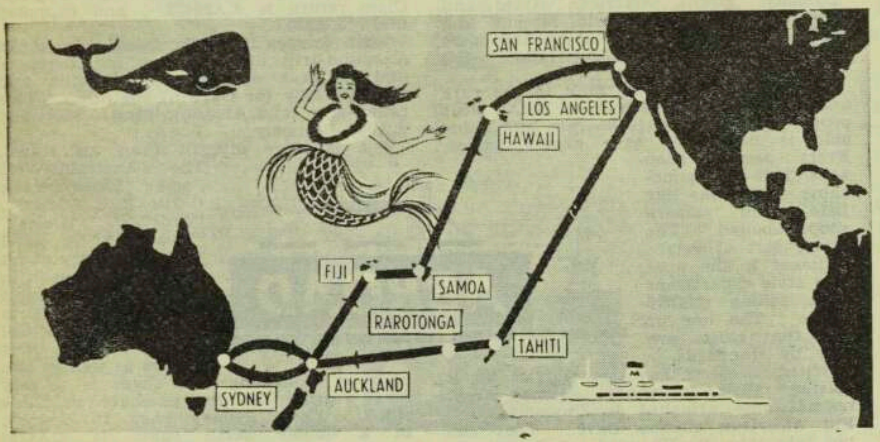

SCHEDULE OF SAILINGS

		Mariposa	Monterey	Mariposa	Monterey	Mariposa	Monterey	Mariposa	Monterey	Mariposa	Monterey	Mariposa
Sydney	dep.	15/9	13/10	3/11	26/11	17/12	10/1	31/1	23/2	16/3	11/4	2/5
Auckland	arr.	18/9	16/10	6/11	29/11	20/12	13/1	3/2	26/2	19/3	14/4	5/5
Auckland	dep.	19/9	16/10	6/11	30/11	20/12	13/1	3/2	27/2	20/3	14/4	5/5
Suva	dep.	22/9	19/10	9/11	3/12	23/12	16/1	6/2	2/3	23/3	17/4	8/5
Pago Pago ...	dep.	23/9	20/10	10/11	4/12	24/12	17/1	7/2	3/3	24/3	18/4	9/5
Honolulu	arr.	28/9	25/10	15/11	9/12	29/12	22/1	12/2	8/3	29/3	23/4	14/5
Honolulu	dep.	29/9	25/10	15/11	10/12	30/12	23/1	13/2	9/3	30/3	24/4	15/5
San Francisco,	arr.	4/10	31/10	21/11	15/12	4/1	28/1	18/2	14/3	4/4	29/4	20/5
San Francisco,	dep	7/10	3/11	24/11	18/12	7/1	31/1	21/2	18/3	8/4	2/5	23/5
Los Angeles ..	arr	8/10	4/11	25/11	19/12	8/1	1/2	22/2	19/3	9/4	3/5	24/5
Los Angeles ..	dep	8/10	4/11	25/11	19/12	8/1	1/2	22/2	19/3	9/4	3/5	24/5
Papeete	arr.	19/10	12/11	3/12	27/12	16/1	9/2	2/3	27/3	17/4	11/5	1/6
Papeete	dep	21/10	14/11	5/12	29/12	18/1	11/2	4/3	29/3	19/4	13/5	3/6
Auckland	arr.	27/10	20/11	11/12	4/1	24/1	17/2	10/3	4/4	25/4	19/5	9/6
Auckland	dep	28/10	20/11	11/12	4/1	25/1	17/2	10/3	5/4	26/4	19/5	9/6
Sydney	arr.	31/10	23/11	14/12	7/1	28/1	20/2	13/3	8/4	29/4	22/5	12/6

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SYDNEY: 82 Elizabeth Street. **FIJI:** Morris Hedstrom Ltd., Suva. **AUCKLAND:** 73 Queen Street. **SAMOA:** B. F. Kneubuhl, Pago Pago. **TAHITI:** Etablissements Baldwin, Papeete.

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IPPING TIME-TABLES

ydney-Papua-N. Guinea

sailings are approximate and may vary by as much as two weeks.

Malekula sails from Sydney for ane, Townsville, Port Moresby, il, Kavieng, Alexishafen, Madang, Sydney. Next Sydney sailings: Oct. c. 4.

Malaita sails from Sydney, Bris- Cairns, Port Moresby, Samarai, l, Lombrum, Lorengau, Madang, Lae, ai, Brisbane, Sydney. Next Sydney s: Oct. 17, Nov. 28 (approx.).

Bulolo sails about every six weeks: y, Brisbane, Nth. Qld. ports, Port by, Samarai, Lae, Madang, Rabaul. ydney sailing: Sept. 15. Next Sydney s: Oct. 24, Dec. 12 (approx.).

Montoro sails from Melbourne for y, Brisbane, Nth. Qld. ports, Port by, Samarai, Rabaul, Kavieng, , Madang, Lae, Port Moresby. Last sailing: Sept. 20. Next Sydney : Nov. 18 (approx.).

ils from Burns, Philp and Co., Ltd., ige Street, Sydney (B 0547).

si: Leaves Melbourne about every eeks for Sydney, Brisbane, Port y, Samarai, Lae, Madang, Wewak, g, Rabaul, Port Moresby, Sydney. Sydney sailings: Oct. 3, Nov. 10 x.).

Soochow: Leaves Melbourne for , Brisbane, Pt. Moresby, Rabaul, g, Lae, Port Moresby, Sydney. ydney sailings: Oct. 10, Nov. 24 x.)

ls from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 St., Sydney (BU 1712).

beth Boye: Leaves Sydney ap- ately every five weeks for Port y, Rabaul, Madang, Lae. Next sailings: Oct. 1, Nov. 3 (approx.). : Leaves Sydney monthly for resby, Lae and Rabaul (calling owe Is. en route, occasionally). ydney sailing: Oct. 18 (approx.).

ls from Karlander NG Line (F. hens Pty., Ltd., agents), 13 Bridge dney. (BU 8311).

Malacca and Matupi (Austasia naintain a regular service between ian ports (turn round at Adelaide), New Guinea, and Borneo.

ca: Northbound, due Lae Sept. 20, Sept. 22, thence Borneo and k ports; returns to Adelaide direct orneo. Next Sydney sailing: Nov.

pi: Dep. Sydney Oct. 17, Brisbane -20, Pt. Moresby Oct. 25, Rabaul , Lae Nov. 3, Madang Nov. 5, Borneo and Sarawak ports. dep. for Adelaide Nov. 28.

ls from Blue Star Line (Aust.) Pty., -19 Bridge St., Sydney. (BU 1271).

dney - Papua-NG - BSI

Sinkiang: Leaves Sydney for Bris- Port Moresby, Samarai, Honiara, Madang, Lae, Port Moresby. At present on charter to British ate Commission for voyage to ls. and Nauru. Re-entering P-NG- rvice in two months' time, dep. Nov. 17 (approx.).

ls 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), and Australian ports.

Northbound vessels from Sydney call regularly at NG ports, Manila and Hongkong.

Milos: Dep. Japan (Kobe) Sept. 23 for Hongkong Sept. 27, Nth. Borneo ports Sept. 30-Oct. 6, Tarakan for bunkering, Rabaul Oct. 12-14, Lae Oct. 15-17, Brisbane Oct. 21-24, arr. Sydney Oct. 26.

Aros: Dep. Sydney Oct. 9 for Brisbane Oct. 11-13, Lae Oct. 17-18, Madang (opt.), Rabaul Oct. 19-20, Manila Oct. 26-27, Hongkong Oct. 29-30, thence to Borneo (omitting Japan). Returns via Rabaul and Lae to Sydney (arr. Nov. 25 approx.).

Tenos: Dep. Sydney Oct. 11 for Brisbane Oct. 13, thence Japan (Yokkaichi) direct, arr. Oct. 23. Dep. Japan (Kobe) Nov. 3 direct to Sydney.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney-Netherlands NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong (every two months), NNG; thence Manila, Hongkong and China thence West Africa and return to Australia. Next Sydney sailings: Van Waerwijck Oct. 9, Tjiliwong Nov. 11.

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

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Australia-NZ-Fiji-Canada-USA

		ARCADIA	ORONSAY	CANBERRA	ORIANA
SYDNEY	depart	Sept. 24	Sept. 30	Oct. 19	Nov. 7
AUCKLAND	arr/dep	Sept. 27	to Far	Oct. 22	Nov. 10
SUVA	arr/dep	Sept. 30	East	—	Nov. 13
HONOLULU	arr/dep	Oct. 5	Oct. 23	Oct. 28	Nov. 17
VANCOUVER	arr/dep	Oct. 10-11*	Oct. 28-29	Nov. 1-2	Nov. 21-22
SAN FRANCISCO	arr/dep	Oct. 14-15	Oct. 31-Nov. 1	Nov. 4-5	Nov. 24-25
LOS ANGELES	arr/dep	Oct. 16	Nov. 2	Nov. 6	Nov. 26
HONOLULU	arr/dep	Oct. 21	Nov. 7	Nov. 10-11	Nov. 30
SUVA	arr/dep	Oct. 28	to Far	—	Dec. 6
AUCKLAND	arr/dep	Oct. 31	East	Nov. 18	Dec. 9
SYDNEY	arrive	Nov. 3	Dec. 3	Nov. 20	Dec. 11

* At Seattle Oct. 12.

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0532).

USA-Tahiti-Cook Is.-NZ-Sydney-Fiji-Samoa-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Sept. 16	Oct. 7	Nov. 3	Nov. 24
LOS ANGELES	arr/dep	Sept. 17	Oct. 8†	Nov. 4	Nov. 25
PAPEETE	arr/dep	Sept. 28-30	Oct. 19-21	Nov. 12-14	Dec. 3-5
RAROTONGA	arr/dep	Oct. 1	Oct. 22	Nov. 15	Dec. 6
AUCKLAND	arr/dep	Oct. 6-7	Oct. 27-28	Nov. 20	Dec. 11
SYDNEY	arr/dep	Oct. 10-13	Oct. 31-Nov. 3	Nov. 23-26	Dec. 14-17
AUCKLAND	arr/dep	Oct. 16	Nov. 6	Nov. 29-30	Dec. 20
SUVA	arr/dep	Oct. 19	Nov. 9	Dec. 3	Dec. 23
PAGO PAGO	arr/dep	Oct. 20	Nov. 10	Dec. 4	Dec. 24
HONOLULU	arr/dep	Oct. 25**	Nov. 15††	Dec. 9-10	Dec. 29-30
SAN FRANCISCO	arrive	Oct. 31	Nov. 21	Dec. 15	Jan. 4

** At Hilo Oct. 27. † At Honolulu Oct. 9. †† At Hilo Nov. 12.

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Netherlands NG - P-NG

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 call: Dec. 11.

MV's Kaloekoe and Kasimbar, three monthly services on route as above—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.

UK-Papua-NG-BSI

Bank Line (Andrew Weir & Co. Ltd.) operates a direct service from Europe to Papua-New Guinea and British Solomon Is., vessels going on to Australia for cargo-loading and returning to UK via Suez. Loading brokers in London are Bethell, Gwyn and Co. Ltd. Next vessels:

Leverbank: From Continent, dep. London Sept. 5, due Pt. Moresby Oct. 10, Samarai Oct. 12, Lae Oct. 13, Madang Oct. 14, Wewak (opt.), Rabaul Oct. 17, Kavieng (opt.), Honiara Oct. 21.

Lindenbank: From Continent, dep. London Oct. 5, due Pt. Moresby Nov. 9, Samarai Nov. 11, Lae Nov. 12, Madang Nov. 13, Wewak (opt.), Rabaul Oct. 15, Kavieng (opt.), Honiara Nov. 18.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Tahiti-Noumea-BSI-P-NG - Netherlands NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and Netherlands NG is operated jointly by Nederlands Line Royal Dutch Mail and Royal Rotterdam Lloyd.

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.

Madison Lloyd (RL): From Continent, dep. London Oct. 21, due Papeete Nov. 17, Noumea Nov. 25, Honiara Nov. 29, Pt. Moresby Dec. 2, Rabaul Dec. 5, Lae Dec. 8, Madang Dec. 10, Hollandia Dec. 13, Biak Dec. 19, Manokwari Dec. 22, Sorong Dec. 25, thence Europe via Borneo, Far East and Suez.

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

NZ-Papua-N. Guinea

Cargo vessels of Crusader Shipping Co. (UK), running between New Zealand and Japan, call occasionally at Pt. Moresby (Papua) and Lae and Rabaul (New Guinea) on their northbound run.

Next vessel: Turakina due Pt. Moresby Oct. 6; due Lae Oct. 7.

Details from Shaw, Savill Line, agents, 101 Queen St., Auckland. (Tel. 30-310).

Far East-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels maintain monthly service from Japan southwards through P-NG, BSI, New Hebrides, Fiji and N. Caledonia; usually return to Japan direct.

Chengtu: From Japan, due Madang Oct. 2, Lae Oct. 5, Rabaul Oct. 8, Samarai Oct. 11, Pt. Moresby Oct. 17, Santo Oct. 21, Vila Oct. 23, Suva/Lautoka Oct. 26, Noumea Nov. 1, thence direct to Japan, arr. Nov. 20.

Chungking: Dep. Japan Oct. 5, Hongkong Oct. 13, Madang Oct. 23, Lae, Oct. 26, Kavieng Oct. 29, Rabaul Oct. 31, Pt. Moresby Nov. 8, Honiara Nov. 11, Suva/Lautoka Nov. 15, Apia Nov. 24, thence direct to Japan, arr. Dec. 13.

Chekiang: Dep. Japan Nov. 8, Hongkong Nov. 16, Wewak Nov. 24, Madang Nov. 26, Lae Nov. 29, Rabaul Dec. 2, Pt. Moresby Dec. 10, Honiara Dec. 13, Suva/Lautoka Dec. 17, Noumea Dec thence direct Japan, arr. Jan. 14.

Details from China Navigation Co., (Swire and Yuill Pty.. Ltd., agents Bridge St., Sydney. (BU 1712).

Sydney-New Hebrides-BS Bougainville, Etc.

MV Tulagi makes a round trip N Is., Vila, Santo, Honiara and BSI Bougainville ports, leaving Sydney once every six weeks. Next Sydney sai Sept. 25, Nov. 9 (approx.).

Details from Burns, Philp and C Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes from Marseilles, via West Indies Panama, call about every six wee Papeete, Vila, Noumea and Sydney return by same route.

Next inwards voyages, ex-Marse Melanesien: Papeete Oct. 11-15, Vil 24-25, Noumea Oct. 26-30, Sydney N Caledonien: Papeete Nov. 19-23, Vil 30-Dec. 1, Noumea Dec. 2-6, Sydney 9

Next outwards voyages, ex-Syd Melanesien: Dep. Sydney No Noumea Nov. 7-11, Vila Nov. Papeete Nov. 27-Dec. 2.

Caledonien: Dep. Sydney Dec. 14, N Dec. 17-20, Vila Dec. 21-29, Papeet 4-9.

Polynesie (Messageries Mari maintains about monthly passenge ings between Sydney, Noumea an Hebrides (Vila and Santo). Next sailings: Sept. 29, Oct. 27, Nov.

Details from Messageries Maritim Grosvenor St., Sydney. (BU 2654).

Europe-Sydney-Noume

Cargo vessels of Messageries times Line maintain regular service between France and New Cal via Fr. East Africa, Ceylon and Aus ports. Each has accommodation passengers. From Sydney, vessels Brisbane and Noumea; then ret France via Australian coastal port

Next sailings from Sydney for N Vanoise Oct. 20, Velay Nov. 17.

Other Messageries Maritimes vessels run regularly between Fran Sydney, via Panama Canal and ports. Next vessels:

Iraouaddy: Papeete Oct. 17, Noum 27, Sydney Nov. 6, Vila Nov. 12, Nov. 14, returning to Dunkirk vi tralian ports.

Kouang-Si: Papeete Dec. 5, Noum 15, Sydney Dec. 25, Vila Dec. 31, Jan. 2, returning to Dunkirk vi tralian ports.

Details from Messageries Mariti Grosvenor St., Sydney. (BU 2654)

NZ-Fiji-Tonga-Samoa

Tofua maintains a service from land to Suva, Nukualofa, Vavau Pago Pago, Apia, Suva and ret Auckland. Next Auckland sailing 10, Nov. 7.

Matua maintains a service Auckland to Lautoka, Suva, Nu Apia, Suva, Lyttelton, Wellington turn to Auckland. Next Auckland Sept. 28, Oct. 26, Nov. 23.

Details from Union Steam Sh of NZ, Quay and Commerce Sts. land. (Tel. 49-430).

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Sydney-Pacific Ports-Panama-UK

...w Savill's liner Southern Cross makes ... round-the-world voyages per year, ... west-bound, then two east-bound, ...g at Fiji and Tahiti every trip.
...sent voyage: From Southampton ...th. Africa, at Sydney Oct. 13-15, ...gton Oct. 18-19, Auckland Oct. 21, ... Oct. 24, Papeete Oct. 28-29, thence ...anama to Southampton, arr. Nov. ...

...ails from Shaw Savill Line, 8a ...reagh St., Sydney. (BW 1828).

New Zealand-Cook Is.

...S Moana Roa (40 passengers) makes ...ximately monthly voyages from ...nd (NZ) to Rarotonga (Cook ...s), with calls at Niue and some ... Cook Islands when cargo warrants.
...ails from NZ Department of Island ...ories, Wellington (Tel. 45-117), or ...ffice of Union SS Co. of NZ, Ltd.

... America-Tahiti-Central Pacific-NG

...ific Islands Transport Line's vessels ...sle and Thor I maintain approxi- ... six weeks service from Pacific ... Nth. America ports to Pacific ...

...visle: From San Francisco and ...Angeles, at Papeete Oct. 14-18, ...Pago Oct. 21-23, Apia Oct. 24-25, ...Oct. 26-27, Noumea Oct. 29-31, Lae ...4-7, Pago Pago Nov. 14-16, Los ...s Nov. 30-Dec.2, San Francisco Dec. ...

... I: Dep. San Francisco Nov. 4, Los ...s Nov. 5-7, Papeete Nov. 17-20, Pago ...Nov. 24-25, Apia Nov. 26-27, Suva ...0-Dec. 1, Noumea Dec. 3-5, Rabaul ...9-12, Pago Pago Dec. 17-20, Los ...s Jan. 1-4, San Francisco Jan. 5.
...ils from General Steamships Cor- ...n Ltd., 432 California St., San ...sco, USA. and Islands Agents.

...-Tahiti-Pago Pago-Fiji-Australia

...on-Oceanic Line of San Francisco ...s a regular five-weeks passenger- ...service from Los Angeles with the ...a, Sierra and Ventura. Terminal ... in Australia, vary with cargoes ...t. Vessels call at Papeete, Pago ...Suva, Sydney, Brisbane, etc. ... trans-Pacific sailing: Ventura Oct. ...a Townsville.
...ils from Matson Lines, 82 Elizabeth ...dney. (BU 4272).

...rican Pioneer Line has seven ships ...r Gem, Isle, Glen, Reef, Surf, Star ... on US Atlantic Coast-Panama- ... service with periodical calls at ...on southbound voyage. Next Papeete ...Pioneer Star Oct. 20, Pioneer Reef. ...t.
...ils from Wilh Wilhelmsen Agency, ...dge St., Sydney. (BU 6301).

...ydney-Fiji-Vancouver

...ic Shipowners, Ltd., of Suva (sub- ... of W. R. Carpenter and Co.) ...s a service three times yearly with ...000 ton, 98-passenger vessel Lakemba ...the above route with calls at Suva, ...a and Honolulu. Last Sydney ...: Sept. 14. Next Sydney sailing: ...5 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Next Sydney sailings: Sept. 29, Oct. 27.

Details from Colonial Sugar Refining Co Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation.

Next Sydney sailings for USA, via Islands ports: Waiana Oct. 27 (approx.), Waihemo mid-Nov.

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).

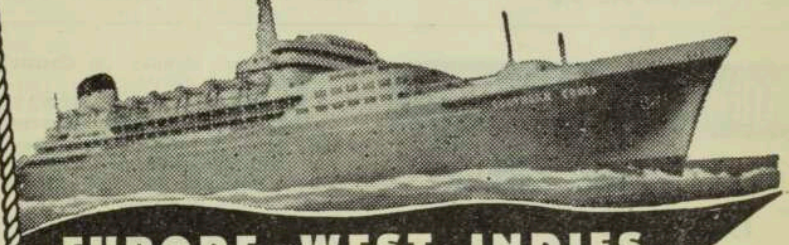
UK-Panama-Samoa-Fiji

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.

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:

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Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. **TAHITI**—Messageries Maritimes, Papeete. Cable Address: Messagerie, Papeete.

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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 Cloon Lautoka Oct. 17, Suva Oct. 18; Van Noort Lautoka Nov. 11, Suva Nov. 13.

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: Oranje dep. Sydney Jan. 10 (at Papeete Jan. 17-18); Oldenbarnevelt dep. Sydney Aug. 25 (Suva Sept. 4, Papeete Sept. 8-9).

Next inwards call at Papeete: Oranje Dec. 8-9.

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

The Italian Sitmar 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: Ruahine, ex-Wellington, due Papeete Dec. 18 (approx.).

Next southbound voyage: Rangitoto dep. London Nov. 17, due Papeete Dec. 13 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

A two-monthly call at Papeete is made 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, Niuatoputapu and Niuafoou; also occasionally at Apia, Western Samoa. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (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 Nadi (arr. Mon. 11.59 p.m., dep. Tues. 1 a.m.), Auckland, Sydney (arr. 11 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

FAR EAST SERVICE

1A. Sydney-Pt. Moresby-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 Tokyo arr. 5.30 p.m.

Fri.: Dep. Tokyo 11.59 p.m., arr. H kong 8 a.m. (Sat.), dep. 2.15 Manila arr. 4.15 p.m., dep. 5.15 Pt. Moresby arr. 5 a.m. (Sun.), 6 a.m., Sydney arr. 1.15 p.m.

[Note: As this is an Interna service, Qantas is not permitted to Sydney-Pt. Moresby or Pt. Moresby-S passenger traffic.]

SECTIONAL SERVICES I PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett operate from Sydney to Lae and with DC6B's. TAA runs the s Saturdays, Mondays, Wednesdays; A ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

First and Tourist Classes

Sat. and Mon. (TAA)

Dep.	A
Sydney, 9.45 p.m.	Brisbane, 11.4
Sun., Tues.	**Sun., Tues.**
Dep.	A
Brisbane, 12.45 a.m.	Pt. Moresby, 6.1
Dep.	A
Pt. Moresby, 7 a.m.	Lae,

First and Tourist Classes

Tues., Thurs., and Fri. (A/AN

Dep.	A
Sydney, 9.45 p.m.	Brisbane, 11.4
Wed., Fri., Sat.	**Wed., Fri., Sa**
Dep.	A
Brisbane, 12.45 a.m.	Pt. Moresby,
Dep.	A
Pt. Moresby, 6.45 a.m.	Lae. 7.4

First and Tourist Classes

Wed. (TAA)

Dep.	A
Sydney, 8.20 p.m.	Brisbane, 10.2
Wed.	**Thurs**
Dep.	A
Brisbane, 11.20 p.m.	Townsville, 2.
Thurs.	
Dep.	A
Townsville, 3.15 a.m.	Pt. Moresby, 6.
Dep.	A
Pt. Moresby, 7 a.m.	Lae,

SOUTHBOUND

First and Tourist Classes

Tues., Thurs., and Sun. (TAA

Dep.	A
Lae, 9.30 a.m.	Pt. Moresby, 10.
Dep.	A
Pt. Moresby, 11.30 a.m.	Brisbane, 4.
Dep.	A
Brisbane, 5.30 p.m.	Sydney, 7.

First and Tourist Classes

Wed. (A/ANA)

Dep.	A
Lae, 9.30 a.m.	Pt. Moresby, 10.
Dep.	A
Pt. Moresby, 11.30 a.m.	Townsville, 2
Dep.	A
Townsville, 3.05 p.m.	Brisbane, 5.
Dep.	A
Brisbane, 6.25 p.m.	Sydney, 8.

First and Tourist Classes

Fri. and Sat. (A/ANA)

Dep.	
Lae, 9.30 a.m.	Pt. Moresby, 10
Dep.	
Pt. Moresby, 11.30 a.m.	Brisbane, 4
Dep.	
Brisbane, 5.30 p.m.	Sydney, 7

2A. Qld.-New Guine

CAIRNS-PT. MORESBY-LAE-TOWN
TAA, with Fokker Friendshi

(First Class Only)

Alt. Mon.: Dep. Cairns 3.10 p.m., Moresby 5.30 p.m. (Oct. 2, Nov. 13, 27, etc.).

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Wed.: Dep. Lae 12.30 p.m., arr. Pt. resby 1.30 p.m., dep. Pt. Moresby 5 p.m., arr. Cairns 4.45 p.m., dep.) p.m., arr. Townsville 6.30 p.m. , 4, 18, Nov. 1, 15, 29, etc.).

AIRNS-PT. MORESBY-BRISBANE NA, with DC4 (Air Cargo Only)

lon. (Sept. 25, Oct. 9, 23, Nov. 6, etc.): Dep. Cairns 6.30 a.m., arrive t Moresby 9.25 a.m. Dep. Port resby 11.30 a.m. (same day), arr. sbane 6 p.m.

P-NG Internal Services

Operated by TAA

MORESBY-LAE-PT. MORESBY (Fokker Friendship Prop-Jet)

ues.: Dep. Pt. Moresby 6 a.m., arr. 7 a.m. (Oct. 3, 17, 31, Nov. 14, etc.).

ed.: Dep. Lae 12.30 p.m., arr. Pt. esby 1.30 p.m. (Oct. 4, 18, Nov. 1, 29, etc.).

RABAUL-LAE (Fokker Friendship Prop-Jet)

es.: Dep. Lae 8.45 a.m. Rabaul arr. 5 a.m. (Oct. 3, 17, 31, Nov. 14, 28, .

ed.: Dep. Rabaul 10.10 a.m., Lae 12 noon (Oct. 4, 18, Nov. 1, 15, etc.).

T MORESBY-IHU (DH Otter)

ri.: Port Moresby, Kerema, Ihu, rning same day (Oct. 6, 20, Nov. 7, etc.).

T MORESBY-BAIMURU-KIKORI (DH Otter)

Port Moresby, Yule Is., Kerema, uru, Kikori, returning same day Baimuru, Kerema, Yule Is.

urs.: Port Moresby, Ihu, Baimuru, ri; returning same day via uru, Ihu (Oct. 5, 19, Nov. 2, 16, tc.).

ORT MORESBY-DARU (DC3)

imuru: Alt. Fri., returning same via Balimo (Oct. 6, 20, Nov. 3, tc.).

(DH Otter)

rema, Baimuru: Alt. Wed. (Sept. Oct. 11, 25, Nov. 8, 22, etc.), return- alt. Fri. via Kikori, Baimuru, ma (Sept. 29, Oct. 13, 27, Nov. 10, tc.).

MORESBY-SAMARAI (DH Otter)

oresby, Abau, Samarai each Mon., rting Port Moresby 8.15 a.m., re- ing same day.

d.: Port Moresby, Samarai, depart- Port Moresby 8.15 a.m., returning day (Oct. 4, 18, Nov. 1, 15, 29,

.: Port Moresby, Samarai, depart- Port Moresby 8.15 a.m., returning day (Sept. 30, Oct. 14, 28, Nov. 5, etc.).

.: Port Moresby, Samarai, Esa'ala, rting Port Moresby 8.15 a.m., re- ing same day (Oct. 7, 21, Nov. 4, 18,

E-MADANG-WEWAK-MANUS-IENG-RABAUL SERVICE (DC3)

Dep. Lae 6.30 a.m., Madang arr. a.m. Wewak, Manus, Kavieng, ul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng us, Wewak, Awar (on request), ang, Lae, arr. 3.55 p.m.

Dep. Lae 6.30 a.m., Madang, , Wewak, Manus, Kavieng, Rabaul, 3.45 p.m.

Dep. Rabaul 6.30 a.m. Kavieng, us, Wewak, Awar (on request), ang, Lae, arr. 3.55 p.m.

s Awar on request for school- n only.

TRAL HIGHLANDS (DH Otter)

ep. Lae 7 a.m. for Wabag, calling at 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, Kaiapit, 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-RABAUL-LAE (DC3)

Alt. Mon.: Dep. Lae 6 a.m., Rabaul arr. 8.40 a.m. (Oct. 9, 23, Nov. 6, 20, 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. (Oct. 10, 24, Nov. 7, 21, 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.

RABAUL-BUIN-RABAUL (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, Burui, 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.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea) TAA, with DC3 aircraft

Dep. Lae 9 a.m. alt. Sun. (Oct. 8, 22, Nov. 4, 18, etc.), calls at Madang and Wewak, and arr. Hollandia 1.35 p.m.

Dep. Hollandia 10 a.m. alt. Mon. (Oct. 9, 23, Nov. 5, 19, etc.) and with calls at Wewak and Madang, arr. Lae 3.50 p.m.

BIAK (NNG)-LAE
NNG Airlines with DC3 Aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with Dakota DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4).

Alt. Sat. (Sept. 30, Oct. 14, 28, Nov. 11, 25, etc.): Dep. Biak 2 p.m., arr. Hollandia 4.10 p.m.; next day (alt. Sun.) dep.

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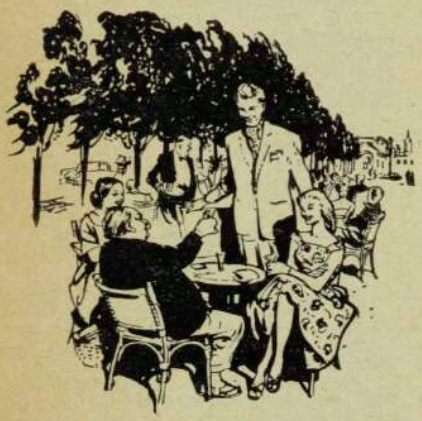

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Hollandia 8.30 a.m., arr. Lae 12.30
Alt. Mon. (Oct. 2, 16, 30, Nov. 13, 27,
Dep. Lae 6.15 a.m., arr. Holl
9.05 a.m., dep. 10 a.m., arr. Biak
p.m.

NNG INTERNAL SERVICES
NNG Airlines

DC3 aircraft link Biak with Holla
Lae (see above), Sorong, Merauke,
Merah, Kaimana, Manokwari,
Wamena, Ransiki, Genjem; Twin P
to Seroei, Steenkool, Manokwari, Noe
Inawatan, Teminabuan, Sorong; Beav
Fakfak, Kaimana, Teminabuan, Ajam
Napan, Wisselmeren, Kokonao, Inawa

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., v
and Biak (arr. Sun. 10 p.m.) for S
(arr. Mon. 6 a.m.).

DC8 aircraft dep. Biak Mon. an
4.35 p.m. for Japan en route to A
dam (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. (Oct. 3,
Nov. 14, 28, etc.).
Alt. Wed. (Fokker): Dep. Honi
a.m. for Munda, Buka, Rabaul
Lae arr. 12 noon (Oct. 4, 18, N
15, 29, etc.).
Alt. Mon. (DC3): Dep. Lae 6 a.
Rabaul, Buka, Munda, Ya
Honiara arr. 4.40 p.m. same day
9, 23, Nov. 6, 20, etc.).
Alt. Tues. (DC3): Dep. Honiara 7 a.
Yandina, Munda, Buka, Rabaul
arr. 3.25 p.m. same day (Oct.
Nov. 8, 22, etc.).

6. Sydney-Noumea

Qantas, with Electra Internatio

(New departure times effective Se

Fri.: Dep. Sydney 9.15 a.m., arr. N
1.45 p.m.
Fri.: Dep. Noumea 2.45 p.m., arr.
5.35 p.m.

7. Paris-Sydney-Noumea Tahiti-USA

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 1.10 p.m., eastbou
Athens, Teheran, Karachi, Ba
Saigon, Djakarta, Darwin, Sydne
Wed. 7.05 a.m.).
Dep. Sydney Wed. 8.05 a.m. for N
(arr. 11.40 a.m., dep. 3 p.m.), Na
5.50 p.m., dep. 6.50 p.m.),
International Dateline, Papeete
Wed. 1 a.m., dep. 2.25 p.m.), Ho
Los Angeles, Montreal, Paris (a
7.55 a.m.).
Dep. Paris Wed. 5.30 p.m., westbou
Montreal, Los Angeles, Ho
Papeete (arr. Thurs. 6.35 p.m
Sat. 1.40 a.m.), crosses Interr
Dateline, Nadi (arr. Sun. 4.2
dep. 5.25 a.m.), Noumea (arr
6.30 a.m., dep. 8.30 a.m.), Sydne
10.40 a.m.).
Dep. Sydney Sun. 11.40 p.m. for
Djakarta, Saigon, Bangkok, H
Teheran, Rome, Paris (arr. Fri.

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7A. Tahiti-USA

TAI, with DC8 Jet Aircraft

s.: Dep. Papeete 9.30 p.m. for Los ngeles, arr. Fri. 8.30 a.m.
Dep. Los Angeles 12.30 a.m. for apeete, arr. 5.40 p.m. same day.

8. Sydney-Lord Howe Is.

sett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats

lar return flight from Rose Bay base ch Tuesday and Saturday (with extra ght Thursday as required).

9. Sydney-Norfolk Is.

antas, with Skymaster DC4 aircraft

Sat. (Oct. 7, 21, Nov. 4, 18, etc.): ep. Sydney 8 a.m., arr. NI 2.45 p.m.; p. NI next day, alt. Sun. (Oct. 8, , Nov. 5, 19, etc.) 2.45 p.m. for dney, arr. 6.45 p.m. (Flight extends -Auckland-NI. See table 12.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

, Fri.: Dep. Noumea (N. Cal.) a.m. for Vila (arr. 8.55 a.m., dep. 0 a.m.), Santo (arr. 10.45 a.m., dep. .15 p.m.), Vila (arr. 1.30 p.m., dep. 5 p.m.), Noumea (arr. 4 p.m.).

. N. Caledonia-Wallis Is.

TAI with DC4 aircraft

hly (second Wednesday), from umea on Oct. 11, Nov. 8, etc.
Noumea, Wed., 7 a.m., arr. Wallis 2.30 p.m.; dep. Wallis Is. Thurs. .30 a.m., arr. Noumea 5 p.m. same y.

2. Norfolk Is.-Auckland

L, by Qantas Skymaster (Charter)

Sat. (Oct. 7, 21, Nov. 4, 18, c.). Dep. Norfolk 4 p.m., arr. Auck- nd 7.45 p.m. Ret. next day, Sun. t. 8, 22, Nov. 5, 19, etc.), dep. ckland 10.30 a.m., arr. Norfolk 1.30 m.

13. Auckland-Sydney

L, with Jet-Prop. Lockheed Electras

, except Tues.: Dep. Auckland 9 a.m., r. Sydney 11.05 a.m.
Fri.: Dep. Auckland 5 p.m., arr. dney 7.05 p.m.
Tues., Sat., Sun.: Dep. Sydney 12.15 m., arr. Auckland 5.50 p.m.
: Dep. Sydney 12.30 a.m., arr. Auck- nd 6.05 a.m.
Thurs., Fri.: Dep. Sydney 10 a.m., r. Auckland 3.35 p.m.

13A. Auckland-Brisbane

L, with Jet-Prop. Lockheed Electra

Dep. Auckland 8.30 p.m., arr. Bris- ne 10.50 p.m.
Dep. Brisbane 12.30 a.m., arr. ckland 6.20 a.m.

14. Sydney-Christchurch

AL, with Jet-Prop. Lockheed Electras

, Thurs.: Dep. Sydney 12.15 p.m., r. Christchurch 6 p.m.
Fri.: Dep. Christchurch 7 p.m., r. Sydney 9.05 p.m.
Dep. Sydney 9 a.m., arr. Christ- urch 2.45 p.m.
: Dep. Christchurch 9 p.m., arr. dney 11.05 p.m.

5. Christchurch-Melbourne

AL, with Jet-Prop. Lockheed Electra

s.: Dep. Christchurch 7 p.m., arr. elbourne 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 1.30 p.m., arr. Auckland 5.25 p.m., dep. Auckland 6.15 p.m., arr. Christchurch 7.55 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

Mon.*: Dep. Nadi 3.30 a.m., crosses International Dateline, arr. Tafuna Sun. 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 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.
* Mon. departure as from Oct. 2—previously Sun.; dep. times unaltered.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drover Aircraft and Beaver Amphibian

Suva (Nausori)-Nadi-Suva: Two flights daily (dep. Suva 8 a.m., arr. Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.).
Suva-Labasa-Suva: One flight daily, except Tues., Sun.
Suva-Savusavu-Matei (Taveuni), 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. 29, Oct. 13, 27, Nov. 10, 24, etc.) and alternate Mon. mornings (Oct. 2, 16, 30, Nov. 13, 27, etc.).
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

Dep. Suva (Nausori) 7. a.m. alternate Thurs. (Oct. 5, 19, Nov. 2, 16, 30, etc.) arr. Nukualofa (Fua'amotu airfield on Tongatapu) 11.15 a.m.
Dep. Nukualofa 9.30 a.m. on return flight alternate Sat. (Oct. 7, 21, Nov. 4, 18, Dec. 2, etc.), arr. Suva 11.45 a.m.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22B. Fiji-N. Hebrides-BSI

A new monthly service with 7-passenger Heron aircraft is expected to commence shortly, operated by Fiji Airways Ltd. Route will be Suva, Nadi, Vila, Santo, Honiara, Santo, Vila, Nadi, Suva.

22C. Fiji-Western Samoa

Commencing in November, Fiji Airways Ltd. will operate a fortnightly service from Suva (Nausori) to Faleolo, Western Samoa, with Heron aircraft.

23. Hawaii-Tahiti

South Pacific Air Lines with Super-G Constellation aircraft

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

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Investigating Accountants for the Underwriting Brokers:
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Sat. 7.30 a.m.
Sat.: Dep. Papeete 10 p.m., arr. Hono
Sun. 7.30 a.m.

Details from South Pacific Air L
Hotel Stuart, Quay Bir Hackeim, Pap
Tahiti, or 311 California St., San F
cisco, USA, or TAA offices in Australi

24. New Caledonia-New Zealand

TAI with DC4 Aircraft

Sun.: Dep. Noumea 9.45 a.m. for Auckl
arr. 4.25 p.m.
Mon.: Dep. Auckland 9.30 a.m.
Noumea arr. 2.30 p.m.

25. Samoan Inter-Island Service

Polynesian Airlines Ltd., of A
Western Samoa, using Percival Prince
craft, operate a regular air service bet
Western Samoa (Faleolo airfield)
American Samoa (Tafuna aerodro
Flight takes 45 minutes, each way.

Dep. Faleolo (W. Samoa) Sat. 10
Sun. 9.30 a.m., 2.30 p.m., Mon. 10
2 p.m., Tues. 8 a.m., Wed., 10
2 p.m., Thurs. 10 a.m., Fri. 10
3.30 p.m.
Dep. Tafuna (Am. Samoa): Sat. 8.30
11.15 a.m., Sun. 11 a.m., 4.30 p.m., M
11.15 a.m., 3.15 p.m., Tues. 9.30
Wed. 11.15 a.m., 3.15 p.m., Thurs.
a.m., Fri. 11.15 a.m.

Booking agents: Gold Star Travel Ser
Apia; R. E. Pritchard, Pago Pago.

26. French Polynesia Inte Island Service

Reseau Aerien Interinsulaire with Bermuda flyingboat

Service to the Leeward Group (
Sous le Vent), Society Islands.

Mon., Tues., Thurs.: Dep. Papeete
a.m. for Raiatea (arr. 8.30
dep. 9.15 a.m.), Bora Bora (arr.
a.m.).
Mon., Tues., Thurs.: Dep. Bora Bo
p.m. for Raiatea (arr. 3.15 p.m.,
3.35 p.m.), Papeete (arr. 4.35 p.

Details from RAI, Quai Bir Ha
Papeete.

27. N. Caledonia Interna Services

TRANSPAC, with Herons and Rapi

Noumea-Mare: Tues., Wed. dep. Noum
p.m., Mare arr. 2.50 p.m., dep.
p.m., Noumea arr. 4 p.m.
Noumea-Lifou: Tues., Wed., Fri.
Noumea 8 a.m., Lifou arr. 8.50
dep. 9.10 a.m., Noumea arr. 10
Sat.: Dep. Noumea 2 p.m., Lifou
2.50 p.m., dep. 3.10 p.m., Nou
arr. 4 p.m.
Noumea-Ouvea: Tues. dep. Noumea
a.m., Ouvea arr. 11.50 a.m., dep.
p.m., Noumea arr. 1.30 p.m. Sat.:
Noumea 8 a.m., Ouvea arr. 8.50
dep. 9.10 a.m., Noumea arr. 10 a.
Noumea-Koumac: Wed., Sat. dep. Nou
1 p.m., Koumac arr. 2.30 p.m.,
3 p.m., Noumea arr. 4.30 p.m.
Noumea-Isle of Pines: Mon., Wed.,
Sat. dep. Noumea 10.45 a.m., Pines
11.15 a.m., dep. 11.30 a.m., Noumea
12 noon. Sun.: Dep. Noumea 8
Pines arr. 8.15 a.m., dep. 4.30
Noumea arr. 5 p.m.

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Pacific Commerce and Produce

sian Common Market "Not Feasible"

Britain's formal application to enter the European Common Market was sent to the European Economic Community's headquarters in Brussels on August 10. It will go before the EEC Council of Ministers on September 25, and full-scale negotiations are expected to start in October.

ECAUSE of the probable effect of Britain's entry on such Pacific ducts as sugar, copra, coconut oil, ee, and cocoa, Islands Governments are keeping a close watch on elopments.

has been suggested that Australand New Zealand, and their territes, should join such other ntries as Hongkong, Japan, China orm their own South-East Asian mon Market. Mr. J. McEwen, eral Minister for Trade, stated he ld examine fully any such proals.

owever, informed opinion is that a plan is not feasible and would too many difficulties. The evenobjective of an economic union do away with tariff barriers be- members and to use import rols to keep non-member goods

realistic appraisal of the situashows that Australia or NZ d not possibly abandon their fs against low-cost Eastern coun- To do so would mean the sudend of thousands of small busies and mass unemployment. Difg cost levels and wage structures lude any likelihood of an Asian mon Market being formed.

his, too, was one of the obstacles Australian Chamber of Come Export Council came up nst in its considerations of a ible Pacific Area Union at the annual conference in early ember.

ut the absence of an Asian Com- Market will not prevent Aus- a from making a very determined to capture more of the trade of and the Pacific territories.

r John Crawford, director of the earch School of Pacific Studies, tralian National University, Can- a, and a former permanent head the Department of Trade, has licly stressed the point that Australia is making trade gains in these areas. Asia and the Pacific account now for 33 per cent. of Australia's exports, compared with 14 per cent. before World War II—and we can do better.

Listed hereunder are the various tariffs on tropical products levied by UK now, compared with the Common Market tariffs:

	UK Tariff		EEC
	British Pref.	MFN* % ad val.	Tariff
Copra ..	—	10	—
Coconut Oil ..	—	15	9
Oil Cake and Meal	—	10-15	1
Rubber ..	—	—	—
Sugar ..	—	13	80
Coffee ..	1.4	3.2†	16
Cocoa ..	5.1	5.9	9

* Most-Favoured-Nation specific rates have been converted to ad valorem.

† For coffee from the Dollar area, there was also a quota restriction.

The key to the situation, as far as Australia, NZ and the Pacific are concerned appears to be: How far can Britain go in insisting on the retention of her existing agreements? The Commonwealth Sugar Agreement, for instance—and Fiji is vitally concerned in this—extends until December, 1968. Is it to be torn up if UK joins the Common Market?

This and other questions will remain in the balance until the final terms of entry are made known.

New Co. to Prospect Old Goldfield

A NEW mining company plans to exploit gold-bearing ores on Woodlark Island, near Milne Bay in Papua. Prior to World War I, the Woodlark field produced gold worth nearly £4,000,000 on present day values.

The new company, Murua Development Company Ltd., registered in Port Moresby on August 26, has taken out an exclusive prospector's licence over 24 square miles.

A company spokesman said it was planned to raise £26,000 for research to determine whether there was a big enough body of ore to warrant exploitation on a large scale. No date was given when operations would start.

Directors of the new company include Mr. E. V. Crisp (chairman of directors of Steamships Trading Company, one of the biggest investment companies in P-NG), Mr. C. P. W. Kirke, chairman of Port Moresby Town Planning Council, and Mr. G. R. Jones, a Territory broker.

Murua was the first payable goldfield worked in Papua—it was proclaimed in 1885. In the early part of this century, there were up to 100 miners winning gold on the field. There was a revival of interest there between 1934 and 1938, but work ceased there on the outbreak of World War II.

Netherlands New Guinea's Export Trade Dips

Netherlands New Guinea's export trade for the first six months of 1961 showed a marked decline—values fell by 4,600,000 guilders (about £575,000 Aust.) compared with January-June last year.

The total export value of 7,200,000 guilders (£A900,000) for this half year reflected the drop in world market prices for copra, nutmeg and mace, the principal agricultural products. Copra exports rose from 2,675 to 2,867 metric tons but the value at 1,200,000 guilders (£A150,000) dropped considerably. Nutmeg and mace production was lower by about half, and the value fell off by two-thirds.

Crude oil exports dropped by one-third of 1960's Jan.-June volume and earned only little more than half of what oil exports did last year.

Production gains were made in copal and dammar gum and in cocoa beans (the newest export); and timber exports, though smaller, were up in earnings—but all these were not nearly enough to offset the slump in values of the major products.

Fish Canning, Matches: New Industries for Fiji

Two new companies which were registered in Suva in August reflect a growing interest in "Invest in Fiji" as one of the solutions of the Colony's future growth.

Pacific Fishing and Canning Co. Ltd., with nominal capital of £250,000, intends to use Japanese "know-how" to exploit Fiji's fishing grounds. The Board consists of Messrs. H. M. Scott, A. G. McCown and V. J. Costello, three very well known Fiji identities, together with four Japanese,

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Messrs. K. Nagashima, Y. Banno, F. Suesada and T. Yamada.

The company proposes to base operations at Levuka, where there are good waterside facilities and buildings suitable for conversion to a canning factory. Crews of vessels and all technical experts will be Japanese. This move should give a deserved lift to "forgotten Levuka", the one time capital.

The other company plans to make safety matches in Fiji, and Legco recently granted protection to the industry, which will be established by Pacific Manufacturers Ltd. All machinery and materials for the manufacture of matches will be admitted duty free and the industry declared a "protected" one.

Mr. M. H. Akbar, a director, has declared confidently that the firm will soon capture the Fiji market; it hopes to export later to nearby territories. Other directors are reported to be three members of Legco, Messrs. A. I. N. Deoki, B. D. Lakshman and H. B Gibson, together with Mr. R. A. Emery, recently retired Comptroller of Customs.

Extensive use of local materials is planned and the industry should partly relieve unemployment in the area where the factory is planned.

Dylup Cleared £30,000 On Finance Co. Sale

Dylup Plantations Ltd., New Guinea, sold its interest recently in Island Finance Company Ltd. (an unlisted NSW company acquired late last year) for £72,000 cash.

Payment is by a substantial deposit (already received) and the balance over 12 months. The company realised capital profit of approximately £30,000 on the sale of this asset.

BSI Cocoa Price To Be Reviewed

Government officials in BSI have been taking a close look recently at the economics of the Protectorate's cocoa industry.

The cocoa price, c.i.f., Liverpool, in July, was £214 Aust. per ton, against £287 Aust. per ton in July, 1960. They calculate that in order to justify the BSI price of 6d per pound for wet beans, after taking into account processing and marketing costs, an overseas price of £233 Aust. per ton must be available.

Latest reports about the overseas cocoa market emphasise that, while both production and consumption of cocoa are increasing, the rate of consumption is nowhere near equal to the production increase.

The Government price for wet beans throughout 1961 has been higher than the market warrants, and it seems unlikely that any significant rise in cocoa prices can be expected at present.

The local price for wet beans will be maintained at its present level until October 1, when it will be reviewed, to take account of the world price, processing and transport costs.

Meanwhile, UK has approved a supplementary grant of £101,164 Aust. for the Protectorate's Cocoa Development Scheme, which will bring the total expenditure, from the start of the scheme to March 31, 1964, up to £283,500. About £45,000 of this will be contributed by BSI and the rest, including the new grant, will come from Colonial Development and Welfare funds.

The grant will enable the Government to recruit additional overseas extension staff, in order to keep pace with cocoa plantings and increase their total acreage: appoint additional local staff; and meet housing and transport requirements.

Australia's Upkeep Of Papua-New Guinea

In 1961-62, Australia will provide assistance, directly and indirectly, for Papua and New Guinea to the tune of more than £18 million, if one includes the cost of the Territories Dept., whose main task is looking after P-NG.

The basic grant of £17,300,000, however, was disappointing to Territory officials—it seems that they had counted on at least another £5,000,000 or so if the huge five-year development plan is to get under way with any chance of success. Last year's grant was £14,500,000, but the Administration spent £14,796,648.

Details of proposed expenditure and grants were revealed in the Commonwealth Government's Budget in August and show:

	1961-62 £	1960-61 £
Grant	17,300,000	14,796,648
School Pac. Admin.	62,500	54,196
Pensions (Pre-war)	82,900	83,618
Lighthouse services	20,000	19,938
Lighthouse buildings	18,000	10,811
Lighthouse equipment . ..	13,000	6,325
Ex-service loans .	500,000	515,000
Civilian war pensions	43,700	46,100
Shipping subsidy .	75,000	100,000
NG Timber Agreement . ..	—	140,000
Territories Dept. .	467,000	375,291
Total	18,582,100	16,147,927

Norfolk Island's grant towards Administration expenses is unchanged at £32,000—but an additional £20,000 is provided, for the first time, towards the "restoration and maintenance of historical structures". NI was twice a convict settlement between 1788 and 1856, as the grainfield for feeding penal settlements in New South Wales and Tasmania, and ruins of the stone buildings constructed then still dot the island.

An amount of £4,140 has been set aside by the Commonwealth for its representation in New Caledonia; last year it cost £5,180.

Two other items of interest, in the tabled expenditure for last year, were: £7,250 gift to relieve distress after the Tonga hurricane; and legal expenses of £276 in connection with land tenure claims in New Hebrides.

Suva Tobacco Firm Extends to Lautoka

One of the two tobacco companies in Suva, Fiji, Carreras Limited, manufacturers of Craven "A", Crown and Guards cigarettes, have recently opened a branch office and sales depot in Lautoka, north west area.

The branch manager is Prem Chandra, who is well known to Lautoka residents having lived there from 1935 to 1949, his father, R. H. Ramnarayan, being a local school headmaster. He lived in Lautoka again in 1951 when he was in the Fiji Police.

Outlook Not So Black For Kinjibi Coffee

In August, two developments to rehabilitate Kinjibi Holdings Ltd. (originally known as Goroka Coffee Holdings), New Guinea, were announced by the chairman, Mr. Sidney Baume—a £1 issue of 12½ per cent. deposit noted shareholders only; and that overd accommodation had been granted to company for plantation development.

The company now expects to pa the £7,000 still owing (out of an or borrowing of £15,000 by the 1959 b for which 21 per cent. interest is paid. It will also pay off all outsta debts.

The Madang store has been leas £3,120 a year and all stock sold.

Economic Outloo

IN keeping with the "stay-put" B laid before the House last mon Treasurer Harold Holt, the stock m during the past four weeks has beer and inactive. Index of ordinaries tinued to hover around the 300 (300.04 on September 8), somewha ferent from the all-time peak of in September last year.

The Budget itself, criticised as "o and uninspiring", increased pension reduced sales tax on some items, provided for a record £2,000 m expediture. Holt said he was budg for a £16,471,000 deficit, compared a surplus of £15,791,000 achieved last

The only flurry during the month o stock market was caused by a tak of the old established interstate sh firm, Huddart Parker Ltd., by Bi and Oil Refineries (Aust.) Ltd. finance house, Commercial and G Acceptance Ltd. (in which W. R. Car have a large shareholding, though n major one—that is held by the mercial Banking Co. of Sydney) m £4½ million offer, but were pipp the post by a bigger cash and deal worth £5.6 million at current m prices.

SYDNEY SALES PRICES

	Aug. 8, '61	Sept
Bali Plantations . .	10/-	
Burns Philp	90/6	
Burns Philp (SS) . .	50/-	
Choiseul Plntn. . . .	161/-	1
C.S.R.	£68/15/-	£
Dylup Plantations .	7/8	
Fiji Industries . . .	13/9	
Hackshall's	12/6	
Kauri Timber	14/9	
Kerema Rubber . . .	6/3	
Koitaki Rubber . . .	15/-	
Lolorua . . .	8/-	
Makurapau Plntn. .	3/6	
Mariboi Rubber . . .	7/9	
Norfolk Is. Whaling .	2/3	
Pacific Is. Timbers .	5/3	
Palgrave	4/-	
Plantation Holdings .	3/6	
Queensland Insurance	96/-	
Rubberlands	6/-	
Sangara	2/7	
Sthn. Pac. Insurance	27/6	
Steamships Trading .	40/-	
W. R. Carpenter Hold.	30/4½	
Watkins Consolidated	6/-	
Timor Oil	7/-	

OIL AND MINING SHARES

	July 9, '58	Aug. 8, '61	Sept
Emperor . .	b5/9	b3/-	
Loloma . .	—	s44/-	
Bulolo . . .	b35/-	b55/6	
N.G.G. Ltd.	b1/9½	b1/9	
Oil Search .	b2/6	b2/1	
Oriomo Oil .	—	b2d	
Ent. of N.G.	b7d	b2½d	
Pac. I. Mines	—	b87/6	
Papuan Apin.	b9d	b3/3	
Placer Dev.	b86/6	b180/-	

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LANDS PRODUCE

ıless otherwise stated, quotations are ıstralian currency. Aust. £ equals ıximately 16/- Stg., NZ. or W a; 18/- Fiji; 20/- Tonga, Solomons & C areas; 196 Pac. Frs.; SUS2.25.)

COPRA

e British Ministry of Food 9-years act, which governed copra prices ıpua and New Guinea, Fiji, Western a, Solomon Islands, and Gilbert and Colony (and, to some extent, in a and Cook Islands) expired on De- er 31, 1957; since when each Terri- has made its own arrangements for tion and marketing of copra.

PUA - NEW GUINEA:—All production ilivered to Copra Marketing Board. olled by six members, including three ers' representatives; and the Board s distribution and sales, and makes ents to the producers. Production mainly to (a) Unilever (30,000 tons contract covering 1961), (b) Aus- (30,000 tons for local consumption), rushing-mill in Rabaul (40,000 tons), (d) Japan (300 tons per month or if available). Prices generally tally ruling rate in Philippines, with ums for hot-air dried.
m January 1, 1961, P-NG Copra I's Tentative Purchase Prices, for delivered main ports: Hot-Air Dried /10/- per ton; FMS, £A53 per ton; e-Dried, £A52 per ton.

II:—No Government control—producers where they wish. Bulk of copra goes rushing-mills in Suva. On Sept. 4 were: HAD £F47/10/-, FM /-/-.

ESTERN SAMOA:—Official Copra l takes all production, sells same and s payments to producers. In 1961, 4,000 tons will go to Abels Ltd., NZ ers, and about 6,000 tons to Unilever, out of an estimated 15,000 tons pro- on, under this year's contracts.

NGA:—Sales are under Government ol. Part of production goes to Europe, r arrangement with Uniliver con- d by Philippines prices, and part open market.

LOMON IS.:—All production marketed igh official BSI Copra Board, at prices on Philippines rates. Of the ctorate's 1961 output (about 20,000 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 ves) in Sept.: 1st grade, £A50/10/-; rade, £A49/-/-; 3rd grade, £A46/10/- on, f.o.b., BSIP ports.

LBERT AND ELLICE:—Production eted in Europe through official Copra d, at prices based on Philippines , less "stabilisation fund" charges.

W HEBRIDES:—On Sept. 1, the copra was approx. £A37/10/- (7,500 Pac. s) per ton delivered Vila/Santo. ch price the same day was 84½ heavy s per metric ton, c.i.f., Marseilles.

OOK IS.:—Subject to the copra ract provisions between Cook Is. ers and Abels, Ltd., of Auckland, operate the only NZ copra crushing the price paid is average London for previous three months, less iling charges. Price fixed for third ter of 1961 is £NZ52/6/10 1st grade, Z51/1/10 standard grade—both f.o.b., tonga.
OKELAUS: Price is based on the age London price for the month prior hipment to Auckland crushers.

OTHER PRODUCE

COCOA:—Islands prices are based on the rates for Ghana cocoa which on Sept. 6 was £Stg.165 per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Sept. 6: grade 1 £S240, grade 2 £S230, f.o.b., Apia.

P.-N.G.: Sept. 6—Quote No. 1: £200 (top grade), £190 (medium), £180 (low). Quote No. 2. £195 (good quality), £190 (medium).

COFFEE.—P.-N.G.: Sept. 6, good quality A grade, per lb, 4/- to 4/2; B grade, 4/-; C grade, 2/6 to 3/-, c.i.f., Sydney.

PEANUTS: P.-N.G.: F.o.b., Lae, Sept. 6, 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 Sept. 5 was: No. 1 RSS, Spot, 84¼ Straits cents per lb (29.38d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported Sept. 6: White and yellow label, processed, standard packs, 47/-; green label, 45/-, 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. Vitamised 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 Sept. 6 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.** —£185 per ton, c.i.f., Sydney; **B.S.I.**— £175 per ton, c.i.f., Sydney. Quote No. 2: **Papua-NG, B.S.I.**—£170 per ton.

GREEN SNAIL SHELL.—Quote No. 1: £460 per ton; Quote No. 2: £465.

CROCODILE SKINS: 12 in. and over, small-scale, first quality: **P.-N.G.**—Quote No. 1 15/- per in.; Quote No. 2 16/-; **B.S.I.**—Quote No. 1 15/- per in.; Quote No. 2 16/-.

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London and US Quotations

Copra: LONDON, Sept. 4, Philippines, in bulk, $169 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.60/15/- per long ton. NEW YORK: Aug. 3, Philippines $157.50 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 765 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, Sept. 4, Ceylon, 1%, in bulk, £Stg.88/10/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.83/10/-, c.i.f.

Rubber: LONDON, Sept. 4, c.i.f., RSS No. 1, Spot, 25½d. Stg. per lb.; RSS Nov./Dec. 25⅝d. Stg. lb.; Sept. shipment 25⅜d. Stg. lb.

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Index to Advertisers

my Drive Yourself P/L 126
tex International .. 12
s Industries 53, 57, 87, 118, 121, 138
amated Dairies .. 48
s, W., & Co. 112
-A.N.A. 108
te Co. Ltd., The .. 56
, Wm. 10
Cotton Manufacturing Ltd. 130
Ltd. 96

a Slipway & Eng. Co. 100
M. Paints Ltd. 92
of N.S.W. 137
of N.Z. Ltd. 6
.. .. 70
l, Gwyn & Co. Ltd. .. 145
nd-Rae 33
C. 150
n Bros. Pty. Ltd. .. 122
, Wynne S. 107
Paints Ltd. 14
United Dairies 56, 121, 126
n & Co. 125
s, J. (Travel) Pty. Ltd. 151
W. J. & Co. (Aust.) P/L 122
.. 26, 82, 125, cov. iii

y 50
dge Credit Corp. Ltd. 152
ter Ltd. 4, 158, cov. iv
hael, R. 156
n, John & Co. .. 41
Lee Shipyard 103
nwealth Bank 94
's Mustard 134
l Meat Co. Pty. Ltd. 2
Watson (NG) Ltd. .. 33

Crammond Radio Co. 157
Cummins Diesels 98
Cystex 95

Degenhardt, C., & Co. .. 153
Deutz Plant & Equip. (Aust.) Pty. Ltd. 70
Donald Ltd. 93
Douglas, W. C., Ltd. 89

Filmo Depot 119
Firth Cleveland Pty. Ltd. .. 97
Franke & Heidecke 114
French's Mustard 26
Frigate Rum 93

Gardner Engineering 104
Gilbey, W. & A., Ltd. .. 11
Gillespie Bros. Pty. Ltd. .. 102
Gillespie, R., Pty. Ltd. 1, 80, 81
Glaxo Labs. (NZ) Ltd. .. 69
Gothic Pty. Ltd., The 46
Grove, W. H. & Sons Ltd. 6, 86

Halvorsen, B., Ltd. 102
Handi-Works Co. 114
Hastings Diesels 64
Hellaby Ltd. 42
Hemingway Robertson Institute 12
Herberton Methodist Hostel 139
Hurst, Paul 111

I.C.I.A.N.Z. Ltd. 160
Industrial Enterprises 88
International Harvester Co. 60

Johnston G. Corp. 86

Kanimbla Hall 119
Keen's Curry 36

Capt. Kennedy 107
Kerr Bros. 127
King & Yuill, R. W. 155
Kitchen & Sons Pty. Ltd. .. 58
Kiwi Polish 127
Kopsen & Co. Pty. Ltd. .. 52
Kraft Food Co. 5, 128

Lawrence, A. 116
Love, J. R. & Co. Pty. Ltd. 29, 132
Lysaght, J. 9

McIlrath's 43
Mac. Robertson 13
Malleys Ltd. 7, 124
Matson Line 144
Mendaco 95
Millers Ltd. 61
Morris Hedstrom Ltd. .. 22, 51
Mungo Scott Pty. Ltd. .. 120

Nestles 55
Newman's Antiques 116
N.G. Aust. Line 79
Nixoderm 95
Northern Hotels Ltd. 139

Ogden Industries 117

Pacific Islands Transport Line 145
Pan American Airways .. 72
Parke Davis & Co. .. 110, 120
P. I. Society 138
Phoenix Shipbuilding Co. .. 111
Piccaninny Wax 90

Qld. Insurance 135
Qantas 38
Quirk's Victory Light Co. .. 131
Queensland Milling 40

Rex Hotels 65
Robinson's Baby Cereal .. 56
Royal Interocean Lines .. 30

Seismic Supply (Aust.) P/L 54
Seward Ltd. 87
Shaw Savill 147
Shell Chemical (Aust.) Pty. Ltd. 28, 159
S. P. Brewery 71
Stapleton, J. 135
Steamships Trading Co. Ltd. 54
Stewarts Lloyd 37
Sthn. Pac. Ins. 36
Sullivan Ltd. 66

T.A.A. .. .. cov. ii
Taubman's Ltd. 44
Taikoo Dockyard 106
Tait, W. S. & Co. Pty. Ltd. 8, 62
Tallerman & Co. Pty. Ltd. .. 49
Tathman, S. E. & Co. P/L 62
T.E.A.L. 68
Thornycroft (Aust.) Pty. Ltd. 101
Tilley Lamp Co. 91
Tooth & Co. 40
Turners Supply Co. 138

Ventura Trading Co. P/L .. 155
Victa Mowers 113
Vi-Stim 118

Warnock Bros. Ltd. 37
Webster, D. 66
Weymark Pty. Ltd. 67
Whites Aviation 119
Wilhelmsen, W., Agency, P/L 30
World Travel Service 67
Wunderlich Ltd. 34

Yardley 136
Yorkshire Ins. 134

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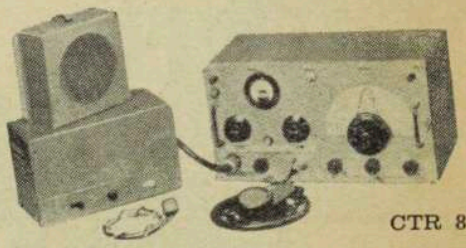

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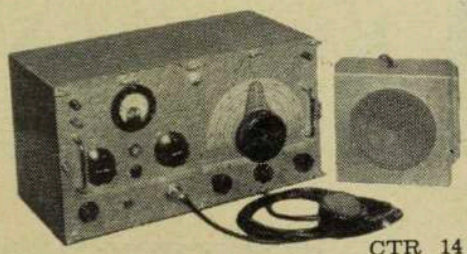

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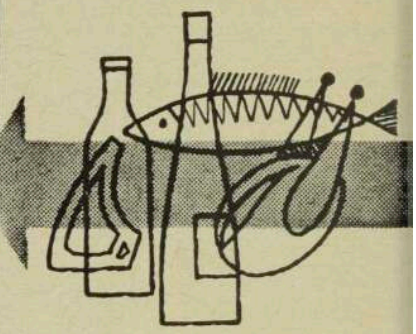

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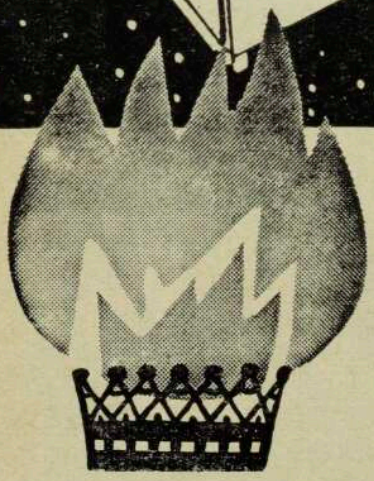

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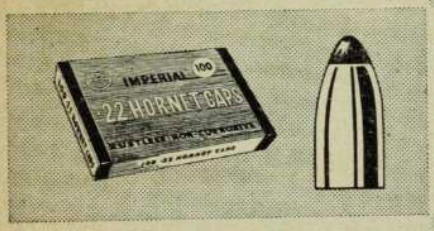

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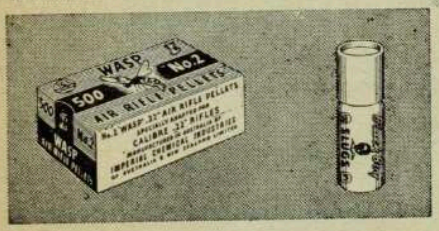

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