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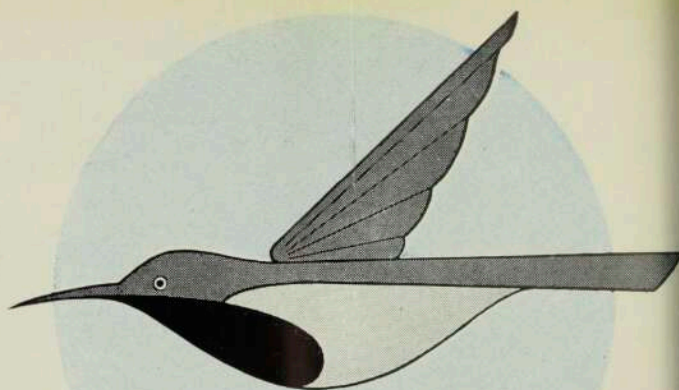
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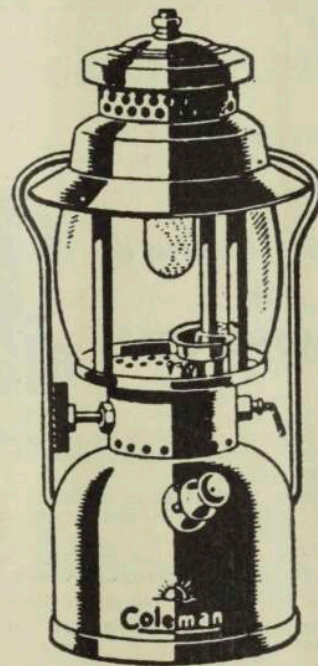
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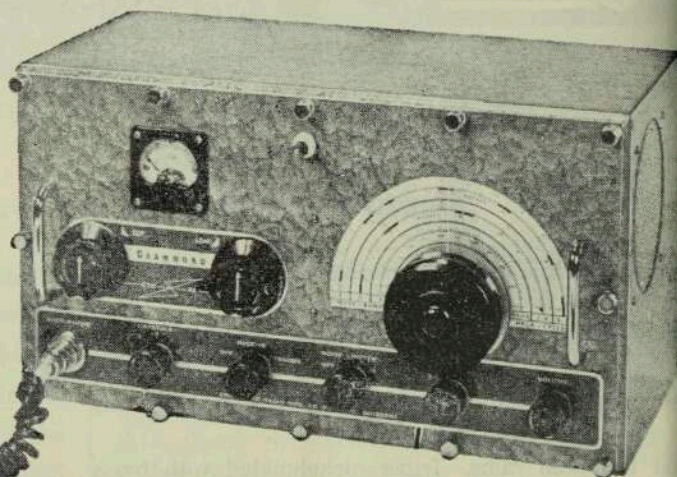
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COVER: West New Guinea police recruits go through their paces with full
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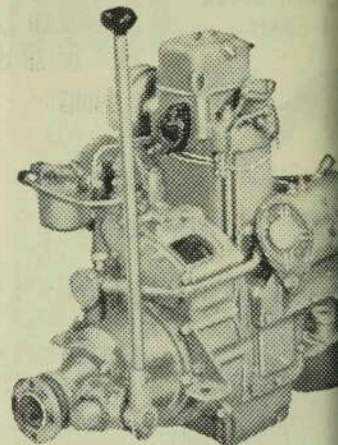
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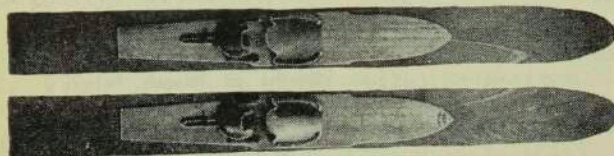
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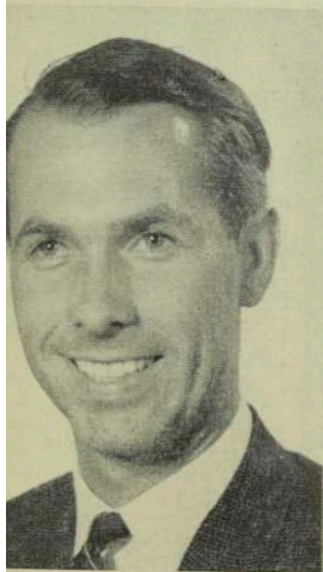
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PEOPLE

5 years the waterfront of Suva moved and the Pier Hotel has the Garrick—but Mine Host remained the same—popular hotel. Mr. Vince Costello, youngest Costello brothers who found fortune in Fiji. Arrived in Fiji from Australia 9, and in 1931 joined his Mr. D. Costello, in the (then known as the Pier as assistant manager. On New Day, 1937, Vince and another Mr. J. Costello, became joint and it was during their regime ne was changed. The water- had been shifted when land claimed and Pier was hardly ble name. The hotel took its me from the owners of a lock of property, the Garrick. In 1947, Vince Costello be- ble proprietor of the hotel. a keen sportsman, and almost ear makes a pilgrimage to ne for the Melbourne Cup.



Nelson, son of Mr. Norman Nelson son of the late Ivan Nelson, who Nelson and Robertson Pty. Ltd., ders, 60 years ago. He is a director, and made a special visit to Apia for Western Samoa's Independence celebrations.

departure from Fiji in mid-er of Mr. and Mrs. A. E. removed another link with days" of the Colony's copra hey have gone to live in re- at Napier, New Zealand. n he was a son of the late Beddows, of Vunivasa Estate, a pioneer copra producer,

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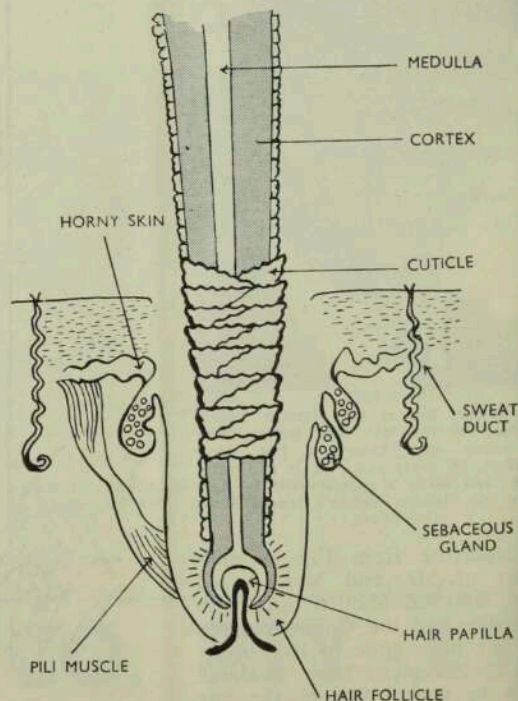
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THE THEORY OF HAIR CARE

THE HAIR

When the hair is magnified it will reveal millions of small overlapping scales of horny, translucent substances called Cuticle. When the hair is brushed or combed, the hair bends, and one scale slides freely over the next, giving the hair flexibility. The sliding movement of the scales is helped by nature's lubricant, called Sebum. The small cuticle scales have millions of recesses, each capable of holding a few specks of dirt or dust collected from the air. Now, if the hair is cleansed with a good shampoo, it will remove dust, dirt, and nature's lubricant. The removal of nature's lubricant is a great disadvantage, as it prevents the free sliding action of the scales, making the hair difficult to manage. The best way to rectify this and restore the hair to a soft, controllable lustre and a stimulating sheen, is to put back nature's lubricant in between the hair scales, where it was originally. This is exactly what happens when Figaro Hair Stim Cream is applied; it stimulates the hair on the inside, where nature does. A little different from some of the hair conditioning creams which merely lay a coating of brilliantine on the outside of the hair, making it look artificial. A crude type of conditioning cream may ruin the hair; others simply rinse off, leaving the hair no better than before. But you can always rely on Figaro Hair Stim to give your scalp that healthy look, and the hair a stimulating lustre.

ANATOMY OF THE SKIN AND HAIR



died at an advanced age in Mr. Beddows did not follow a military life. Instead, he joined the civil service, and worked in various parts of the Colony until "retired" in 1954. Then, on the completion of his leave, he joined the Police Service, and served the last six months in the Registrar-General's Department.



Mr. Ian H. St. Clair with his wife and his three young daughters. They were in Apia, Western Samoa, in December when he becomes Anglican Chaplain. He was formerly Vicar of St. Stephen's Church of England, Portland, Victoria.

ga has enlisted four dogs in its police force—Shane, Rocky, Caesar and Sammy—under the control of Constable 'Akau'ola and Constable who have just completed an examination course in Australia on handling and training police dogs. The men took the dogs back with them to Tonga. Kennels have been located out of Nukualofa at the industrial area of Havelu.

Amongst the hundreds of Christmas cards we received this year there was one, as usual, from the Rev. E. Tremblay, SM, now of Suva but once of Tonga. Father Tremblay's message took the form of a pint-sized sermon—which he called a "parable for all fallout-shelter dwellers." So far we haven't heard of even one fallout shelter in the South Pacific islands—although

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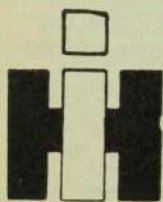
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ave become very fashionable in ulu. Nonetheless his admonition eep on trying no matter what" ably good medicine down here l as up there.

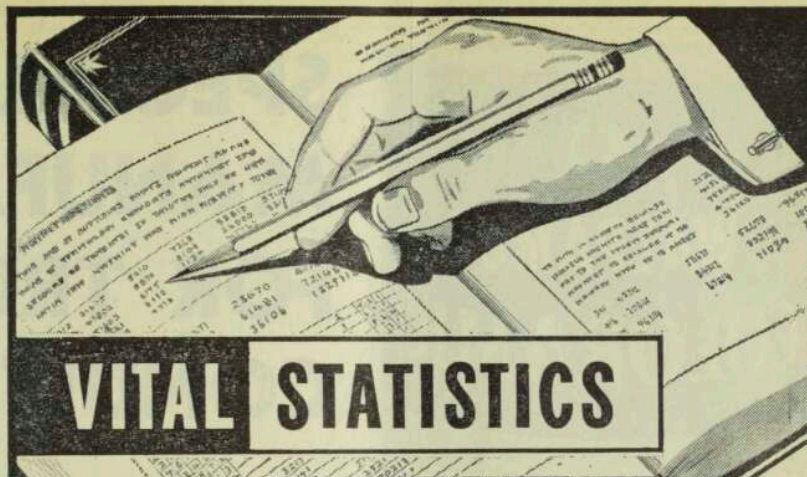


ute-miler John Landy (centre) left Lae, Wau, in late December with two companions, John McFarlane and Oliver (both Melbourne University Club and Citizen Air Force members). ere they planned to walk to the mouth Markham River, near Lae, by way of s. The three men expect this to take k days then they will fly to Popondetta ere they will walk across the Kokoda Port Moresby. Landy will spend an o weeks in P-NG to advise aspirants P-NG native athletic team which will in the Commonwealth Games in Perth, WA, this year.

claim was made in *PIM* some go that a young man in the Islands was the first Polynesian ain a sea-going master's cer-. This is challenged by young Moors, of Samoa, who has aken over duty as Harbour- at Apia. Capt. Moors got his 's certificate several years ago. ere should be a qualification in aim. The Cook Islander was a polynesian, whereas Capt. Moors ember of the European-Samoan unity, which now is an im- t factor in Samoa's new al life.

* * *
Rev. Father Guichet, MSC, Apostolic designate of the t Islands, was consecrated in s Cathedral, in France, in No- r.

s Vicariate—which is entrusted e Missionaries of the Sacred —was established in 1888; and nteresting at this time to note n November, Sister Hermilande ated the diamond jubilee of her us profession, and of her l in the colony. She arrived in ilbert Islands in 1901, and has nce returned to France during 0 years of service. (Over)



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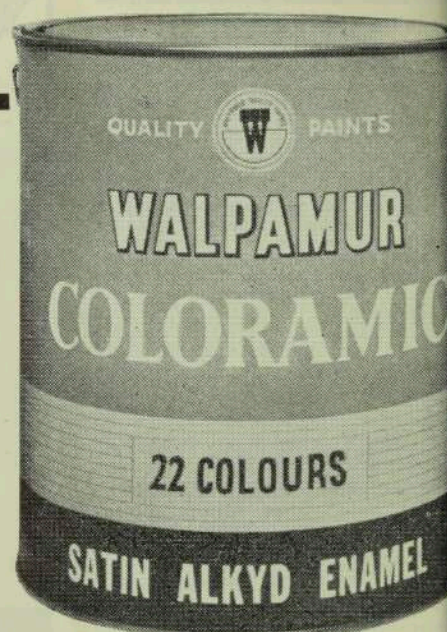
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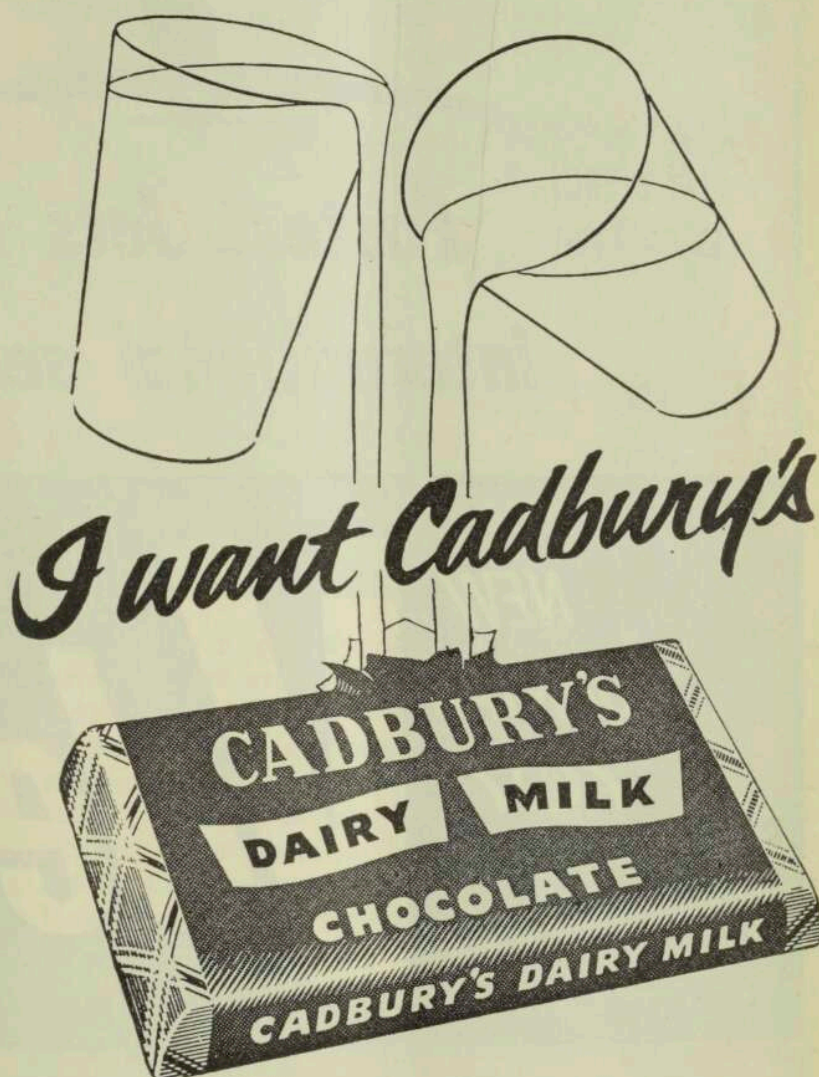


Koilonga, 11 months, from Guadalcanal, just back from five months in Sydney where he had successful surgery for a double cleft palate and He returned home in the care of Espagne who is holding him, and a stess whose fare was paid by the Red Cross.

the international airlines—for le, Swissair—maintain offices in lia although they have no services thereto. More recently a took a page out of this book pened an office in Suva, Fiji, gh the Italian airline has no iate intention of routing any services through there. Sydney ives say that it is just in line the policy of opening more outlets—two offices have re been opened in New Zealand ore in Australia. Mr. S. W. car has been the man chosen n the office in Suva (which is ns Philp's building) and from he will function as area man- or the Pacific Islands.

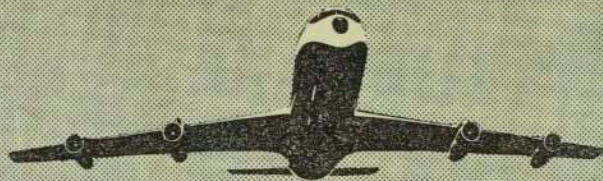
to Montreal to take up a n with the International Civil on Association is popular n J. S. Shephard, well known r island groups along the Coral operated by TEAL. "Joe" familiar figure in Fiji, Western t, the Cook Islands and Tahiti. ve years he was senior route n for the airline, and he was of honour at many farewell ons when the last Tasman e Airways Solent flying-boat its final trip from Laucala Bay peete and return in September,

it was not the end of the genial n the route for he returned later



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he had completed his con-
on course to TEAL's turbo prop
ras. But his ports of call were
r. When he passed through Fiji
s through Nadi, and on the way
apeete there were no stops at
ill TEAL started to use the air-
at Tafuna in American Samoa.
e crowning achievement in his
r as an airman, both in the
me Air Force and with TEAL
he award in 1961 of the Brackley
orial Trophy for his outstanding
vements in operating flying-boats
20 years. Joe made a special
o London to receive the award
the hands of the Duke of
burgh.

recreation, he took up bowls
he went to Suva to live in 1955.
1957 he won the Pineapple Cup,
nised as the singles supremacy
owls in the South Seas, and a
e of years later he looked like
ting his success, but lost con-
ation slightly when rain came
and he had to use a Pan
ican umbrella, loaned by Noel
um, then PAA sales manager at

ck in his home town of Sydney
back again in a journalistic job
r. Colin Thwaites, who a few
ago was the first editor of the
Guinea Courier, of Lae. Mr.
ites did not go to New Guinea
journalist but while there joined
South Pacific Post, later trans-
l to Lae to start a new paper
e same company. He left Lae
n the Shell Company in Mel-
e but now has become editor
e printing trade's journal, *The
alasian Printer*.



A. J. Stewart, one of the Pacific's
town missionaries, celebrated his 80th
at SDA headquarters, Wairoa, New
recently. Celebrating with him were
e, a sister aged 76, two brothers aged
86, and 250 other friends and relatives.
photo he is shown, with Pastor Salau,
s, with whom he made a world tour
some years ago.



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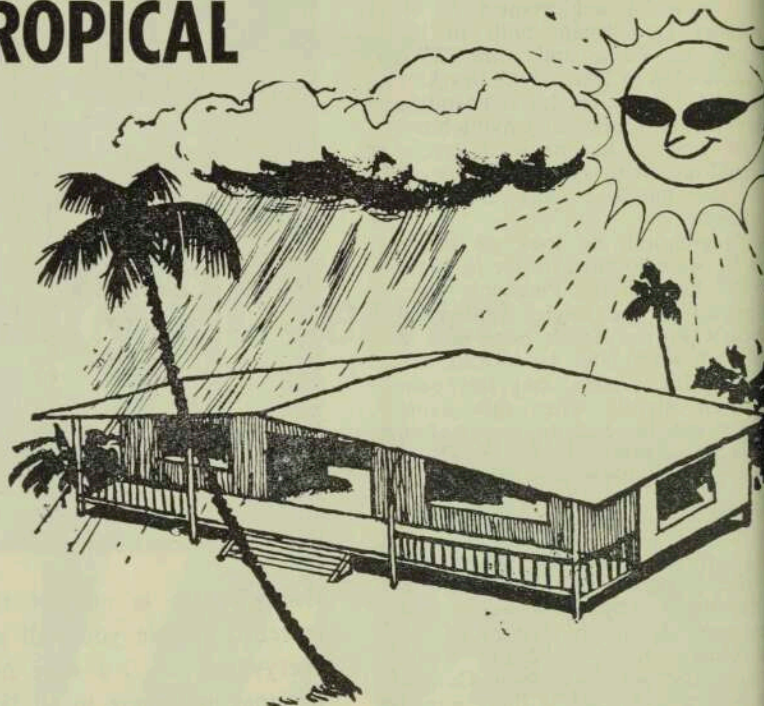
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Danger of a Red Indonesia on Our Northwest Frontier

In December, the Cold War moved perceptibly closer to the South Pacific countries at three points; and in Indonesia it gave signs of becoming hot.

EVENTS in Indonesia have been—and still are, at the time of this writing—confused and contradictory. They could mean early danger for New Guinea in particular, and for Australia and New Zealand and the Pacific generally.

They could be little more than a new phase of posturing by Indonesian President, over-emphasised by newspapers' headline-writers during the holidays' "silly season". The three developments of significance to us are:

Indonesia is demanding that the Netherlands immediately hand the administration of Western New Guinea, otherwise Indonesia will invade.

The United States and Britain have indicated probable early resumption of large-scale atomic tests at Christmas Island (near centre of South Pacific).

The United States has announced the formation of a new system of patrols, covering the South Pacific Islands. For years, Soekarno has been demanding possession of Dutch New Guinea, but at first none took him seriously; for the last 12 months the pressure has been increased, culminating in a threat of force, in late December.

In his youth, Soekarno was impressed by the Dutch in their famous Digoel River camp as a serious agitator. During World War II, he collaborated with the Japanese, and the Japanese put him in the role of a nationalist, anti-Dutch movement before they left in 1946. Soekarno, understandably, is motivated by hatred of the Dutch.

He denied Western help, the Dutch could not restore their authority over the Netherlands East Indies and oust Soekarno in 1946-50; they did resume their full administration over West New Guinea at the end of 1945. (See page 35 for round of dispute).

From the early 'Fifties, Soekarno constantly demanded Dutch New Guinea but got little support from the United Nations or UNO as there are no historical, racial or political grounds between New Guinea and Indonesia. However, in 1961, as Soekarno's demands were stepped up he was in-

creasingly supported by the numerous new Afro-Asian nations which had joined UNO.

After India, in December, invaded and seized Goa, Soekarno began to threaten war. Goa was a Portuguese enclave on the coast of India, southwards of Bombay. (A commentator has described an enclave as "a small, foreign-controlled area, entirely surrounded by trouble".)

The Dutch (believed to be willing to get rid of their expensive territory) said they were ready to negotiate, provided the rights of West New Guinea people to self-determination were protected.

The Indonesians said they would negotiate but would accept no settlement which did not provide for the transfer of West New Guinea to Indonesia.

Headline News

On December 19, Soekarno called on Indonesia to prepare for war, and be ready to invade West New Guinea when he gave the order. Thenceforth, all through the Christmas-New Year, the "threat to New Guinea" was headline news.

AUSTRALIA'S REACTION TO WAR-TALK

From our Canberra Correspondent

What did the Indonesian Ambassador, Brigadier-General Suadi, expect when he asked for a personal interview with Australia's Prime Minister, Mr. Menzies, at a time when Australian Government activity was virtually closed down for the Christmas-New Year holidays?

EVENTS suggest that he wanted to probe the Prime Minister's mind on Australian reaction to the war-talk that had been pouring almost daily from the lips of Indonesian leaders since President Soekarno delivered his "People's Command" on December 19.

The Indonesian approach obviously had to be made to the Prime Minister personally, rather than to his new Minister for External Affairs, Sir Garfield Barwick.

Mr. Menzies was the man to whom Indonesia had given its solemn assurances that it would not use force to achieve its objectives in West New Guinea.

The assurances had been given to

The situation seemed to change every day and it is difficult to tell whether Soekarno intends his war of nerves and propaganda to really lead to fighting.

There is no doubt that the Communist countries in 1961 had supplied Indonesia with a lot of modern armaments (the West also supplied some) and were now actively encouraging Soekarno in his daily yelling.

There also is no doubt that official Australia was disturbed by the situation; that Mr. Menzies radiophoned the British Prime Minister on the eve of his departure to confer with President Kennedy in Bermuda; and that immediately after Bermuda the United States put strong pressure on both Indonesia and Netherlands to settle their dispute by negotiation.

Both countries again said they would negotiate. But Netherlands (probably conscious of the tens of thousands of Dutch-Indonesians who had settled there) still insisted that New Guineans should have the right to "self-determination"; whereas Indonesia said it would agree to nothing that did not mean a transfer of sovereignty.

On December 23, a very forthright Note, directed to Indonesia and Holland, was issued by Australia, in which Indonesia was categorically accused of bad faith, and of breach of promises given the Australian Prime Minister. (See article below by our Canberra correspondent.)

In the ensuing week, there were

(Continued over page)

Mr. Menzies personally in Jakarta by President Soekarno and in Canberra subsequently by the Foreign Minister, Dr. Subandrio, and by the Minister for National Security and Army Chief of Staff, General Abdul Haris Nasution.

So that if those promises were to be repudiated, they must be repudiated to Mr. Menzies himself.

If General Suadi wanted to catch Mr. Menzies unprepared, he timed his request for an interview badly.

Because Mr. Menzies was spending Christmas in Melbourne and several days elapsed before he found it convenient to be back in Canberra.

Meanwhile, the External Affairs

(Continued on page 130)

TURN TO THESE PAGES:

Will P-NG Villages Sing Indonesian Anthem?—21.

Indonesia Prances on our NW Frontier—23.

"PIM" Special Report—History behind the West NG Crisis—35.

Why not Timor, Too?—36.

Strength of Indonesian Air Force and Navy—40.

contradictory reports about the attitude of the Dutch. On January 3, in a rabble-rousing speech, Soekarno directed abuse at Australia, denied Australia's charge of bad faith, and ordered his Air Force onto "alert".

During this period, all airlines (although it affected only Australia's major airline, Qantas), were ordered by Indonesia to keep clear of the Moluccas-Celebes area, when flying the Darwin-Manila-Hongkong route. The apparent reason was that Indonesia's air and sea forces were active in the Celebes-Moluccas islands, from which an invasion of West New Guinea presumably would be launched.

Noting the extraordinary, day-to-day changes in the reports, it could be assumed that Australia, either directly or through Britain, was asking United States to prevent an outbreak in the New Guinea region; and that United States, either directly or through United Nations, was really putting the pressure on Indonesia.

Up to January 10, no warlike act had occurred in the New Guinea area, although the headlines of a fortnight before had insisted that invasion was inevitable and imminent.

On January 5-6, Soekarno, with a large party of diplomats and officials, was over in Celebes, making inflammatory speeches. He had with him a group of Russians, and two educated Papuans—Frits Kiriheo (who somehow disappeared from Leydin University, in Holland, and turned up in Indonesia) and a J. Dimara. Reports said that Dimara was "the new Indonesian governor of West New Guinea," although other reports said the "Governor" was already in WNG.

There seems little doubt, by the year's end, Soekarno had assembled a respectable Air Force and a number of quite modern small warships, and anything up to 100,000 troops, and was rearin' to go.

It is assumed that, like most dictators, he is anxious for military glory.

He still may strike—he has both the means and the will, and it was

reported he had set January 6 as D Day—but something appears to have restrained him. It probably was Washington.

On January 10, Indonesia's Foreign Minister, Dr. Subandrio, said that Indonesia would make a "final decision" within 10 days whether the West New Guinea issue would be settled by diplomatic means. At the same time, some correspondents on the spot in Jakarta set the "invasion" as far ahead as "next August."

Up to Christmas Eve, Britain and America were too deeply concerned with events elsewhere around the world to bother with Indonesia. They probably awakened to the danger when Australia made her urgent appeal in December.

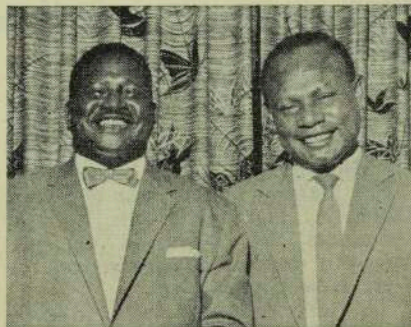
Britain and America seemingly cared little about the argument over the ownership of New Guinea. But their outlook changed sharply when they were reminded that Indonesia is being armed and encouraged by the Communists, and that the Communist Party now is the strongest political organisation in Indonesia, and is using Soekarno as a puppet.

An Indonesian invasion of New Guinea would not immediately endanger the security of Australia and the Islands Territories but because of the Communist angle, it would represent an enormous and expensive nuisance potential for Australia in the Northwest Pacific.

Australia's Embarrassment

That probably was why Australian Foreign Minister Barwick, on January 4, issued a statement calculated to placate Indonesia, as a probable near neighbour in New Guinea. But in view of Australia's strong Note of Christmas Eve, it was unfortunately phrased, and caused much irritation among the Government's best friends.

Its timing—following the blustering statement by Soekarno abusing Australia in general and Prime Minister Menzies in particular—was even more unfortunate. Its probable result was to give the Indonesians the idea that when Soekarno yells, Australia pipes down.



LOOK FOR THESE IN PACIFIC REPORT

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You Must Have a Coat in Tonga, Banana Santa Claus for Samoa, 115; More Samoans in the United States, 116; How to Save Tahiti from Lousing-Up, Blasting Atoll Anchorages, 117; Rural Health Course in W. Samoa, Coffee Production in NG Highlands, Noumea's (and France's) First Drive-In, 118.

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The probabilities are that Dutch will abandon New Guinea that Indonesia eventually will m in. But Australia will be saved lot of embarrassment and trouble the change is kept slow and orde

Meantime in West New Gui there is calm while the Governn makes preparations in case of att Scores of women and children h left West New Guinea in the last weeks and there has, over the year, been a steady exodus.

The Dutch believe that it will anything but a push-over for Ir nesia if the Indonesians attack; many believe that Soekarno is really prepared to go to war.

Plans for the official visit of Pa New Guinea Director of Na Affairs, Mr. J. K. McCarthy, Hollandia on January 19, will go The visit was planned some mo ago. Australia's liaison officer Hollandia is Mr. P. J. Mollison; h keeping the P-NG Administration fait with developments in WNG.

Herman Womsiwor and Nick Jouwe, repre ing Biak and Hollandia, respectively, of West New Guinea Legislative Council. P graph was taken in New York in Nove when the two West New Guinea men there on a goodwill tour. Womsiwor has described as WNG's first native-born bus tycoon. (See "PIM", August, 1961). attached himself to a US unit in Holl during the war, and later went with the Japan, while still a youngster. The que is what happens to men like this when Indonesia takes over West New Guinea

Photo: Leonard SH

SIGNIFICANT FIJI-INDIAN CLASHES IN LEGCO DEBATES

A new development in Fijian-Indian relationship, in regard to the future government of Fiji, became apparent during the Budget Session debate of the Fiji Legislative Council in December.

Discussions ranged over finance, possible constitutional changes, land control and the control of the sugar industry; and at times they were among the stormiest heard in that Chamber.

The most significant statement made by Ratu Penaia Ganilau was that he expressed his disappointment that a Fijian recommendation for the future constitutional structure had been rejected. The Fijians claimed that they should have, in the Legislative Council, one more representative than those allowed to other racial communities (European and Indian). This had been opposed by the Indians and rejected by the Government.

Ratu Penaia Ganilau stands high among the younger Fijian chiefs, well known as the last Commander (Lieut.-Colonel) of the Fiji Force in Malaya.

Ratu Penaia said:

As long as the present system of government exists in Fiji, the Fijians welcome parity in the numbers of official members who sit here, and we will safeguard and protect their legitimate interests. But when the time comes—and it will not come soon—when there is a new form of government

to replace the British system, then the Fijians would like the composition of the Legislative Council to be reviewed.

"I would like it recorded here that when that time comes, the running of this Colony must be handed over into the hands of the Fijians—by that, I mean administratively and politically."

Ratu George Cakobau and Ravuama Vunivalu were quick to echo Ratu Penaia's statement.

Shrewdly, Penaia had made no demand for independence by any given date. In fact, he said he hoped there would be no early change in the form of Government. But Ratu George Cakobau (who is one of the chiefs of highest rank) did not mince words:

"The ultimate aim—and let us put it bluntly—is independence," he said. "I have nothing against independence—let independence come!—but I would like it to be recorded in this House that when independence comes, let the British Government return Fiji to the Fijians, in the same spirit as that in which the Fijians gave Fiji to Great Britain."

Ravuama is Fierce

Ravuama, who has acquired a reputation as an "Indian biter", was quick to support the two chiefs; and he took the opportunity to direct some forthright words at the Indian members.

His chief target was the loquacious Mr. B. D. Lakshman, who represents the major cane-growing districts; but another to feel the lash of his tongue was Mr. A. I. N. Deoki, an Indian lawyer, whose constituents are in the south of the Group, and who is a member of the Governor's Executive Council, which is Fiji's nearest approach to Cabinet Government.

The five Indian members seemed stunned by Ratu Penaia's statement, and their position became more miserable as Ratu George and Ravuama backed up Penaia. There was little they could do about it, however, for they had already taken part in the debate and could not speak again.



TOP: Ratu George Cakobau. LOWER: Ravuama Vunivalu.—Photo: S. A. Whippy.



Penaia Ganilau with his wife.

The mere mention of Fijian land is enough to make Ravuama see red; and after brief remarks on the Constitution, he turned on a full-scale attack on what he believed to be Indian aspirations towards land control.

Accused by Mr. Deoki of having an obsession about Fijian land, Ravuama readily admitted it. He frankly confessed that, if Mr. Deoki meant he was worried about the future of the Fijians in relation to their own land, he was more obsessed than Mr. Deoki imagined.

(Over)

He was concerned about the future of Fijian land, and he charged that there was an obsession among Indian members about the ownership and usage of it.

When Mr. Deoki protested that the Indians had never asked for land ownership, Ravuama challenged him sharply.

Mr. Deoki sat and fumed as Ravuama turned the screw. He reminded Mr. Deoki and the House that Mr. Deoki, when appearing before the Burns Commission on behalf of the Indian Association, had been asked pointblank by Sir Alan Burns, in a question about land, whether he meant "usage" or "ownership" (by Indians). Mr. Deoki had replied "both".

Ravuama then attacked Mr. Lakshman on a racial issue. He said that Mr. Lakshman had very subtly succeeded in persuading some people that there was already a division between the Fijians and Indians on the one side, and the Europeans on the other.

Mr. Lakshman had created the impression that Fijians and Indians were patting the Europeans on the back and saying, "Don't worry, everything will be all right".

Mr. Lakshman angrily challenged Ravuama to give a proper reference, and prove his charges.

Ravuama did not have the reference, but he quoted cases where Mr. Lakshman had made anti-European statements.

"Now he comes here and says the Europeans are good fellows. It makes me sick!" Ravuama exclaimed.

Recriminations continued almost until the end of the session.

Mr. Lakshman Under Fire

A debate on proposals to increase medical charges and education tuition and boarding-fees saw the Council turned almost into a bear-garden.

Mr. Lakshman, when attacking the proposals, was subjected to many hostile interjections, even from Fijians who themselves were against any increase in medical charges.

Probably because he had irritated

the Council by frequent very long speeches, this barrage was about the worst Mr. Lakshman ever had to face. Official and non-official members joined freely in badgering him.

Then the interjectors tried new tactics. They began to walk out one by one, and finally the five Fijians rose together and solemnly departed. This left Mr. Lakshman talking to the Speaker (Mr. Maurice Scott) and five Indian members, one European and a few officials.

However, the atmosphere became cooler, the measure was passed, and as the Council dispersed the members cordially wished each other a Season's Compliments.

Appointment of Sir Arthur Sanders

Announcement of the appointment of Sir Arthur Sanders as chairman of the Sugar Board and publication of his record, came as a distinct shock in Fiji. A tough businessman, with specialised knowledge of sugar production, had been expected. A man of 63, who had spent a lifetime in Air Force administration, did not seem to have the qualifications needed.

But it was pointed out that a man could not become a Chief Marshal a Knight, and the holder of a Grand Cross, without outstanding merit and achievement and strength in command, and that he certainly would have been "vetted" by the very realistic Sir Trustram Eve before being offered the job. Moreover, the quality most needed by anyone undertaking the task of keeping Fiji's sugar industry efficient and peaceful was strength rather than technical know-how.

Fiji has decided to wait and see.

New Control System For Fiji's Sugar Industry

The sugar industry of Fiji, which provides the Colony with more than half its exports—i.e., over £7 millions in £14 millions—meets the New Year (1962) with an almost completely new control system.

WITHIN the last few weeks of 1961, Fiji passed a new Sugar Industry Ordinance, based on the recommendations of the Trustram Eve Commission, which during early 1961 examined the Fiji sugar industry.

Then the Governor appointed a Sugar Industry Board, with statutory and executive powers over the industry, and consisting of:

Chairman: Air Chief Marshal Sir Arthur Sanders, GCB, KBE, who retired from the Royal Air Force in 1956.

Deputy Chairman: Ratu Edward Cakobau, OBE, MC, ED, who has

been Commissioner Eastern during 1961.

Accountant: Mr. J. W. M. Tidex, DFC, ACA (Aust.), a member of the firm of Price Waterhouse and Co.

Preparations now are afoot to set up a Sugar Advisory Council, which will consist of the three members of the Sugar Board, representatives of the millers (five), cane-growers (five), mill-workers (two) and of the Government (two); and to quickly supervise the signing of new contracts between the CSR Co. and the growers.

Meanwhile, again following the

recommendations of the Trustram Eve Commission, the CSR Co., registered in Fiji as a wholly-owned subsidiary, South Pacific Sugar Mills Ltd., with a nominal capital of £15,000,000, which is to take over the whole of the assets and activities of the CSR Co. in Fiji. But this was not done until the Sugar Industry Ordinance was law.

The new company's first directors are: Messrs. H. G. Nicholls (chairman), chief inspector of the division of the CSR Co., Ltd., Sydney; J. C. Potts (deputy chairman), chief manager of the company in Fiji; M. Aitken, manager of the Lauti mill; G. F. Adams, manager of the Rarawai mill; and A. S. Herrington, manager of the Labasa mill.

"Trouble-Makers" Fight Back

There was sharp fighting in Lauti over the Ordinance.

The Trustram Eve Report was "rough" on some sections of the industry—especially on certain aspects of the CSR Co.'s Australian structure, and on the activities

(Continued on page 130)

Trying the Value of the Pacific Franc

Merchants and property-owners in New Caledonia do not sleep soundly at nights just now. There are persistent rumours afoot that the Pacific franc will be de-valued, and that taxation of incomes may be introduced as a set-off to whatever economic dislocation is caused by a recession in the nickel industry.

These things appear still to be based on rumours; but both locally and nationally are feared in the big French colony.

The Noumea Chamber of Commerce may have started the Pacific franc rumour. It pointed out that the conduct of commercial and industrial enterprises were complicated by the wide difference in value between the New Metropolitan French franc and the French Pacific franc, and publicly suggested some reform.

Up to the end of 1959, the £ sterling was worth between 1,100 and 1,200 French Metropolitan francs, or around 250 Pacific francs. Then the Government decided to tidy up her policy, and did it by the simple expedient of dropping two 0's from the face value of the printed paper.

For example, 100 francs became 1 franc; and that one franc, of course, increased 100 times in value. This is the New Franc—as it now is—has been stabilised as worth about £1 Stg. (about 1/6 each), or £1 Australian.

The Pacific franc retained its value, which is now 245 to £1 Stg.; that is, each Pacific franc is almost exactly 1d, as compared with the 18d value of the New Franc. The Noumea Chamber of Commerce suggested, not that the Pacific francs be de-valued, but that they be made more convenient by replacement with New Francs (or "heavy" francs).

Years prior to Metropolitan franc re-valuation, French public servants benefited by working in the Pacific area. They were paid in Pacific francs; and when they carried their money back to France, they found they could get 50 Metropolitan francs for each Pacific franc. Thus, for years, such servants were called "five-fifty-ers"—a term of derision. Now, the conversion is 18.8 Pacific francs for one New Franc; and, for the public servant, the old halcyon days are long over.



The New Guinea Co.'s retail store in Rabaul, NG, at the height of the fire that destroyed it on the night of December 19.

It was one of Rabaul's three major retail stores and was situated in the town's main shopping area. Christmas stocks worth an estimated £50,000 were lost in the blaze which drew crowds of up to 2,000 Europeans and natives.

Three fire tankers fought to control the blaze and prevent it from spreading but were hampered by lack of a town water supply.

The NG Company is W. R. Carpenter & Co.'s New Guinea subsidiary. Just before war broke out in 1939, fire destroyed the store the company had on the same site. A number of Rabaul residents who lived there before the war were able to see history repeat itself in December, 1961.

TEAMS IN POSITION FOR LAE ECLIPSE

Australia is not sending a team to NG but other nations are well represented at the eclipse-viewing that will take place (weather permitting) in Lae, in early February.

TEN Japanese scientists and four technicians arrived in Lae, New Guinea, on December 28, in the Kagoshima University fishing training ship *Kagoshima Maru* to prepare to study the complete eclipse of the sun on February 5.

They brought with them more than 100 tons of scientific equipment, building materials and special foodstuffs.

The party is headed by Professor Yoshio Kato, who said three observation stations would be erected at Lae during the next few weeks as Lae is the best part of the world to observe this coming eclipse.

A party of eight scientists from American observatories were expected in Lae in early January.

The American party is being led by Dr. Richard Dunn. It has one Australian member, Mr. John Jeffries, formerly of the CSIRO, now with the National Bureau of Standards at Boulder, Colorado.

Lae has been impressed by the speed with which the Japanese party

do things. Reports our Lae correspondent: "One hour the ship was off the beach, the next, the stores were unloaded and they were playing football. By afternoon all their huts were erected.

"They have brought with them the most modern bicycles, their own lolly water and everything they will need—including sand and gravel which the Customs Department made them dump in case it carried some sort of wog or pest we don't happen to have here."

With all this activity from overseas scientists, all there is now left to do is to hope Lae's very chancy weather plays ball, and remains clear for the occasion. Lae has a very high rainfall, and although February is in the official "dry" season that fact does not necessarily mean very much. (Average rainfall for Lae is 184 in. a year, and its wet season, because of the configuration of the coast and the mountains behind, is the reverse to the usual run of things in the tropical South Pacific).

New Hebrides Are Angry

Pandemonium Is Worse Confounded

Recent low prices for New Hebrides copra have affected planters and traders there where it hurts most. Neither have their tempers been improved by recent increases in import duties, or by the advice from the Government that planters should try to weather the present economic crisis by cutting down on expenses.

A NUMBER of New Hebrides residents have written to us, pointing out that in the Condominium where there are no local newspapers—except Government run news-sheets—non-official residents can “howl their heads off” about grievances, and not the slightest notice is taken of them.

One resident has sent us a copy of an open letter that was signed by 60 prominent French and British planters, traders and businessmen and sent to all members of the Advisory Council before it met at the beginning of December.

The letter says (in part):

We, the undersigned, have been notified that Government Import Tax on many non-luxury commodities has been raised again. This time in most cases by 33½ per cent.

In view of the fact that the New Hebrides, especially Santo and its dependent islands, is suffering an acute depression because of low values of our main exports, your decision to increase Import Taxes at this stage can only be classed . . . as ill-timed . . .

It must be evident, even to civil servants, that when the going is tough one has to economise; to cut down on overhead. You, Gentlemen, appear to think that the solution to your problem of replenishing Government coffers, made empty by 10 years of uncontrolled overspending in the cause of invalid, political ideas, and in support of an evergrowing unnecessary army of Condominium officials, is to increase taxes. This of course, is a typical bureaucratic “solution” and speaks extremely poorly for the mentality and intelligence of the bureaucrats concerned . . .

Why cannot the Government cut down on their overhead expenses? Why cannot the ever-growing army of civil servants be reduced? Why must so much money

be spent so unnecessarily with so much abandon?

Right up until late in December, no official reply seems to have been made—which, in view of the circumstances, perhaps is not surprising. As one correspondent put it, it was “an apparent waste of good ink and autographs. No strong-man has yet risen to save us from tyranny”.

Another reader, commenting on the present situation, says that the present seven European and seven native members of the Council are just a “bunch of school-boys” doing what their masters—the French and British Resident Commissioners—tell them to do. Of the seven native members, he claims that only one has the “faintest idea what is going on”.

This Makes Them Boil

Another reader writes that “the Condominium government is going full blast for the ‘brown brother idea’, at the moment. Both administrations are falling over themselves to please the natives, even though there is no pressure from the New Hebrideans for any reforms of any sort. This pandering to natives even goes to the length of “throwing cocktail parties for them”, although up until the end of 1961 it was illegal for New Hebrideans to drink intoxicants. (See next column).

But probably what makes European settlers in the NH boil over

(Continued on page 131)

They Say Increases Are Feasible

The official “speech from the throne” offered to members of the New Hebrides Advisory Council at its early December meeting, stated, inter alia: “In regard to imports, it seemed feasible to make certain changes in the Customs tariff, and they have commended themselves to the Standing Committee since they concern almost exclusively liquor and articles which are not strictly essential”.

A correspondent from Vila, who has sent us the whole speech, says that this is not true—increase did not commend themselves to the Committee. Moreover, the “not strictly essential” articles include crockery, glassware, cutlery, clothing, piece goods and tooth-brushes.

Beer And Wine For Hebrideans

A SELECT Committee on drinking submitted its report to the British and French Resident Commissioners of the New Hebrides some months back. The same Resident Commissioners in December made a public announcement, lifting the blanket ban on drink for New Hebrideans which has been in force until now.

As a preface to this announcement they said:

“After considering the Report of the Committee which was set up to advise on liquor policy and the views expressed in the debate on the Report at the Fourth Session of the Advisory Council in December 1960, the Resident Commissioners have reached the conclusion that it would be in the public interest to relax forthwith some of the existing restrictions on the consumption of alcohol by natives of the New Hebrides and that it should be declared an aim of policy to remove them as far as possible in due course.”

Under the new regulations New Hebrideans of either sex, over the age of 21, will be allowed to purchase beer or wine from off-licence premises for consumption at home, to consume beer or wine at public functions where alcohol is served, and to consume beer or wine at meals in licensed restaurants.

New Hebrideans will not be permitted to buy or consume liquor in bars or hotels; selling liquor to ready intoxicated persons, whatever their race, will be severely frowned upon; brewing or distilling alcohol is prohibited; and cases of public drunkenness will be “prosecuted with vigour”.

The statement by the two Commissioners was sent us by a resident of Vila who adds a note to say that the new regulations differ from what the Select Committee recommended in several vital ways. The Committee recommended that only New Hebridean males over 25 should be allowed to drink and that their purchases for home consumption be limited to 12 bottles per month.

[We presume our correspondent means 12 bottles of beer or an equivalent amount of alcohol or wine.] It was recommended by the Committee that natives should not drink in bars—where better control of liquor consumption can be kept; that driving under the influence of liquor should be regarded as a particularly serious offence.

The Editors' Mailbag

Something,
ays

hope you can do something
it," Mr. George Adams wrote
Noumea, New Caledonia, on
ber 20, after tearing strips
adio Australia for what he
ed was "playing Soekarno's game
m." What he took exception to
news item that Indonesia was
ng the airspace over the
cas; that Western nations were
Indonesia to settle the West
Guinea dispute by peaceful
and that the Dutch were pre-
to evacuate civilians from NG
gs got worse.

What sort of a nation is Australia
y," asks Mr. Adams, "to let
a spate of pure propaganda
ver her overseas transmissions
er eventual grave detriment."
didn't hear the broadcast from
Australia but we imagine it
factual enough. Australian
al radio takes the impersonal,
otional, disembodied BBC
ch to news broadcasting—
is better than the ranting, one-
ariety employed by most other
countries.

if it comforts Mr. Adams any,
he ABC "voice" seems to im-
d what Australians really think
two different things, and Aus-
s are reacting to this particular
as they haven't reacted in a
ion. Traditionally, they are
o international situations blow-
on the other side of the world
is the first time since the Jap-
invasion of New Britain that
happened so close to home.
942, the invasion of Rabaul
garded as small beer by the
wers; they regard Indonesia's
to West New Guinea in the
ight in 1962. But the average
ian is hopping mad about it
ever the Voice of Australia
night sound like to a listener
mea.

nation Wanted ourd Growing

any old gourd seeds about? If
New Zealand artist, Mr. Theo
12 Home Street, Grey Lynn,
nd, NZ, would like to hear
ou.
kind of gourds Mr. Schoon is
arly interested in are the large
s of the *Lagenaria* family, and

although these appear to be extinct
in New Zealand he thinks that they
may still be grown in the Islands.

You may be surprised to know that
there is, in America, a Gourd Society,
of which our correspondent is a
member. Members are interested in
them as an artistic medium—some
gourds such as those in the picture
have intricate designs on them; and
others are used as vehicles for dried-
flower arrangements. Some American
enthusiasts grow gourds in plaster
moulds so they will assume even more
peculiar shapes than they do natur-
ally. Any information about gourds
or availability of their seeds will be
welcomed by Mr. Schoon and the
American society.

(The only enthusiastic gourd users



Decorated gourds.

that we know are in New Guinea,
where they are made into containers
for the lime that betel chewers mix
with the nut. These are small gourds
but some are decorated.)

Will They Sing Indonesian Anthems In Australian NG?

One of the most interesting
letters of the month, in view of
the West New Guinea situation,
was from Mr. Stuart Bruce, of
California, who recently spent
some months in the Netherlands
territory, and a few weeks in Aus-
tralia's. He writes:

"In September, 1961, I was
with a Dutch patrol for some
weeks. We left from Oebroeb,
which is about 90 miles SSE of
Hollandia, and covered about 80
land miles. Except for the first
and last days of patrolling, we
spent the entire time in Australian
New Guinea.

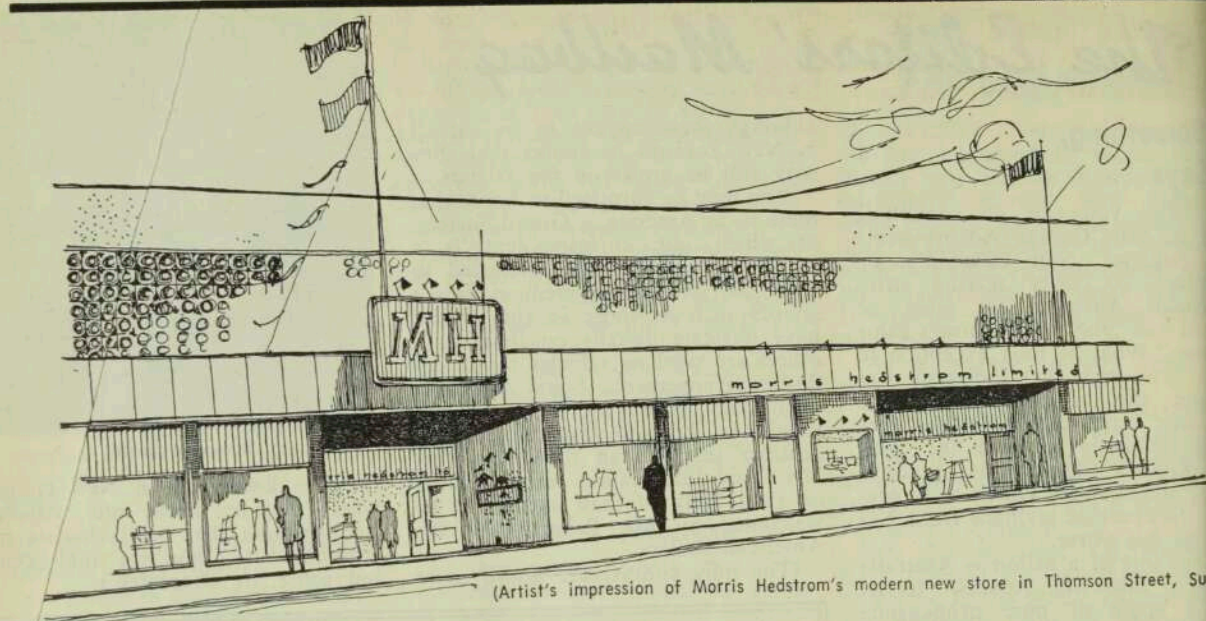
"While in there we found a
number of villages flying the
Dutch flag, a number of natives
wearing Dutch badges and some
of the school children were taught
to sing the Dutch national
anthem! I was told Australian
patrols rarely, if ever, go in there
and that the natives of the area
consider the Dutch patrol-officer
as the official representative of
government. There is no question
of the location of the border in
this matter and the Dutch are
well aware that they are in Aus-
tralian Territory. I was amused
and interested to have this experi-
ence in what must be a unique
situation in international relations
—the administration of a portion

of one country by another foreign
power and nobody could care
less."

Mr. Bruce is right: no one has
cared much—up to date. Every-
one knows that there is inter-
mingling of natives on both sides
of the border and as "PIM"
pointed out in a commentary in
October, it has gone even further
than that with a drift from south-
east NNG. It is known that about
150 West New Guinea natives are
regularly employed in Port
Moresby—and no one has cared.

But we can ask again as we
asked in October—what happens
when the Indonesians have moved
in? Because natives on our side
of the border think they are
Dutch, it isn't too hard to image
President Soekarno claiming them
for himself and engineering border
incidents.

The current crisis has already
thrown up its native West New
Guinea quislings and no imagin-
ation at all is necessary to see
the possible consequence of the
present Australian "laissez faire"
attitude to over-the-border drifts.
We could even live to see the day
when President Soekarno moves
his war machine in on Port
Moresby in order to "liberate"
the West New Guineans living
there.



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FIJI — SAMOA — TONGA

COMMENTARY

Indonesia Prances Our NW Frontier

is being written on January 6, 1962, while Mr. Soekarno is making serious martial noises on our western frontier, and calling his army and his navy onto the alert. The latter are so new that they have still upon them the smell of Communist factories from which they recently came. At the time this is read, Mr. Soekarno's forces may be actually in the field against the Dutch. Or they may still be exercising around the coast. It does not matter. Whether Mr. Soekarno is shooting, or merely yelling, the fact remains that the South Pacific countries, and Australia in particular, now see clearly the shape of things to come.

Earlier or later, there will be Indonesian in West New Guinea, right at the threshold of the South Pacific; the strongest political influence in the area today is Communist.

It vitally affects the future of British and French here in the Pacific, and of the indigenous peoples in their control. But Britain, the United States and France could do less.

The latter have had many opportunities in the past 15 years, of putting Mr. Soekarno firmly back in his place, where he would have no more than nuisance value; but they have done nothing.

They have allowed Mr. Soekarno to establish an affectionate relationship with Moscow and Berlin, and to acquire Red armaments. (The U.S., Germany, Italy and others who know better have also had to do so in supplying his military requirements). The Western Powers ignored the strong protests which were made by Australia, from time to time, against this dangerous loss of strength in the archipelago connecting overcrowded (and Red) Asia, with the unproductive Pacific.

Australia got the first real taste of this when her Prime Minister sharply rebuked Soekarno that he had promised that Indonesia would not resort to violence in her dealings with The Netherlands. Soekarno's retort was fully in character: supercilious, and a typically repudiation of what he had said.

Australia and Australian New Guinea need be under no delusions. Fighting or no fighting, there is plenty more of this kind of thing to come.

And what Australia must grimly accept, today, will be the portion of the other South Pacific countries tomorrow. For, by themselves, the South Pacific countries, under present circumstances, are defenceless.

There is little menace in Indonesians, as Indonesians; they can be dealt with expeditiously. The danger lies in the efficient Red organisation which is slowly taking control of the 95 million Indonesians, and in the Communist nations which supplied the bulk of Indonesia's armaments, and, with the majority of the countries that make up UN's Afro-Asian bloc, promised Soekarno all necessary support.

If the Dutch really wanted to hold on in West New Guinea, the problem for us would be simplified.

But the Dutch are heartily sick of the Territory, into which they have sunk probably hundreds of millions of pounds, since 1945, but which is

economically valueless. Their main concern now is the welfare of the many thousands of Dutch-Indonesians who sought succour there when they fled from Indonesian persecution in the late Netherlands Indies; and the promises of "self-determination" which they gave the native New Guineans (or Papuans). But both of those considerations will count little when the pressure is on.

Young Fiji Prefers 'The Devil We Know'

THE opinion was expressed in the Fiji Legislative Council in mid-December, by Ratu Penaia Ganilau, and supported strongly by two other Fijian representatives, that if the present form of government (absolute rule by the British Colonial Office) is to be changed, the responsibility for government must be placed in the hands of the Fijians. Until otherwise indicated, this can be taken as an official Fiji viewpoint, marking a new stage in the history of the Crown Colony.

Hitherto, government has been a benevolent autocracy — British Colonial Office administration, guided to a degree by advice from a

How Happy Will This New Year Be?

Many months ago, Khrushchev said that, if the Berlin issue were not settled, he would sign a peace treaty with East Germany "before the end of December". He said that was "final and irrevocable".

Well, December 31 has come and gone, and the Berlin matter is not settled, and there is no war—yet.

But the New Year dawns on an indescribably tortured world. The Communist bloc is carrying on the Cold War with undiminished vigour. The West seems to have no answer.

Behind a rallying-cry of "Down with Colonialism", the Communists have aroused a large proportion of the non-European races against the West. As fast as the West smoothes out a trouble here, a new one bobs up there. Never did our leaders seem more inept and helpless.

The United Nations, which was to have policed the world against war, appears now in a state of disintegration. Germany is withdrawn and unco-operative, preparing for her inevitable clash with Russia. France is so completely bogged down in Algeria that she is a menace, rather than a help, to the West.

The Western Alliance, in practical fact, consists today of United States and British Commonwealth—and there are basic differences between them that are dangerous and perhaps irreconcilable.

The only comforting thing in sight is the condition of Red China—fiercely antagonistic to Russia, plans for world power smothered under a "population explosion", a series of natural disasters (drought and famine) destroying the plans of the Red leaders.

Has China's helplessness induced Khrushchev to return to his co-existence policy? Or has he decided that the Cold War is doing so well that a Hot War is not necessary, after all?

Legislative Council in which Europeans, Fijians and Indians have equal representation. It has worked well enough—except that Colonial Office bureaucrats have failed rather dismally to provide for a very rapid increase in the Fijian and Indian communities.

The Indians, although now outnumbering all other races, and everlastingly adjoined by irresponsible demagogues to "remember the principles of democracy", have been politically silent and inactive. But they have watched, with liveliest interest, the disintegration of the British Colonial Office under Iain Macleod, lately lamented Colonial Secretary. They felt that a common roll, and "democratic government", was just around the corner.

But, slowly and firmly, control of Fijian native affairs is being taken over by a younger class of educated Fijians, who have at least all the political awareness and sophistication of Europeans. They, also, have seen the brutality of the winds of change that are blowing through the British Empire. Probably, they have noted recent events in Mauritius.

Maybe, there was a period when the younger Fijian leaders thought that political union with the Indians was possible. If so, all such ideas disappeared in 1960-61, when the mass of Indian cane-growers allowed themselves to be led like sheep, by a small gang of bigots and hate-mongers, into a war against the Colonial Sugar Refining Company, to the confusion and heavy economic loss of the whole Colony.

Silent and thoughtful, over these many months, the Fijians watched the 200,000 Indians of Fiji fighting among themselves, hopelessly divided by modern greeds and ancient prejudices into a score of squabbling sections. Fijians applied the obvious moral.

One easily may make good friends of individual Indians. There can be much merit in Indian citizenship. But, to a degree that is truly remarkable, Indians lack political nous—that peculiar quality needed when an administrative organisation has to be applied fairly and justly to widely differing classes.

The Fijians, growing up politically, now have spoken.

So far as they are concerned, there will be no common roll—with all that it implies—in Fiji. The Colonial Office had best abandon any ideas it may have been cherishing about a government based on adult suffrage. The Fijians prefer the present system—and the old adage, "better the devil you know than the devil you don't".

The flag of the new Independent State of Western Samoa, now flies alone, instead of alongside that of New Zealand as it had since it was designed over 10 years ago.



WESTERN SAMOA ACHIEVES INDEPENDENCE WITH COLOURFUL CEREMONIES

APIA, January 1, 1962

The lowering of the New Zealand flag, which has flown in Western Samoa for more than 40 years, and the raising of the Western Samoa flag was the highlight of the ceremonies bringing independence to former New Zealand territory today.

THE two flags had flown together on a single flagpole before the Prime Minister of New Zealand, Mr. K. Holyoake, brought down the NZ flag; shortly afterwards High Chiefs Malietoa and Tamasese, Joint Heads of State, together hoisted the Western Samoa flag to the strains of Western Samoa's national anthem.

The swearing-in of the Heads of State by the retiring Chief Justice of Western Samoa, Judge C. C. Marsack, followed and so did the speeches, usual to such an occasion.

Mr. Holyoake said: "Samoa, ancient in its traditions and customs, is being reborn as a sovereign state. New Zealand, the former administering authority, is laying down its trust."

"The United Nations, which has played a formative role in bringing Western Samoa to independence, has completed its task."

On a more practical note he told the people that as a symbol of the continuing concern of New Zealand for the well-being of the Samoan people he had asked the Western Samoan Government to join with New Zealand in a new scheme of administrative assistance.

"My Government," he said, "is willing, for a period of five years, to contribute up to £45,000 annually to such a scheme which will help Western Samoa strengthen its administrative system and prepare for the many onerous tasks which will confront you."

High Chief Tamasese replied, thanking the New Zealand Government for what it had done for Western Samoa, and urging the people to support the new Government.

Later this morning, the first Parliament of the independent state of Western Samoa was opened by Joint Heads of State, the Malietoa and the Hon. Tamasese, five European members of the assembly, in their tropical suits, greatly outshone by the Samoan members in traditional dresses of tapa.

The morning's events were watched by many distinguished guests including Prince Tungi of Tonga, the leader of the Opposition in New Zealand, Mr. W. Nash; the Australian Minister for Territories, Mr. Hasluck, who was accompanied by Vice-Admiral Sir John Collins, the Australian High Commissioner in New Zealand, and Mauri Kiki, a pathologist and hospital in Port Moresby, who represented the people of P-N-G.

Dr. Dwight Heine, Chairman of the Council of Micronesia, was there, representing the US Territory of Micronesia; and Professor J. W. Davidson, one of the architects of the new state's constitution, was a special guest.

Weather during today's ceremonies could only be described as perfect. About two weeks before the independence date the weather in Samoa was warm and sunny, but on New Year's Eve it broke with heavy showers.

This morning was bleak and was every sign of more rain, though there were only a few clouds during the ceremonies at Mulia.

Prince Tungi stole the show during the ceremonies. When the rain came down he unfolded a large umbrella, obviously of Japanese manufacture, which also sheltered the people sitting close to him.

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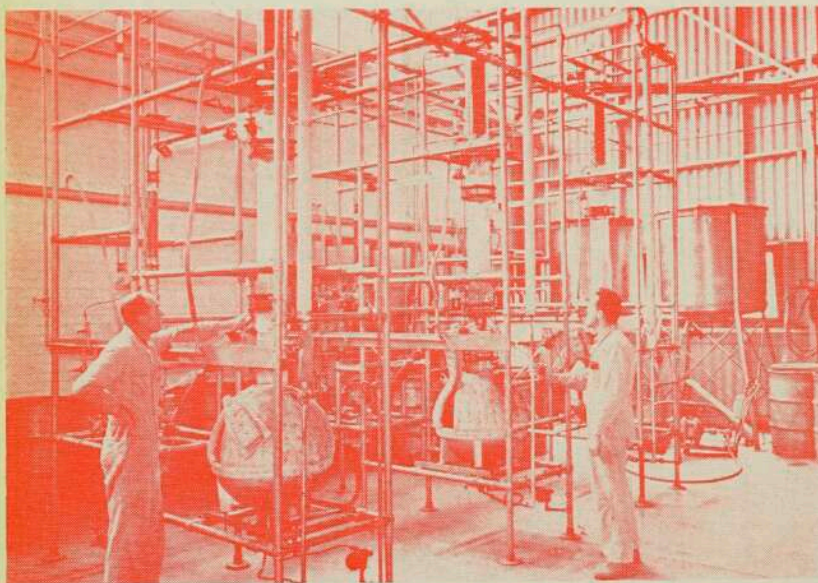


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With TOLALA

The year 1962 has already started by the time you open these pages; nonetheless I wish that it may bring you Joy and Health and, above all, Peace of Mind and Peaceful Living. Happy Days . . . ways.

matter whether you are 17 or 70 your thoughts at Christmas are inclined to become retrogressive, and you have thoughts of other, older Christmases in other places, with other faces.

I write it is Christmas Eve and in a Sydney suburb but, not usually, my thoughts go back to Guinea Christmases of other days.

There was my first Christmas party, and it was on Mioko Island the Duke of Yorks in 1911—just years ago!

It was at the home of Mr. and Mrs. Hellfritz. He was manager of D.H.&P.G. in New Guinea; and they were a charming couple who obviously had lived also in Tonga and Samoa. Hospitality with them always spelt with a capital H.

The company's recruiting schooner, the *Maia*, was in port and jovial, black-haired Capt. Peters was the Master who exuded good-fellowship wherever he went. The newly-arrived assistant Mr. Hellfritz, Herr Keidel, was familiar with various other members of the company; and, last but by no means least in interest to me, was Ernst Englehardt, the sun-shipper from the adjacent island of Rabakon, whose creed demanded a simple life and a diet of coconuts.

Local hostesses, when brave enough to invite him to a party, invariably flattered (with often mixed feelings) as to the manner of the dress he would adopt (if any), and with which he could be dined and wine.

On this occasion he was most obliging. He arrived in a white shirt and white lavalava. For him, explained, it was an evening of rest for he had clothed himself in a lavalava and abandoned his coconut diet and justice to the beer and wine.

Welcome Relief

One of the happiest Noels was that of 1914, down in Bougainville. I was sitting up Arigua but happened to be at Soraken, the head station of the Maseul Plantations, helping with

the annual returns. World War I was on, and since end of July we had been cut off from our base and supplies at Faisi, brought us by the old *Mindini* from Sydney.

Rabaul had been captured in mid-September by the Aussies, but Bougainville was still awaiting the "take-over" up to first week in December when the steamer *Meklong* dropped anchor at Soraken, en route to Kieta.

Colonel Watson and some hundreds of troops were aboard. The siege was lifted! We were at last living under our own flag; and living off the land and the smell of an oily rag was about finished.

The ketch *Actaea* was hastily despatched to Faisi for supplies and

returned in time for Christmas. And did the welkin ring!

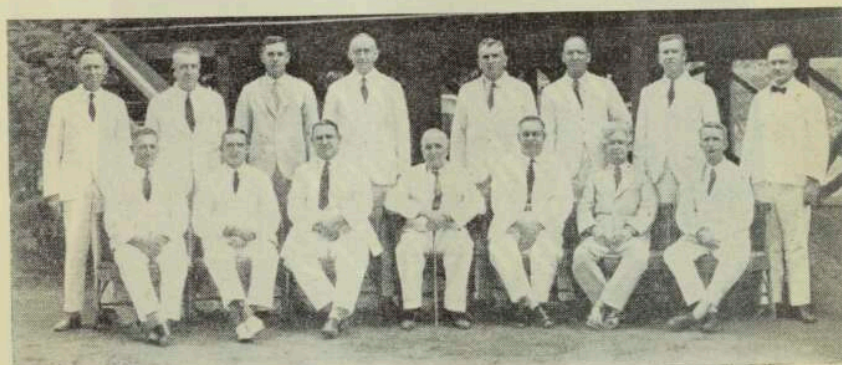
The Mad Twenties

There was a Christmas time at the Kokopo Hotel one year in the early twenties when a gathering of Exproboard lads made whoopee to some extent, and there was an itinerant anthropologist by the name of Pitt-Rivers staying there.

He was married to a daughter of Australia's Governor-General, Lord Forster, and had recently been doing "research work" on Maty Island. He wore a shaggy beard, which at one stage of the celebrations was not at all popular with the young Board Bloods. They promptly started to operate on the hirsute appendage with a hoop-iron sarif, but without much success.

In Rabaul from the late Twenties to the early Forties the two clubs—the Rabaul and the New Guinea—were the main centres of Christmas festivities; the former with its fancy dress ball, and the latter with its Childrens' Party, when each child in the town received a present.

In 1941 all presents had been bought and arrangements well in hand when the evacuation of all European women and children was



When looking through some old photographs recently with Margot, the daughter of the late R. L. Clark of pre-war Rabaul, Tolala came upon this old photograph of the first Legislative Council of New Guinea. It was opened in May, 1933, by the then Minister for Territories, Sir Charles Marr. Of the 15 men shown in the photo, only six are still living. Three have died and six were victims of the Japanese. Shown, left to right, back row: V. A. Pratt, Dr. E. T. Brennan, W. E. Grose, G. G. Hogan, H. H. Page, A. N. McLennan, E. W. P. Chinnery, and B. B. Perriman.

Seated: N. P. H. Neal, J. C. Mullaly, E. P. Holmes, Brig.-Gen. Tom Griffiths (Administrator), R. L. Clark, G. H. Murray and H. O. Townsend.

(The survivors are McLennan, Chinnery, Perriman, Neal, Mullaly and Holmes.)

ordered. The presents were loaded on board *Macdhui* with the evacuees and the party was held at sea.

A Sad Season

While the women and children were having their party on the high seas, the male section of Rabaul was cracking hardy and forced to reconcile itself with buck parties held in black-outs.

Jap reconnaissances and air-raids added excitement but it was, I think, about the saddest Christmas Rabaul had ever experienced: Family ties broken and an air of brooding appre-

hension and uncertainty over every gathering—no matter how liberally the bowl might flow.

The existing conditions were not conducive for celebrating the Birth of the Prince of Peace or the dissemination of the Message: Goodwill Towards Men.

Lever Wanderings

The story by *Supercargo* told in the December *Editors' Mailbag* (p. 22) of a Lever scout giving the Gilbert Islands the "once over" reminds me of the time some years later (probably 1923) when George




Chief Officer Nils Manson, of the Australia-West Pacific Line vessel "Milos", married petite Grace See, nursing sister at Nonga Base Hospital, Rabaul, in December. The wedding was at the Rabaul Methodist Memorial Church. The couple married while the bride was returning on "Milos" from Hongkong some time ago, and the wedding was arranged to coincide with the latest visit of the ship to Rabaul.

Photo: C. H. Me

Fulton (manager of L.P.P.) came to New Guinea in *Koonakara* (which succeeded *Kolombangara*) with two of his lieutenants, the Chief Plantation Inspector Harrigan (it could have been O'Harrigan) and Chief Medical Assistant Pinching.

I was sent along with them on a tour of inspecting Board plantation properties particularly in the Witu and Kavieng districts. Levers were toying with the idea of acquiring the old German estates, but it would be in a big way so Fulton explained.

He was impressed with the Witu properties; Kavieng did not appeal to him so much and when he got around to studying the native labour conditions he was not too happy at all.

nothing eventuated from the tour, sitting down on a coral patch 24 hours in the Albatross Channel of Kavieng (much to the chagrin of the Skipper, Capt. Swanson), and some interesting reminiscences from Medical Man Pinching, was a one-time Jamieson Raider south Africa and was once sentenced to be hanged!

Labour conditions were not too difficult in 1923. It was about this time that Sepik labourers first came to the market. The Highlands Territory had not even been discovered. Whatever George Fulton would think now (were he alive), of present conditions is, perhaps, better recorded. Anyway, the BSIP has problems of labour . . . And so, the Gilberts, the Unilever interests did not expand in NG.

According to Hoyle

Everyone realises, I think, that the administration in P-NG is doing everything possible to bring about full integration within the Territory. But surely such a publicity campaign as that launched over the nomination of a half-caste Chinese-New Guinea's application for membership of the Moresby club is carrying the campaign beyond all reason; quite apart from its very non-U aspect.

Most Europeans living in Papua or New Guinea have experienced the life of some description and by the usual procedure that before a nomination is proposed it is customary to put out a "feeler" before the ballot, if there is an unfavourable reaction, then the nomination is withdrawn.

is a foolhardy member who is on forcing the ballot, *irrespective* of being forewarned.

to the casual observer, reading the reports in the Sydney Press on the Chan incident, it would appear the club in question is being used as a whipping-post for racial discrimination, and it is hard to believe a Public Service club is compelled to accept an application because it comes from a civil servant and that it has no discriminatory powers at all.

features of the incident which I met: The local paper blazoning the local business of a club in a three-column headline on its front page; the newspapers' splash headlines: "Our Bar War Splits Club", "Looms for Us in New Guinea", "Colour Bar, says Club Man".

What sort of an impression is that going to make on the reading public in Sydney? More especially as Australians are now becoming slightly more conscious in respect to their

own abos. and what they don't do for them.

I go all the way with President Cox, who is reported to have said: "Ours is a private club. The committee has the right to accept or reject any nomination". If a private club has not that right, then it immediately ceases to be a club and becomes merely a pub.

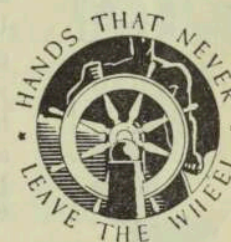
As a postscript: If certain government officials and the Press are so concerned about the rejection of a Mixed Race's nomination to a club, why is it they do not do something about giving them Australian naturalisation? Or is that something which only can be granted by Paul Meernaa Caedwalla Hasluck in his own good time?

A Happy Man

Here in my little back-water the other day I met up with a rubber planter from Papua—one Steve Peterson, who has a place not far from Moresby. He told me he was quite content with present conditions; no labour troubles, especially; the price had dropped a bit, but he was optimistic. And what was more, happy about the prospects.

It was a change to listen to a contented planter. I wonder why that same optimism does not seem to prevail on the other side of the border? Do they feel more secure within the Australian territory than in that of the United Nations? (Over)

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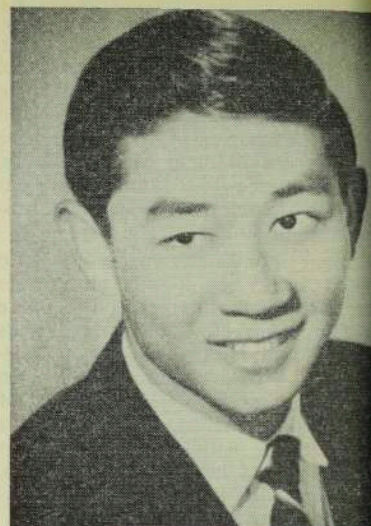
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Gerald K. H. Chan, aged 23, has successfully completed his final year at the Sydney University graduating B.Sc. (Agric.). He is the first Chinese born in New Guinea to have gained such a degree. He received his primary education at the Rabaul Sacred Heart School before going to Australia to the Christ Brothers College, Waverley, NSW. He now joined the NG Department of Agriculture. He is the son of Mr. and Mrs. G. Chan, Bailu Plantation, Kokopo.—Photo: C. H. Muir.

Sectarianism

For years now in P-NG (more especially since World War II) sectarianism has become rampant amongst the fallowed fields of primitive people. All the latest American gimmicks are being used. The latest is an accusation levelled against certain sect as attempting to make capital out of the old, old stunt of eclipse of the sun.

If I remember rightly it was first exploited by whites amongst the blacks in a novel by Rider Haggard *Alan Quartermain*.

I well remember, back in 1911, pulling the same stunt on a village of Buka natives over an eclipse of the moon, which I prophesied (with the aid of an almanac) and gained much prestige thereby.

I suppose, in view of current events I can count myself lucky that there were no news-hounds on my trail at the time, and that my rival traders did not lodge a complaint.

But I suppose that, after the box-with wine and beer bottles, the Christian Church dignitaries, staggered over the birthplace of Christ at Christmas Day, one should not be surprised at anything occurring amongst the ranks of rival religions anywhere. Little wonder that, with 30-odd so-called Christian denominations jockeying for souls in P-NG, that tactical steps are attempted to eliminate some of them.

BSIP NOW HAS BEER FOR ALL

The BSIP's new liquor laws were passed by the Legislative Council at a session which ended on December 18. Melanesians will be able to commence drinking as much beer as they want on a date yet to be fixed by the High Commissioner.

THE new liquor legislation was passed with one or two minor amendments. Under the new regulations all Melanesians over 21 years of age will be able to drink beer, but consumption of spirits will continue to be illegal except for a very small number who are able to obtain a special permit.

The Bishop of Melanesia, Right Rev. A. T. Hill, who is a member of the Council, missed the first two readings of the Liquor Bill as he was in hospital. Mr. C. Reece, another member, attempted to delay the second reading of the bill until Bishop Hill was able to attend the Council and deliver his views on this important matter, but could not find sufficient support to delay the passage of the Bill and it was ushered through with little comment.

Cigarettes Cost Even More

The Bill had received widespread publicity and comment before it came before Council, and by the time it was passed, most people showed little interest in it.

It was altogether a fairly mild two weeks' session. The Financial Secretary, Mr. A. M. Wilkie, delivered the Government's Budget for

1962, which contained the usual blow against cigarette smokers. Import duty on all cigarettes and tobaccos was increased by approximately 50 per cent. which means that a large packet of cigarettes now retails at 3/6, which is a retail increase of 6d.

The Government relaxed import duties on certain foodstuffs, and expects to lose revenue of £7,000 per annum on this. (However, it expects to collect another £30,000 per annum from its increase on cigarettes and tobacco duties.)

The Government has budgeted for expenditure totalling £1,904,505 for 1962. Of this, £875,420 is expected

from direct and indirect taxation and sundry revenue. The remaining £1,029,085, will be provided from Grants-in-Aid, Overseas Service Aid Scheme Grants, Colonial Development and Welfare Grants and transfers from Special Funds.

Dr. A. L. Anderson, who is to replace Dr. Knox Jamieson as Medical Superintendent at the Paton Memorial Hospital, New Hebrides, arrived in Vila by air from Sydney on December 22. Dr. Anderson has served in the Cameroons, and in the Australian Flying Doctor service.

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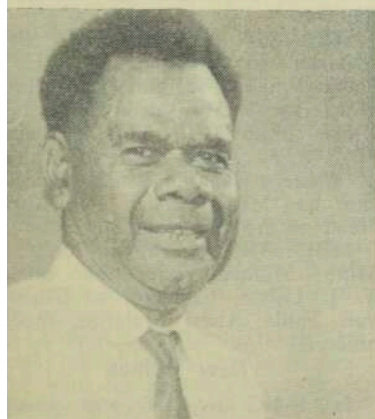
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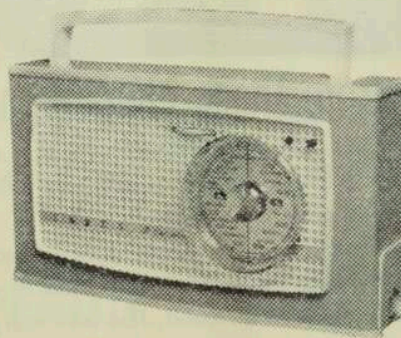
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Rev. Eran T. Voivoi, a New Guinea Native Minister, who was recently ordained by the Wesley Lutton at the Methodist Church, Rabaul.—Photo: C. H. Meen.

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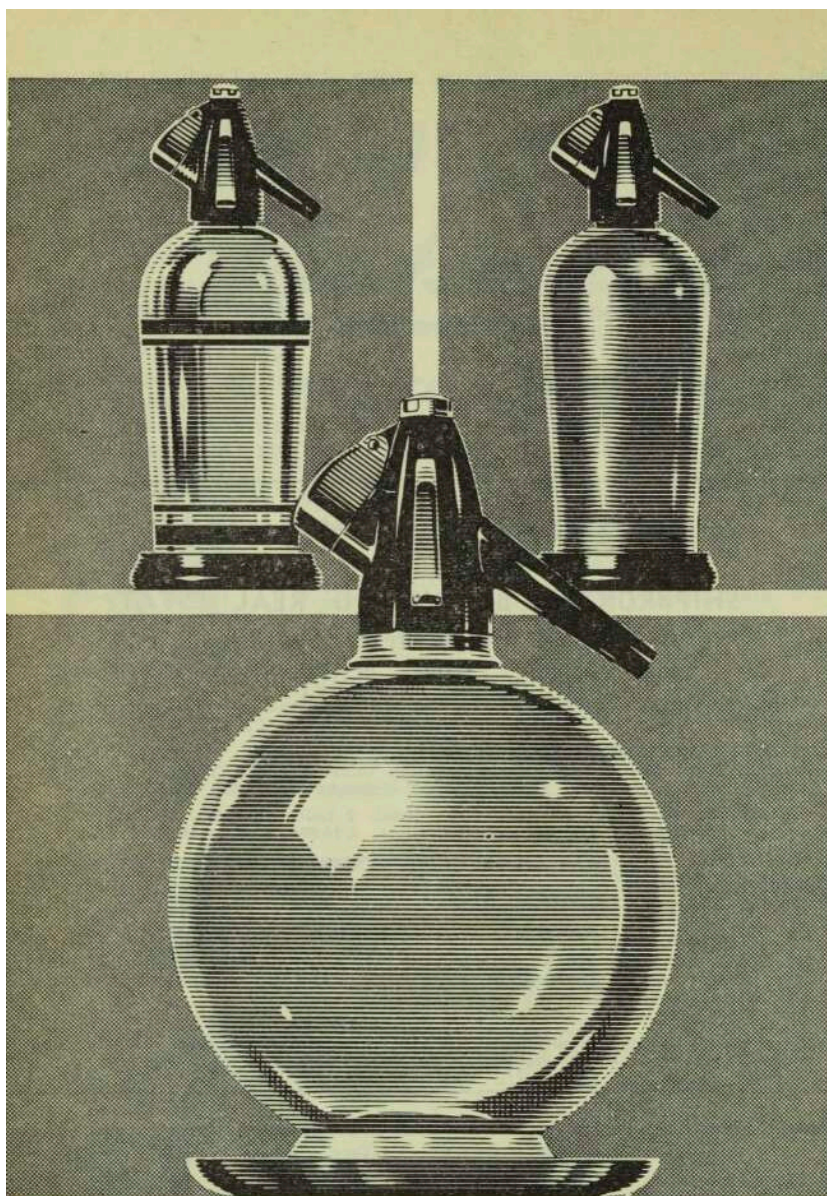
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NEW YEAR HONOURS

THE Fiji New Year Honours List was a small one as usual, with the top award, a OBE, going to the Director of Public Works, Mr. John Common. Mr. Common's award was well deserved for he has always been an energetic departmental head.

The other awards were:

MBE—Anne Grace Mansell and Tulsi Ram Sharma.

BEM—Arthur Frank Valentine.

Colonial Police Medal—Acting Superintendent Arthur Dudley Pyster and Inspector Peni Vere.

The award to Mrs. Mansell was for 50 years' service to the Boy Scout and Girl Guide movement.

Mr. Sharma is a Lautoka barrister and solicitor, and has been closely associated with the trade union movement.

Mr. Valentine, a shipwright, has done excellent work as foreman of the marine hull repair section of the RNZAF at Laucala Bay.

Acting Superintendent Pyster served for 20 years in the Indian Police before going to Fiji in 1949. He did outstanding work during the 1959 riots.

Inspector Vere has been in the Fiji Police Force since 1938, and has become one of its leading personalities.

Western Samoan

The following awards of New Year Honours to residents of Western Samoa is interesting, in that Western Samoa becomes independent as from January 1, and (it is understood) is no longer able to receive Honours from British Royalty:

CBE—Mr. J. B. Wright, NZ High Commissioner in Western Samoa, and Chief Judge C. C. Marsack, who has just concluded his service in Samoa.

OBE—Mr. G. F. D. Betham, Minister for Finance; Mr. L. M. Cook, Finance Secretary; Mr. Harold Gow, for many years manager of Burns Philp (SS) Ltd. in Samoa; Mr. W. H. Kelly, General Manager of Western Samoan Estates Corporation, and Mr. Eugene F. Paul, former Head of the Government.

MBE—Messrs. Tapeni Ioelu and Mipu Maiava, education officers; T. T. Laban, Collector of Customs; and Taula Anesi Malefou, medical officer.

New Guinea

In P-NG a CBE was awarded to Mr. Robert Frederick Bunting, OBE, State President of the P-NG Branch of the RSSAILA. (See opposite).

Canberra COMMENTARY

from our Canberra Correspondent

The winds of change for P-NG very nearly blew out of the ballot box on December 9.

THE unexpected surge in support for the Australian Labour Party put it to within an ace of being the Government—with all the changes that would have meant for Australian Territory in P-NG.

The Government's two-seat margin is narrow that the long-term issue is still in doubt.

Whether the 24th Parliament will complete its full term will depend on many factors: The death or even the illness of a member, the ability of the Government to force an election, a Government decision to bring on a snap election in the belief that its prospects have improved.

Although the general policies of the Government and the Opposition on P-NG are close, there are major differences in accent.

The ALP policy provides for UN support in developing the area, an immediate common roll, and a review of the Government's plan for a new judicial system.

ALP leaders also favour development of an "elite" to hasten the process of self-government rather than the uniform development policy which the present Government has followed.

New External Affairs Minister

Another effect of the election on Territory policy is the appointment of Attorney-General, Sir Garfield Barwick, as Minister for External Affairs.

The drawback in the new arrangement will be that Sir Garfield, like his predecessor in External Affairs, Prime Minister, Mr. Menzies, will be burdened with two major portfolios.

In each portfolio he will have the aid of an Assistant Minister who will take over administrative detail so leave him free to devote himself to policy.

Sir Garfield had barely taken the reins of office before he was confronted with his first big problem—Thaisian threats against West New Guinea.

It is not that he did not come to External Affairs as a complete tyro. He had been in the portfolio during Mr.

Menzies' absences abroad and ever since he had kept himself abreast of day-to-day policy developments.

"Niggardliness"

Award of the CBE to the P-NG State President of the RSL, Mr. Bob Bunting, is another reminder of the Federal Government's niggardliness in recognising the work being done by Territory citizens.

It could, of course, be argued that the knighthood which the Administrator, Sir Donald Cleland, received in last year's Birthday Honours was an indirect tribute to his staff.

The Government occasionally pays lip service to the work being done by

Administration officers under trying conditions in lonely outposts.

It could easily mark its appreciation—as British administrations have always done in similar circumstances—by including more Territory names in Honours Lists.

And by the same token, it could at appropriate times, recognise the part being played by Papuan and New Guinea native leaders.

The time may not yet be ripe for the first native knight, but help given to the Crown by some of the Queen's native peoples in P-NG surely merits recognition just as much as long service by the head of a typists' pool or charitable work by a social matron.

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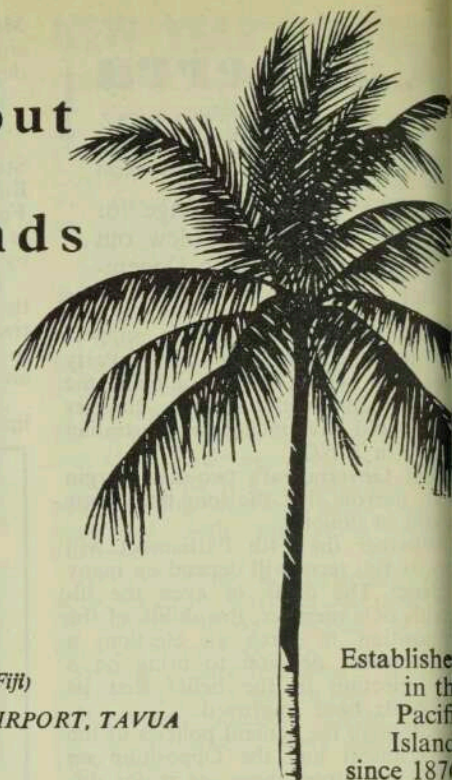
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PIM Special Report

Some pretty fantastic claims to other nations' territories are being argued around the world today. Most of those claims were never heard of until the Western Powers began tearing each other to pieces in World War I, World War II and the Cold War.

Now, while the European antagonists watch each other fiercely on radar screens around the globe, all sorts of little people are bobbing up to exercise "pride of nationhood", and "demand" this and that.

Afghanistan wants a bit of the Western Himalaya region; Argentina insists that the Falkland Islands are hers; Iraq wants Kuwait; Guatemala demands British Honduras—the list is almost endless.

Some claims make out a good case. Most are indefensible. Of the lot, none is more imaginative and absurd than the claim of Indonesia to West New Guinea.

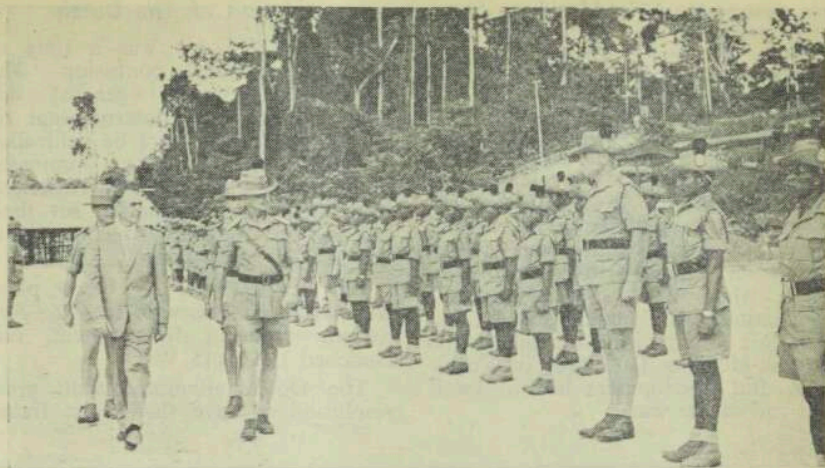
For several years, after it was first raised in the early 'Fifties, none took the claim seriously.

Whenever the issue of West New Guinea ("Irian") was raised, it simply was dismissed as a device used by President Soekarno to divert the attention of his underprivileged and frequently hungry 15 millions from their many domestic woes.

Year by year, Indonesia's economic condition has become worse, but also year by year, there has been increasing shrillness in the Jakarta demand about its claim to New Guinea. Jakarta ignores the fact that every time the claim has gone before international conferences — and especially the United Nations—it was dismissed because neither ethnically, historically, nor politically could Indonesia establish any claim to the Territory.

But Indonesia kept on howling; and finally, in 1960-61, Soekarno established some sort of understanding with the Communist countries.

Then, late in 1961 — and especially after India attacked Goa — newspaper and radio commentators began to treat the Indonesian demonstrations seriously. Here we give you the background of the dispute.



Photograph recently received from Hollandia of the Papuan Volunteer Corps, of Native West New Guinea troops. The aim is to train about 200 of these jungle fighters each year.

The History Behind The West New Guinea Crisis

To get the present situation in West New Guinea into focus, we must go back before World War II, when the Netherlands Indies had been held and administered by the Dutch for over 300 years.

THE groups of far-flung archipelagoes of what is now known as Indonesia, had never been in any sense a united nation until the Dutch for administrative convenience, brought together into one organisation the various small sultanates through which their influence had spread from the 16th century onwards.

The government of the Indies was at first in the hands of the Dutch East India Company which had been formed in 1602 and which established a trading centre at Batavia, Java, in 1611. And, apart from some efforts of the British East India Company to horn in on the Indies, the Dutch had little interference with their trade from outside, but the Company did have considerable trouble from insurrections by native princes and sultans. In 1789 the Netherlands Government took over the administration, and the Company was dissolved.

In a more recent period, the Indies were divided, for ease of administration, into sections—Java, Sumatra, Borneo, Celebes and Moluccas, etc. Western New Guinea was added to this administrative organisation in the 19th century and initially formed a division of the Residency of the

Moluccas. In the early 1930's, however, it became an independent administration, quite separate from the Moluccas, as the Dutch by then had begun to take more interest in this primitive area and, as the people were ethnically completely dissimilar to the people of the Indies, making New Guinea a separate entity was considered the best solution in the circumstances. The people of West New Guinea were the same as those in Australian New Guinea—primitive Melanesians, with no racial relationship with the people of the Indies.

From 1616 when the Dutch navigators Le Maire and Schouten made an accidental landing in New Guinea, the Dutch made sporadic visits to the country and it had also been visited regularly by the wandering praus of the natives of the Indies. No one took much interest in the primitive and apparently useless territory and, for a long time, no one wanted it. The Dutch, nevertheless, were the first Europeans to lay claim to any part of the big island—through proximity more than for any other reason.

In August, 1828, the Dutch established Fort Dubus, in Triton Bay, West New Guinea, and formally claimed possession of the region as

far west as the 141st Meridian. Some 60 years later, this frontier was confirmed by the British and the Germans.

The huge area remained almost unknown and undeveloped until the early 1930's, when oil rights in the Vogelkop Peninsula were leased for 75 years to the New Guinea Oil Company (a combination of Dutch, American and British interests) which began an extensive oil search. By 1941, when World War II caused evacuation, this Company had located a couple of promising oilfields in the Sorong-McCluer Gulf area of Vogelkop. But development had to await the end of the war.

Isolation of The Dutch

The 1945-50 era was a time of great international confusion. The West had planned general disarmament and that international relations should in future be controlled by UNO; and UNO was dominated by Western and especially American idealists, who immediately set their faces most resolutely against what they called "colonialism".

But by 1947-48, all UNO plans were awry—it was seen that the Red nations, refusing disarmament, had launched the Cold War.

The Dutch attempted with great resolution to save their East Indies

Why Not Timor, Too?

If the Indonesians can argue that they are entitled to West New Guinea, as part of Indonesia, why do they consistently ignore Eastern Timor, which is right in the middle of Indonesia—and is a Portuguese Territory?

Timor is a well-wooded, mountainous island, 300 miles long by an average of 50 miles wide. It is divided almost equally between Indonesian Timor, in the west, and Portuguese Timor, in the east, and there are about 400,000 people in each half.

Incidentally, Portuguese Timor is much better governed and developed, now, than the Indonesian half, and the people there most probably would resist a take-over by Indonesia.

The 800,000 or more people in Timor are of the Indo-Malayan types—Indonesians, in other words—in contrast with the West New Guinea people, who mostly are much more primitive, and classified as Papuans (Melanesians).

If Indonesia has been inspired by India's seizure of Goa (which after all is a bit of India, inhabited by Indians), why does it ignore Eastern Timor (which is a bit of Indonesia inhabited by Indonesians) and try instead to grab Western New Guinea, which is not a part of Indonesia, and is inhabited by Melanesians?

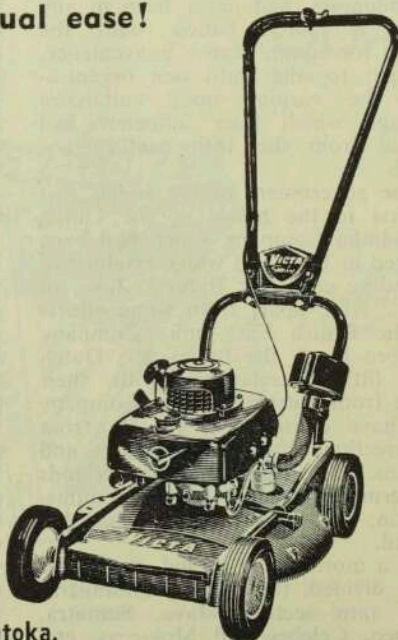
(They have thought about Timor, of course, as "PIM" reported in August, p. 71.)

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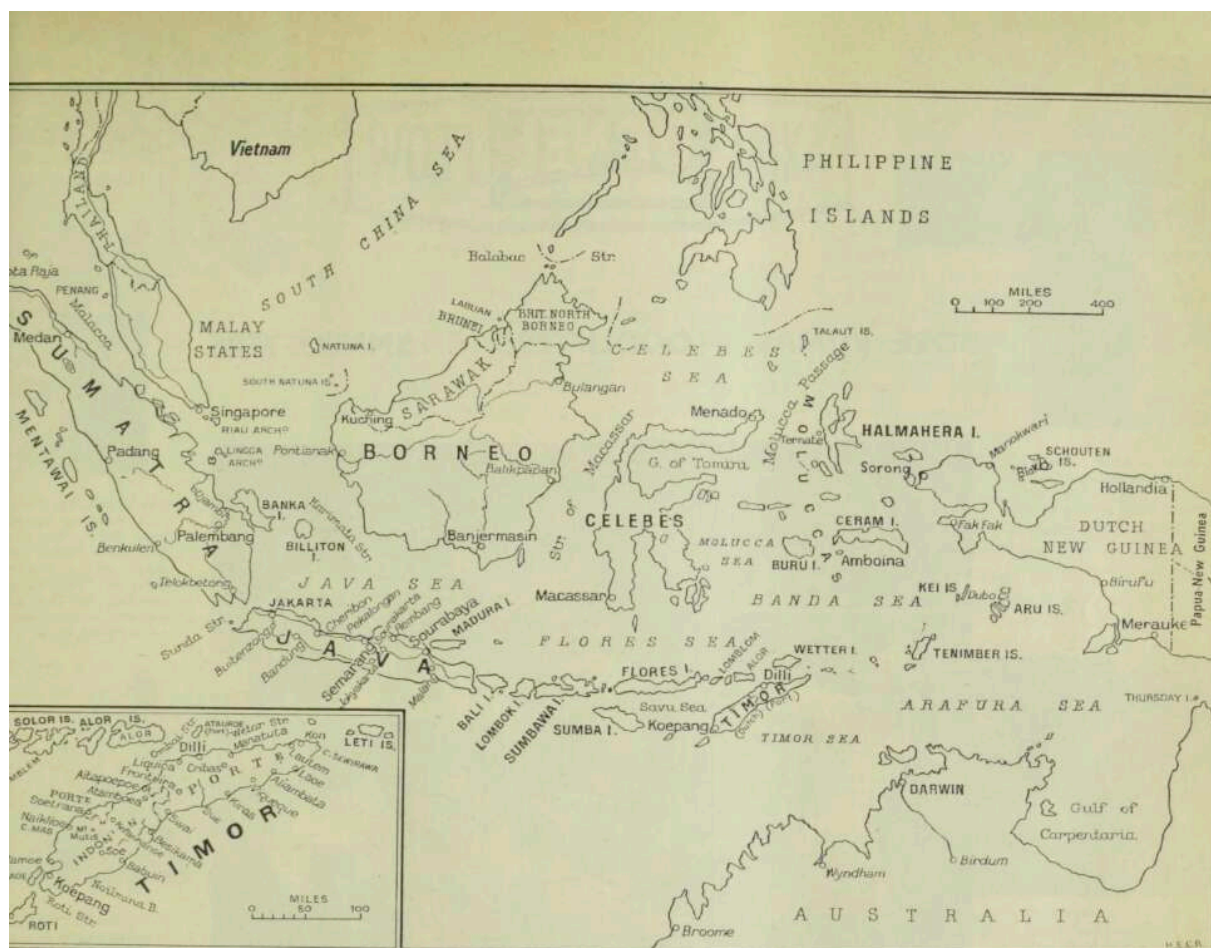
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empire but they had been greatly weakened by the German occupation of Holland in 1940-45 and they fought alone.

The Japanese had occupied Indonesia from early 1942 until well into 1946. They should have been ejected in 1945, just as they were ejected by the Allies from other Pacific and Asian countries, but neither the new-born UNO, Britain nor America did anything to help the Dutch.

There had been, even before the war, a strong movement among some sections of Indonesians for self-determination and strong efforts by the Japanese during their occupation went a long way towards scrambling the Dutch eggs permanently, and paving the way for an Indonesian take-over. In 1945-46 the Japanese encouraged Indonesian nationalism to



Map of the trouble area.

tent of setting up a puppet ad-
ration at the head of which
laced Soekarno, who like many
ardent nationalists had seen
oration with the Japanese as a
f ousting the Dutch.

out March, 1946, the Dutch,
some reluctant help from the
, began to return to the East

They soon established an ad-
ration over the Outer Archi-
es, and Western New Guinea;
they were strongly resisted in
and Sumatra by a loose or-
tion called "the Republican
ment", headed by Soekarno.

The Abortive "Agreements"

end of this phase came in
, 1947, when Dutch and
ilicans signed the Cheribon
ment whereby the Dutch recog-
the *de facto* authority of the
lic over Java, Sumatra and
a; and the Indonesians accepted
inciple of Netherlands-
esian Union.

Republicans proceeded, how-
to interpret the Agreement in
own way and began to enter
ndent agreements with other

countries. The Dutch resisted this
challenge to their sovereignty by in-
stituting a blockade and, as disorder
increased, they took action with
armed forces. The UN intervened
and this resulted in the Renville
Agreement of January, 1948, which
recognised Dutch sovereignty, but
provided that sovereignty, in due
course, be transferred to a Dutch-
Indonesian Federation.

The Renville Agreement was again
sabotaged by the Indonesians, and
there was more confusion. UNO
intervened again, appointed a "Com-
mission for Indonesia", which
eventually forced both sides to accept
The Hague Agreement of December,
1949. The latter provided for (and
we quote from a document of that
time) "the establishment on Decem-
ber 27, 1949, of the former Nether-
lands Indies, without Dutch New
Guinea, as the Republic of the United
States of Indonesia". The Kingdom
of the Netherlands, and the Republic
of the United States of Indonesia,
were to constitute, as equal partners,
the Netherlands-Indonesian Union.

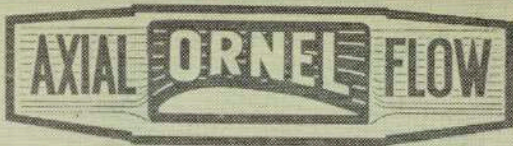
The Hague Agreement never actu-
ally was brought into operation, and
the Netherlands-Indonesian Union
never functioned.

Between 1949 and 1954, the
machinery set up to "settle" the East
Indies problem was systematically
undermined and destroyed by the
Soekarno-led party.

The UNO never again intervened;
while during the 'fifties the Dutch
were steadily pushed out of the whole
of the Indies. Step by step, their
property was seized, and they were
deprived of citizenship—even the tens
of thousands of persons in the Dutch-
Indonesian mixed blood community,
who declined to accept Indonesian
citizenship, were systematically per-
secuted, and driven away.

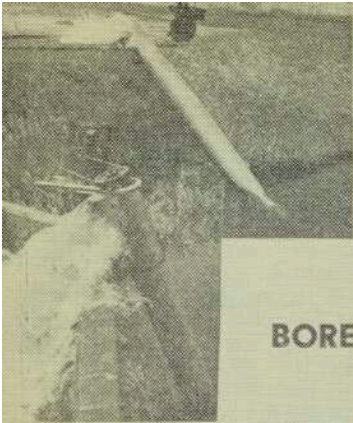
It was somewhere in the early
'fifties, as economic chaos in Indo-
nesia became worse confounded, that
the Jakarta regime began to raise its
outcry for possession of Dutch New
Guinea.

In the discussions which preceded
the Renville (1947) and The Hague
(1949) "Agreements", West New
Guinea rarely, if ever, was men-
tioned. It has, however, been claimed
in recent months by Indonesia that
the 1949 Agreement specifically pro-
vided for a time to be fixed when the
Dutch would hand New Guinea over
to Indonesia. The Indonesians now
claim that, with them, it has never



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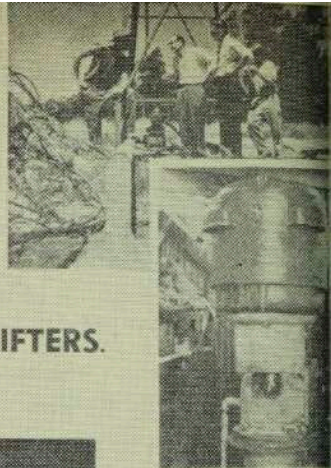
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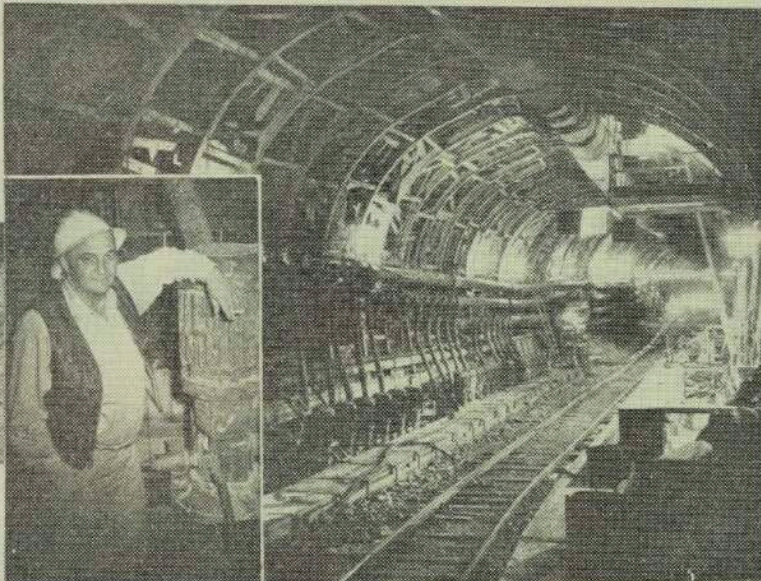
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One of three high head Ornel each pumping up to 25,000 Imp. G.P.H. for Coonambidge, New South Wales, town water supply and a tractor driven Ornel at Tara, Queensland, pumping very hot and gas corrosive water from deep o.d. artesian bores.



17 of the 40 high head Ornel sump pumps on the Snowy Mountains Project.



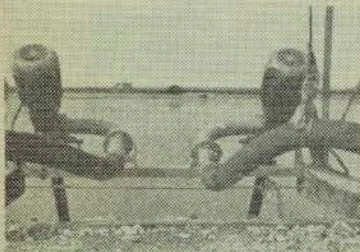
Mr. 'Oakley' Blehm, Tunnelling Supt.: "These pumps do the job."

Photograph by courtesy of Kaiser-Perini-Morrison-Roymond.

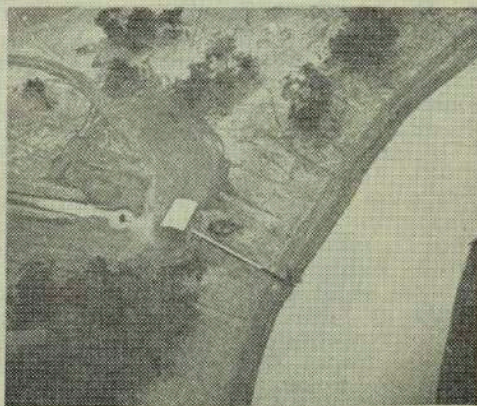


Five similar Ornels are pumping 44,000 Imp. G.P.H. brine about 400 per cent. more concentrated than sea water from 140-ft. deep, 6" bore casings at Central Queensland Salt Industries, Rockhampton, Queensland.

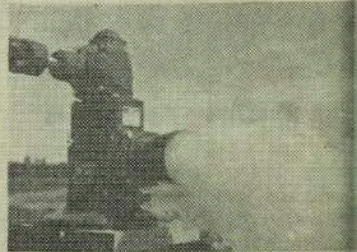
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a question of whether New Guinea belongs to them—but when the Netherlands can be persuaded to back.

believed, however, by everyone who has thought about the matter, that no matter what claims the Indonesians might have had for their own country, they had no claims whatever—on ethnic grounds, alone—on West New Guinea. The only real reason they continued to claim it is because of the Dutch.

As they now do, use the Hague decision of 1949 to bolster their claim, they are on pretty tenuous ground, as it was the Indonesians who sabotaged that Agreement.

From 1955 onwards the Indonesian campaign against the Dutch claim for West New Guinea took a more active form. In 1956 Indonesia refused to pay her debts to the Netherlands and in 1957 started a campaign of reprisal against Dutch interests and property in Indonesia. Indonesia was seized and compensated—the Indonesian government stating that this could not be done until such time as West New Guinea was handed over.

Political Effect of Oilfields

There could be some connection between the Indonesian attitude towards West New Guinea and the oilfields on the Vogelkop peninsula—these must have been a minor consideration in the larger campaign to embarrass the Dutch.

Immediately the war was over, the interests which held the concession for the development of the field. After 10 years, they had opened up a mammoth field, from which a 6 inch pipeline was laid 60 miles to the Gulf of Sorong; and the Mogoi field, from which oil was piped 22 miles through an 8 in. pipeline to the port of Maturi.

In the early 'fifties, when they started their first public claim for West New Guinea, the Indonesians may have decided that this valuable oilfield. By this time, they were systematically persecuting the Dutch, and the Indonesian-Dutch; increased confusion in administration and the country's economic condition; and trying to deal with widespread rebellions among them in the Celebes, the Moluccas and Sumatra.

From about 1955-56 onwards, the Vogelkop oilfields declined in value, the result of a red flow, poor quality, and a world

By 1960, it was clear that the Dutch would be glad to be rid of New Guinea if they could do so with honour. It has a very limited economic value now, and its administration costs the Netherlands Government at least £12 millions Australian per annum.

Only two things have stood in the way of a transfer of the Territory by the Dutch—namely, Dutch reluctance to submit to any demand by Indonesians; and Australia's unwillingness to have an Indonesian set-up (which is increasingly under Communist influence) on her northwest frontier.

Whatever has been Australia's diplomatic and official attitude on the matter, it has long been recognised that the continued presence of the Dutch in their half of New Guinea was of far greater benefit to Australia than to the Dutch. But at the same time, Australia has been exceedingly careful not to commit herself to the defence of NNG against Indonesia.

Australia's official attitude has been, and is, that (a) she recognises the Netherlands sovereignty of West New Guinea; (b) she sympathises with the Netherlands expressed intention that the natives of West New Guinea shall ultimately be allowed self-determination; (c) if the Netherlands should, however, come to some freely negotiated agreement with Indonesia over West New Guinea, Australia will not oppose it; and (d) should, at some future time, the natives of West New Guinea choose freely to throw in their lot with Indonesia, she will not dispute that, either.

Whatever happens in the immediate future, whatever line the Dutch take—no blame can attach to them. New Guinea has been a continual source of expense to them and has shown no profits; and although Australia has given them moral support in their aspirations for the progress of their native peoples, they have got no support of any description from anyone else. New Guinea has, moreover, provided one of the convenient pegs on which Indonesia has hung the refusal to pay the Dutch reparations for property confiscation in Indonesia.

If Indonesia does get its way over West New Guinea—which seems entirely likely at this stage—it may clear the way for the Netherlands to recover compensation for assets confiscated in Indonesia; and to claim the amount they have spent in New Guinea since 1945.

The probable course of events in West New Guinea was not clear until late in 1961. These are described and discussed in an article on page 15, this issue.

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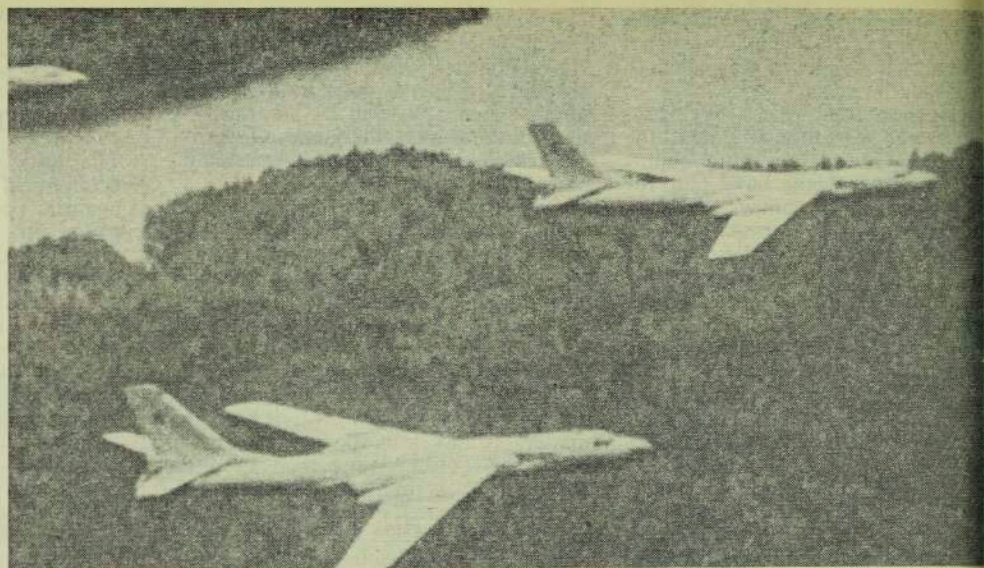
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Russian Tupolev Tu-16 bombers which the Indonesian Air Force received last July, shown over Java. It is estimated that Russian aid to Indonesia's military build-up runs into several hundred million dollars.



HOW STRONG IS INDONESIA'S AIR FORCE?

In any Indonesian attack on West New Guinea the first clashes would occur in the air—and probably very close to Australian New Guinea.

AT first glance, the advantage would seem to lie with Indonesia. So far as is known, the Dutch have not got much in the way of modern fighting aircraft, whereas the Communist countries have been steadily feeding new aircraft to Indonesia. USA has supplied others.

According to data just received from London, the following represents the approximate air strength of the two countries:

INDONESIA

RECEIVED IN—
1958-59 . . . 60 MiG-17 jet fighters and MiG-15 UTI jet trainers—from Russia.
28 Il-14 transports—from Russia.
Recently . . . Number of Douglas B26 light bombers—from USA.
Latter half of 1961 . . . Number of modern Tupolev Tu-16 bombers—from Russia.
5 Lockheed C-130B Hercules heavy transports—from USA.
3 Antonov An-12 transports—from Russia.

NETHERLANDS NEW GUINEA

RECEIVED IN—
Late 'Fifties . . . Squadron of Fairey Firefly Mk4—from Holland.
17 Martin PBM-5A Mariners—from Holland—mostly discarded.
1961 . . . 15 Lockheed P2V-7 Neptunes very modern—from Holland.
4 Douglas C-47 transports—from Holland.
Squadron of old Grumman TB-3 Avengers—from Holland.
24 Hunter FMk4—from Holland.
Few Alouette II helicopters.

Those Tu-16 bombers (how many, is not known) began to arrive in Indonesia, from Russia, in July, 1961; and, if they are effectively handled, they will be a real menace to West New Guinea. But that is the 64-dollars question: *Are they being handled by Russians or Indonesians?*

Aviation men generally have no respect whatever for Indonesian airmen. They can be taught to fly—but inability to service machines of any kind is a racial weakness.

It is said that Indonesians cannot maintain a steamroller efficiently, let alone a complex thing like a Tu-16. Jakarta's waterworks now rarely function, the locomotives seized from the Dutch are beyond repair, and the power-stations frequently break down through overloading.

One of the funny stories of airmen in the East describes how President Soekarno, in his frequent junketings abroad, refuses to fly on Indonesian-operated planes—he travels on chartered planes.

Airfields and Navigation Hazards

An enormous quantity of modern armaments has been sent to Indonesia lately by the Communists, as part of the Cold War campaign of embarrassing the West. But the cynical Dutch declare that they can deal with most of it, so long as it is operated by Indonesians. They piously hope that the Tu-16's were flown to Java, as Indonesia recently boasted, by Indonesians.

Another factor of importance is the number, situation and availability of airfields in this region, suitable for modern jet aircraft.

It is reported that the Indonesians have put in some new modern airfields in the Moluccas, only 200-300 miles west of New Guinea, and in the Celebes, another 200 miles further west. But New Guinea is a very mountainous, heavily jungled country, often mist-swathed (especially in the monsoonal season); and the pinpointing of targets along the broad coasts calls for the highest navigational skill.

A lost Indonesian bomber from the Moluccas, for example, seeking Hollandia, could easily mistake Australian Wewak or Madang for missing Dutch capital!

The Dutch air force is said to be handicapped by the absence of modern air bases. There is a good one on the mainland, at Sentani, in Hollandia; and there are two (the civil base of Mokmer and the naval establishment of Boroetoe) on the island of Biak.

And The Navy

It was reported at the end of December that the Indonesians were using Russian warships in their Navy in an effort to get it to parity with the Dutch. It also has got other warships from other Iron Curtain countries and from others, notably West Germany and Italy who are supposed to be on the Western side of the fence and partners with Holland in NATO.

The warships in use or on order in Indonesia include heavy cruisers, destroyers and submarines. Not

have been delivered yet but expected by mid-1962. Indonesians, claimed in December that they could already match the Netherlands at sea in the New Guinea area—and that the total of all their forces and all their armaments made the task of "liberating" New Guinea one of a few years' duration only.

NEW GUINEA "VITAL TO AUSTRALIA"

NEVER may be the official line taken by Australia in the conflict over possession of New Guinea, individual Australians are not so restrained. There is a flood of letters to newspapers almost without exception in support of a firmer stand against the Indonesians.

During the month the following letter was sent us by the Royal Australian Armoured Corps Association, a branch, which takes the view that Australia must continue to be concerned with New Guinea.

The attached resolution was passed at the Annual Meeting of this Association. We feel members may be interested in it. It is resolved that the dependence on security of the Commonwealth of Australia on control of the United Trust Territory of New Guinea and the Australian Territory of Papua by Australia, is self-evident.

Regardless of what may be the disposition of the territories of the Netherlands Government in New Guinea, either through the control of those territories by the Netherlands, or by unilateral control by another nation or by any system of international control, the foreign defence, and the internal security of the Territories of Papua and New Guinea must remain firmly under the control of the Government of the Commonwealth of Australia.

This Association, including its membership of Australians who served in New Guinea in World War II, is devoted to the welfare and aspirations of the native peoples of Papua and New Guinea, and cannot view with equanimity proposals from whatever quarter which would remove the control of the three vital areas contained in the previous paragraph from Australia's hands should be in any way

HE'S SAID IT BEFORE

SAID Papua-New Guinea Assistant Administrator, Dr. John Gunther, on December 20, when Indonesia first announced it would use force, if necessary, to get West New Guinea: "President Soekarno has said this 25 times before and, that's all there is to it." He refused further comment. The Administrator, Sir Donald Cleland, said the Dutch in Netherlands New Guinea had not officially asked Australia to help in arrangements for evacuation if attacked.

The Netherlands liaison officer in Port Moresby, Djakarta-born Mr. C. A. B. Pley, said: "I didn't think the Indonesians would do anything yesterday. Not even a canoe could reach the Dutch New Guinea shore. The area is being too well patrolled. And, anyway, our destroyer firepower is greater than theirs."

"President Soekarno has promised mobilisation but it will take time—I think the danger period will be the middle of 1962."

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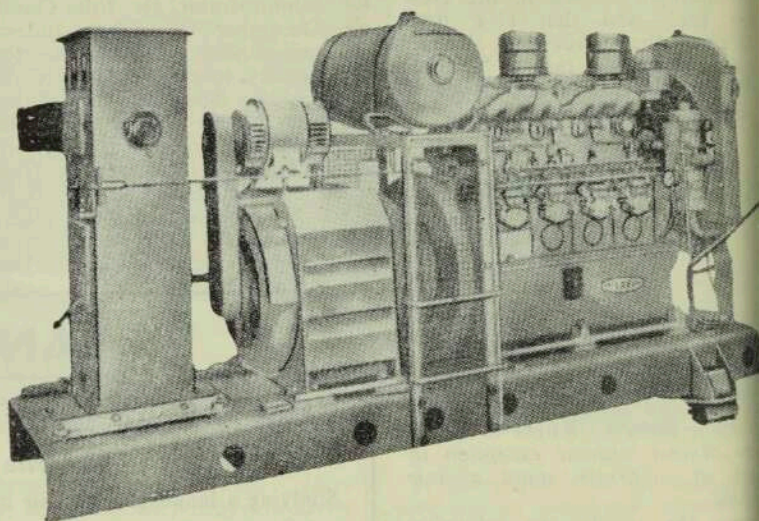
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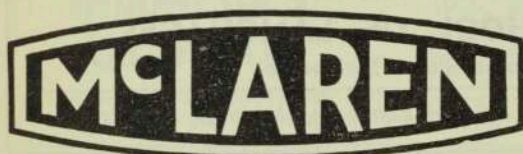
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Rarotonga Says: Get the Tourists In First!

From a Rarotonga Correspondent

When Mr. F. L. A. Gotz became New Zealand's Minister of the Cook Islands and Territories, in December, 1960, he quickly made it known that he was interested in promoting the tourist trade for Rarotonga. Other people share this interest, among them the Resident Commissioner, Mr. A. O. Dare, Cook Islands' businessmen, and members of the Legislative Assembly.

The subject was discussed at the recent meeting of the Legislative Assembly (PIM, July, p. 139) and N. McKay, MP, one of the party from New Zealand, at lack of transport was one of the main problems, and that New Zealand would be unable to vote a sum for the extension of Rarotonga's airstrip because of financial difficulties. The largest aircraft can land at the airstrip at present are piston-engined types such as the Hastings.

Assembly Member Makea Nui, OBE, said that the Rarotongan "did not entirely object to it", but did not want Rarotonga glamourised.

Another woman member of the Assembly, Mrs. Poko Morgan, said the Cook Islands wanted to keep their identity. This can be taken to mean that they do not want Rarotonga to become another Tahiti with hotels, night spots and restaurants lining the Avarua waterfront. They want to keep Rarotonga quiet, uncommercialised—and yet attractive to tourists.

Rarotonga, only 21 miles round the island, possesses great natural beauty, is basically another Tahiti scaled down to one-quarter size. There are bush-covered volcanic peaks, a flat, fertile coastal belt and an attractive lagoon beach where swimming, sailing and picnics can be enjoyed.

More energetic can hike through native bush or climb the high peaks. There is a tennis club and a golf club. Rugby, football, cricket and basketball are played.

The main settlement of Avarua has a market place, and several shops stocking a wide range of goods. New Zealand meats, fish and vegetables can be bought at the government-run freezer, and spirits,

wines and beers at the Bond Store on a monthly ration system.

In the villages there are small stores and some rather primitive cinemas. There are also spots of historical interest, the *marae*, or open-air temples of heathen days where religious and state ceremonies were performed.

The population is friendly, happy-natured and hospitable. Maori and European mix freely and there is no inter-racial strife.

The climate is tropical but healthy, and there is a definite cool season when cardigans and jackets become necessary.

In the recent past the visits of the luxury liner, *Bergensfjord*, have proved Rarotonga's popularity with tourists. The passengers disembark about 7 a.m. and are driven round the island in a motorcade of private cars and decorated trucks.

During the leisurely scenic drive there is a half-hour break to watch native dancing in the picturesque locality of Muri lagoon, then the tourists return to Avarua where curios are inspected and bought before rejoining the ship. The consensus of passenger opinion was that Rarotonga was the most fascinating spot visited during the entire voyage.

At present, passenger shipping connections which would allow tourists a few days or weeks at Rarotonga, are lacking. Rarotonga is hard to reach and sometimes just as hard to leave.

The NZ Government's 40 passenger *Moana Roa* makes regular monthly voyages from Auckland, but is always overbooked. However, a limited number of berths from and to New Zealand in the winter months are now being reserved for *bona fide* tourists. However, these will cater for only a small percentage of those who would like to go. If this bottleneck were overcome New Zealand tourists would be attracted.

The Matson luxury liners *Monterey* and *Mariposa* call at Rarotonga en

route from Tahiti to New Zealand. They anchor in the roadstead for a few hours and parties of hula dancers visit the ships and entertain the passengers. Berths from Rarotonga to Auckland are usually available.

Locally manufactured curios taken on board find a ready sale and passengers show great interest in Rarotonga. They bombard the dancers with questions about themselves, their islands and their way of life.

Cook Islanders emigrating to New Zealand fill the vacant berths offered by these ships, and in this way the Matson Line makes worthwhile sums in a few hours and without the expense of harbour dues.

More shipping calls at Rarotonga are needed to boost a tourist trade, but the attempts by the Rarotonga Chamber of Commerce to interest shipping companies in this have been mainly unsuccessful due to undeveloped tourist potentialities.

(Over)



This is the cover of a small book that has been produced in Rarotonga, Cook Islands, by Denis E. McMahon, with illustrations by John Brown, a young Rarotongan, self-taught, who shows quite remarkable promise.

In the text, McMahon tells something of the modern life of the Rarotongans in a way that, as he says himself, shows the truth without entirely dispelling the romance.

The book is produced by some roneo process and in this first edition has been collated and bound by hand. Nonetheless it is quite attractive for the purpose for which it was produced—giving visitors and tourists a quick glimpse of Rarotonga. The booklet has already become popular amongst passengers on cruise ships and the Matson vessels.

Mr. McMahon sells the booklets for 5/6NZ or 6/6 Aust., including postage. Anyone interested should contact him direct. Rarotonga, Cook Islands, is sufficient address.

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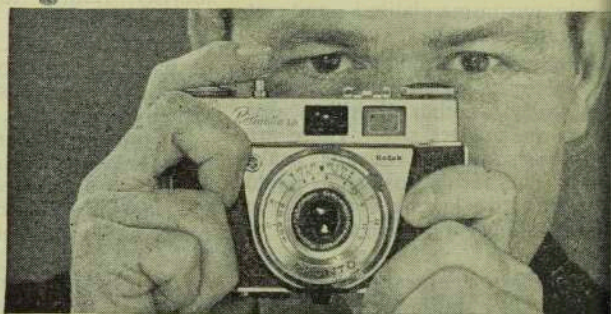
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Cruise to the Cooks

December, a cruise on "Moana" to Rarotonga and the Northern Cook Islands (Penrhyn, Rakahanga, Manihiki, Pukapuka) was being advertised in New Zealand newspapers.

The ship will leave Auckland on March 10 and return there on April 7, after 100 miles of "leisurely South Seas sailing", at a cost of from £NZ135. This is a real turn-up for tourism. It seems that "Moana Roa" isn't so much an up with travelling Cook Islanders as we have been led to believe.

Another passenger shipping line might be induced to call at Rarotonga for northbound voyages from Australia to Panama and the UK, which would start to happen. Australian tourists could then spend a few days or weeks at Rarotonga and return on one of the Matson liners.

When this kind of thing started, suitable accommodation would soon be available. But get those tourists first!

A self-contained flat for four persons was built recently at Avarua. It contains two bedrooms, a living room, bathroom and kitchen, and is fully equipped with linen, cutlery, cooking utensils. It has electric hot and cold water, electric and refrigerator. The tariff is £10/- per day, £12 weekly, £10 monthly for a month's stay, or £5/- for longer periods.

There is another comfortable accommodation facing the islet-studded bay at Muri, five miles from the town and business centre of Nadi. Power does not extend this far but the flat is equipped with electric pressure lamps and a electric refrigerator and water supply. The weekly rate is £8, and is reduced to £7 for those staying a month or longer. About a mile away there is a similar type of guest house. Two taxis and rental cars are available.

Summary: Most people in Rarotonga are in favour of tourists and the island is one of the most attractive in the South Pacific with an almost perfect climate. It is a good place for a quiet holiday, but is unlikely to become a sophisticated resort noted for its night life.

Miss Laurayne Thurley, recently crowned as "Miss Hibiscus, 1961" of New Zealand, was photographed on board the Matson Liner "Mariposa" when she arrived in Sydney in early December. Her prize was a round trip to San Francisco by Matson Liner.

Now Fiji Has a Word or Two . . .

TOURISM—SHOULD THE GOVERNMENT PAY THE BILL?

From a Fiji Correspondent

Fiji is one of the South Pacific territories which has made a real effort to develop a tourist industry since the end of World War II but that no one is complacent or even happy about it is evident from the hotly partisan views of this special correspondent who takes up typewriter to have a few plain words on the subject.

Fiji's first local conference on tourism came and went late in November, and while there may have been the usual explosions of hot air, which are expected at nearly every conference, some statements made by delegates were worth noting.

For instance, Mr. Ron Gould of Pan American Airways, warned that unless Fiji's tourist trade was further developed, aircraft might bypass Fiji in the future because the landing charges are amongst the highest in the world.

Although the United States is not a member of the South Pacific Air Transport Council which administers Nadi, this caution from a paying customer seemed worth heeding, particularly in the light of Mr. Gould's estimate that putting down at Nadi

costs an airline company about \$200,000 a year.

At present, Mr. Gould said, it cost only 25 dollars to land at Tafuna, American Samoa, and while he did not imply that charges would be anything as low as that when the new jet runway is completed by mid-1962, his statement that Nadi could expect some keen competition then seemed timely. It does not take much imagination to realise that the bulk of PAA's passenger tourists would settle for Samoa as their haven in the South Seas if their welcome were pleasant enough and that was where PAA landed them.

As TEAL's commercial manager Mr. H. Denton pointed out, airlines are in business to operate economically and profitably, and matters such as landing fees are vital considerations. Mr. Denton also warned that Fiji must be quick to encourage operators to come to the Colony.

Having digested all this, explanations by the Fiji Controller of Civil Aviation, Mr. G. Smith, as to why Nadi costs so much to land on seemed cold comfort.

The most controversial and probably the most unpopular suggestion made at the conference was that Fiji should establish a gambling casino—but even this subject had its value if it stimulated public interest in the industry.

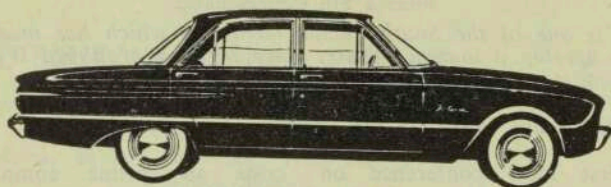
[Said the *Fiji Times* editorially and with somewhat grandmotherly concern: "If Fiji has to be a tourist 'paradise' of one kind or another, a duty-free shoppers' paradise is infinitely preferable to a gamblers' paradise. If Noumea chooses to turn itself into an imitation Las Vegas that is no reason for Fiji's following suit."]

Fiji Broadcasting Corporation representative, Mr. J. S. W. Stannage, thought it a great pity that delegates continued to "whine" about the Government not doing this and that when it was yet to be proved that the people who got most out of the industry were contributing most to it.

(Over)



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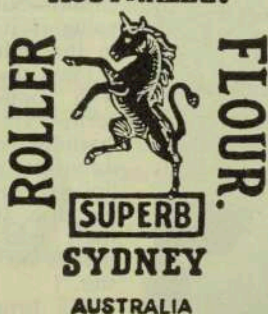
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Conference chairman Mr. C. Stinson admitted that some businesses had incurred his criticism that he was critical of Government too. And when someone like Mr. Stinson, well-known for his voluntary efforts as mayor and businessman to stimulate the tourist industry, says the Government's attitude to tourism "lacks drive" one feels he knows what he is talking about.

According to *PIM* (Travel Table October, 1961) tourism in Hawaii gives the US Government 20 or 25 times as much as the Government spends on it, and when a country's finances are in such a parlous condition as Fiji's it does not seem much to expect Fiji's Government to take the initiative instead of waiting for one or a number of clubs to jump first.

As to the Governor's cautionary note in his speech in Legco in November about the social effects of tourism having to be "watched" there are many who feel that the social effects of unemployment are the much greater evil.

He Says Suva is Jealous

The correspondent who in October *PIM* (p. 15) said, in effect, that it was a good thing that Suva should take precedence over other parts of the Colony of Fiji as a tourist centre has, according to one correspondent, aroused the ire of the whole North West of Viti Levu. Nonetheless, about it, except being "amused", is generally amused".

Our correspondent thinks that anyone indulges in petty rivalry and a scramble for tourist bodies it's Suva and not towns in the N-W like Lautoka and Nadi. And he makes the other points: ● The Fiji Visitors Bureau has been promising the Nadi a tourist booklet for years but it has never eventuated. ● Tourist agencies abroad are encouraged to book their clients on tour that leave Nadi and report immediately on arrival for Suva or Korolevu and the clients never have a chance to know there are any alternatives.

He then takes these arguments a bit further:

LAUTOKA believes that not only are Suva interests trying to monopolize all the tourist trade, but by influencing overseas shipping interests, actively opposing any visits to Lautoka by tourist vessels. One reason given is that the new Lautoka wharf

Triangle Beer Garden Is No More

At Noumea city landmark, the covered-in markets, is being swept away by the town council to make room for a new public-market building, of modern design.

This area always has been a market-place; but in the later years of the Pacific War, it was taken over by the Americans and became the Triangle Beer Garden, and a famous resort for American servicemen.

The original structure fell into repair in recent years. It had originally been built of native-material, and later covered with asbestos sheeting.

dangerous of access. And that Lautoka has not enough taxis and to handle the large number of passengers.

is sort of thing leads to the growing feeling by the North-West in everything pertaining to them and in all things such as hospitals, schools, wharves and a number of other amenities, Suva gets left out.

The North-West feels, irrespective of Suva's position as the capital and undoubted attractions for shopping—that, since the bulk of the North-West's income comes from the Government, the Government should subsidise the spending of available money and put some to good use in Suva.

Some months ago there appeared in the *Fiji Times* two or three articles on this subject, when the Government attempted to show with some carefully prepared figures that Suva got only its fair share. The figures were discredited by the North-West. Suva can feel assured that the North-West is quite happy about its position as the capital of Fiji and the 1961 Hibiscus Festival showed by the numbers of Lautoka and other people who went specially to Suva for it.

There are many tourist attractions in the North-West, and these will be developed in time.

Our correspondent has his facts set out in places. Nadi's Commerce Week was in July, well clear of the Hibiscus Festival and Lautoka's Queen Festival was during the Jubilee Cession celebrations—neither

were invented to detract from Suva's September Hibiscus Festival. It is true that Lautoka's festival in October, so soon after Suva's, was somewhat of an anti-climax and suffered financially accordingly, but Nadi's Commerce Week, at the beginning of the tourist season from New Zealand and Australia, did well and is sticking to the same date for next year.

Nadi is not primarily an airport as the PIM correspondent said. It is a town in its own right and nothing to do with the airport, five miles away. Your correspondent should also read New Zealand papers, for in the last year nearly every town of

any prominence had its own Festival. What's wrong with that?

It is true that the programme of the Nadi Week was sent all over Australia and New Zealand, with the intention of bringing publicity to Nadi and to Fiji.

There is no muddled thinking on the part of the organisers of any of the North-West Festivals. They have learned the hard way that unless they shout, and shout hard, no one hears them in Fiji, and that the Visitors' Bureau is especially deaf.

Petty rivalry! The North-West chuckles at this view from Suva. It knows better!

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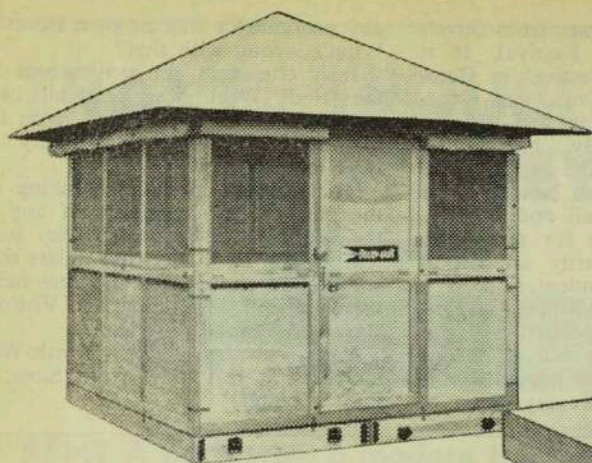
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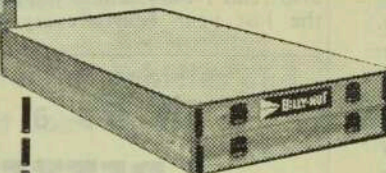


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Wander in P-NG

HERE'S DANGER IN THOSE MENU NUMBERS

There is an increasing number of national observers who believe half of the world's troubles could be solved if Press, radio and television were muzzled for six months. Certainly, Australia's task of bringing New Guinea natives to a stage where they can be expected to govern themselves is made a great deal harder by some newspaper headlines that appear under banner lines in Australian and overseas papers and subtly show Australia in a perpetually unfavourable light. There is usually a grain of truth in these stories but when that grain is blown up into a mountain of sensationalism presented out of context for its emotional value it becomes a powerful and mischievous weapon in the hands of those who wish us ill.

LEADERS of Sydney's *Sunday Mirror* were recently startled by a headline, *Peril Looms for Us in New Guinea*, over a story written by Brian Hogben, "*Sunday Mirror* writer who visited New Guinea recently".

They were probably even more shocked when they read the story which began:

"I have just returned from New Guinea, proud, disgusted . . . and very frightened. . . ."

That disgusted and frightened Hogben was what he saw as racial discrimination, including the fact that in hotels the dishes on the menu are numbered and customers ordered by those numbers and not by names. He felt that P-NG native waiters resented this as a slur on their intelligence.

He can tell him that representation of the PIM have been going in and out of the Territory since 1930 with a few exceptions, the number of menus are as great a convenience in 1961 as they were 31 years ago—as you find pretty smartly if you try any fancy variations with the set dishes. [But the thing that really beats us is how you find out from a native NG waiter that he resents, as racial discrimination, being asked for "Number three", instead of, say, "Lobster Thermidor".]

Early in December, another newspaper wanderer, Homer Bigart, a *New York Times* correspondent, reported from Port Moresby that Papuans were beginning to show growing resentment against the Australian administration, especially in connection with "discriminatory" application of liquor laws. This unbalanced comment was published in New York, and widely distributed across the world by news agencies, and given headlines unfavourable to Australia.

New Guinea, for many years, has been suffering under an increasing plague of newspaper wanderers, whose summary of conditions there are published as if they were the

authoritative and responsible conclusions of experienced people. They are, of course, almost always the opinions of headline-hunters, who spend a few hours in the Territories, listen to beach and bar-room conversation and then race to plane or radio office to send a generally cock-eyed view of Papua-New Guinea.

There are in the Territories many problems relating to political, administrative and sociological conditions, and the more light that can be thrown on them the better. But this is not a task for people who cannot see beyond the "Europeans only" rule of the Konedobu Club, or the Papuan Hotel practice of asking their guests to order from the menu by

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bers, because the native waiters are generally illiterate. After innumerable experiences of this kind, the P-NG Administration would be quite justified in refusing permission to wandering pressmen to enter the Territory, unless they could show that they have sufficient knowledge and experience to write competently about conditions in a remote place like Papua and New Guinea.

But even this may not be enough: Mr. Hogben's piece of deathless prose might have had a different slant if his editor, although knowing that it wasn't "news", had chosen to give him a headline which said: *We Should be Proud of New Guinea*. You remember he did say he was "proud"—as well as "disgusted" and "frightened"—when he left the Territory.

Belgians Hold The Key, After All

Eighteen months ago when the Congo situation blew up to show that self-government "too early rather than too late" could be dangerous for some primitive countries, the reputations of Belgium, and those of other European colonial powers, were trailed in the mud. The United Nations was at pains to exclude Belgians and any other suspect Europeans from its forces and as advisers; and those who have in recent months fought for Katanga have been labelled "mercenaries"—although the only true mercenaries in the Congo war are UN troops who are fighting someone else's battles and being paid for it.

As a result of this international discredit, as well as through the loss of investments in the Congo, there followed the disastrous strikes and riots in Belgium that rocked the Government and the Monarchy.

But now there are signs that the climate is again changing. In a pre-Christmas BBC television interview in the Panorama series, a Congo expert said: "There is not one high placed UN official in the Congo who would not give anything to have the Belgians back . . . Belgian experts are the only ones who will ever get order out of this chaos".

In a post-Christmas despatch from New York, Walter Lippmann, foreign affairs expert, says in his syndicated column: ". . . There can be no solution except through some kind of tutelage . . . There is only one nation qualified to supply the tutors . . . Belgium. The objections to the Belgians are obvious . . . but apart from that they are uniquely qualified by knowledge and experience".

Why do the Tongans Wear Mats?

NO one knows why Tongans, men or women, may not be regarded as properly or formally dressed unless they have around their waist a piece of matting.

When the Queen of Tonga was departing by ship from Nukualofa in November, and parties of Tongans were gathering on the shore and wharf to shout their farewells, all except the most lowly wore the mat. These people were typical. Even the stevedores' labourers, working the cargo, carried the emblem. "A European, at a formal gathering, must wear a tie and a coat," said an educated Tongan. "It is the same with us—we must wear a mat."

On joyful occasions, the mats worn are well-made and gay. But when it is an unhappy time, dolefulness is expressed through the mats. Tongans at a funeral, for example, indicate their sorrow by wearing old, tattered and soiled mats.

Persons of high degree wear big mats, two or three feet in depth. Ordinary people have smaller emblems.

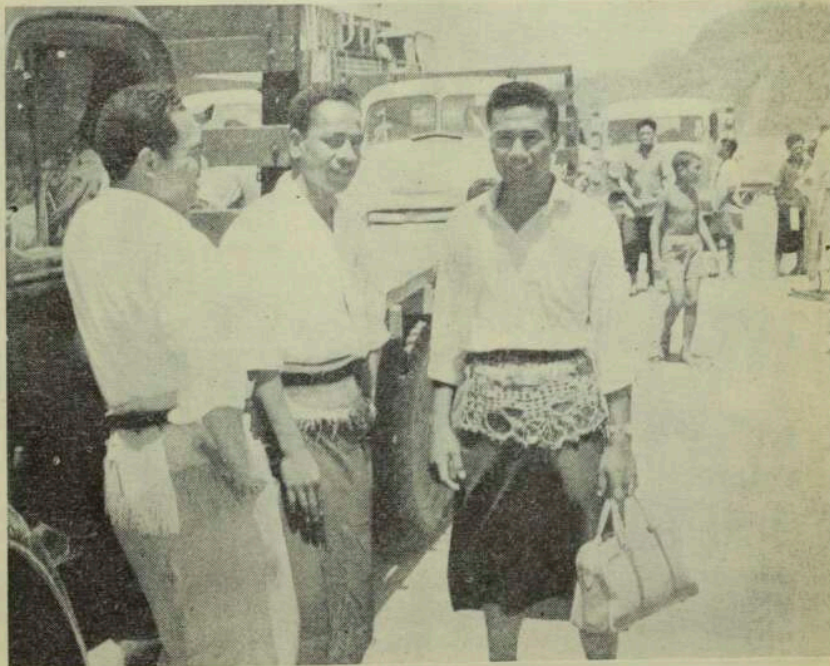
In the photograph below some Nukualofa residents looking quite happy, show what's currently being worn in the way of mats by the ordinary man in the street.

Papua-N. Guinea is Warned Against Giant Toad

A correspondent in a New Guinea paper has been urgently warning the natives against the introduction of the Queensland cane toad—late, as the reptile was established in the New Britain area just before the war.

He says the toads have spread over the Bundaberg area of Queensland in countless millions, and now are a pest of a kind far more serious than the cane-field insects they were brought in to destroy. He says they eat freshwater streams, and have wiped out the kookaburra (jackass), which feeds upon them.

This, presumably, is the same kind of toad that was introduced to Fiji to protect the sugar-cane against beetles. It did the job assigned to it in Fiji, and it now is extremely numerous; but it is not the great danger that it is alleged to be in central Queensland.



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When one of "PIM's" editors was in Norfolk Island in early August he told the President of the Norfolk Island Council, Mr. F. J. Needham, that "PIM's" columns were always open for the expression of views of responsible people, and he invited Needham to contribute an article giving the Council's point of view on the island's requirements. There has been much controversy on Norfolk on this subject in the last 12 months, and the Federal Government has promised Norfolk a referendum to help settle the matter. Mr. Needham's article was received in December, too late for the December issue.

WHAT DOES NORFOLK WANT?

F. J. Needham, President,
Norfolk Island Council

The editors of PIM have offered to publish this from an elected representative of the Norfolk Island Council. This is appropriate after months of most extraordinary statements emanating from sources other than the elected representa-



Mr. F. J. Needham.

Majesty will not think us unreasonable in soliciting Your assistance to prevent the proposed changes, which will prove disastrous to our nearest and dearest interest both spiritually and temporally.

It is interesting to note the comments of an independent observer, the Earl of Glasgow, then Governor of New Zealand, in a letter dated May, 1896, to the Colonial Office:

I am further advised to bring to your notice the agreement which was originally made with the islanders, that, while their island was and would remain, an integral portion of the Empire, they should enjoy local self-government without interference; also that, as far as my advisers have been able to ascertain, there has not been sufficient ground for the contemplated abrogation of the rights and privileges of the islanders.

Royal Commission

In 1926 as a result of much dissatisfaction with the form of government, a Royal Commission was appointed to investigate the island's complaints.

The Commission in its finding said that a great deal of benefit would accrue both to the Administration and to the community from the establishment of a self-contained code of legislation. The Commission found that the justification for the enquiry into the administrative affairs of Norfolk Island and complaints of the residents had been clearly established.

The evidence revealed that the Administrator's tendency throughout had been to usurp the powers vested in

the Council. A divergence of opinion is the basis of a healthy democratic community, Norfolk Island has remarkably consistent in knowledge of that form of government it

Pitcairners, when they came to Norfolk Island, requested and were given the same form of self-government they had exercised in Pitcairn Island. This promise was solemnly kept by Queen Victoria and her representative, the then Governor of New South Wales, Sir John Denison. Under the wise administration of Governor Denison, the island governed itself satisfactorily for many years. In 1896, using a noisy minority as a pretext, Governor Denison abrogated this constitution and created the first of a long series of necessary administrations (some of which is happening today when the authorities have ears only for the noisy minority. Is the motive the same?).

A memorial signed by the elected representatives and many Elders of the island was forwarded to Her Majesty on March 27, 1896. This petition stated inter alia:

We humbly beg Your Majesty to consider seriously the changes that may be made by the Governor; as we think that they will prove detrimental to the welfare of Your loyal subjects, the community of Norfolk Island. After assuring Your Majesty that we are progressing comfortably, financially, and educationally, we humbly beg that Your

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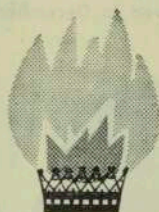
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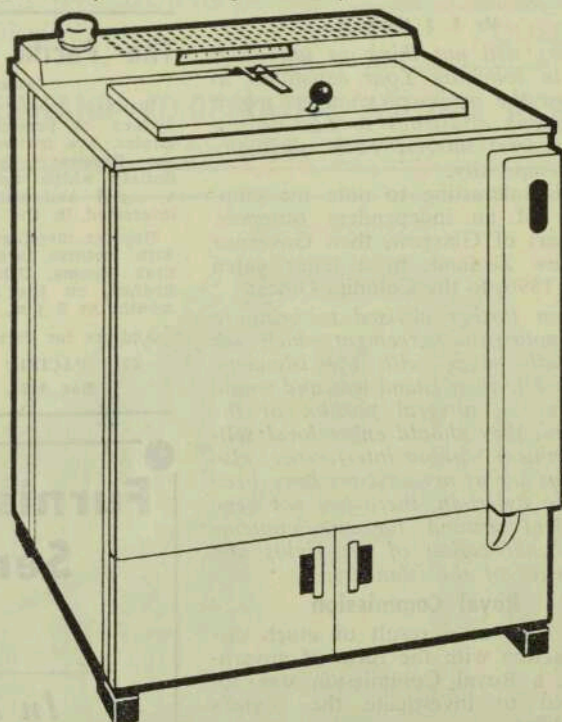
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for the protection of the people, to disregard the need of ensuring sympathetic understanding and co-operation. The sworn statement indicated that his actions discredited, if not destroyed, that *esprit de corps* so essential to the satisfactory administration of this remote territory of the Commonwealth.

The unsatisfactory form of government through the years enables this to be considered applicable to most administrators.

Despite the Commission's recommendations, no real effort was made to establish a satisfactory form of government. The dissatisfaction again accumulated until 1935 when a tentative body of citizens appeared to Sir George Pearce, the Governor.

Trouble in 1935

Excerpt briefly from the petition: "The present system of administration of the Territory is responsible for much of the unrest and discontent prevailing on the island. It is repugnant to the residents and to British institutions of justice and democratic government. It places excessive and unlimited powers in the hands of the Administrator and his staff, and is a source of very grave abuses of authority."

"It empowers the Administrator to neglect the welfare and interests of the residents to his own personal pleasures and advantages, and to the expense of the others. In the administration of public revenue controlled by them, residents have no say whatever."

"May we have exactly the same system when we have no say whatever in the spending of the island's revenue, and in 1955 the vast majority of the island citizens again petitioned Her Majesty the Queen to restore to us the democratic right of control over our domestic affairs."

"It is what Norfolk Island wants. Indeed, after all this, another quite satisfactory form of government was offered, but was firmly rejected by the citizens in the first election of the Norfolk Island Council in 1960."

"The clearly stated policy of the majority of this council (six out of seven) was, *inter alia*, 'to achieve complete control over the raising and expenditure of all forms of revenue of Norfolk Island to enable the will of the people to be the basis of government'."

"This mandate was further strengthened at the 1961 election when three out of the four seats were

won by candidates who firmly support this policy.

PIM in October reported the Minister for Territories, Mr. Hasluck, as saying that he did not regard the political views held by the majority (seven out of eight) of the present Council as necessarily being the will of the people. The Council, he said, did not have a mandate because people voted for different reasons.

If Mr. Hasluck's party had the same majority in the Federal Government, would he consider it did not have a mandate from the people?

And our policy, after all, has been consistent for 65 years. Can it be more clearly stated in any other form?

We have suggested a democratic form of government which, we are sure, will enable the island to be happily administered.

We have proposed an elected council, with the Administrator as *ex officio* chairman, that would give directions as to the island's own revenue. We do not ask for any control over the grant. It is felt that

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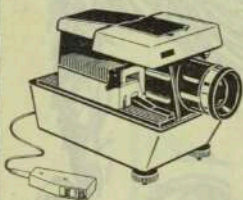


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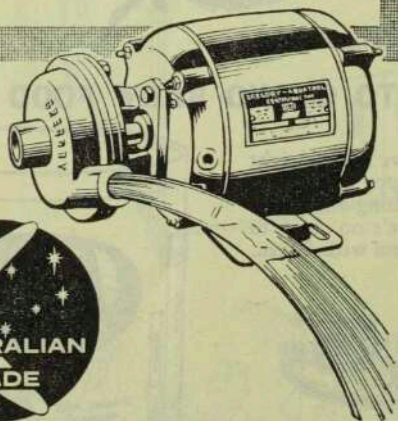


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the Island cannot possibly
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as laid down in the present
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a century ago the Pitcairners
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ever understand Norfolk Island.
65 years public-spirited citizens
tried unsuccessfully to make
ted forms of government work.
reat majority of residents are
etermined to establish a happy
atic government here.

Big Jap Influx For Fiji Fishing Scheme?

A party of seven Japanese arrived
in Fiji early in December to look at
the proposal to establish a fish
canning factory at Levuka, and the
development of fishing grounds. They
are all associated with the recently
formed South Pacific Fishery Co.
Ltd. (*PIM*, Nov., p. 18). Three of
the men are members of the Japanese
Diet.

The industry, if established, may
mean employment for 200 people at
Levuka, but it could also mean the
arrival of about 500 Japanese, 400
of them fishermen, and 100 who will
be employed in the cannery.

The MP's were Messrs. Tetsuzo
Matsuda, chairman of the company,
Etsujiro Uehara and Tadashi
Kuranari. The others were Mr. Tasao
Toshiyuki, a representative of the
Cold Storage and Canning Co.,
Manichi Fehinsi, a representative of
the Japanese Agriculture and Forestry
Ministry, Mr. Hideo Murakami, a
member of the Hokkaido Prefectural
Government, and Mr. Nobuaki
Usami, a representative of the Taiyo
Fishery Co.

The party also visited American
Samoa and New Zealand.

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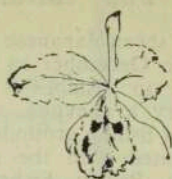
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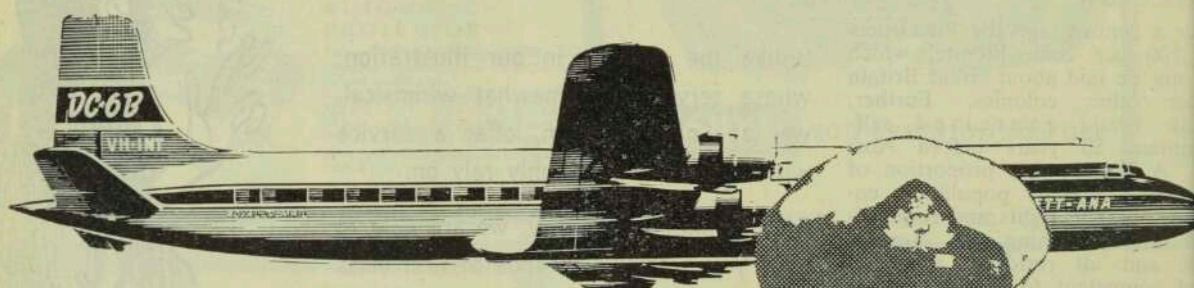




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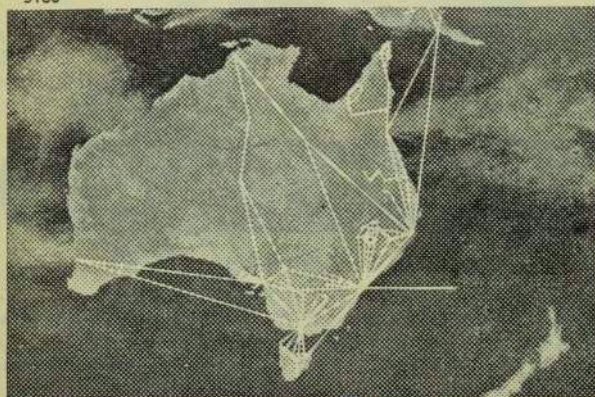
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Sydney

At Home Base

You Can Have It Duty-Free

In the middle of 1961, Kingsford-Smith International Airport in Sydney joined the ranks of those offering a bonus to travellers: It opened a duty-free shop.

It was by no means original. Duty-free shops—a gimmick like golden beads across the for the edification of air travel—may, for all I know, have been used by the Dutch in their Schiphol airport near Amsterdam, but I have never seen one. I have seen a few soon caught on elsewhere, though the national economics of it have always escaped me.

At the goods most in demand, whether at Shannon, Ireland, or Sydney, are French perfume and whisky, the idea seems to be that it is better to reef the last shilling off the traveller, even if the Treasury's coffers must forego the duty, than allow him to go and spend it elsewhere.

Sydney's shop differs from many of those elsewhere, in that it is established right in the vestibule and is accessible to the public. Unless bona fide travellers they may not buy—but they can look; and those who come to remain to curse. All Australians are obliged to visit Kingsford-Smith duty-free shop at least once in a life-time in order to see how much the Government makes from their living in imported luxury to which they have become accustomed.

With most airport duty-free shops, this one too fobs off the females with French perfume and is based on the principle that 95 per cent of air travellers are male and only 5 per cent are female. I have yet to see any of them, anywhere, offering female utilitarian-like mink coats—duty-free at the same bargain rates.

When you leave Sydney, because the shop is now there, you may lug the plane with you bottles of

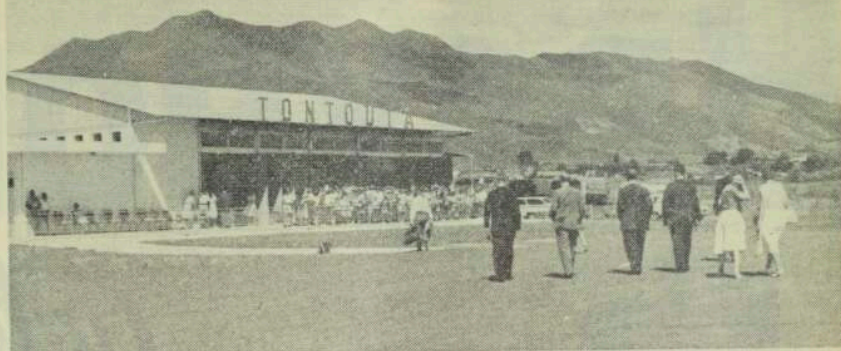
Scotch, guaranteed bottled amongst the bonny heather and 86 proof, at a mere quid (Australian) a bottle; or French cognac at £A1/6/-; or Australian gin at A8/-. Cartons of US, UK or local cigarettes work out at from 1/6 to 2/- for a packet of 20; electric shavers at about half Australian retail prices; pocket sized transistor radios at £6/15/-; cameras at a fraction of their price in the city.

But when I want to cheer myself up, I go to look at the tape-recorders. About six months ago, in Aden, I bought a Grundig transistor tape-recorder for £Stg.19. The same machine in the United Kingdom costs £Stg.29/10/-; the retail price in Sydney is £A93; and the price from the airport's duty-free shop, £A45.

Taking the Aden price as a starter, it is probable that the ex-factory price of the machine in Germany is about £Stg.12—a price that permits even the most rabid protectionist to wonder how the multiplication of the cost-price by six can be justified.

Australians and others may indulge freely from the shop so long as they have the necessary overseas air ticket, and they may pay in any sort of currency. Australian friends may purchase gifts from the shop for departing travellers and these are delivered to the traveller as he boards the aircraft. Only the poor old, put-upon traveller to Papua and New Guinea is specifically excluded from the benefits of a pre-embarkation duty-free spree—a quirk of the official mind that takes some understanding as the Territory pays duty on Australian imports at the same rate that it pays on imports from elsewhere.

Whatever else is suffering from a



There was a crowd at Tontouta Airport, New Caledonia, on December 7 when Qantas began a 707 jet service from Sydney. The terminal building is also new.

recession in the airline business, that shop isn't and may in itself, in time, constitute an additional boost to international travel. As things stand even at the moment, it is getting close to the point where it is actually profitable for the Australian to take a short trip to, for example, New Zealand.

He could, before he left Kingsford-Smith airport, strap a new watch to his wrist (from £6/10/- in local money); hang binoculars (from £6/5/-) around his neck; clutch a tape-recorder (from £22) and a camera (from £5/10/-) in his hands; toss an electric shaver (about £8), into his brief-case; sprinkle himself with Dior, Lancôme, Carven, Molyneux or Chanel (from £1/8/-); and hold a couple of bottles of Scotch (£1 each) to his breast. If that lot doesn't represent a saving of more than the return fare to Auckland, my mathematics are not what they were.

Or he could take the short, comparatively cheap, jet-propelled pop-over to New Caledonia.

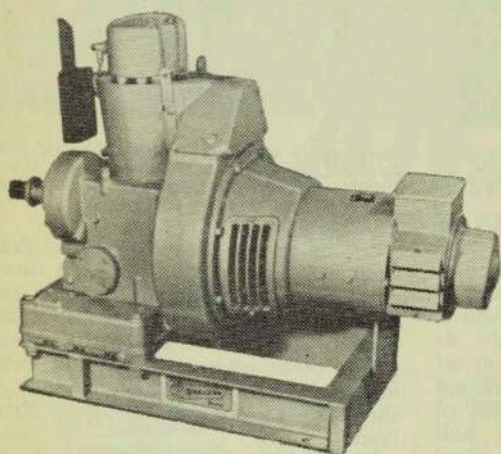
To New Caledonia For Tea

When Qantas started its new Boeing 707 jet services to Tontouta, New Caledonia, on December 7, it invited a party of Sydney journalists to go along for the ride. The journalists were quick to see the advantages of the duty-free shop (which was available to them although they were only on a day excursion), and they immediately did their Christmas grog and present buying.

They saw something too, of the speed of the jet age and some problems attendant thereto—like how to serve lunch to a plane load of pas-

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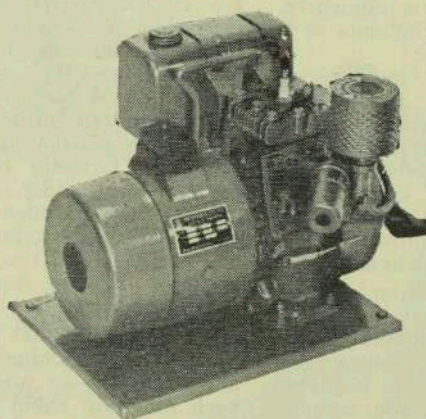
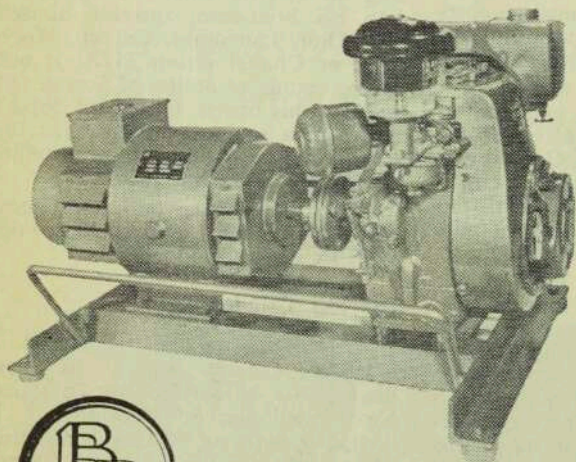


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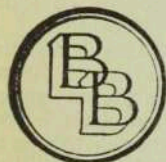
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Blind Tongan Boy Is "Sensational"

there, among PIM readers, distributor of bright, new, special items for radio programmes? If so, he might find it worth while to make an inquiry about a blind boy who lives in Nukualofa.

His name is Sione Aleki, and he is aged 16, and he has been almost blind since birth. He has an extraordinarily clear singing voice, and a sense of music close to genius. He has been tutored by the Catholic Brothers on the Island.

Recently, during ceremonies in Nukualofa, he was introduced in a programme of Tongan music and songs. His singing of a Tongan version of "The River Valley", in which he accompanied himself on a guitar, was sensational.

The Tongan Broadcasting Commission made a record of the performance and those experts who have heard it declare that the song, the singer, are worthy of a much wider audience.

As when you are no sooner up than you're down.

So, they saw the Australian presentation that overseas tourists gain about—cards to fill in good coming, written customs declarations, health certificates, passport and a tax clearance. It seemed for a day trip—and the French looked at them. The Australian did—it probably provides work for the boys.

When I first went to New Caledonia, after the war, the flying-boat crossed Rose Bay, Sydney, between nine and ten one night and arrived in New Caledonia about six next morning—if the winds were coming from the right direction.

December 7, we left Sydney at 11 a.m. and the cabin staff had to be hard to get the elaborate meal, the fore and aft trimmings, served and cleared away before we landed in Noumea just over two hours later. We spent an hour and a half on New Caledonian soil and were back to Sydney a little after 5 p.m. local time. It is of which proves that any Sydney with the right amount of change can now run over to New Caledonia and back for afternoon tea (or free champagne) in less time than it takes to cross the water and visit a friend in an outer suburb.

FIJI ORGANISES FOR S. PACIFIC GAMES

At a meeting in Suva on November 27 of the Organising Committee for the first South Pacific Games, it was decided to accept a local construction company's tender of £F13,250 to provide an additional pavilion and other facilities at Buckhurst Park, where the Games will be held in September, 1963.

The new pavilion will seat about 720 people, and will have 10 changing rooms and 30 showers. A floodlit

court for basketball and tennis, with seating, will also be provided, while terraced accommodation opposite the main stand will provide improved viewing for spectators.

Work on improvements to provide an all-weather track to international standards will begin shortly. All-weather "run-ups" for the jumping pits, and concrete circles for the throwing events, will also be installed. Four more football fields will be provided, making six in all.

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According to reports in "PIM's" yacht-section from cruising yachtsmen in past few years, a warm welcome is always guaranteed yachtsmen who found themselves passing through Indonesian waters. But the latest report, Mr. Homer O. Parrish, of the ketch "M'S Santana", tells another story—a story of hospitality and friendship—and Mr. Parrish asks us to publish it to alleviate doubts and fears of other yachtsmen going to sail in Indonesian waters. Parrish and his ketch in December at the Singapore Boatel.

Indonesian Hospitality Was Overwhelming

By Homer O. Parrish

My wife, Julie, our twelve-year-old daughter, Kathy, and I embarked from Los Angeles, California, on December 31, 1960, in our 30-foot Tahiti ketch, "M'S Santana". Our itinerary included the Marquesas, Tuamotus, Moorea, Fiji, New Hebrides, Guinea, Torres Strait, Thursday Island, Indonesia; and our present port of call at Singapore.

ANY adverse reports concerning the reception of yachts sailing in the Indonesian waters had been brought to our attention; but, having faith in mankind, we wanted to see for ourselves.

Sailing from Thursday Island on December 12, 1961, we set our course for the port of entry, Dili, in Portuguese Timor—a port we never reached. Five miles out of Timor a blow struck us which ripped the seams of both mizzen and jib sails. We used our motor, but the fates were seemingly against us as the exhaust pipe blew out, pouring carbon monoxide into the cabin and blackening the interior as it did the cockpit.

Seeking a port where we could complete repairs on the sails and exhaust pipe, we put in to the beautiful bay of Saumlaki, Jamdena, in the Molucca group.

Hundreds of villagers traipsed down the half-mile-long coral pier to look over. Officials questioned us and, being satisfied of our need to stay, they directed their superiors in the Molucca capital of Ambon to obtain permission for our stay. All such matters were to be relayed to Djakarta for official authorisation.

As the transfer of messages is very

slow, we did not receive either consent to remain in Saumlaki, or to continue through Indonesian waters, until two weeks had elapsed. Those two weeks on that outpost island of Jamdena turned out to be one of the happiest periods of our 1½ years of sailing.

Though Saumlaki had been severely struck by a hurricane in December of 1960, and was short of supplies, the people insisted on giving us flour, rice, dried beans, dried peas, eggs, macaroni, what little fresh fruits they had, and tinned foods of margarine, powdered milk, and jams.

Time and again we were invited to their homes for tea, chocolate drinks, and to share some of the most delicious meals we have eaten. Dances and song feasts were given in the evenings, and friendships were formed. When the cable from the port of entry of Ambon was received at Saumlaki, giving us permission to proceed, we departed with heavy hearts.

Four or five days later, we dropped our hook in the bay of the lush green Spice Island of Ambon. Officials showed us courtesy and consideration, and we were presented

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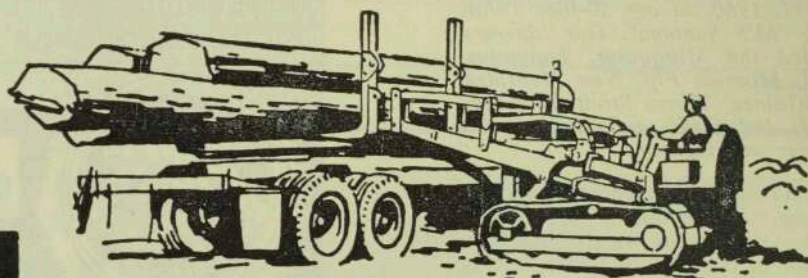
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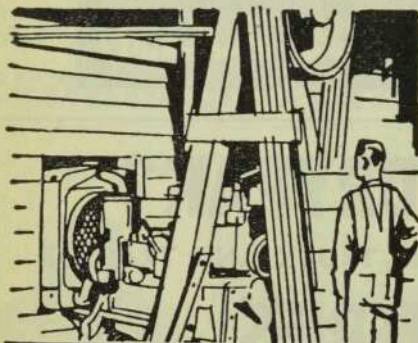
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She is Indonesian, too—but an expatriate one, in New Caledonia. The photograph was taken by F. E. Dunn, who sends along a note to say that it proves there is no segregation problem in New Caledonian schools. On break-up day, pupils were asked to wear national costume. Our young model is holding a French story-book—a prize for her year's school work.

the official cable from Djakarta, giving the door to the many islands of Indonesia.

little southeast of Buton Island is a small island called Wandji. We anchored off the coral reef, enclosing a peaceful lagoon of turquoise waters. Beyond, lay white sandy beaches with picturesque island boats moored on their sides, waiting to be chartered and painted. And beyond that stood the dome of the Mohammedan mosque of the village of Wandji. As we have been the first yacht in the bays throughout the Pacific, we were usually deluged by young and old visitors until a system of exchange visits was worked out. The

inhabitants of Wandji were the most enthusiastic welcomers we have ever met. Later we were informed that, before we went ashore, all villagers had swept and cleaned their attractive, well-laid-out streets, in our honour.

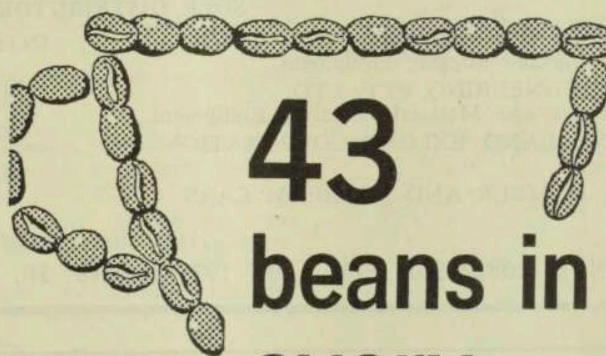
Wandji is a beautiful village. A short walk through the town brings one to a secluded, emerald-green, fresh-water pool amidst towering rocks and trickling waterfalls.

We were invited to dinner at the home of one of the elders of Wandji, and that evening native dances were performed on a large, flat square at one end of the village. About a

thousand men, women, and children attended—all sitting around the square on chairs or benches provided. We enjoyed participating in the first dance, the popular "joget" of the islands. After this followed the hypnotic rhythms of the various dances of the outer Indonesian group.

When the time came for departure our friends showered us with limes, bananas, papayas, and coconuts.

After a few days' sail among the Tiger Islands and along the coasts of Soembawa, Lombok, and Bali, we pointed *M'S Santana's* bow towards Surabaya—the naval base of Indo-



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a. During this leg of our journey, we had been little wind, and a stifling sun beat down upon us. Late one afternoon, we gratefully dropped our hook west of the wharf pier, at Surabaya.

Next morning we prepared to go to the Harbourmaster's wharf to obtain clearance; but found, to our dismay, that the anchor chain was wedged on a sunken wreck.

We hailed a passing speed-boat for help, and pretty soon Mr. Bleszynski, of the Surabaya Yacht Club (PORAS), came to our assistance. He

Mrs. Bleszynski sent out oranges, bananas, eggs, milk, and a chicken—which was better than Christmas to us!

After futile attempts by the yacht club workers to untangle us, Mr. Bleszynski contacted Major Natakusuma, of the Indonesian Navy. The Major and his Under-water Rescue Command sped out to our boat, and in 20 minutes the anchor was freed from the sunken wreck.

Wonderful Hospitality

We were invited to tie up at the yacht club wharf, where we were entertained and dined for two weeks. Prepared meals were delivered on board us, and sails and rigging were carefully gone over. *M/S Santana's* topsides were painted from stem to stern, the exhaust pipe of our engine replaced with a new one of polished, stainless steel. In addition, our official entry into Surabaya was in the care of by Major Natakusuma.

One evening we gave a lecture to naval cadets and yacht club members on the problems at sea of open-water sailing. Next day a long-distance call came from the secretary of the yacht club in Semarang, inviting us to stop there on our way to Jakarta. Young club members expressed their desire to hear our lecture and hoped we might stay to enjoy the hospitality of Semarang. As we were a little concerned about the monsoon season setting in, we declined the invitation with regret.

Our two weeks' sojourn in Djakarta was the same story. We were given the same wonderful Indonesian hospitality and by officers and yacht club members. Mr.

Mrs. Roosmin, their charming secretary, Dari, Mr. Wahjudi, Mr.

Mrs. Joustra, Captain Asnam, and a few of the many who invited us to luncheons and dinners, and showed us points of interest in their city.

Our three months' period of travel among the Indonesian islands was by a most wonderful experience.

Calendar Girls Are Nice Girls Now

The old Papua-New Guinea controversy on clothes-making-morals continues, and now extends to pin-up calendar girls, with which tired business-men amuse themselves at this time of the year. This year's calendars are being censored in PNG, so they won't put ideas into the natives' heads.

Let's hope the UN Soviet-Afro-Asian bloc doesn't get to hear about it. It no doubt would take the view that it's an old colonial trick to interfere with the liberty of the subject; and that said subject should be permitted to look at pin-up girls if he wishes, and get ideas if he must.

In the meantime, this report from the Territory:

Tom Hennessy, of Rabaul, NG, has had to put a sunsuit on his calendar girl for 1962.

Eighteen stone Hennessy, who describes himself as "the greatest bookmaker north of Sydney", took New Guinea by storm with the calendar he issued at Rabaul 12 months ago.

It showed a bathing beauty wearing a little piece of seaweed . . . and nothing else.

"A danger to native morals and a slur on white women in a black man's country," ruled members of the Rabaul Town Advisory Council.

Senior officials of the Administration listened to the complaints and announced later from Port Moresby that they would watch the situation.

For nine months now the public has forgotten the controversy, but the story apparently has not ended.

It was revived with the issue of Mr. Hennessy's calendar girl for 1962 . . . and she has clothes on.

Mr. Matt Foley, another Rabaul man who was criticised over his choice of calendar girls, explained the background.

He said: "When the calendar salesman came around to see Tom and me recently he brought his usual sheet of samples.

"But all the whistle-catching pictures had been crossed out.

"He told us the Government in Port Moresby had checked his samples first—and that wasn't all—when the calendars themselves arrived they had to be opened for inspection before we could take delivery."

COOL, REFRESHING—

The lager that really satisfies . . .



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Butex is made to grip, not drip.*

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neath each weatherboard. The more paint shrinks away from corners and edges the less paint there is left to protect those danger spots. Check with any builder or architect and you will be told that wood erosion usually starts from exposed edges. Butex is made to *grip*, not *drip*. Protects those edges.



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*Pacific Islands
Monthly*

MAGAZINE SECTION



An instructor at work (left) on one of the hundreds of papers that come in from Papua-New Guinea correspondence students. At right, an assistant runs off instruction sheets.

“My Dear Pre-Entry . . . ”

From a Special Port Moresby Correspondent

What would you do if you were a native Naval cadet in Manus, a clerk in Madang, a Cooperatives worker in Bougainville or a teacher in Wau, and decided it was more than time you improved your education? The chances are—remembering you are a native—that you would think of The Correspondence School.

You wouldn't know the correct official title of the school—which happens to be the Pre-Entry and Auxiliary Training Branch of the Department of Education, Port Moresby—but it's a certainty you would have some friends doing some lessons there and you would remember that help was waiting for you just for the asking.

HAVING thus decided on your course of action you would be a letter requesting that you be enrolled. If you'd already had some primary education you'd probably begin the letter (in your best handwriting), *Dear Sir*. (You may have access to a typewriter through your boss, or a friendly colonial officer).

If you had less know-how you would perhaps begin *Dear Officer-in-charge*, or even (and it has been known) *Dear Pre-Entry*, or *Dear Sir*.

Having stated your request for lessons, you would sign off (again depending on your own particular style), *Yours Faithfully*, *Your Dedicated Student*, or *Your Loving Son*. Some days or weeks later you receive a form which you laboriously complete and return. Then, some time later, you receive your first parcel—

a brownish OHMS envelope, containing an instruction sheet, a letter of welcome, lesson notes, exercise books and a pre-paid addressed envelope, so that return postage won't hurt your pocket.

The way has been opened. The rest is up to you. . . .

But that is where so many of the students fall down!

Due to a combination of difficulties—infrequent mails, insufficient free time (particularly in the case of schoolteachers with lessons to prepare)—too long spent out on patrols, etc.—only the keenest students satisfactorily complete the course.

This branch of the Papua-New Guinea Education Department may be unique in the Islands. No one seems to have heard of any similar organisation elsewhere.

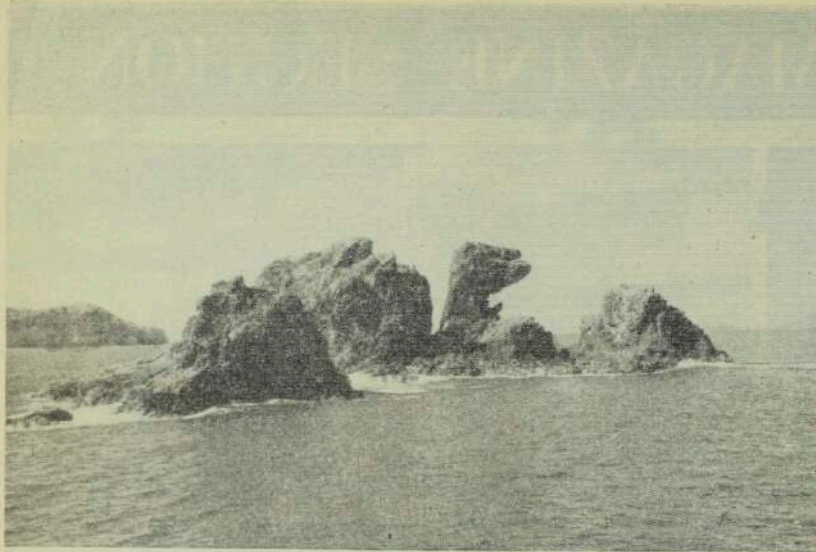
For the last three years, the branch has been catering for ex-school

youths and adults requiring education in English and Mathematics from Grade 4 to Grade 9. Those requiring secondary education apply to the Secondary Correspondence School in Brisbane.

The current New Guinea enrolment is approximately 1,700. Very few of the students are girls. Originally, all that was necessary to secure enrolment was a pass at the Grade 3 level, but because of ever-increasing numbers and ever-dwindling staff, it has reluctantly been confined since last May to Administration personnel only.

The work for each grade is divided into a series of lessons which can be comfortably covered in a year, but there is no limit (within reason) to the time taken to complete the course.

All materials are supplied to students. All lessons are prepared and conducted in the single large office,



Animal Crackers in the Soup

Camel Rock it's called, and no wonder. The natural formation is a rocky outcrop in the sea near the Northern Mamanuca group of Fiji. Rob Wright, of the Fiji PRO, took the picture when passing that way recently.

built on stilts over the water, and once the Port Moresby native hospital. It is staffed mainly by women teachers, but presided over by a male, with two or three clerks and typists, and three Papuan office boys. There is a European staff of approximately 16 when at full strength (which isn't often).

In larger centres, where the numbers are sufficient, correspondence students may be banded together in afternoon or night classes and given some assistance with their work, although still working from the same lesson notes as those working "solo" on out-stations.

The most-wanted examinations are for Grades 7 and 9, as these are the major gateways to promotion, higher pay, etc. Many students ask specifically for these grades, regardless of their previous standards, and some become hurt or even indignant at being accepted only for a lower level. They complain bitterly about having to "waste time" in another grade when it is the 7 or 9 examination they want to pass!

As with all school-teaching, the work has its lighter side, such as this recent "howler":

Q. "Use the word 'invented' in a sentence."

A. "Breasts were in use long before tinned milk was invented."

There was also the student who complained to his teacher because

she wrote in red ink all over his work. He informed her that if she insisted in thus disfiguring his books he couldn't see the point of sending any more in. The teacher agreed with him, and the enrolment was reduced by one.

Through the students' work, and more particularly their letters, real personalities emerge. Take for instance the woman teacher who had not sent in any work for some months, and finally wrote:

Dear Sir,

I feel in my heart I must inform you about the reason of my lessons not coming to you lately. It is because I have been in hospital awaiting my fourth child to born. Also in my absence one other teacher [name supplied] stole my papers. That is why, Sir, so I am sorry,

Your Faithful Servant,

Mrs. S.P.

P!S! The baby's name is Anna.

One of the greatest difficulties is with students who, for no apparent reason, change their name. Sometimes it is only one of two names which are changed. The names may be reversed or the name of a friend may be adopted instead. There is the case of a student who, after receiving lessons for some months, sent a hasty note to inform of a change of name. He apologised profusely, but he had enrolled in his sister's name "by mistake".

Yesterday

The Pacific was feeling the first effects of total war in this month 20 years ago, as the Japanese, after having treacherously attacked Pearl Harbour early in December, 1941, were pushing southward. By the time "PIM" went to press in January, 1942, the British battleships "Prince of Wales" and "Repulse" had been sunk; Guam and Wake Islands seized; Hongkong captured; most of the Philippines and Malaya occupied; the Northern Gilberts occupied and Nauru and Ocean Island bombed; Pago Pago, American Samoa shelled; and Rabaul invaded.

Here are some other items from "PIM" of that disastrous month:

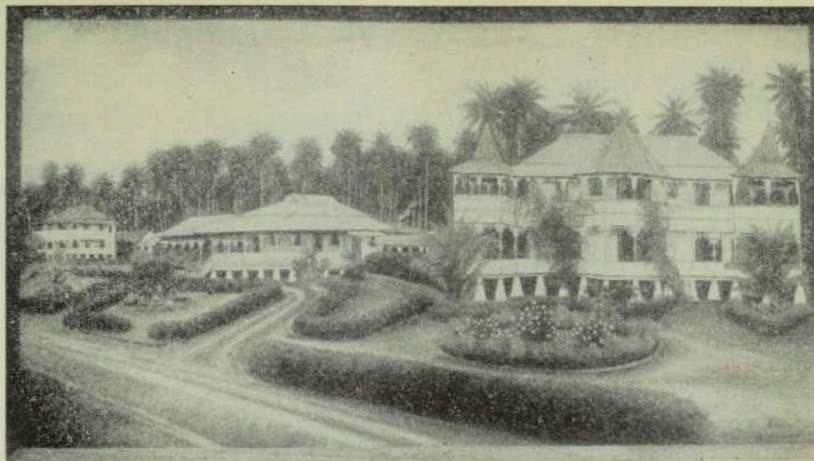
Because of the Pacific war, the Pacific copra situation was said to be in a "confused condition"—and as most of the Philippines were in Japanese hands, it was believed that it would become even more so. It was already obvious that such South Pacific copra as remained in Allied hands would be in demand—but the difficulty still was ships to shift it. In spite of expected demand, the price had not improved—planters were receiving £6/10/- per ton, delivered Suva.

The long drought in Port Moresby, that had continued from the previous April and had been one of the driest periods in the history of the town, had ended. Residents agreed that it could have been worse if "it had not been for the supply of water from the new water scheme". (Before that they had rainwater tanks).

The Australian High Court upheld the appeal of the people of Kila Kila, near Port Moresby, for almost £5,000 in compensation for 89 acres of their land that the Administration had resumed for an airstrip. The Administration had offered £269 as compensation. (Whether the Kila Kila natives ever got their £5,000 we cannot say; the war intervened and the Port Moresby airport is now at Jackson's Airfield, much further inland).

The Free French Colonies in the Pacific, were, we reported, settling down under the direction of High Commissioner d'Argenlieu, and their exports—particularly the growing nickel exports from New Caledonia—were being directed towards Australia and the United States. The French colonies were also "co-operating completely with the Allies in fighting the Japanese in the Pacific".

Well known Rabaul artist, Annie Kuster, did this painting of the old German Hotel at Kokopo. The painting is a 6 ft x 4 ft oil, and was recently sold. It brought back memories for "Tolala".



The Glory That Was Herbertshoehe

By "Tolala"

Annie Kuster's recent painting of the old Kokopo Hotel, New Britain, reproduced here, must revive many happy memories (and hang-overs) for old-time residents.

MAKING personally I remember the time in 1911 when I thought it was the most beautiful thing in the world. I had just been discharged from the Government Hospital on the hill, after lying bandaged eyes for two weeks, following the explosion of a shot in my face. The skill of Dr. [unclear] gave me back my sight.

Everything looks beautiful after being blinded. I sat in the cemented Drink Hall, located in the [unclear] building, awaiting whale-boat port back to the Duke of York [unclear].

Then there were the days in the "Twenties" when the newly-constituted Expropriation Board took control of all things German. The hotel became practically a shipment depot for the newly-appointed board overseers awaiting port to outlying plantations; [unclear] g, adventurous Diggers, but [unclear] returned from the First War, [unclear] their first taste of Islands [unclear]. They were housed, for the [unclear] part, in the double-storied building on the far left of the picture.

The more ornate edifice on the [unclear] were the sleeping quarters of manager and VIP guests. The [unclear] design of this building was [unclear] or less common during the German time. Several of the more important Government offices in Rabaul [unclear] ornate structures.

There were Government House on Namanula Hill, Kuhn's Bungalow and the NDL Bungalow overlooking Sulphur Creek. Both the latter, incidentally, improperly named because they were two-storied buildings. Probably the most impressive building in the colony, then or even since then, was H. R. Wahlen's home at Maron in the Western Islands group.

Annie Kuster has done a good job with her 6 ft by 4 ft oil. The immaculate landscape garden, which she so ably portrays, is not exaggerated. One must remember that transport in the earlier days was of the horse and buggy type.

"Realistic"

Mrs. Kuster's painting is realistic; a quality no doubt inherited from her father, Charlie Munster, than whom there were few better-known men throughout that part of the Pacific in those early days. A long-sighted pioneer and about the only German in the colony who was a naturalised British subject. He was executed by the Japs during the Pacific War. His property formed a big portion of that extensive American base on Manus.

Of the history of the hotel I know little now. From memory I should say it was erected by Queen Emma some time before Herbertshoehe became the colonial capital in 1899, when the Imperial German government took over the administration

from the Neu Guinea Kompagnie. The hotel was demolished sometime in the early 'Thirties.

It used to be a very live link with the past—in the days when Herbertshoehe (and why named Herbert's Heights?) was the capital of the Protectorate; when Capt. Rondahl was at Kabakaul and the Parkinsons at Kuradui (both married to sisters of Queen Emma.)

Time passes on and now . . . All we have to remember the old Bismarck Hof (I think it was called) is Annie Kuster's painting with the buggy tracks between the trim hedges . . . and our memories.

Do Polynesians Tell Funny Stories?

Mr. T. F. Williams, a former Member of the Commonwealth Parliament, and now Attorney-General in Tonga, is one of the few Australians resident in the Kingdom; and, like most Australians, he is a raconteur.

"But," he complains, "while I tell some funny stories to Tongans, with occasional success, no Tongan yet has told me one. So I wonder—have Tongans got a sense of humour, as understood by Europeans? Can anyone produce a Tongan who will tell a Tongan funny story?"

The editors of PIM, broadcasting Mr. Williams' appeal, could broaden the base. Do Polynesians appreciate the Europeans' sense of humour? Will some of our Polynesian friends send to Mr. Williams, or to us, a funny story, based on Polynesian incident or outlook?

Here is part of a cargo of thousands of water-melons which the "Tofua" recently carried from Vavau to the New Zealand market, where they command quite profitable prices. Usually, the damage done by a hurricane is accentuated by a following drought. But Vavau's calamity last March was followed by soaking rains, and consequently Vavau hopes to make a coconut recovery in 1962.



No Food Shortage In The Friendly Isles

Written by R. W. ROBSON while he was recently in Tonga

Of all the reigning monarchs in the world today, there is none in less danger of starvation than Queen Salote of Tonga.



One of the singing parties which approached the "Tofua" at Vavau with gifts of food for Queen Salote. This party carried several hundredweight of roasted pigs, chicken, fish, lobsters, taro, etc.

FOR the last two hours I have sat on this motor vessel, *Tofua*, and watched parties of men and women, singing their famous native choruses as they prance down the wharf with vast baskets of roast pigs, chickens, fish, lobsters, yams, all to be carefully carried aboard and piled happily around Stateroom 9, wherein their Queen is travelling to Samoa, Fiji, Auckland and Sydney.

Chief Steward Gifford is biting his finger-nails. "I don't know where to stow it", he wails. "There's enough food here to victual a small army—and, anyhow, the *Tofua's* a well-found ship".

But the tactful *Tofua* officers have to smile and bear it. This ancient practice of making lavish gifts of food to a departing Tongan VIP is one with which no one dare interfere.

And Salote is much more than a VIP—she is not only the unchallenged ruler of 60,000 people, but she is very deeply loved and venerated. Whenever she leaves or returns to Tonga, they show their devotion in these public farewells and greetings.

The Queen boarded the *Tofua* Nukualofa yesterday, from her famous wooden palace—which is not 7 yards from the gangway.

Massed choirs, a first-class band, a smart little company of armed police, marched down the wharf and lined up; a small cannon on the shore banged 21 times; and as the tenth bang echoed across the little town, the Queen's large black limousine emerged from the palace grounds, and very slowly brought the famous, handsome lady, waving and kissing her hand to her delighted subjects, along to the gangway, at a spirited rendering of her national anthem.

In Nukualofa, there was no display of food, but princes and commercial tycoons, consuls and church heads and bureaucrats, crowded the decks, to say *au revoir* to the smiling Salote, for whom all "foreigners" have great affection.

Food Conscious

But Vavau, where *Tofua* made a 6-hours' stop, and the Queen a rapid inspection of the island's village took no chances on the ship's larder. That perhaps is because Vavau is very food-conscious, at present.

Last March's hurricane not only took off much of Neiafu's collective roof—it also destroyed most of Vavau's plantations and food-gardens. Since then, this community has been on very short rations indeed. I talked it over with Dr. Matheson.

cal medical officer, and a store er.

heard they were really up t it," I remarked, pointing to rowd in Neiafu's one street. they look well fed."

ven't got a shilling to spend," ed the storekeeper. "They've othing to sell, and won't have for another 18 months."

ey've merely gone back to their ne foods," said the doctor. e was heavy rain after the and the gardens produced in ance within a very short time. as some distress at first, but nger after they got organised. ey'll always sell their copra, or uffs for cash, if the chance and then they buy canned and fish, and flour, of course love stuff made out of n flour.

this has done 'em good," added ctor. "They're all down a bit ight, and in the right places, ey were never healthier."

Biggest Pig

n, speechless, we watched a go past, carrying to the Vavau the biggest pig I ever have n a roasted condition. The ng stevedores used a ship's to get it aboard, for Salote's ance, during her perilous .

ricane or no hurricane, no one an say that Vavau neglected ver may be its obligation to the Tongan Royal Family tely nourished.

ua, in Vavau, picked up nds of huge water-melons, to



AND NO FOOD SHORTAGE HERE, EITHER. "Too many cooks" doesn't apply to the Islands, for all these Fijians helped make the "lovo", or ground oven, which cooked these kumalas at a recent Fiji village gathering. Below, near Nukualofa, Tonga, sucking pigs are prepared for another gathering. Hot work, but the results were worth it. Photos Rob Wright.

join Nukualofa's 14,000 cases of bananas and hundreds of cases of pineapples, in the New Zealand market.

LATER: The food from "starving" Vavau was not wasted. The Queen handed it over to the 60 or 70 deck passengers on *Tofua*, who are expected to victual themselves.

HOW DID THOSE FLIES GET IN THERE?

They were showing me around their fine, new, broadcasting station in Tonga, and they paused to describe their "prize entomological puzzle".

BETWEEN the sound-proofed studio and the adjoining operating-room there is the usual large window, consisting of two panes of glass, three inches apart, sealed in a window-frame. On the bottom of the frame, inside, between the panes of glass, were a dozen large, dead flies.

"How do you think those damned flies got in there?" asked the station manager.

"Obvious," said I. "The carpenters left 'em there when they put the thing together".

"Wrong," said he. "We thought that had happened, the first time. So we had the window taken out, and the bodies removed, and the frame carefully sealed up again. But there they are again—and yet they couldn't have got in."

They gloom over it, on the odd occasions when there is nothing else to do. The office theorist argues that there were fly-eggs in the wood of the window-frame, and they hatch out at intervals. But no one really believes it.—RWR.

Mr. A. L. Borrows, assistant to the general manager of the British New Guinea Development Co. Ltd., is one of the 30 selected by Australia for the Duke of Edinburgh's Study Conference in Canada in May.



A Brett Hilder Profile

THE TOLAIS' MENTOR

Harry Hugo, of Rabaul, is a Territorian of long residence and he is respected for his many good deeds in the district.

HE was born in Melbourne in 1907, educated at Prahran High School and Wesley College. He went to the Territory in 1925, and served as a teacher at the new Malaguna Technical School in Rabaul for five years. After that he became a Customs officer, stationed at the old Coal Wharf for two years.

He then joined the Medical Section as a Medical Assistant, but 18 months of this were enough. Harry bought an auxiliary cutter and went shell-diving, for trochus and green snail, exploring the possibilities in all the smaller islands, from Witu and Siassi in the west, to the Mortlocks and the Tasmans in the east.

From this he drifted through a series of Islands' occupations, planting coconuts on different properties, working for Carpenter's at intervals, relieving Vic Blanch as purser of BP's *Mirani*, and cutting timber with Tom Flower.

In 1940 he went South and joined the AIF Armoured Division, and later transferred to the RAE Small Ships, some of which he took up to Milne Bay in 1942.

His next move was to FELO, who lent him to different units for various nefarious duties in many parts of the Territory.

In late 1945 he was returning native labour from Bougainville to Manus, and from New Britain to all islands except the mainland of New Guinea. He was given his discharge from the army in Rabaul in early 1946.

After the war Harry worked for the big firms in turn. First came Colyer Watson's then the New Guinea Company labour force, who lent him to CPL for the building of the copra mill, and then to Burns, Philp.

After being in charge of the native labour for some years he has now become the delivery clerk. His rich and colourful life is reflected in his expressive diction, which might even bring a blush to the cheek of Lady Chatterley, but which does produce results.

Since 1950 he has spent most of his spare time, and a lot of his



money, in organising and training native sports teams.

Harry has been known to purchase equipment and uniform clothing for the teams which he coaches, and these at present number two cricket teams, five baseball teams, eight Rugby League teams, and 22 soccer teams. His trainees have a record of sportsmanship and correct behaviour which is often lacking in the teams of more civilised countries. This valuable contribution to native citizenship is based on the Hugo philosophy—"If they learn to play by the rules they will live by the rules".

His work is bearing good fruit; his teams are being integrated in European sporting programmes, and some of his boys are playing in European teams.

The Administration is assisting with finance for the proper equipment and clothing for native teams, thereby blessing the sometimes profane but always zealous efforts of the one-and-only Harry Hugo.—*Brett Hilder.* 22/9/61

NEW SAMOA'S CHOICE ON PUBLIC HOLIDAYS

The Western Samoa Assembly in December, preparing for independent nationhood in January, formally passed resolutions abolishing public holidays on the Queen's Birthday and on New Zealand "flag-raising days".

But a motion that Anzac Day (April 25) be no longer observed in Samoa as a public holiday was defeated.

MRS. "BILLY" WISEDELL,
OF SAMARAI

The Defeat Of Mouldy Mike

By "Toaguba"

AMONG the useful and successful North Queenslanders who pioneered and settled Papua and New Guinea, were the Wisdell family, Platts and the Clunns of Samarai, Grahamslaws, Ambits, Gillilands, and others.

One must not forget that the first and for long the only auctioneer and soft drink brewer was Mr. Patchi of Samarai.

As the Wisdells were about the first to reach New Guinea and settle Samarai, this article deals with the family. Both husband and wife were of inestimable help to the miners and pearl-ers of that day. Their headquarters in Samarai generally were at "Billy the Cook's" (in other words the "old" Samarai Hotel). Mr. Wisdell was always referred to, affectionately as "Billy the Cook", and Mrs. Wisdell as Mrs. "Billy". She was miners' Florence Nightingale.

Billy was originally the cook on the Burns Philp schooners which ran between Cooktown and Samarai. Port Moresby then was only a name on the map—Samarai was the hub of New Guinea, and most recruitment was done through that port.

In the years from 1890 onwards Billy served on a number of schooners. The last one, it is understood, was the *Myrtle*. In addition to being cook, he acted as general factotum, and was more or less supercargo and ship's clerk. Even those days, he was ever ready to help anyone in need. Similarly, Mrs. Wisdell, when she took over the hotel, would do everything in her power to make her roomers and mealers feel at home.

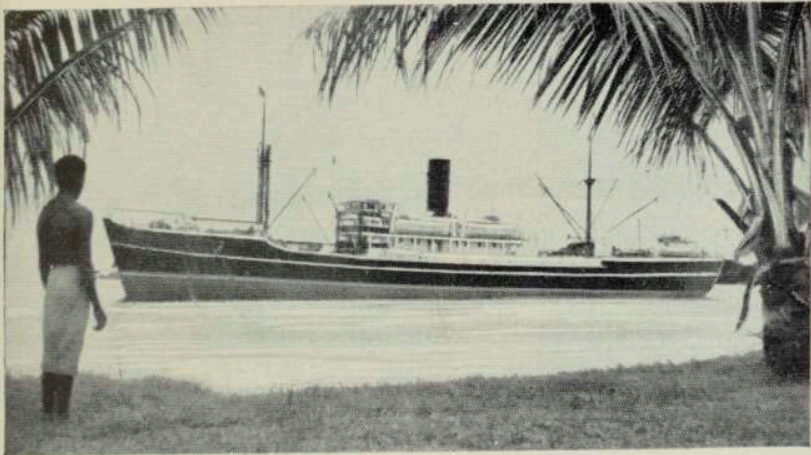
After Billy passed on, Mrs. Wisdell with four children (two boys and two girls), with the help of her sister (later to become Mrs. Frederick Norman Faris) carried on the "pull". The two boys, Willie and Charles, were not sturdy—they were too long in the tropics. The elder girl, after a trip South, became quite a "good-looking", and eventually married Government man, Mr. Rogerson. The youngest, Edith, with the help of the Anglican missionaries, was educated

(Continued on page 93)

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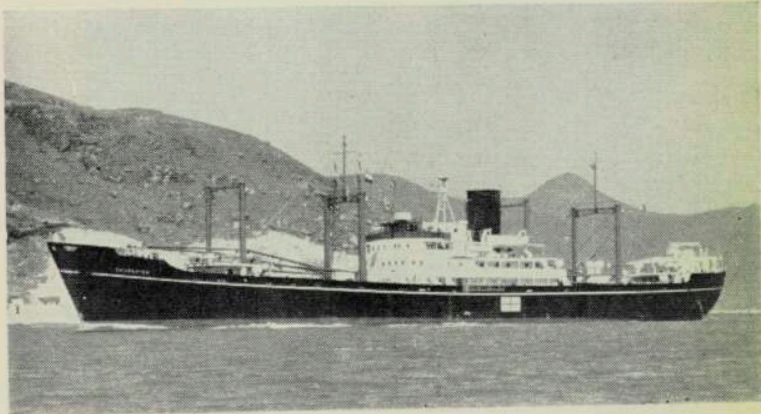
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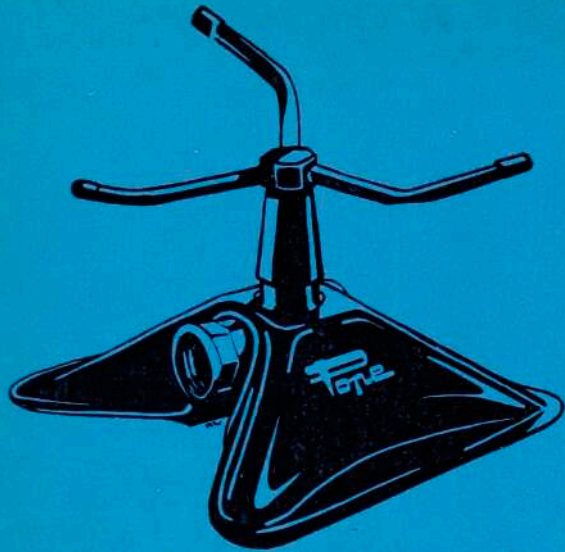
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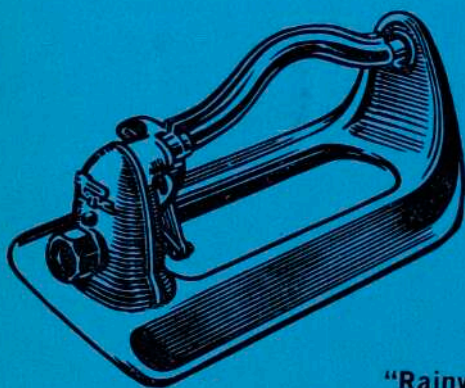
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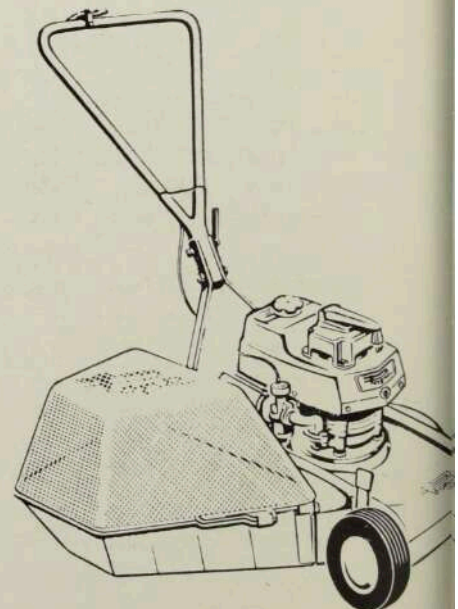
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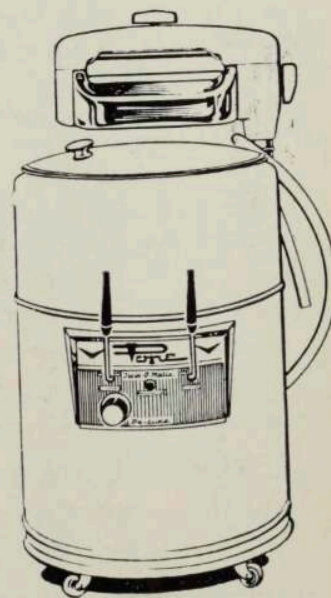
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THE MONTH'S NEW READING



WITH JUDY TUDOR

More Long Pig

Russell Foreman's first novel, *Long Pig*, which described the Fijians as they were before they became the friendly people they are today, was a grim document. And we have to report now that its sequel, *Sandalwood Island*, is pretty much the mixture as before.

There is nothing wrong with Foreman's literary craftsmanship not even his best friends could accuse him of having a sense of humour, as far as his novels are concerned. The pre-European Fiji of tribalism, murder, massacre and is much more authentic than the gloss, love idylls that are usually dished up as South Seas literature, a steady diet of horror, after it reaches two-book length, begins to be boring.

It left *Long Pig* where Oliver, Mate of the wrecked American ship *Argo*, had found haven in a Levu after an incredible canoe journey from Oneata, in Central Lau, another American sailor and a girl.

Years later, as *Sandalwood Island* begins, the American sailor has been gathered to his fathers and is the Fijian girl, although not giving Oliver a son.

However, after living for several years in Fiji under the protection of a chief, had been rescued by a sailing ship and eventually found his way to Sydney. Here he set about getting the right sort of ship to return to his Levu to his son and what is probably more important, to the sandalwood which grew thickly on the island and was, at that time, as valuable as gold.

The right ship was the *Union* but before the *Argo* before her, she ended up at a Fiji reef. There began again the battles against the savage Melanesian world that were a feature of Foreman's first novel, and there sails his second novel, also, Solomon, the villain of *Long Pig*, his enemy from the old *Argo*.

On departure from the original territory there is, however, and that's the inclusion of a white woman into the story—Elizabeth, who was rescued from the crew of the *Union* from an island where she had been

cast away. Her love story with a member of the party is incidental to the general narrative but does something to lighten the overall sombre note of the whole novel.

It was announced some time back that the film rights of *Long Pig* had been sold but it probably would make better cinema if *Long Pig* and *Sandalwood Island* were compressed into one for this purpose—and the part of Elizabeth considerably enlarged.

In fact, you could go further and say that it might have been better if the two novels had been presented as one. It was obvious from the way the first novel ended that there would be a sequel; what wasn't so obvious was that the sequel would follow so slavishly in the old pattern. Together they cover about five years of time in old Fiji and at this rate of progress, the author is going to have sufficient novel material to last for the rest of his life.

In a final burst of mayhem, Foreman eliminates Oliver in the last

Eating Like An Asian

Hungarian parentage, an Australian husband, an American education and years of living in foreign countries are some of the ingredients Maria Kozslik Donovan puts into her cookery books. The result is a gale of garlic as soon as you open the pages, but what she writes and how she writes it make interesting reading even for those who take a minimum interest in food or the culinary arts.

"The Far Eastern Epicure", is her second book dealing with cookery for gourmets and, as the name indicates, it deals with Asian dishes—Malayan, Indian, Indonesian, Chinese and Japanese.

Maria, who writes with a light pen, supplies entertainment as well as recipes and amusing drawings. Her book, emerging as it did at the festive season, no doubt made a handsome present for many a hostess who aspires beyond roast beef and Yorkshire pud.

(THE FAR EASTERN EPICURE. Published by Heinemann. Aust. price, 25/-.)

pages of the second book but leaves the stage set for a continuation of the story through other characters. We'll hope that when this third in the series appears, time in Fiji will have leapt forward at least half a century. Two books of primitive horrors are as much as the average reader is likely to stand.

(SANDALWOOD ISLAND. Published by Heinemann. Australian price, 20/-.)

CHAOS WITH PEGGY IN LAOS

The possession of a famous foreign correspondent as a husband must be style-cramping for any girl with literary inclinations—particularly when she invades the territory on which her spouse is an acknowledged expert.

PERHAPS this is why Peggy Warner, wife of syndicated Asian expert Denis Warner, presents herself as the occasional butterfly-brained traveller in her very readable book *Asia is People*.

She may be the perennial unfortunate funny woman who gets bitten by the wrong things, eats the wrong things and does the wrong things—but her observations on the people who are Australia's near neighbours to north and Far East are down-to-earth, commonsense and even, as

book-reviewers are fond of saying these days, penetrating.

The journey described was probably a routine inspection of his territory by Denis but turned out to be business for Peggy also when at the end of the piece they ended up at the world's (then) newest war, in Laos. At Vientiane, on the banks of the Meklong River, she became for a spell (brief) correspondent of the *London Daily Mail*.

If, as she says, a foreign correspondent is a "reporter with dysentery"

THE BEST OF MERCIER

Emile Mercier has a blend of Franco-Austral humour that is all his own and it comes from having a French New Caledonian family and long residence in Sydney.

He appears in the Sydney "Sun" daily and once a year brings out a small Christmas book of his collected "works". At right is a sample of this year's effort which is called "Don't Shove!" All Emile's Christmas books have zany titles, and his humour may make more sense to Sydneysiders than to anyone else—but even foreigners should get some laughs. (Published by Angus and Robertson, Ltd., at 6/6.)

she had that in common with the rest out there all resemblance stopped, as the *Daily Mail* soon found out. They sent a relief—a veteran of many wars, Noel Barber, who arrived with the *Chronicles of Aristotle* in his brief case and thenceforth churned out many words for his unclassical readers back in the United Kingdom.

But the dozens of big-name correspondents who came from all quarters of the newspaper world, descended on the unhappy Laotian capital and tried to locate the very luke-warm hot war, provided copy for Peggy, in their turn.

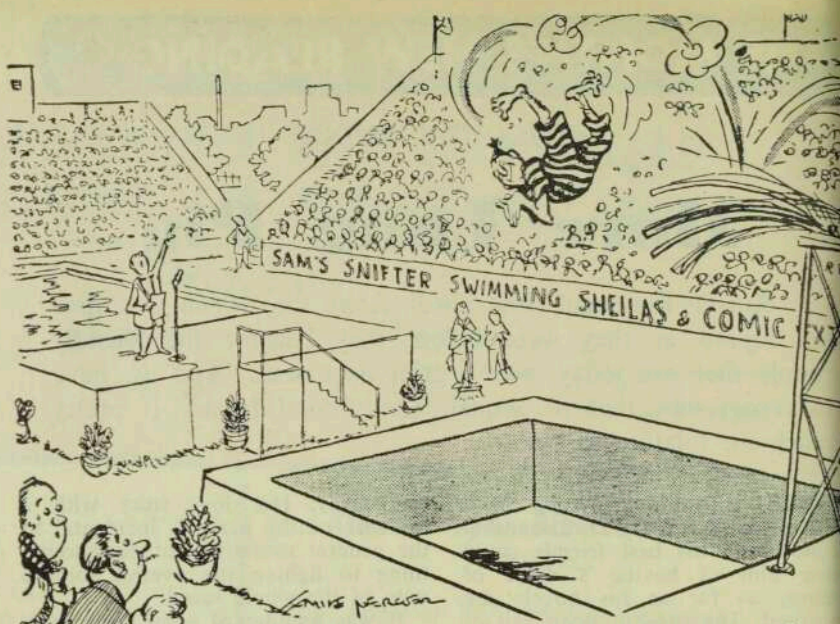
Laos is perhaps one of the most backward countries in the world and the facilities of Vientiane were not sufficient to accommodate the flood of correspondents, newsreel men, television and radio commentators. The Warners thus found themselves in a double room in a hotel of what might be described as the second category, which was used also as a house of assignation by some of the girls of the city.

Between bouts of dysentery and sending despatches to the *Daily Mail*, Peggy was able to lie in the bed and read *Lady Chatterley's Lover* which she found tame in comparison with the antics of the overworked girls next door, and their customers, whom she could hear through the thin partitions of the room.

But if Vientiane was oddly educational, up country was chaos—in all, a country, as she says, least calculated to appeal to the foreign visitor.

So far as this book is concerned, Laos offers a tail-piece to a journey that first took in Manila, Japan, Hongkong, Taiwan, Thailand and South Vietnam and gave great scope for the talent Peggy has in abundance—that of comment, sympathy and seeing the ridiculous in most things.

(ASTA IS PEOPLE. Published by F. W. Cheshire Ltd., Melbourne. Aust. price, 27/6.)



"Watch it Harry!—You don't see stunts like this every day!"

Rise And Fall Of Australian Daily Newspapers

Between 1921 and 1961, many quaint and interesting things happened among the Australian metropolitan newspapers, in Sydney, Melbourne, and Brisbane.

I SAW them happen. In 1921 I was a reporter-turned-executive, and right in among them. In 1961, I am a grizzled publisher, very far removed from the daily newspaper circus—thank God—but deeply interested in newspaper events.

So I warmly commend, to other casual onlookers interested in Australian newspapers, the book just written by Claude McKay, *This Is The Life*. As journalist and publisher, he was contemporary with me; and I knew most of the personalities and politico-newspaper situations he describes so entertainingly.

After World War I, Australia's city newspapers were universally staid and sober—there was not a suggestion of journalistic larrikinism among them. In their order of sobriety and influence, in the main cities, they were:

Sydney: *Sydney Morning Herald*, *Daily Telegraph*, *Evening News*, *The Sun*.

Melbourne: *The Argus*, *The Age*, *The Herald*.

Adelaide: *The Advertiser*, *The Register*, and an inconspicuous evening newspaper.

Brisbane: *The Courier*, *The Telegraph*, *The Daily Mail*.

In 40 years, the changes have been

remarkable. The Melbourne *Argus* which in 1921 was Australia's leading and most highly-respected newspaper is gone. So, also, are Sydney's *Evening News*, Adelaide's *Register* and Brisbane's *Daily Mail* (the latter now merged with *Courier*). Others (Sydney's *Daily Telegraph* and *The Sun*, Adelaide's *Advertiser*, Brisbane's *Courier*) have in some degree changed ownership, but remain in the top rank.

The *Sydney Morning Herald*, Melbourne *Age*, Melbourne *Herald* and Brisbane *Telegraph* apparently are owned much as before, but some have changed character. Melbourne *Herald*, for example, a poor rag in 1921, now is a leading national. Two newcomers—evening newspapers in Sydney and Adelaide—have been established.

That newspaper world suffered convulsions in 40 years. The causes, in their order of importance, were: The withering and death of strong personalities among publishers and editors; the arrival and development of fiercely-competitive Sunday newspapers; the introduction and widespread adoption of the Hearst type of journalism, which does not hesitate to "angle the news" and sacrifice a de-

of truth in order to get a sensational headline or serve a selfish purpose, and, more recently, the introduction of radio and television, which has so much newspaper publishing effluous.

Claude McKay saw all this happen. In 1921 he was a pressman who had transferred, as a public relations man, to the theatre industry. In 1914-18, he helped Joynton Smith (Sydney's former Lord Mayor) to raise huge funds, which gave Joynton a fortune. After the war, when Claude McKay, and the brilliant Robert Clyde Packer, launched *Weekly*, it was Sir Joynton who supplied both the capital and the

Kay was prominent in the news-kaleidoscope of the next 20

He saw his weekly rise to great heights, and his equally successful

Guardian disappear into *The*

all-absorbing maw. He saw the fabulously-rich Daily Telegraph

paper Co. Ltd., go into liquidation—only the name remaining to

maintain continuous publication. He saw the *Evening News* disappear,

the *Daily Mirror* come into a specialised existence . . .

He even reached the point of drifting from Joynton Smith, and

rarely bringing the formidable journalist "Gunboat" Smith into

ownership, to give "Smiths" a backing and a name.

He all entertainingly told—Claude McKay, even as an octogenarian, has

as much as a humorous writer—his great fund of anecdotes and

personal memories will be of incalculable help to the man who, some

will write this century's history of Australian newspapers.—R. W. DON

THIS IS THE LIFE, by Claude McKay. Edited by Angus and Robertson, Ltd.

Living The Islands Of The World

We have been informed by H. S. Perry, of Columbia, USA, that he is compiling a *Glossary of the Islands of the World*.

Although no doubt it will be a useful reference book, it is like a life-time chore.

The islands in the South Pacific run into thousands—over

of them in the Fiji Group, ranging in size from big

to the island of Viti Levu which is over 4,000 square miles

area.

THIS WAS GUNTHER'S WAR

One precious component in the business of writing books Gunther Bahnmann has in plenty—time. In fact, seven years of it. He is billed as the only successful author in Australia who is writing books in gaol.

BUT a life of adventure began for Gunther long before he was committed to Boggo Road Gaol, Brisbane, in September, 1959, found guilty on a charge of attempting to kill. It began in the Western Desert in mid-1941, when Rommel's Afrika Corps was on top in North Africa, as Hitler was in Europe.

He chose this inappropriate time to "shoot through" and for months lived in the desert, dodging not only British and Arabs but Germans and Italians as well. This is the period he describes in his first book, *I Deserted Rommel*.

At 14 Gunther went to sea in the four-masted barque *Pamir*, later changed to steam. Ships have been his life for a great part of the 28 years since, but in 1939 he joined the German Army.

He had already won the Iron Cross, first and second class, at the time in 1941 when he decided to leave, so whatever the reason for this it is unlikely to have been cowardice. He says it was because he heard that the Gestapo had hanged his father.

He was one grade better than a despatch rider at the time—a courier, in an armoured car—and his idea was to head towards Lake Chad and then to some neutral territory in Africa. He soon found that it was one thing to give the war away, and quite another, stuck out in the desert between Derna and Benghazi, to escape it. For three months, until taken by a British patrol at Bir El Hacheim, he saw more action than in Hitler's blitz on the Low Countries and France; and except for a posse of Arab freebooters who befriended him and with whom he lived in a cave, all men were against him.

The way Gunther tells it, it was a period of wild adventure in which only ruthlessness and physical endurance allowed him to survive but in which there were also sufficient moments of introspection and loneliness to drive him to despair. In the last 20 years he has learned to read and write English fluently, and although his grafting of the Australian idiom onto Germanic thought-processes is initially irritating (although perhaps only to another Australian), the story as it whips breathlessly from one swift-moving incident to the next, holds interest throughout.



Gunther Bahnmann.

How much of this colour can be attributed to natural literary flair is a matter of opinion, but judging by what is known elsewhere of Gunther Bahnmann, the Western Desert episode is very much of a pattern with the rest of his life.

When German MP's caught up with him in a "luxury hotel" in Barce, Cyrenaica, he set the time-fuse of a hand-grenade, put it on the bedroom floor just as they began to batter down the door and was over the balcony and into the street (tossing another grenade into the hotel entrance as delaying tactics), before the bedroom-door and the grenade burst simultaneously.

In 1959, in Brisbane, when four policemen called at his home in order to settle what appeared to be a late-night domestic argument, Gunther got his rifle and prepared to repel boarders. Somehow in the ensuing argument a shot was fired, no one was hurt, and the police were subsequently decorated for bravery in arresting him. (The Judge took a very dim view of the whole thing and that is why Gunther is at his present address.)

Towards the end of 1941, as a prisoner of war of the British, he was sent to Australia for internment. He was released in 1947, and presumably because he was a deserter, was allowed to remain in Australia. He returned to the sea—first deliver-

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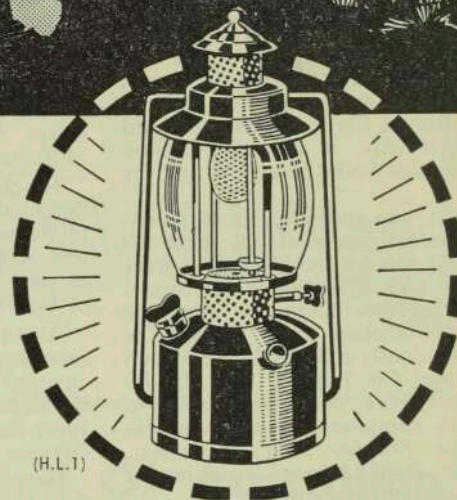


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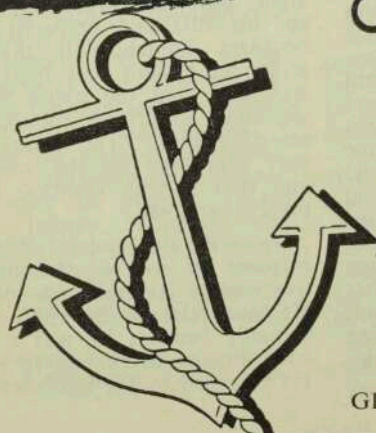


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small ships to the Pacific Islands, operating a mail run between and Thursday Island. For a he was captain of the Catholic vessel *Stella Maris* between Port Moresby and Madang, the Mission and Gunther soon and he became owner of the vessel *Lochiel* and operated Torres Strait and New Guinea also went crocodile shooting in northern Australia and around the Lake area of Netherlands New

Guinea; has owned four ocean-going yachts (and sunk two); and worked at Mt. Isa Mines.

In the last two years, since he has the time for it, he has completed the manuscript of a second book which describes his post-war adventures in North Australian and Island waters. Called *Sail Softly Stranger*, it is to be published in 1962 and could be even more adventure-packed than his first literary effort.

(I DESERTED ROMMEL. Published by Jarrolds. Australian price, 26/6.)

mind. But West is a great believer in the redemption of immortal souls and this is the dominant theme in this as well as most of his other novels. It is fortunate for Mr. West's international reputation that this soul grappling is done with great sophistication and it is for this reason that we can these days describe him as a "writer", and forget about the qualifying adjective "Australian".

(DAUGHTER OF SILENCE. Published by Heinemann. Australian price, 20/-.)

(Over)

High Noon In Tuscany

In the international sense Morris West has come a long way since *Kundu* (about the Highlands of New Guinea), and *Flows on the Sand* (about Queensland's Barrier Reef), although in the literary sense, then as now, he was mostly concerned with human motives.

ER the fanfares of praise that greeted *The Devil's Advocate* a year ago, he has returned to for *Daughter of Silence*, and against a background steeped in sin, plays out a modern psychological drama in the best traditions of Graham Greene—and at times, as incomprehensible.

knows Italy, the scene of literary triumphs, and loves it as any artist in words might of where man and nature have had to meet along the line of (and only man is responsible for squalor).

was bright noon," he says. summer, in the upland valleys Tuscany: a torpid time, a season of languor, of stripped flax fields in the wheat-stubble, and vines coming to vintage in the of the elder gods."

of West's main characters are one is French and one Australian. The last, Peter Landon, is truly a tribute to the land of his own birth; Landon's nationality is unimportant and he might as well have been American, English or even British colonial.

tensions between three of the characters supply the *leit-motif*. Valeria, spoiled daughter of a father who collects lovers as women collect china tea-cups; Ascolini, her Machiavellian who takes a vicarious interest in affairs and is the most accomplished and successful lawyer in the area; and Carlo, who feels equally attracted to Valeria's husband and Ascolini's junior partner.

Anna Albertini, by shooting the local mayor because of a vow she made as a child of eight, supplies the *modus operandi* whereby Carlos, taking her obviously hopeless case, can prove himself a greater advocate than his distinguished father-in-law. Peter, also driven by ambition, supplies the psychiatry and Ninette, the young French artist, a love interest for Peter.

There are plenty of side issues—such as the unhealthy bonds that grow up between Carlos and his client, and the real state of Anna's

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. . . Margaret Merril.

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re Book Reviews . . .

RAWAY SEEDS THE BREAD

Rowland's second book, *Of the World* will have two it will give readers some hours of enjoyment and a great yen in most travel-visit that least known of sub-untries, Finland.

Y'S first book, *Why Can't English?*, which described entures of an Australian in didn't get past first base with aps, because we weren't in l. But this one not only sup-week-end of entertainment t of information about Fin-ich previously had been into that category of coun-imagined least likely to in-

most small countries—popu-der five million—Finland has troubles. Not only is the n divided into Finnish-Fin-Swedish-Finnish speaking, second language taught in as been changed at various according to which Great as dominating the Finns at

Finns have Russian as a language; others German. last war, English has been l language taught in schools is increasingly become the of commerce. Finns can't o the markets of the world o their wood-pulp, paper, atches and textiles unless speak English. And this is ley came in.

e current Finnish habit to er in societies, or groups ciations of industries es and import an English ose job it is to not only this language but advise s letters and arrange lec- other British cultural ac-

er clear what qualifications for this job—and probab- were more exacting than ow—but the way she tells mplovers were concerned she should have an en- ne than that they should eir odd, English conversa-

Finnish, on the other hand, at even slower rate, and

consisted at the end as at the begin-ning, of two words (yes and no) and two sentences ("Are there any caraway seeds in it"; and "Will you please pump up my bicycle tyre"). These unlikely conversational gambits however sufficed as she had a fanatical aversion to caraway seeds in her bread and her employers had kindly equipped her with a bicycle.

Finland has other worries than language—including sex. Because of the disastrous war with Russia there is a huge preponderance of females and not nearly enough husbands to go around. A girl has to be dead lucky to be the partner in a man's extra-marital experiences and doubly lucky, plus other advantages than good looks, to land a wedding-ring. Lesley found this out when the 90 degrees Centigrade heat of the sauna had loosened more than sweat glands.

Katrina then explained about Alphonse. "I don't think he would marry me even if he is the free man. He has had one wife and she has gone mad and that is enough for Alphonse, he is a very cautious man. But he is a good friend and of course we have a relationship because he is like all men and likes the sex."

Although the Finns could be broadminded about the necessities of life, they could also be exceedingly conventional, as Lesley and another English Missie learned when two young men saw them back to their flat after a ball. With coffee and records

playing, time passed and so did the swift, Arctic, summer night. It was 7 a.m. when they recollected themselves, by which time, according to the two evening-dressed young men, it would be social suicide to be seen leaving the flat. Muttering Finnish and behaving like characters from a Greek tragedy, they insisted on lurking in the flat until it was again dark which at that time of the year occurred after 10 p.m.

Probably the Finns don't find life in Finland as exhilarating as Lesley and her friends but her version should pay dividends for them in an influx of Australian tourists.

(ON TOP OF THE WORLD. Published by Ure Smith, Sydney. Aust. price, 22/6.)

He Fancied An Earl For Jenny

IN a spate of Regency novels that I have now pleased two generations, authoress Georgette Heyer has concentrated on heroes and heroines whose veins carry blood of only the inkiest blue and whose manner is, as her own heroes have it, too top-lofty by half.

But the horrible intrusion of mid-20th century democracy seems to be having an influence at last, and in *A Civil Contract* we find the hero, a sixth Viscount, marrying the daughter of someone in trade.

The someone in trade is Jonathan Chawleigh, a man of oppressively bounding personality, large wealth, flamboyant tastes and low-voltage sensibility. What he had fancied for his plain, dumpy Jenny had been an Earl. What he got was Adam

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Deveril, sixth Viscount Lynton, of the Duke of Wellington's capt in the Iberian campaigns, who turned to England to find that lately deceased papa had left family fortunes a sadly meagre quantity. The only way he can rectify the situation is to turn his back on the love of his life and marry Jenny.

The rest of the book is devoted to proving that everything is for the best in the best of all possible worlds even to the extent of Jenny producing a son—a feat accomplished by mirrors as at that stage Adam she appeared to be no better acquainted than Mr. Chawleigh and Regent himself.

Also as a departure from fiction Adam takes an interest in his far lands—up to the point of indulging in do-it-yourself by working in fields with the hired-help; and, finally by backing military knowledge against City men's panic he beats his father-in-law at his own game.

A nice soothing book to read at the end of a normal 1961 day—know it will all turn out happily in the after.

Georgette Heyer has a little split-personality. As well as the famous Regency novels, she writes excellent modern mystery stories which are completely different in conception and presentation.

(A CIVIL CONTRACT. Wm. Heinemann Ltd. 19/6.)

Bull on TV

IN England Mr. Peter Bull has a reputation as a comic—on the stage and as a writer of biography (*I Know the Face*, but . . .). This is his first novel and it's called *Not on Your Telly*. There will probably be others which some people will find a pity.

As the title indicates, it's about television (the Telly, as they say in Britain); about Adam who hates it because he's an actor at the Old Vic; Audrey who becomes a national favourite as a member of a panel game; their charlady who is equally distinguished as a contender for a jackpot prize on "the other channel".

It's a mildly irritating piece with a few funny lines based on English class consciousness and a slightly bawdy wit.

A taste for this sort of thing is probably congenital and can't be acquired.

(NOT ON YOUR TELLY. Published by Peter Davies Ltd. Aust. price, 20/6.)

THE MANY FACES OF LOVE

time, the period we are living in may come to be led as the renaissance of alian writing. No month passes without a first novel promise by a writer hitherto etely unknown.

ORE the first World War, Aus- lia had what might be re- as its classical period, fathered e degree by the old *Bulletin*. n the wars, and up until the eade, Australian writing was y unfashionable, but most of completey boring.

change has been staggering ift—and might be attributed eater sophistication following ic stability that allows of more the migrant invasion and sev- er factors.

Stirling's *The Scarlet Blossom* e in point. It is a first novel on what might have been an bitious plan had not the con- sunlight and shadow of the an and German sequences sus- t over some sticky patches. writer has, also, a hilarious f humour, purely Australian n, that is as natural in its as the Australian background. is a story of two sets of two generations and two Wars but mostly the story McGregor, who was an in- arms in August, 1918, when er was killed in France in ting around the Somme.

enced by her mother, who de- a psychopathic resentment early widowhood, Ann grew a natural detestation of war waste—tempered by a hearty nt of life itself and a robust -sense.

ot only this Australian family uenced by that August, 1918, the Somme. It affected even e lives of young Willi Johann- uth Hoffman and Ernst ld of Hamburg, who grew a defeated Germany which ver, amost before they had lesence, into Hitler's Ger- heir's was a much more real f political thought than that and her contemporaries who in an academic "ism" or e process of growing up. wo separate stories, German tralian, are linked ultimately Ernst and Ann after several ntures in love, and although

the author's German characters are an unrelieved sombre lot, there is compensation in the very human be- ings that populate the Australian story—and particularly in Ann. Whether as the scruffy eight year old who finds the attentions of her young, male teacher "urk"; or as the uni- versity student who decides it is time to give up her virginity, she is wholly alive and delightful.

(THE SCARLET BLOSSOM. Published by Heinemann. Aust. price, 21/-.)

WHO, WMO or WRY*

YOU'VE probably never heard of the IPU (it means Inter- Parliamentary Union and is not the

brand-name of some Iron Curtain secret police, as you might expect); but UNICEF, ILO and SPC no doubt ring a bell.

In this age of alphabetical nomen- clature, it's likely that not more than half the citizens who reel these code names off their tongues have a precise idea what the letters stand for or why or how the organisations func- tion.

To the rescue of people who have to know these things, now comes the Central Office of Information, Lon- don, with a book called *Guide to In- ternational Organisations*. This lists every world organisation of impor-

* World Health Organisation; World Meteorological Organisation; World Refugee Year.



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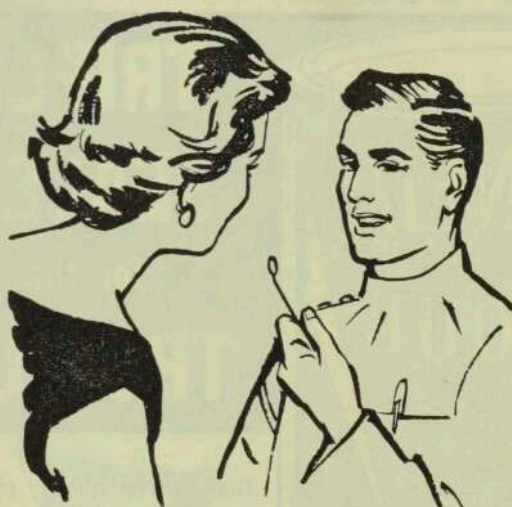
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both governmental and non-governmental, setting out its full shorter initial title, if any; its quarters, chief executive officer, membership; its creation and purpose; organisation and its activities up to the present.

On the government side there is nothing from Arab League to anything for World Meteorological Organisation; and on the non-government side, from ATA for the Treaty Association to WUS World University Service.

A certain insecticide advertisement has it about the carpet-beetles on your rug, international organisations are also "breeding, breeding"! The net result is that it's a pretty book to begin with, with more to go. With this in mind the publisher has supplied it in an informal form of binding, complete with a gadget called a "comb" so as to add more pages about more information as the new information comes to you.

A copy came to us through the office of the United Kingdom Information Service, Sydney, but it can be chased from Her Majesty's Stationery Office, York House, Kingsway, London WC2, or any other office of the same organisation.

Upon a Red Ocean

The course of some latter-day Antarctic Mariner lies heavily on *away*, a novel by Lawrence Sanders, Lieutenant-Commander et'd.

Lieutenant-Commander is now a son of English and his story is the influence of the professor rather than of the sailor—a neopiece of prose that is heavily derivative in the tradition of writers of the sea in a past generation.

It tells the story of the *Liberty*, one of the more beat-up of the old ships to survive the war. Months, she meandered around the Indian Ocean ports with only half a crew and without any direction from her owners and then was sent across the Indian Ocean to the east (which the Professor spells it 'e's').

The captain is old and sick and his cabin. The Mate is young and impatient but, peeved because he has no responsibility without the supporting authority, he takes to

the rest of the officers and crew completely until the vessel is slowing, for all practical purposes, in the middle of the ocean.

This is not a modern tale of the sea, except in time. But should have merit for those who can overlook reason and commonsense in the cause of good writing and atmosphere.

(THE STOWAWAY. Published by Macmillans. Aust. price, 20/-.)

What's New in Paper Backs

BACK OF SUNSET, by Jon Cleary, was first published by Collins a couple of years ago. It is the story of a successful young Sydney doctor who gave it all away—and his rich, beautiful fiancée, too—in order to be a Flying Doctor. In spite of this corny theme, it is one of Cleary's best Australian novels. (Fontana, 4/-.)

THE LONELINESS OF THE LONG DISTANCE RUNNER, by Alan Sillitoe. Sillitoe is the author of the sensational *Saturday Night and Sunday Morning*, which was so much more sensational when made into a

movie that it was banned in Australia. *Long Distance Runner* is the title story of a collection of short stories, and each of them is an earthy tale of human rebellion against the *status quo* of established respectability. (Great Pan, 4/-.)

NEVER A DULL MOMENT, by Peter Cheyney. This is the fourth paper back impression of this Lemmy Caution thriller—and the customer can't possibly be wrong. (Fontana, 4/-.)

HARD FACTS, by Howard Spring. This also is a book that has been reprinted many times and is one of an interlocking series about Manchester and the founding of a national newspaper by Daniel Dunkerley. Spring's books are always long and involved with numerous characters who spill over into other novels. This one is of early vintage and begins in the year 1885. (Fontana, 4/-.)

COMMANDANT OF AUSCHWITZ, by Rudolf Hoess. The confes-

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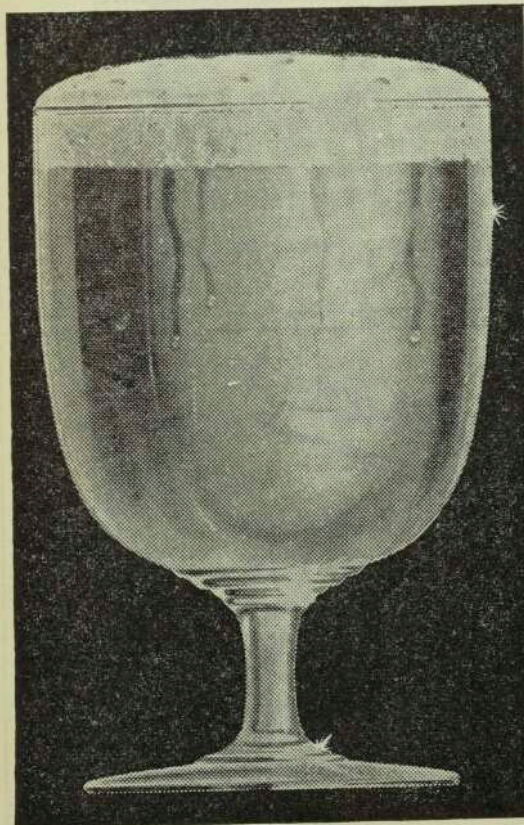
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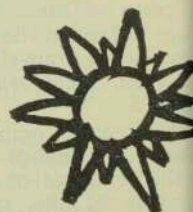
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Other Sailor's ry

we've said before, the literary style of a sailor is unmistakable. We are convinced beforehand that, addicts of this sort of story, a approach and the vagaries of sea itself are sufficient without pickery.

They are probably right, although a recipe that produces a certain mess of diet, particularly when the author is a deep-sea yachtsman. The story is about a long journey on a small boat.

The Log of the Maken by Ian F. Jones, comes within the general category of yachtsman as well as the fair adventurer will want to add to his library.

Maken was a Norwegian-built 45-foot craft of drafthorse proportions. It was owned by a Canadian, Fitz-James, and sailed by him, the author and a Norwegian companion from England via the West Indies and the Panama Canal to Vancouver. The lives of the men afloat on shore and the antics of the ship through the full range of weather which the route can produce, is the substance of the book.

LOG OF THE MAKEN. Peter Jones (22/6.)

of a mass murderer for those who still have stomach for this sort of thing. Hoess was in charge of the camp, the infamous concentration camp 160 miles from Warsaw, it is calculated three million and many others were deliberately exterminated during the Second World War in Europe. In all, five and six million Jews exterminated by Hitler in concentration camps and about seven million other people—12 million in total. However one may rationalise the actions of Germans during the Nazi regime, this is an undeniable fact that will never be forgotten or forgiven by the rest of the world.

Lord Russell of Liverpool says in his preword, the Germans in this book seem to have a schizophrenic quality for sentiment and sadism. The end Hoess appears to have realised the enormity of what he did, nevertheless, while in charge of the camp, carried out the orders of his master to the last letter and stroke in doing his job well.

He was tried for his war crimes and executed in 1947. He

wrote this book while in prison awaiting trial. (PAN GIANT, 5/6.)

THE FOOTSTEPS OF ANNE FRANK, by Ernst Schnabel. This is by way of being a sequel to the *Diary of Anne Frank*, for those who require their feelings to be further harried on this subject. Anne was the youngster who died in the German concentration camp at Belsen when she was 16. Millions have read her diary, which she kept for over two years in a back room of an office building in Amsterdam where she and her family hid from the Nazis. The diary was published after the war, and she became a symbol for other Jews who had suffered and died like her. The diary told of Anne as Anne saw herself; the present volume shows Anne as others saw her.

The Gestapo finally found the Frank's hideout. They sent Anne and her sister to Belsen; the others to Auschwitz. Today only the father survives. (Great Pan, 4/-.)

CELIA'S HOUSE, by D. E. Stevenson. By comparison with the last two books, this is a dulcet piece which contains no bigger problem than that of the natural revolt of the rising generation over the reigning one. Place: Scottish Border country; Time: 1905-1942. (Fontana, 4/-.)

YOUNG MR. KEEFE, by Stephen Birmingham. A very modern number, a first novel, about young America, easy marriage, easy sex and easy money. It's a recipe that makes for neurotics—so if you like reading about them, this is your dish. (Fontana, 5/6.)

DEATH IN THE CLOUDS and **4.50 FROM PADDINGTON**, both by Agatha Christie. The former is a vintage piece, first published circa 1935, and reprinted many times since. Planes have changed a lot since then, but M. Poirot's detective methods haven't. An MGM film was made from *4.50 From Paddington* (which was renamed *Murder She Said*) and the book itself was published only in 1957. Film-goers will probably remember Margaret Rutherford as Mrs. McGillicuddy, who saw murder committed through the window of a passing train. (Both Fontana, price 4/- each.)

PASSAGE OF ARMS, by Eric Ambler, is a contemporary thriller written with a great sense of humour and a sceptic's wit. The characters are scattered about from Hongkong to Malaya and from Indonesia to Manila but ambition on the part of an Indian clerk on a Malayan rubber plantation, who has found a cache of terrorist weapons, brings them all together. (Great Pan, 4/-.)

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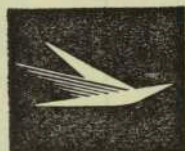
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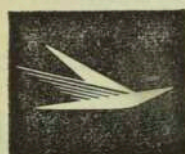
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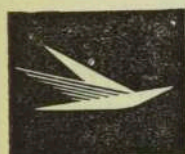
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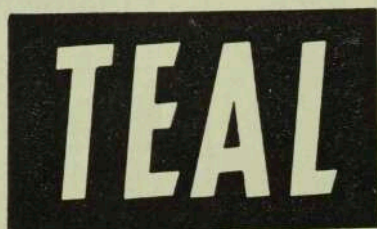
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Mouldy Mike's Defeat

(Continued from page 74)

that she became a well-known se at the hospital on the hill. The s were able to speak several ects of the Eastern Division, and ked for some of the storekeepers.

Mouldy Mike's Feud

Mrs. Wisdell had her hands full the miners—there always was a complement of them in Samarai, ing for new recruits or preparing recruiting campaign. Amongst her lar guests were Jack O'Toole, Joe rke, Matt Crowe, the Pryke hers, Fred Kruger, and a most ctionable public official, known e "Beach" as Mouldy Mike. No liked him and he was a thorn Mrs. Wisdell's side. Everything she ared for him was wrong, and he hed every move made by Mrs. ell, so that he could "pin" some- on her.

l the boarders were sympathetic Mrs. Wisdell, and everything ble was done to induce Mouldy to quit, but to no avail.

ne of her boarders was a Greek birth, known affectionately as ge—he was cousin to Nicholas reek, of Kiriwina fame, George Mrs. Wisdell he would get rid ouldy.

en the boy was taking hot water ouldy's room, next morning, ge slipped out and, taking the put into it a liberal supply of ime. As the water was fairly the lime melted.

ouldy started to wash his face, had whiskers, and insisted aving a jug of water for rinsing ace, after his bath.

is morning he washed but could et the towel to function. As his ooled, the lime hardened. As a , he lost his magnificent beard, hich he was proud. He had an impressive figure, but without eard, he looked like a chicken ad lost all its feathers.

did not visit the dining room, ad his meals upstairs, and finally ft the hotel. But he continued y on Mrs. Wisdell, determined ch her out in some breach of w.

ing in the hotel was an ean, Rupert Nugent Leslie, who ally became merchandise buyer urns Philp. He was almost a a of William F. Cody, known the 1900's as "Buffalo Bill". eventually married Mrs. Wis-

ouldy was very interested in this . The morning after the Rev.

Mr. Ramsay had joined them in matrimony, Mouldy walked back and forth near the verandah, and finally peered hard at the name over the entrance. Then he made off to the RM's office.

The law was that any change in the name of a hotel licensee must be notified forthwith, and the painted name altered within 48 hours. Mouldy was on the spot.

But Leslie had an inkling of what was afoot, and the next morning, just before the 48 hours expired, he painted the name "Leslie", in place of "Wisdell". When Mouldy personally brought the summons, he got the

proverbial raspberry, and a blast o good Yankee opprobrium.

After this incident, the RM ("Cocky" Higginson) had Mouldy shifted to Cape Nelson. Even in that out-of-the-way spot he continued to cause trouble.

Mrs. Wisdell-Leslie carried on her job and her kindly activities—she seemed never to be idle.

Unfortunately, the hotel seemed to produce no fortune and she could not send her boys to the mainland for education.

She was a real pioneer and should have her place on any roll-of-honour for early Territory women.

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PACIFIC SHIPPING AND CRUISING YACHTS

Search and rescue operations for ships missing at sea have concerned all Pacific Administrations in recent years, but there still are no hard and fast methods of procedure that cover the whole area. Fiji recently has been trying to regularise the local approach.

THE search and rescue organisation in Fiji waters has run into difficulties at times because of lack of information about vessels which may be missing. As far as a local search is concerned, it starts with the police. Often a vessel may lose power of navigation because of an engine failure or loss of sail. In any of these cases the drift may be a few miles to safety.

In other cases, such as with the *Yacomai*, which drifted from the northern Viti Levu coast to a remote island, in October, much valuable time can be lost because of lack of detail.

There is a recognised formula to use with the police and search and rescue authorities, but it does not have the force of law.

The police in Fiji have prepared a form which they hope secretaries of yachting and boating clubs will fill out and have on hand at all times. In this happy state of affairs comes a crisis, the police will soon have all the details required should it be necessary to launch a search through the Search and Rescue Organisation, which is based on Nadi Airport.

The Deputy Commissioner of Police in Fiji (Mr. T. A. Handford) said in PIM in December that the ideal would be for yachtsmen, when going out on a cruise, to leave with the police all the details required.

Mr. Handford mentioned that in the search for the *Yacomai*, the final confirmation rested on the position of the radio mast.

This is the sort of detail which may be valuable in the early stages of a search," he said. "It may well make the difference between life and death."

Mr. Handford said it was surprising once a search started, how little information drifted in. All that is fitted into the search procedure is to direct a search in the correct direction.

This is the information about sailing which, Mr. Handford suggests, yachting and boating clubs should provide about their members' vessels:

Details of craft: 1, Name of boat; 2, any number visible (e.g., sails or

hull); 3, home port; 4, name of owner and address; 5, colour of hull, cabin, deck, sails, dinghy (if carried), canopy (if carried); 6, length; 7, beam; 8, hull type; 9, rig; 10, any distinguishing features (e.g., structure, davits, ventilators, lights, location of cabin or canopy); 11, engine details (where applicable), type (e.g., inboard, outboard), speed; 12, communication facilities — radio, frequencies, schedules, signalling lamp (if radio, give position of aerial on boat); 13, emergency equipment carried (yes or no)—first aid, raft, flares, sea dye marker, life jackets, other; 14, would the craft float, or would it sink, if filled with water?

Sailing Details: 15, departure port or place (including date and time); 16, proposed route (direct or otherwise); 17, estimated time of voyage; 18, port or place of destination (and give an alternative destination); 19, purpose of voyage; 20, fuel carried (engine hours); food carried (days), water carried (days); 22, last known position (as close as possible); 23, any other boats known in vicinity.

Weather: 24, Conditions of sea (heavy, choppy, calm, etc.); 25, what currents prevailing; 26, wind/rain (direction, force, fine or rain).

Persons: 27, Name of skipper; 28, passengers, crew (to 27 and 28 give sex and age); 29, person to be contacted at destination (name and address).

This sort of thing has been tried before, of course, in other parts of the world and usually has broken down on the attitude of the people it seeks to protect—cruising yachtsmen.

Many of these take the view that it takes the last freedom out of cruising and forces them to keep to a schedule.

● MIENA'S WAR HISTORY:

The trading schooner *Miena*, which was scrapped at Honiara, BSIP, some months ago when she reached the end of her usefulness, is still featured on the Protectorate's 6d stamp.

Some interesting details of her war service in P-NG waters have been sent to us by Mr. J. Carfax-Foster, of Nadi, Fiji, who was skipper of



The ketch "Yankee", about 40-ft at the water line, and specially built in Holland to the order of owner Irving M. Johnson. She has two centre boards and folding masts that allow her to cruise the rivers and canals of Europe as well as Mediterranean, Baltic and North Seas. (See story page 107).

the schooner at periods between 1942-44.

Miena sailed well in the forward areas during the Buna shows at the end of 1942 and early 1943. She was credited with a "smoker" in the attack on small ships in Douglas Harbour in June, 1943, when the *Melanesia* and another Australian small ship was sunk. (Ray Parer was engineer of *Melanesia* at that time. She was afterwards salvaged and returned to service. She appeared in Fiji some years after the war).

Miena also was salvaged in July, 1943, from under the noses of the Japs after three weeks on the beach just south of Cape Ward Hunt.

Miena also was in Fiji waters about 1952-53, and went later to the Gilbert and Ellice Is., and then to BSIP.

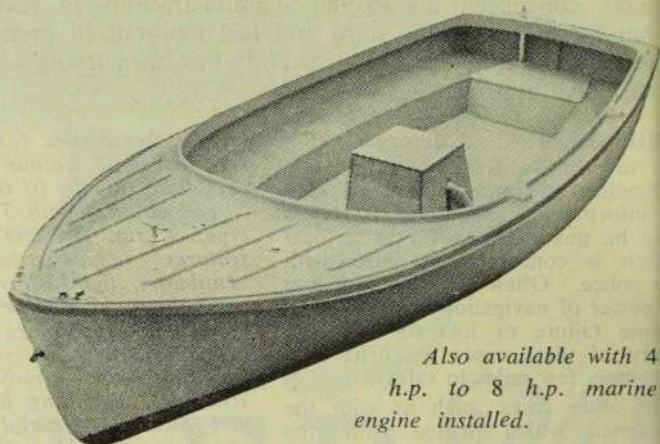
(Over)

In The News This Month

Bounty	Orontes
British Monarch	Paluma
Charles H. Gilbert	Pollurian
Celtic Monarch	Strathaird
Diana	Strathnaver
Endeavour	Staghound
Fair Weather	Southern Cross IX
Karen Margrethe	Tiburón
Lahara	Viti
Miena	Varua
Melanesia	Wanganella
Mayflower	White Squall
Melbourne	Yacomai
Marinero	Yankee
Nordlys	

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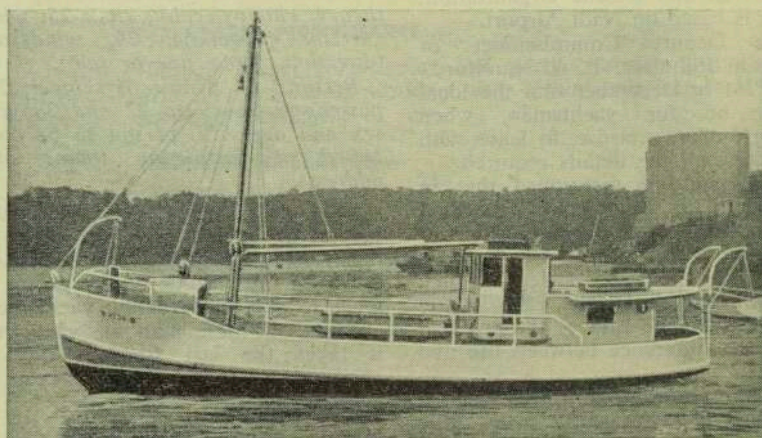
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the old-time capital of Fiji, enjoyed the distinction of being the Colony's busiest copra port for long years after the political and commercial centre shifted to Suva. In years, however, and particularly since the establishment of a copra-crushing mill at Suva, has seen few overseas copra ships, so it seemed like old times when the China Navigation Co.'s "Chengtu" (above) called in there recently to load copra for the Far East.

Photo: Rob Wright

was originally built for George Auckland, and carried cement Portland to Auckland. In New Zealand, under full sail with the Diesel going, she once logged 17 knots from Buna-Gona area to Ward Hunt. Later she was converted to lower masts and sailed again. On diesel alone she made eight knots. She was bombed and strafed repeatedly in early 1943, but was never hit. Once she was fired at by a PT boat and retaliated, for without casualties. PT boats previously sunk three small ships by mistake.

94 feet long, with a nominal capacity, she, at times, carried over 200-tons of stores on trips up the coast, hiding out at night in the mangrove swamps of river mouths. She was by far the largest ship in the forward areas in 1943, and was a hard ship

was permanently armed with two .50 calibre Brownings and, also, with two Oerlikons, "borrowed" from the Yanks.

When running well aft, she was hard to see at night into strange harbours, but Fairfax-Foster says he used to sit on top of the wheelhouse, where he could see over the bows, and tap the wheelhead with a stick to direct the ship to the helm.

● **THOSE INFLATABLE RAFTS:** There was much talk in these columns a year or so ago about inflatable rafts for coastal and inter-island ships. These it was thought would be more suitable in some

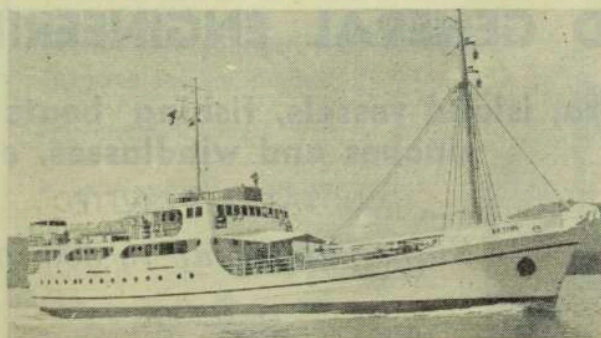
circumstances than conventional lifeboats.

One of the drawbacks against inflatable rafts is to be sure they are inflatable when the time comes to use them. Therefore they must be kept carefully and inspected regularly. We have now been informed by Ferrier & Dickinson Pty. Ltd., who are agents in Australia and the SW Pacific area for English Dunlop inflatable rafts, that they have appointed an inspector and instructor to their staff. He is qualified for the job in the UK by passing the Ministry of Transport examination.

● **STRATHAIRD'S LAST PORT:** Old liners never die, it seems—and some of them become skyscrapers. The 30-year-old P & O liner *Strathaird*, which in her day carried thousands of Australasians to Europe, and thousands of European migrants to Australia went to the breakers in Hongkong in the middle of this year. It seems she yielded no less than 15,000-tons of steel, which melted down, re-rolled and made into reinforcing rods now helps keep up some of Hongkong's newest skyscrapers.

Hongkong is one of the world's busiest and biggest ship-breaking ports—tonnage broken up in a year runs into hundreds of thousands of tons. A lot of it is remade into reinforcing for the mighty building boom that has been in full blast in this small Colony for the last few years, and still is continuing. Even the new terminal at Tai Shek airport, HK,

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Japanese fisheries training vessel "Koyo" called at Rabaul for a three days visit. About 75 cadets were on board and took the opportunity of having a look while in port and even found time to play baseball with a team from the Rabaul Technical School. The vessel is of 1,500 tons and was built in 1958; she was on a 16,000 miles training cruise and visited Rabaul and will make calls at Papeete, Tahiti, Brisbane, Qld., and Sydney. She was open to the public in the afternoon and the picture shows some of the cadets taking advantage of the invitation.

A lot of overseas visitors these days make their first acquaintance with Hongkong, was reinforced with the fact that she started life in a ship.

SOONER THAN EXPECTED: There will be three fewer voyages to Australia and UK available in 1962. Owing to fewer migrants expected by Australia in the first half of this year, the Australian Government has cancelled the outward trips of the vessels *Orontes* and *Ever*. The P & O Orient Line, in its turn, has cancelled the voyages these vessels were to make from Sydney in April, May and August. It had been intended that these ships, the oldest in the company's fleet, would have been withdrawn from service this year. Now they will be withdrawn earlier—after their current voyages which begin from Sydney on May 18 and 23 respectively.

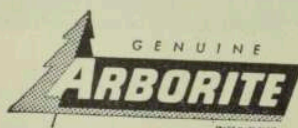
The Easter Cruise planned from Sydney on April 19, by *Strathnaver*, is to be cancelled.

The company is trying to place passengers who have booked on the cancelled voyages and the cruise on other of the company's ships.

● **WANGANELLA CRUISE IS ON:** It was announced by the Union Steam Ship Company, newly-appointed agents for the ex Huddart Parker liner *Wanganella*, that the cruise arranged to the Pacific for mid-1962 is to proceed. *Wanganella*, veteran of the trans-Tasman passenger service, acquired new owners during 1961 and there was some doubt as to whether she would carry out the cruise that had been arranged, just as there was doubt as to whether she would continue in the Tasman service. She now will do both. The cruise will commence from

Auckland, NZ, but Australian customers will leave Sydney on June 29 and spend a day or so in Auckland first. *Wanganella* will then leave Auckland for Suva, Fiji, on July 5, spend a couple of days there and then visit Apia, Western Samoa, Vavau and Nukualofa in Tonga, the Bay of Islands, North Auckland, and reach the port of Auckland on July 20. She will sail next day for Sydney and arrive on July 25.

● **A GLUTTON FOR PUNISHMENT:** The way we remember it, there was quite a lot of bother, before



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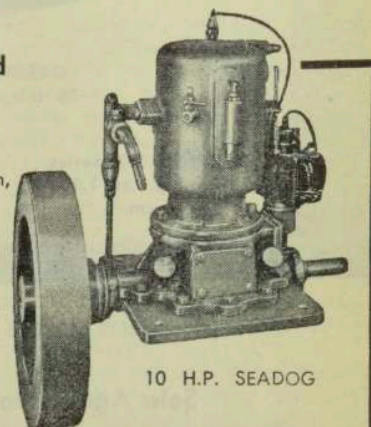
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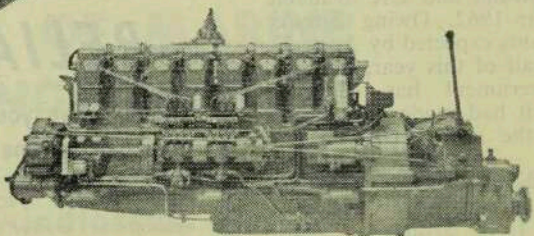
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JANUARY, 1962 — PACIFIC ISLANDS MONTHLY



TOP LEFT: "Tovata"-ex "Purple Sea"-ex "SC671", which has been with us since 1948 won't be much longer—except in fond memory. This is all that is left now of the once adventurous Fairmile which survived to become for a few years the pride of W. R. Carpenter's local Fiji fleet. Mr. Walter Whippy bought her some months ago, minus engines, and has been breaking her up slowly. Her remains, like something left over from a giant cannibal feast, lie outside the boatyard of Charles Whippy and Co., Suva.

In 1948 Ronald Johnson bought the ex sub-chaser as war surplus in Hawaii. She had no engine and he got a tow but when rough weather was encountered en route to Tahiti, the tow captain and Johnson had a difference of opinion as to what should be done. Johnson decided to remain with his ship and on her he drifted for months until he turned up north of Fiji. He was towed into Suva, fixed the vessel up and finally sold her to Carpenters.

Photo: S. A. Whippy

ABOVE: The MV "Huo", owned by the Papua-New Guinea Administration, is equipped with a portable X-ray unit and used to conduct anti-TB surveys in NG coastal and island areas. There is accommodation on board for European X-ray technicians.

LOWER LEFT: Honolulu in the background, Ala Wai yacht basin in the foreground, and Peter Tangvald's 31-ft cutter "Dorothea", centre, getting some assistance from "Celeste", left, in a mast removal operation. Don Cameron of "Celeste" and Jean Froment, of "Marie Celine"—both yachts well known in Tahiti and to "PIM" readers—were there to give Tangvald a hand.

Photo: Bill Schallenberg

For the event, when the replica *Mayflower* sailed from England for America in 1957. But Australian Captain Alan Villiers, who was in charge of that voyage now wants a replica of Captain Cook's ship on a voyage of discovery to the Pacific.

He got the idea when he read that the Sydney interests had toyed with the notion of purchasing the replica of the *Bounty* as a gift to the city or marine museum.

The *Endeavour* was of about 300 tons, and, according to Villiers, a replica could be built in Whitby, New Zealand, where the original was built, for about £100,000. She would need a crew of 25 to handle the voyage, round Cape Horn and back to Tahiti, would most likely take six months. He sees her replica in every detail—even to the rigging, no auxiliary engine, no light or refrigeration—and no navigational aids other than those assisted upon by maritime law.

After the voyage was complete, the ship would be left in Sydney as a permanent memorial to Cook and his men.

Villiers feels that the money for the venture could be raised and that the voyage would stir the imagination of every Australian. He could be right but Australians have shown in the past that they are pretty short on imagination when it comes to gimmicks of the sort that would probably take a quarter of a million pounds to put into action.

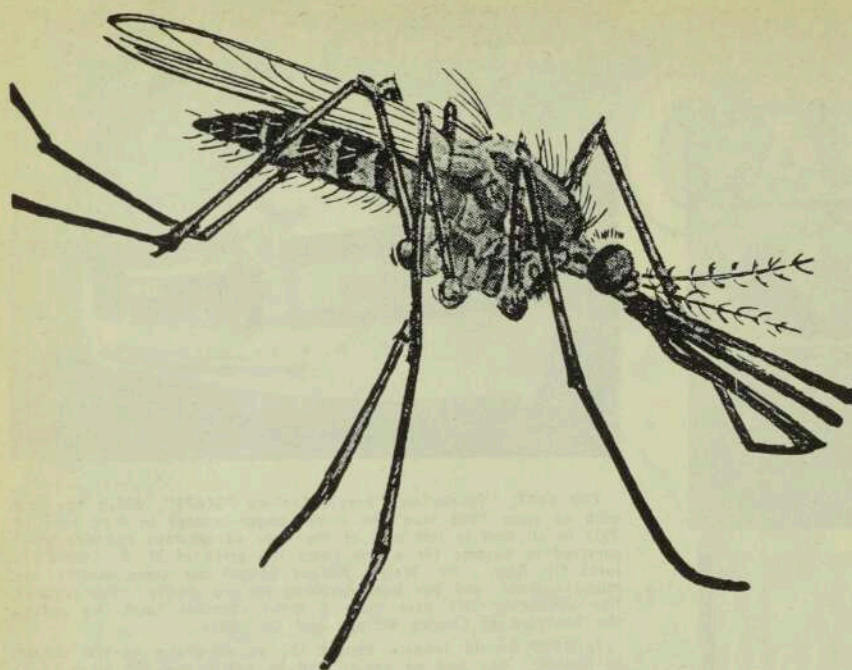
Nonetheless, the Australian Historical Society, Sydney, was showing interest in the project in December—but they want the voyage in 1970—200 years after Cook's. Villiers, on the other hand, says he will be too old then. (He'll be 67).

● THE THINGS TUNA DO: The United States Fish and Wildlife Service, operating out of Honolulu, just never lets up on its researches into the behaviour of all species of

tuna—for which the United States and other countries have an insatiable appetite.

The Service's research vessel, *Charles H. Gilbert*, returned to base in Honolulu early December after two months in the Marquesas, Tuamotu, Society and Line Islands. Skipjack tuna was the variety that most concerned this particular voyage. In one of the experiments plastic decoy skipjack were towed in the vicinity of schools in an effort to see what the real tuna would think of them. Result: The scientists say cannily that it is too early to judge but the real fish "weren't repelled" by the artificial ones.

Experiments are also being carried out in Hawaiian waters on new methods of catching tuna, particularly with a semi-transparent nylon gill net. To date, all tuna have been caught with either the pole method or by long-line. No one seems to have made any effort to net them, probably because in the ordinary way of things



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this method of fishing is not used by surface feeding fish. The reason for trying it now is because tuna fishing around Hawaii by traditional methods is proving uneconomic.

● **SEA MIRACLE:** The British freighter, *Celtic Monarch*, got away from Suva in November with her usual quota of stowaways on board (they were discovered while still in port), and a new cylinder fitted by Millers Ltd., of that port. The vessel had been loading phosphate at Nauru and developed engine trouble on the way to Auckland, N.Z. Suva was the nearest port.

Celtic Monarch is not a new visitor to Suva but her Master, Captain John Coutts, had been there before—in *British Monarch*, of the same Line, in August, 1957, she was after that ship had made world H lines.

Captain Coutts had been Master of *British Monarch* in 1957 when his second mate, Douglas Wardrop, Kent, UK, lost his balance and fell overboard while reading the log. It was serious for Douglas as it was 4 a.m., no one knew he was on board and the ship was 1,000 miles out in the Pacific Ocean from the entrance of the Panama Canal heading towards Japan.

As he fell from the stern of the vessel he was able to grasp a line and clung to it for 15 min. till the first forced him to let go. He was missed until 8 a.m. when he was to go on watch again. A search was made of the ship and when he was not found, the course was retraced and five hours later the third officer sighted a tiny speck in a swelling sea.

Captain Coutts says that he did not doubt that they would find Wardrop but he was concerned, at the thought that Wardrop might panic at sight of the ship and perhaps drown. Wardrop did sight the ship about a quarter of a mile away and tried to attract attention by waving and splashing, but managed to stay afloat.

When the ship was close enough a boat was lowered and Wardrop was picked up. In spite of his ordeal he was able to climb into the boat and then up a rope ladder of the ship.

● **CHARTING NEW GUINEA REEFS:** As master mariners who there know, some of the charts of Papua and New Guinea areas are based on data over a century old gathered by such pioneers as Captain Owen Stanley and others of the vintage. But the Royal Australian Navy is to change all that.



with owner Norman E. Young, CB, both dressed for the occasion—party for friends in Suva where was for a few weeks before pushing the next leg of the journey which the New Zealand. Mr. Young retired post of Comptroller of the National UK, in 1954 and he and "Diana" sailing ever since. This is their to Suva.—Photo: S. A. Whippy.

small survey vessel HMAS has already worked for about around China Strait, which is the extreme south-east tip a from its adjacent group of and in the course of that s, as the official jargon had covered many navigational . These included 26 shoals reefs, previously not marked Admiralty charts although navigators presumably knew about them to keep off.

September, *Paluma* returned to for refit and in December th again. She will work for nine months just west of rait and then concentrate on of coastline 90 miles south- from Port Moresby—this is a piece of coast, and ships keep to sea to avoid uncharted *Paluma* will be away until gust, when she will return Sydney for a spell. It is d that there is at least five ork for the vessel in P-NG

graphers in Sydney are now up new charts for the China ased on the survey vessel's veys.

YEARS OF RAN: The Australian Navy celebrated its versary in 1961, and brought Golden Jubilee souvenir—a dsome magazine-type book

that will be of interest to everyone who has served in the Australian Navy or who is interested in fighting ships.

The book is illustrated by about one hundred photographs, in black and white and in colour, and shows the ships of the Navy from the strange shoe-box variety fashionable in 1911, to the pride of the Australian fleet today—aircraft carrier HMAS *Melbourne*. Personalities and shore activities of the RAN are also covered.

Looking into the future, Navy soothsayers see the eventual transition

to nuclear power as "inevitable as the advance from sail to steam;" describe the two new guided-weapons destroyers that the RAN is to get from the US; and show an artist's impression of the new survey vessel that will go into service in 1964.

● THE SHIPS THAT WAITED:

It is just 21 years since German raiders caught half a dozen ships off Nauru and sank them like sitting ducks. Bad westerly gales in that December of 1940 had piled up the shipping hanging off and on Nauru's giant, phosphate-loading cantilever—

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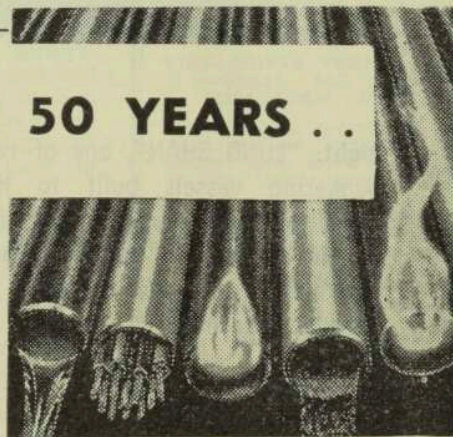
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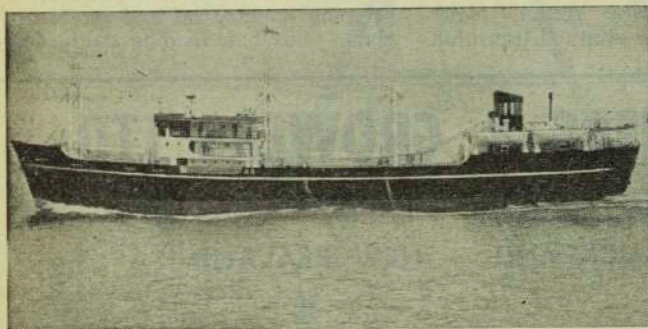
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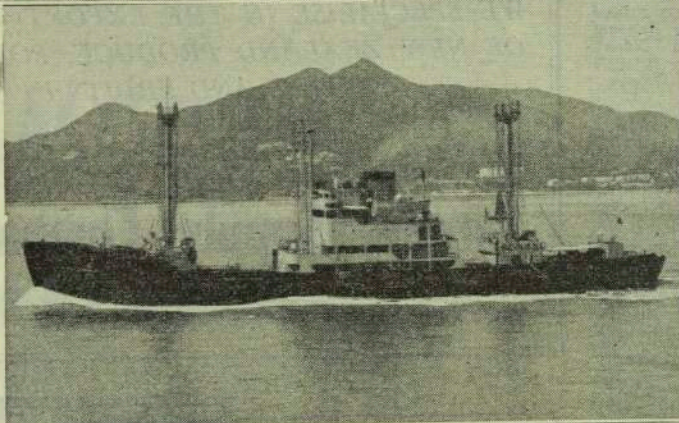
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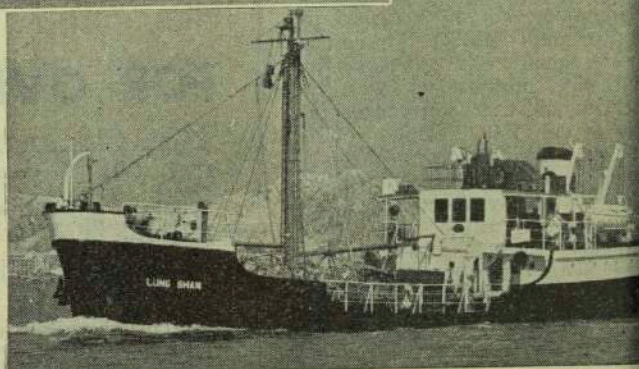


Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
Bruusgaard
Kiosterud
Drammen,
Norway.



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.

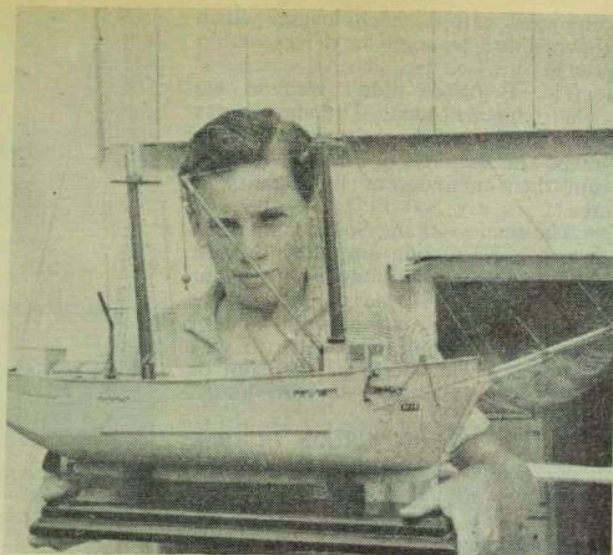


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C. W. F. HAMILTON & CO., LTD.
Lunns Road, Middleton,
CHRISTCHURCH

Model of "Miena" made by Mr. J. Foster, and is re by his young Richard. (See page 95).



at was the chance long-awaited German raiders that had preyed ously on shipping in the Pacific for the previous six . The world knew of the es of these hit-and-run enemy only when nearly 500 cast-passengers and crew from Allied ships—were found on Island, New Guinea.

December of 1961 produced weather for Nauru, the worst ade, with strong westerly con- that lasted three weeks and up the ships waiting off the er until there were eight.

DO MANY CAPTAINS: Islands are not all converted et-age—on some of them the life of small ships, bad ges and tricky reefs still exist his is doubly so in the Cook

A correspondent, writing *Cook Islands News*—a news-ued daily in Rarotonga—gave o this from Mitiaro, one of thern islands of the Group, ie told how a number of nt people, trying to embark local vessel *Dobiri*, ended up rink.

incident," he says, "was the too many people telling the and crew of the surf-boat as the proper time to row the at through the passage to

While half were shouting e other half were shouting , and the result of this was en they did start rowing they eady nearly reached the to the passage and were in the breakers. The boat mped and everyone in it— a fowl and a billy-goat—

were half-drowned. Cameras, a radio and other valuables were soaked."

All the customers eventually got on board and a week later the ship was back again on her rounds to pick up for Rarotonga. Messrs. W. Ryan and Tei Shepherd were amongst those embarking—during their spell on the island they had exploded 50 depth charges, hundreds of sticks of gelignite and other explosives to blast out a bigger passage through the reef. Their successful efforts in this direction had earned them the grateful thanks of the local residents, who almost killed them with kindness in a series of farewell parties and feasts. Also embarked was Chief Judge Fraser, who had been holding court in the local Sunday School and making judgments in cases of drunkenness, assault, animal trespass and one case of (believe it or not) "fornication". Cook Islands courts can still be courts of morals as well as law, although in other parts of the world this sort of litigation was dispensed with about the time they gave up witch-hunting.

● MORE TENDERS FOR VITI:

It was expected in December that unless the 700-ton motorship *Viti* was soon sold by private treaty, she would be again put up for tender. She was lying idle at Bledisloe Wharf, Auckland, and is in the hands of the receivers.

Originally a Fiji Government ship she was sold to a group of ex-servicemen after the war, who traded under the name of Tasman Steam Ship Company.

She went into receivership to the State Advances Corporation earlier in 1961 because of a £15,000 debt on a rehabilitation loan.

(Over)

(Advertisement)

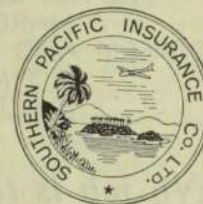
Cockroach Discovery

During a non-related manufacturing procedure it was noted in a laboratory that a great number of cockroaches had an irresistible desire to touch a talc-looking powder with their feelers after which their death followed within a short period. Tests have since proved that premises can be proofed against cockroaches with this Pea Beu Powder indefinitely. It is everlasting in action, non-poisonous and odourless, in fact Pea Beu Powder is now the standard method of cockroach control in most parts of the world where there is a major cockroach problem.

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● **PIRATES:** The pride of the Bougainville Company's fleet in New Guinea, the motorship *Pollurian*, returned to Rabaul just before Christmas. She has been absent for some months in Hongkong where she has been undergoing extensive overhaul, and by all accounts she had an eventful voyage home.

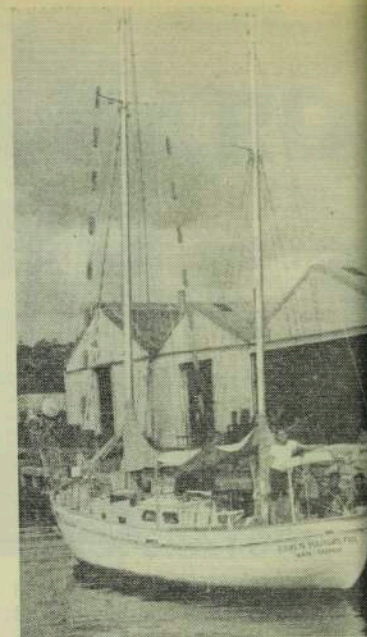
For three days after leaving Hongkong she bucketed around in dirty weather and as a result of it a pipe burst in the engine room. The captain decided that it could more easily be fixed if they were hove-to and this manoeuvre was carried out close to the coast of the Philippines. They were visited by a few of the local small craft from the shore and finally by a fast, powered boat

equipped with a machine gun which opened fire as soon as it was within range.

The *Pollurian* didn't wait to see what happened next. The anchor was got up after some preliminary excitement and they left in a hurry to carry out the remainder of the repairs at sea.

The section of the South China Sea between Hongkong and the northern Philippines is traditionally the haunt of pirates, and some of them these days have some untraditional modern equipment. Small vessels try to give the area a wide berth or keep out of sight of land during daylight hours.

● **SOUTHERN CROSS IX**, now nearing completion for the Melan-



"Karen Margrethe" in Suva. (See B
Photo: S. A. V

esian Mission at the Ballina Slip and Engineering Co.'s establish in Northern NSW, will not leave for the Solomons to take duty until April.

She will be dedicated in Sydney on April 7 by Archbishop Gough Sydney, and will leave shortly onwards for Honiara.

It had been hoped to get her by end of December before worst of the North West season gales sets in. But when this proved not possible it was decided to until April when the weather proves.

News of Cruising Yacht

● **FAIR WEATHER**, West Island built, American owned schooner in Suva, Fiji, in December expected to leave for New Zealand between Christmas and New Year.

She is owned by Mr. Bill Adams who is accompanied by his wife, Suttie, four children and two members—Ray Pettigrove, who is a Sydney resident but who joined the in Tahiti; and Vern Hansen of Hawaii.

From Auckland *Fair Weather* probably cross the Tasman to New Zealand and likely go on from there a world circumnavigation. Adams has the time—he's a San Francisco businessman—and his family seems to have the inclination.

● **KAREN MARGRETHE**, from San Diego, and owned by

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port family, was in January prepared to leave Suva where have been for the last six as. Next port, Auckland, NZ.

NORDLYS, well-known Pacific yacht, was in Suva in December in company with *Fair*—they had sailed together Papeete, Tahiti. Next port of will be Auckland, NZ. In Suva was slipped by Millers Ltd., and painted. Amongst a er of people travelling on her old Stevens, a *Life Magazine* pondent.

VARUA, beautiful Papeete-brigantine, was the only arrival ed at the Ala Wai boat-ar, Honolulu, during the month December 15. She is owned A. Robinson who has written books in which *Varua* was doubted heroine.

WHITE SQUALL, the 33-ft and, NZ ketch, owned by Ross oreen Norgrove is at Sausalito, nia, and they will probably here a year before moving to Mexico and the Caribbean.

YANKEE: A Christmas mes-rom Irving and Exy Johnson an exciting description of a an summer spent with their which is easily convertible with ble centre boards from ocean g to river cruising.

Johnsons are now back in the States for the northern winter *Yankee* waits it out in a ship- Ischia in the Bay of Naples. and the Johnsons began their eason in March with a cruise Greek Islands; they followed o with a visit to Sicily and e were ready to make their European crossing—up the

Where Are You?

Where are you, yachtsman? long will you be there? e are you headed for next? are the names of your "PIM's" yachting columns for the convenience of s cruising the South Pacific. ears they have been a post in which cruising yachts- keep in touch with each s movements. The best way ve the movements of your listed in "PIM" is to drop line regularly yourself. Do m port to port. A few lines card will do.

Others, through "PIM"!

Rhone, over the mountains of Switzerland by waterways built in Napoleon's time, and down the Rhine to Holland. The Baltic, the island and inland waterways of Scandinavia occupied them until September when they commenced their second trans-continental crossing. Up the Rhine this time, across the Vosges Mountains, down the Doubs and Saone Rivers and into the Rhone again, exit at Marseilles and Mediterranean cruising.

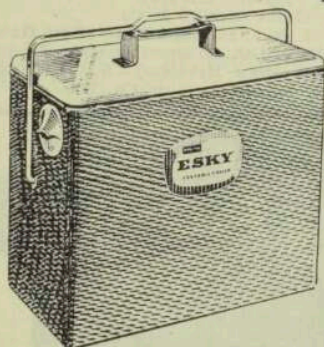
It sounds like a delightful way to

Paul Hurst's "Staghound", now in Madang, New Guinea, after three months in Rabaul and a few weeks in the Witu Group. (See page 109).



MALLEYS

THE GENUINE ESKY



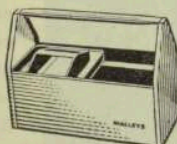
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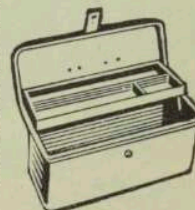
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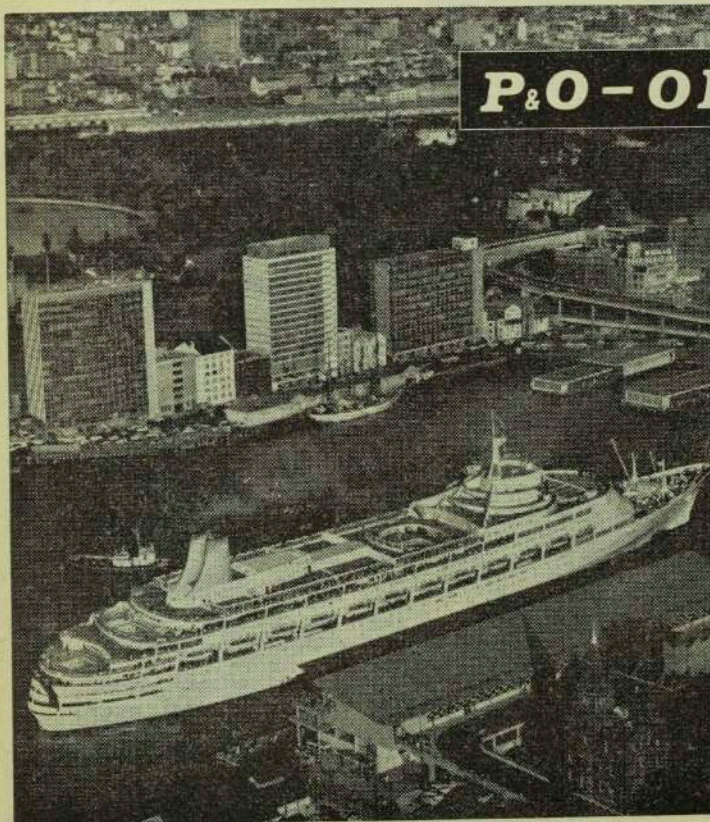
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are all too short

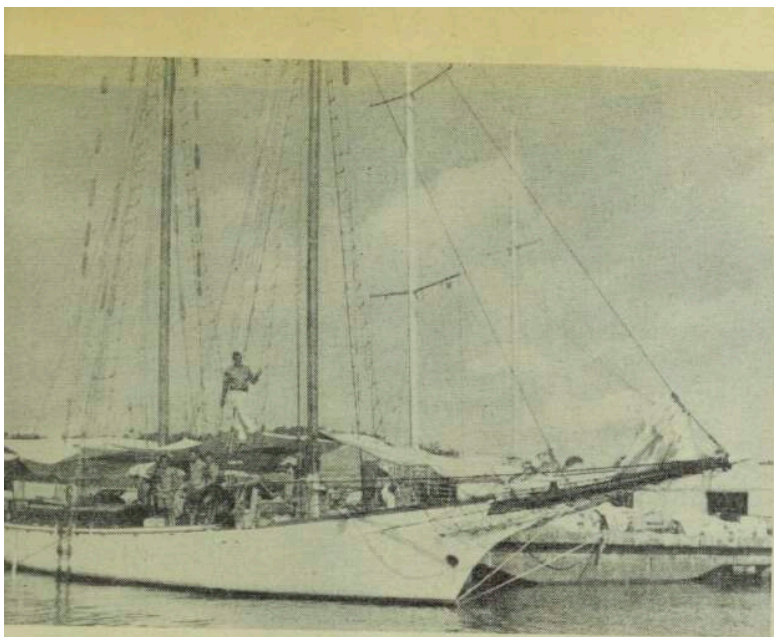
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Left: s.s. 'Canberra,' 45,000 tons, in Sydney Cove.



"Fair Weather" in Suva in December—see page 106.—Photo: S. A. Whippy.

living and the Johnsons have amusing things to say about coming from Rhine barge capers in bikinis (which are "spelt with small b" in Europe).

A beautiful warm calm October," they record, "we anchored while off the famous Mediterranean du Levant. There, to our regret, this late in the season, a hundred or more completely people playing around the shore, paddling canoes or a dip in the sea. In the past I thought that we had seen very small bikinis, but here didn't bother with bikinis at all. Were they bothered about our ... one imaginative couple playing American Indian."

PARINERO, American yacht in Diego, spent some time in Nukunono harbour, Tonga, in November. On board were owner Floyd Johnson, his wife Doris, two small children (Keith and Karen) and a crew of four including Fred Sibthorpe. They later sailed for Auckland, NZ.

BURON, a shapely American yacht which had just arrived from Suva via Tonga, was lying in Suva in November. The owner, John Vessey, married Volita, a Tongan, was in Suva while there on way southwards, early in November. Buron was going eastwards, to Suva.

YACHT CLUB: The Power and Yacht Club, formed in New Guinea, in 1960, hasn't a club house but recently it was

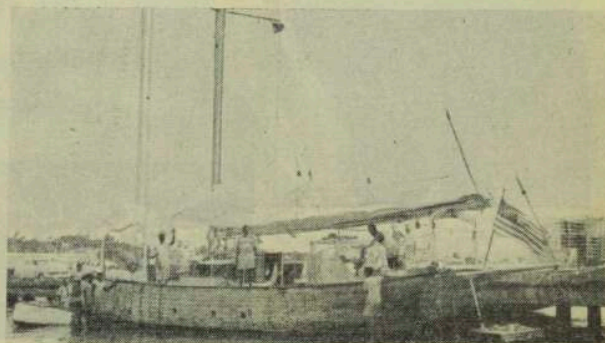
granted the lease of a block of land near the small-ships' wharf at Voco Point. First task will be to build a ramp and slipway there—club buildings can maybe come later.

The club will cater for both power and sailing boat members and the latter will be under the leadership of Vice Commodore Des Ashton—otherwise Morobe District Officer—who, as owner-skipper of the 33-ft sloop *Lahara*, is a veteran of Trans-Tasman, Sydney-to-Hobart and other blue-ribbon sailing events as well as an accomplished cruising yachtsman.

● **STAGHOUND**, owned by American Paul Hurst, was in Madang, New Guinea, when he wrote us a note on December 12. Paul and his attractive wife (from Tahiti) have spent the last three months in Rabaul after a long Pacific cruise but are now heading in the general direction of the Far East. On the way from Rabaul to Madang they spent a couple of weeks in the Vitu Group.

"Nordlys", in Suva in December, and scraped down ready for painting in the boatyard of Millers Ltd. (See page 107).

Photo: S. A. Whippy



Sydney - Hobart Yacht Race

A record number of 34 yachts left Sydney in the 680-miles Sydney-Hobart, yacht race on Boxing Day in some of the worst weather conditions for years.

While parts of Australia and the North Island of New Zealand have been having drought conditions, Sydney and the NSW eastern coast have had one of the wettest and stormiest Springs and Summers on record. Anticyclones that have given Southern States dry conditions have produced on-shore, moisture-laden winds along the Eastern sea-board. This has been further complicated by an earlier than usual appearance of depressions and cyclones from the tropics. Consequently, Sydney and adjacent coasts have been getting bad weather from all directions.

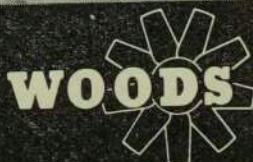
Two of the 34 yachts had to withdraw from the race in the early stages. Line honours went to the 72-ft. schooner "Astor" in a dramatic finish 48 minutes ahead of "Solo" which had led for most of the race.

On corrected-time, the 37-ft. NSW sloop "Rival" was declared the winner of the race, with the 42-ft. sloop "Janzone II" second and the 36-ft. sloop "Joanne Brodie", third.

"Astor" snatched the prize from "Solo" in the last night of the race by sailing an off-shore course. "Solo" kept in close to the coast of Tasmania.

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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.

li Hotel Too nd for Them

Most overseas visitors would re-
Nadi Hotel, in Nadi township,
as a very modest establishment.
when in December, Mr. M. J.
Saunders, Senior Magistrate,
ted a rival hotel company a
ce to operate the Coral Hotel,
the same locality, he said in
t that local residents were em-
assed by Nadi Hotel because it
too grand for them.

his was the reason why he
ted Coral Hotel Ltd. a licence.
Coral Hotel Ltd. originally applied
June, 1961, and was opposed
gely by Northern Hotels Ltd.
by the owners of the Mocambo
el, then operating in old premises
Nadi airport.

Mr. R. G. Kermode made two
el objections on their behalf. One
that the proposed licensee, Mrs.
emary Jamnadas, under Fiji
and as a female was debarred
entering the hotel at all! The
being accessible from all the
nd floor rooms, she would be
mitting an offence every time
went into the building.

is second objection was that the
ication was out of order as, un-
the English reading of Fiji laws,
licences could be granted except
the annual Licensing Court in
ember.

ther objections raised were that
hotel design was below adequate
dards, having only the minimum
ber of letting rooms, and com-
al toilets and lavatories. Objec-
s by Mr. Kermode were later,
uly, over-ruled and judgment on
application was reserved by Mr.
nders. It was given on December
and in granting the licence Mr.
nders said:

All the objectors to this applica-
have been organised by Northern
els Ltd., who fear that competi-
in Nadi may force them to
er their overheads and thus re-

duce the standard of their Nadi
Hotel. That company has spent a
certain capital outlay to supply a
reasonable hotel for tourists and
they object to a lower standard hotel
being built which may take away
their trade.

"I can see the point of their ob-
jections but I do not think they are
valid. They show, quite clearly, that
there is a need for another hotel in
Nadi district to cater for those who
feel embarrassed at Nadi Hotel. And
there is no point in shutting one's
eyes to the fact that some Fijians
and Indians are embarrassed to go
into the lounge of the Nadi Hotel,
unless they do so while drunk or de-
liberately to provoke comment. The
management of the Nadi Hotel is not



The New Zealand Minister of Island Territories, the Hon. F. L. A. Gotz (left) congratulates Mr. L. A. Shanks after the latter had taken the Oath of Allegiance and the Judicial Oath. Mr. Shanks will succeed Mr. D. W. R. Heatley as Resident Commissioner of Niue Island. Mr. Shanks has been New Zealand's Acting Assistant Secretary of Island Territories since December, 1960. He has made several visits to Western Samoa, the Cook Islands and Niue. He will be accompanied to Niue by his wife and three children.

to be blamed for this. It can't be helped.

"As for the standard of the rooms and sufficiency of lavatories in the proposed hotel, I can only comment that it is being built for the local population and apparently the designers do not consider that each



THEY'RE IN THE ARMY NOW. These young Fiji girls joined the British Army during the recent recruiting drive in the Colony and left Fiji right after Christmas by plane—just in time to arrive in London during the worst freeze-up the British Isles have had in a century. The girls (all but one are stenographers), were photographed just as they were departing from Queen Elizabeth Barracks for Nadi Airport. For most it is the first time they have been away from home. They are (left to right): Tausia Cakyawa, Vaciseva Tabua, Munivai Aisake, Vicky Grant, Betty Foster, Louisa Peckham, Doreen Petersen, Fane Sivoki, Emma Heffernan, Laurel Bentley.—Photo: Rob Wright.

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bedroom should have its own lavatory. . . . It is a standard which have no doubt a very large percentage of the population of Fiji is prepared to accept, and is, in fact, looking for. At the moment they have to choose between a doss-house with 'hotel' written outside, or Nadi Hotel."

Meanwhile the luxury Mocambo on Namaka Hill, which opened in October, has a second block of bedrooms nearing completion.

It was announced late December that it had been bought by Fiji Holdings Ltd., which was established in the Colony in August.

A spokesman of Fiji Holdings Ltd., said that the capital had been subscribed principally by United States citizens and many of the shareholders were interested, directly or indirectly, in international travel.

The company was registered with a nominal capital of £200,000. The first directors are to be Mr. George Wilson, of Seattle, Washington, Mr. Fred McLaughlin of San Francisco and Mr. John Falvey of Suva.

Tongan Building With a Mystery

A plain, two-storeyed building which, for 60 years, has housed the offices of the rulers of Tonga, in Nukualofa, contains an architectural puzzle.

The stairway which leads from the ground floor to the Premier's Office on the first floor, has a bend in it which even small, slender men find difficult to negotiate. It is strange that it has been so devised, because the ruling class in Tonga, almost always are tall, very broad men; and Premier Prince Tugi is certainly no exception. It is this writer's theory that the stairway was built for protection against assassins.

A discontented knave might sneak up, without hindrance; but if he wanted to leave in a hurry, his getaway would be much retarded.

For Better Farming Among Islanders

Comprehensive plans to encourage modern farming methods among Pacific Islanders were made by agricultural experts from 12 South Pacific territories, at Rabaul, from November 15-27. The meeting was arranged by the South Pacific Commission and opened by the Administrator of Papua and New Guinea, Brigadier Sir Donald Cleland.

Delegates, who were directors or senior officers of agriculture attended



Premier's Office, Tarawa, with the clock winding (See page 112).

American Samoa, British Solomon Islands, Fiji, French Polynesia, Netherlands New Guinea, New Caledonia, Niue, and New Guinea. Dean C. Lang, UNO Agricultural Adviser for Asia and the Far East, and a specialist in extension methods and management of personnel, took part.

The meeting recommended better methods for training Islanders as agricultural extension field workers.

Tilapia Thriving in Tarawa

A further attempt to introduce the fresh-water pond-fish, *Tilapia mossambica*, to Tarawa Atoll, and Ellice Group, has brought encouraging results. An earlier attempt failed because of the water's salinity. This time a new pond dug at Betio for the experiment. The fingerlings were recently released by air from Fiji, and nearly 100 are now thriving.

It is intended to stock a large proportion of the numerous fish-ponds in the Colony with *Tilapia*, which has already been successfully introduced to Christmas Island.

Schools Broadcast ZCO Tonga

A broadcasting station ZCO, Nukunono, operated by the Tongan Broadcasting Commission, will shortly begin a schools broadcast service.

By 1961 an experienced school teacher, Masiu Moala, went to New Zealand for training in this field, and is now spending several months in Fiji and Western Australia, studying the established methods there, before returning to set up a similar service.

Fiji's Battle With The Beetle

The "beetle" tax of 21/- per ton on copra produced in Fiji is to continue in the interests of containing, if not eradicating, the rhinoceros beetle pest.

The money raised finances the Coconut Pests and Diseases Board which for eight years has been conducting the campaign against the beetle. It has been corralled on the big island of Viti Levu, which produces little copra, and kept out of the copra producing areas of Vanua Levu, Taveuni and the Lau Islands.

Some members of the Legislative Council, which decided to retain the tax, are not convinced that the Board's efforts are keeping the copra growing areas free of rhino beetle—they think that it is more luck than anything else that it has not spread that far.

The Board has tried various methods of dealing with rhino beetles—including destruction of breeding places, inspection of trading vessels, dusting the crowns of coconut palms with insecticide, and aerial spraying—but it pins its hope of eventual control through a predator. Predators have been introduced from West Africa and Zanzibar but it is too soon yet to know the results.

Exit Those Lau Starlings

Another war in which the Fiji Department of Agriculture is engaged is concluding more successfully.

This is against the thousands of starlings which in recent years have become a pest in the Lau Islands where they damage fruit and crops. (Several articles have been published

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Manus	Edgell & Whiteley Ltd.
Honiara, B.S.I.P.	E. V. Lawson, Ltd.
Suva	Williams & Gosling Ltd.
Noumea	R. Laubreaux
Norfolk Island	A. E. Martin
Apia	E. A. Coxon & Co.

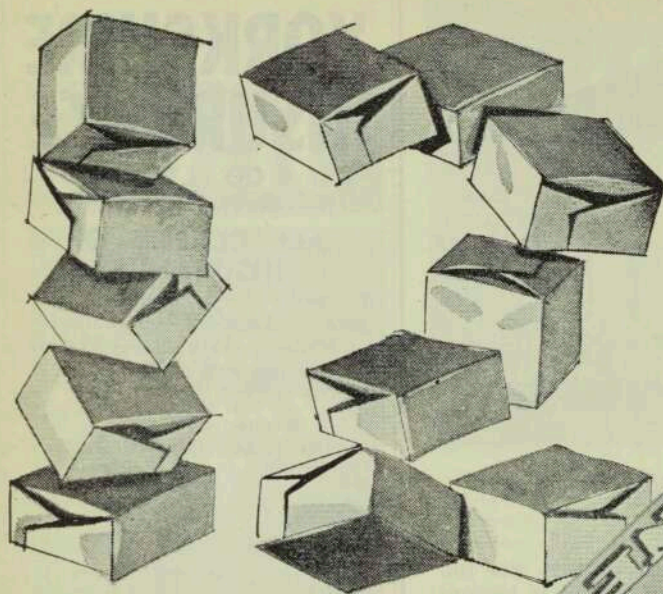
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Vigour

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in *PIM* about them in the last 10 years).

The anti-starling campaign started seven years ago and latest advice is that the thousands have been reduced to hundreds and that by next year they should be eradicated altogether.

The Lau Islands are isolated specks out in the Pacific Ocean and how these English starlings got there—they were first noticed about 20 years ago—is a mystery. The most reasonable explanation is that a few of the birds flew ashore from a passing ship, liked what they found in Lau and started to breed in vast numbers.

Linotypes in the South Pacific Islands

A technical newspaper has been making a fuss about the installation of new linotype machines in the Islands. It is announced that one is now operating in Noumea, and another is setting hymn-books, etc. for the Lutheran Mission at Madang.

But there long have been linotypes in the Islands—they were in Fiji and New Guinea 30 or 40 years ago. Modern batteries (lines of linotype) now function in the offices of the *Fiji Times*, Suva, and *South Pacific Post*, Port Moresby.

Study of 'Short Cuts' In Papua-N. Guinea

Various kinds of experts continue seriously to discuss what they call the determination of the Australian Government—under pressure from international interests—to give Papua and New Guinea self-government at independence within a matter of five or 10 years.

A long *Reuter* article from Port Moresby in December quoted at length Mr. C. J. Lynch, described as "Crown Law Department's Assistant Secretary for Legislative Drafting". Mr. Lynch, in grave official tones, sets out in detail all the technical difficulties in the way of teaching the present generation of New Guineans to govern themselves. He indicated that it could be done eventually, but appeared to argue that it could not be done within the time limits being set by the idealists and the planners.

He said that the Assistant Administrator, Dr. John Gunther, had estimated 1984 as the earliest practicable year for self-government.

"My study largely is limited to discussion of short-cuts," he remarked.

Practical, down-to-earth Ken

thy, old Territorian and now
or of Native Affairs, was
outspoken on the subject of
vernment. "Too soon for
New Guinea", he said.
e must realise the tribes and
ere still are suspicious of each
-if international pressure forces
lia out too soon, the tribes
vert to tribal warfare."

Have a in Tonga

TM correspondent in hot No-
; walking through Nukualofa,
of the small Kingdom of
noticed that a police court was
session. So he entered, removed
politely, bowed to the magis-
and seated himself.

was promptly approached by
and very courteously but firmly
d outside again. He was wear-
white shirt, white shorts and
gs—the customary daytime
e nowadays in the tropical

it will not do for protocol-
us Tonga. "Very sorry—if you
go into court, you must wear
nd tie," explained the Tongan
an.

iana Santa Claus amoan Growers

ough the Western Samoa
industry suffered a severe set-
arly in 1961 as the result of
gales, the growers managed
ort 547,000 cases to New
l in the year from December
to November 30, 1961.

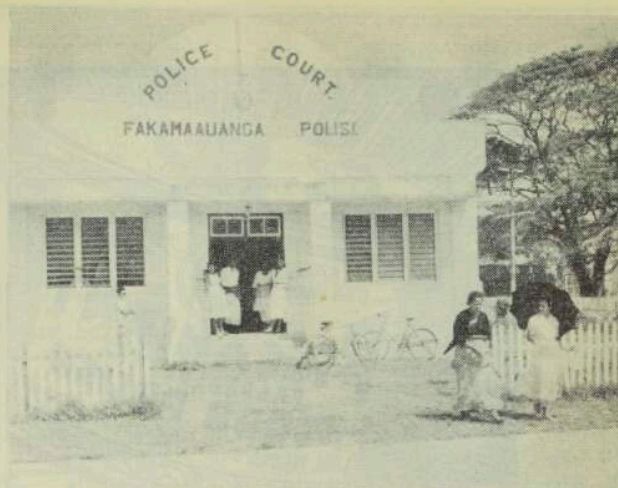
quaring-up by the Department
iculture showed that enough
ad accumulated in the export
to allow a bonus of 6d per
all growers. Cheques totalling
were distributed before
as.



Three guesses—what is
it? A honeycomb?
Oil drums? No—the
photographer says it's
"a pleasing pattern
with light and shade
made up by voivoi
leaves drying on the
village green at Tavua
Island in the Mamanu-
Group, Fiji".
Voivoi, or pandanus
leaves, are used in
making mats and other
handicraft.

Photo: Rob Wright

Police Court, Nukualofa,
out of which our corres-
pondent was ordered
because he did not wear
coat or tie. (See this
page).



Banana production now has re-
covered in Western Samoa. The ship
African Reefer left Apia on Decem-
ber 6 for NZ with 33,124 cases—an
all time record shipment.

Honiara C of C Gets After Customs Dept.

The BSI Chamber of Commerce
held its Annual Meeting at Honiara
recently and Mr. A. J. Blum was
elected president; Mr. W. Quan be-
came vice-president, Mrs. D. Fal-
coner secretary, and the following
committee members: Mr. A. Bern-
hardt, Mr. E. V. Lawson, Mr. R.
Dyer, Mr. E. Evans, Mr. W. Mont-
gomery, Mr. Chan Chee and Mr.
P. Lowe.

The Chamber discussed some
common problems, and seems likely
to make an all out effort against the
red-tape that is presently tying-up the
Customs Department.

The Chamber feels that the De-
partment delays the release of car-
goes because of the time it takes to
pass Customs Import entries. At the

moment, importers have to wait up
to four days until their entries are
"checked".

Old Territorian Leaves Rabaul

At the end of October, Mr. Frank
Holloway finished up at the Govern-
ment Stores at Rabaul, New Guinea,
and he and Mrs. Holloway flew to
Australia where they will live at
Redcliff, near Brisbane, in retire-
ment. Old friends in the Territory
miss them both.

He went to New Guinea in 1935
and worked for Burns Philp & Co.
Ltd. Some years ago he entered the
Government service and remained
there for the rest of his stay in NG.
He was much interested in all sport-
ing activities—a member of New
Guinea Club, Returned Soldiers'
League and a Life Member of
Rabaul Golf Club.

He was born in NSW but as a
youngster went to Roma in Far
Western Queensland. It was a wild
frontier town in those days and he
learned a deal about horses, shooting
and bush lore. This stood him in
good stead later.

Came the first World War, and
he was the first man to enlist in
south-west Queensland, and the
223rd man in Queensland. He laer
became No. 516 in "B" Coy in the
famous "Fighting Ninth" Battalion of
the AIF.

He is an original Anzac, in that
he landed at Anzac Beach with his
battalion on the morning of April
25, 1915. He was wounded in the
leg by shrapnel that day but carried
on, and was with the troops all
through the Gallipoli hardships until
near the evacuation, when he went
to hospital in England. There he



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read of his death in an Australian paper.

Subsequently he fought with a battalion all through France; he was wounded seven times in all.

More Samoans In the United States

Samoan communities are established all along the Pacific seaboard of America (see December *PIM*, 53), and now we have news of a group in the State of Washington and their social activities.

The Samoan Community of Puget Sound was organised by Samoan families living in the Seattle, Washington, USA, area. Membership is open to all Polynesians and to those interested in retaining contact with the culture of the home islands.

Monthly meetings are held on the first Sunday of each month at 2:30 p.m. at 146th Street, Seattle, Washington.

With the Century 21 World's Fair taking place in Seattle starting April 1, 1962, the club hopes that visitors from down in the South Pacific will feel free to contact the group for assistance in finding lodging or any aid possible.

The club held its annual Christmas party in December, when the President, Mr. John Reid, and his wife Donna (formerly of Apia, West Samoa) were in charge of proceedings. They were assisted by Vice-President Otto Galeai, who comes originally from Leone, Tutuila.



Dr. G. Mukherji, President, Fiji Indian Tennis Association with D. D. Sharma, Captain of the Nadi Tennis team, which succeeded in winning the Carfax-Foster Trophy for the first time recently. The trophy was donated in 1953, as an inter-district competition.



The model for Fiji's famous, winning 4/- stamp, the Kadavu Parrot, died a few months ago far from his native land. The bird, which was the pet of Sir John Govey and his family, died while he was Governor of Fiji. When Sir Ronald's term of office ended, Cocky went with him first to England and then to Sir Ronald's home in the Isle of Man, where he died. Sir Ronald became Governor of the Isle of Man, where he died. Douglas, who was there that he died—in his findings as unike Kadavu anything on this earth.

Even after he renounced his Fiji citizenship and had become a New Manxman, Cocky continued to get a lot of attention. The Goveys have been known to complain that the Government House to discuss anything else, were usually tried away with the idea of the exotic bird from the South Seas they couldn't do much else.

The 4/- Fiji stamp that bears the bird's portrait is in full demand and won an international award last year for the beautiful stamp in the world.

Save Tahiti Bustling-Up'

George McCadden, a well-known American journalist, left New French Polynesia, he was by an Australian friend that Americans . . . are proceeding to Tahiti", and that "Tahiti to become a suburb of and that "it won't be long before bulldozers and concrete are in".

McCadden, after spending a few weeks in Tahiti, took a realistic view. He was sure that the new air-strip meant increased tourist traffic, but that "the administration shows ample

determination to preserve Tahiti's unique Franco-Polynesian character".

Writing in Sydney's *Daily Mirror*, Mr. McCadden said that "Tahiti will continue to delight tourists, so long as these conditions continue:

- There must never be a town clock in Papeete.
- The French continue to keep the lush and sparsely settled land for Tahitians and themselves and not for foreign opportunists, so that Tahitian newlyweds can buy land cheaply, as they do now.
- Tahiti will never really be a land of the fast buck so long as the French maintain — or even shorten — the existing six-months maximum residence allowance per head for foreign visitors.
- Stringent foreign investment policies will continue to help the French preserve the unique Franco-Polynesian character of the islands.

"Today the only land foreigners can buy must be owned by other foreigners—who acquired it years ago."

To Blast Coral for G&E Atoll Anchorages

The tiny British Colony of Gilbert and Ellice Islands has lived for half a century mainly on the phosphatic rock dug out of Ocean Island—which geographically is not part of the double archipelago, but the isolated equatorial home of the Banabans.

The late Sir Albert Ellis stumbled upon the mighty mass of precious fertiliser in 1901; Ocean Island subsequently was added to the G&E. Royalties from same have kept the G&E Colony's exchequer churning ever since. Now the mass is dwindling, and in another 25 years it will be gone.

Then, how will the long string of G&E atolls support their people? Already, they have increased to 45,000, and their maintenance is the chief problem of the British administration.

The Colonial Office has made plans. The atolls, already notable mostly for coconuts, might grow a lot more coconuts, and produce a lot more copra. Atolls will produce little except coconuts that is commercially useful.

But copra demands transport; and very few—if any—of the lagoons which the atolls enclose have entrances suitable for big, copra-carry-

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. . . Margaret Merril

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ing ships. Loading mostly is done in the uncertain sea, outside the reefs.

This month, it is reported, eight British soldiers, skilled in the use of explosives, sail for the Gilbert and Ellice Islands. Their job is to go from atoll to atoll; blast deep entrances into the lagoons; and, wherever necessary, blast away the coral heads within the lagoons, so that big ships may approach a wharf, or anchor safely.

It is part of the long-term plan under which copra production will be stepped up to replace phosphatic rock production, when the latter runs out.

Rural Health Course in W. Samoa

For six weeks from November 2, 17 assistant medical officers from nine Pacific territories studied the latest advances in rural health practice at a refresher course held at Apia, Western Samoa.

It was organised jointly by the World Health Organisation and the South Pacific Commission, and was directed by the acting Executive Officer for Health of the latter body, Dr. W. Norman-Taylor.

The first four weeks of the Course

were spent in lectures and discussion with practical exercises in the laboratories or in the villages. The fifth week was given to a practical exercise, in which participants' staff spent a week in a district studying the local health problems and existing facilities.

Coffee Production in N. Guinea Highlands

In the Western Highlands of Guinea, approximately two million coffee trees are bearing, or approaching maturity. It is estimated that European coffee production in 1961-62 will be worth £400,000, native coffee production, £25,000.

By 1965-66 European coffee production is expected to more than double, to a value of £900,000, native production to increase ten times, to a value of £250,000.

Noumea's and France's First Drive-in Theatre

Final arrangements have been made for the construction in Noumea of a Drive-in Cinema—the film will be constructed on French territory either in France or overseas.

An Australian architect is directing the installation, and Australian equipment will be used. Drive-in theatres are commonplace in Australia and in countries where the climate is suitable, but not in France or Britain. The new site is a few minutes from the heart of Noumea.

The area originally was given over to a salt treatment plant, run by the Japanese until World War II. The extensive cement pans, which sea-water was evaporated in, were abandoned. A large hill has been cut away, and shifted to cover the salt-pans area, and the level of the reclamation; and the site is now a fine site for the Drive-in.

A meeting of the administrative body which controls entertainment had to be adjourned recently, it was found that there is nothing in the French regulations to prohibit Drive-in theatres. The promoters of the new enterprise have tactfully suggested that perhaps the officials should get a copy of Sydney's regulations and apply them.

Fiji's Vital Need: First-Class Roads

The interesting announcement that attempts are being made to get the Colonial Development Fund

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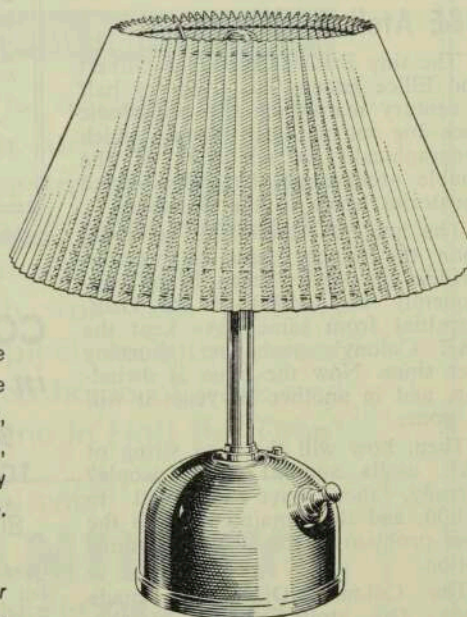
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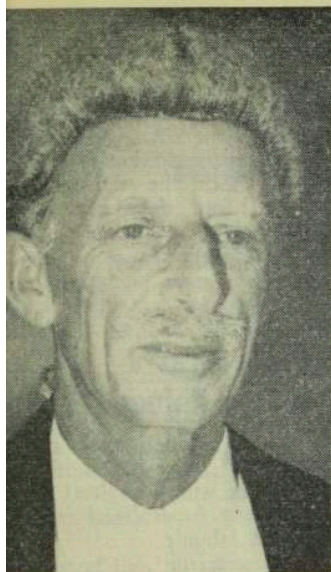
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3 years ago as the Japanese invasion over New Britain, an army officer led an A/A battery on the hill near the observatory. He escaped with the aid of the Australian forces, after they opened up their guns, and they made their way down the coast on foot, where they were rescued in the "Laurabada I". The officer was David Selby, an Australian. He returned to Rabaul in November 1945 (Acting) of the Supreme Court of New Guinea. Some years ago he wrote his war exploits in "Hell and High Water" which was reviewed in "PIM" at the time.—Press-Pic Photo.

Finance to allow the construction of a good motor road from Suva to Nadi was made by the Colonial Office during a Legislative Council meeting in Suva in December.

The absence of such highways is the greatest single factor in retarding agricultural development in Fiji. There are very large areas of good agricultural land in the interiors of both Viti Levu and Vanua Levu; but even where roads are available for use, little has been done with them because of inaccessibility.

It was said that, during World War II, the Americans proposed to drive a motor road right through the middle of Viti Levu, to connect the main island with the capital; but for some reason the Colonial Office bungled the plan and killed the plan. Anyone who has flown the inland Fiji Airways flight will know what such a highway could mean to Fiji today.

Motorways must always be in the forefront of agricultural development, even in an archipelago like Fiji.

The present "motor roads" between Suva and Nadi—whether the Queen's Highway or the really good highway would cost at least £2,000,000.

Series of Irritating Strikes in Suva

December 7 is "the day of infamy" which people in the Pacific remember, because of the "sneak" Japanese attack on Pearl Harbour 20 years ago. It since has acquired other unpleasant memories for Fiji.

December 7, 1959, saw the start of a strike by oil-workers at Suva and Vuda Point—followed on December 9 and 10 by serious rioting at Suva.

December 7, 1961, brought more strikes; and closely associated with them was Mr. Mohammed Tora, one of the leaders of the troubles in

1959. At the Carreras cigarette factory Tora called out about 50 employees (all but five of them women) and at Wahley's Butchery he induced another 40-odd to go on strike.

Wahley's Butchery agreed to Tora's demands for higher wages, etc.; but he found Carreras harder to crack. This "dispute" quickly got into a legal tangle as to whether the strikers could be members of Tora's Wholesale and Retail Workers' General Union. Tora said "Yes" and Carreras said "No"; and, after giving the strikers a day or two to return to work, Carreras began engaging new staff.

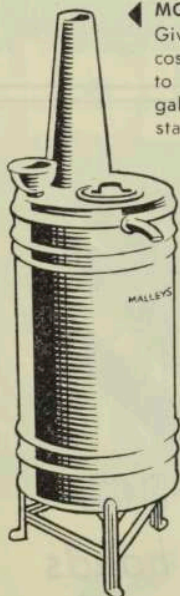
Mr. Tora then tried to paralyse the Suva transport system, but failed.

MALLEYS

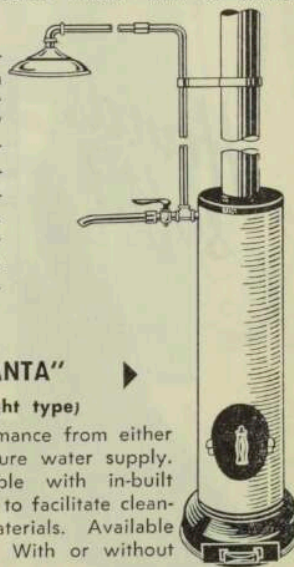
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The fuel-station workers are now in another union, and plans made months ago ensure no stoppage of buses, even if all the drivers walk off.

Tora then marched his placard-carrying strikers through Suva to Albert Park for a public meeting. But 20 police—one for every two strikers—marched with them, and insisted

the proceedings be limited to one hour. The event attracted little public attention.

There was a third strike when Government Store employees walked off the job at Suva, demanding better wages and conditions; but after negotiations with the Government returned four days later.

Mr. Tora worked hard, but achieved little. Most of the mill tobacco factory workers (women) lost their jobs.

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Norfolk Is as a Tax-Free Refuge

What is probably one of the "desirable" places of residence in the world lies within a short plane flight of Eastern Australia. It is salubrious Norfolk Island.

It is a fertile and beautiful island with an equable, sub-tropical climate. It has a permanent community of over 1,000 friendly British people, partly retired Europeans, and partly the descendants of the Pitcairn who settled there a century ago.

Above all, it is probably the cheapest place in the South Pacific in which to live. There is no income taxation, and a very light Customs tax on imports—entry into the Territory is so easy that a visitor or intending resident pays no duty on introduction of a motor car.

A good many people are interested in settling in Norfolk Island, and the Administration now has announced that it will provide facilities for intending settlers who know of available land. Persons who wish to sell their Norfolk Island property have been invited to send all details to the Government Secretary, Norfolk Island; and such properties will be listed and sent to inquirers.

Norfolk Island is so situated—60 miles from Sydney and 630 miles from Auckland, with which city it is in regular air communication—is such a pleasant place in which to live that it is surprising that its population never has exceeded 1,000. Within its fertile 18,000 acres (about five miles long by three miles broad) it has room for thousands of people who may be seeking a refuge from this increasingly tortured world.

No Official Help for NI Bean-Seed Growers

Those who grow French beans in the Australian vegetable market—their name is legion—usually show a preference for bean-seed from the East Indies; and the best quality, disease



Correction

Tom French and his Piper Caribbean

Fiji's Korolevu Air Transport Company which has been building a new airstrip near Natadola Beach, about 16 miles north of Sigatoka, completed the job on December 20 when it was officially opened by Messrs. Tom French and W. J. Clark sitting in the Piper Caribbean aircraft which the company operates. Repeat—*Piper Caribbean* aircraft, and not a Cessna which *PIM* gave them in a paragraph on page 7, of December issue.

Mr. French has written us somewhat tersely about that. His company is Fiji agent for Piper aircraft—and he *flies* one, too. The trouble is that the fellow who wrote that paragraph for us probably wouldn't know the difference between a Boeing 707 and a Fox Moth.

But back to Natadola—it is supposed to be one of the loveliest beaches and lagoons on the island of Levu and is not accessible by road. Now, with the new airstrip, tourists and others will be able to get a look at this unspoiled piece of Fiji.

is said to come from Norfolk

Norfolk Islanders want a subsidised price equal to £7/10/- to £8/10/- per bushel, and appealed to the Australian authorities to arrange for subsidies accordingly. But a preliminary inquiry showed that "imports of beans into Australia are too small for increased duty to have a significant effect"; and "the Tariff Commission could see no way of protecting Norfolk Island from the vagaries of the market".

Islanders were told they "must produce a bean seed completely free from disease and of high quality". Which is what they thought they had been doing.

Colony to Census in 1962

A new census of the population of Gilbert and Ellice Islands Colony will be taken in 1962. The last census was taken in 1947, when the population was 30,000. It is estimated that, since 1947, the popula-

tion has increased by 10,000. The two groups of atolls now are heavily peopled; and the problem of how to find more land for an increasing population is one of the major headaches of this Administration.

N. Guinea Certificate And Tongan Scholar

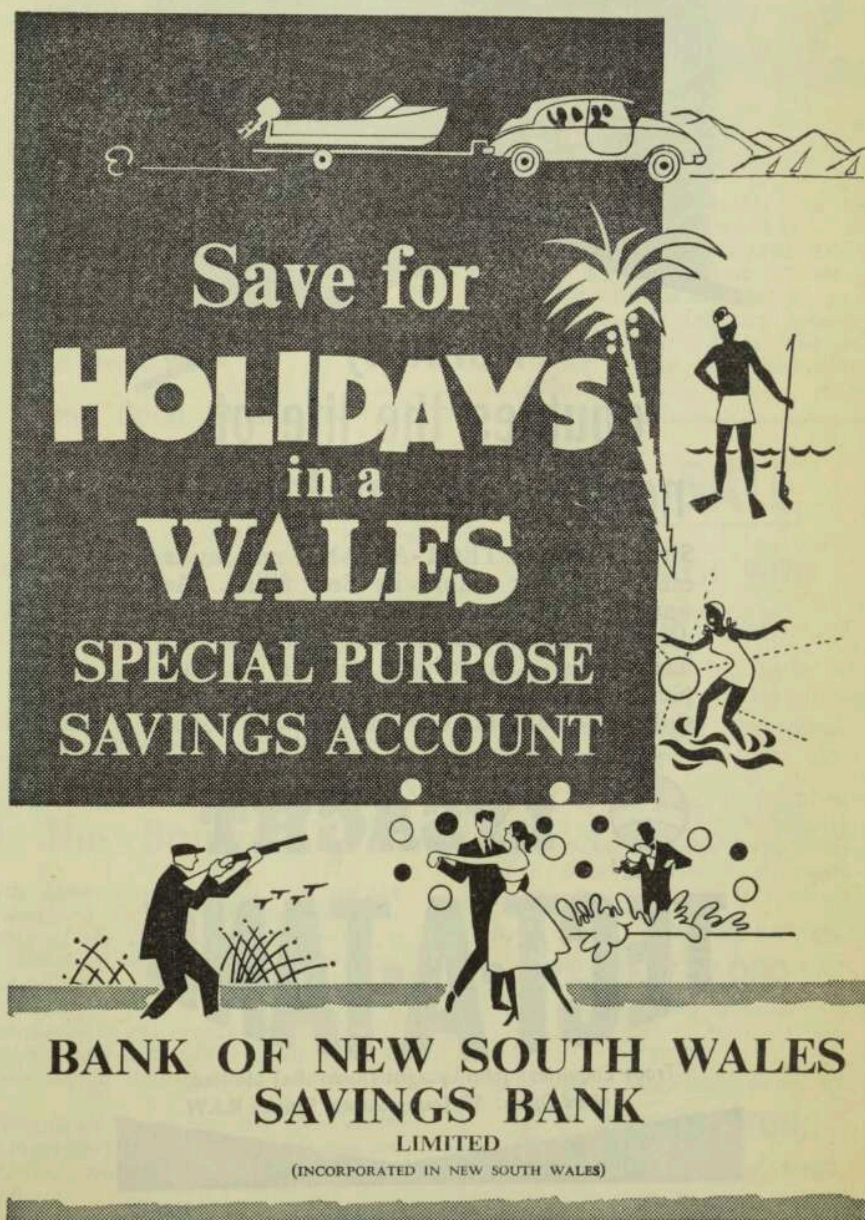
The story of Roger Hau'ofa's scholarship, as published in Australian newspapers, has added no glamour to the Australian Department of Territories.

A year ago, Roger Hau'ofa, the

son of a Tongan missionary in New Guinea, was awarded a scholarship worth £400 per annum by the Territories Department, and became a student at the Armidale High School, in NSW.

Recently, the Department discovered that the Intermediate Certificate which Roger held in New Guinea was of a lower standard than the Australian Intermediate, which the Department requires. So Roger was informed that he must forthwith surrender the scholarship and return to New Guinea.

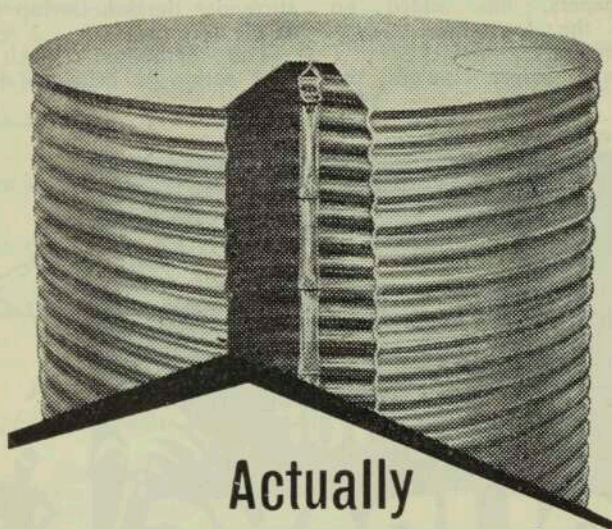
The Methodist Church promptly took action on behalf of the boy. It



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was ascertained from the Armida headmaster that he had been a very good student in all respects, and his examination results confirmed this. The Church not only vigorously resisted the Department's ukase, but also offered to refund the £400 involved if the lad were allowed to carry through with the second year of his studies.

The Department then had a change of heart and decided the scholarship should run its full course. Why it was necessary to have the performance in the open air, with full publicity, when the matter could have been adjusted privately with the Headmaster and the Methodist Church, is one of the minor mysteries.

How Fiji Plans to 'Settle And Develop'

The first task to which the new Fiji Development Commissioner has applied himself is that of ascertaining where and how lands, which are not effectively used, may be brought into use, for the aid of the growing population.

In this task, Mr. Bevington is being helped by the Fiji Development Company. The FDC is a subsidiary of the Colonial Development Corporation; and the latter is acting as the manager of the Colony's new Land Development Authority.

The FDC has issued a pamphlet explaining how a land development scheme would work.

First, a group of selected settlers who have had land made available to them would build a village, the houses would be allocated to them by ballot.

Next, under the direction of a Land Authority official, they would cultivate plots of land around their houses, for their own sustenance.

Then they would plant short-term cash crops; and then long-term crops such as oil-palms, rubber, coconuts, coffee. When crops have been planted, the planted areas are allotted out among the individual settlers.

All this is done under guidance of LDA officials. The establishment of such a settlement might take several years. The first cost is met by a loan from the LDA, and each settler repays his loan, over a period of several years, from the sale of his crops.

What a Date-Line Does To The Sabbath

Here are the ingredients of a sociological mix-up, which some

Fijian cricket team which is currently touring a series of matches in New Zealand, arriving at Auckland from the TEAL plane in December. They played their first match against an Auckland team on December 18 and lost handsomely to the home side by no more than 206 runs. However, like Fiji footballers they are a cheerful lot, even in defeat. Auckland sporting commentators described them as a team of big hitters but said that their batting, fielding and running between the wickets was weak.

visitors in the Central South Pacific islands find a little intriguing.

Samoa and Tonga are rather heavily ruled by their Christian missionaries, especially in relation to Sabbath observance.

Most Christian sects observe Sabbath on Sundays; but the Seventh-day Adventist Church, which has a considerable following in the Islands, observes Sabbath on Saturday.

The "date-line" (180th degree Longitude) runs between Tonga and Samoa, which lines up with New Zealand (Fiji time) and Samoa (which is with the Hawaii or Tahiti time zone of the days). Consequently, when it is Sunday in Tonga it is Saturday in Samoa; when Sunday in Samoa, it is Monday in Tonga.

Both countries now have broadcasting stations—Tonga's is new and modern—and each broadcasts entertainment in English and in its own language. Samoan and Tongan speak different languages, but not very different.

Tongan listeners easily pick up the Samoan station, and the Samoans find an increasing audience for Tonga's lively sessions. Transistor receiving sets have flooded into both islands. In Tonga, there is no licence—but the sale of transistors is a Government monopoly.

In Samoa, the dullness of a day is relieved by listening in to Tonga's Monday programmes; and, on the Sabbath of "Holy



Tonga", the bored villager can, if he dare, tune in to the rock-and-roll sessions of Samoa's Saturday programme.

In this radio-dominated age, the transistor-equipped SDA nonconformists seem to have the best of both worlds.

Some Good Horses For N. Guinea Mainland

Two well-known residents of New Guinea Mainland, Mr. R. F. Bunting (Goroka) and Mr. Jack Maloney (Lae) have imported some thoroughbred horses, the progeny of which may meet a growing need in the Territory.

Mr. Bunting spent more than £1,000 in shipping an Arab stallion and mare from Australia to Lae, and sending them in to Goroka by air.

Mr. Maloney imported three Arabs,

a stallion and two mares—and has established a stud near Lae. He hopes to breed not only pure Arabs, but also a worthy line of stock-horses, for which a demand is growing, as the cattle industry becomes established in New Guinea. The cost of bringing in the two fillies alone was £700. (Over)

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The Halls Of The Bounty

Members of the family of the late James Norman Hall were on the staff maintained for several months in Tahiti by Metro-Goldwyn during the refilming of "Mutiny of the Bounty".

J. Norman Hall and Charles B. Nordhoff wrote the famous trilogy, "Mutiny", "Men Against the Sea", and "Pitcairn's Island", in the Thirties, while they lived in Tahiti.

Conrad Hall was one of the camera-men in the recent filming. Nancy Hall (Mrs. Nick Rutgers) was a translator, and assisted the many Frenchmen who took part. Nick Rutgers was a liaison man, who helped assemble talent and props.

Mrs. James Norman Hall, in Honolulu in November, saw some early scenes of the new film, and praised them very highly. Mrs. Hall was on her way to United States from the Orient, and expects to return to her home in Tahiti in February or March.

Grave Menace to P-NG Cocoa Industry

Although some years have passed since the fungus called "wilt", or "die-back" began to attack the cocoa-trees in New Britain plantations, and plant pathologists are supposed to have been working on the menace for two years, little seems to have been accomplished in halting the disease, and there is a mounting tide of criticism of "official inertia".

Australia every year gives Papua and New Guinea at least £15 million for development, yet seems to be unaware that an industry valued at £8 millions (cocoa planting is now in second place to coconuts) is in really grave danger.

Wilt, or cocoa die-back, is a tropical fungus, and no stranger. Until recent years it was found only in the dead wood of cocoa trees, and planters controlled it by cutting back. Then, suddenly and without warning, it began to attack and destroy the green foliage of the cocoa trees, and now it is showing alarming activity among all the plantations of the eastern islands—it is especially virulent along 40 miles of New Britain's northern coastline, between

Among pre-Christmas weddings in Rabaul, NG, were (top), that of Mr. Malcolm Reid, of Bougainville, to Miss Heather Jane Rawson, of Christchurch, NZ. They were married by the Rev. Fr. A. Haley at St. George the Martyr's Church, Rabaul. They will live at Rugen Plantation, New Britain.—Photo: L. Chin.

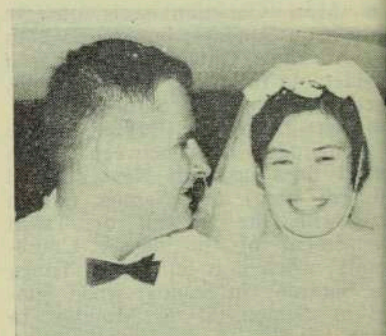
Cape Hoskings and Talasea. It is reported that one plantation there has lost 30,000 trees since the disease appeared some four years ago.

After trying to shut their eyes to the danger for years, planters now have taken alarm and, through the New Britain Advisory Council, and other bodies, they are demanding that the affected areas be policed, to reduce the risk of infection; that Australia's CSIRO be invited to examine the situation; and that an expert plant pathologist be placed on the job of finding a means of checking the pest.

It is stated that there are 20 million cocoa trees now established in the New Britain area, and that three millions of them are owned by natives, as part of their developing agricultural economy.

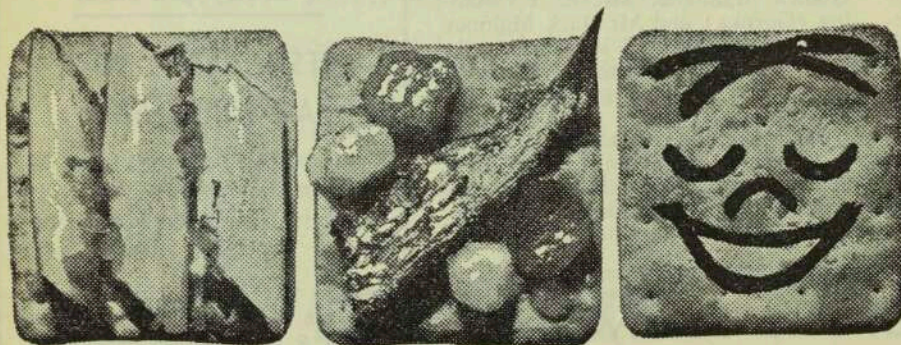
Is Oil Ever to be Found in Papua?

There is learned controversy in Australia on the questions: "Is Oil Search Ltd. Holding Back Informa-



Lower: Mr. Tony Redwood and Miss Mo Stevenson were married at St. Francis Xavier Church, Rabaul, by Father Franke. They will live in Buin.—Photo: Chin H. Meen.

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Webster's

n about Its New Guinea Operations? Has It Been More Successful than It Is Prepared Publicly To Admit?"

Those are two headlines from the *Financial Review* of December 5. They refer to statements by G. B. Kater, chairman of Oil Search; Dr. Gerrit Mulder, of the Australian National University; and Senator Justin O'Byrne; and the point at issue is the testing of the oil bore, in Papua.

The discussions are very technical, and convey little to the layman. To a degree, they give expression to regrets, heard now and again over the 30 years, to the effect that the prospects of finding payable oil in Papua really are better than so far have been officially admitted. Maybe, now that a big and apparently payable oil-flow has been discovered and proven in South Queensland, some final decision will be reached about the 30-years-old search for oil in Papua.

Services to Norfolk Island

The Ansett-ANA Airline still is waiting to get from the Australian Department of Civil Aviation permission to operate a regular air-service between Australia and Norfolk Island.

The Norfolk Island Council recently appealed again to the two Ministers concerned (Civil Aviation and Territories) for a licence for Ansett-ANA, on the ground that the best trade can be best developed in an organisation prepared to provide accommodation as well as trans-

The official reply was that so long as Qantas continued to provide a service to Norfolk Island, and on to New Zealand, it would not be feasible to admit another operator to this field.

More to be Spent In American Samoa

The American Samoan budget for 1962 will be \$9.6 million, and much higher than any previous budget. The bulk of the funds will go toward construction, including \$1.3 million for building a new high school, five junior high schools and an auditorium. Samoa's junior and

senior high schools are said to be "shamefully inadequate".

About \$1½ million will go for roads, including asphalt and heavy road building machinery, \$2.3 million for completion of a jet runway, and \$795,000 for rebuilding Samoa's dilapidated power system.

Aircraft for Fiji Airways

Fiji Airways may settle on the Max Holste Super Broussard to fulfil its needs for a more modern aircraft which can fly into rough fields under tropical conditions, says *Aviation News Digest*. Speculation

Some Conscience!

A letter enclosing 10/- conscience money was recently received by Mr. R. Reece, manager of Lever's plantation at Tenaru, Guadalcanal, BSIP—the outermost outpost of the United Empire that made something like £A65 millions profit in last year.

The letter, written by a native worker who had worked in the area ten years previously, explained that he had taken an interest belonging to the firm in 1951. This had troubled his conscience, and recently when he was attending a course of Bible teaching he had felt that he must make restitution.

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105 RESERVE ROAD, ARTARMON, N.S.W.

has been rife in Fiji aviation circles about possible replacements for Fiji Airways' regional fleet of three Herons, Series I, and two Drovers.

The airline's management has been studying the matter for some time, without being able to find something suitable to meet all local needs and the needs of the inter-group services to the BSIP, Tonga and Western Samoa. The airline has comparatively long hauls and a low density of potential traffic.

It is possible that the airline may decide on the Heron, Series II, when the time comes. The final decision will be made by Qantas, which manages the airline for itself, BOAC and TEAL.

The Super Broussard, powered by two Bastan IV turbo-prop engines has a cruise speed of 210 knots, a range of 858 nautical miles, requires 985 feet for the take-off run and 720 for landing.

Copra Training for Sepik Villagers

A marked improvement in the quantity and quality of village copra produced in the Sepik District of New Guinea is claimed, following the setting up early in 1961 of a copra training school at Aitape.

The school enrolls 16 trainees at a time. Each group is given a six-weeks' practical course in setting out and managing village coconut plantations, and in building and operating New Ireland-type copra driers.

Murder, She Said!

Riot talk has been on in Rabaul, New Guinea, again recently—and as usual, the local "bung", or native market, was the place it was most likely to happen. It was therefore a case of taking up panic stations when, just before Christmas, in the middle of a busy morning at the market, a Tolai woman began to scream in terror.

Other natives, thoroughly jittery from a week of rumours about the impending trouble, started to run and the police moved in armed with rifles to eject everyone swiftly from the market and seal off the area.

It was only then that it was found that the cause of the alarm was a snake that had fallen down from the roof of a thatched house and started the native woman off into some ladylike hysterics.



Students of Adi Cakobau School at work weaving and making traditional costumes which were used by the school choir on its recent NZ tour. Fans, leis, tapa, and grass skirts are some of the articles being made by the girls. The thirty-four members of the choir arrived at Whenuapai, Auckland, by TEAL on December 23 for a month in the North Island. The choir flew directly to Napier where they gave their first NZ performance. The NZ visit was sponsored by Napier's 30,000 Club. The itinerary, which allowed for approximately 18 concerts and church services, included Hastings, Waipukurau, Gisborne, Wairoa, Palmerston North, Wanganui, New Plymouth, Hamilton and Rotorua. The choir returned to Fiji on January 23.

Photo: Rob Wright

The influence of the school is apparent in many villages, and there is now a waiting list of men wanting to enrol. The villagers are selecting the leaders of their communities to attend, explaining that the older men have the necessary authority and influence in the villages to ensure that what they learn during the course is put into general practice when they return.

Fertiliser for Fiji Farmers

A subsidy for fertilisers, weedicides and fencing wire is one of the ways in which the Fiji Government helps farmers.

Between the inception of the scheme in July, 1961, and the end of September, more than 3,250 applications under the scheme were approved by the Department of Agriculture. The cost, £5,341, was almost all devoted to the purchase of fertilisers.

The Department is now increasing its efforts to persuade farmers to use more fertiliser.

Advancement for P-NG Native Public Servants

Twenty Papua-New Guinea natives next year will begin full time special

scholarship studies to equip them for a greater role in the Territory's Public Service.

This was announced in Port Moresby in mid-November by the Territory's Public Service Commissioner, Mr. N. Thomson.

"This is a very significant step in the Government's policy to give capable native officers a chance to improve their qualifications and to prepare themselves to accept greater responsibility in the Public Service and in the Government," Mr. Thomson said.

Those eligible for scholarships are already members of the Public Service.

Some News Items in Brief

Four Gilbert and Ellice Islanders left Tarawa recently in the motor vessel "Moanaroi" for further study in Fiji. They are the 1962 entrants to the Central Medical School for AMO training. Due to lack of shipping all will travel via Australia.

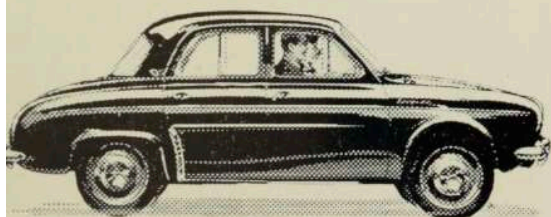
Mr. J. Holland, new G&EIC assistant superintendent of police, arrived at Ocean Island on December 14. He will become Officer in charge of Ocean Island Divisional Colony Constabulary. Police headquarters will be transferred to Tarawa early in 1962.

(Continued p. 15)

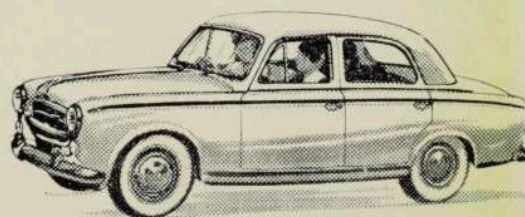


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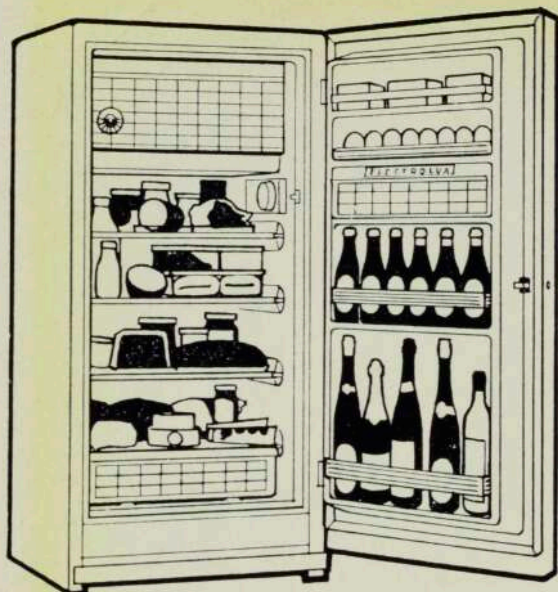


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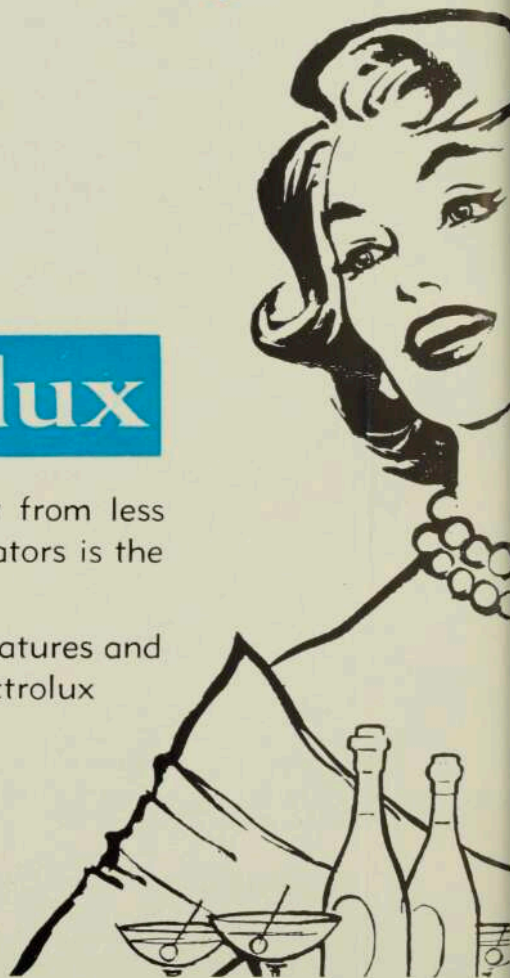
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News In Brief

(From p. 126)

A Vatikoula, Fiji, woman, Mrs. James Ragg, made a heroic attempt to rescue her grandson who had touched a live wire. The boy, James Nicholson, aged 8, lives in Sydney and was on a visit, climbed on to an outhouse and was hanging for a pawpaw when he touched the wire.

A companion ran for assistance and Mrs. Ragg, showing great presence of mind, wrapped a dry towel round his chest and pulled him from the wire. Her work was in vain; although a doctor worked on the boy for an hour with an oxygen apparatus, he was unable to revive him.

This month, the Tonga Broadcasting Commission commenced Sunday broadcasting for the first time. This will be on a long transmission only and Tongan church services and major musical works will be part of the programmes.

Mr. and Mrs. F. S. Baker who spent 26 years in Fiji before retiring 13 years ago, are to say that they have moved from Merrell, NSW, to Woolgoolga, NSW North Coast—thus joining a number of ex-NG expatriates who live in the same district. They say they would be happy to supply a cup of tea, etc., to any old Fiji friends passing that way. The name of the house is "Korovou" and it's in Ocean Reef.

The GEIC's first publican's licence under the new liquor ordinance, was granted to the Wholesale Society's publican on Betio at a meeting of the Liquor Control Board on December 19.

Suva residents are now assured of a good, clean, water supply, since the opening, by the Governor, of a new \$1,040,000 water treatment plant. The plant, which is claimed to be as good, or better than any other in the Southern Hemisphere, is capable of purifying 1,000,000 gallons of water a day.

Tasmania's oldest island trading ketch, the "Margaret Twait" (now at King Island) may be sold to the Catholic Mission at Kavieng, New Ireland. Her owner, Mr. E. C. Frecklington of Roma, Queensland, has just returned to Australia following negotiations.

Monsieur Cohic, entomologist of the IHO, New Caledonia, may pay a visit to the New Hebrides group, to investigate an insect, *Axiagastus*, which in its caterpillar stage attacks the flowers of

coconuts and causes premature nut-fall. Some parts of the New Hebrides are suffering from a plague of this insect.

There is no market for *Piper methysticum*—from the roots of which the South Pacific native drink of kava is made—in either the United States or United Kingdom. Inquiries have recently been made on behalf of New Hebrides planters. It was hoped the tree might contain some anaesthetic drug.

The primitive art objects collected by American explorer Michael Rockefeller before he was lost off the south coast of West New Guinea last month have arrived in Hollandia.

The art collection bought from native villagers of the Asmat region for tobacco and axes will be sent on to the Museum of Primitive Art, New York, and the Peabody Museum, Boston. Some items will be retained for a museum in Hollandia to be established with the aid of a \$20,000 grant from Governor Rockefeller.

Eight students from the British Solomon Islands Protectorate are, with 201 Papuan and New Guineans, training as nurses in Port Moresby.

Port Moresby's 25,000 Papuans and New Guineans will be asked to fill in census forms in the Administration's latest attempt to find out how many are living in each home, and how many have deserted their villages for the lure of "city life".

A native team won the Papua Baseball Association's 1961 Title, when the Gazelles (Papuans and New Guineans) beat the Hawks (Europeans) 9-8 after being down 2-5. The Hawks held the Title in 1959 and 1960. The Gazelles were captained by John Kaputin.

Mr. W. F. Carter, Director of Posts and Telegraphs for P-NG, announced recently that there will be three commemorative issues of stamps made during 1962. These will be: An issue featuring the World Health Organisation's programme of Malaria Eradication (released on April 7); the Fifth Conference of the South Pacific Commission, to be held at Pago Pago, American Samoa, in July (release date July 9); and the issue featuring the British Commonwealth and Empire Games to be held at Perth in November (no fixed release date yet).

TEAL, NZ's international airline, has now opened its own office in Papeete, capital of Tahiti. The airline has been repre-



Mr. Alaric Maude, the scholarly son of Mr. and Mrs. H. E. Maude, well known in the British South Pacific Islands, and now of Canberra, is at present in Tonga, and engaged in a research project which will occupy about two years. He and his attractive young wife moved into a bungalow in Nukualofa in November. Whatever the outcome of the research work, the young European community in the Tongan capital has been socially strengthened.

sented in Tahiti since it first pioneered the island-hopping Coral Route by Solent flying-boat in December, 1951, but this is the first time it has had its own office.

On December 14 the £250,000 Qantas Airways international air cargo terminal capable of handling up to 100 tons of cargo a day to and from 27 different countries was opened at the Qantas Jet Base, Sydney Airport.

The war against the toad has lapsed ("PIM", Oct., p. 19) and the battle against giant termites has begun in Lae, New Guinea. The hunt began when the Lae Chamber of Commerce, backed by the P-NG Administration's Department of Agriculture, offered £5 to those who found and reported new giant termite infestations. Termites have riddled trees in Lae, and have been particularly active on the site reserved for a new native hospital.

The disappearance of Michael Rockefeller, son of New York's Governor, has caused both Dutch and Australian

officials in New Guinea to take a "sharper look" at the anthropologists, art collectors and missionaries who are going there in increasing numbers. Missionaries suspected the Harvard University-Peabody Museum expedition of stirring up tribesmen to violence. The missionaries contend that the films taken by the expedition, of warriors of a particularly warlike tribe, attained too great a realism.

Australia's Reaction

(Continued from page 15)

Department was preparing a stiff Note on Australia's attitude to Indonesian war threats.

High Australian authorities have assured PIM that General Suadi's request for an interview had NOT caused the writing of the Note which Mr. Menzies handed to him.

The authorities maintain that the Note would have been presented in any event: the interview merely provided a convenient opportunity for delivering it.

It seems certain that General Suadi hardly expected to be handed such a Note. To Australian newsmen who saw him emerge from the interview, he appeared depressed. The Ambassador refused to discuss the interview with them, but promised statement later in the day.

His statement appeared to have been prepared in some haste—or perhaps the haste was in the translation.

Most Indonesian propaganda bulletins are carefully prepared, but in this major statement not one sentence was in idiomatic English.

It broke no new ground and the only thing of consequence was the statement that Indonesia was still prepared for a negotiated settlement on the condition of transfer of authority over West Irian to the Indonesians".

Australia's Strong Words

The text of the Australian Note has not been disclosed.

But its substance was announced in a statement issued the same day by Sir Garfield Barwick.

"Australians are shocked and dismayed that Indonesia should openly declare its intention to resort to force as a means of concluding the issue in its own favour," Sir Garfield said.

"For any country to resort deliberately to bloodshed to gain such an objective could not fail to lose respect and sympathy within the international community."

Then followed a statement which epitomised Australia's fears—the dreadful consequences to the South Pacific if war should break out between white and non-white races.

Sir Garfield's words were carefully chosen.

But they carried the clear implication that Indonesia would be responsible if, by using force, she stirred up race hatreds from which the Pacific has fortunately so far been free.

He said: "To introduce warfare and the abiding animosities which it is prone to generate into this hitherto peaceful region could create intolerable burdens for all the peoples of the area, and for their descendants for generations to come.

"Direct Breach of Faith"

"The threat or use of force is expressly forbidden by the UN Charter.

"But in this case the use of force would be a direct breach of faith with Australia having regard to the assurances which have been given at the highest level."

The Minister introduced a new phrase in place of the time-worn expression "self-determination".

He referred to the "ability of the indigenous people of West New Guinea to have the ultimate choice of their own future, whether it be for integration with Indonesia or for independence—with or without any relationship with the people of East New Guinea".

This new expression of the sentiment of "self-determination" was clearly designed to allay Indonesian fears.

The Republic of Indonesia already contains several distinct ethnic groups, and Australia clearly could not suggest that existing Indonesian minorities too had the right to self-determination.

Hence the Note (and one must assume that it used the same phrase as the Minister's statement) preferred the unambiguous expression "ultimate choice of their own future".

Australia's Position

The statement said that Australia intended to lead the peoples of Papua and New Guinea (East New Guinea) to the point of exercising their own choice and added:

"Australia finds it difficult to believe . . . that Indonesia would wish ultimately to deny the people of West New Guinea a like opportunity for national choice."

On Australia's position, the Note was deliberately vague.

Sir Garfield's statement said: "While the path to negotiation is open, it is neither helpful nor appropriate to canvass publicly those courses of action which Australia might pursue in other eventualities.

"In some, at least, of those eventualities, the interest and course of action of Governments of countries outside the immediate region would have great significance."

The unnamed "countries outside the immediate region" were obviously the United States and Britain.

And Australia must face up to realities.

There appears to be no prospect of either the UK or the US embroiling itself in the dispute over West New Guinea.

If they were sufficiently interested to take sides Australia could then take a very different course.

But as matters stand, we are in no position to indulge in sabre-rattling, no matter how vigorously our Indonesian neighbours indulge in such tactics.

Fiji's Sugar Industry

(Continued from page 18)

that Indian section responsible for the strike of cane-growers in 1960-61.

One recommendation was that the CSR Co.'s Fiji enterprises be formed into a separate company.

Another was that the cane-growers' representatives on the Advisory Council be selected from a panel prepared by the Sirdars of the cane-cutting gangs (who are elected by the growers) and that no practising barrister or solicitor, and no member or candidate for membership of the Legislative Council, could be a member of the Advisory Council. This, of course, was directed at Indian lawyers and politicians, many of whom are notorious mischief-makers.

The CSR Co., although obviously angry and indignant at some sections of the Report, decided to accept the recommendations, on condition that they were implemented *in toto*, so that a workable plan of industry control might be got into operation.

But the Indian trouble-makers decided to fight against the recommendations regarding Sirdars, and the exclusion of lawyers and politicians, as embodied in the Bill. They organised a series of what they called "farmers' protest meetings"—which were not impressively attended; and, when these were ignored, they carried their opposition to the Council.

The Governor earned some criticism by trying to placate the cane-makers. He indicated that if cane-farmers would accept one of two alternatives (that all registered growers' associations together should submit a panel of 10 names, or that a registered association—there are 15—should submit three names) he would suggest a variation to the Commission's recommended method (through the Sirdars) of selecting the growers' representatives to the Council.

It is believed that this angered the R Co., which had made its acceptance of the Commission's plan contingent on the whole plan being embodied in the Bill.

However, there was no need for worry. The 12,500 Indian growers are so disunited, and so suspicious of the trouble-makers responsible for the recent strike, that they can agree on nothing.

The Indian members, in Legco, moved amendment after amendment, trying to have various provisions removed from the Bill—but all were defeated, mostly by 26 to 4 (Indian members against the rest of the Council) and the Ordinance was approved, in the form originally drafted. Mr. C. W. Cayzer (European nominated member) remarked: "It has been suggested that our Indian friends have had a change of heart, and I will try now to assist the industry. This has been a clear demonstration that there has been no change of heart, and I feel certain that there are people who foresee that there will be trouble again."

Next developments will be seen when the new Sugar Industry Board meets over in January.

Because of the urgency of certain industry matters—the signing of the new cane purchase contract between the company and the growers, for example—the chairman of the Sugar Board Sir Arthur Sanders arranged to proceed immediately to Fiji, and is due there on January 3. He is expected to remain a few weeks, to see that organisational activities started—and then to return briefly to England, to settle personal affairs before taking up permanent Fiji residence.

Grave Threat to World Market Rates

The outlook for the sugar industry is very uncertain—due partly to communist-dominated Cuba having gone amok, and partly to the increasing world production of beet sugar, which is less costly than cane sugar. A conference in Geneva of sugar-producing countries which were trying to renew the International Sugar

Agreement (which limits individual national production by a quota system) broke down on December 14—mostly as the result of unreasonable demands by Cuba. Cuba in 1961 marketed more than 1,000,000 tons beyond her quota, and threw the world sugar-control situation into confusion.

During the remainder of December, efforts still were being made to re-establish control; but the likelihood at the month's end was that the world's sugar market henceforth would be "an open go", with a serious fall in prices.

The break-down of the International Agreement does not affect the British Commonwealth sugar control system, which has just been extended for several years. This means a stabilised market for a large proportion of Fiji's sugar; but the balance must be sold in the world's open market, which could mean disastrously low prices.

The Hebrides Are Angry

(Continued from page 20)

most is Government expenditure. At a time of economic crisis, the estimated expenditure for 1962 has been upped by £60,000 to £760,000, and 59 per cent. of this will go on salaries, housing, leave, furniture, etc., for government servants. About 78 per cent. of all Condominium officials [there are, in effect, in the NH, three administrations—French, British and Condominium] are alleged to be French and these are paid, in comparison with British rates, fantastic salaries. The Condominium Chief of the Agricultural Service, for example, is paid £A870 per month, plus house, furniture, leave privileges, etc.—or so our informants allege.

Another reader says that the Public Works Department cost the Condominium £220,000 last year and the money mostly went in building and refitting government officials' houses, etc. . . . "In 1961, the Condominium taxpayer provided the British District Agent at Santo with a house that cost £55,000, and in 1962 a similar house is to be provided for the French District Agent in Santo. . . .

At present there are five government ships, chasing around the Group attending to the wants of the natives, and there is another on order at a cost of £25,000." [Figures quoted are as supplied; they seem extraordinary—Ed.]

This man claims that it costs £23 to ship a ton of copra from Santo, NH, to Marseilles—£15 for Messageries Maritimes, in freight, and the rest in taxes and wharfage. He claims that Philippines ships that call at Santo to pick up copra for South America charge only \$10 a ton for freight. "Altogether", he concludes, "the Condominium is now really living up to its name of 'Pandemonium.'"

[The above constitute a fraction of the accusations levelled at the Condominium Government in letters received this month. But if even half of those we have published are correct, the French and British settlers have got ample reason to kick. In times of boom the economy of this backward group can barely support the three-headed monster of New Hebrides administration; in times of economic stringency, as at present, it is an intolerable burden. Perhaps the NH would be better off if President Soekarno "liberated" them, too.]

(Advertisement)

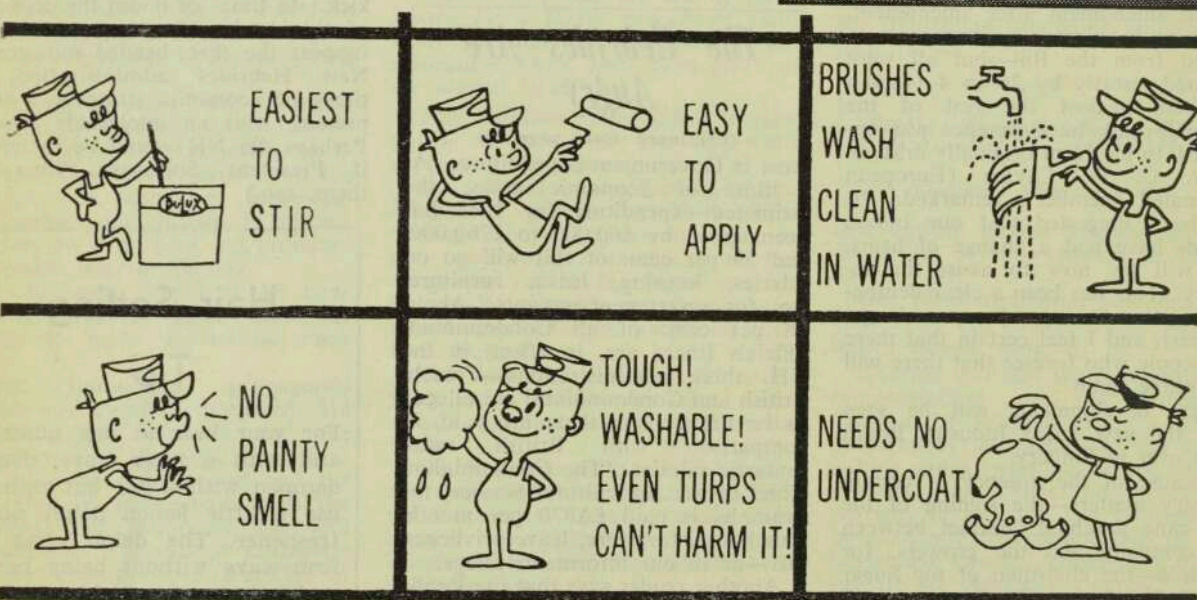
Hair Setting Tip

For your hair to dry quickly and with a nicer wave, don't dampen with water but rather use a little lemon delf skin freshener. The delf gives a firm wave without being hard and it dries very quickly. It also removes film and adds pretty highlights. To tame unruly tresses, just touch here and there with your oil of ulan and your waves will be neat and pretty.

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DEATHS OF ISLANDS PEOPLE

Mr. Arthur P. Lyons

Arthur P. Lyons, who retired on superannuation from the position of Director of Public Works and member of the Legislative and Executive Councils of Papua on February 12, 1943, died in St. Martin's Hospital, Brisbane, on December 14. He had been ill for a month.

Mr. Lyons was aged 81 and had been in Queensland since his retirement.

He was born at Bundaberg in Queensland and educated in Sydney. Mr. Lyons joined the Papuan public service in 1911 when Captain F. R. Barton was Administrator and Mr. (later Judge) Hubert Murray was Governor. In a few months he went to the Northern Division as ARM, and for several years he was at Buna, Kokoda and Mambare.

When he specialised in gold-mining and when the famous Lakekamu was proclaimed early in 1910, he was the goldfield's first Warden Magistrate, with headquarters at

He then came long spells in the field as Resident Magistrate from 1913 to 1930 when he became Director of Public Works. He carried out, in addition, the duties of Director of Agriculture for some years, and he was the first chairman of the Petroleum Advisory Board.

Since his retirement he had written extensively for PIM on old Papuan history and related subjects.

He is survived by his wife and one daughter, Erma, who is now Mrs. Gordon Lee.

Mr. W. J. Lahore

The sudden death in Sydney on November 13 of Mr. W. J. Lahore, known Chief Manager of the Bank in New South Wales, was here mourned with greater sympathy than in Fiji.

Mr. Lahore was sent to Suva in 1951 to introduce the Australian and New Zealand Ltd. to the Colony; and he not only succeeded well in his mission but he also established himself as one of Fiji's most popular business executives. This was demonstrated in 1956, when he was transferred to a Brisbane managership; and in 1957, when he became manager of the big Hunter Street branch in Sydney, he had an endless list of callers from Fiji.

Mr. Lahore was promoted to be Chief Manager in NSW in August,

1960. It was known then that he had a bad heart condition, but he never spared himself, either as top executive, or socially. He died at his desk, suddenly. He was 59.

Mr. Lahore rose through the ranks in Victoria, to managership, and he was an inspector in Victoria when selected in 1951 for the onerous job in Fiji. He is survived by his wife, and one son.

Mr. E. H. Griffiths

Mr. E. Harvey Griffiths, who was chief manager of the CSR Co. Ltd. in Fiji from 1947 to 1951, died at Sydney on December 30, aged about 70. He was the first manager of the Penang mill when the CSR Company took it over in 1926.

Successively he became manager of the Rarawai mill at Ba and Lautoka mill before becoming chief manager, stationed at Nausori.

Mr. and Mrs. Griffiths were popular at each place they lived and made many friends.

When Mr. Griffiths retired they went to live at Bay View, Pittwater, Sydney.

Mr. Alfred E. Stephen

Mr. Alfred E. Stephen, who was one of the founders, and twice was President of the Pacific Islands Society, died in Sydney on November 25, aged 82. He had been in failing health for some time.

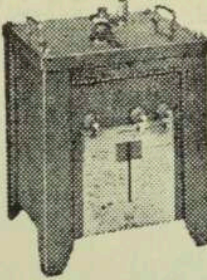
Mr. Stephen was a skilled assayer and chemical analyst, who had specialised on the examination of Pacific Islands rocks which became the basis of fertilisers, and his work took him to Chile and to many of the equatorial islands of the Pacific. He was a keen observer and collector, and so he acquired a far-reaching interest in Pacific Islands affairs and conditions. He was closely associated with men like the late Sir Albert Ellis in the discovery and development of the phosphate deposits on Ocean and Nauru Islands—out of which arose the present empire of the British Phosphate Commission.

Mr. Stephen was a regular visitor at the meetings of the Pacific Islands Society. He was a bachelor.



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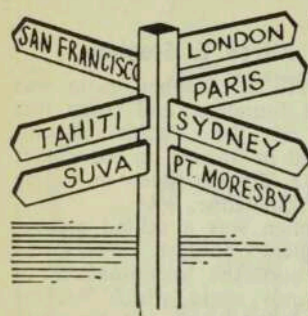
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TRAVEL TALK

Try Perth for the Games— You'll Like It

The seventh Commonwealth Games will be held in Perth, Western Australia, from November 22 to December 1, 1962, so if you are thinking of going, it is time to do something about it. Even if you are not athletic, it will be a good time to visit Perth, as the whole State of Western Australia will be putting its best foot forward, making it easy for visitors to see as much as they can and for businessmen to learn something of the State's potential. The weather should be sunny and warm, but not scorching, at that time of the year.

WESTERN AUSTRALIA is the biggest Australian State and it has a little of everything: The temperate rain forests of the south, the semi-arid sheep and wheat lands east of Perth; the tropical north. It is typically Australian—plus something else. While Sydney and Brisbane, on the other side of the Continent, face the Pacific and have something of the Islands about them, Western Australia turns its face to the Indian Ocean and has the promise of other lands about it. By ship from Perth, Colombo is closer in elapsed time than Sydney; by land, the border of the next State, South Australia, is 750 miles—a great many of them are desert and near-desert.

Less than three-quarters of a million people live in the vast State, 400,000 of them in the Perth-Fremantle metropolitan area. Because of these figures there is a feeling of space, of there being plenty of room for everyone. Seven miles from the city centre is considered outer suburbia and visitors will be charmed by the new ranch-style domestic architecture that is suburban Perth; and be amazed that the large sections of land and the houses that sit on them cost thousands less than similar dwellings in the Eastern States of Australia.

Western Australia, too, is the one State where it is still possible to buy farming land with reasonable access, at a reasonable price on reasonable

terms, and for this and other reasons it's perhaps the State with the greatest appeal to young men and women with their way to make in the world.

But back to the Games.

HOW TO GET THERE

You can fly, go by ship, road or plane. The Federal Government has spent £A1,100,000 to develop Perth's international airport to jet standard—including £A480,000 for a new passenger terminal. Two of Qantas' regular jet services to London on the Kangaroo Route are to be routed

through Perth instead of Darwin and in addition, during the Games, Perth will be able to handle any of the aircraft of any of the international airlines that come along.

From November 8 to November 2 and again between November 28 and December 9, the trans-Continent railway will run daily instead of the normal five times a week. The journey originates at the eastern end in Melbourne and goes via Adelaide and Port Augusta in South Australia. On the Western Australian section passengers will be crossing the Nullarbor Plain in air-conditioned comfort.

Thousands of motorists are expected to drive to Perth from the Eastern States—a journey that until recently was adventure but which now is becoming more commonplace. Automobile Associations in every State are combining to provide road service patrols in Operation Hold Your Hand, to see motorists across the long crossing of the desert stretches. It is expected that groups of up to 50 caravanners and others will travel in convoys. Special places are being made to provide facilities for them at rest-stops along the road. The so-called Eyre Highway between Port Augusta in SA and Norseman in WA (which takes the Nullarbor stretch) has been much improved.

Two Dutch Mail liners, the *Johan van Oldenbarnevelt* and the *Groen Beer* will be used as floating hotels at Fremantle during the Games. They will sail from New Zealand via Sydney and Melbourne and return to these ports after the Games. During the Games, passengers will live on board. Fares for these cruises, all inclusive, are from £99 to £180.



Perth, Western Australia, is host city for the 1962 Commonwealth Games. This view of the city is from King's Park, 1,000 acres of bushland within a mile of the heart of the city.

ACCOMMODATION

Perth hotels are being redecorated for the event but hotel accommodation is limited, and a lot of visitors are expected to make use of the state home hospitality scheme. Rooms available are in good-class houses close to the Games stadiums. Efforts will be made to match visitors to hosts on a basis of general compatibility—so when you write, state your likes and dislikes and preferences. All rooms are graded and are let on a bed-and-breakfast basis from 25/- to 30/- per person per night.

Other visitors will be able to stay at Rottnest Island, a nearby holiday resort, and commute the 28 miles to Perth to watch the Games. Visitors will have a choice of flying to Perth or taking a 20-knot 150-horsepower catamaran which will make the run from Rottnest to Fremantle in 30 minutes.

For accommodation reservations in any of these categories you should contact tourist bureaus, travel agencies, the Australian Travel Bureau, Challis House, Sydney, NSW, the Commonwealth Games Office, Box U 1961, GPO, Perth, WA.

THE GAMES

Most of the Games will be about £500,000 which includes £400,000 for the main stadium and £641,000 for a unique aquatic centre. The stadium at Bold Park, five miles from the centre of the city, has been cleared from virgin Australian bush, and will provide permanent seating for 30,000 spectators and temporary seating for more than 10,000.

The aquatic centre is at Beatty Bay, two miles from the heart of Perth. It will have a standard size Olympic pool for international competition, a separate water-polo sized pool. (A third, shallow pool for children is included in the design, is for swimmers.)

Covered, U-shaped, spectator galleries will give 5,550 people an uninterrupted view of the main pool, diving pool and every seat will be within 130 feet of the water.

RE-NI-WAI WITHDRAWN

After this section was printed in December, we were informed by the Fiji Visitors' Bureau that the Fiji cruise launch "Sere-Ni-Wai" had been withdrawn.

Something about this vessel and its three-day cruises to the Fijian Islands was contained in our December Travel section.

Visiting athletes and officials will be accommodated in a Village, which, it is claimed, will be the most attractive built for any Games, Commonwealth or Olympic—and this we can believe if it is up to the usual Perth housing standard.

This Village is being built at a cost of £900,000 alongside Wembley Downs golf course and less than a mile from Indian Ocean surf beaches.

The velodrome for track cycling was the first venue completed. This is on the shore of Lake Monger, less than three miles from the city, and will accommodate more than 5,600 spectators.

The 120-miles road cycling championship of the British Commonwealth will be fought out in King's Park, a 1,000-acre bushland reserve near the city and overlooking the beautiful Swan River.

Rowing events will be contested on an all-weather course on the Canning River, four miles from Perth and £20,000 is being spent on preparation of the course and facilities.

The venue for lawn bowls is Dalkeith Bowling Club.

Boxing, wrestling, fencing and weightlifting will take place in halls close to the centre of Perth.

PROGRAMME

The official opening ceremony will be in the afternoon of November 22 and no other events will be held that day.

Athletics: November 24, 26, 29 and on the afternoon of December 1, followed by the closing ceremony.

Boxing: Evenings of November 23, 26, 28 and 30.

Track cycling: Evenings of November 26, 27, 28 and 29; the road cycling race will be on the morning of December 1.

Fencing: Afternoon and evening each day from November 23 to November 30.

Lawn bowls will begin on November 19—the only sport to begin before the official opening—and will continue until November 30.

Rowing: Mornings of November 24, 26 and 27.

Swimming: November 23, 24, 26, 27, 28 and 30.

Weightlifting: Evenings of November 24, 26, 27, 28 and 29.

Wrestling: Evenings of November 24, 27 and 29.

TICKETS

More than 450,000 tickets for seating at all venues are available and the first bookings have been received.

Bookings are made on application forms obtainable from tourist bureaus



The special Games poster issued by ANTA to overseas agencies.

and travel agencies, or from the Commonwealth Games Office, Box U 1961, GPO, Perth.

Prices per session are: Opening and closing ceremonies 10/- to £2 with a few seats at £5; athletics (other than the final day) 5/- to £1, with a few seats at £2/10/-; boxing 10/- to £2/10/-; cycling 5/- to £1/10/-; road cycling 10/-; fencing 10/-; lawn bowls 10/-; rowing 5/- to £1/10/-; swimming £1 to £3, training sessions 3/-; weightlifting 8/- to £1; wrestling 5/- to £1/10/-.

OTHER ATTRACTIONS

Many other important sporting events will also be held in Perth at Games-time. These include: The Queen's Cup horse race; international Surf carnival; the 1962 Australian International Grand Prix motor race; the international Prince Philip Cup race for Dragon-class yachts; the first British Empire and Commonwealth Paraplegic Games for wheelchair sportsmen who will engage in archery, table tennis, javelin throwing, snooker and other contests; World amateur billiards titles; Commonwealth rifle matches.

The Adelaide Harriers' Club will organise a marathon run of 1,738 miles from Adelaide to Perth starting 11 days before the Games and planned to finish for the opening. Twenty-four runners will make up the team for this tough job, and the club has already been inundated with applicants.

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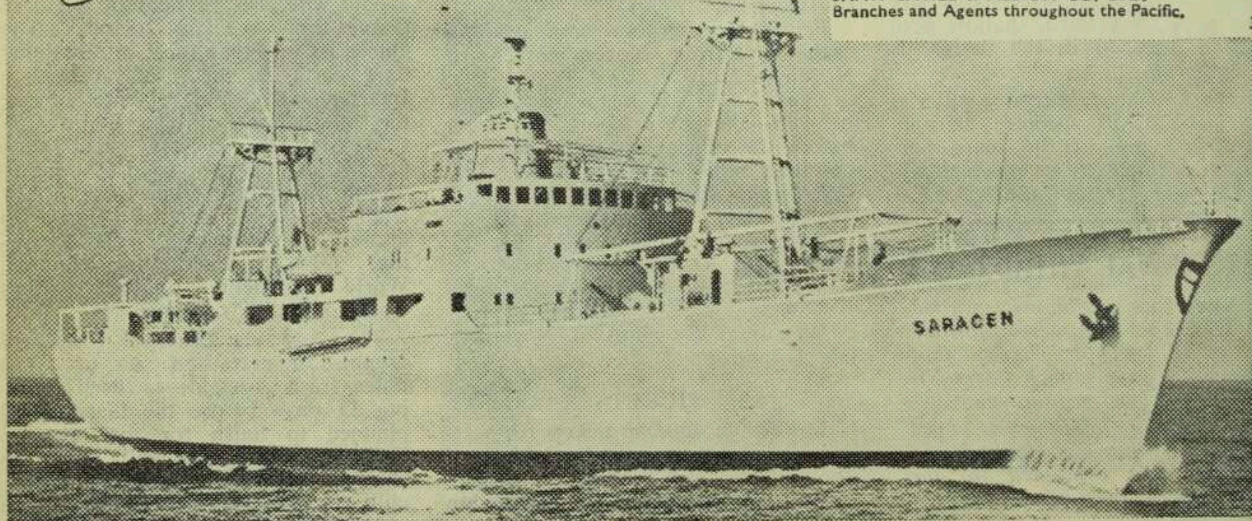
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SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

Sailings are approximate and may vary by as much as two weeks.

Mekula sails from Sydney for Port Moresby, Townsville, Port Moresby, Wewak, Alexishafen, Madang, Sydney. Last Sydney sailing: Jan. Next Sydney sailing: Mar. 2 (after call at Melbourne and Davenport).

Alta sails from Sydney, Brisbane, Cairns, Port Moresby, Samarai, Lombrum, Lorengau, Madang, Lae, Port Moresby, Sydney. Next Sydney sailing: Jan. 31, Mar. 23 (approx.).

Colo sails about every six weeks: Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Lae, Madang, Rabaul, Port Moresby. Last Sydney sailing: Dec. 13. Next Sydney sailing: Jan. Mar. 9 (approx.).

Antoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Rabaul, Kavieng, Madang, Lae, Port Moresby. Next Sydney sailing: Jan. 27, Mar. 31 (approx.).

Sails from Burns, Philp and Co., Ltd., 13 Bridge Street, Sydney (B 0547).

Kiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Madang, Port Moresby, Sydney. Last Sydney sailing: Dec. 12 (Samarai omitted). Next Sydney sailing: Jan. 23, Mar. 6 (approx.).

Ansai: Leaves Melbourne about every six weeks for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Wewak, Rabaul, Port Moresby, Sydney. Next Sydney sailing: Nov. 14. Next Sydney sailing: Feb. 6 (then to Hongkong for docking), May 18.

Chow: Leaves Melbourne for Sydney, Port Moresby, Rabaul, Madang, Port Moresby, Sydney. Next Sydney sailing: Feb. 13, Mar. 20 (approx.).

Sails from New Guinea Australia Line and Yuill Pty., Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Rabaul, Madang, Lae. Next Sydney sailing: Feb. 9 (approx.).

Wak: Leaves Sydney monthly for Port Moresby, Lae and Rabaul (calling at Howe Is. en route, occasionally). Next Sydney sailing: Feb. 16 (approx.).

Gen: Leaves Melbourne or Sydney about every five weeks for Pt. Moresby, Port Moresby, Wewak, Madang, Lae. Next Sydney sailing: Feb. 6.

Sails from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge Street, Sydney. (BU 8311).

Asia Line vessels run between Australian ports (turn round at Adelaide) to Papua-New Guinea, with every third call extending to Borneo.

Macca: From Sydney, due Pt. Moresby 29, Rabaul Feb. 2, Lae Feb. 6, Madang Feb. 8, thence Borneo and Java ports. Dep. Tanjung Mani Feb. 10, direct to Sydney, arr. Mar. 30.

Tupi: Dep. Adelaide Feb. 2, Melbourne Feb. 4-8, Sydney Feb. 10-14, Port Moresby Feb. 16-17, Pt. Moresby Feb. 22, Lae Feb. 26, Madang Mar. 2, Lae Mar. 10, returns direct to Sydney, arr. Mar. 13.

Sails from Blue Star Line (Aust.) Pty., 17-19 Bridge St., Sydney. (BU 1271).

Sydney-NG-Far East

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

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.

Samos: From Sydney, at Lae Jan. 23-24, Madang Jan. 25-26, Rabaul Jan. 27-29, thence Manila, Hongkong and Japan (where she will go into drydock). Dep. Kobe, southwards, Mar. 3 direct to Sydney, arr. Mar. 14.

Delos: From Japan, Hongkong and Borneo, at Rabaul Feb. 9-10, Lae Feb. 11-13, Brisbane Feb. 17-20, Sydney Feb. 22-24, Adelaide Feb. 27-Mar. 2, Melbourne Mar. 4-10.

Tenos: Dep. Sydney Feb. 5 direct to

Japan; she will call at Rabaul (Mar. 15-16) and Lae (Mar. 17-18) on next southwards voyage.

Milos: Dep. Sydney Feb. 10, Brisbane Feb. 12-13, Lae Feb. 17-18, Madang Feb. 19, Rabaul Feb. 20-21, thence Manila, Hongkong and Japanese ports; dep. Moji Mar. 14 for Sydney via Madang, Lae, Rabaul, Honiara and Vanikoro.

Aros: Dep. Japan (Kobe) Feb. 2 direct to Sydney, arr. Feb. 15, thence southern Australian ports; dep. Sydney again Mar. 6 for Japan, omitting Islands ports.

Details from Wihl. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

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SUVA	arr/dep	—	Feb. 23	Mar. 10	Apr. 16
HONOLULU	arr/dep	Feb. 7	Feb. 28	Mar. 14	Apr. 21
VANCOUVER	arr/dep	Feb. 11-12	Mar. 5-6	Mar. 18-19	Apr. 26-27
SAN FRANCISCO	arr/dep	Feb. 14-15	Mar. 8-9	Mar. 21-22	Apr. 29-May 1
LOS ANGELES	arr/dep	Feb. 16	Mar. 10	Mar. 23	May 2
HONOLULU	arr/dep	Feb. 20-21	Mar. 15	Mar. 27	thence
SUVA	arr/dep	—	thence	Apr. 2	UK, via
AUCKLAND	arr/dep	Feb. 28	to Far	Apr. 5	Panama
SYDNEY	arrive	Mar. 2	East	Apr. 7	Canal

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0532).

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		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Jan. 31	Feb. 21	Mar. 18	Apr. 8
LOS ANGELES	arr/dep	Feb. 1	Feb. 22	Mar. 19	Apr. 9
PAPEETE	arr/dep	Feb. 9-11	Mar. 2-4	Mar. 27-29	Apr. 17-19
RAROTONGA	arr/dep	Feb. 12	Mar. 5	Mar. 30	Apr. 20
AUCKLAND	arr/dep	Feb. 17	Mar. 10	Apr. 4-5	Apr. 25-26
SYDNEY	arr/dep	Feb. 20-23	Mar. 13-16	Apr. 8-11	Apr. 29-May 2
AUCKLAND	arr/dep	Feb. 26-27	Mar. 19-20	Apr. 14	May 5
SUVA	arr/dep	Mar. 2	Mar. 23	Apr. 17	May 8
PAGO PAGO	arr/dep	Mar. 3	Mar. 24	Apr. 18	May 9
HONOLULU	arr/dep	Mar. 8-9	Mar. 29-30	Apr. 23-24	May 14-15
SAN FRANCISCO	arrive	Mar. 14	Apr. 4	Apr. 29	May 20

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

NNG; thence Manila, Hongkong and China thence West Africa and return to Australia. Last Sydney sailing: Tjitarum Jan. 13. Next Sydney sailing: Roggeveen Mar. 2 (approx.).

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Johan van Oldenbarnevelt and Oranje sail regularly from Sydney for Europe, via NZ, Suva (irregularly), Papeete and Panama Canal; occasionally calls are made at Papeete on southbound trips.

Next outward voyage: Johan van Oldenbarnevelt dep. Sydney Feb. 9 (at Papeete Feb. 19-20).

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

Sitmar Line (Italian) vessels from Sydney for Europe, via NZ and Panama, which made several eastbound calls in 1961 at Tahiti, will not make any scheduled calls there during 1962.

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a two-monthly call at Tahiti, northbound and southbound.

Next northbound voyage: Rangitoto, ex-Wellington, due Papeete Feb. 12 (approx.). Next southbound voyage: Ruahine, ex-London, due Papeete Mar. 6 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Regular two-monthly calls at Papeete and occasionally at Suva are made by Tasman Pacific Services (a West German shipping company) with its vessels Cap Corientes and Cap Domingo, running between NZ ports (including Napier) and the west coast of Nth. America.

Tonga-Fiji-Samoa

The Tonga Shipping Agency operates a regular cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka, Ellington, Rotuma) with MV Aoniū (500 tons). Calls are made as required at Haapai, Vavau, Niuatoputapu

and Nuafoou; also regularly at Apia (Western Samoa) and Pago Pago (American Samoa). Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Next voyage: Dep. Nukualofa Feb. 24, Suva Feb. 26-27, Rotuma Feb. 27-Mar. 5, Suva Mar. 5-7, Nukualofa Mar. 9-12, Haapai Mar. 13, Vavau Mar. 14, Niuatoputapu Mar. 15, Apia Mar. 16, Pago Pago Mar. 17, Niuatoputapu Mar. 19, Nuafoou Mar. 20, Vavau Mar. 21, Nukualofa Mar. 22.

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 call at Pt. Moresby: Mar. 5.

MV's Kaloeke and Kasimbar, three monthly service on route as above—but omitting call at Port Moresby.

MV Sunei 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 operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Streambank: From Continent and UK, due Pt. Moresby Feb. 15, Samarai Feb. 17, Lae Feb. 19, Madang Feb. 21, Wewak Feb. 23, Rabaul Feb. 23, Kavieng (opt.), Honiara Feb. 28.

Springbank: From Continent, dep. London Feb. 8, due Pt. Moresby Mar. 15, Samarai Mar. 16, Lae Mar. 17, Madang Mar. 19, Wewak Mar. 20, Rabaul Mar. 23, Kavieng (opt.), Honiara Mar. 27.

Details from Bank Line (A/Asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Noumea-BSI-P-NG-Netherlands NG

A regular service from the Continent and UK, via Panama, to New Caledonia, BSI, P-NG and Netherlands NG is operated

jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Roepat (NL): From Continent and U due Noumea Feb. 25, Honiara Mar. 9, Pt. Moresby Mar. 5, Rabaul Mar. 9, 11, Madang Mar. 13, Hollandia Mar. 14, Biak Mar. 22, Manokwari Mar. 22, Sorong Apr. 1, thence Europe via Born Far East and Suez.

Details from Royal InterOcean Line 255 George St., Sydney. (BU 6771).

Europe-Tahiti-NZ

A joint service by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd from Europe to New Zealand, via Panama Canal, includes a regular visit on southbound voyages to Tahiti.

Next calls at Papeete: Mussi Lloyd (F) Feb. 14, Balong (NL) Mar. 18.

Details from Royal InterOcean Line 255 George St., Sydney. (BU 6771).

NZ-Papua-N. Guinea

Cargo vessels of Crusader Shipping (UK), running between New Zealand and Japan, call at Pt. Moresby (Papua) and Lae and Rabaul (New Guinea) on their northbound run.

Next vessel: Torakina dep. Auckland Mar. 16, due Pt. Moresby Mar. 21, Lae Mar. 22, Rabaul Mar. 23, thence Japan ports.

Details from Shaw, Savill Line, agents 101 Queen St., Auckland. (Tel. 30-31)

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.

Chungking: From Japan and Hongkong due Madang Jan. 29, Lae Feb. 1, Kavieng Feb. 4, Rabaul Feb. 6, Pt. Moresby Feb. 14, Honiara Feb. 17, Suva/Lautoka Feb. 21, Apia (date to be fixed), Noumea Mar. 7, thence direct to Japan, arr. Mar. 10.

Chekiang: Dep. Japan Jan. 29, Hongkong Feb. 7, Wewak Feb. 15, Madang Feb. 18, Lae Feb. 21, Rabaul Feb. 23, Pt. Moresby Mar. 3, Honiara Mar. 6, Suva/Lautoka Mar. 10, Noumea Mar. 13, thence direct to Japan, arr. Apr. 9.

Chengtu: Dep. Japan Mar. 9 for Hongkong Mar. 17, Madang Mar. 25, Lae Mar. 28, Rabaul Mar. 31, Samarai Apr. 2, Pt. Moresby Apr. 8, Santo Apr. 12, Vila Apr. 14, Suva/Lautoka Apr. 17, Noumea Apr. 25, thence direct to Japan, arr. May 15.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents) Bridge St., Sydney. (BU 1712).

Sydney-New Hebrides-BSI Bougainville, Etc.

MV Tulagi makes a round trip North Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney at once every six weeks. Last Sydney sailing: Dec. 28 (but later delayed by Norfolk Is., owing to mechanical trouble). Next Sydney sailing: Feb. 11 (approx.).

Details from Burns, Philp and Co. Ltd. 7 Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes Ltd. from Marseilles, via West Indies and Panama, call about every six weeks

ete. Vila, Noumea and Sydney, and
n by same route.
st inwards voyage, ex-Marseilles:
lanisien: Papeete Feb. 22-26, Vila
7-8, Noumea Mar. 9-13, Sydney Mar.

st outwards voyage, ex-Sydney:
lanisien: Dep. Sydney Mar. 18,
ea Mar. 21-25, Vila Mar. 26-Apr. 4,
ete Apr. 10-15.

ynesie maintains monthly passenger
gs between Sydney, Noumea, Vila
Santo. Next Sydney sailings: Feb.
ar. 2.

ails from Messageries Maritimes, 36
enor St., Sydney. (BU 2654).

NZ-Noumea-Vila

sels of Crusader Shipping Co. (UK)
call at Noumea and Vila (as required)
eir way from NZ to the Far East.
essel: Crusader dep. Auckland Feb.
oumea Feb. 15, Vila Feb. 16.
ails from Shaw Savill Line, Agents,
Queen St., Auckland. (Tel. 30-310).

Europe-Sydney-Noumea

go vessels of Messageries Mari-
run monthly between France and
ea via Fr. East Africa and Australian
From Sydney, vessels go to
ane and Noumea; return to France
Australian coastal ports.
st sailings from Sydney for Noumea:
ais Feb. 9, Vanolse Mar. 9.

er MM vessels run between France
Sydney, via Panama Canal and
c ports. Next vessel:
ouaddy: Papeete Mar. 13, Noumea
23, Melbourne Mar. 30, Sydney Apr.
la Apr. 8, Noumea Apr. 10, return-
o Dunkirk via Australian ports and
ails from Messageries Maritimes, 36
enor St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

ua maintains a service from Auck-
to Suva, Nukualofa, Vavau, Niue,
Pago, Apia, Suva and return to
and. Next Auckland sailings: Feb.
ar. 6.
ua maintains a service from
and to Lautoka, Suva, Nukualofa,
Suva, Lyttelton, Wellington and re-
to Auckland. Next Auckland sailings:
20, Mar. 20.
ails from Union Steam Ship Co.
Z, Quay and Commerce Sts., Auck-
(Tel. 49-430).

Sydney-Pacific Ports- Panama-UK

aw 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.
st voyage: Dep. Southampton Feb.
ia Panama, due Papeete Mar. 23-24,
Mar. 29, Wellington Apr. 2-4,
ey Apr. 7-9, thence via Sth. Africa
outhampton, arr. May 14.
ails from Shaw Savill Line, 8a
ereagh St., Sydney. (BW 1828).

New Zealand-Cook Is.

SS Moana Roa (40 passengers) makes
ximately monthly voyages from
and (NZ) to Rarotonga (Cook
ds), with calls at Niue and some
Cook Islands when cargo warrants.
ails from NZ Department of Island
ories, Wellington (Tel. 45-117), or
office of Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels
Thorsisle and Thor I maintain approxi-
mately six weeks service from West Coast
Nth. American ports to Pacific Islands.

Thorsisle: From US and Pacific ports,
at Apia Jan. 28-29, Nukualofa Feb. 1-2,
Suva Feb. 3-4, Noumea Feb. 6-8, Vila
Feb. 9-10, Santo Feb. 11, Lae Feb. 14-16,
Apia (open), Pago Pago Feb. 23-24, Los
Angeles Mar. 10-14, San Francisco Mar. 15.

Thor I: Dep. San Francisco Feb. 14,
Los Angeles Feb. 15-17, Papeete Feb.
27-Mar. 1, Pago Pago Mar. 4-6, Apia
Mar. 7-8, Suva Mar. 11-12, Lautoka Mar.
13-14, Noumea Mar. 16-20, Rabaul Mar.
24-27, Lae Mar. 29-31, Apia (open), Pago
Pago Apr. 7-10, Los Angeles Apr. 23-24,
San Francisco Apr. 25.

Details from General Steamships Cor-

poration Ltd., 432 California St., San
Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji- Australia

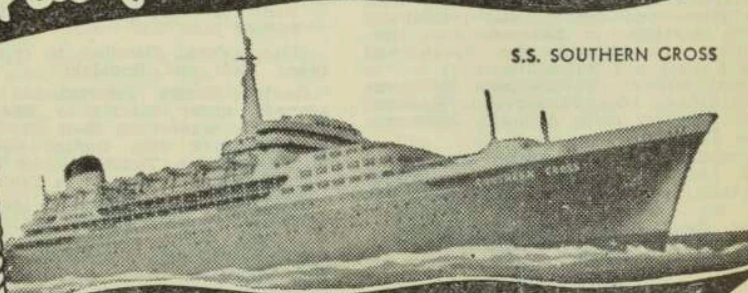
Matson-Oceanic Line of San Francisco
operates a regular five-weeks passenger-
cargo service from Los Angeles with the
Sonoma, Sierra and Ventura. Terminal
ports, in Australia, vary with cargoes
offering. Vessels call at Papeete, Pago
Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings from Bris-
bane: Ventura Jan. 27, Sonoma Mar. 8
(approx.).

Details from Matson Lines, 82 Elizabeth
St., Sydney. (BU 4272).

American Pioneer Line has seven ships
(Pioneer Gem, Isle, Glen, Reef, Surf, Star
Tide) on US Atlantic Coast-Panama-

*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
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- Every cabin air-conditioned • Two swimming
pools • Unencumbered sports decks • Children's
play rooms and deck • Spacious lounges • Air-
conditioned Dining Rooms • Orchestra • Cinema
Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. **TAHITI**—Messageries Maritimes,
Papeete. Cable Address: Messagerie, Papeete.

Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Star Feb. 9, Pioneer Gem Apr. 22.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Jan. 27 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers (accommodation for eight). Next Sydney sailing: Feb. 8.

Details from Colonial Sugar Refining Co. Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. of NZ Ltd. maintains regular monthly services from Melbourne and Sydney, and periodically from Adelaide, to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Next sailings: Waiana from Melbourne and Sydney (Jan. 25 approx.); Kawaroa late February from Adelaide, Melbourne and Sydney.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo, operated by the Union Steam Ship Co. of NZ, Ltd., maintain a two-monthly service across the Pacific, from Melbourne and Sydney to Vancouver and USA ports. Occasionally calls are made at Fanning Island, en route.

Next sailing: Waihemo from Melbourne, Adelaide and Sydney for Vancouver, via Fanning Is. She will commence loading at Melbourne late Feb., and clear from Sydney mid-Mar.

Waitemata, from NZ ports, makes three or four trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

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): Feb. 1, Mar. 1.

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 call at Fiji: Van Noort Suva/Lautoka Feb. 17-18.

Details from Royal InterOcean Lines, 255 George Street, Sydney. (BU 6771).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji-Hawaii-N. America

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.20 a.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.20 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.20 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 4.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 4.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas Electra International Mk. II aircraft, under charter to TEAL, from Auckland, connect at Nadi on Thursday and Saturday with Qantas northbound flights, and on Thursday and Saturday with southbound flights (see Table 18).

TEAL Electra International Mk. II aircraft from Auckland, New Zealand, connect with Qantas northbound flights at Nadi on Wednesday, Sunday and Monday and Thursday (from Christchurch connecting at Auckland with chartered Qantas aircraft) and at Nadi on Tuesday and Sunday (to Auckland) and Wednesday (to Christchurch) for southbound flights.

BY PAN AMERICAN AIRWAYS

(Intercontinental Jet Clippers*)

Thurs. and Sun.: Dep. Sydney 5 p.m. for Nadi (arr. 10.55 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles (arr. Thurs. and Sun. 4.30 p.m.).

Connections at Honolulu for San Francisco, Portland and Seattle.

Tues. and Fri.: Dep. Los Angeles 8.30 p.m. for Honolulu, Nadi (arr. 5.45 a.m. Thurs. and Sun., dep. 7 a.m.) and Sydney (arr. 9.15 a.m., Thurs and Sun.).

(International Dateline is crossed between Nadi and Honolulu.)

* PAA use DC7C aircraft on connecting services Auckland, Nadi, Tafuna (Am. Samoa), and Honolulu (see table 21).

BY CANADIAN PACIFIC AIRLINES (Super DC6B, Bristol Britannia and DC8 Jet)

Fri.: Dep. Sydney 11 a.m. by DC6B for Auckland, Nadi (arr. 12.01 a.m., dep. 1 a.m.), Honolulu (arr. Fri. 3 p.m., dep. Sun. 12.30 a.m. by DC8), arr. Vancouver 7.35 a.m., dep. Sun. 3 p.m. by Bristol Britannia for Edmonton, Amsterdam (arr. Mon. 4.10 p.m.).

Sat.: Dep. Amsterdam 1.25 p.m. by DC8 for Edmonton, Calgary, Vancouver, Honolulu (arr. 10.50 p.m., dep. Sun. 6.30 p.m. by DC6B) Nadi (arr. Tues. 5 a.m., dep. 6 a.m.), Auckland, Sydney (arr. 4 p.m.).

(International Dateline is crossed between Nadi and Honolulu.)

FAR EAST SERVICE

1A. Sydney-Pt. Moresby-Manila

BY QANTAS EMPIRE AIRWAYS
(Super Constellation)

From Jan. 14

Thurs.: Dep. Sydney 12 noon, Pt. Moresby arr. 7 p.m., dep. 8 p.m., Manila arr. 4 a.m. (Fri.).

Fri.: Dep. Manila 12 midnight, Pt. Moresby arr. 12 noon (Sat.), dep. 1 p.m. Sydney arr. 7.45 p.m.

[Note: This is an International service. Qantas is not permitted to carry Sydney-Pt. Moresby or Pt. Moresby-Sydney passenger traffic.]

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.50 p.m.

Tues., Thurs., Sun. (TAA)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.50 p.m.

Dep. Brisbane, 12.40 a.m. Arr. Pt. Moresby, 6.10 a.m.

Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

Tues., Thurs. and Fri. (Ansett)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.

Wed., Fri., Sat. (Ansett)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.

Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6.05 a.m.

Dep. Pt. Moresby, 6.50 a.m. Arr. Lae, 7.50 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. (TAA)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.50 p.m.

Dep. Brisbane, 12.40 a.m. Arr. Pt. Moresby, 6.10 a.m.

Dep. Pt. Moresby, 7 a.m. Arr. Lae, 8 a.m.

Tues., Thurs. and Fri. (Ansett)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.

Wed., Fri., Sat. (Ansett)
Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.45 p.m.

Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6.05 a.m.

Dep. Pt. Moresby, 6.50 a.m. Arr. Lae, 7.50 a.m.

2A. Qld.-New Guinea

TOWNSVILLE-P-NG-TOWNSVILLE

TAA, with Fokker Friendship Prop.
Alt. Mon.: Dep. Townsville 12.40 p.m. Cairns arr. 1.40 p.m., dep. 2.45 p.m.

arr. Pt. Moresby 5.05 p.m. (Feb. 19, Mar. 5, 19, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Moresby arr. 1.30 p.m., dep. 2.15 p.m.

Cairns arr. 4.45 p.m., dep. 5.30 p.m. arr. Townsville 6.30 p.m. (Feb. 7, Mar. 7, 21, etc.).

CAIRNS-PT. MORESBY-CAIRNS

Ansett, with Fokker Friendship Prop.
Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Moresby 5.45 p.m. (Feb. 10, 24, Mar. 10, 24, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 a.m. arr. Cairns 11.15 a.m. (Feb. 11, Mar. 11, 25, etc.).

CAIRNS-PT. MORESBY-BRISBANE

Ansett, with DC4 (Air Cargo Only)
Alt. Mon. (Feb. 12, 26, Mar. 12, 26, etc.) Dep. Cairns 6.30 a.m., arrive F

Moresby 9.25 a.m. Dep. Port Moresby 10.30 a.m. (same day), arr. Brisbane p.m.

P-NG Internal Services

Operated by TAA

T. MORESBY-LAE-PT. MORESBY

(Fokker Friendship Prop-Jet)

Tues.: Dep. Pt. Moresby 6 a.m., arr. Lae 7 a.m. (Feb. 6, 20, Mar. 6, 20, etc.).

Tues.: Dep. Lae 6 a.m., arr. Pt. Moresby 7 a.m. (Feb. 6, 20, Mar. 6, 20, etc.).

E-RABAU-LAE (Fokker Prop-Jet)

Tues.: Dep. Lae 8.45 a.m., Rabaul arr. 9.45 a.m. (Feb. 6, 20, Mar. 6, 20, etc.).

Wed.: Dep. Rabaul 10.10 a.m., Lae arr. 12 noon (Feb. 7, 21, Mar. 7, 21, etc.).

PT. MORESBY-BAIMURU-KIKORI

(Catalina)

Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema.

PORT MORESBY-DARU (DC3)

Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo (Feb. 9, 23, Mar. 9, 23, etc.).

(Catalina)

Thurs.: Dep. Port Moresby 6 a.m. for Daru, Lake Murray, D'Albertis, arr. 10 a.m., returning same day via Daru, Kerema (Feb. 1, 15, Mar. 1, 15, etc.).

PT. MORESBY-SAMARAI (Catalina)

Fourth Mon., dep. Port Moresby 8 a.m. for Samarai, returning same day (Feb. 29, Feb. 26, Mar. 26, etc.).

Mon.: Dep. Port Moresby 8 a.m. for Samarai, Esa'ala, returning same day (Feb. 5, 19, Mar. 5, 19, etc.).

Fourth Monday, dep. Port Moresby 8 a.m. for Samarai, Deboyne, returning same day (Feb. 12, Mar. 12, etc.).

LAE-MADANG-WEWAK-MANUS- KAVIENG-RABAU SERVICE (DC3)

Fri.: Dep. Lae 7 a.m., Madang arr. 8 a.m., Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Sat.: Dep. Rabaul 7 a.m., Kavieng arr. 8 a.m., Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Dep. Lae 7 a.m. for Wabag, calling at Goroka, Minj, Banz, Mt. Hagen, Wabag River, Wapenamanda, Wabag, returning back at Lae depends on stops (Note: Fortnightly calls at Mpu—Feb. 6, 20, Mar. 6, 20, etc.).

LOWER HIGHLANDS (DH Otter)

Dep. Lae 7.30 a.m. for Goroka, Kainantu, Gusap, Goroka, Arona, returning back at Lae depends on stops (Note: Fortnightly calls at Mpu—Feb. 6, 20, Mar. 6, 20, etc.).

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Sun.: Dep. Pt. Moresby 10.30 a.m., Wau arr. 11.25 a.m., dep. 11.45 a.m., Bulolo arr. 12 noon, dep. 12.15 p.m., Lae arr. 12.45 p.m.

Sun.: Dep. Lae 7 a.m., Bulolo arr. 7.30 a.m., dep. 7.45 a.m., Wau arr. 8 a.m., dep. 8.20 a.m., Pt. Moresby arr. 9.25 a.m.

MADANG-MT. HAGEN (DC3)

Dep. Madang 10.30 a.m., Banz arr. 11 a.m., dep. 11.40 a.m., Mt. Hagen arr. 12 noon, dep. 12.30 p.m., Madang arr. 1.30 p.m.

Dep. Madang 3 p.m., arr. Mt. Hagen 4 p.m.

LAE-GOROKA-MADANG (DC3)

Dep. Lae 9 a.m., Goroka 9.55 a.m., then via Minj, Banz, Mt. Hagen, Madang arr. 1.30 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Tues., Thurs.: Dep. Pt. Moresby 8 a.m., Goroka arr. 9.50 a.m., dep. 10.30 a.m., Madang arr. 11.05 a.m.

Sun., Tues., Thurs.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 8.05 a.m., Port Moresby arr. 9.55 a.m.

LAE-RABAU-LAE (DC3)

Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.

Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.

Sat.: Dep. Rabaul 8 a.m., Jacquinot Bay 9.15 a.m., Talasea 10.20 a.m., Finschhafen 11.50 a.m., arr. Lae 12.25 a.m.

Thurs.: Dep. Lae 9.45 a.m., Finschhafen 10.35 a.m., Talasea 12.10 p.m., Jacquinot Bay 1.15 p.m., Rabaul 2.10 p.m.

* Calls at Hoskins and Kandrian on request.

MT. HAGEN-LAE (DC3)

Thurs.: Dep. Mt. Hagen 6 a.m., then Banz, Minj, Goroka, Lae arr. 8.45 a.m.

LAE-FINSCHHAFFEN (Cessna)

Tues.: Dep. Lae 7.15 a.m., arr. Finschhafen 7.50 a.m., dep. 8.10 a.m., Lae arr. 8.45 a.m.

RABAU-BUIN-RABAU (DC3)

Fri. and alt. Mon. (Feb. 5, 19, Mar. 5, 19, Apr. 2, etc.): Dep. Rabaul 7 a.m., Buka, Wakanai, Aropa, Buin arr. 11 a.m., dep. 11.30 a.m., Aropa, Wakanai, Buka, Rabaul arr. 3.30 p.m.

Operated by Ansett-Mandated Air Lines
Ansett-MAL DC3's, connect at Lae with the Sydney-Lae-Sydney DC6B services as follows:—

Wed.: Dep. Rabaul 5.45 a.m., Lae arr. 8.25 a.m., dep. 9.20 a.m., Rabaul arr. 12 noon, dep. 12.30 p.m., Kavieng arr. 1.30 p.m.

Wed.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 7.50 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Goroka arr. 9.45 a.m., dep. 10.05 a.m., Madang arr. 10.35 a.m., dep. 11 a.m., Wewak arr. 12.15 p.m.

Thurs.: Dep. Kavieng 3 p.m., Rabaul arr. 4 p.m.

Fri., Sat.: Dep. Rabaul 5.45 a.m., Lae arr. 8.25 a.m., dep. 9.20 a.m., Rabaul arr. 12 noon.

Fri.: Dep. Wewak 6.15 a.m., Madang arr. 7.30 a.m., dep. 7.45 a.m., Lae arr. 8.50 a.m., dep. 8.55 a.m., Wau arr. 9.25 a.m., dep. 9.45 a.m., Madang arr. 10.55 a.m.

Fri.: Dep. Goroka 7.30 a.m., Lae arr. 8.25 a.m., dep. 9.05 a.m., Kainantu arr. 9.45 a.m., dep. 10 a.m., Goroka arr. 10.20 a.m., dep. 10.40 a.m., Minj arr. 11.10 a.m., dep. 11.20 a.m., Banz arr. 11.25 a.m., dep. 11.35 a.m., Mt. Hagen arr. 12 noon, dep. 12.10 p.m., Wabag arr. 12.35 p.m., dep. 12.45 p.m., Mt. Hagen arr. 1.45 p.m., dep. 1.55 p.m., Minj arr. 2 p.m., dep. 2.25 p.m., Goroka arr. 2.55 p.m.

Sat.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 7.55 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Goroka arr. 9.45 a.m., dep. 10.05 a.m., Madang arr. 10.35 a.m.

Other Ansett-MAL scheduled internal P-NG services include:

Mon.: Dep. Lae 6.30 a.m. for Goroka, Kainantu, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Rabaul.

Tues.: Dep. Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Dep. 6.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.

Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak.

Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.

Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.

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. Kavieng 3 p.m. for Rabaul.

Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, Rabaul.

Dep. Lae 6.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Kainantu, Lae.

Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.

Dep. Lae 8.55 a.m. for Wau, Madang, Dep. Lae 9.05 a.m. (by Piaggio) for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, Banz, Minj, Goroka.

Dep. Goroka 7.30 a.m. for Lae, Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.

Sat.: Dep. Rabaul 5.45 a.m. for Lae, Dep. Madang 7 a.m. for Goroka, Lae, Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Dep. Lae 9.20 a.m. for Rabaul, Dep. Lae 8.55 a.m. for Goroka, Madang.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea)

TAA, with DC3 aircraft

Dep. Lae 6 a.m. alt. Fri. (Feb. 9, 23, Mar. 9, 23, etc.), calls at Madang, Wewak, and arr. Hollandia 10.35 a.m.

Dep. Hollandia 11.35 a.m. same day and with calls at Wewak and Madang, arr. Lae 5.05 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 DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4).

Alt. Thurs. (Feb. 1, 15, Mar. 1, 15, etc.): Dep. Biak 7.30 a.m., Hollandia arr. 9.35 a.m., dep. 10.20 a.m., arr. Lae 1.50 p.m.

Alt. Fri. (Feb. 2, 16, Mar. 2, 16, etc.): Dep. Lae 9 a.m., Hollandia arr. 12 noon, dep. 12.50 p.m., arr. Biak 3 p.m.

NNG INTERNAL SERVICES

NNG Airlines

DC3 aircraft link Biak with Hollandia (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Kebar, Wamena, Ransiki, Genjem; Twin Pioneer to Seroei, Steenkool, Manokwari, Noemfoer, Inawatan, Teminabuan, Sorong; Beaver to Wasior, Fakfak, Kaimana, Teminabuan, Ajamaroe, Napan, Wisselmeren, Kokonao, Inawatan.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines

Weekly DC8 service between Sydney (dep. Fri. 10.45 a.m.) and Holland, calling at Biak, NNG (arr. Fri. 3.40 p.m., dep. 4.40 p.m.), Manila (Philippines) and Amsterdam (arr. Sat. 12.25 p.m.). Dep. Amsterdam Wed. 2 p.m., via Manila and Biak (arr. Fri. 12.35 a.m.) for Sydney (arr. Fri. 7.30 a.m.).

DC7C aircraft dep. Biak Mon. (9.45 a.m.) and Fri. (5.15 p.m.) for Japan, en route to Amsterdam (arr. Tues. 4.20 p.m. and Sat. 11.30 p.m.). Dep. Amsterdam Tues. and Fri. 9 p.m. for Japan and Biak, arr. Thurs. and Sun. 11.59 p.m.

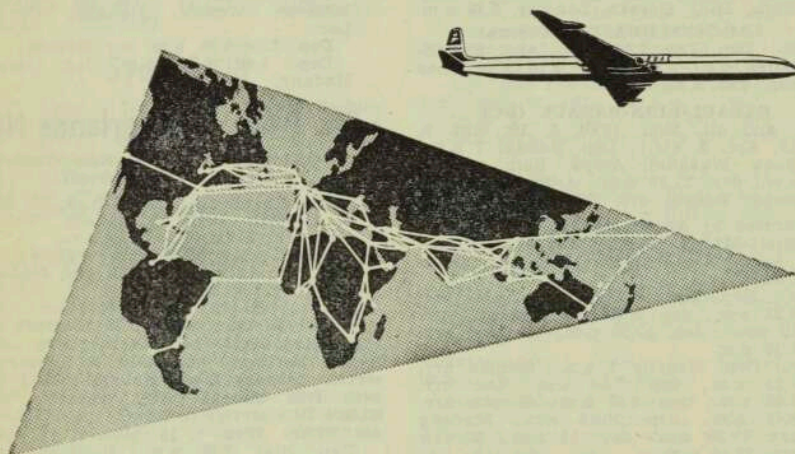
5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop-Jet and DC3 Aircraft

Alt. Tues. (Fokker): Dep. Lae 8.45 a.m. for Rabaul, Buka, Munda (BSI), Honiara arr. 4.10 p.m. (Feb. 6, 20, Mar. 6, 20, etc.).

Alt. Wed. (Fokker): Dep. Honiara 6.45 a.m. for Munda, Buka, Rabaul (NG), Lae arr. 12 noon (Feb. 7, 21, Mar. 7, 21, etc.). (Over)

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Alt. Mon. (DC3): Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina
Honiara arr. 4.20 p.m. same day (Feb. 12, 26, Mar. 12, 26, etc.).

Alt. Tues. (DC3): Dep. Honiara 7 a.m. for Yandina, Munda, Buka, Rabaul, Lae arr. 3.05 p.m. same day (Feb. 13, 27, Mar. 13, 27, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 11 a.m., arr. Noumea 2.20 p.m.

Thurs.: Dep. Noumea 3.45 p.m., arr. Sydney 5.30 p.m.

7. Paris-Sydney-Noumea-Fiji Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 2 p.m., eastbound: Athens, Teheran, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 7.05 a.m.).

Dep. Sydney Wed. 8.20 a.m. for Noumea (arr. 12.05 a.m., dep. 3 p.m.), Nadi (arr. 5.50 p.m., dep. 6.50 p.m.), crosses International Dateline, Papeete (arr. Wed. 1.10 a.m., dep. 10 a.m.), Los Angeles, Montreal, Paris (arr. Thu. 9.35 p.m.).

Dep. Paris Wed. 4.45 p.m. westbound: Montreal, Los Angeles, Papeete (arr. Thurs. 7.20 a.m., dep. Sat. 1.40 a.m.), crosses International Dateline, Nadi (arr. Sun. 4.20 a.m., dep. 5.20 a.m.), Noumea (arr. Sun. 6.30 a.m., dep. 8.30 a.m.), Sydney (arr. 10.30 a.m.).
Dep. Sydney Sun. 11.40 a.m. for Darwin, Jakarta, Saigon, Bangkok, Karachi, Teheran, Rome, Paris (arr. Mon. 9.35 p.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Thurs.: Dep. Papeete 11 a.m. for Honolulu, arr. 4.50 p.m. same day.
Thurs.: Dep. Honolulu 6.20 p.m., arr. Papeete, arr. 11.55 p.m. same day.

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd. with Sandringham Flyingboats

Regular return flight from Rose Bay to Lord Howe each Tues. and Sat. (with extra flight each Thurs. during Jan. and Feb.).

9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 aircraft

Sat.: Dep. Sydney 8 a.m., arr. Norfolk Is. 2.45 p.m.; dep. Norfolk Is. next day, Sat. 2.45 p.m. for Sydney, arr. 6.45 p.m. Flight extends Norfolk Is.-Auckland-Norfolk Is. (see table 12.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues., Fri.: Dep. Noumea (N. Caledonia) 7 a.m. for Vila (arr. 8.55 a.m., dep. 9.30 a.m.), Santo (arr. 10.45 a.m., dep. 12.15 p.m.), Vila (arr. 1.30 p.m., dep. 2.05 p.m.), Noumea (arr. 4 p.m.).

11. N. Caledonia-Wallis Is.

TAI with DC4 aircraft

Monthly (second Wednesday), dep. Noumea on Feb. 14, Mar. 14, etc.
Dep. Noumea, Wed., 7 a.m., arr. Wallis Is. 2.30 p.m.; dep. Wallis Is. Thu. 11.30 a.m., arr. Noumea 5 p.m. same day.

12. Norfolk Is.-Auckland

AL, by Qantas Skymaster (Charter)
Dep. Norfolk 4 p.m., arr. Auckland
4.45 p.m. Ret. next day, Sun.: dep.
Auckland 10.30 a.m., arr. Norfolk 1.30
p.m. (See Table 9).

13. Auckland-Sydney

TAS and TEAL jointly, with Electra
International Mk. II's

Dep. Auckland 9 a.m., arr. Sydney
1.20 a.m.

Tues.: Dep. Auckland 8 a.m., arr.
Sydney 10.20 a.m. (Service curtailed
during Jan. only—viz., Jan. 16, 30).

Wed.: Dep. Auckland 10.30 a.m., arr.
Sydney 12.50 p.m.

Sun.: Dep. Auckland 7 p.m., arr.
Sydney 9.20 p.m.

Dep. Sydney 1 p.m., arr. Auckland
3.30 p.m.

(except Thurs. and Sat.): Dep.
Sydney 12.30 a.m., arr. Auckland 6.05
p.m. (Service curtailed during January
only—viz., Jan. 16, 17, 19, 21, 30, 31).

14. Sydney-Christchurch

TAS AND TEAL jointly, with Electra
International Mk. II's

Wed., Thurs., Sat., Sun.: Dep.
Sydney 9 a.m., arr. Christchurch 2.50
p.m.

Wed., Fri., Sat., Sun.: Dep. Christ-
church 4 p.m., arr. Sydney 6.20 p.m.

15. Christchurch-Melbourne

TAS and TEAL jointly, with Electra
International Mk. II

Thurs.: Dep. Christchurch 4 p.m.,
arr. Melbourne 6.55 p.m.

Fri.: Dep. Melbourne 8.30 a.m.,
arr. Christchurch 2.40 p.m.

16. Sydney-Wellington

TAS and TEAL jointly, with Electra
International Mk. II

Dep. Sydney 12.15 p.m., arr.
Wellington 6.15 p.m.

*: Dep. Sydney 9.30 a.m., arr.
Wellington 3.30 p.m.

Dep. Sydney 12.30 a.m., arr. Welling-
ton 6.30 a.m.

Dep. Wellington 7.30 p.m., arr.
Sydney 10.05 p.m.

*: Dep. Wellington 4.30 p.m., arr.
Sydney 7.05 p.m.

Dep. Wellington 8 a.m., arr. Sydney
3.35 a.m.

Commencing Jan. 18.

17. Auckland-Melbourne

TAS and TEAL jointly, with Electra
International Mk. II

Fri.: Dep. Auckland 6.30 p.m., arr.
Melbourne 9.50 p.m.

Dep. Auckland 10.30 a.m., arr. Mel-
bourne 1.50 p.m.

Sun.: Dep. Melbourne 11 a.m., arr.
Auckland 5.25 p.m.

Dep. Melbourne 11.59 p.m., arr.
Auckland 6.25 a.m. (Sat.).

18. Auckland-Fiji

with Electra International Mk. II's

Sat., Sun.: Dep. Auckland 8.30 p.m.,
arr. Nadi 12.15 a.m.

Fri.: Dep. Auckland 8.30 p.m., arr.
Nadi 12.15 a.m.

Fri. Sun.: Dep. Nadi 8.45 a.m., arr.
Auckland 12.35 p.m.

Dep. Nadi 1.30 p.m., arr. Auckland
4 p.m.

Sat.: Dep. Nadi 5.30 a.m., arr.
Auckland 9.25 a.m.

Wed., Fri. flights ex-Auckland, and
Sat. flights ex-Nadi are operated
under charter to TEAL.

19. Fiji-Christchurch

TEAL, with Electra International Mk. II

Wed.: Dep. Nadi 8.45 a.m., arr. Auckland
12.35 p.m., dep. Auckland 2.20 p.m.,
arr. Christchurch 4 p.m.

Wed.: Dep. Christchurch 6 p.m., arr.
Auckland 7.30 p.m., dep. Auckland 8.30
p.m., arr. Nadi 12.15 a.m.

* Operated by Qantas under charter
to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra International Mk. II

Mon.: Dep. Nadi 3.30 a.m., crosses Inter-
national 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 Date-
line, arr. Nadi Tues. 12.40 p.m.

**21. NZ-Fiji-Am. Samoa-
Hawaii**

PAA, with DC7C Aircraft

Dep. Auckland 5.30 p.m., Sun. and Thurs.
arr. Nadi 10.15 p.m.; dep. Nadi Mon.
only 12 noon, crosses International
Dateline, arr. Tafuna (American
Samoa) 4.05 p.m., Sun. dep. Tafuna
5 p.m., arr. Honolulu 5 a.m. Mon.

Dep. Honolulu 12.45 a.m. Tues., arr. Tafuna
8.30 a.m. Tues., dep. Tafuna 9.15 a.m.,
crosses International Dateline, arr. Nadi
11.20 a.m. Wed.: dep. Nadi 7.15 a.m.
Sun., Thurs., arr. Auckland 12.05 p.m.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drovér
Aircraft and Beaver Amphibian

Suva-Nadi-Suva: Two flights daily (Wed.
and Sun. morning timetables half-hour
earlier): 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: Dep. 11 a.m. Wed.,
Thurs., Fri., Sat.

Suva-Labasa-Savusavu-Labasa-Suva: Dep.
11 a.m. Tues.

Suva-Savusavu-Matei-Suva: Dep. 11 a.m.
Mon.

Suva-Savusavu-Matei-Savusavu-Suva: Dep.
11 a.m. Wed.

Suva - Savusavu - Labasa - Savusavu -
Suva: Dep. 11 a.m. Thurs., Sat., Sun.

Suva-Ura-Suva: Dep. 7.45 a.m. Thurs.,
Sun.

Suva-Labasa-Matei-Labasa-Suva: Dep. 11
a.m. Mon.

Suva-Matei-Labasa-Matei-Suva: Dep. 11
a.m. Fri.

Suva-Levuka-Suva: Dep. 8 a.m. Tues., Wed.
Suva-Kadavu-Suva: Alternate Fri., dep.
2.30 p.m. (Feb. 2, 16, Mar. 2, 16, etc.)
and alternate Mon. dep. 8 a.m. (Feb.
5, 19, Mar. 5, 19, etc.).

Details from Fiji Airways, Ltd., Victoria
Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

Alt. Thurs. (Feb. 8, 22, Mar. 8, 22, etc.):
Dep. Suva (Nausori) 7 a.m., arr.
Nukualofa (Fua'amotu airfield, Tonga-
tapu) 11.15 a.m.

Alt. Fri. (Feb. 2, 16, Mar. 2, 16, etc.):
Dep. Suva 7 a.m., Nukualofa arr. 11.15
a.m., dep. 12.30 p.m., arr. Suva 2.45
p.m.

Alt. Sat. (Feb. 10, 24, Mar. 10, 24, etc.):
Dep. Nukualofa 9.30 a.m., arr. Suva
11.45 a.m.

Details from Fiji Airways, Ltd., Victoria
Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways Ltd., with Heron aircraft

Alt. Thurs. (Feb. 1, 15, Mar. 1, 15, etc.):
Dep. Suva 7.45 a.m., crosses Inter-
national Dateline, arr. Apia (Faleolo
airfield, Upolu) 1.25 p.m. alt. Wed.
(Jan. 31, Feb. 14, 28, Mar. 14, etc.).

Alt. Thurs. (Feb. 1, 15, Mar. 1, 15, etc.):
Dep. Apia 10 a.m., crosses Inter-
national Dateline, arr. Suva, alt. Fri.
(Feb. 2, 16, Mar. 2, 16, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways Ltd., with Heron aircraft

Alt. Sun. (Feb. 11, 25, Mar. 11, 25, etc.):
Dep. Nausori 8.30 a.m., Nadi arr. 9.15
a.m., dep. 10 a.m., Vila arr. 1 p.m.

Next day (alt. Mon.) dep. Vila 8
a.m., Santo arr. 9.20 a.m., dep. 10
a.m., Honiara arr. 2.45 p.m.

Alt. Tues. (Feb. 13, 27, Mar. 13, 27, etc.):
Dep. Honiara 7 a.m., Santo arr. 11.45
p.m., dep. 12.30 p.m., Vila arr. 1.50
p.m. Next day (alt. Wed.) dep. Vila
8 a.m., Nadi arr. 1 p.m., dep. 1.45
p.m., Nausori arr. 2.35 p.m.

26. Hawaii-Tahiti

South Pacific Air Lines with Super-G
Constellation aircraft

Weekly from Honolulu to Faala Inter-
national Airport, Papeete.

Wed.: Dep. Honolulu 8.30 p.m., arr. Papeete
Thurs 6 a.m.

Sat.: Dep. Papeete 10 p.m., arr. Honolulu
Sun. 7.30 a.m.

Details from South Pacific Air Lines,
311 California St., San Francisco, USA.

27. New Caledonia-NZ

TAI with DC4 Aircraft

Sun.: Dep. Noumea 9.45 a.m. for Auckland,
arr. 4.25 p.m. (Over)

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FIRST MORTGAGE
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STOCK**

INTEREST	PERIOD
9 ¹ / ₂ % P.A.	5 or 6 years
9 % P.A.	4 years
8 ¹ / ₂ % P.A.	3 years
8 % P.A.	2 years
7 ¹ / ₂ % P.A.	12 months
6 ¹ / ₂ % P.A.	6 months

**REGISTERED
REDEEMABLE DEPOSIT
NOTES**

INTEREST	PERIOD
9 ¹ / ₂ % P.A.	4 years
9 % P.A.	3 years
8 ¹ / ₂ % P.A.	2 years
8 % P.A.	12 months
7 % P.A.	6 months

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OR

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T. & G. Building, 137 Queen Street, Brisbane**

'Phones: 24-509, 26-981

OR

Any Member of a Stock Exchange

Underwriting Brokers:

**RALPH W. KING & YUILL, 340 Queen Street, Brisbane (Members of
the Sydney Stock Exchange)**

**CORRIE & CO., 400 Queen Street, Brisbane (Members of the Brisbane
Stock Exchange)**

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

CC.118/G

Mon.: Dep. Auckland 9.30 a.m.
Noumea arr. 2.30 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival
Prince aircraft

Between Western Samoa (Faleolo airport)
and American Samoa (Tafuna aerodrome)
Dep. Faleolo (W. Samoa): Sun. 1.30 p.m.
Mon. 9 a.m., 2 p.m.; Tues. 8 a.m.
Wed., Thurs. 10 a.m.; Fri. 10 a.m.
2 p.m.; Sat. 10 a.m., 3 p.m.
Dep. Tafuna (Am. Samoa): Sun. 8
a.m., 4.30 p.m.; Mon. 11 a.m., 3.15 p.m.
Tues. 9.30 a.m.; Wed., Thurs. 11
a.m.; Fri. 11.15 a.m., 3.15 p.m.; S
11.15 a.m.

Booking agents: Gold Star Travel Serv
Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

Reseau Aerien Interinsulaire with
Bermuda flyingboat

Services to the Leeward Group (I
Sous le Vent), Society Islands.

Mon.: Dep. Papeete 7.30 a.m., Raiatea 8
30 a.m., dep. 8.50 a.m., Huahine 9
10 a.m., dep. 9.40 a.m., Bora B
arr. 10.10 a.m., dep. 10.30 a.m., Rai
arr. 10.45 a.m., dep. 11.05 a.m., Pape
arr. 12.05 p.m.

Tues., Sun.: Dep. Papeete 7.30 a.
Raiatea arr. 8.30 a.m., dep. 9.15 a.
Bora Bora arr. 9.30 a.m., dep. 3 p.
Raiatea arr. 3.15 p.m., dep. 3.30 p.
Papeete arr. 4.30 p.m.

Wed.: Dep. Papeete 7.30 a.m., Huah
arr. 8.20 a.m., dep. 8.50 a.m., Rai
arr. 9.10 a.m., dep. 9.30 a.m., Bora B
arr. 9.45 a.m., dep. 3 p.m., Rai
arr. 3.15 p.m., dep. 3.30 p.m., Pape
arr. 4.30 p.m.

Thurs.: Dep. Papeete 7.30 a.m., Bora B
arr. 8.25 a.m., dep. 8.45 a.m., Rai
arr. 9 a.m., dep. 9.15 a.m., Pape
arr. 10.15 a.m.

Sat.: Dep. Papeete 1 p.m., Raiatea
2 p.m., dep. 2.15 p.m., Bora Bora
2.30 p.m., dep. 3 p.m., Raiatea
3.15 p.m., dep. 3.30 p.m., Papeete
4.30 p.m.

Details from RAI, Quai Bir Hak
Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapid
Noumea-Mare: Tues., Wed. dep. Noume
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 a
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. 1
p.m., Noumea arr. 1.30 p.m. Sat.:
Noumea 8 a.m., Ouvea arr. 8.50 a
dep. 9.10 a.m., Noumea arr. 10 a.m.
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 a
Pines arr. 8.15 a.m., dep. 4.30 p
Noumea arr. 5 p.m.

31. Micronesia

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Mariana groups) on behalf of the
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Details from Trans Ocean Air
Agana, Guam.

Pacific Commerce and Produce

New Subsidiary For R's Fiji Mills

WITH a nominal capital of £F15,000,000, the biggest yet any Fiji private company, South Pacific Sugar Mills Ltd. was entered in Suva on December 19, a wholly-owned subsidiary of Colonial Sugar Refining Co. Ltd.

It is planned that the new company, when the various steps can be factorily completed, will take over CSR's assets and activities in including its four sugar mills and ancillary equipment.

Shareholders in South Pacific Sugar Mills are the chief inspector of the division of CSR in Sydney, Mr. G. Nicholls, and the chief manager for CSR in Fiji, Mr. J. C. Potts. Directors are Messrs. Nicholls and Potts, and the three managers of the mills in Fiji, Messrs. J. M. Men (Lautoka), G. F. Adams (Suva), and A. S. Hermes (Suva).

Formation of the new company is, in part, one of the recommendations of the Sugar Inquiry Commission (under Sir Malcolm Fraser) last year. It suggested the proposed subsidiary should take over its accounts in Fiji (which it has offered to do) and also that CSR might be prepared to appoint, say, three local directors, prominent in business or in other cities in Fiji, and "at least one should be a Fijian and one an Indian". CSR, instead of the latter suggestion, has appointed its three experienced European mill-managers as directors in the first instance—though there is provision for increasing the number of directors to

Copra And Oil Market Is Static

URING December the world copra market did not fall to any extent—but it made no spectacular rises either, and the price for the month averaged out at about 10 per cent. less than in November. The month's highest point was on December 19, when the c.i.f. price for copra was £Stg58/1/2; the low—less than £Stg55—was at the opening of the month. Average—on which payments for

January will be calculated in such places as Papua and New Guinea—was £Stg56/5/-.

During December, the United States offered 7,000 tons of stock-piled coconut oil and accepted bids for less than half of it (at prices near ruling market rates). The US, as part of its plan to help feed fat-starved nations, purchased about 100,000 tons of soyabean and cottonseed oil for May-September shipment overseas; and the United Arab Republic bought heavily of cottonseed oil for immediate delivery.

All these moves are believed to have had some effect on the fat and oil market—but it would need a witch-doctor to work out just what. The oil market, and with it the copra market, remains as uncertain as the international situation.

With populations in already over-populated countries exploding at a frightening rate, there should be a market for every pint of edible oil the world can produce, but the trick is to that one is to produce at a price that the under-privileged can afford. It is possible that if President Soekarno starts his war, the copra position may be affected. But this is by no means sure either, as Indonesia has been an unknown copra quantity in recent years and needs a great deal of what it can produce to feed its rapidly increasing millions.

The Papua-New Guinea Copra Marketing Board has announced that it has renewed, for 1962, all the contracts for copra that it held in 1961, so at least producers in the Territory can be assured that they can sell all their copra at world price.

Norfolk Is. Whaling Co. Passes Dividend

Showing a consolidated net loss of £41,713 for the year ended October 31, 1961, Norfolk Island and Byron Bay Whaling Co. Ltd. will not pay a dividend. The loss compared with profits of £64,842 the previous year and £63,063 in 1958-59.

Last year the company paid a 10 per cent. dividend, three months late, after it had received a takeover offer from Whale Industries Ltd.

The latest result is after higher provisions for tax £8,382 (up £885) and depreciation £48,110 (up £3,297).

In December directors stated that both the Norfolk Island and Byron Bay stations were profitable for the year, but the overall result was adversely affected by difficulties encountered by the NZ subsidiary.

Loloma (Fiji) Gold NL Now Profitable Investment Co.

Profit rose from £98,672 to £116,670 for Loloma (Fiji) Gold Mines NL for the year ended June 30, 1961, said Mr. M. J. Cody (chairman) at the annual meeting in Melbourne recently. The company has disposed of its Fijian gold mining operations to Emperor Gold Mining Co. Ltd. and now is virtually an investment concern.

Dividend was held at last year's increased level of 2/6 a share and required £103,125.

Loloma's investments at June 30 were worth £2,614,185—obtained at a cost price of £1,545,330.

Mr. Cody told shareholders that Loloma directors during the year examined a number of mining prospects but none had been of sufficient interest to warrant support. The company has considerable holdings in several of the more promising oil exploration concerns in Australia.

Mine Development Costs Push Down Emperor's Profit

Emperor Mines Ltd., operating company of Emperor Gold Mining Co. Ltd., Fiji, earned net profit of only £F8,799

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for the year ended June 14, 1961, compared with £F33,871 the previous year.

Operating profit rose from £F278,866 to £F319,963, including subsidy of £F148,275 paid by the Fiji Government. However, mine development charges rose steeply from £F165,061 to £F274,169, mainly from deepening the Wallace Smith shaft and sinking a new eastern shaft from the surface to connect with the internal shaft. This trimmed the net figure, though depreciation was down from £F74,387 to £F36,732.

Ore reserves fell from 845,000 tons to 827,000 tons, averaging 8.6 dwt.

No dividend was again declared, at the annual meeting.

Since the end of the financial year, a record throughput of 19,358 tons in four weeks was achieved with the new plant, compared with the maximum of about 15,000 tons from the old plant.

Bali Plantations Ltd. Splits Its Shares to 5/- Units

At meetings of Bali Plantations Ltd., New Guinea, in Rabaul on December 15 and 29, shareholders agreed to resolutions to sub-divide its 10/- shares into two 5/- stock units.

The company's final results for the year to August 31, 1961, varied slightly from announced preliminary results. Directors advised that the profit fell from £54,243 in 1960 to £46,784 in 1961. Dividend was cut from 12 to eight per cent. (with a final distribution of three per cent.—previous year, final dividend was seven per cent., after an interim five per cent.).

Tax provision was reduced from £8,743 to £1,804, and depreciation charge increased from £5,914 to £10,946. Development of the company's plantations cost £12,086, which was credited to development reserve. Carry-forward was £22,904.

The downward trend of world market prices affected the year's results—Bali's income is derived entirely from copra and cocoa. The company's copra output is around 1,860 tons per annum but is being increased to an eventual production target of 2,050 tons. Large scale plantings of cocoa trees were carried out last year.

Papuan Seismic Oil Survey Fails

A seismic survey carried out south of Puri in Papua has shown no signs of oil, said the Minister for National Development, Senator Spooner, in Canberra early in December.

There appeared to be no structure worth drilling south of Puri and Kereru anticlines.

Seismograph Services Ltd. made the survey for Australasian Petroleum Co. Pty. Ltd.

APC's chairman, Mr. Bruce W. Graham, made only brief reference to Papua in his annual report to shareholders on November 21—"every opportunity is being sought to re-establish activity in Permit No. 22, Papua". His report was taken up mainly with details of the added £1,800,000 Federal Government's subsidy for oil drilling generally (making £2.7 millions for 1961-62), and particulars of APC's participation in the "Associated Group's" programme in Queensland and NT.

TEAL's Balance Sheet Is an Eye-Catcher

Balance sheet of TEAL, of New Zealand, issued at the end of 1961, would win any prize for the most attractively presented annual report of companies in the South Pacific.

With a coloured frontispiece of a TEAL jet-prop Electra airliner at Nadi, Fiji, and a profusion of photographs and easily understood graphs and illustrations, it is more like a travel booklet than a report to shareholders. It shows them how a profit of £NZ155,458 (before adjusted tax of £NZ29,535) was earned for the year to March 31, 1961, and how the revenue of £NZ3,755,379 was spent.

Losses of £NZ29,942 on the Coral Route service to Tahiti (including the period of changeover from Solent flying-boats to Electras) and of £NZ550 on the Norfolk Island service were reported. The Hibiscus service to Fiji carried just over 14 per cent. more traffic. The company's shares in Fiji Airways Ltd. are shown at cost, £NZ54,240.

During the year TEAL produced a new travelogue film on French Polynesia, "Tahiti—The Beloved Isles", its earlier, one, "Tiare Tahiti" having proved its worth as a travel lure.

Torres Strait Cultured Pearl Industry Gets Under Way

A start has been made on Horne Island, Torres Strait, with the new industry to produce cultured pearls.

Aucher Pearling Pty. Ltd. (a subsidiary of Associated Rural Industries Ltd., of Sydney, parent holding concern for a number of inter-locking companies) joined late last year with the Taiyo Fishery Co. Ltd., of Japan, on a 50-50 partnership basis, to establish the industry. Taiyo is one of the largest fishery companies in the world and has extensive interests in pearl culture.

Chairman of Associated Rural, Mr. Peter Farley told shareholders at the recent annual meeting that the company shared Japanese confidence that this new industry would be successful. Income would begin in the second year of operations but full production would not be achieved for five years, he said.

P-NG and New Hebrides Shell Exports From

Trochus, mother-of-pearl and green snail shell still are export earners for Papua-New Guinea, but, according to the Territory's Bureau of Statistics, value of these exports has dropped seriously in the last five years.

In 1956, more than 19,320 cwt, worth £441,153, was exported. In the 1960 year ended June 30 last, the territory exported only 7,760 cwt, worth £109,579.

Meanwhile, over in the New Hebrides there has been a relaxation of the ban on green snail fishing. The NH Agricultural Department reports receiving its second shipment of green snail shell, which came from Erromanga.

As with the recent first shipment, it conforms to the regulation size of six and three-quarter inches. It will go to France.

A third shipment of a ton of green snail shell is expected to take place shortly, to Australia, where it is fetching around £A450 per ton.

Economic Outlook

AFTER the Christmas-New Year recess the Sydney Stock Exchange re-opened January 2 to a day of frenzied bidding for oil shares—the 5/- shares of Australia Oil and Gas Corporation Ltd. (which made an oil strike in December at Moonie, Qld. and now is testing) rocketed to 75/-.

Prices of all other oil-seeking companies lifted, too, including Papia Apinaipi which has an interest in "Associated Group", one partner of which in December drilled a well yielding record flow of gas at Injune, Qld.

Within a few days, however, the excitement had subsided—and prices, too; most oil shares were still being quoted in early January at well above their closing prices.

The investment share market opened well; at January 5 "ordinaries" index 304.3 (1961 index finished at 299.07). Australia's trade surplus of £117.2 million for the six months, July 1 to December 31, 1961 (compared with a deficit of £146.4 million for the corresponding period of 1960) was one of the factors that encouraged stronger support for industrials.

Market commentators say that this is like being the busiest merger year. Within a week of reopening, four major takeover bids were notified to the Stock Exchange, including a £23 million proposal by Associated Securities Ltd. which W. R. Carpenter's have an interest in a similar hire-purchase concern, Australian Guarantee Corporation (40 per cent. held by the Bank of NSW).

SYDNEY SALES PRICES

	Dec. 6, '61	Jan. 5, '62
Bali Plantations	9/6	4/-
Burns Philp	91/-	92/6
Burns Philp (SS)	47/6	48/3
Choiseul Plntn.	180/-	180/-
C.S.R. Co.	£58/5/-	£59/1/-
Dylup Plantations	7/-	6/8
Fiji Industries	17/3	15/9
Hackshall's	13/6	13/1
Kauri Timber	11/6	11/-
Kerema Rubber	6/-	6/-
Koitaki Rubber	15/3	15/-
Lolorua Rubber	7/9	8/8
Makurapu Plntn.	2/4	2/1
Mariboi Rubber	7/1	8/-
Norfolk Is. Whaling	2/4	2/6
Pacific Is. Timbers	4/9	4/6
Palgrave	3/11	4/3
Plantation Holdings	2/10	3/9
Queensland Insurance	110/-	112/6
Rubberlands	4/10	5/6
Sangara	2/3	2/9
Sogeri Rubber	8/-	8/-
Sthn. Pac. Insurance	32/6	38/-
Steamships Trading	42/6	40/-
W. R. Carpenter Hold.	29/10½	30/3
Watkins Consolidated	5/5	5/3
Timor Oil	5/-	4/3

* Now 5/- share units

OIL AND MINING SHARES FIJI

	Dec. 4, '58	Dec. 6, '61	Jan. 5, '62
Emperor	b9/-	b3/9	s6/-
Loloma	b30/-	s45/-	b42/-

PAPUA-NEW GUINEA

	b32/-	b65/-	b70/-
Bulolo G.D.	b2/3	b1/9	b1/1
N.G.G. Ltd.	b9/9	b2/5	b2/4
Oil Search	—	b3d	b3d
Orlomo Exp.	s11d	s2½d	s4d
Ent. of N.G.	—	b86/-	b106/-
Pac. I. Mines	b4/6	b3/1	b4/1
Papuan Apin.	b91/-	b229/-	b225/-
Placer Dev.			

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