

Vol. XXXII, No. 9 (Apr. 1, 1962)

Date : 7/17/26, 3:49 AM

<https://nla.gov.au:443/tarkine/nla.obj-326504689>

Copyright varies by issue and article

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

Copyright status was determined using the following information:

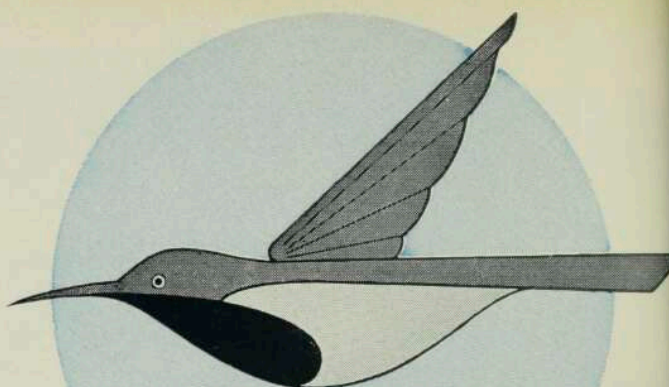
Material type: Literary, dramatic or musical work

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

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



FLY TAA



SUNBIRD SERVICES

throughout the Territory of Papua/New Guinea — and to Australia

Sunbird Services throughout the Territory

TAA operates 'Sunbird Services' throughout the Territory of Papua/New Guinea and to adjacent islands. Whether your destination is Mt. Hagen in the New Guinea Highlands, Honiara on Guadalcanal or any other of the 40 Territory ports served by TAA you will enjoy friendly service **WHEREVER** you fly with TAA Sunbird Services.

Sunbird Services to Australia

Regular TAA services from Lae and Port Moresby to the mainland link the Territory to more than 90 ports throughout Australia. From any location in the Territory you need only one call, one ticket, one airline. TAA operates a huge network of more than 40,000 miles throughout the Territory, to Australia and within Australia.

For your flight to anywhere in Australia, low cost Tourist or Luxury First Class, TAA is the Friendly Way.

SAVE ON TAA TOURIST CLASS FARES BETWEEN PORT MORESBY AND AUSTRALIA

For example, you save £8/15/0 (return) when you fly **TOURIST** to Brisbane with TAA.

Tourist fares from Port Moresby to Brisbane . . . £34/13/0 single £69/6/0 return.

First Class fares from Port Moresby to Brisbane . . . £41/4/0 single, £78/1/0 return

TRANS-AUSTRALIA AIRLINES

TAA is general sales Agent for QANTAS throughout Papua/New Guinea.

BOOKINGS:

GOROKA: Airport, Phone 8 **LAKE:** Coronation Drive, Airport Centre, Phone 2311.

MADANG: Kaislan Avenue, Phone 78 or 166. **PORT MORESBY:** Musgrave Street, Phone 2101

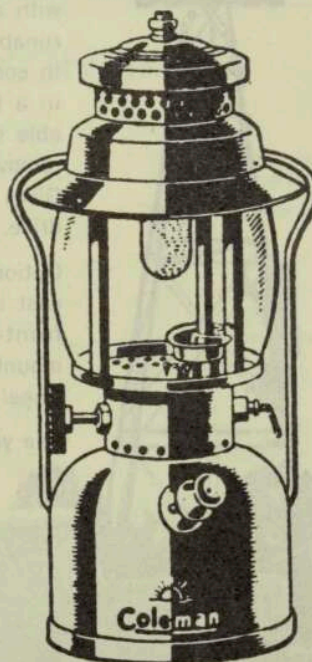
RABAUL: Mango Avenue, Phone 2567 or 2702 or any authorised TAA Agent.

TAA13

Brilliant Light in all weathers...

Coleman®

Kerosene LANTERNS



Robert Gillespie's bring to the Pacific Islands Coleman's

lightweight lanterns. These popular brand-name lan-

terns maintain a steady, dependable light in high winds

and torrential rains. Triple nickel-plated with brass

mounts. Two models available: No. 237—up to 500 c.p.;

No. 249—up to 300 c.p. . . . both tested to 200 lb. pres-

sure. Quick to light . . . just preheat with methylated

spirits. No need to repump each time lantern is lit

. the positive shut-off valve keeps pressure in the fount. Easily serviced and spare parts readily available.

Representatives for the Pacific Islands:

ROBERT GILLESPIE PTY. LTD.

22 Young St., Sydney
34 Queen St., Brisbane
Cable: "Robergill".

ROBERT GILLESPIE (N.G.) LTD.

Rabaul, Port Moresby
Lae, Madang

PEARCE & CO., LTD.

Suva

see the new **INTERNATIONAL** *Scout*

It's a Hard-Top Utility . . . Open-Air Runabout . . . Off-Road Work-horse . . . all in one!

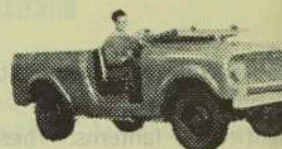
INTERNATIONAL brings you a whole new idea in low-cost transportation—the Scout! It's an all-purpose vehicle, only 68 inches high on a 100-inch wheelbase, with an 82.5 h.p. engine; a snug, stylish runabout that . . . ★ Seats three people in comfort ★ Carries over 1,000 lb. loads in a five-foot utility body ★ Has removable cab top, fold-down windshield, and removable side windows and doors ★ Gives you all-wheel-drive or rear-wheel-drive.

Optional attachments available at extra cost include a rear-mounted belt pulley, front-mounted winch, transfer-case-mounted P.T.O., and free-wheeling front wheel hubs.

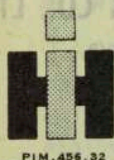
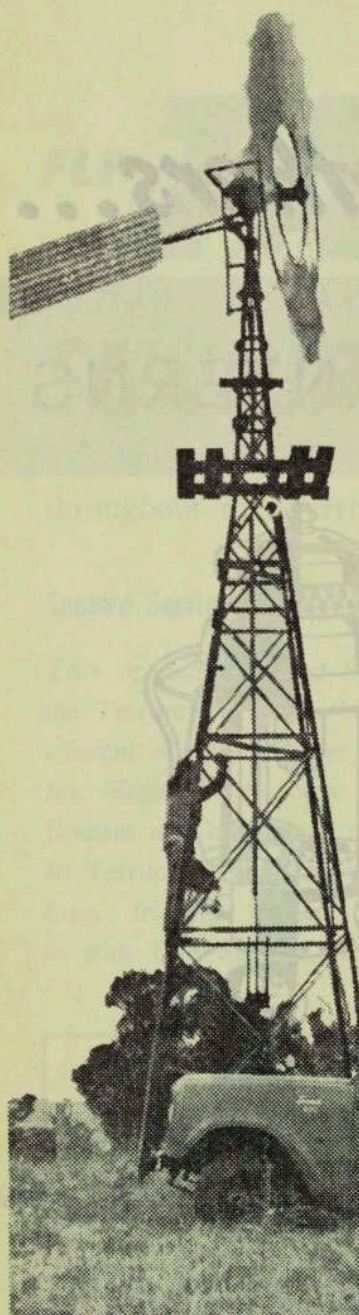
See your IH dealer for more information.



This is the stylish Sco with the steel top on—neat and nimble utility drive for business pleasure.



Same Scout stripped in action. Take off the cab top, door glass, remove doors, fold down windshield for rough jobs, tough country.

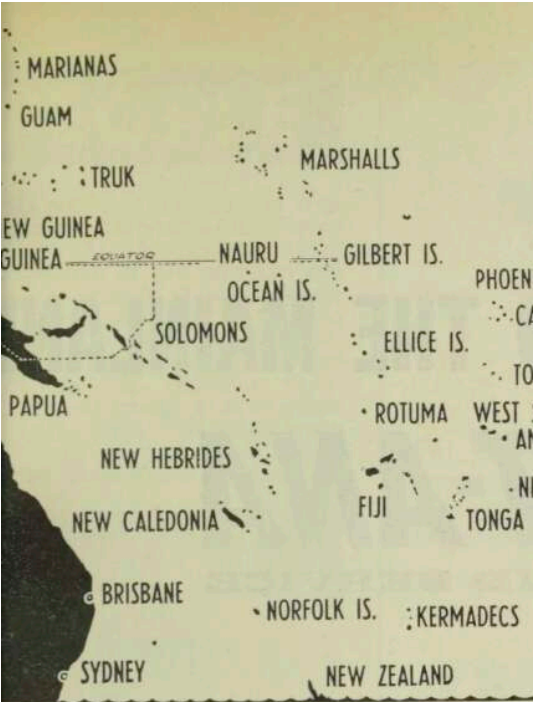


PIM.456.32

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

District Sales Offices in Australian Capital Cities. Works: Dandenong, Geelong and Port Melbourne.

DISTRIBUTORS: DUTCH NEW GUINEA: H. Englebert, n.v. Hollandia. SOLOMON ISLANDS: Solomon Motors Pty. Ltd., Honiara. TAHITI: Hintze & Company, Papeete. NEW HEBRIDES: Kerr Bros. Limited, Sydney. FIJI: Niranjan's Service Station, Suva. PAPUA: Steamships Trading Company Limited, Port Moresby and Samarai. Dealer: Rabaul Trading Co. Ltd., Rabaul. NEW GUINEA: New Guinea Goldfields Ltd., Wau; N.G.G. Trading Co., Lae.



PACIFIC ISLANDS MONTHLY

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

Publisher: R. W. ROBSON.

Editors:
TUDOR STUART INDER
Manager: SELWYN HUGHES.

PHONES: MA 9197, MA 7101,
MA 4369.

P.O. BOX 3408, SYDNEY.

Mailing Address: PACPUB, Sydney.

ANNUAL SUBSCRIPTION RATES:
(currency; includes surface
postage)

—P.-N.G., Fiji, Samoa, Norfolk,
B.S.I., Cook Is., Tonga, G.&E.
Niue, New Hebrides, and other
Pacific Is. £1 4 0

Pacific Territories and Dutch
Guinea £1 7 0

and N.Z. £1 10 0

British Commonwealth and Foreign
(Stg.) £2 10 0

and U.S. Pacific Territories
(U.S.) £3 1 3

Copies (postage extra) 2 6

BRANCH OFFICE IN PAPUA-NG
Publications (NG) Ltd., Theatre
Fourth St., LAE. Tel.: 2577.
Pat Robertson, Manager.

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

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

REPRESENTATIVE IN HAWAII:
Spencer, 203 Yap Bldg., 3465
Ave., Honolulu. Tel.: 775538.

REPRESENTATIVE IN U.S.A.:
Traib, Pacific Publications P/L,
155, San Francisco 1, California.
Tel.: Mission 8-1075.

REPRESENTATIVES IN U.K.:
Ashburn, 13 Rood Lane, London,
Tel.: Mincing Lane 8633.
Ackenzie, 4A Bloomsbury Square,
W.C.1. Tel.: Holborn 3779.

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

—All main trading firms and
shops in the Pacific Islands.

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

No. 9. Vol. XXXII.

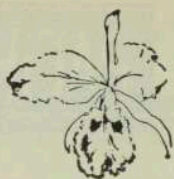
CONTENTS

APRIL, 1961

PEOPLE 5 UN Mission to Nauru and NG Has Mind of Its Own 15 NG Men at US Coffee Talks 16 US Activity on Christmas Island 17 Dutch "Tourists" for NNG 17 Take Over Bid for Steamships 17 P-NG Won't Proceed Against Patrol Officer 18 Aftermath of Buka Incident 18 New Caledonian Assembly Dis- solved: Nickel Trouble 19 NG Native Unionists Win the Right to Strike 19 New Bishop in Polynesia 19 Mischiefous Minority Defeated in Fiji Sugar War 20 A De Luxe Resort for Palmyra 20 P-NG Patrol Officers in a Quandary 21 COMMENTARY 23 CANBERRA COMMENTARY 24 THE EDITORS' MAILBAG 25 New Islands Air Charter 26 Tongan Stamp Issue Causes a Fuss 27 SYDNEYSIDER GOES WALKABOUT 31	Letters 3 WEST SAMOA SCENE: Bankruptcy or Prosperity? 3 Mr. "Gus" Martin Leaves Norfolk Island 3 TERRITORIES TALK-TALK, with Tolala 4 Fiji Looks at Its Tourist Potential 4 High Cost of Landing an Aircraft 4 New Air Route to American Samoa 5 First Catch Your Coconut Leaf 5 The Last of the Theatre (and Leaflet) Trucks 5 Outcry Over P-NG Airfare Increases 5 Norfolk Hopes for New Export Out- lets 5 Taking Rabaul's Volcanic Pulse 6 Copra Troubles on Manuae 6 Check on the Sex Habits of Tuna 6 MAGAZINE SECTION 7 PACIFIC SHIPPING AND CRUISING YACHTS 9 PACIFIC REPORT 11 In a Nutshell 13 Deaths of Islands People 13 TRAVEL TALK 13 Shipping, Airways Timetables 14 Commerce and Produce 14
---	--

THE COVER: Visitors who go ashore briefly on the island of Niue, about 300 miles east of Tonga, during steamer visits, sometimes have difficulty in carrying away the fruit or some of the island's excellent artifacts which they have bought. The matter is soon settled. A girl grabs a coconut frond, slices it, and in a few minutes plait a small handy satchel. Niue basket-making has been encouraged in the last few years by school headmaster Angus McBean, who recently transferred to the South Pacific Commission in Noumea.

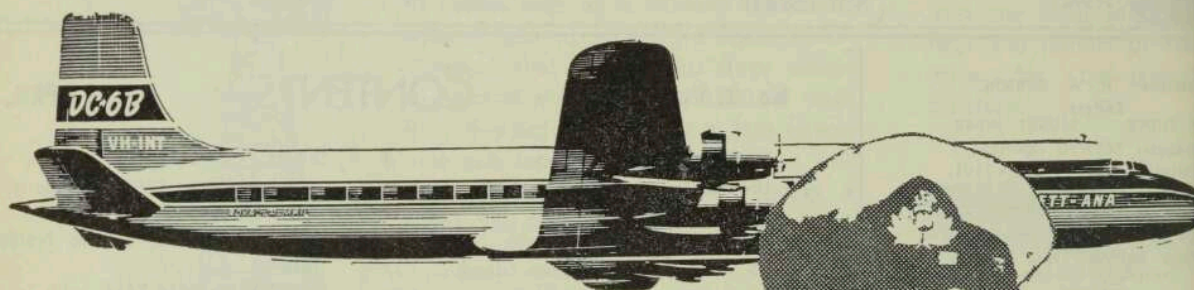
A Product of Pacific Publications Pty. Ltd., 29 Alberta Street, Sydney



FINEST SERVICE TO THE MAINLAND

ANSETT-ANA

GOLDEN ORCHID SERVICE



*You'll love the luxury of the big
Ansett-ANA DC6B airliners, and the delicious
Golden Orchid Service meals.*

*3 flights weekly to Brisbane and Sydney
by big DC6B aircraft. Plus speedy jet Fokker Friendship
services to Cairns and Townsville.*



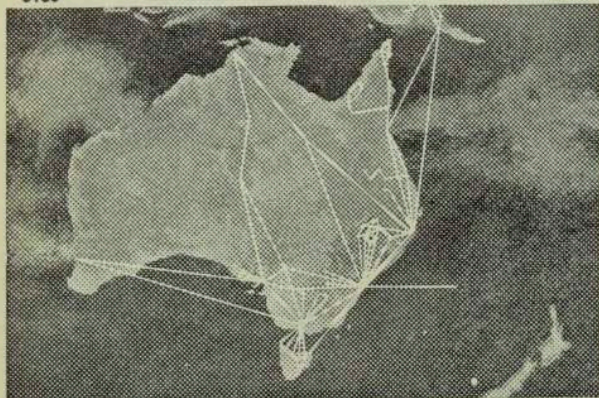
ANSETT-ANA

GOLDEN ORCHID SERVICE

...every time

*Corner 4th Street and Coronation Drive, Lae, Phone 229
Champion Parade, Port Moresby, Phone 2113.*

5180



PEOPLE

ings are back to normal in Wes-Samoa reported the *Samoa in* in March. Samoa's entire population of 130 prisoners was and an amnesty during Indepen-Week in January, but in Apia found itself with an-128. There was, happily, not of the old, familiar faces. has been having a petty crime lately—there have been more a dozen cases of purse snatch-and around Apia stores.



u Mission native choristers made a gift of their voices when Nurse Ann Coulston married to Mr. Ronald Wotton at Rabaul Church. Choir members voluntarily the church to estimate seating require-practised studiously for several weeks ally on the night of the wedding sang er of beautifully rehearsed hymns. The rs. Wotton is attached to Rabaul Native Welfare Clinic.

parations for the Melbourne nba Festival were disrupted the traditional grass skirts were to be worn at the Festi-by eight Fijian girls vanished the girls' quarters—no doubt by souvenir hunters. It was first time that Fijian dancers attended the celebrations. The responded to a plea for re-ments, but were not able to y enough skirts so PAA and as helped out.

* * *

. Philip Temple, a New Zea-mountaineer, is reported from India to have found on March wreckage of an American war-

LEASE A VOLKSWAGEN

FOR YOUR WHOLE LEAVE
Enjoy Worry-Free Motoring
and Save Money

For those shortly to take leave in Sydney there are Volkswagens available for lease (or purchase). Reasonable leasing rate of £60 per month charged — no extra for mileage, travel as far as you like — no limitations applied.

Wire or write date of arrival and length of leave. Bookings should be accompanied by £10 deposit.

FRESHWATER MOTORS

254 CONDAMINE STREET
MANLY VALE, SYDNEY

PHONE: 945108 — 942078 — 947581
After Hours: 931387

Hands soft?



Available from Your Chemist

Agricultural problems? *consult CATES*

Lane's Pty. Ltd., of Bankstown, N.S.W., Australia, are pleased to announce the appointment of Mr. A. H. Cates as their Resident Sales Director for Fiji and the Islands.

Mr. Cates has a broad technical background and an intimate practical knowledge of the agricultural problems which beset the plantation owner. His advice is yours for the asking.

Although Mr. Cates will visit other islands, his headquarters will be in Fiji at Carpenters on Rodwell Road.



MR. A. H. CATES

LANE'S

*Resident Sales Director
for Fiji and the Islands*

Information about Lane's products—weedkillers, fungicides, insecticides, fertilisers and disinfectants—may be obtained from Mr. Cates or from W. R. Carpenter & Co. Both are at your service.

W. R. CARPENTER & CO. (FIJI) LTD.

RODWELL ROAD, SUVA

G.P.O. BOX 299

TELEPHONE: SUVA 3801

Dakota against the northern of Mt. Nggapulu, the third peak in NNG. Mr. Temple, member of the Harrer expedition which recently scaled the Carspeaks; but he was alone when he covered the wreck.

He could not reach the main part but discovered the remains of the occupants of the plane and for identification he took some and a wallet (the contents of which revealed that the plane must have crashed in 1945). The wreck was 16,000 ft.



graduated from the Gatton Agricultural College, Queensland, is Bernard Mack, Rabaul, NG.—Photo: C. H. Meen.

tain L. Gordon Findley, one of the United States Navy's top Island Command officials, retiring after 21 years of active duty in the Pacific, is now liaison officer for the US Trust Territory at Saipan after the Trust Territory capital was moved to Saipan on July 1. He represents High Commissioner M. Findley in his new post.

* * *

P District Commissioner Eas-Mr. W. R. M. Low, saw a kakamora recently—almost. A kakamora, a legendary midge creature of San Cristobal and Guadalcanal, BSIP—the fellow reported to be about 18 inches tall with long black hair, dressed upright like a man, leaving footprints, and liable to attack when in a tight corner. Mr. Low was guided to a small hole in a slope at Star Harbour, where little footprints leading into it. The shape of the footprints was not clear but the native guide explained to Mr. Low that this was a kakamora. The empty lair of a kakamora suggested that the hole should be put out for scientific investigations but, however, received with en-

LOCK UP WITH

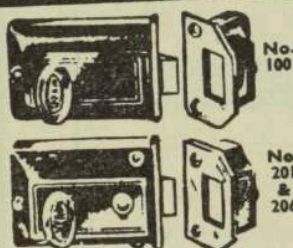
Lockwood

for top security..

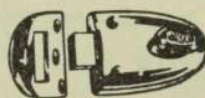


Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security".

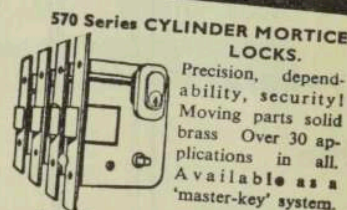
Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".



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



STREAM LATCHES.
Many popular durable finishes. No. 211 illustrated. No. 200 "Narrow-rope" also available.



570 Series CYLINDER MORTICE LOCKS.

Precision, dependability, security! Moving parts solid brass. Over 30 applications in all. Available as a "master-key" system.

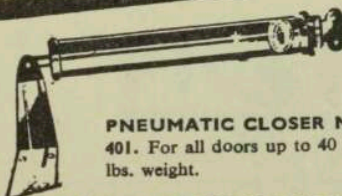
307 SCREEN DOOR TOUCH LATCH.



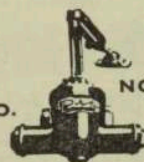
Just push door to open, pull it to close! Easy to install and features strong snib.

NO'S 300, 300/101 LATCH.

Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.



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



NO'S 403, 404 HYDRAULIC CLOSERS.

For all doors. Brackets and arms for every installation.

OGDEN INDUSTRIES PTY. LIMITED

Edward Street, Huntingdale, Victoria.

Largest manufacturers of cylinder locks in the Southern Hemisphere.

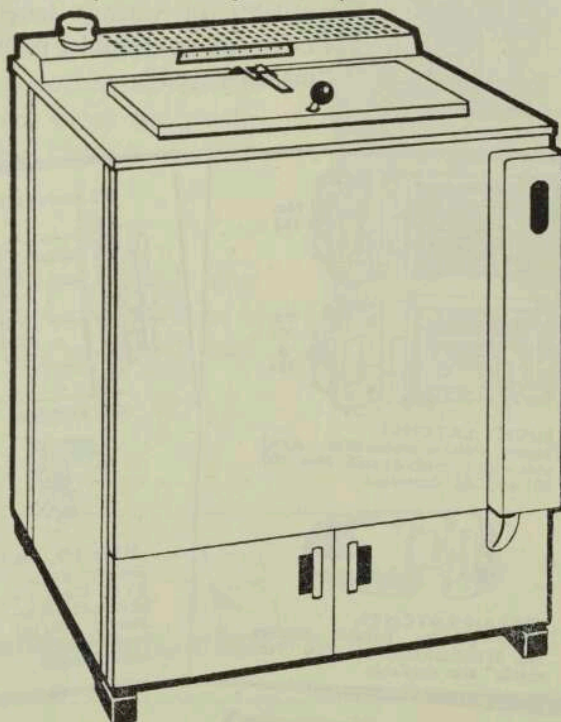
Electrolux

Kerosene Deep Freezer



Electrolux kerosene-operated deep freezer conserves up to 100 lb. dry weight of pre-frozen packaged foods for many weeks in tropical ambient temperatures as high as 100 deg. Fahr. (38 deg. Cent.) or even higher, provided there is a drop at night. Even fresh foods (meat, game, fish, vegetables, butter, etc.) may be kept for several weeks or many times longer in C 80 than in an ordinary refrigerator. Uses no ice or electricity. The Electrolux C 80 operates anywhere by kerosene, economically and with high efficiency.

**Anywhere
in the
Tropics . . .**



NEW GUINEA CO. LTD.

Rabaul, Madang, Lae, Kavieng,
Kokopo
S.C.I.E., Noumea
BURNS PHILP (N.H.) LTD.,
Vila, Santo

ISLAND PRODUCTS

Port Moresby
B.S.I.P. TRADING CORP., Honiara
Gizo
F.J.R. SIMMONDS, Norfolk

am by the locals. Mr. Low re-
that many local people believe
ave seen a kakamora.

* * *
ting Australia in March, where
ve a series of lectures at the
de Festival of Arts, was British
ist, writer and film maker,
Attenborough, well known in
outh Pacific following publica-
f a book and a series of BBC
ms in the last few years. After
de he intended to head for
on a short visit.



in Suva on March 3—Mr. and Mrs.
ilcher. The bridegroom is with the
in Fiji and the bride was formerly
Morvick, of Tamavua, Fiji. She is
d from the waist down as the result
of a fall some years ago.

planned explosion of US
r weapons at Christmas Island
used by the British) has
at a spate of letters from the
Islanders to the Cook Islands
Wrote A. Moreland: "The
Government went to great
to ensure that their tests took
as far away from Britain as
le, rather than on any one of
ousands of islands surrounding
ast. Selfish no doubt, but from
point of view of any Briton a
le precaution. Are we to be any
ensible and stand by without
t while H-bombs are exploded
e 350 miles from Penrhyn?"

* * *
th Pacific territories these last
months have been selecting the
and women they want to rep-
them at the South Pacific Con-
e, to be held in July in Pago
American Samoa. Most terri-
have now made their selection.
names to be announced in-
that of Mrs. Fetaui Mataafa,
f West Samoa's Prime Minister,
Mataafa; and West Samoan
ter of Education, the Hon. Tua-
a Teo. The Education Minister



PICCANINNY

PREPARED WAX

FLOOR POLISH

FOR LINQ, FLOORS, FURNITURE, LEATHER & MOTOR CARS

"Twice the shine in half the time"

Piccaninny imparts a glow of youth and beauty to floor surfaces that might otherwise soon begin to show their age. There is nothing more perfect for linoleum or natural wood floors. Piccaninny's tough wax skin protects surfaces from tropical moisture, wear and tear—saves you hours of work and gives Twice the Shine in Half the Time!

ASK FOR

PICCANINNY

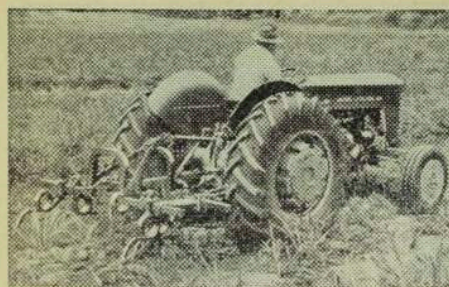
BROWN STAIN FLOOR POLISH

For Jarrah, Cedar, Stained Floors & Woodwork

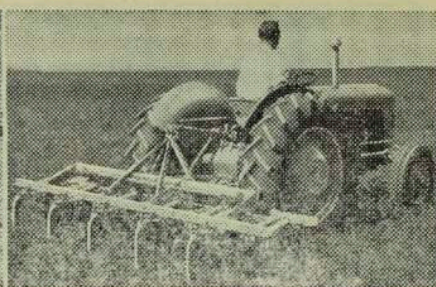
Piccaninny Polishes are manufactured by

PICCANINNY MANUFACTURING CO.

254 Pittwater Road, Manly, N.S.W., Australia



MF560 TOOLBAR



MF538 TILLER

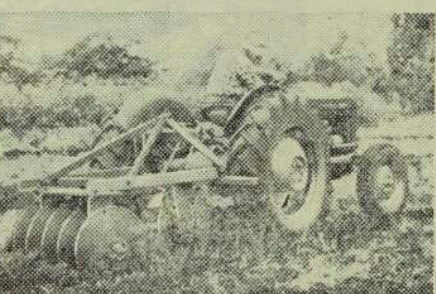


MF564 DISC P

HERE'S THE TRACTOR/IMPLEMENT TEAM TO TACKLE MORE OF YOUR WORK AND MAKE A BETTER JOB OF IT FROM START TO FINISH!



MF527 SUBSOILER



MF581 OFFSET DISC HARROW

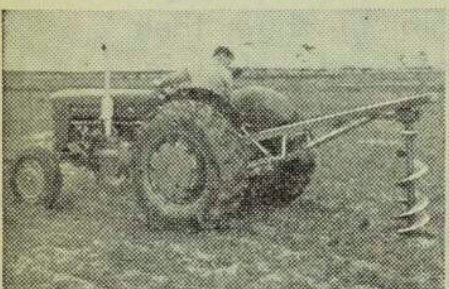


MF512 JIB

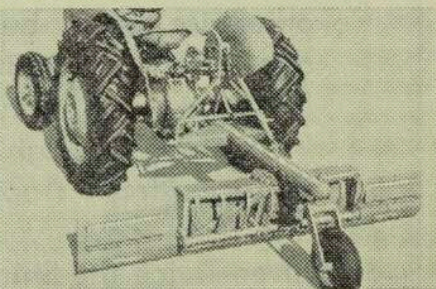
You can do much more work, more economically with Massey-Ferguson 35 or 65 tractors because of the unequalled versatility of the Ferguson System. They're backed with the widest range of matched equipment in the world — ploughs, harrows, drills, planters, hay and utility tools, some of which you see here. All are designed to give you faster working and keep costs low.

All work as integrated units with the tractors, giving the kind of performance and running economy you can get only with Ferguson System.

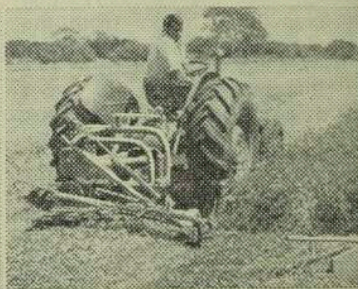
If you're thinking of getting new machinery, have a chat with your Massey-Ferguson distributor. He'll be able to tell you what is most suitable for your land and fix a working demonstration on your property.



MF501 POST HOLE DIGGER



MF521 MULTI-PURPOSE BLADE



MF532 A

Look, compare, you'll see why



MASSEY-FERGUSON

is the world leader in farm mechanisation

DISTRIBUTORS:

Papua and New Guinea
Burns Philp
(New Guinea) Ltd.

Fiji, Tonga, Western
Samoa
and other Sth. Pacific territories
Burns Philp (Sth. Sea)
Co. Ltd.

New Caledonia
Societe Meto, Noumea
Tahiti
Ets. Donald, Papeete

New Hebrides
Condominium
Agence Pentecost
Santo and Vila

British Solomon Island
R. C. Symes Pty. Ltd.
Honiara, Guadalcanal

t as an adviser. The last South Conference was held in 1959.

* * *

young student from Vancouver to paddle across the Pacific in a kayak. In a letter asking the *Edi- the Fiji Royal Gazette* to part of the cost of the trip he wrote: "It is my greatest wish and on to cross the Pacific single- in a kayak from Vancouver Hawaii to Fiji. It would only be possible to do so if I could ob- enough money to pay for my two semesters at University, to for the kayak, the small provi- and the flight back from Fiji to over. I would carry a first-rate a to take pictures of the whole . These and my log books be at your disposal at the end trip."

Fiji Public Relations Office him that no newspaper was to sponsor his project, that the al was foolhardy, dangerous absolutely impossible.

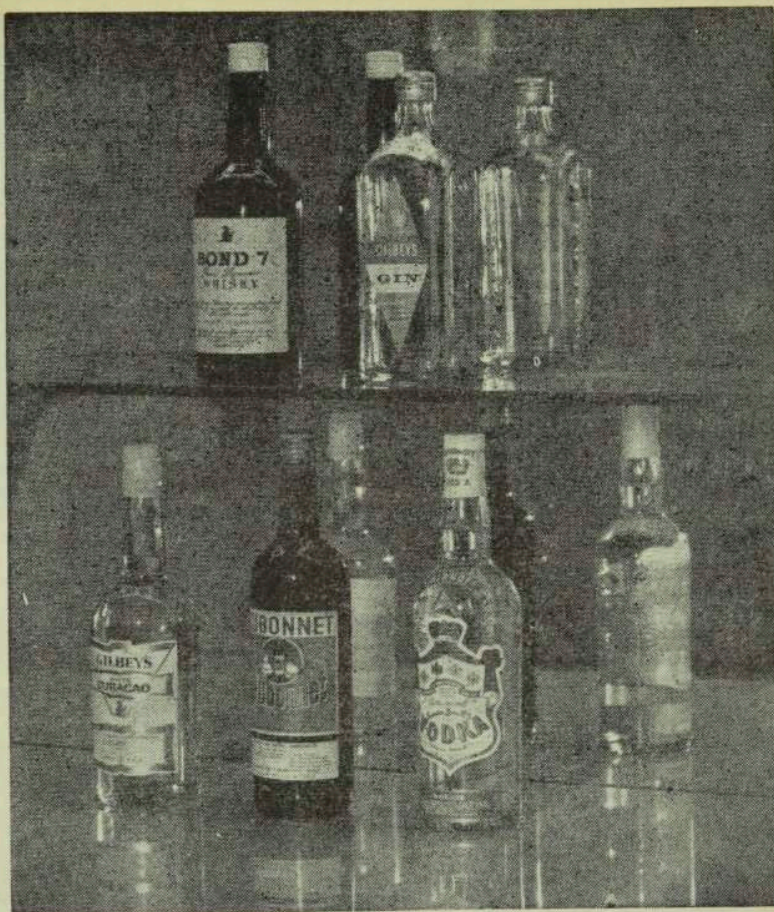


V. L. (Anne) Mansell, Deputy Akela of Fiji Cubs, receives a "Friendship from Mr. H. Marlow, of the Fiji Bureau. The book, containing pictures in South Australia, has been presented Fiji Cubs by the Marino District Cub of South Australia as a gesture of ship. The Fiji Cubs will send a similar book to South Australia.

ew Caledonia had some distin- ed French visitors during the of March. Seven Senators ar- saw everything and everyone, left promising to right all New onia's wrongs. About the same 23 French businessmen and en made a short stay, making ct with their local opposite ers through the Chamber of merce.

ey left for New Zealand on h 18 saying that they were , impressed with progress on the P".

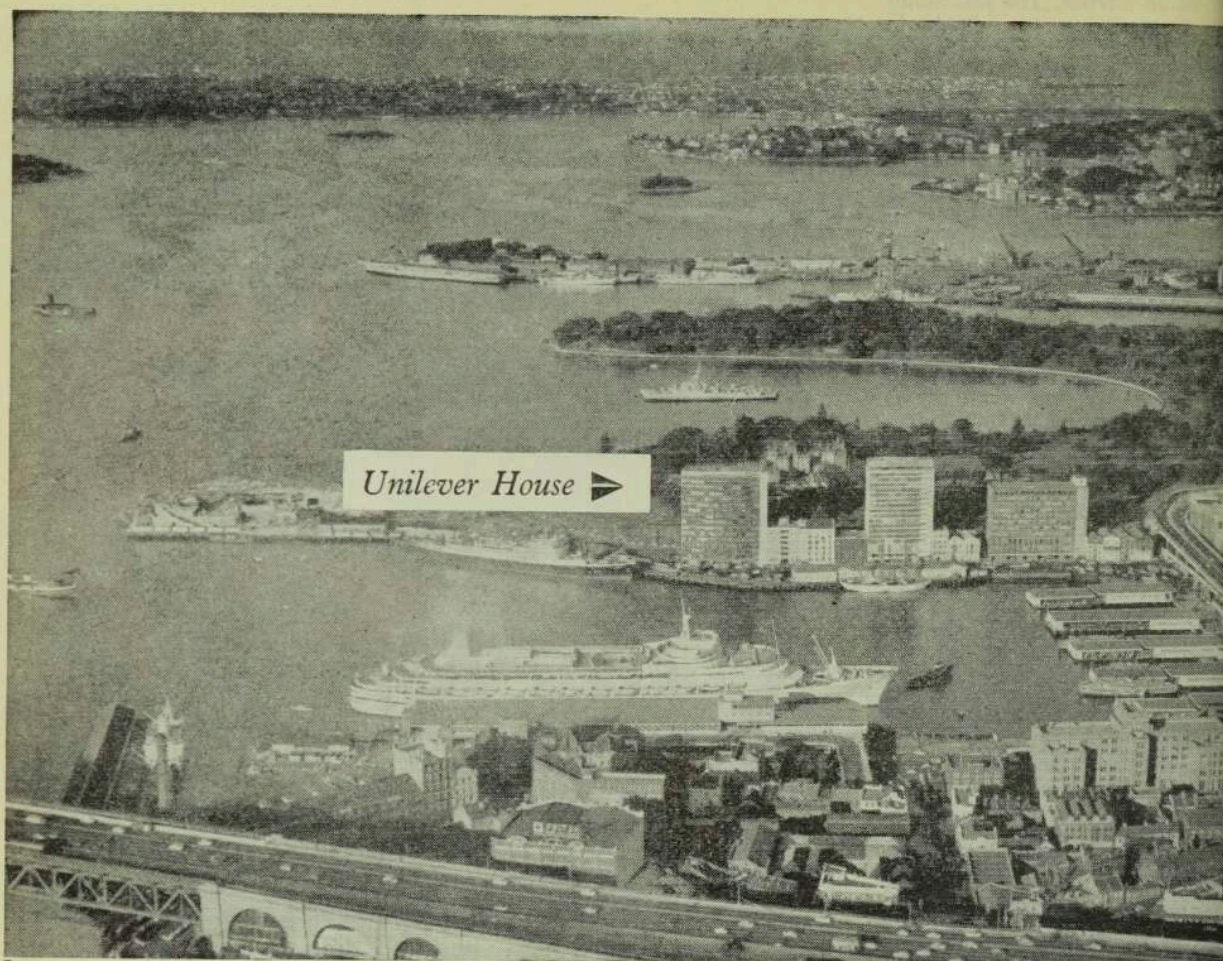
other visitor of a different sort be arriving in Noumea in mber. He is Jacques Anquetil, us French cyclist and favourite



PERSONALITIES OF THE MONTH

All the Gilbey products have distinctive personalities, much in common (quality, tradition, appeal), but some things that are unique to each. You've met five of them in these pages — bland, urbane Bond 7, the quality whisky; Gilbey's Gin, the international sophisticate; Pierre Smirnoff vodka, the fascinating Russian aristocrat who conquered America and is now a naturalised Australian; Dubonnet, the gay French newcomer (straight or mixed); and the Gilbey liqueurs in the new shapely, easy-on-the-eye, easy-to-handle bottle. They are a handsome family. Introduce them to your customers.

GILBEYS LIMITED



Service to the Islands starts here!



Sydney Harbour — one of the world's most beautiful waterways, gateway to the South Pacific! Ships of many countries berth in these peaceful waters, taking on cargo and passengers for the Islands.

Right on the edge of this South Pacific gateway stands Unilever House, regional headquarters of the world-wide Unilever organisation. From the offices of this building can be seen ships unloading cargoes of raw materials — including copra from the Islands for Unilever products.

Then these same ships are loaded with exports for the Islands—among which are such Unilever products as Rinso, Surf, Sunlight Soap, Lifebuoy and Lux Toilet Soap, as well as food products, including Continental Soups. To ensure the widest possible distribution of these products all over the Islands, experts make visits at regular intervals. A basic part of their job is to see how services can be improved not only in the supply of established products but also in the development of new products to satisfy new demands.

Unilever Australia is proud to serve the South Pacific through the medium of Kitchens Export Division. Their complete range of quality products is available through Wholesale, Retail and Indent Houses in all areas.

Export Division — J. KITCHEN & SONS PTY. LTD.

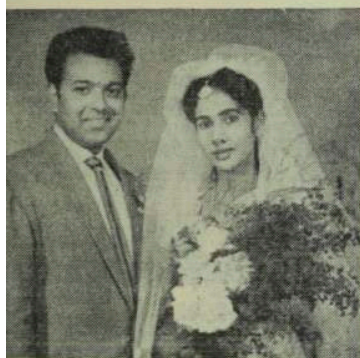
Representatives for the Unilever Organisation *Lever & Kitchen Pty. Limited, Rexona Pty. Limited, World Brands Pty. Limited and Edible Oil Industries Pty. Ltd.*

JK.83.

this year's Tour de France. Three cycling stars — Stablinski, Nyk and Darrigarde—will come to him. It is hoped to attract riders from Australia and New Zealand to compete against them in Noumea.

* * *

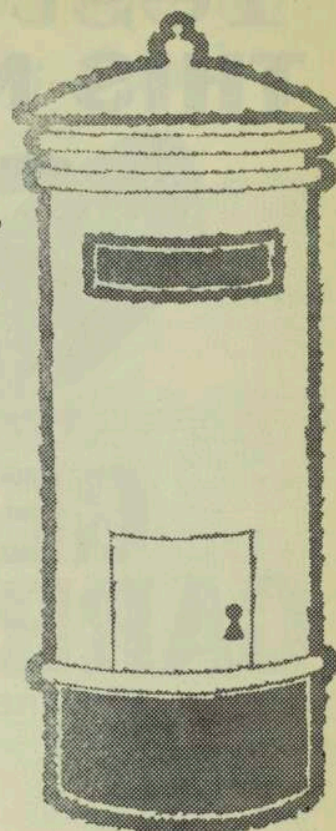
We are very disappointed with the attitude of the rest of the world, they have deserted us," so said Her Womsiwor, a leading native member of the Dutch New Guinea Council in Port Moresby in 1961, during a private visit to PNG. But he added that if the Indonesians came to NNG they would nevertheless strike "real trouble". It was a far more difficult try to live in than was Indonesia. "Only Papuans can live in PNG," he added that guerilla resistance against Indonesians in NNG would be far worse than the resistance encountered in the Celebes. Womsiwor talked with several members of the P-NG Legislative Council. He said some members would be invited to tour NNG at their expense.



Wed recently in Toorak, Suva—Mr. and Mrs. Satya Narayan Prasad. The bride was formerly Maya Wati. The couple will live in Auckland.

When Mr. Knox-Mawer was transferred from Aden to the Fiji Magistrate, the ranks of competent literary men in the Crown Colony were perceptibly strengthened. Mr. Knox-Mawer is himself a skilled writer—some of his contributions to *Punch* have been warmly praised; while his reputation as June Knox-Mawer, journalist and author, who wrote an amusing book on Aden, *The Sultans Came to Power*, which was published last year by John Murray; and, while in Aden, he was an industrious and lively correspondent for a leading London newspaper. Some of her reflections on men and events caused a slight stir. It is to be hoped that she will not waste her talents in Fiji—the publicity that badgered her in London, the better for everyone concerned.

SYDNEY *Farmer's* **PERSONAL SHOPPING BUREAU SERVICE**



IT'S THE BEST MAIL ORDER PLAN

Farmer's is the largest single department store in the heart of Sydney. We can, therefore, offer you a complete range of goods from fashion to all household needs, children's clothes and menswear. To take advantage of this Personal Shopping bureau service, all you have to do is write to Elizabeth Nugent, describing clearly what you would like and she will send a trained shopper into the store to personally select your goods. P.S.B. means fast, efficient service.

FARMER'S PERSONAL SHOPPING BUREAU, G.P.O. BOX 497, SYDNEY, AUSTRALIA.

Test for yourself THIS NEW INSECT SPRAY KILLS

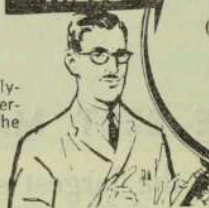
GERM CARRIERS !

**MONEY-BACK GUARANTEED
NOT TO STAIN!**



Spray your lily-white handkerchief. Let the spray dry. NUMBER 13 does NOT STAIN.

**COMPARE
THESE**



**ACTIVE
INGREDIENTS**

Pyrethrins
(De-colourised),
0.3% w/w
Bucarpolate,
1.5% w/w
Methoxychlor,
3.0% w/w

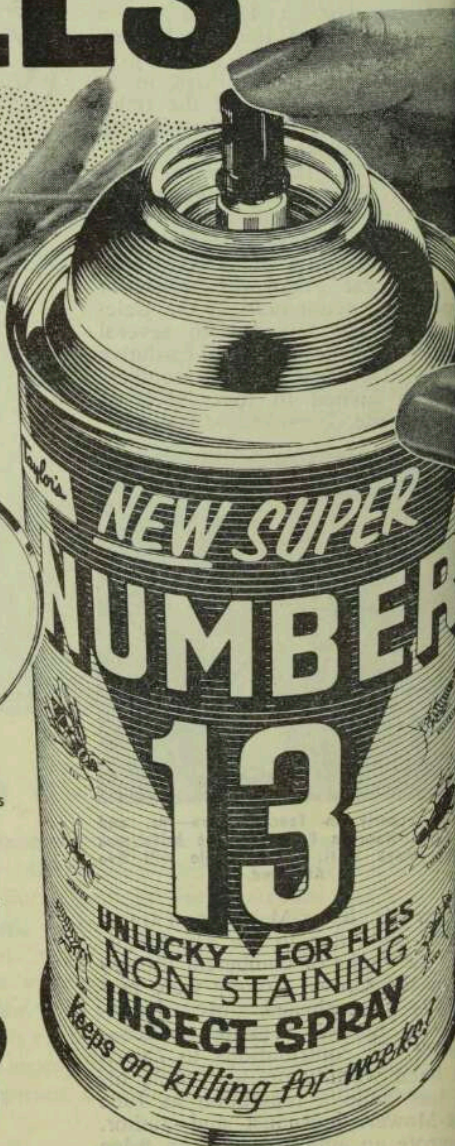
• Space spray it! It knocks down immediately!

• Spray surfaces! It keeps on killing for weeks!

IN THE NEW AUTOMATIC SPACE SPRAYER

and in bottles or bulk containers at
all stores.

**Taylor's
NUMBER 13
INSECT SPRAY**



"Unlucky for flies !"

SOLD AND RECOMMENDED BY:

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

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

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

HONIARA, B.S.I.P.

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

FIJI

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

NORFOLK ISLAND

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



UN Mission To Nauru And NG Has "Mind Of Its Own"

From our Canberra Correspondent

The UN Trusteeship Council's Visiting Mission to the Trust Territories of Nauru and New Guinea looks as though it may achieve more results than some earlier missions.

THE chairman, Sir Hugh Foot, made it clear when he arrived in Canberra in March that the mission would not be content with merely being led around to inspect the physical manifestations of "development".

Asked whether the mission would seek the views of the Nauruans on their future, he put the position tersely:

"We want to put the emphasis on meeting people rather than on seeing hospitals and schools," he said.

"It is more important to meet people and find out what they are thinking than to see things."

Sir Hugh, with 30 years of colonial administration behind him—including a term in the very hot seat of Governor of Cyprus—does not appear to be the kind of man who can be misled by "eyewash".

He went to Nauru with a clear memory of that day in the Trusteeship Council when Cr. Raymond Gadabu—the first man from an Australian Trust territory to be sent to New York—rose and told the Council in plain terms that his people did not want the Australian plan to assimilate them in the Australian community.

Problem of Elite

And in New Guinea he was fully conscious of differences in Australian opinion on the question of whether political and social progress should be brought about by raising an elite of the "dynamic few" or by a general raising of standards to a less ambitious level.

On this question he can draw on his experience of differing colonial systems in Africa. Those who met him early in his tour of the South Pacific area believe that he might well contribute a thoughtful, middle-of-the-road view in his report to the Trusteeship Council.

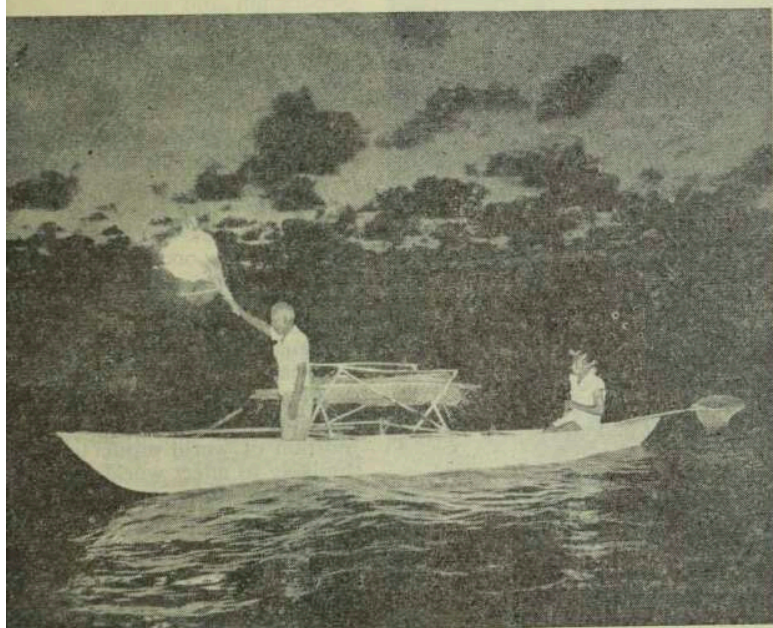
In his early interview in Australia Sir Hugh showed himself fully aware of the difficulties facing Australia in New Guinea.

"You have a people who were as backward as any, and with great difficulties of terrain," he said.

"It is a classical case of the most difficult colonial problem in the world.

"How it is being tackled is extremely interesting.

"The searchlight of international



Members of the UN Mission to Nauru in April will see scenes like these. The photographs were taken recently on Nauru by a photographer with the Australian News and Information Bureau. Top shows a tame frigate bird—Nauruans make a practice of taming them. Middle is an unusual picture showing how a flare is used to catch flying-fish at night, and bottom is an unusual picture showing how a flare is used to catch flying-fish at night, and now, Nauruans demonstrate net fishing in the Buada Lagoon, in the centre of Nauru.

PACIFIC ISLANDS MONTHLY—APRIL, 1962

opinion, after being concentrated on Africa, is swinging very much to the Pacific."

Another member of the mission, Mr. Delmas H. Nucker, of the United States, also has a background of colonial administration, with particular experience in a related Pacific area. He is a former High Commissioner of the US Trust Territory of the Pacific Islands.

Other members of the mission are Ambassador Carlos Salamanca, the Bolivian representative on the Trusteeship Council; and Mr. A. B. Bhadkamkar, Counsellor at the Indian Mission to the UN. Mr. Bhadkamkar was included when earlier it was announced that Mr. M. Rasgotra (India) had withdrawn.

The mission spent some time in Canberra talking with ministers and senior officials and left Sydney for Nauru on April 3 in a chartered aircraft, via Honiara, to begin the Nauru tour. The mission was due to leave Nauru on April 8 by the same aircraft for Buka, Bougainville, where the six weeks' New Guinea tour would begin. The mission will visit all districts of New Guinea and return to Canberra on May 15 for further talks. The next meeting of the Trusteeship Council is in July.

At least one member of the mission staff is an old hand at New Guinea visiting missions. He is Mr. James Lewis of the UN Secretariat—one of four officers accompanying the party. This will be Mr. Lewis' fifth visit to New Guinea on a UN mission and fourth visit to Nauru.

In Federal Parliament in March, the Minister for Territories, Mr. Hasluck, said in answer to a question,

Look For These In Pacific Report

Suva to be Shop Window for Trade, 111; Fiji Go-Karts, 112; Fiji Trade Report, 119; Challenge for the "Bounty Cup", 120; Dutch-French Shipping Rivalries, 121; Fiji Beef Industry Could be Helped, Safety Week in New Caledonia, 121.

NG's Tolais, 122; New Caledonian Nickel Crisis, 123; Staff Cuts at Laucala Bay, Adult Fiji Franchise Problems, 115; World News in Pidgin, 116; Fiji Party's Name Change, 117.

Work Pushed Ahead on Tonga High School, 125; Banno Bros. in Court Action, Thornton Echo, 126; US Strike Upsets Samoa and Christmas Island, 127; Malaspina Sketches, 129; Drive by NZ for Islands Trade, 130.

Melanesian Light, No Action Against Jehovah's Witnesses, 132; BSIP Land Board Meets, NG Border Survey, 133.



Mr. Raymond Gadabu, the Nauruan Affairs Officer, visited the UN last year to put the Nauruan point of view.

that Nauruan leaders had agreed after inspection last month that Prince of Wales Island and Fraser Island, off the Queensland coast were both unsuitable as a new home for the Nauruans (*PIM* Feb. p. 17, Mar. p. 20).

Mr. Hasluck described the talks in Canberra with the Nauruan delegation in February as friendly and frank and said that both the Nauruans and the Australian Government would continue to work towards an arrangement which would be satisfactory to both.

Nauruans have been working for weeks to prepare for the arrival of the mission aircraft. There was a big clean-up going on throughout the island with rubbish fires burning every night. Many buildings were repainted, the airstrip was graded and white marking put down (Nauru has no air service and the strip is virtually only for visiting missions). A correspondent reported that there was a "spirit among the Nauruans to really impress the visitors".

Extensive damage—estimates put its value at more than £100,000—was done to the power house at the Emperor goldmines, Vatukoula, Fiji, in March following an accident there. Work at the mines was curtailed to conserve power.

P-NG AT VITAL WASHINGTON COFFEE TALKS

From our Canberra Correspondent

World coffee producing nations are this month working out a new international coffee agreement in Washington.

The draft agreement being examined by the World Coffee Council Group, provides for a system of export quotas.

It also has provisions for limiting production and stocks.

Other clauses examine ways of expanding coffee production throughout the world.

Unlike the existing agreement, the new draft provides for membership by consuming—as well as producing—nations.

Australia is pressing for special treatment for P-NG, on the grounds that coffee is one crop which is not a big portion of the population's income and that as a Trust territory her interests, morally and legally, must be safeguarded. This is a new angle of approach.

It is also making the point that P-NG's output is such a small portion of world production that it is unlikely to affect world prices.

The Australian delegation also has been briefed to make the point that although P-NG will be able to produce more coffee in Australia as demand grows, it will not be able to secure any greater proportion of this market.

P-NG last year sold 3,000 tons of coffee in Australia and about 2,000 tons overseas. Delegates will tell a conference that by 1965 P-NG hopes to sell about 5,500 tons in Australia and 7,000 tons overseas.

Leading P-NG coffee grower, Ian Downs, who is president of the Highland Farmers and Settlers' Association, has been sent to Washington by the Commonwealth Department of Trade as an Adviser to the delegation.

Another member of the delegation is the P-NG Director of Agriculture, Mr. F. C. Henderson.

Reports from Washington after talks started indicated the Australians were pleased at the way their proposals were received and they considered their presence there more than justified.



S. Activity On Christmas Island

from Ralph Craib in San Francisco

he impending—apparently—
omption of United States
nic testing in the atmosphere
resulted in sharply increased
vity at Christmas Island.

Y increase at all, of course,
would be sharp. For Christmas
virtually abandoned after the
ed Kingdom finished its atomic
there in 1958.

S military experts who have re-
visited the island, some 1,200
s south of Hawaii, have reported
the tropical climate and salt
r erosion have taken a costly

they have reported that the
sh-built buildings were ready to
down, the water system was be-
repair, the airstrip was pock-
ted with holes, and that the har-
was badly silted.

he US is now building a new air-
a new water purifying system,
is installing a multi-million dollar
munications system.

ne construction and the subse-
t atmospheric tests—which may
isible throughout a vast area of
Central and South Pacific and on
US West Coast—will be con-
ed by Joint Task Force Eight,
ed by US Major-General Alfred
bird, who participated in the
war tests of atomic weapons at
etok.

n indication of the sort of
ity now underway at Christmas
d—and at Johnson Island to its
west—is in simple terms of
ey. It's been reported that
eral Starbird is spending 500,000
rs daily—and that this figure
shortly be doubled.



DUTCH "TOURISTS" FOR NNG

In late March Dutch aircraft
were reported to be passing
through Tontouta Airport,
Noumea, almost daily on their way
to Biak, Netherlands New Guinea.
They were carrying "tourists"—
in reality Dutch Army replace-
ments in civilian clothes. The
aircraft—KLM DC8's—flew via
Lima, Peru and Papeete after the
US had earlier refused them land-
ing rights on American territory.
The French were willing to help
a fellow country in distress—for
which they deserve full marks.
Secrecy nevertheless surrounded
the operation and photographs
were forbidden. These were taken
at Tontouta by an Australian
tourist (non-military). Other
photographs were taken by mem-
bers of the Indonesian consulate.

Withdrawal: Take Over Offer For Papua's "Steamies"

There were sharp movements
in the Australian stock exchange
late in March when it was re-
ported in all the leading news-
papers that Steamships Trading
Co. Ltd.—which shares much of
the top-rank merchandising with
the Burns Philp organisation in
Papua—had received an interest-
ing "take over" offer.

STC directors admitted an offer had
been received, and rumours
echoed daily along Pitt and Collins
Streets, and investors followed the
trail into the Stock Exchanges. STC
ordinary £1 shares, which had been
at around 40/- for months, suddenly
leaped to 60/-, on March 29.

Market students noted that Car-
penter Holdings 5/- shares, which
had been at around 30/- since
October last, had moved sharply to
33/-. The deduction was natural.

Carpenter directors, who are famed
for silence, expressed astonishment
at the rumours; but the market scouts
reported that Mr. B. B. Perriman, a
senior Carpenter director, was visit-
ing Port Moresby at the end of
March, and Carpenter quotations
moved up another point or two.

As April dawned, the Exchanges
were waiting. If a "takeover" offer
was seriously made and received, it
obviously would have to go to the
shareholders. But on April 2, it was
reported that the bid had been "with-
drawn". Then it was confirmed that
Carpenters made the bid, offering
equivalent of 58/- a £1 share.

"Steamies" have an issued capital
of £1,226,316, in 50,000 £1 7 per
cent. Preferences, and 1,176,316 £1
Ordinaries. The shares are widely
spread.

The shares of the companies named
have been quoted as follows, on
Australian Exchanges:

	Steamships (£1 shares)	Carpenter Holdings (5/- units)
March, 1961	47/-	30/-
mid-March, '62	40/-	31/-
March 30, '62	57/-	33/-
April 2, '62	50/-	32/-

Steamships Trading Co. Ltd. was
founded very modestly soon after
World War I by Captain A. S. Fitch,
a former Hooghli River pilot, who

P-NG Won't Proceed Against Officer

The Papua-New Guinea Crown Law Department on March 23 decided not to proceed against a patrol officer committed for trial in February on a charge of having unlawfully wounded a native in June last year. (PIM, Feb. p. 117). The charge was withdrawn.

The patrol officer is Otto Kenneth Alder, 24, formerly in charge of Wonenara Patrol Post, 50 miles south-east of Goroka. On February 7 at Goroka, PO Alder was committed for trial by Mr. E. A. O'Connell, charged with unlawfully wounding a native, on June 2, 1961, and on three counts of having burned grass and wooden huts. However, indictments have been filed against Alder on charges of arson, specifying three counts involving several huts.

took the steamer *Queenscliff* trading on the Papuan coast. "Cappy" Fitch had a hard battle; but he presently set up coastal trading posts, and a store in Port Moresby, and became interested in rubber-growing.

"Cappy" retired after bringing his company through World War II and seeing that it got its full share of Australia's War Damage Compensation Fund and was living in Spain a few weeks ago. Hard-working E. V. Crisp took over, then, as chairman and managing director, and he retired last October, when he was sure that "Steamies" had benefited worthily from the post-war boom.

The little empire that Crisp handed over to the incoming chairman and managing director, H. D. Underwood, comprises freeholds and leaseholds, a huge department store in Port Moresby, stores in most Papuan centres, rubber and copra plantations, ships, a slipway and workshops, and huge transportation equipment.

The shareholders' funds last June 30 (subscribed capital, plus £1,250,000 of reserves and £282,115 of unappropriated profit) totalled £2,758,431, represented mostly by land, buildings, merchandise and similar assets, which grow in value as the inflationary spiral whirls upward.

On the face of it, a most desirable property, from the viewpoint of "takeover". There is of course a political nigger in the Papuan wood-

(Continued on p. 135)

Aftermath Of P-NG Buka Incident

From a Staff Correspondent in Rabaul

Armed with copious files compiled during the hearing of charges against Buka rioters and tax-evaders, Madang Magistrate R. R. Ormsby returned to the New Guinea mainland in March. Though of a confidential nature it is known that some of the matter in Magistrate Ormsby's files will make pretty heady reading for those who insisted the Buka incident was of no importance.

PROMINENT in his report will be alleged attempted infanticide, human sacrifice and an instance of expected manifestation of the dead, it is believed.

The attempted infanticide is said to have occurred during the clash between Hahalis villagers and police when a group of native women tried to smother a child by pressing its face against a police officer.

On another occasion during the fighting Hahalis villagers looked repeatedly toward an adjacent cemetery where it is believed they expected their dead to rise up and aid them.

The sorry Buka post-mortemising meanwhile goes on. In the P-NG Legislative Council in early March, Mr. Paul Mason pointedly made reference to early warnings of trouble which were disregarded by Administration.

During his speech in the Council Mr. Mason said: "These Buka natives are not in newly controlled territory. They were among the first natives used as police themselves, long before the German government was established.

"They were used first by the early settlers as their guards and police. They were used as police by the first BSI Government . . . they have had perhaps longer continuous association with Europeans than any other natives in the Mandated Territory of New Guinea with the exception of the Duke of York islanders . . .

"Since District Headquarters has been at Sohano unrest has grown. One wonders why. Our Advisory Council has from time to time tried to make the Administration aware of what was going on but we were told our minutes were unnecessarily long . . ."

While Mr. Mason wonders and

Won't Pay Taxes Either

Of interest to the collectors of head tax in Buka, New Guinea is the latest report of the Secretary of Fijian Affairs, Suva. The secretary admits there was no great success in the collection of provincial revenue in Fiji in 1960, and there was in fact a "hardening of resistance" to payment of rates.

The result: A serious downward trend in the proportion of rates collected. There was 64 per cent. of the possible total collected in 1960, compared with 75 per cent. in 1957.

As a consequence, some provinces had difficulty in meeting their commitments, and the estimates of one province had to be reviewed to prevent it going bankrupt.

However, no Fijians were hit on the head and police action was not required.

Magistrate Ormsby ponders, Teatorians close to the troubled scene are somewhat bitter. While all concede that Administration handled the affair in praiseworthy fashion they regret the prodding necessary to get into action.

Warnings of brewing trouble were not negatively voiced. They were spoken. So outspoken according to Paul Mason that he believed "some residents brought the matter of Buka unrest before the Leader of Opposition, Mr. Calwell, as they were getting nowhere with Administration with their warnings which they had been submitting over three years".

On March 30, the Administration Sir Donald Cleland announced award of P-NG Police Medal for bravery to Constable Bokuwa, for his part in quelling the Buka trouble. The citation said Bokuwa rescued two native policemen during a fight with the Buka on the beach near Hahalis. He fought his way into rebels surrounding injured Sgt. Kipau and cleared a path for him and then went back and carried out Cpl. Mange.

Also in March, representatives of four Native Local Government Councils on New Britain offered £2,000 compensation to the Administration for damage they did to equipment in the Rabaul riots of last year.

ASSEMBLY DISSOLVED: NEW CALEDONIAN NICKEL TROUBLE

That some people are predicted to be the most bitterly-contested election of all time in New Caledonia, will be held in French Territory on April 15, following the dissolution of the Territory Assembly on March 9.

DISSOLUTION followed the refusal of the majority party (M. Lenormand's Union Caledonienne), to accept the agenda proposed by the Commissioner, M. Laurent Pecqueur. The Governor has the final say with his power of veto, in any legislation passed by the Assembly, and in this case he used it.

Officially the reason given for the dissolution is the "divergence of opinion between the Assembly and the Conseil du Gouvernement (an executive council, of which the Governor is the head), on the economic and budgetary policy to be followed".

The real issue is whether the New Caledonian government should give the Nickel Company a subsidiary, in the form of exemption from export duties.

The Governor says that this is unacceptable; M. Lenormand's party says that it is not, and threw the matter out of the Assembly when the Governor was overseas at the end of the year. (For details of New Caledonia's nickel troubles, see page 19 of this issue.)

For many years the French metropolitan government paid the Nickel Company a subsidy; since this was cut out there have been repeated demands made by the company to get some sort of assistance from the Government of New Caledonia.

People who take the short view of the matter (who instinctively dislike Big Business, on principle), remember that during the period of French Government subsidy, the company paid big dividends to shareholders. They say they don't see why the New Caledonian taxpayer should carry the job.

From the practical view, however, it is correct that New Caledonia exists on a nickel economy; it is also a fact that there is a depression in the nickel industry and that some of New Caledonia's old customers are now getting cheaper nickel elsewhere.

If the Nickel Company is forced to close down some of its plant because



New Bishop in Polynesia

The youngest diocesan bishop in the Anglican communion, Rt. Rev. J. C. Vockler, replaced the most senior diocesan bishop in the communion, Rt. Rev. L. S. Kempthorne, in March, when Bishop Vockler was enthroned in Suva as Bishop in Polynesia. The enthronement (above) was performed by the Archbishop of NZ, Most Rev. L. A. Lesser. Bishop Kempthorne was 39 years Bishop in Polynesia. He and Mrs. Kempthorne will live in retirement in Suva. Bishop Vockler was coadjutor Bishop of Adelaide.

of this crisis in the industry—or if it just closes the plant down out of pique, or as pressure tactics, as some New Caledonians believe—the entire economy will suffer. Even before any workers were dismissed following the recent close down of part of the Noumea smelters, there was a general tightening of purse strings in Noumea.

It is likely, then, that in the coming elections, the very people who should be supporting M. Lenormand's high socialistic principles will be voting against him in the belief that it's better that the country should do without a little export-tax revenue than that they should find themselves out of a job.

New Guinea Native Unionists Win The Right To Strike

Interlocking legislation providing for trade unions amongst native workers in Papua-New Guinea and for governing industrial relations between employers and employed was passed at the March meeting of the PNG Legislative Council in spite of the best efforts of non-official European members to reshape it to meet Territory conditions.

THE legislation had been introduced, with long explanations and speeches by Assistant Administrator, Dr. John Gunther, at the last Council meeting in September, 1961, but held over so that (as he stated at the time) it could be "critically examined by the people of the Territory so that they will carefully express their views to help produce a final result best-suited to our conditions".

The European representatives of private enterprise in the Council had obviously "critically examined" the legislation as instructed, and had a great deal to say on how best to fit it to NG conditions, but results were nil. It was passed through the Council, regardless.

Native members, however, were apparently struck dumb by the whole thing or understood the implications of the legislation so little that they made no worthwhile contribution to the debate at all. As is usual with any important legislation, the whole thing resolved upon the shoulders of the opposing forces of European members who battled it out alone.

Said Mr. Lloyd Hurrell (Member for New Guinea Coastal): "I'm very disappointed in native members of this House . . . it is a bill that affects them greatly but so far this has just been a battle between us European members of the House".

Mr. R. S. Stuntz (Eastern Papua), said that he for one did not fully understand the bill and that he was certain that there was not one native member who understood it.

Throughout the debate, non-official European members tried unsuccessfully to get the Assistant Administrator to amend the clauses that gave native unionists the right to strike.

Mr. B. E. Fairfax-Ross introduced

an amendment which would have prohibited lockouts or strikes unless the Secretary for Labour had been advised of the dispute and unless a 28-day period had passed without the dispute being referred to arbitration.

Dr. Gunther said that measures to counter prolonged strikes were incorporated in the bill and although the Administration had given great thought to the right-to-strike clause it had found prohibition "an extremely difficult course".

Mr. Fairfax-Ross said that most natives wouldn't know the difference between a strike and a riot—strikes would become riots and there would be trouble.

Other members said strikes would cause racial feeling and that there was great danger of violence because of the tribal nature of the natives.

Amendments to the bill to exclude rural workers—mostly plantation labourers—were also defeated.

Amongst the legislation's scores of provisions are those relating to the appointment of a Registrar, Deputy Registrar, other officers and their respective duties; for the compulsory registration of all unions with a membership of more than 20; the removal, under certain circumstances, of a secretary or treasurer from office; and the liability of officers of unions or industrial organisations in the case of offences by those organisations.



NOEL COWARD IN SUVA. And obviously getting older, too. The celebrated playwright spent a week in Suva until March 4 on the recommendation of Viscount Maugham, nephew of Somerset Maugham. He paid the visit from his home in Jamaica and reported he found the experience worth while.

Mischievous Minority Defeated In Fiji's Sugar War

Victory in the latest phase of the Patel-millers war in Fiji's sugar industry has gone to the millers. The CSR people, at the end of March, announced that at least 70 per cent. of the 13,820 sugar-growers in Fiji had signed the new contract, designed by the Trustram Eve Commission, and recommended by the Sugar Industry Advisory Council.

IT had been officially announced that, if two-thirds of the recognised sugar-growers accepted the contract, that contract—as interpreted where necessary by the independent chairman and his Sugar Board—would govern the industry's conditions for the next seven or eight years.

The organised minority of Indian

growers (popularly known as "Patel-Swami crowd") did almost everything—except moving heaven and earth—to prevent the grow from signing. They told the grow that, if they grew the cane, the mill must accept it—contract or no contract—otherwise the millers would be in breach of the law. They even went to the length of inducing growers who already had signed to sign another document, revoking their acceptance of the contract.

There was a real "Indian lawyer" touch about all this. (For those without experience: When it comes to interpretations, some Indian lawyers think of things that never would occur to other kinds of lawyers.) Actually, the millers are not bound to take any cane outside that covered by a contract. The contract, having been formally signed, may not be revoked in the manner suggested.

The struggle went on for weeks out among the canefields.

Blame Where it Belongs

The great majority of the Indian growers are decent, honest men who ask only one thing—that they be allowed to carry on their industry under conditions which will give them reasonable security.

Unfortunately, the conditions are tough. They are not created by the Fiji Government, or the millers, the finance monsters which so exploit "the Patel-Swami crowd". They are shaped by the fact that the world sugar market is consistently oversupplied, and the surplus comes from slave-labour countries.

The Patel-Swami activities are motivated by love of the Indian growers. They apparently arise from a small group's ineradicable hatred of the millers plus some sort of racial inferiority complex.

The growers are simple men, many of them illiterate. The "Patel-Swami crowd" in 1960-61 so played on their suspicions and their ignorance

(Continued on p. 135)

A De Luxe Resort Plan For Palmyra

From a Honolulu Correspondent

Polynesian Paradise, a subsidiary of Mercury International Insurance Underwriters of Los Angeles, has taken an 80-year lease on Palmyra atoll from owner Leslie Fullard-Leo of Honolulu. It plans to establish a de luxe resort to include marinas, a golf course, playgrounds and a discount community store. Beach lots are offered through membership in the Royal Polynesian Club.

THIS is a long-stage programme which will probably take from two to five years," said Mr. Fullard-Leo in Honolulu. "Work will probably begin around the middle of 1962." Mr. Fullard-Leo, whose family has owned the atoll since 1923, will retain a motu called Sand Island for himself; most of the rest of the atoll, including more than 30 small islands and several lagoons are covered by the lease.

One of the atolls is still owned by the Henry E. Cooper estate.

There is some speculation in Honolulu that a gambling casino may be included in the plans, although this has been denied. No one lives on Palmyra today, although there are some buildings, an airstrip, and channel left from wartime Navy occupation.

Palmyra is about 960 miles south of Hawaii.

NG Patrol Officers in a Quandary

By a Staff Writer

Few primitive countries have been introduced to civilisation with as little bloodshed as Papua-New Guinea. It has been a point of honour with Australian field service personnel that "government" should be taken to the country by a process of peaceful penetration and that arms should be used only as a desperate measure to protect lives.

ANY the areas of uncontrolled territory in Papua-New Guinea are rapidly shrinking, but the problem of the men who have to go into them to take law and order to the stone-age inhabitants are, at the same time, growing.

The man in charge of a patrol in these areas finds himself forced to take defensive action and shoot at the natives. He often ends at the wrong end of a Supreme Court action, with a newspaper publicity that that is at home and abroad.

For the patrol officers, it is alleged, is a dread to enter some native areas for fear of the legal action and publicity that results if there is an avoidable clash.

The whole problem was aired at a meeting of the P-NG Legislative Council in March by men who had practical experience of patrol work in hostile country. The speaker was, said Mr. Ian Downs, but once an outstanding

field-officer of the Native Affairs Department) that the Territory, in this matter, "was being swept by an excessive hyper-sensitive legalism".

He was supported by Mr. Lloyd Hurrell, now a Wau coffee planter and farmer, but an ex-ADO who also had distinguished field service. Said Mr. Hurrell: "Any patrol-officer in these areas . . . is a fool to accept live ammunition. If he has to use it, it is almost certain that he will end up on a serious charge that will destroy years of hard work."

He thought that while the present system exists patrol officers should refuse to go into uncontrolled areas. He alleged that dozens of native police and patrol officers were bewildered by the situation. "In a commendable effort to secure better relations with the P-NG natives, the Administration is bringing itself into contempt by its failure to enforce the law and to secure justice."

Somo Sigob, elected native Member for the NG Coastal Electorate, who was a Sergeant-Major in the NG Constabulary for 18 years, said he understood the problem at first hand and was concerned at the risk of legal action that a patrol officer or police man ran when forced to fire on natives to defend a patrol.

He said that he would like to see the United Nations or Australian Government representatives trying to make contact with these wild people and making a better job of it.

When everyone had had their say, Mr. J. K. McCarthy, Director of Native Affairs, promised to investigate the alleged fear of legal repercussions. Probably there is no one better qualified to do it. He joined the New Guinea Department as a young patrol officer in 1927 and in his time had some of the toughest patrolling assignments, some of which ended in conflict between the natives and the patrol.

All clashes between patrols and natives are supposed to be reported whether they end with fatalities or not, and they have always been sub-



POLICE OFFICER IN THE MAKING. This is cadet police officer Penais, of Rabaul, one of 10 P-NG natives training to become commissioned officers in the Royal P-NG Constabulary. He is undertaking a four year course in the Police College, Port Moresby, under Sup. Brian Holloway. All the cadets wear shorts and beret.



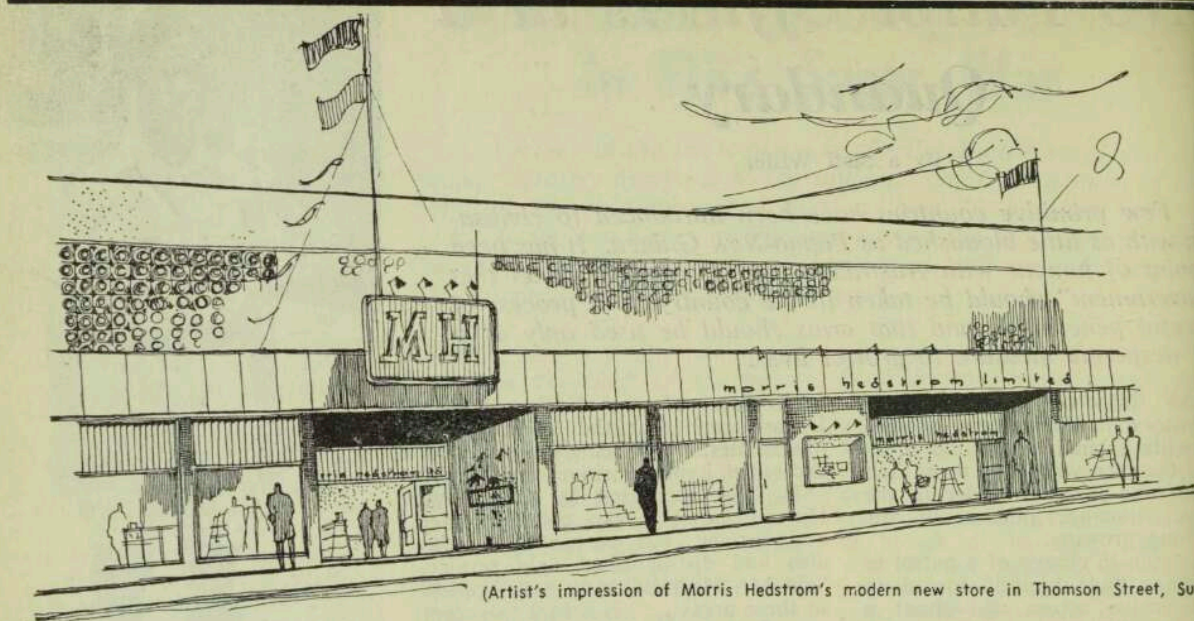
OFFICER IN THE MAKING. This is Bou, 21, a Papuan, who returned to Port Moresby from Sydney in March after a course at the Australian School of Administration. He now becomes the first native cadet patrol officer. He was educated at Rigo and Queensland.

ject to departmental inquiry. But the risk of landing in the Supreme Court is a recent development—and most Territorians see in it a reflection of the Australian Government's sensitivity on United Nations criticism.

By the time a man is asked to lead a patrol into hostile country he should have been well tried by the "system" and his superiors should have every confidence that he will carry out his task in the best traditions of the Service and be jealous of its fine reputation.

If he then finds himself in a position where the only way to protect his patrol is to shoot, there should be no doubt in his superiors' minds that what he did was the only thing to do. In this event there would be no need for court action.

If the man has not been tried by the "system", or if he is psychologically unfitted to be in control of a patrol in that sort of country, it is surely the "system" and his superiors that should go on trial, and not the patrol officer.



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

MORRIS HEDSTROM LTD.

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

HEAD OFFICE :: SUVA, FIJI

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

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

REGISTERED CABLE ADDRESS:

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

SOLE AGENTS FOR:

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

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

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

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

FIJI — SAMOA — TONGA

COMMENTARY

Slow Needed on G Trade Unions

LEGISLATION setting up elaborate machinery for the organisation of Papua-New Guinea trade unions for industrial relationships now has only official "consent" before being law, but most Territorians are unconvinced that either the Territory or the natives themselves need anything of the sort at this stage of development. (See report 19).

The contribution of native members of Legco—or lack of contribution to the debate on the bill in the Territory—amply bore out this contention. Few natives in the Territory have the remotest notion of the meaning of trade unionism or any of its principles and it will probably require a whole new department of inspectors and inspectors to show them how to do, how to collect fees, and, which is even more important, how to manage their money once they have got it. The Pacific Islanders' disregard—and almost contempt—for the ordinary business principles which are part of the Western pattern are a cross that officials who had to organise Co-operative Societies know well.

Business principles will be only a distant prospect of getting unionism running smoothly in Papua-New Guinea. There will be far greater problems on the industrial front where those who are "organised" still don't know the difference (as some European members of P-NG Legislative Council pointed out) between a riot and a strike; and where a weapon of considerable power is to be put into the hands of people whose sense of responsibility is still based on native custom and not on Western ideas at all.

The Assistant Administrator took the opportunity to point out in his second reading speech on the bill last September, that the growth of industrial organisations is a natural process. As far as our society is concerned, it has been so for many generations and over many industrial revolutions. But in the case of New Guinea, so many reforms and advances, which would be dropped on the people from above, without regard to the fact that there has been little done to prepare them for it.

So many of Port Moresby's—or even Port Moresby's—ideas for the advancement of P-NG natives seem to be

based on the idea of biting off more than can be swallowed and then just chewing it—and this is just another of them.

It can be said, of course, that some machinery must be prepared for the new phase of labour relations and organisation in the Territory now that it has moved away from the old native labour contract system. But it is surely not necessary to have the full-blown type of thing that has evolved in Australia over a century of labour organisation.

But if the P-NG Administration chose to ignore the suggestions of experienced Europeans in the Territory, it chose also to ignore the advice of trained opinion outside. It is only about 16 months ago that the so-called Tripartite Mission on Labour Matters in P-NG issued its report.

"No objective observer," said the Mission, "could conclude that trade unionism in the Australian pattern would necessarily be appropriate for the Territory." And for numerous reasons that it set out—one of them being that few P-NG natives have any idea of what trade unionism means—the mission felt that nothing should be done at present to force its growth.

The mission included representatives of the Australian Chamber of Commerce and Manufactures and the Australian Council of Employers' Federation, the president of the Australian Council of Trade Unions; a vice-president of the same organisation; the general secretary of the Federated Engine Drivers' and Firemen's Association; officers of the Commonwealth Department of Trade and of the Department of Territories. (Their report was published in *PIM*, Feb., 1961.)



Overseas Warnings For Our Pacific Countries

THERE are valuable lessons for Fiji, Western Samoa and one or two other up-and-coming Pacific Islands countries in recent political developments in Mauritius, Zanzibar, and a number of the West Indies and Caribbean islands controlled by the British Colonial Office.

In the late 'Forties, West Indies and Colonial Office thinkers developed a plan for a West Indies Federation. It took definite shape in the next decade,

and in January, 1958, the West Indies Federation was established.

The *Pacific Islands Monthly*, more than once, decried this W.I. Federation movement, and suggested that, maybe, here was a pattern to be followed by a "South Pacific Federation" of British Colonies.

It appeared then to *PIM*—and does still—that this was the only way to create, in the South Pacific, an administrative and economic unit big enough, and strong enough, to be self-supporting.

Within that same period, Britain listened similarly to the demands of Mauritius for self-government. In most respects, Mauritius closely resembles Fiji—a population of 600,000, supported mainly by sugar-growing, and the chief industry operated by Indians.

It appeared in 1958 that the West Indies Federation would grow and flourish. It was to acquire independence—presumably, within the British Commonwealth—in May, 1962. It was to consist of—

Jamaica,
Trinidad and Tobago,
Leeward Islands (Antigua, Montserrat,
St. Christopher, Nevis, Anguilla),
Windward Islands (Barbados,
Dominica, Grenada, St. Lucia, St.
Vincent—with the Caymen, Turks and
Caicos clusters).

But in 1959-60 the local anti-British politicians and agitators got seriously to work.

In September, 1961, Jamaica voted overwhelmingly in favour of secession from the Federation, and independence; and, shortly afterwards, Trinidad and Tobago followed suit.

The Federation collapsed; and in February, Mr. Maudling—the gentleman who inherited the British Colonial Office, and all its headaches, from Iain Macleod—announced that the plan had been abandoned; but that Britain still hoped to create an East Caribbean Federation, to which Leeward and Windward Islands would adhere.

There are 3,200,000 people, mostly African stock, with a large admixture of Asian Indians, in the 12 islands and groups which formed the now collapsed Federation; and about two millions of them are in Jamaica and Trinidad.

Jamaica now produces sugar, bananas and coffee, and calculates it will soon get additional revenues from newly-discovered bauxite, and from American tourist and other trade now shut out of Communist Cuba. Trinidad thinks it can carry on with sugar and bananas, plus large estimated revenues from oil.

There is nothing much in the economy of the Leeward and Wind-

ward Islands. The Jamaica and Trinidad politicians were emphatic that they were not going to carry the administrative costs of their weaker Islands sisters.

Experienced economists are emphatic that there is no hope for an independent economy for the proposed East Caribbean Federation, unless some mainland British Caribbean colonies, like Guiana and Honduras, are included in it. But the latter show no interest.

The economists—and this is important to Fiji and West Samoa—question the ability of well-endowed Jamaica and Trinidad to carry on alone as independent governments, while maintaining even the moderate standard of living which they now have.

The originally proposed Federation, spreading taxation over 34 millions, might have been successful, but not the dozen islands and groups split three ways, as now suggested.

Within recent weeks, a BBC television unit, directed by James Mossman, visited some of these islands, and interviewed both local politicians, and men-in-the-street. The story which it told is interesting and illuminating.

The people interviewed—mostly Africans, using the common language, which is heavily-accented English—expressed sharply anti-British sentiments, but insisted that Britain should continue to assist them economically, and should still admit the growing stream of West Indies immigrants, even though the West Indies now propose to cut themselves out of the British Commonwealth.

The little impromptu speeches which some of them made into the microphone showed no understanding of economics, and dripped with the glib clichés of Red agitators.

If these countries are to be run as independent administrative units, on a basis of adult suffrage, then we can only wonder about the future of the former British West Indies. Inevitably, if Cuba does finally go Communist, these Caribbean countries will come under Cuban domination and lose individual freedom, finally and irrevocably.

Fiji should note that a similar thing is happening in Mauritius. The Colonial Office, last June, handed over the Colony to the common roll; and as the majority of people there are Indians, there is little hope of individual freedom and of economic security for the European and the mixed African minorities, under the kind of administration that now is taking shape.

Fortunately, conditions in Fiji are

not wholly comparable with Mauritius. There is in Fiji a partnership between the two minority groups—Europeans and Fijians—based on the Deed of Cession, which neither may break, even if they wished it; and this creates in Fiji a situation which precludes (for many years to come) any possibility of a government controlled by a common roll.

So far as Fiji is concerned, contemplation of all these recent developments indicates very strongly that if Fiji wants a trouble-free future, there must be (a) a continued close association with Britain and (b) unity and reasonable goodwill between the three dominant racial groups.—R.W.R.



Dutch Troops Arrive Via French Airfields!

WITH continued screeching and shadow-sparring, the Indonesians have manoeuvred themselves into a position where they must either move in strength against Dutch New Guinea, or retire into humiliating silence.

The Dutch, always realist, in March decided to send replacements to New Guinea. They planned air transportation. To their amazement and discomfiture, Britain and Japan—obviously acting under instructions from Washington's tireless "anti-colonialists"—would not allow Dutch planes carrying reinforcements to use any British, Japanese or American airfields.

Eventually, the air-borne Dutch troops (gravely outfitted as "tourists") were flown into the Pacific via Peru and French Tahiti and New Caledonian airfields. De Gaulle, despite his intense preoccupation with Algeria, could take time off to administer that little slap in the face to the visionaries who, since World War II, have virtually destroyed the British Colonial Empire.

Sooner or later, the Indonesians will take over Western New Guinea—not because they have any right to the country, but because Britain and United States have planned it that way, ever since they abandoned the Dutch and the Netherlands Indies to the Soekarno gang in 1945.

War makes strange bedfellows. Germany and France, increasingly in alliance, are growing ever stronger in Europe, as Britain there grows weaker. Britain, dictated to now by USA, may be increasingly anti-colonial; but France and Germany are not. De Gaulle has just said so, to Holland.

Canberra COMMENTARY

From our Canberra Correspondent

Australian fears for the future of an independent state of Western New Guinea were voiced for the first time by the Minister for External Affairs, Sir Garfield Barwick, in his Parliamentary statement in March on the Netherlands-Indonesian dispute.

SIR GARFIELD set out Australian objections to both the "crash" programme which the Dutch announced in November, 1960, and the later plan of September, 1961.

Hitherto, the Government has been guarded in pronouncements on Dutch policies.

These were Sir Garfield's criticisms.

On the 1960 "10-year" plan to stimulate economic, political and social development and setting 1970 as the limit of the term in which inhabitants could exercise self-determination: "This involved an accelerated timetable which we would not feel justified in applying to our own NG territory."

"We aim to endow the people of P-NG with a reasonable developed economy and unified society while they take political control of their affairs."

On the September, 1961, plan to "internationalise" the administration: "This appeared to presage a short period of preparation for self-government and the attainment of independence."

"It might well represent notice to the Netherlands was preparing to come much earlier than had been envisaged."

"The implications were wider than those of the 1960 programme—more so if Indonesian goodwill and concurrence were not forthcoming."

Then Sir Garfield delivered his punch-line.

This was the thought which appears to have crystallised Australian Government thinking in the subtle change of attitudes to the NG problem.

"The full implications of a defenceless and economically unstable state of NNG in such circumstances could not be left out of account," he said.

He did not expand this guarded expression of Australian fears, but the overtones were clear.

What if an independent NNG had

et up? It had no prospect of economically viable; its people be politically immature.

its next-door neighbour would hurt, resentful—and ambitious nesia, which, in such an e of mind could fall prey to ndishments of Communist im-

a situation had some of the ts of another Katanga.

Garfield pointed out that the had to withdraw this proposal UN in the face of flat Indo-opposition.

added: "Perhaps the most sig-circumstances was that no country supported the Nether-

was quite clear that no resolu-opposition to the Indonesian of view was likely to receive port of the Asian members. hout that support no effective on could be carried."

Garfield said that Australia ot delude itself that the UN e same as in 1945.

nations lately emerged from l rule were strongly influenced t experience.

uch circumstances, the prin-of self-determination were apt regarded as competitive with eds and urgencies of anti-lism.

re is a growing tendency to hat sanctions may be imposed name of anti-colonialism—and o resort to armed force for rpose of 'liberation'," he said. ndonesian threats of force, Sir d was specific.

Government still entertains w that armed conflict in con-with this dispute would be etrimental to the best interests a, he said.

ether or not the conflict ex-to involve the Communist—but particularly if it did—onflict would both in the short the long run inure for the of those powers and result spread of Communism in areas o our shores."

Garfield emphasised that Aus-wanted self-determination in

he uttered a warning to the sians and the Dutch: "The ate aspirations of the Papuans een so far aroused that . . . spirations are likely now to with increasing strength until of their satisfaction."

the people of P-NG, Sir Gar-elled out what stand Australia take in the event of hostilities. ave territorial rights which

we will defend to the utmost," he said.

"In that proper task we would expect—and have no reason to doubt—that we will receive the full assistance and support of our great allies.

"The quite different situation in NNG will be obvious."

When the debate resumed, Leader of the Opposition, Mr. Arthur Calwell accused the Government of clumsily allowing the NNG situation to drift "to the brink of war". His claim that the Government had abandoned the principal of self determination was angrily denied by the Prime Minister, Mr. Menzies. Mr. Menzies said that Mr. Calwell had not suggested any alternative except to claim that the dispute should go to UN. There, the Soviet would exercise the veto.

Plans that P-NG should become the eighth State of Australia will pose constitutional headaches if they

should ever reach fruition.

Mr. L. R. Johnson (Labour, NSW) forecast a few of them in the House of Representatives when he asked Territories Minister Paul Hasluck whether in such a situation he favoured complete equality between the indigenous people and Australians in the mainland States.

Would this equality extend to social services, electoral franchise and freedom of movement through Australia? he asked.

The Minister admitted that such problems would arise.

The articulate people of P-NG believed that they should undertake self-government on terms which would allow them to remain in close association with Australia.

They had hit upon the idea of the Territory becoming one of the States.

The proposition would have to be carefully considered by Australia, as well as by P-NG when the time for negotiation between the two communities arrived.

The Editors' Mailbag

Old Planter's Line On The Buka Natives

A retired planter, who knows the island of Buka very well, makes some interesting comments on that New Guinea trouble spot.

This thing has been working up for years and the trouble over the collection of taxes is only a minor item, he says. The villagers on the eastern side of the island have been smouldering ever since the Japanese surrender. The Japanese penetration there was very thorough and these people ever since have been more or less anti-British.

The villagers on the Lontis coast, which runs north of Kessa Plantation to the north cape, have been anti-British since the days that the Germans went out; and in 1942 they became pro-Japanese.

The Administration for years ignored all the warnings of the coming danger and even threatened some Europeans that action would be taken against them for "spreading false rumours".

I do not know the supposed ring-leaders—John Teosin and Hagai—as they belong to the younger generation but I am quite sure that the older anti-British men are behind these young hot-heads and shoving

them along. To "try im guvmin" without undue risk to themselves would be in line with their reputation.

In my opinion the Administration has been very weak down that way, ever since the war ended, and now we are reaping the result. The policy of extreme indulgence will never get anywhere with the Buka.

I recall an old Buka chief giving his opinion to a legal man who was getting information in regard to war-time atrocities.

Why did you people collaborate with the Japanese? he was asked.

The Paramount Luluai said the Japanese asked the natives to work with them, and they said no—because they were British.

They were then asked by the Japanese commander to think again. Meanwhile, he beheaded a couple of the natives. He was asked: "What is your opinion of working for us now?"

"So we said: 'Me fela like now bekos me look in fashion belong Jap straight—no humbug about all same British'."

This Luluai then went on to explain that "British guvmin man alla time talk plenty tumas—plenty order, too—but suppose man no do him, alright, no got trouble. But, man, supos Japan givim order, me fella

Beaming Captain Crowley steps from the cockpit after bringing the Piper Aztec on its first flight to Rabaul. See story in column two.



must do im or big trouble come up quick time. Now me fella more likim this way, bekos not much talk and no humbug".

In other words, they appreciate strength and discipline.

Unless the Administration can maintain a grip on these Bukas, the Administration will have a great deal more trouble in the future, the correspondent adds.

Buka is Such a Tangled Skein

A Sydney reader with close New Guinea connections writes on the same matter:

"I thought PIM's editorial comments, and Tolala's, in March on the Buka incident very much to the point. The whole thing has become such a tangled skein. A more imaginative and cunning politician than Mr. Hasluck would see a way out of this—for the tax is not merely only an irritant, it has become a point of resistance amongst the natives. It's going to become a bit difficult to lay on 600 policemen every time a village jibs. The pity of it is that the Government has such a fine body of Administrative types (including Sir Donald Cleland, I should say) but they are not being presented with a coherent clear-cut policy to carry out.

"It is all very well to have these panicky crash programmes for the benefit of the poor benighted natives, but I can think of a few white fellas up there who could do with some education of another kind. Otherwise things are going to be hard in the next few years; not a little Algeria or Rhodesia perhaps, but unpleasantness nevertheless. On the other hand if Mr. Hasluck had got the £33-million he wanted in last year's budget and not the £18 million he finally got, then perhaps the little first-aid post might have been put up in Buka. I give up!"

Islands Get A New Charter Air Service

Flying into Rabaul late in January, the Crowley Airways sleekly streamlined Piper Aztec was obviously on a market-testing flight.

UNUSED to charter service Rabaul businessmen and Administration officials showed quick enthusiasm for the newcomer which had already performed an epic three-hop flight from the USA to Crowley's base in Lae.

A twin-engined monoplane, the Aztec cost Crowley's £32,000. For a small craft it possesses some get-up-and-go, its twin 250-hp 6-cylinder Lycomings giving it a top speed of 205 mph and a cruising speed of 180 mph with a flight range of 1,100 miles.

Five passengers plus pilot can be carried comfortably in upholstered bucket seats—or 1,400 lb freight can be stowed in place of the passenger seats.

In March the aircraft was operating on charter ex-Rabaul three days per week, and Captain Laurie Crowley believes the Aztec will become fully employed from this centre.

Laying down of airstrips at several outlying stations is in the planning stages and these will enable Crowley to extend services over an even wider area.

The Aztec has a liking for short strips, can take off with graceful ease in a mere 300 feet. Its range would allow it to fly Rabaul-Lae-Rabaul non-stop if necessary.

When it can be spared from charter service the newest member of Crowley's airfleet will be used to lift coffee from the Crowley plantation at Karanka in the Eastern Highlands.

WAR DRAWS NEARER IN WEST NEW GUINEA

The Netherlands New Guinea situation in March continues to build up politically towards a climax that has long been expected by the West and prompted by Indonesia—that of full-scale attack by the Indonesians on Dutch New Guinea.

INDONESIAN and Netherlands delegates sat down to secret talks in the presence of a third (American) but by arrangement both sides no details were made public. The talks were "in the vein of Washington".

On March 23 the negotiations adjourned for a few days to enable delegates to consult their governments, but on March 26 the Netherlands announced that "with intention" it had learned that while secret talks were going on, Indonesia "had not only undertaken some renewed infiltration attempts in New Guinea but in addition an Indonesian boat had made a sudden and unprovoked attack on a Royal Netherlands vessel (a landing craft) lying in the bay off the island of Gag".

The infiltrations were on the island of Waigeo.

The talks appeared to be on a high note and the Dutch appeared to be coming out on a limb.

Australia continued to provide service, and nothing else, to the Dutch to assist them in their task of defending the natives of New Guinea against oppression (see *Canberra Commentary*, p. 24.)

But as General Nasution, Indonesia's Defence Minister, said in Jakarta on April 2, Holland must not now rely on British, US or Australian support.

"Very soon we shall be strong enough on land, sea and air to destroy Dutch forces in West New Guinea," said Nasution.

In early March, eight native members of the New Guinea Congress protested to US President Kennedy in a cable about statements made by his brother US Attorney General Robert Kennedy. Mr. Kennedy is reported to have said Indonesia has a strong argument claiming West New Guinea and that really very little had been done to educate the Papuans.



er blocks from two of the stamps overprinted by the Tongan Government Printer. The regular 3d stamp has also been altered to the 2/- denomination.

TONGAN STAMP ISSUE CAUSES A FUSS

Allegations that the Tongan Government was not "playing fair" followed a special issue of Tongan stamps in February. The stamps were the first series to be overprinted locally, and because, in addition, the issue was a small printing, it caused a stir in the philatelic world.

Emancipation Day—What is it?

June 4, 1862, is the date on which civil liberties were granted to the Tongans. It has been kept up as a public holiday—Emancipation Day—ever since.

On June 4, 1862, King George the first King of all Tonga—promulgated a Code which provided for the first time for a Parliament, and for all people to "set at liberty from serfdom and vassalage". It also provided that taxes be paid to the Government.

Human slavery as Wilberforce knew it did not exist in Tonga, but society was nevertheless a kind of patriarchalism and semi-feudalism, and there was much power with the chiefs. The new Code, adopted by the King on the advice of the missionaries, moved Tonga forward to a Western-type Government, although not immediately.

The Tongan Constitution, which contains a Declaration of Rights, did not follow until 1875. The present Constitution is still basically the same as that enacted in 1875.

THE stamps were in the regular series, overprinted in red with the words, "1862—Tau'ataina Emancipation—1962". This was to celebrate the centenary of Tongan Emancipation.

The overprinting was done by the Tongan Government Printer and the sheets for the first time bore the legend, "Printed by Government Authority in Nukualofa, Tonga, R. S. Wallbank". The stamps themselves were printed by Bradbury, Wilkinson and Co. Ltd., of Surrey.

One of the stamps, ordinarily valued at 3d, was overprinted to the value of 2/-.

In addition, Tonga released its first official air mail series on the same date in February.

PIM in March (p. 113) reported that one sheet of the regular series containing 60 5/- stamps had been received in London in February with the overprint inverted. According to a spokesman from Stanley Gibbons Ltd., the value of this sheet was now £10,000. Even without the error, the spokesman was reported as saying the overprint stamps "were worth about 50/- each."

PIM correspondents in Suva and Nukualofa, and a staff correspondent in Sydney, followed the story up, with the result seen on this and the next page.

Collectors "Upset"

From a Suva Correspondent

Many South Pacific philatelists are upset at having no opportunity of obtaining some of the limited number of Tongan overprinted stamps released in February to mark the Centenary of Emancipation. One Suva collector even claims that an "air of secrecy" surrounding the release of the stamps indicated that some organisation cornered the market.

THE Suva collector is Mr. H. Hodson, secretary of the Fiji Philatelic Society.

His story is that an organisation possibly made the suggestion of the special overprint issue to the Tongan Government, provided a certain number were allocated to them.

He said that no indication of the issue was given outside Tonga. There was no mention of it in the bulletins of the Crown Agents, London. Yet a previous commemorative issue, for the 75th anniversary of Postal Services, 1886-1961, was advertised in the normal manner, and was announced through the Crown Agents bulletins. The Crown Agents produced a special supplement giving full details of the stamps and the reason for the issue.

Philatelists throughout the world took part in that issue, and first day covers were sent out.

All Sold Out

In the latest case, says Mr. Hodson, a special issue of the Tongan Government Gazette of February 5 gave a list of the stamps which had been overprinted by the Government Printer at Nukualofa.

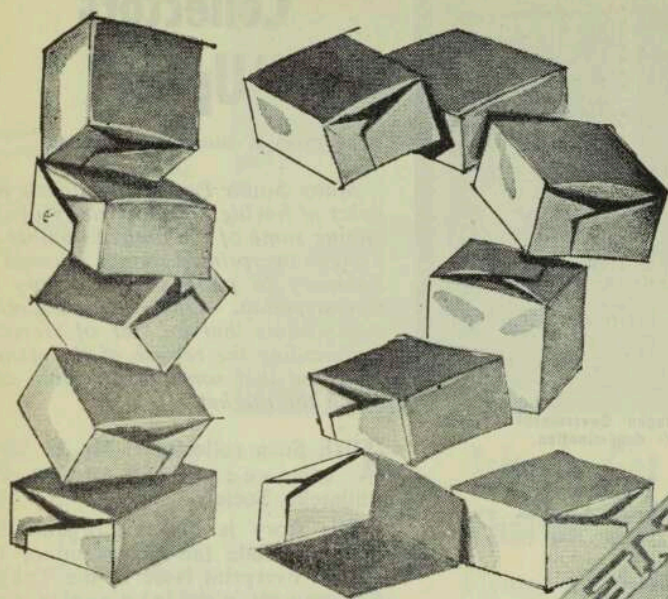
The stamps were put on sale on February 7, but remittances sent from overseas were returned with the advice, "all stamps sold out".

"This would seem impossible in view of the lack of publicity to the stamp world, and certainly favours the idea that one person has scooped the pool," Mr. Hodson said.

"Why has the philatelic world been let down, when the revenue earning of such commemorative issues depends on the good relationship that a Colony keeps with its purchasers?"

"No Australia or New Zealand buyers even heard of the issue, let alone the United Kingdom.

"It is to be wondered whether the



that's the number of
creamy rich caramels
you enjoy in every
long packet of



MAC.ROBERTSON'S Columbines

**BUY ENERGY RICH . . . GLUCOSE RICH
"COLUMBINES" TODAY . . .**

**SOLE PACIFIC AGENTS:
S. E. TATHAM & CO. PTY. LTD.
414 Collins Street, Melbourne**

2716

publishers of the world standard catalogues will recognise this stamp?

"We sincerely trust that this will not be allowed to happen again. Philatelists in the South Pacific will feel that the stamps are for sale and that each issuing country is free to all its philatelic customers throughout the world."

Stamp Interests "Were Told"

From "PIM's" Nukualofa Correspondent

There was certainly a run on Tonga's overprint issue—all sets now well and truly sold out—there can be no suggestion that overseas stamp interests were not advised before the release. It was the demand sent overseas that resulted in the issue being sold out so quickly.

THE Tonga Government Gazette Extraordinary of February 1962, included a note on the issue of the following stamps:

Regular Series		Official Air Series
33,000	1d.	2,400
23,400	4d.	2,400
23,400	5d.	
21,000	6d.	2,100
21,000	8d.	2,100
21,000	1s.	
18,600	2s.	2,100
18,600	5s.	900

The notice went on to say, "The above stamps will be placed on sale in the various post offices of the Kingdom from February 7, until supplies are sold out, and official stamps will be utilised by various Departments of the Government until exhausted."

On January 31, the Crown Agents in London, as the Kingdom's philatelic agents in the United Kingdom, were informed by telegram that the issue would take place. On February 1, the Crown Agents were informed of the details of the issue. Certain other philatelic interests were also formed of the details of the issue on February 1, 1962.

Large numbers of sets were bought locally from the post offices of the Kingdom and a great many orders were ordered from overseas.

Nevertheless, within a few days supplies of complete sets had been exhausted and there were many disappointed would-be purchasers. It was taken to make certain that one person or organisation bought

he postal administrations more
alf the total number of any one
ination issued.
can be seen from the printing
only 18,600 sets of the regular
(with a face value of 10/-)
available, and within a few
of the public announcement in
azette, orders worth £15,000
ready been received—far more

orders than there were sets available.

Prince Tungi, Prince Regent in the
absence of Queen Salote in New Zea-
land, wrote to Sir John Wilson,
Keeper of the Royal Philatelic Col-
lection at Buckingham Palace, and
sent selected corner blocks of four
(showing the imprint) from each de-
nomination.

TONGA "SHOULD LEARN A LESSON"

By a Staff Correspondent

*As a private stamp collector I too had heard nothing of Tonga's
to release its overprinted stamps until I read in a Sydney newspaper
London report of the overprint error several days after the event.
once I knew the stamps were released I soon obtained a set for
elf—through the simple expedient of answering an advertisement in
f's" classified section.*

March issue carried an ad-
vertisement from August Hettig,
lofa photographer and trader,
g that he had sets for sale.
are a long-established, much
ed firm, and a wire to them
a set to my desk at a price
higher than the face value of
mps. I was very pleased with
rchase, but I know now I was

ioned in Sydney Mr. Hunter
, managing director of stamp
eers H. R. Harmer (Aust.)
nd asked him if he felt the
for the Tongan overprint sets
en cornered.
I don't," he said. "There
not enough stamps printed,
all. Some sets got through to
lia and sets certainly got
h to English dealers, because I
already received advertisements
London offering sets for about
erling. Dealers rushed the issue
e it was in such short supply
ey knew this would make the
scarce and therefore more
le."

Not Worth 50/-

McRae said Australian prices
likely to fluctuate, but he
t Australian dealers would
ly offer 60/- Australian for
mint condition, and retail buy-
ice would probably be about
The stamps certainly weren't
50/- each.
ther leading stamp authority,
f a collector of Tongan stamps,
e had been unable to obtain a
t he "had hopes".
nga should learn from this," he
"18,000 sets were a drop in the
. There is such a huge demand
ongan stamps that the Tongan

Government could have printed
millions. Tonga is one of the few
countries which doesn't seem in-
terested in cashing in on philatelic
interest. But it should look at the
philatelic business more closely. It's
losing a good income by ignoring it.
The Kingdom gets no thanks for
short issues."

Both authorities said it was not un-
usual for a country to give short ad-
vance notice of new stamp issues.

Tongan stamps weren't the only
Islands stamps fetching big prices in
March.

A heavily-postmarked West Samoan
stamp of 1914 sold for a world
record price of £525 at a Sydney
stamp auction. It was the highest price
paid in Australia for a single stamp.

The Samoan stamp has a carmine
background and a picture of the
Kaiser's yacht. It was printed by the
Germans when the Territory was
their's. When the NZ forces took
possession in 1914 the stamp was
overprinted for British use with the
words "G.R.I. 1 shilling". It was
postmarked September 23, 1914, in
Apia.

The stamp that fetched the record
price was at one time owned by an
Australian who got it from a German
sea captain in Samoa in 1914.

According to Mr. Hunter McRae,
whose firm auctioned the stamp, its
interest was in the fact that the over-
print said "shilling" instead of
"shillings". Several denominations
had been overprinted, but only the
one sheet was known to use the word
"shilling".

Mr. McRae estimated that the
more common stamps bearing the
correct overprint are worth about
£A100 each in top condition.

Advertisement

Beautify Your Complexion

For sheer loveliness in com-
plexion beauty there is one
simple but important rule to
follow. First, you must remember
that all the time, particularly in
hot conditions, moisture is
evaporating from your surface
skin and every time you wash
you drain off valuable skin oils,
causing the skin to gradually de-
velop dry wrinkles. To stop this
loss of skin oil and moisture, see
that your complexion is well pro-
tected with your oil of ulan. It
will check further wrinkles and
do much to smooth away past
damage. Don't forget to use the
same plan to keep your neck
lovely as well.

..... Margaret Merrill.

WHITES PICTORIAL REFERENCE OF NEW ZEALAND

A superb complete visual reference of
New Zealand of over 400 pages of whole
page representative aerial views of cities,
towns and counties, with informative and
useful text and maps. Standard binding,
£N26/6-. De Luxe presentation, £N27/7/-.

Also available 10 in. x 8 in. (NZ7/6d)
or larger aerial black and white prints
Norfolk Island, Apia, Rarotonga, Papeete,
Moorea. Coloured enlargements suitable
decoration—send for full price list.

WHITES AVIATION LTD.

C.P.O. Box 2040, AUCKLAND,
New Zealand

*We are specialists in
all types of*

FRESH FROZEN FOODS

*Amongst others we are agents
for the Pacific Islands for:*

Danish PELICAN Fish.

Norwegian FRIONOR Fish.

Dutch IGLO Vegetables and
Fruit.

(in Bulk and Decorated Consumer Packs)

MEVRA PTY. LTD.

182 Collins Street, Melbourne.

Telephone: 63-2392, 63-5620.



Swallow & Ariell's Quality Biscuits for every occasion . . .



CHICKEN SNAX

Swallow's Chicken Snax have real chicken flavour. Serve straight from the pack—over 200 to every pound.



POTATO SNAX CURRY CAPPED

Curry Capped Potato Snax—an all-time party favourite with baked potato flavour, and just a sprinkling of curry.

BACON SNAX

Bacon Snax—with the flavour of crisp break-fast bacon. Ideal party savoury with any topping.



VACUUM PACKED FOR LASTING FRESHNESS.

SE-10

NEDERLAND LINE ROYAL DUTCH MAIL
AMSTERDAM, HOLLAND

ROYAL ROTTERDAM LLOYD
ROTTERDAM, HOLLAND

Regular sailings by Fast, Modern, Cargo Vessels
from

EUROPEAN PORTS and U.K. via PANAMA
to

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

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

Most vessels are equipped with comfortable, air-conditioned, passenger accommodation.

For further particulars apply to Agents—

ETS. DONALD TAHITI,
Papeete.

AGENCE MARITIME PENTECOST,
Noumea.

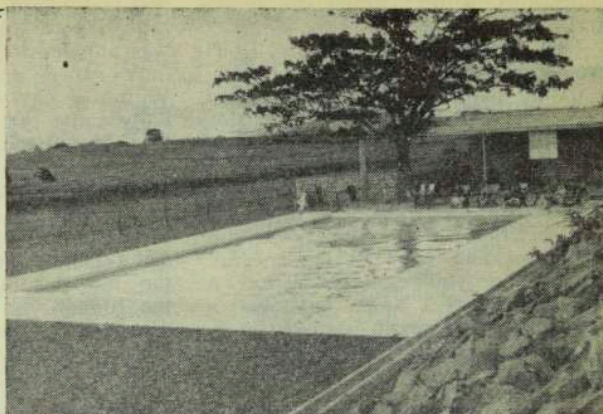
BURNS PHILP (NEW GUINEA) LTD.,
Port Moresby and Lae.

WM. BRECKWOLDT & CO.,
Honiara.

NEW GUINEA COMPANY LTD.,
Rabaul and Madang.

Sydneysider Goes Walkabout

Lament From An Empire Builder



This swimming pool is the latest addition to the new Mocambo Hotel on the hill above Nadi International Airport, Fiji. No one stays at the Mocambo long—usually overnight or between planes—but the proprietors believe in making their guests comfortable and happy while they're there. Right now the Mocambo is the busiest hotel in Fiji.

These days around Nadi airport and the new hotel, the waiters, clerks and hired-help say "Uh huh" and "Yah" and "Sure" and "Hi". Some of the part-European clerks in the airways offices even talk with an American accent; and the plump Indian behind the counter in the coffee shop at the hotel could—according to his get-up, anyhow—be a hamburger dispenser from just about anywhere in the United States.

The other morning when I was leaving Nadi I went into the free shop to buy whisky for my car. "How much is the whisky?" I asked the woman behind the counter, in a voice that no one has taken yet for anything but plain Zealand-Australian. "2.25," she said. "And it's cheaper if you take three."

I want two—and what's the price in Fiji?"

He told me and began to write on the docket. Besides me was a beset American who had just come from the plane. Although it was 6 a.m., he was smoking a cigar 10 inches long and—apart from a silly old prejudice that cigars are

smoked only after dinner at night—there was no reason why he shouldn't. He was talking to an Indian clerk. "What is this place, anyhow—huh? A British protectorate?"

"No," said the clerk, in his soft Indian voice. "It's a British Crown Colony."

"Colony—huh? Huh!"

By now my docket was ready. "\$4.50," said the woman behind the counter, "collect the liquor just before you board your aircraft".

The milk of human kindness is curdled in me before 10 in the morning (and at many other times besides): "Never mind the dollars," I said rudely, "What's it in Fiji? Is this an American Colony or something?"

The woman looked at me with ladylike disapproval and the American took his cigar out of his mouth and turned round and stared. I took myself off to the lower lounge and pulled myself apart. Why did I have to be rude like that? The man with the cigar had a perfect right to conclude that I was just another of these anti-American Britishers. Was I?

I thought of the young US airmen who had swarmed over the new Mocambo Hotel the previous night. Pleasant, good-looking, good-mannered, intelligent, there is a constant stream of them coming through Nadi on Antarctic and U2 missions these days, and making overnight stops at the Mocambo. No country could have more charming ambassadors.

And I thought of every other

American I know. Not a stinker amongst the lot of them. No, I wasn't anti-American. But when it was boiled down I certainly was anti-something. Anti what America is trying to do to us; anti-dollar-imperialism.

That America should have been the chief architect of the break-up of the British Empire is one thing. They don't like colonies, so that's fair enough. But the insidious washing-machine and juke-box culture that is rushing in to fill the vacuum is something else again. On that I'm dead "anti"—and fighting a losing battle.

The British Vacuum

"Wherever we pull out," said an Englishman to me a couple of weeks ago in Suva, "the Americans go in. Not with government, directly. But with money and power and pull. It's the power that matters. What's it matter whether it is directly through administration, or by influence? We can't be ourselves any more—we've got to be for America or against her. The only counter to Americanism is Communism".

One thing our Englishman forgot, of course, is that there couldn't be any Americanisation filling up the British vacuum if the English themselves hadn't let it happen by default. The average Englishman, in England, wouldn't look up from his pint of mild beer if the whole of the Commonwealth cracked off and sank into the deep. He'd go on discussing his football pools and the newest thing in racing cars and never notice the difference—and, by all present



FOR LIBRARY. Mr. John Harrison, Council representative in Fiji, in March 1962, handed to Mr. P. D. Macdonald, Fiji Colonial Secretary (left) a cheque for £519,200,000 as a grant from the Council for the erection of a building at Lautoka. About £5,000 of the grant will provide an initial stock of books. The building will be erected between the station and Administration offices.

Photo: Rob Wright

indications, neither would the reigning Conservative Government.

The Commonwealth and all its problems just make up one bloody pest, in the common Englishman's eyes. Take the people from Africa—forever nattering about their troubles with their natives. Or the Australians—roughnecks from some arid, god-forsaken place on the other side of the world who never tip enough. The New Zealanders are worse—and you can never tell a Canadian from a Yank, anyhow.

The Commonwealth is rarely mentioned in the UK Press, except to its detriment. Last August while I

was in London, a disgruntled migrant returning to the UK from Australia was allowed to give vent to his feelings in a sensational newspaper. Within a day almost every London daily came out with the information that 40,000 migrants had gone from the UK to Australia in the previous year, but that 20,000 had come back.

The information officer at Australia House contacted every one of the newspapers and explained that the 20,000 who were alleged to have "come back" were, in fact, the total number of sea and air passengers—mostly Australian tourists—who had

left Australia for the UK in the period. But no newspaper bothered to print this explanation.

The only people who, having got rid of the British, look like withstanding the blandishments of the juke-box, washing-machine, deep freeze, consumer gadgetry of American culture, are the Indians—the Indians of India, that is.

Washing-Machine Culture

American tourists pour through India today—forever fussing about the water and complaining about the heat and their sore feet, but you go a long way before you find an Indian with a pseudo-American accent, or one saying "uh-huh", a "hi", and "sure".

The customers at the plush Ashoka Hotel in New Delhi are about 90 per cent. American—but the establishment doesn't turn on floor-shows of hula girls (although India does come within the orbit of the Pacific Area Travel Association), and the dining-room orchestra consists of cross-legged players sawing away at long, stringed instruments. The music they produce is queer, to Western ears, but it has the virtue of coming neither from a juke-box nor from Africa via New Orleans.

[The English ruled India for something like 300 years and many Britishers still live there; but virtually no British tourists go that way—the field is left exclusively to the Americans.]

One way and another it certainly is hell to have landed in this world via a New Zealand school that taught—and not in the last century, either—that to be British was the finest thing on earth; that Cecil Rhodes and Stamford Raffles were heroes; that it was a virtue to go to foreign tropic parts and stagger around under the White Man's Burden.

England then was Home (capital H); and on Monday mornings I stood ramrod stiff in the windy playground, sang "God Save" and saluted the flag—the Flag on which the Sun Never Set. Empire Builders, that was us. Yes, Empire Builders—that jazz.

The hell of it with me, of course, is that I've never quite grown out of it. In spite of the times, in spite of the knowledge that the Americans are saving us from Communism (God bless them), and that to be a British these days is to be a first-grade citizen, I still see so much red when a Fijian hotel porter talks to me in his version of what I have seen in a Hollywood movie, I'd like to strangle him with his own shirt.



FOR A HOLIDAY IN THE HEART OF SYDNEY STAY AT HOTEL SYDNEY

Reasonable tariffs, proximity to transport, large stores, theatres and many other places of interest makes Hotel Sydney an ideal choice for your stay in Sydney. Here you will receive Pacific Islands newspapers and journals; and you'll appreciate the excellent cuisine, attentive service, quiet lounges and a comfortable single, twin or double bedroom. Convention rooms available for special functions.

Book now—

HOTEL SYDNEY
432 Pitt Street, Sydney. Cable: "Otel Sydney."



CLYDE "DRYPAK"

THE ULTIMATE IN CAR, TRUCK AND TRACTOR

BATTERIES

WILL NOT GO FLAT IN STORAGE
NO CHARGING NECESSARY IN TROPICAL AREAS
WILL ONLY COME TO LIFE WHEN ACID IS ADDED

Write for particulars to Sole Pacific Islands Distributors—

KERR BROS. PTY. LIMITED

4 O'Connell Street, Sydney

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

Cable Address: "Carefulness"

LETTERS

PIM'S COVER PICTURE

—I consider that what you
se to call a "charming" picture
Paul Brown in the BSIP pub-
d on the February cover, is in-
mely bad taste and calls for
g protest . . . which the little
first mentioned is doing her best
make. One would have thought
the very expression on the child's
would have been enough to cause
editor to consign the picture to
v.p.b. The undersigned is a sub-
ber of 30 years' standing. I wel-
e your publication in my home.
not narrow minded. But I think
your approving of this cover
re for publication shows very
standard judgment. Yours, etc.,
(REV.) MAURICE NIXON.

, Papua.

—Being a subscriber to your
azine for quite a few years now,
as very taken with the cover
re of your February issue—"The
n of Modesty in the South Seas".
certainly a charming picture of
two little Solomon Island girls. I
it is not asking too much but
ould be delighted if you could
me a print of the two lassies
framing. I will be in my eightieth
next month and have had many
days in the Islands—Fiji, Samoa,
ti and New Caledonia.—Yours,

G. HAROLD MASON.

on Bros. Ltd.,
kland.

OUR CATHOLIC BIAS

—Enclosed please find cheque
my next year's subscription to
. If you want subscriptions to
you had better *NOT* send
holic digests. I, for one, am not
ested. Yours, etc.,

E. M. BEDDOWS.

man,
ney.

*We hadn't noticed it ourselves.
it happens, there are no Catholics
"PIM's" Sydney editorial staff.
there are writers with noses for
s, who have noticed that Catholic
sions frequently produce news-
thy items. Note "The World
vs in Pidgin", p. 116 this issue.*

SYDNEYSIDER'S" UN-AMERICAN ACTIVITIES

ir,—This *Sydneysider* must be
e a Sourpuss on her walkabouts
. p. 71 of November, 1961, issue

is actually insulting to our west coast
and beaches. To us who were born
here they're beautiful. The ocean
changes colour quite frequently—
from many shades of blue, to green
and sometimes grey. I've even seen
it red (The Red Tide). But there is
nothing we can do about the fog or
the smog and those who don't like it
can go back where ever they came
from . . .

In the December issue, p. 61, old
Sourpuss is insulting to the American
Women. In the first place, we are
not used to the heat and humidity
of the Islands and therefore we dress
comfortably in loose-fitting muu-
muus. Also, they don't show too
much how fat or thin one may
be . . .

Whoever wrote the article in the
December issue, p. 53 [it was old
Sourpuss again], was downright *IN-
SULTING*. The Los Angeles Ghost
Town spoken of is a show place and
one where working people or anyone
else can go and let their hair down
so to speak, but the way this article
reads it gives the impression that all
Americans are stupid and moronic.
Whoever wrote the article is the
moron. We like, and know how, to
have fun. Yours, etc.,

GERTRUDE BAKER.

Palos Verdes Estates,
California.

• After these broadsides Old Sour-
puss *Sydneysider* mounted her broom-
stick and was last seen heading away
over the western horizon.

NEWSPAPER OWNERSHIP

Sir,—I wish to correct an em-
barrassing error in your February
issue. In "Commentary" you mention
that *Samoana*, the Samoan newspaper,
was owned entirely by the Nelson
family. This is quite untrue, and
following upon *PIM's* commentary in
January on the political situation in
Apia, it implies political affiliations
that do not exist.

Samoa Newspapers Ltd. was
founded by myself in 1960 and I
control 50 per cent. of the shares.
The only connection with the Nelson
family is that one member owns 25
per cent. of the shares. The paper has
no political affiliations and is strictly
impartial in its commentaries on
political affairs. It definitely takes no
sides in any political feuds. You can
understand therefore that I am
anxious to remove any misappre-
hension that may have arisen because
of your article.—Yours, etc.,

R. F. RANKIN.

Managing Director,
Samoa Newspapers Ltd.,
Apia.

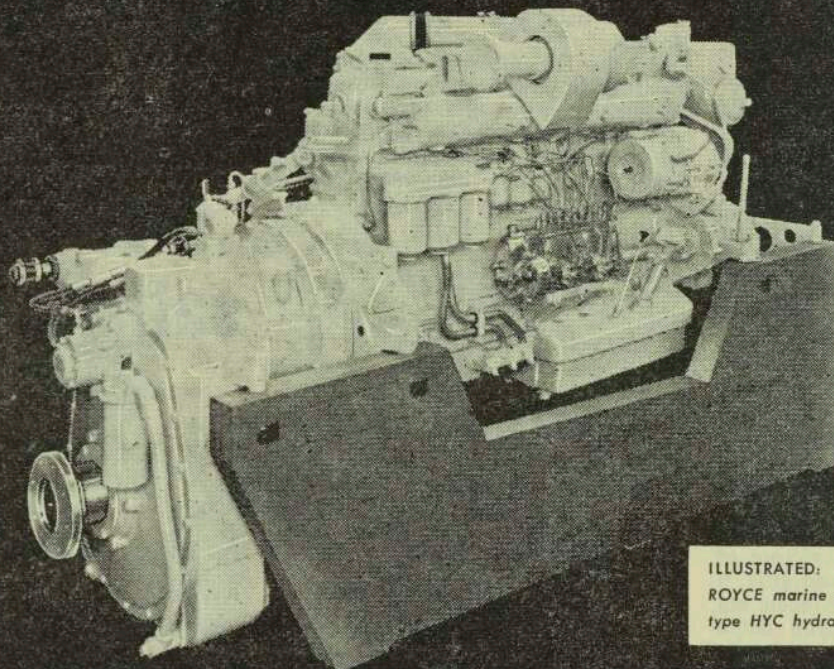
COOL, REFRESHING—

The lager that really satisfies . . .



FOR SMALL SHIPS OF ALL CLASSES

(including yours)



ILLUSTRATED: Six-cylinder ROLLS-ROYCE marine diesel with CAPITOL-type HYC hydraulic gearbox.

ROLLS-ROYCE POWER



is cheaper by the mile!

Built to the world's best-known standard of perfection.

Rolls-Royce Marine Diesels are now available at surprisingly low cost, priced competitively with other leading makes. Light and compact for their power, these famous engines are made in a range from 50 to 450 b.h.p., in 4, 6 and 8-cylinder versions, normally aspirated, supercharged or turbocharged. Available in handed pairs.

- **ECONOMICAL**—Straight-forward four-stroke cycle with extremely low specific fuel consumption. *Runs equally well on standard B-grade fuel.*
- **EASY STARTING**—Electric, inertia or hydraulic starting systems optional.
- **EASY CONTROL**—Fitted as standard with famous "CAPITOL" hydraulic gearboxes with unequalled range of gear ratios.

***SMOOTH RUNNING AS ONLY A "ROLLS" CAN BE!**

Call in, write or 'phone with details of your vessel. Quote, without obligation, on ROLLS-ROYCE engine and CAPITOL gearbox to suit your particular needs



**ROLLS-ROYCE
Diesels**

N.S.W. & PACIFIC:
SMITH MARKWELL
PTY. LTD.
22 King Street, Sydney
BX 6508

TAS.:
C. H. SMITH
& CO. PTY. LTD.
Launceston and Hobart

QLD. & N.T.:
EVANS DEAKIN & CO. LTD.
Brisbane

682/F.P.

The West Samoan Scene

BANKRUPTCY OR PROSPERITY ? STORMY DAYS AHEAD

A News Round-up from "PIM's" Apia Correspondent

After only three months of independence, criticism of the Western Samoan Government is becoming more severe. Within the Government too there are signs that the stirrings of discontent, subdued until independence became a reality, will no longer remain silent. The Budget session of the Samoan Legislative Assembly, to open on March 28, should be stormy. It is the first business session since independence.

Hard working Minister of Finance G. F. D. Betham, a persistent fiscal critic in past years before himself became a Minister, now has the shoe on the other foot as the country's economic situation worsens with a falling export income and rising Government expenses.

The Government is certain to face growing opposition, led by Afoa-ile Misimoa (Mr. Harry Moors), who makes no secret of the fact that he links the Prime Minister and his Government with the lack of driving force and technical and economic know-how necessary to lift Samoa out of its present financial morass.

As the opposition proves strong and loud enough it is quite possible that a motion of no-confidence will be moved against the Government.

Whatever happens, politics in Samoa are bound to be confusing, with no parties, the Government is never certain of the majority needed to get its legislation through the House.

Although Misimoa has a personal following, no Samoan political group of any strength has yet appeared together by any common name.

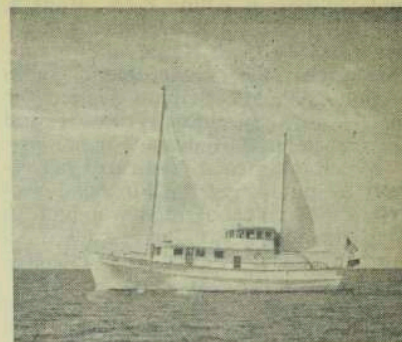
According to Financial Secretary P. T. T. T., preliminary Estimates for 1962 exceed estimated revenue by £700,000.

In a confidential memorandum to the Ministers of Departments in February, he stated that 1962 Estimates were £1,000,000, while expected revenue was only £1,400,000. Estimates have now to be reduced by £700,000 from the meagre reserves of £435,000, already depleted by £175,000 to meet the year's deficit, are not to be used, or the country is not to be driven into bankruptcy.

A 30 per cent. cut in Estimates is only possible with drastic cuts in salaries, services, staff, and vital governmental work. In Samoa's

first year of independence this is the last thing that members of the Assembly or the public want. Already the imposition of import controls, limiting imports to 90 per cent. of 1960 figures, and the formalities and restrictions of the newly implemented exchange controls, are proving very unpopular.

The Government is finding it hard to explain why, in spite of its obviously vast potential, the Samoan people are facing a reduction in their already inadequate health and education services, and public servants



Visiting Apia on a world cruise—the luxury yacht "Wanderlure". See p. 36.

again facing the threat of salary cuts and dismissals.

As reported in this column last month, first public news of a possible deficit was published in the Samoan English-language weekly *Sentinel* (which has since been incorporated in *Samoaana*), and the writer, R. F. Rankin, said the country was in the financial state it was because the Government hadn't drawn up any policy to overcome it. *Sentinel* did not name the source of its deficit revelation.

The glare of critical publicity was not kindly received by the Government.

In a bitter attack on the motives



PRIME MINISTER'S WIFE. In Suva in March en route to Noumea to attend a church conference was Fetau Mataafa, wife of West Samoa's Prime Minister. She was accompanied by Vavae Toma, of the West Samoa LMS Church. Asked in what capacity she was travelling, the Masiolo Fetau replied: "I'm travelling as a mere housewife going to a church conference".

and abilities of editor R. F. Rankin, published in the Government daily cyclo-styled Press News, and broadcast over the Government radio station 2AP, Mr. Betham decried the article as a sensational rumour and irresponsible journalism.

Mr. Rankin then confirmed his report by publishing the Financial Secretary's confidential memorandum to Department heads and caused a further storm within the Government.

Much criticism of the Government arises from poor public relations and the reluctance of most politicians and senior officials to reveal what is going on behind the scenes. For instance there are rumours that aid is being sought from West Germany, but officials will neither deny nor confirm this.

Whether the final outcome is bankruptcy or prosperity, it is plain that there are stormy days ahead, and from the thinly veiled threats already

made, the freedom of the Press may well be one of the many issues at stake.

PRAISE FOR RADIO

VISITING yachtsman Carl Heintz could not praise Apia Radio highly enough when he called at Apia for a few days in the middle of March. A former winner of the Los Angeles-Honolulu Pacific race, Commodore Heintz is on a leisurely 2½ years world cruise on the 68 ft *Wanderlure* with Mrs. Heintz and a crew of four.

Last month while en route from Bora Bora to Pago Pago the *Wanderlure* struck some very bad weather during which two other yachts in her vicinity had to send out distress signals. They were the *Gracie S* which lost its rudder and the *Nimbus* which was dismantled. On both occasions the yachts called Pago with no response, but on both

occasions, said Commodore Heintz, Apia came in immediately, handling traffic and standing by ready when needed.

"You have a great station that gives a wonderful service," said Commodore Heintz. "It is this service of above ordinary routine work that not only makes our trip much safer but so much more pleasurable. The station deserves every support."

Commodore Heintz made a special call on Director of Post Office Radio Ernest Betham, and the radio station, to personally express appreciation of the work they are doing. The staff of the Post Office and Radio Department, comprising over 90 employees, is made entirely of local appointees.

* * *

NO CRIME WAVE

THE local prophets of doom, met seconded officials, had a fillip to their fears of mayhem and the breakdown of law and order when a New Zealand woman teaching at Samoa College was brutally assaulted while alone at home with her children on the evening of March 11. Police the next morning arrested a Samoan on charges of assault, intent to murder and burglary.

In the same week a couple of purse-snatching incidents were reported. More followed, with about a dozen cases in the month.

* * *

Apia fishermen have continued making good catches while trooping about five miles out from Apia. Yesterday's fishing for the month was supervised by Superintendent of Police Alpha Philipp who, in two trips in his board powered 20 ft plywood cat, landed one yellow fin tuna of 110 lb, one of 110 lb, and two of 30 lb, totalling 300 lb for the day. A businessman John Ah Kuoi landed a yellowfin of 142 lb.

* * *

Two Samoan public servants are for Australia in March under Australian International Scholarship and Fellowship Plan. They are Assistant Public Service Commissioner Sam Atoa and Government Printer Leading Hand Oitken Fruean. Atoa will be studying Public Service administration for nine months. Mr. Fruean, accompanied by his bride, formerly Mary MacKenzie,

Richly perfumed TALCS by YARDLEY

Mist-fine and
fragrant. With a
most trustworthy
deodorant for
day-long
freshness



April Violets, Red
Roses and
Lavender,
'Bond Street'.

study Graphic Arts for two years Sydney Technical College. Also to a veterinary course in Australia is Oscar Stunzner, a former Samoan scholarship student in New Zealand.

* * *

S IN THEIR PANTS

Now even the ants in Samoa are under scrutiny! Arriving in Apia in March on a Travelling Fellowship of Harvard University New Zealand entomologist Bert Taylor. Mr. Taylor is accompanied by his wife. After four years studying Samoan ants he will be on to Queensland and New Guinea. He is working on a thesis for his doctorate on Polynesian ants, which he is co-operating with Professor E. O. Wilson at Harvard.

* * *

TAMASESE'S SUCCESSOR?

LEAD of State Tupua Tamasese (addressed as His Highness since independence) left with Masiofo Tamasese for medical treatment in New Zealand late in February. He was accompanied by his nephew, a Medical Practitioner Lealofi Tamasese, who travelled as aide-de-camp. He was attended at Auckland by specialist Dr. Douglas Robb. Costs of treatment and accommodation in Auckland were borne by the New Zealand Government.

Tamasese has not been in good health for some time and his choice of Lealofi as aide is interesting to those who see in this, further indication that he will be the successor to the high title. Like Tamasese, Lealofi is a gentleman, cultured, with an alert mind. He is liked and respected.



H. R. H. Tamasese.

NEW CHIEF JUDGE

NEW Chief Judge to take office from April 1 is former Attorney General P. L. Molineaux. Mr. Molineaux, M.A., LL.B., succeeds former Chief Judge C. C. Marsack (author of *Samoan Medley*) who is now in Fiji.

The new Chief Judge was born in Christchurch, New Zealand, and was educated at Christ's College and Canterbury University. After two years at the Royal Military College, Duntroon, during the war he served in the Pacific as an anti-aircraft officer.

After the war he joined the Colonial Administrative Service and for a time was District Officer in Northern Rhodesia. He returned to New Zealand in 1952 taking up law in private practice and later being appointed Crown Solicitor and Crown Prosecutor at Blenheim.

He was appointed to Samoa as Attorney General last year. He is 41, married with three children.

Appeal cases are no longer heard in New Zealand but a Samoan Court of Appeal will be set up later this year. It will comprise three judges, with the Chief Justice as Chairman.



ERRES

radios



dutch precision

P. O. BOX 1591 · AMSTERDAM · HOLLAND

TAHITI: Paul Conscience, Papeete

PAPUA & NEW GUINEA: Global Agencies (N.G.) Ltd., P. Moresby

NOUVELLE CALEDONIE: Electric Radio, Noumea

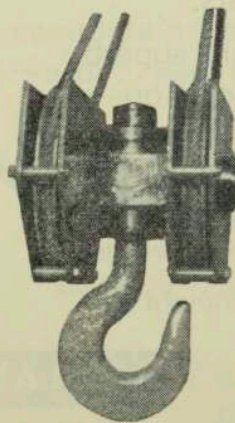
NOUVELLES HEBRIDES: Agence Pentecost, Port Vila

WESTERN SAMOA: H. & J. Ketzloff, Apia

RABAU, N.G.: Colyer Watson (N.G.) Ltd.

FIJI: Kapadia & Co. Ltd., Suva; Ferko Radio - Lautoka

Enquiries invited for Santo, N.H., Tonga, Solomon Isl.



CRANE HOOKS, etc., from £8

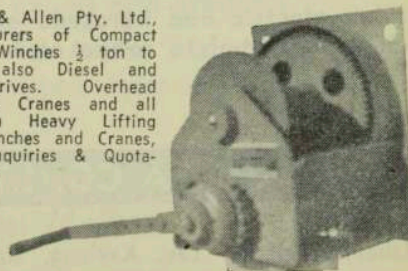
$\frac{1}{2}$ TON HAND WINCHES

small, portable (illustrated)

from £37

Suitable for Factories, Garages, Boatsheds, etc. Low handle effort, Automatic brake, Wall or bench mounting.

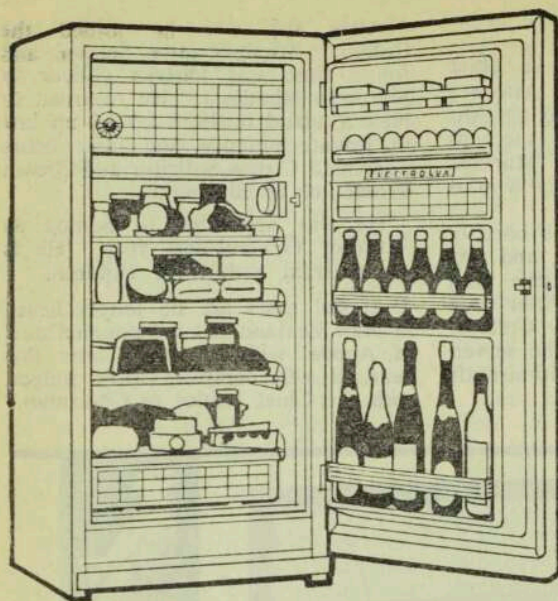
Cridland & Allen Pty. Ltd., manufacturers of Compact Electric Winches $\frac{1}{2}$ ton to 5 ton also Diesel and Petrol Drives. Overhead Travelling Cranes and all items in Heavy Lifting Gear, Winches and Cranes, etc. Enquiries & Quotations via



Agents:—

JOHN CAMPBELL & CO. PTY. LTD.

195 Sussex Street, Sydney, Australia. Phone: BX 6873. Cables: "LORN", Sydney.



Low Cost Luxury

SWEDISH

Electrolux

Specially designed to give more cooling power from less electricity, the new range of Electrolux refrigerators is the ideal choice.

These elegant refrigerators have many luxury features and all are fitted with the economical new Electrolux cooling unit to keep down running costs.

And there's a size of cabinet in this superb Electrolux range that's just right for you—come to our showrooms and choose it now!

We also have available a full range of Swedish Electrolux electric and kerosene operated refrigerators as well as a complete range of household appliances.

Distributed by:

NEW GUINEA CO. LTD.

Rabaul, Madang, Lae, Kavieng, Kokopo
S.C.I.E., Noumea

BURNS PHILP (N.H.) LTD., Vila, Santo

ISLAND PRODUCTS LTD.

Port Moresby
B.S.I.P. TRADING CORP., Honiara, Gizo
F.J.R. SIMMONDS, Norfolk Island

'Gus' Martin Leaves Norfolk Island

Norfolk Island Correspondent

considerable reluctance, Mr. (Gus) Martin says farewell to Island in March after spend-years in business here. In-health recently has forced nature retirement at the tender 76!

TERAN of the South Pacific a, Mr. Martin spent eight a plantation manager in the brides prior to the outbreak ld War I. Despite induce-o stay put, Gus sailed off to and spent more than three France.

arrived at Norfolk Island in d commenced business on his count. Over the years he has o a considerable number of ses. He is local agent for Oil company, has represented shipping agents F. H. Stephens l. for the past 15 years and ducted various other activities.

as witnessed many changes he says, "Not all of them en for the better.

e was a more liberal, free y attitude to life on Norfolk he war," he says. "Of course is no airport and consequently d was more isolated.

Horse Not in a Hurry"

accepted way of moving was by horse and sulky. Even were in a hurry the horse If another horse and sulky d to pass by, then your own ould just stop—in anticipation at between passengers!"

g his 35 years here Mr. has found the size of the on has not varied much. The alteration was during the de-years when many Norfolk returned to grow bananas for When this trade petered out worst effects of the economic were over, the population l again as many islanders re-o Australia and New Zealand.

I. Stephens Pty. Ltd. have ver Mr. Martin's business on Island but have retained the f the founder. The new con-ill be known as "Martin's s". They have appointed a

manager, Mr. T. H. Thompson, who arrived recently to attend to the handing over process. Mr. and Mrs. Thompson are busy getting to know the island and its ways.

It would not be surprising if Mr. Martin were to continue to take an interest in the new company in a consultative capacity. Many people in this Territory have learned to respect his shrewd judgment, business acumen and straightforward dealings and Gus Martin will be remembered with affection.

Mr. Martin will live with his wife in Sydney, until they find a house to suit them.

New Club Houses For Port Moresby

Latest in the line of Port Moresby sporting clubs to provide themselves with improved club houses is the Port Moresby Bowling Club, which has moved in to new club rooms, still facing Ela Beach. The man behind the scheme was Mr. Cecil Weldon, who made the first rough sketch and who helped put on the last dab of paint. The Rugby League Club has already opened a new club house and grandstand, and the Port Moresby Yacht Club has enlarged and modernised its club rooms.

GROCERY WHOLESALERS PTY. LTD.

(formerly McIlraith's Pty. Ltd.)

ALWAYS WELCOME YOUR GROCERY ORDERS.
QUALITY BRANDS AT ECONOMY PRICES.
SPECIAL ATTENTION TO EVERY ORDER.

We stock a comprehensive range of all well proven brands of groceries, provisions, cleaners, etc.

A complete price list is now available and will be forwarded, post free, to any address in the Pacific Islands on request.

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

All prices F.O.B. Sydney—no buying commission or additional charges for ordinary cases or packing.

Sydney's Leading Export Grocery and
Provision House

ROSS AND HEREFORD STS., GLEBE
SYDNEY, AUSTRALIA

Territories TALK-TALK

With TOLALA

The tax evasion incident at Hahalis on the east coast of Buka started old-time Islands skipper, Captain W. J. Buckley, recalling, in a Sydney Sunday newspaper, some of the events of his early days in Buka and the BSIP.

HE must have a fund of material for an interesting book dealing with the early years of this century among the Islands; not the least of which would be the period he skippered the good ship *Sideia*, a Burns Philp auxiliary vessel, with the firm's plantation expert, the famous W. H. Lucas, aboard inspecting estates in the British Solomons and buying land in Bougainville, which was later to comprise the Choiseul Plantation Ltd.'s holdings.

To the present generation Lucas is probably an unknown quantity, but during the first decade of this century he was the Big Wheel in Burns Philp's plantation interests throughout the Pacific. During War I he was Technical Adviser on Pacific Affairs

to the Commonwealth Government and later became chairman of the Expropriation Board.

It was in November, 1912, down in Kieta that I first saw the trim lines of *Sideia* swinging to her anchor in that lovely little harbour and first met Lucas. For me it was an eventful time. I was getting married. I was walking down from the Residency, where my fiancée was staying with the Kiap (Capt. Doellinger) and his wife, when I was overtaken by a tall, loose-limbed figure in whites who blurted out: "I nearly lost my bloody sole chasing you!" At the same time he displayed a shoe with the sole half detached!

He introduced himself as Lucas, of whom I had never heard at that time; asked me to join a party he was holding on board *Sideia* that afternoon. It was then that I met Captain Buckley and his engineer—a chap named Talty—and saw Lucas in action as host on an Islands schooner. And no one could have been more tactful or considerate with his guests.

He was an excellent *raconteur*; his repertoire was most extensive. In later years I was to appreciate how he adapted himself to every strata of Islands society in the telling of his anecdotes, whether it was to a missionary, a Government official or an ordinary trader/planter. He was all things to all men and old Capt. Buckley, more than anyone else, would be able to tell of these varied parties.

One outstanding idiosyncrasy of Lucas which I remember on these schooner trips was his insistence at all times at mixing his own mustard.

New Guinea Book For Brisbane

It has taken Brisbane a long time to catch on, but now to have a New Guinea Bar and Book—after the style of extinct Ushers of Sydney who went out of business last year after having had a Bar Book for over 30 years.

The bar in Brisbane is at the National Hotel, where the Book is kept by Max Roberts. Visiting Islands residents can inscribe their names and Australian addresses in it for other Islanders to see.

Islands newspapers are hand, too, at the National.

Sydney, of course, still has its Book—in fact three Books—one each at Pfahler's, the Australia and The Castlereagh.

A Kieta Incident

While on the subject of my first visit to Kieta I am reminded of an incident that occurred some time after my meeting with Lucas. We were walking up the hill together when passing the Kiap's office we were asked to step inside by Doellinger, who offered his apologies to Mr. Lucas over the incident which had been reported to him as *Sideia* entered the harbour earlier that day.

Sideia, flying the British ensign, had naturally dipped when passing the Government station flag with the German flag fluttering in the breeze, but there had been no acknowledgement from the ship. The watch-boy, whose duty it was to return such courtesies, had not done so in his job.

Capt. Doellinger, an old-time mariner and a strict disciplinarian, took a very dim view of this so we were asked to be present when punishment for this breach of etiquette was administered, to the tune of six strokes of the cane.

And so international protocol was served.

A Tight Schedule

In Minister Hasluck's 11th year of wandering through the Territories in February he certainly covered a great deal of ground and contacted many people in the least possible time.

It enabled him to obtain a

Advertisement

Cockroaches Are Suspicious

Cockroaches will make a cautious approach to any suspicious object. They will even stand back a little to "sniff" succulent food and make careful prods with their feelers before feeding. The insecticide, therefore, that spells their doom is one that has no odour or caustic effect. This is why odourless non-poisonous ever-proofing Pea Beu Powder is proving so successful. They walk into it without fear and do not associate it with danger as it kills them off. Simply spread Pea Beu everywhere.

Always ask for the best...

**TOORALAC FULL CREAM
POWDERED MILK**

picture of conditions and re- in order to deal with any as in the forthcoming Parlia- session. The focal point, hted in the Australian Press, e desire of the native people me incorporated as an Aus- State, which of course proved ere was general contentment the present Administration. as his story and he stuck to

tour must have been an ing ordeal for the Minister, ly when one realises, after MLC Lloyd Hurrell's story of the New Guinea news- describing the tour, the low- ate of questions aimed at the r by the native people.

y of these questions that have been dealt with at Council level, and one cannot wondering whether such a scheduled tour pays off. ly considering the stress and which the Minister has to or such a small return.

undoubtedly a fact that Paul k is getting too much piled on ate. He has the Northern ry (with its many vexed ns at the moment); P-NG its neighbouring smoulderings one hand, and UNO on the Nauru (and what's going to to 'em?); besides Christmas ocos Islands to the West and k Island in the East, to say g of a WA constituency ding, at least, a modicum of on to the people who make his ssible.

unately he is comparatively a man, although he is nudging e was 57 on the first of this

Many happy returns!) but schedules shorten life and, all the brick-bats heaved at om time to time, it would be



Mr. Lloyd Hurrell, MLC.

difficult to obtain from either side of the House, a better qualified man for the job.

German Colonial Stamps

In February *PIM* I made some mention of the values of old German colonial "Yacht" series stamps.

Front page news in Sydney in March was the fact that £525 was paid for an overprinted Samoan stamp of the same series. It might be worth while, you philatelists, to take a look through your collections. (See p. 29.)

Straightening The Record

Having an appreciation for keeping the record straight and often pointing out errors committed by others, I had better hasten to correct a mistake of my own, which appeared in February *Talk-Talk* (p. 34) where I mentioned an E. W. Pearson in conjunction with Ron Wayne as being responsible for translating the Jap proclamations after the fall of Rabaul. The name should have read E. W. Pearce, who was the accountant with the Methodist Mission in Rabaul. The Rev. H. J. Pearson was the MM minister in Rabaul at the time and was also a *Montevideo Maru* victim.

Paul Mason Turns The Clock Back

I see where the member for NG Islands in the Legco, Paul Mason, has had something to say about the Hahalis business and dubbed in a bit of realistic background of both the place and the people. No one more knowledgeable than the same Paul for evaluating the situation. He has lived not far distant from Hahalis, on Inus plantation, for the past 37 years (the War II years excepted, of course).

His remarks about the sophistication of the Buka is only too true. Not only was the Buka greatly sought after in the more populated areas of the German colony as a house- and personal-servant, thus acquiring an intimate knowledge of the ways of the whiteman, but many of them were "recruited" for work in German Samoa, where they remained for years in contact with Polynesian culture.

Parenthetically I would say the Buka IQ is about the highest in TNG and which, no doubt, will present a problem if and when Self Determination becomes an actuality.

Mr. Mason referred to his predecessor having been murdered by a



ARE YOU A GOURMET?

When you come to Sydney, stay at the Metropole. The food is marvellous, the service wonderful ... and the tariff so very reasonable.

Single room from 40/-; with bath, 70/-.
Double from 75/-; with bath, from 115/-.



Bent Street, Sydney. 'Phone: B 0522.
Telegrams: Metropole, Sydney.

The UNITED Insurance Co. Ltd.

(Inc. in New South Wales)



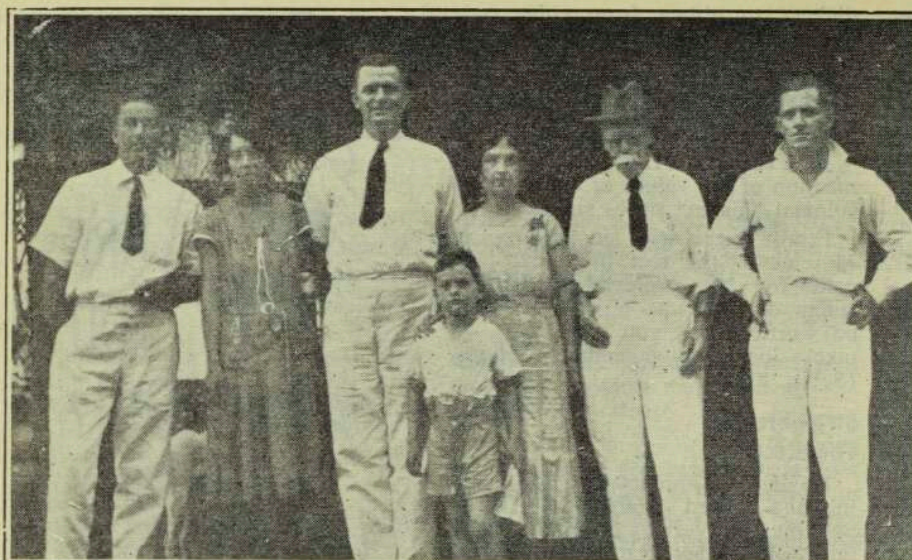
FIRE, MARINE AND ACCIDENT
INSURANCES EXPERTLY
ARRANGED

PAPUA AND NEW GUINEA

Branch: 18a Central Ave., Lae.
G. V. Spurrier, Manager.

FIJI

Branch: McGowan Building.
Thomson Street, Suva.
N. E. Ashmore, Manager.



BOUGAINVILLE RESIDENTS PRE-WAR

Captain W. Hamilton, mentioned in "Tolala" this month, is the man with the hat in this old photograph. It was published in "PIM" in 1932. The original caption described the group from left to right: Mr. J. M. Joyes, planter; Hamilton; Mr. A. Drummond Thomson, manager of Numa Numa plantation; Mrs. Thomson and Master Thomson; Captain Hamilton and L. Macandrew, planter. Many of the group are now dead.

Buka lad in 1925. The murdered man was "Wee Bobbie" Scott, a likeable character in many ways with one arm. He was a frequent contributor to the "Abo" page in the *Sydney Bulletin*.

In 1930 I had a trading station at Gagan and the murderer was a constant visitor to my store; docile and ingratiating, eager to assist in brooming the road and emptying baskets of copra and ivory nuts. He was eager to "sign on" for the job, but having been "deported" to his place he was ineligible and was compelled at that time to report each week to the Government station at Buka Passage.

Incidentally, only a few weeks ago I received a letter from Leslie F. Gill (an old-time frequent contributor to *PIM* from the BSIP) who mentioned his own associations with Inus plantation in the early 'Twenties and whom Paul Mason succeeded as inspector for Associated Plantations Ltd., whose head was old Captain ("Squeaker") Hamilton. The company also had plantations on Choiseul Island in BSIP as well as Inus.

I fully support all Paul Mason said in the Legco, with the exception of his remarks about there having been a Government station at "Buka Passage for 50 years".

I was on Buka in 1912 and there was no station at the Passage then, nor during the German days. That would bring it to December, 1914, for the Australians did not take over Buka and Bougainville until that date, when they landed at Kieta where they expected to meet with opposition, but this did not occur.

My own first introduction to a

Government station at Buka Passage was in January, 1921, when I went down from Rabaul in *Wunatali* to take over German plantations in that area for the Expropriation Board.

At that time the station was located on the Bougainville mainland (not Sohano Island but in the vicinity).

The official in charge (ADO or PO, I know not which) was a fussy, little fellow who entertained me to lunch, which he himself insisted on cooking.

His name was Cecil Levien. Afterwards, of course, he went to Morobe and . . . hence the goldfields and the aerial transport system which surprised the world, and the bust which has recently been erected in Lae.

(Oh, dear! How diverse can we become? We started out at Hahalis and ended up at Bulolo! Memory lanes have many turnings.)

In the Name Of Progress

There are going to be a few headaches amongst the P-NG tall poppies within the next six months unless I am much mistaken.

We have the passing of the Trades Union Bill in the recent P-NG Legco; the forthcoming visit of the UN mission and also the formation of the United Australia Movement, pressing for a "voice" in the House of Representatives.

Modern politics and primitive people do not mix, and I am not referring to the small percentage of sophisticates in the Territory who are the vocal section.

The Trades Union Bill in its present form is premature, even as

B. Fairfax-Ross pointed out at I. And that gentleman is invariably right, for the simple reason his practical experience and brains.

The UN Mission visit is of course a perennial headache but with eyes on this portion of the world at the moment it will feel it has more than ever critical, whether the benefit of the people of TN or not probably won't come into picture, too much.

The UAM set-up is something it wants to obtain a "voice" in Papua in the Canberra House whatever benefit I wouldn't have a clue. (NT doesn't seem to get far with that privilege).

It wants protection of investment in TNG, which appears to me wants compensation for property taken over by an independent government; or for owners who have not seen the writing on the wall.

But, as the Minister tells nobody wants us to leave TN why worry about it? Incidentally UAM reminds me of the move in Western Samoa in the 'Twenties and 'Thirties—the MAU, only reverse.

My Lady Nicotine In P-NG

It would seem that both Borneo and Australia are worrying about the incidence of lung cancer as a result of smoking cigarettes.

Statistics from P-NG should be interesting when one considers the usual practice of native children is to start smoking as soon as they relinquish the maternal breast, refer to the unsophisticated folk



'Specialists in Service' to the SOUTH PACIFIC

Makers of the famous

"SPLASHE" and "CITRACLOUD"



**range of flavours
such as :**

Orange, Lemon,
Mandarin, Pineapple,
Grapefruit, Passionfruit

For expert help approach:

**W. J. BUSH (AUSTRALIA)
PTY. LIMITED
Sydney**

All Glass Distillation Plant

Promotional Representatives for the Pacific Islands.



2-12 Carrington Street, Sydney, Australia. Cable Address: "Demkay", Sydney

LOOK FOR AUSTRALIA'S FAVOURITES **KINKARA** and "Mother's Choice"

Quality has made these brand names famous in Australia for over 60 years. Now Kinkara Tea and Mother's Choice products are available in your store.

Mother's Choice Self Raising Flour has been proved best for the Tropics and you'll find Mother's Choice kitchen-tested recipes on every pack.

Mother's Choice cool desserts and jellies are delicious and in a variety of flavours. Instant Fluffy Frosting makes perfect frosting for cakes and tarts and there are 6 satisfying flavours in Mother's Choice thirst quenching cordial bases.



Enjoy the fresher, livelier flavour of Kinkara Tea . . . the tea that keeps its lively flavour fresh to the last cup. Economical, too—more flavour means more cups to the pound.

LV103/62





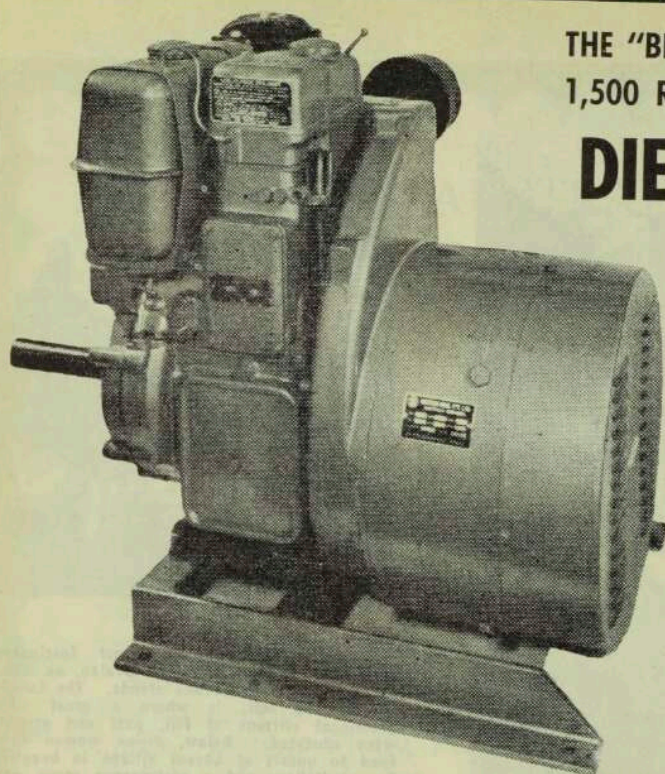
HISTORIC. One of the most fascinating islands for tourists in Fiji is Ovalau, on which the old capital of Levuka stands. The Levuka school, top left, is where a great many prominent citizens of Fiji, past and present, were educated. Below, Fijian women carry food to guests at Lovoni village in beautiful Lovoni Valley, and a picturesque scene next to the Cawaci Catholic station on the island. The two spires on Ovalau, above, belong one to the Loreto Catholic Mission and the other to nature.—Photos: Rob Wright.

Fiji Looks At Its Tourist Potential

From a Suva Correspondent

In terms of national income, wages and salaries, taxes, and foreign exchange earnings, the failure of Fiji to develop its tourist potential would be an "economic tragedy".

SO says a report of a tourist survey of Fiji prepared by Checchi and Company under contract with the United States Department of Commerce, and co-sponsored by the Pacific Area Travel Association. Mr. Harry G. Clement, vice-president of Checchi and Company, Washington, DC, directed the project which was started in September, 1958. Field work began in January, 1959, and was completed in May, 1960, but most of the figures quoted in the report refer to 1958, and some therefore are already out of date in 1962. Tourist spending by 1968 could



THE "BRAYBON" 2 K.V.A. 240 VOLT A.C.
1,500 R.P.M. FULLY SELF-CONTAINED . . .

DIESEL ELECTRIC SET

Designed to give . . .

**INTERFERENCE FREE OPERATION
ON RADIO OR TELEVISION, ETC.**

Excellent motor starting capacity, will operate all standard domestic A.C. appliances. Available as manual start, remote start and stop, or fully automatic.

PRICE: £312/-/-, f.o.b. (manual start)

Write for further details and leaflet

BRAYBON BROS. PTY. LTD.

27-33 Washington Street, Sydney.

Telephone: MA 6853 Telegrams: "BRAYBONIAN", Sydney

Distributed by:

TUTT BRYANT (PACIFIC) LTD.,
Port Moresby, Rabaul, Goroka.

He'd do better with a

HANDI

KERO-PET

Stormproof

LANTERN



Twice as bright as electric light!

HANDI—the handiest and most reliable lantern you can possibly buy! Its 300 candle power will give you brilliant lighting everywhere and anywhere; indoors or outdoors—and it's absolutely stormproof! Pressure operated—one filling of kerosene will last for at least 12 hours—it's simple to operate, efficient and safe.

The attractively finished, rustproofed HANDI Pressure Lantern is available in either kerosene or petrol burning models from your local store or direct from the manufacturers.

Other quality HANDI products for comfortable, convenient outdoor living include: The HANDI Portable Twin Burner Stovette and the HANDI Pumpless Petrol Iron. Ask for them—you can't buy better!



(H.L.1)

HANDI WORKS *Pty. Ltd.*

Compo Road, Rocklea, Phone 47 212
BRISBANE QUEENSLAND AUSTRALIA



ATING FIJI. This is a kava root—the call the drink yagona—but this root large one. It was presented to an party in the village of Namacu, on island of Koro.—Photo: Rob Wright.

more than 60 million dollars, report says, and tourism could use the national income by 20 cent. Taxes gathered over the 1958-68, on business generated tourism should run to about 20 million dollars, and wages and salaries out on business generated by tourism should be about 33 million dollars.

The report chides the Fiji Government for its lack of financial help to tourism. For example, business generated by tourists in 1958 paid out 1.3 million dollars in salaries and wages. From this the Government collected about 800,000 dollars in taxes. In return the Government paid out not quite 25,000 dollars to finance the activities of its official tourist organisation (the Fiji Visitors' Bureau). Thus the Government got 32 dollars for every dollar spent, a cost-benefit ratio sufficiently high to suggest serious underpinning of tourism development in the Colony.

Nadi Too

The report boldly suggests that the Government, by 1968, will have to increase the budget of the Fiji Visitors' Bureau to about 410,000 dollars, and then it would get back seven dollars for every dollar spent on the tourist programme. The report estimates that to cope with 45,000 international tourists by 1968, Fiji will have to build about 1,000 first-class rooms at key points in the Colony. These would probably be in the Suva area and also around

Nadi, if Nadi is developed as a tourist attraction. The total capital for all requirements would be about six million dollars.

Other suggestions in the report are:

- The Fiji Visitors' Bureau should provide technical help in developing entertainment;

- As Fiji had few flowers the FVB might stimulate a women's garden club or persuade existing clubs in Fiji to launch flower-planting programmes;

- Fiji should create a distinctive drink which will be identified as being Fijian;

- The present village improvement programme should be extended;

- As most tourists are interested in local food and local dishes, the FVB should try to persuade hotels and restaurants to feature such dishes, for example, as "fish baked in coconut leaves", vegetables cooked in coconut milk, tapioca as a vegetable, yams, and prawns;

- Development of anything distinctively Fijian. For example, at Nadi Airport, see that a number of Fijians with the traditional "big hair" are employed. This practice should be increased at Nadi and introduced at other places visited by tourists.

The report pertinently points out that Suva needs a good swimming pool, a good restaurant, and perhaps a garden restaurant or a sidewalk cafe. The expansion of the tourist industry would require additional eating facilities in Suva.

Water taxis, the report says, might be encouraged in the area round Suva, consideration might be given to developing a first-class outdoor aquarium, a convention hall was needed for group meetings, festivals, etc., at Suva, and a training programme is needed for hotel staff, restaurant staff, taxi drivers and guides.

The report suggests that Fiji should make every effort to get itself included in package tours to Australia

(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.

The Miracle of Vitamins

Vitamins Are Not Drugs

A simple knowledge of vitamins now makes possible the prevention of many common ailments and diseases. The intelligent application of this knowledge, will change bad health into good, and good health into bounding health. The extraordinary thing is that most of these conditions can be relieved in a few months, and more serious conditions greatly improved.

VITAMIN A	For Eyes and Lungs, Asthma, Bronchitis, Throat, Tongue, Salivary Glands, Gall Bladder, Kidneys.	100 Tablets 24/-
VITAMIN A & D	Work together to assimilate calcium phosphorus for sound Teeth, Strong Bones.	100 Tablets 10/-
VITAMIN B₁	The Pep Vitamin for Endurance, Nervous System, Loss of Appetite, Faulty Elimination, Cramps, Sleeplessness, Heart.	100 Tablets, 50 MGM 12/-
VITAMIN B	Complex Fort (B Plex Fort), Neuritis, Nervous Breakdown, Anaemia, Loss of Hair, Indigestion, Acidity, Constipation, Fatigue, Headache, Irritability.	100 Tablets 15/-
VITAMIN C	The Anti-Scurvy Vitamin, Rheumatoid Arthritis, Wounds, slow to heal, Loose Teeth, Bloodstream, Colds, 'Flu.	100 Tablets, 50 MGM 6/-
VITAMIN E	Rheumatics, Fibrositis, Arthritis, Asthma, Muscles, Nerves, Heart, Reproducing system, Male and Female, Bloodstream, arteries.	100 Tablets, 50 MGM 28/-

W. L. WILSON & CO.

662 Riversdale Road, South Box Hill, Victoria, Australia

'PHONE: BW 1722

We supply direct but prefer to supply through your local storekeeper. Use block letters for Name and Address and enclose Cheque, Cash, P.N. or Money Order. Further information gladly supplied.

**ARNOTT'S
TRIPLE-WRAPPED
MOISTURE-PROOF
PACKETS**



**WHEN NOT IN USE,
KEEP IN A CLOSED
TIN TO MAINTAIN
CRISP FRESHNESS**

Arnott's *famous* Biscuits

There is no Substitute for Quality

X/EXMA/3

New Zealand. A South Pacific tour offered great possibilities for increasing the Colony's tourist business. Such a tour might run roughly from Tahiti to Samoa and Fiji, then on to New Zealand or Australia, and then over to Indonesia and up to Southeast Asia.

During our field work, we were impressed by the chaotic condition in the bookings that prevailed in this part of the world in general and Fiji in particular," the report said.

Apparently, airlines shuffle their schedules about and then do not get information to travel agents in the United States, Honolulu, or elsewhere. What is needed is for bulletins to be issued regularly and given the most possible distribution, possibly through PATA.

Certainly the Fiji Visitors' Bureau should confer with the airlines and do work out a more effective system of disseminating information about schedule changes."

A study in Canada and the United States among those who had income would permit them to tour Fiji, ranked No. 10 out of 19 countries. If crises where war risk or concern of "danger" were eliminated from Fiji, Fiji would rank last!

It raised the question whether, in the North American market, there is any "image" of Fiji, and if there was it favourable? The impression was that it was unfavourable, and meant there had to be a well-planned promotion programme to establish a new image.

Problem: How To Attract Tourists And Retain An Identity?

By a Staff Writer

Apart from a few snorts on the subject of coconut frond cookery (see p. 53) the Checchi report on tourism has been well received by those interested in tourism in Fiji—although those who are not interested will no doubt be repelled by the thought that, in six years time, there should be 45,000 tourists per year visiting Fiji.

MR. C. A. STINSON, chairman of the Fiji Visitors' Bureau and present Mayor of Suva, said that it was the most comprehensive review of the subject yet produced, and he went on to give some practical means whereby the local industry can be boosted.

Unless Fiji is prepared to spend more on tourism he believes that the Colony will be left behind. At present Fiji depends on getting a percentage of tourists from the normal flow of people back and forth across the Pacific. He thinks that a greater effort will have to be made to attract them directly, by setting up tourist offices in places like Sydney and Auckland (and probably in the United States), where Fiji-born and preferably Fijian representatives can dispense up-to-date information.

This direct approach to the problem, although expensive, would get far better results he thinks than the present hit-or-miss method of sending printed material which usually ends

up under a counter at the bottom of a file.

The Checchi report made it quite clear, he said, that tourist promotion must be a partnership between Government and commerce—but that Fiji tourism couldn't expect enthusiastic help from the Government unless commerce pulled its weight.

[Until this year the Fiji Visitors' Bureau was supported by a grant from the Government plus a £ for £ subsidy on everything the FVB collected from private enterprise. In 1962 the Government is giving a straight-out grant of £F14,000 and the Bureau can collect in addition anything it can get from private enterprise—which in past years has been a very paltry sum.]

The forecast increase in visitors made by the report in 1958 seems less certain of achievement now than then—according to Mr. Stinson's figures. The number of tourists who spent two days in Fiji in 1961 dropped by over 5,000 on 1960 figures; and the number of cruise ship passengers by 3,200 to 3,298—mainly because fewer cruise ships called last year. Through passengers on other ships increased by 3,000 but there was a fall of about 2,000 in through-passengers by air.

Big Effort Made

A few people, like Mr. Stinson, have made a really big effort to boost Fiji tourism in recent years and have succeeded far beyond what the report (which is based largely on the state of affairs in 1958), indicates. But the great majority of people in Fiji are still apathetic about tourism, and particularly so when they are asked to support it with cold cash.

The benefits of a tourist industry are obvious—and so, very often, are its disadvantages, particularly in a small place like Fiji. A country with a large population can digest a tourist industry and outwardly remain unchanged. A small place (i.e. Bermuda, Isle of Man, Honolulu) can all but be completely digested by the tourist industry.

It is this aspect of tourism that

High Cost of Landing an Aircraft

Fundamentals that affect the tourist industry often seem to have direct connection at all. One factor that is affecting the overall world growth of the industry at present is the high cost of fares—especially in places like Australasia and the Pacific Islands. This is something which the international airline operators are very much aware, but they, in their turn, are affected by conditions right outside their control.

The landing-charges at international airports for big jet aircraft are a lot in fare costing that is very frequently overlooked by both passengers and promoters of tourism. It costs, for example, something like £F180 a time an Intercontinental type Boeing 707 (the type used by Pan American) lands at Nadi Airport, Fiji. Costs only slightly less for the smaller type used by Qantas.

Yet, even with these high charges, the operation of Nadi is some hundreds of thousands of £'s in the annually, the deficit being made by the partners in the South Pacific

Air Transport Council (Australia, UK, New Zealand, Canada and Fiji).

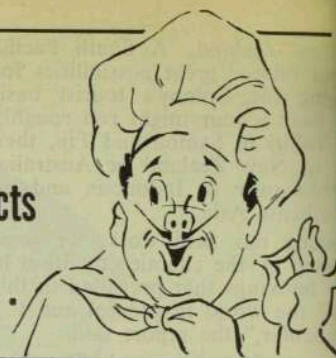
At present the concluding stage has been reached in the construction of a jet airport at Tafuna, American Samoa. It has been suggested that when ready later this year, some airlines now using Nadi will use Tafuna instead and that American Samoa will make a big bid for a share of the tourist traffic that now goes to Fiji.

Much will depend, of course, on whether the Americans are prepared to run their new international airport at an even bigger loss than Nadi—in other words how much they will charge for jet landing-fees.

Bakers and Merchants!



Since the 1920's, **WHITE ROSE** products
have been supplied throughout the Pacific . . .



Be assured of quality and uniformity . . . order these
White Rose products:

- ★ "WHITE ROSE" BAKERS EXTRA
- ★ "SNOWSTREAM" STARCH-REDUCED
- ★ "UNRIVALLED"—THE PASTRYCOOKS' FRIEND
- ★ "WHITE ROSE" WHEATMEAL
- ★ "LILAC" SHARPS

If you have any difficulty in obtaining supplies, please write to

WHITE ROSE FLOUR MILLING CO. PTY. LTD.

349 Bulwara Road, Ultimo, Sydney, Australia



WR.329.PIMHP

We have been providing efficient:

**BUYING
and SELLING
SERVICE**

WE
specialise
in the re-
quirements of
the Pacific Islands.
The experience of 70
years blended with the
vigour of youth offers **YOU** a
world-wide buying and selling
network which cannot be excelled.

**W. S. TAIT & CO.
PTY. LTD.**

22 Jamison Street,
Sydney

Cables: "SUCCESS"

Since 1890



LAND OF RED PRAWNS. One of the more famous islands of the fascinating Fiji Group is Vatulele, a low-lying island 20 miles out to sea from Kororolevu—which is itself a popular tourist spot. Vatulele is not so frequently visited. The island is famous for the fact that its prawns are red and because of the excellence of its masi (tapa). In the top picture some of the island women demonstrate how the stencilling is done. It is carried out quickly and accurately. Below, happy Fijian boys find a place in the sun on the beach at Vatulele.—Photos: Rob Wright.

ces certain elements in Fiji quail thought of 45,000 tourists romping through the Colony—even when they are realistic enough to appreciate the material benefits that accrue from them. And they quail even more when the demand is to make the place over to suit tourists who desire anything "like it is back home" as a few touristy gimmicks. Other Pacific territories, notably Western Samoa and the Cooks, feel even more strongly on this. Tourism is, in many respects, a

vicious circle and tends to destroy the very things that attract in the first place. The American tourists who enjoy Fiji most today are just those who abominate Honolulu—yet the tendency all the time is for Fiji to copy-cat the lures of Waikiki.

Probably the biggest task Fiji tourism will have to solve in the end is not a monetary one but how to find the correct formula for remaining essentially Fijian while still managing to catch more and more sophisticated international travellers.

New Air Route To American Samoa

From Ralph Craib in San Francisco

South Pacific Air Lines in March began a scheduled service to Tafuna, American Samoa, and says it will go on to Nadi, Fiji, "anytime it feels there is a market there".

THE United States Secretary of the Interior, Stewart Udall, who is responsible for Samoan affairs, demanded recently (*PIM*, Feb., p. 57) that any American airline granted new routes into the South Pacific should serve Tafuna.

However, Mr. J. H. Dollar, Jr., president of South Pacific—which is fighting for the authority to fly from the California mainland to Tahiti—said in San Francisco that its decision to fly a triangle route of Hawaii-Papeete-Tafuna-Hawaii was not related to Mr. Udall's statements.

South Pacific has been offering one flight weekly between Honolulu and Tahiti. On alternate weeks, the Super Constellation now goes on from Papeete to Tafuna, stops three hours, then returns to Hawaii. There will be no increase in fares, so that the service will allow tourists to enjoy a side trip to Samoa, if they desire, without additional travel expenses.

Pago Pago is, however, not in the running with Papeete as a tourist attraction, which company officials admit.

The company's extension into Samoa at this time, Mr. Dollar said, "is made because of the apparent need that has been developing for some time, and also because of the rapid expansion of the tourist market that is expected during 1962".

A spokesman told *PIM* privately that the firm was also desirous of showing the Civil Aeronautics Board of its intentions to develop business as aggressively as it can. The CAB will decide soon whether Pan American World Airways or South Pacific is allowed to compete with TAI on direct California-Tahiti service.

South Pacific is already certificated to provide service to Fiji from Samoa. The company has no immediate plans to serve Nadi, the spokesman said, "but we'll begin service anytime we feel that there's a market there".

The new jet runway at Tafuna is expected to be ready for visual flying in June. The runway is 10,000 ft and will eventually be equipped for night landings.

The road between Tafuna and Pago Pago, about eight miles, has been widened and tar-sealed.



P&O - ORIENT

**journeys
are all
too short**

Throughout the carefree, leisurely days afloat in P & O - Orient liners life is full of delights for your eyes, your comfort and your amusement. There's plenty of room to roam. Vast deck spaces outdoors for sports and, indoors, for pleasant entertainments. Your choice of activities is endless. Swimming, dancing, movies, parties. Tennis and lots of other deck sports. They even play cricket on board.

**P & O - ORIENT LINES
WORLD-WIDE SERVICE**



**TO EUROPE, THE FAR EAST
AND NORTH AMERICA**

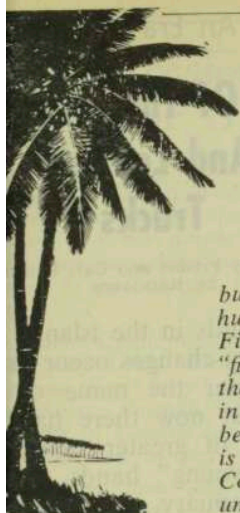


**Linking
PACIFIC ISLANDS**

with the FAR EAST and AUSTRALIA

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301.
Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. Lae (New Guinea)—A. H. Bunting Ltd. Rabaul (New Britain)—T. Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)—I. Gubbay and Co. (New Hebrides) Pty. Ltd. Vila (New Hebrides)—Burns Philp (N.H.) Ltd.
FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd.



Advice for New Cooks FIRST CATCH YOUR COCONUT LEAF

"The Fiji Times" is a very serious newspaper but even it was driven to a bout of unusual humour by the Checchi suggestion (see p. 45) that Fiji should give tourists a typical dish—like "fish cooked in coconut leaves". We suspect that what the Americans meant was fish cooked in taro leaves, with coconut milk—a taro leaf being about 18 inches long while a coconut leaf is 10 feet. Under the heading "Coconut Frond Cookery" (and at the risk of being accused of un-American activities), "The Fiji Times" had this to say on the subject:

Our American advisers to the tourist trade have told us to people "fish baked in coconut leaves." This is an excellent dish (an experimental cook), which is seldom seen on our tables.

The fish and two coconut leaves are enough.

There is no difficulty about the but the leaves will require careful preparation.

It is not so much getting them into the oven, as getting them into the kitchen.

Those who lead with the feeble or the end of the leaf mostly fail.

You should take the THICK end—that part that was joined to the tree—wrap it tightly to your waist, and slip it smartly into the kitchen. The end follows, as do various ornaments, side-tables, and teacups cold on the way.

Very, Very Carefully

The second leaf, however, will have a far field for entry.

Take the fish and wrap the leaves fully round it in all directions.

Most fish seem to resent this, and they tend to slither away.

A good plan is to take eight broomsticks, and stack them in the kitchen bivouacked rifles, when the fish will be firmly wedged on top, and the wrapping undertaken with free hands.

You should start wrapping the COCONUT LEAVES with the THIN end of the leaf, so that most of the work will have been done when you come to the awful business of wrapping the thick ends.

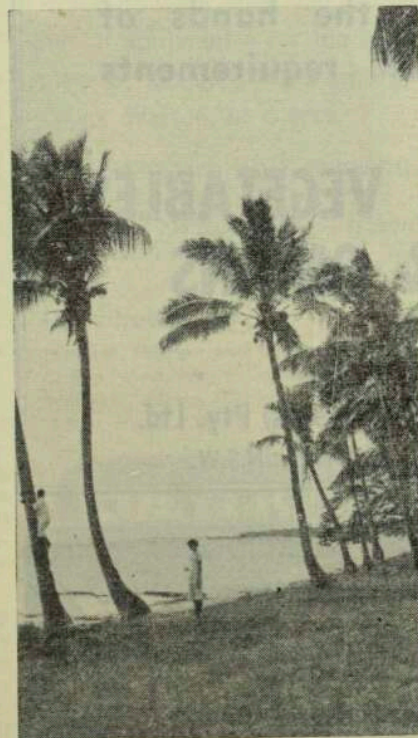
Many people (writes Aunt Betsy),

just forget about the last little inch or two, and leave them sticking out.

Do not pause in the wrapping process, because coconut leaves are great unwrappers.

When the fish is fully wrapped, you can tie the bundle with wire, and carefully remove the broomsticks one by one.

Then give the bundle a good SHAKE in an UP-AND-DOWN direction, when the fish will easily slide out and can be baked in a tin in the usual way.



YOUR NEXT LEAVE

Modern up to the minute homes between Dee Why and Palm Beach available to Island Residents for Holidays. Write for information to:—

**J. T. STAPLETON
PTY. LTD.,**

ESTATE AGENTS,

133 PITT STREET, SYDNEY.

BL 5305, BL 1737

or any of the Branch Offices located at Dee Why, Narrabeen, Mona Vale, Avalon or Palm Beach.

QUEENSLAND INSURANCE CO. LTD.

(Incorporated 1886 in Australia)

Assets Exceed £15,500,000.

Head Office:
**QUEENSLAND INSURANCE
BUILDING, 80-82 PITT STREET,
SYDNEY.**

**Specialists in South Sea Fire,
Marine & Accident Insurance**

Apply to:—

FIJI.—Branch Office: J. F. Drury, Manager.
Burns Philp (South Sea) Co. Ltd.
NOUMEA.—W. Johnston.

VILA.—Burns Philp (N.H.) Ltd.
SANTO.—Burns Philp (N.H.) Ltd.
NEW GUINEA.—Manager for the Territory of Papua and New Guinea. R. D. Kennedy.

PORT MORESBY—SAMARAI—LAE
—MADANG—KAVIENG—RABOUL.
Burns Philp (New Guinea) Ltd.

Resident Officer at Rabaul:

R. P. Hilley.

Resident Officer at Lae:

D. J. Granter.

HONIARA (B.S.I.P.)

Wm. Breckwoldt & Company.

PAGO PAGO.

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

OTHER SOUTH SEA ISLANDS

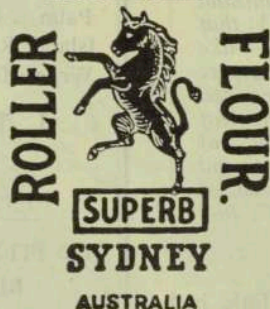
Burns Philp (South Sea) Co. Ltd.

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

MUNGO SCOTT PTY. LTD.

Established 1894

**MUNGO SCOTT'S
FINEST
AUSTRALIAN**



FLOUR MILLERS

SUMMER HILL, NEW SOUTH WALES

Cables & Telegraphic Address: SUPERB, Sydney

Established
1870

Cable Address:
"WEYSEAS, SYDNEY"

Place yourselves in the hands of
Specialists for your requirements
in

**FRESH FRUIT & VEGETABLES
POTATOES & ONIONS**

★ We invite your enquiries

WEYMARK & SON (Overseas) Pty. Ltd.
14-18 STEAMMILL STREET, SYDNEY, N.S.W.

Always ask for the best...

**CREAMY VALLEY
CONDENSED MILK**

An Era Ends

Last Of The Theatre (And Leaflet) Trucks

From Johnny Frisbie and Carl Hebert
in Rarotonga

Old hands in the islands have seen many changes occur in years under the name of progress. But now there has been an event of greater significance to the "young" hands. At the end of January, the last *toroka teata* (theatre truck) round the island of Rarotonga.

It signalled the end of an era. *Toroka teata* has always been popular with the children. As they heard the approaching with its band of five to musicians playing drums, *pates* kerosene tins, the children many an adult) would run to road in breathless excitement, starting an impromptu dance. Dozen naked little children broke a spontaneous *ura*.

As the truck passed, there would be a wild scramble for the paper leaflets scattered in its wake and drifting to the ground.

For nearly a half century, the owners and to a lesser extent commercial trading firms, used this method of advertising to the island of Rarotonga.

Horse-drawn wagons were used at the beginning but when these were replaced by trucks the familiar *toroka teata* was coined and has lasted till this day.

The *toroka teata* was a daily light in many a Cook Islander's life. Not only did it inform of commercial events and bargains but it offered diversion and entertainment. As a means of advertising, it was highly effective.

No theatre owner would think of holding a movie or dance without first sending out one of the many trucks to distribute leaflets.

But the combination of increasing traffic plus excited children running on the road to pick up the leaflets led to inevitable accidents. No one was seriously injured but many concerned parents felt it was on the question of time. Complaints against the practice grew.

Finally yielding to pressure,

No Accounting For It

The Fiji Government wanted a new accounting machine to replace one which had broken down. To the simple individual the obvious thing would have been to go out and buy a new one.

But officialdom does not work that way. Under outmoded regulations they have to get new machines through the Crown Agents in London, and they are not allowed to pay duty.

A Suva firm was ready and willing to supply a replacement—in fact it hired a machine to the department concerned till the new one turned up from overseas.

As duty had already been paid on the machine by the firm, it would have been a simple matter for the department to arrange with Customs to give a credit for the amount of duty and no one would have been the loser, for it would only have been a book entry.

By the time the new machine turns up the department will probably have paid more in hire charges than the duty, reports a Fiji correspondent.

and Council passed a resolution to end this traditional but potentially dangerous practice.

The theatre owners accepted the decision with resignation, to operate from February 1, so the last drumming truck scattered the final leaflets on the last day of January.

A few sentimental souls joined the children by the road that day to collect leaflet "souvenirs". (The attraction was a double bill: "The Kings" and "Pardon My Birthmark".)

Residents were somewhat startled the following day to hear the approaching sounds of a drumming truck. The children rushed to the road as usual but were surprised to see the truck roll by, the band playing furiously but unaccompanied by scattering leaflets.

However, the truck did stop periodically in front of strategically placed empty powdered-milk tins which had been nailed to palm trees along the road the night before. Above the tins were flattened bits of

petrol tin, painted red and serving as billboards.

At each stop, while the drums pounded and the kerosene tins rattat-tatted, a man solemnly got out of the cab to stuff the containers with leaflets, careful not to drop any on the road and thus violate the new law.

Then the truck drove off while the children pulled the leaflets out of the tin and scattered them on the road as before.

Thus is the law respected and the leaflets distributed under the new system in Rarotonga. And it is still a *toroka teata*. Well, sort of. The kids know that it just isn't the same.

Hawaii Might Crack Down on Aust. NZ Beef Imports

The Hawaiian cattle industry is up-in-arms about frozen beef imports, which it says have increased in recent years to the extent that "undue hardship" is now being placed on the local cattle industry.

Most of Hawaii's frozen beef imports come from Australia and New Zealand, and now supply 25 per cent. of the local market. The cattlemen are attempting to get the Government to place a quota on beef imports.

NUTS ?

Unlike the monkey in our illustration, whose service is somewhat whimsical, we, at Colyer Watson, offer a service which you can thoroughly rely on.

Also, unlike the monkey, we are able to offer you a complete range of first class products to satisfy your every need. So, if you **do** want nuts, you can have them; but, if you want a car too (Humber, Hillman or Sunbeam) it's yours—through Colyer Watson, of course.

Our prices are most competitive, too!

Colyer Watson for—Efficient Service—Top Quality Products
—FOR EVERYTHING YOU NEED

Distributors of:

Humber, Hillman and Sunbeam Cars. Commer Trucks. Willys Jeeps and Trucks. Benta Coffee Machinery. Coventry-Victor Diesel Engines. Metters Refrigerators. Sherwin Williams Paints. Killrust Paints. Primus Appliances. Vaughan Radio-Telephone. V.B.W. Tools. Pentel Soaps. British Ropes Ltd. Ushers Green Stripe Scotch Whisky.

COLYER WATSON (NEW GUINEA) LTD.

RABAU • MADANG • GOROKA • LAE

GENERAL MERCHANTS

PLANTATION PROPRIETORS

SHIP OWNERS

ASSOCIATED WITH:

Colyer Watson Pty. Ltd., Sydney, Melbourne, Brisbane, Fremantle

Colyer Watson & Co. Ltd., Wellington, Auckland, Christchurch



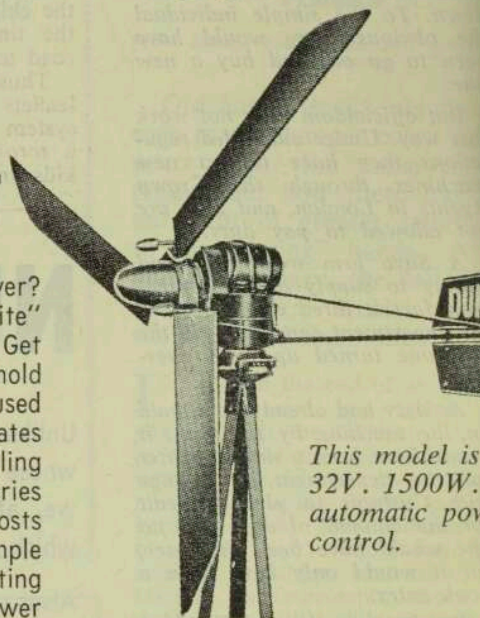
Free Power for Your Household Lighting & Appliances

with
a

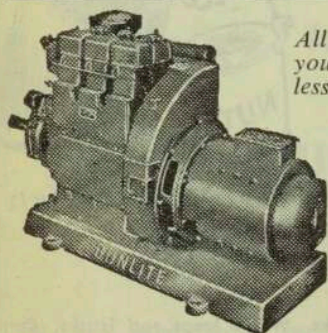
DUNLITE

WIND DRIVEN POWER PLANT

Tired of starting the engine each time you run short of power? Tired of fuel costs—engine nearly "had it"? Install a "Dunlite" wind-driven plant and let the wind charge your batteries! Get nature working for YOU—providing free power for your household lighting and appliances. Dunlite wind-driven plants are used exclusively throughout Australia and the tropics . . . in all climates . . . under all conditions. They do not need high prevailing winds . . . a breeze as low as 7 m.p.h. will charge your batteries at safe rate. There's no need for an engine . . . no running costs . . . and maintenance costs are negligible. Installation is simple and economical, too, and may be connected to charge your existing batteries. A solid steel galvanised tower can be supplied or a tower cap for fitting to an existing 3 or 4 post tower. World famous Dunlite Wind-driven Plants are backed by 30 years specialised manufacturing experience. Many plants are still operating today after 18 years' run WITHOUT ANY ATTENTION whatsoever!



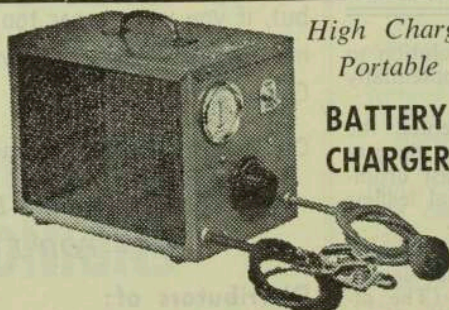
*This model is
32V. 1500W.
automatic pow
control.*



*All the power
you need at
less cost!*

**240
V.A.C.
POWER
PLANTS**

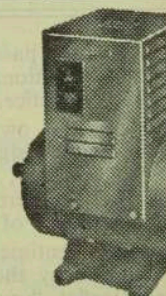
The modern "Dunlite" single unit design eliminates all belt and coupling worries, and provides a robust, permanently aligned and totally enclosed unit.



*High Charge
Portable*

**BATTERY
CHARGER**

- Charge from 2-12 volt Batteries
- High charge rate up to 10 amps
- Simple to operate at low cost
- No maintenance—no moving parts
- Rheostat to adjust charging rate
- Easily read Ammeter
- Readily portable
- Full range of Battery Chargers always available.



240V. A.C.

ALTERNATOR

The inexpensive
solution to lack of
Power.

Trade enquiries invited. Write for full particulars.

Australian Manufacturers:

DUNLITE ELECTRICAL

CO. 21-27 TAVISTOCK STREET
ADELAIDE, S.A.

Factory Representatives for Queensland:

RURAL SERVICES PTY. LTD.

65 IPSWICH RD., WOOLLOONGABBA, BRISBANE, QUEENSLAND. 'Grams: 1



THE NEW SCOUT

This is the International Scout, a new compact four-wheel-drive vehicle of the Jeep and Land-Rover type. It was released in Australia by the International Harvester Company in March. Four-wheel-drive vehicles are used widely throughout the Islands. A feature of the Scout is its steel cab top which can be detached in a few minutes. The doors, with removable windows, are also detachable and the windshield folds down. The Comanche four-cylinder engine develops 82.5 maximum brake hp.

"Back-To-Ships"

Outcry Over RISING Airfare Increases

from a New Guinea Correspondent

Increased air fare charges instigated by major territory air-operators TAA and Ansett-MAL have so antagonised a group of Kokopo planters that they are turning to small ships to transport their native labour.

ADDER in the "back to ships" movement is outspoken Kokopo chairman Ron Levi who announced he would save 50 per cent. on importation and rehabilitation of native labour by using small ships instead of aircraft. However one to mince words, Levi argued in council that by increasing fares, in some cases as much as 50 per cent., TAA and Ansett-MAL were "exploiting the Territory". The increases had, he said, placed an average rise of 40 per cent., higher in some instances, on the importation and rehabilitation of plantation labour. Recruiting costs had risen as much as 20 per cent. Specific fares quoted by Mr. Levi showed these increases: Madang to Rabaul: Previous rate £16/-, new rate £14/3/-. Wewak to Rabaul: Previous rate £8/15/-

new rate £12/3/-. Goroka to Rabaul: Previous rate £9/8/-, new rate £15.

Claiming that the increases vitally affected primary industry in the territory Mr. Levi urged an inquiry be taken as far as "ministerial level".

Captain Lionel Thrift, TAA territories manager and Mr. Phil Stedman, Ansett-MAL chief, brushed off Mr. Levi's charges, stating the increases were the first made since 1952 and were long overdue for profitable operation.

Suggestions of exploitation were wholly unjustified, said Mr. Stedman. Ansett-MAL had made many efforts to reduce air transport costs.

These sentiments were echoed by Captain Thrift who said his airline had purchased JATO equipment and Bristol freighters to counteract reduced payload conditions imposed by the 1961 weight restrictions.

Efforts to absorb costs of weight reducing programmes carried out on aircraft in accord with the 1961 ruling had not been successful, Captain Thrift said. Fare increases were inevitable and had been approved by DCA. However modifications to aircraft to restore payload capacity had in some cases resulted in larger payloads than previously being carried.

These replies did not pacify Mr.

Levi. TAA were obviously using profit from increased fares to purchase new aircraft, he claimed. Capital to replace obsolete DC3 aircraft was being raised by this means, he charged further.

"When Qantas changed to 707's they did not increase their fares," Mr. Levi said.

"We are now negotiating with two shipping lines which will provide us with three and possibly four ships each carrying about 120 passengers. They will operate on fortnightly schedules to Wewak, Aitape, Lae and right to the plantations concerned.

"I will certainly make use of this shipping service—and consensus of opinion is that many more planters will use them instead of aircraft."

Mr. B. Strange of Bougainville Company, owners of *Polurrian* and *Kilinailau*, confirmed that his company had been approached by the Planters' Association of New Britain to transport native labour.

"We have always carried a number of boys to and from plantation jobs," Mr. Strange said, "but now we expect the number to increase. *Kilinailau* can carry 180 passengers, *Polurrian* 125—all to Bougainville and BSIP ports."

Advertisement

Clear Skin

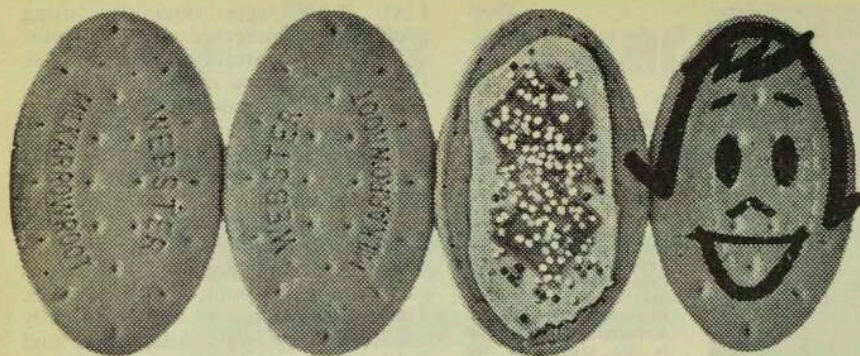
Careful nightly cleaning is essential to clear the skin and to avoid drying and coarsening caused by leaving make-up on at night. After your entrainment cleanse, smooth on a little ulan vitalising night cream. You can complete the whole routine in a few minutes—and what a big improvement it will make to the complexion. If you film oil of ulan over the complexion in the morning before using powder and tinted foundation you will protect your complexion from the drying effect of weather and cosmetic pigments from entering the skin.

..... Margaret Merrill.

Always ask for the best...

TOORALAC CONDENSED MILK

1F4



WEBSTER'S WORK WONDERS WITH ARROWROOT

... and for even brighter taste, top off Webster's Milk Arrowroot biscuits with your own spreads or borrow ideas ...

The only glucose-enriched milk arrowroot biscuit.

Webster's

"Hello people! I'm a WEBSTER'S Milk Arrowroot biscuit ... full of honey and flavour and glucose-enriched. I'm good fun, too: even butter, jam or honey combines with me to give you a bright and exciting taste: and to be really try me with butter and honey, sprinkled with nuts. Or two of me, stuck together with chocolate icing ... or try my special party-dress for kids: honey or jam sprinkled with hundreds and thousands. Webster's Milk ARROWROOT ... ask for me by name or look for my pack at your shop. Webster's MILK ARROWROOT ... my manufacturers guarantee my quality ... and oh yes ... I taste better."

MILK ARROWROOT BISCUIT

If quality is important to you, insist on Webster's quality-first biscuits from DAVID WEBSTER & CO. PTY. LIMITED, BRISBANE, QUEENSLAND.

STEAMSHIPS TRADING COMPANY LTD

PORT MORESBY, SAMARAI and POPONDETTA

Wholesale & Retail Merchants, Shipowners, Planters, Sawmillers, Slipway Proprietors, Engineering, Shipping, Customs and Insurance Agents

MANAGING AGENTS for:

COCOALANDS LTD.
MARIBOI RUBBER LTD.
RUBBERLANDS LTD.
KEREMA RUBBER LTD.

AGENCIES:

NEW GUINEA-AUSTRALIA LINE
CHINA NAVIGATION CO. LTD.
LOLORUA RUBBER ESTATES LTD.
HARVEY TRINDER (N.G.) LTD.

SOLE DISTRIBUTORS for:

ARMSTRONG-HOLLAND PTY. LTD.
Earth Moving and Logging Equipment.
FOWLER ENGINEERING PTY. LTD.
Transportation and Material Handling Equipment.
WILLYS-OVERLAND EXPORT CORPORATION
Jeep Vehicles.

HILLMAN, HUMBER AND SUNBEAM CARS
INTERNATIONAL HARVESTER CO. OF AUST.
International Motor Trucks.
International Industrial Tractors and Equipment
McCormick-International Farm Tractors and Equipment

Australian Agents:

NELSON & ROBERTSON PTY. LTD., 197 Clarence St., Sydney and Stanley St., South Brisbane

Norfolk Hopes For New Export Outlets

a Norfolk Island Correspondent

...ating a new service between
...lia and the New Hebrides by
...f Norfolk Island, ships of the
...Maritime Caledonien ship-
...company may soon bring
...prospects to Norfolk Island
...s.

K of assured markets for local
...duce and the means of trans-
...products has stunted the
...of export trade from this
...y for many years. But a de-
...ed effort to develop trade with
...to the north of Norfolk may
...e made.

...proposed regular monthly ser-
...rough Norfolk Island by ships
...Societe Maritime Caledonien
...ny has aroused intense interest
...al farmers and no doubt the
...istration will assist in investi-
...its potential. Formed some
...ago by merchants in Noumea
...pping company sails under the
...flag and owes much of its
...ful development to Captain
...who is no stranger to Nor-
...land.

Outlet at Last?

...orts of local potatoes and
...to New Caledonia and New
...es could provide Norfolk
...growers with a stable and
...ble outlet for their produce. It
...ected that a conference of local
...s will be held here in the
...uture to put the scheme on a
...al basis. A four year contract
...een suggested with guaranteed
...rices at an economical level.

...folk Island has met with little
...s in efforts to increase its ex-
...to Australia and New Zealand.
...resent Administrator, Mr. R.
...ydin, has made persistent rep-
...ations to the New Zealand Cus-
...Minister to alter some of the
...tions operating against local
...cts.

...Customs Minister was re-
...d to lower the high duty on
...beans and other vegetables and
...an annual maximum on the
...ssible import by New Zealand.
...annual maximum could have en-
...ged the charter of freight air-
...to lift big consignments of
...bles for sale in New Zealand.

Under the present system, vege-
...tables consigned by passenger air-
...craft are liable to be off-loaded with-
...out notice. Since a fortnightly weight
...restriction of 3,000 lb is in force,
...growers are forced to rely on passen-
...ger aircraft and this type of trade is
...not encouraged.

Last year Norfolk Island bean
...growers were represented at a Tariff
...Board inquiry but the board was not
...able to offer any assistance in pro-
...tecting Norfolk Island from the

vagaries of the market. Norfolk
...Island must compete against Aus-
...tralian growers and its main activity
...is to produce French beanseed free
...of disease and of a high quality.

So that this new prospect of regu-
...lar shipping space to markets lying
...to the north of Norfolk instead of
...east and west has great significance.
...If the trade is successfully developed
...there could be a marked rise in areas
...under cultivation to meet the de-
...mand,

For that
special occasion —

— or for any occasion. Under
any conditions Kiwi Shoe Polish,
Black or Tan, is best for your
shoes! Kiwi protects against
moisture and gives a shine that
lasts the whole day through.



KIWI
SHOE POLISH

A. B. DONALD LTD.

AUCKLAND, NEW ZEALAND

Cables and Telegrams: "KINGDOM" Auckland. P.O. Box 1509.

**Fruit, Grain & Produce Merchants. General
Merchants. Shipowners & Island Traders**

PACIFIC ISLANDS BRANCHES

General Merchants (Wholesale & Retail) & Shipowners
Importers & Exporters

ETABLISSEMENTS DONALD TAHITI

QUAI DU COMMERCE, PAPEETE. Telegraphic address: "DONALD, PAPEETE"

Branches throughout the Marquesas Islands

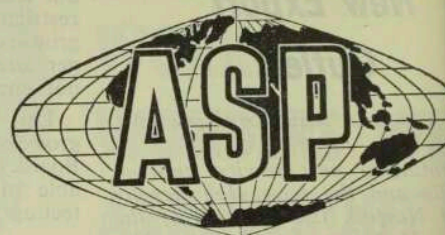
A. B. DONALD LTD.

RAROTONGA — COOK ISLANDS

Branches throughout the Cook Islands

WE PROMISED YOU BIG NEWS FOR 1962 . . . *and here it is*

THE NEW **GIANT** SIZE

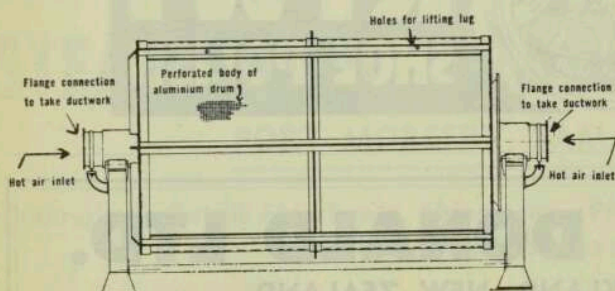
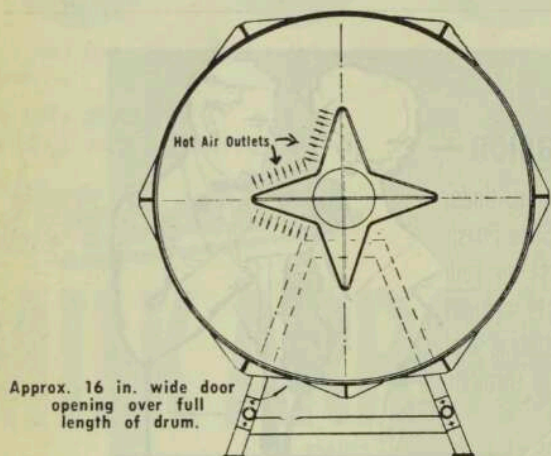


ROTARY COCOA DRYER

FOR DIESEL OR ELECTRIC DRIVE

with these outstanding TIME

& MONEY SAVING features . . .



FULLY GUARANTEED BY ASP

★ GREATER CAPACITY—
10,000 lbs. of wet or pre-dried cocoa beans

★ NO INTERNAL BAFFLES

★ UNIFORM DRYING

★ REMOVABLE STAINLESS
STEEL DOORS OVER FULL
LENGTH OF DRYER

*... and this special feature of
new ASP Rotary Cocoa Dryer*

ONE BIG COMPARTMENT only

to speed up loading and discharge

WRITE FOR FULL DETAILS AND SPECIFICATIONS OF THE ASP ROTARY COCOA DRYERS, OR THE UNIVERSAL COCOA DRYER



N.R.M.A. HOUSE, 26 Ridge St.,
NORTH SYDNEY, N.S.W. Aust.

Telephone: 92-0271.

Telegrams: "Chatspa" Sydney.

Sole Agents for Papua & New Guinea:

ASP (N.G.) Limited, Box 166, P.O., RABAU, T.N.G.

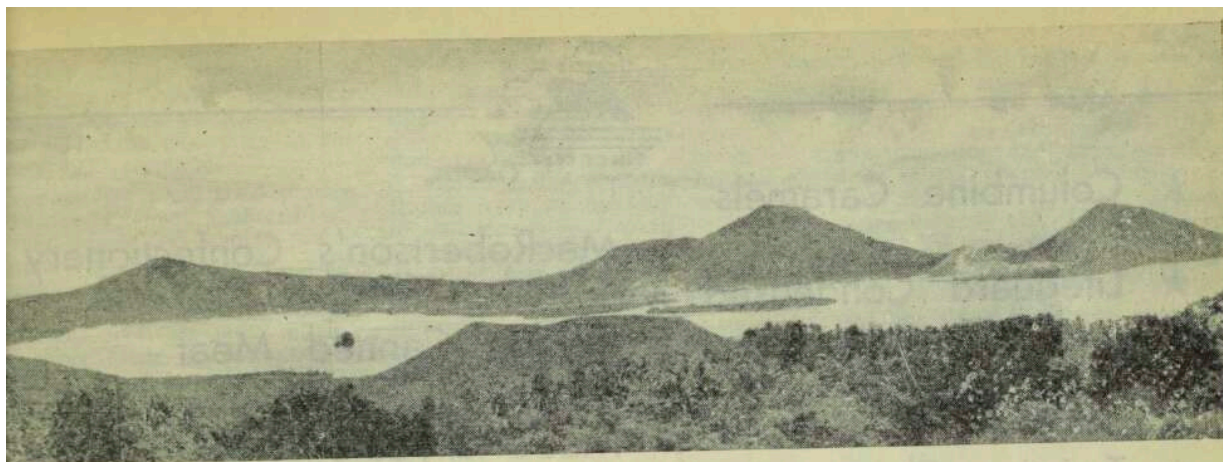
Telephone: 2370.

TO: ASP (Overseas) Pty. Ltd.

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

NAME

ADDRESS



Rabaul, above, is encircled by volcanoes—extinct and otherwise. On Tavuvur's barren rim, Danish cameraman Klemensen, right, lines up for crater shots. Below he shakes hands with Max Honey's co-partner in croc shooting—which is the theme for another of Klemensen's films.

Moviemaker Arvid Klemensen went along for the ride when Magir Gaïam made his weekly temperature-taking rounds of Rabaul's volcanoes. Result—cold country Danes will learn by film what it is like to live in the shadow of a volcano.

Taking Rabaul's Pulse

From a Staff Correspondent in Rabaul

Climbing Tavuvur's 800 feet of rock-strewn slopes proved hot and humid work for Danish cameraman, Arvid Klemensen in March.



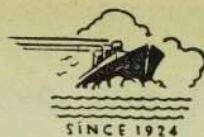
ARMED with Bolex movie camera, tripod and film packs, Klemensen made the climb as part of his land-harbour tour of Rabaul's hot spots. Edited and with sound commentary the movie will be shown to Danish TV viewers within the month.

emanating from Copenhagen, the movie will give viewers an opportunity to see what few Rabaul residents have seen at close quarters—the process of temperature taking at a number of more sites about beautiful Esperson Harbour.

Accompanied by volcanologist's assistant Magir Gaïam, from Rabaul observatory, Klemensen travelled by administration launch *Tilburra* to Beehives, an outcrop in the harbour, where the first reading was taken from a permanent gauge.

(Over)





- ★ Columbine Caramels
- ★ Lifeguard Condensed Milk
- ★ Preservene Soap Products
- ★ Twisties Cheese Krackle Snaps
- ★ MacRobertson's Confectionery
- ★ Keidon Canned Meat
- ★ Mac's Lilydale Cider
- ★ Wing Lee Chinese Foods

Available at all Leading Stores throughout the Pacific

Export Agents for Pacific Islands:

S. E. TATHAM & CO. PTY. LTD.

Phone: 60-1125

414 COLLINS STREET, MELBOURNE

Cables: "Set", Melbourne

★ *Buyers and Shippers* ★ *Pacific Island Traders*

just right!...
made by
JOHN WHITE

In the heart of Northamptonshire,
more than 1400 John White craftsmen
are now producing millions of pairs a year
— just right in style, comfort and value-for-money.

TRADE ENQUIRIES from bulk-buyers for wholesale quantities
can be addressed either to John White Footwear Ltd., Higham Ferrers,
Northamptonshire, England or their Agents for the Pacific Islands
Messrs. Whiteaway, Bickley & Bell Ltd., 25-31 Moorgate, LONDON, E.C.2.



This smart
Oxford style
with storm-welt is
particularly popular



The next readings were taken on the shores of Vulcan where the springs continue to emerge much as they did in the days prior to this volcano's 1937 eruption.

Klemensen got some good footage as the *Tilburra* anchored off, and Magir was sculled to the temperature gauges where he made readings.

These readings, entered in a notebook on the spot, are later collated at the Observatory by volcanologist George J. H. Latter, to provide a annual record of temperature changes. This method of keeping records, in operation more or less continuously since the early '50's, is a sure assurance of early warning of pressure build-up indicate a volcanic eruption.

Such indication has been shown in recent years, yet the process of temperature checking and seismograph reading goes tirelessly on, producing a written record of the volcanic activity that beats beneath the waters of Rabaul.

Back aboard the *Tilburra*, course set for Vulcan's southern shore where more readings were taken, all this island being in the 60 degree latitude range.

Tavuvur, commonly called Matupi, was next stop, with Klemensen and Magir and boat party toiling up steep slopes to the crater. Trundled and unlovely Tavuvur, unlike its brother Vulcan, still fumes from several score openings and fissures around its walls and floor.

Hot Shots

At eleven separate sites marked by pipes and tubes inserted into the hot ash, Magir makes readings. Eerie cracklings and hissings indicate hot spots where thin vapour issues under pressure, leaving a residue of brilliant sulphur crystals about the openings.

Despite its bare and menacing look, with clouds of vapour rising to meet the morning sun, Tavuvur has cooled since its wild outburst in the early '40's, now registers regular temperatures of 98-100 deg. Cent. with little fluctuation.

Here again Klemensen made a film record in colour of the ascent by foot into the crater and of Magir's foot trek from one measuring point to another.

Again on the steep slopes that foot the sulphur-stained sea more temperature sites were visited while Klemensen, Bolex whirring, braced himself on the *Tilburra's* deck and made a colour record of the reading process.

Magir's chore did not finish with

his visit to Tavuvur. A dozen or more readings were taken at hot springs about Matupi Bay, where shoreline rocks of old lava flows are stained brick-brown by sulphur.

Impressed and confident he had a feature story on film that would be of immense interest to fellow Danes, Klemensen reeled off several hundreds of feet of colour and black and white movie, plus a number of still shots during his tour.

Also a journalist, Klemensen has achieved national fame in Denmark for his films and features of out-of-the-way places. While in Rabaul he gathered data on its volcanic history and this will form yet another nucleus of information for the remainder of his party now in New Guinea waters—the *Noona Dan* Indo-Archipelago Expedition.

One of six scientist-investigators now exploring and collecting specimens in the islands, Klemensen has shot thousands of feet depicting native industry and culture, bird and animal life and other aspects of the expedition's work.

An unremitting worker, Klemensen quit the rest of the *Noona Dan* party when opportunity offered to travel to Pondo on Mark Honey's ketch, *Quest*. Croc hunting was the lure and this will be the theme of his next film before he travels on to the wild Baining country in search of more primitive cultures.

MORRIS HEDSTROM

(AUST.) PTY. LTD.

We are Australian Agents for:

MORRIS HEDSTROM LTD., Fiji, Tonga, West Samoa.

W. R. CARPENTER (FIJI) & CO. LTD., Suva.

MILLERS LTD., Fiji.

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

ISLAND PRODUCTS LTD., Port Moresby.

B.S.I. TRADING CORPORATION, Honiara, Guadalcanal.

G.&E.I.C. WHOLESALE SOCIETY, Tarawa.

MORRIS HEDSTROM

(AUST.) PTY. LTD.

ISLAND MERCHANTS

Wales House, 27 O'Connell St., Sydney

Box No. 2512, G.P.O., Sydney. Phone: BL 5421

Cable Address: "Morstrom", Sydney

Bank of New Zealand, Sydney; Bank of New South Wales, Sydney.



Thinking of Leave?

If you're planning a trip don't overlook the money angle. Start a "Holiday Account" at the Commonwealth Savings Bank. Save something every week. That's the way to ensure your money lasts longer than your leave.

COMMONWEALTH SAVINGS BANK

Copra Trouble On Manuae

*From Johnny Frisbie and Co
Hebenstreit, in Rarotonga.*

As if lower prices and increased competition are enough to worry Cook Island copra growers, there is also the difficulty of getting the stuff to market.

TAKE the example of the island of Manuae, a 1,500-acre atoll 124 miles north-east of Rarotonga, voted exclusively to the raising of coconut trees.

It is currently leased by the Islands Co-Op in the hopes of turning the once profitable plant back into the black. If the calendar of March 11, 1962, is any indication, the road back to prosperity may be a hard one indeed.

Manuae was brushed by a hurricane the latter part of February and the New Zealand government agreed to send the 3,000 ton *Moana* on a special one-day trip to the island with supplies for the resident workers and to pick up 50 tons of copra ready. It was the first time the ship had called at the tiny island. It is not likely to do so again.

Many Troubles

The trouble started when the *Moana Roa* arrived two hours late due to a loading delay on Rarotonga. In addition, the natives of Manuae seemed surprised to see the ship heave-to off the reef. Their radio giving them trouble and when the ship didn't arrive at dawn, they assumed she wasn't coming that day. The island's one truck was not ready to operate. There was dirt in the petrol.

However, when the loading eventually got underway, it soon became apparent the island was understated. The men not only had to get the copra to the beach by manual labour but also load the lighters and transport them across the reef and onto the *Moana Roa* riding a quarter of a mile off-shore.

It was backbreaking work and very slow. The two lighters could carry no more than two or three tons each trip as the reef passage in places was only a foot deep.

Matters were proceeding slowly when the only powered lighter of the two broke down with a full load

middle of the channel, and stuck the rocks. The chain drive had broken.

PIM correspondent was aboard the time and had to jump over the side to help push the ship back ashore, where a bicycle chain was finally found (by dusk) to get the engine operating again.

Meantime, the only copra loaded on the solitary double-oared boat carrying two tons each for the round trip. It was a losing battle against time as the *Moana* was committed to sail back to Rarotonga at nightfall. The passengers returned, some drenched by the rain and the *Moana Roa* closed the trip with only about 24 tons loaded of the 50 available.

It had been a frustrating time for anyone except the passengers, who returned ashore as guests of the Co-operative to explore this seldom visited atoll.

Mr. Thompson collected palm leaf samples for the Agricultural Department; Mr. Beatty installed a rain gauge for the weather bureau; Mr. O. E. the Cook Islands' Resident Commissioner, made a brief official inspection of the plantation and then returned to the lagoon to join the rest of the passengers who were busy drying man-trap clams to take back to Rarotonga. And what of the rest of the copra in Manuae? It will have to await the Co-operative's boat *Dobiri* now in New Zealand.

Observers feel a good deal of trouble would have been avoided had there been a plantation manager in residence on Manuae to prepare for the visit. It now seems probable that the CI Co-op will install a manager at its first opportunity. He must not forget to take along a new bicycle chain!

Hercules In NG Mercy Mission

On March 2 a giant RAAF Lockheed Hercules thundered onto Rabaul's Lakunai strip, its only cargo a seriously ill patient for Manula Hospital.

The Hercules had been diverted from its Wewak-Manus cargo run to bring Leading Radio Electrical Technician I. G. Phillips to Rabaul for urgent medical attention.

A cot case, Phillips was expeditiously offloaded and soon was comfortable and recovering in hospital.

The mercy mission had taken the Hercules 300 miles off course—a matter of 72 minutes air time.

Australia Will Share in Danish Expedition

Australian museums will receive free 50 per cent. of all specimens and data gathered by a Danish scientific expedition which was in Rabaul in March. The expedition is travelling in the schooner "Noona Dan" (see also p. 61, and "PIM" for July, 1961, p. 23).

NOONA DAN will remain in New

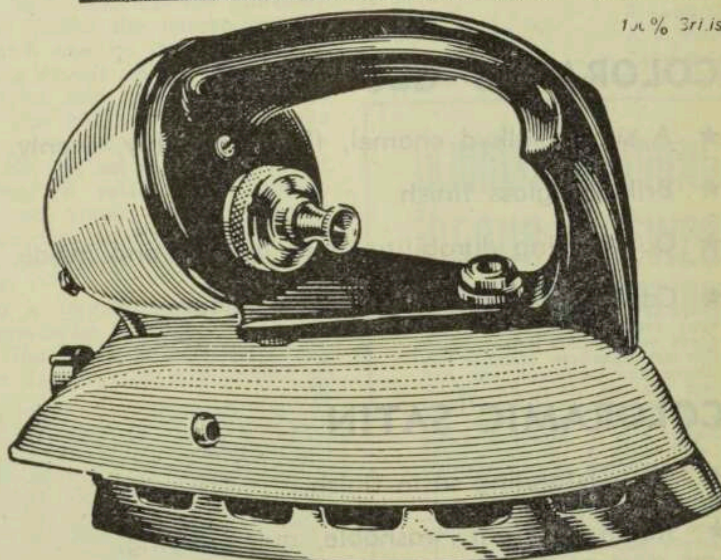
Guinea waters for about six months while scientists investigate animals, bird life, reptiles, flora and minerals. Among the scientists aboard is Dr. Finn Salomonsen, an authority on bird life, who has

written books which have been translated into 22 languages.

Noona Dan arrived in the Pacific in June last year on a two-year expedition to the Islands. She has already done some work in the Philippines.

WORLD-WIDE TILLEY

DOMESTIC IRON MODEL DN250



100% British Made

the iron that travels...

The Tilley Domestic Iron goes anywhere, tackles anything. NO flex to get in your way; it is entirely self-contained, and runs for 4 hours on one filling (½ pint of ordinary kerosene). Clean, easy to use, with exact heat control.



For trouble-free ironing anytime, anywhere, you can put your trust in **TILLEY**.

In case of difficulty write for name of your nearest stockists to:

FIJI: MR. K. WITHERINGTON, 2 Burns Philp Building, Suva.
AUSTRALIA & NEW GUINEA: T. H. BENTLEY PTY. LTD. 1092 Mt. Alexander Road, Essendon, W.5, Australia.



SPECIALLY MANUFACTURED FOR TROPICAL CONDITIONS

COLORAMIC GLOSS

- ★ A superb alkyd enamel, flows smoothly, evenly.
- ★ Brilliant gloss finish.
- ★ Outstanding durability, both outside and inside.
- ★ Captivating range of modern colours.

COLORAMIC SATIN

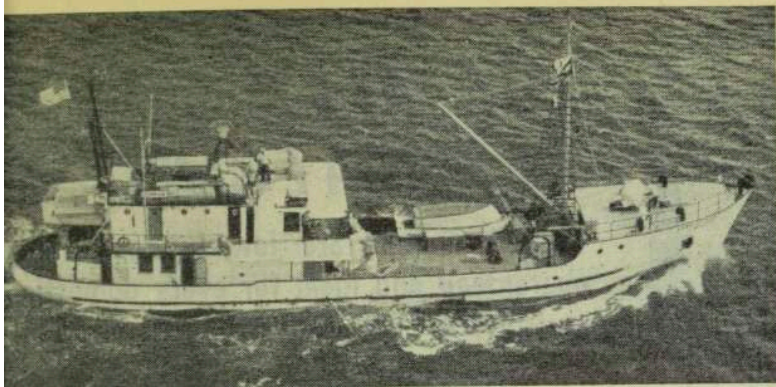
- ★ An outstanding satin finish.
- ★ Steam resistant, washable, quick drying.
- ★ Ideal for Children's rooms, kitchens, bathrooms.
- ★ Matching shades in matt and gloss.



THE WALPAMUR CO. (N.G.) LTD.

LAWES ROAD, PORT MORESBY

A MEMBER OF THE WORLD-WIDE WALPAMUR GROUP OF PAINT COMPANIES.



Check On The Sex Habits Of Tuna

From a Correspondent

SUVA.

At present in the South Pacific the Honolulu-based American fisheries research ship, *Charles H. Gilbert*. Her mission is to assess the sexual maturity of line-caught albacore in the general area of New Caledonia, Tonga and Samoa to define spawning of South Pacific albacore. Does that sound interesting?

ELL, Mr. Tamoi Otsu, the chief scientist in the party, said the albacore was very important to the United States and Japan, and there-

The "Charles H. Gilbert".

fore there was co-operation between the two countries in research.

He said to *PIM*: "The United States has a big market for albacore. It is the most valuable of the tuna species."

"We are studying the population structure to find out the life history, how it spawns, and how safely it can be fished without depleting the fishing areas. We hope to be able to find out the birth rate, and the mortality rate, but unlike the human population which can be counted, this is something we can only estimate."

Mr. Otsu said it had been found out in the North Pacific that the albacore spawned only a single population. He was not very sure whether there was a relationship between North and South Pacific albacore, but according to some information he had he thought each species was separate.

"That is something we are trying to determine on this trip," he said.

The *Charles H. Gilbert* left Honolulu on January 15 and arrived in



Two captains, a member of the crew, and the scientific party on the "Charles H. Gilbert", photographed in Suva. They are from left to right: Captain Robert Lee, Mr. H. Maunau (navigator), Mr. Walter M. Matusmoto, fishery research biologist, Mr. Tamoi Otsu, Mr. Charles H. Rollet, a fishery aid, and Captain William Tanaka. Captain Lee was in charge of the "Charles H. Gilbert" from Honolulu to Fiji, where the regular captain, Captain Tanaka, joined her. Captain Lee then flew back to Honolulu.—Photo: Stinsons.

THE YORKSHIRE INSURANCE

CO. LTD.

(Incorporated in England)

ALL CLASSES OF INSURANCE

Including

Fire — Accident — Guarantee
— Motor — Workers — Marine
PAPUA AND NEW GUINEA BRANCH

James Arcade, Cuthbertson St.,
Port Moresby.

Manager, K. S. Ewing.

CHIEF ISLAND REPRESENTATIVES

Port Moresby . . . E. A. James & Co.
Rabaul . . . A.S.P. (N.G.) Ltd.
Lae . . . Paul Hyman
Madang . . . Roy Macgregor
Manus . . . Edgell & Whiteley Ltd.
Honiara, B.S.I.P. . . E. V. Lawson, Ltd.
Suva . . . Williams & Gosling Ltd.
Noumea . . . R. Laubreaux
Norfolk Island . . . A. E. Martin
Apia . . . E. A. Coxon & Co.

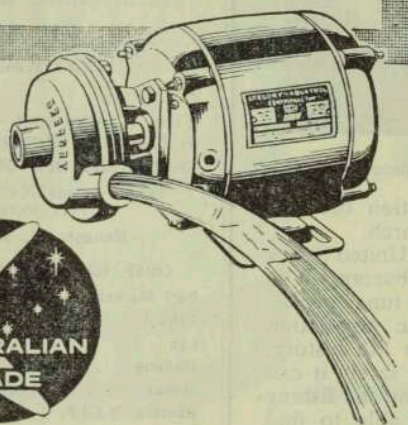
GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical discovery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doctor. Absolutely harmless and easy to take, but the newest and most powerful invigorator known to science. It acts directly on your glands, nerves and vital organs, builds new, pure blood, and works so fast that you can see and feel new body power and vigour in 24 to 48 hours. Because of its natural action on glands and nerves, your power and memory often improve amazingly.

And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

Vi-Stim To restore
Vim and Vigour

GREGORY PUMPS



For full details and literature of a Gregory Pump to suit your specific requirements contact.

FOR ALL APPLICATIONS

Gregory Pumps are low in cost, fully guaranteed and ideal for every domestic, agricultural or industrial application, including . . .

- Septic tanks
- Swimming pools
- Household water supplies
- Irrigation
- Booster pumps
- Self priming sump pumps
- Chlorinators for sterilization of household water supplies or swimming pools

H. P. GREGORY & CO. LTD.

Established 1875

74 CLARENCE STREET, SYDNEY. 29-2551

W. H. GROVE & SONS LTD.

Established 1896

Island Merchants

16-18 FANSHAW STREET, AUCKLAND

Telegraphic and Cable Address: "Grove", Auckland. P.O. Box 490, Auckland, New Zealand

Entrust your requirements to the firm with more than 60 years' practical experience in the Island trade.

REPRESENTING MANUFACTURERS

THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

SHIPPERS OF ALL CLASSES OF NEW ZEALAND MANUFACTURES AND PRODUCTS SPECIALLY PREPARED FOR THE ISLAND TRADE

WE HANDLE ALL KINDS OF ISLAND PRODUCE

IN FIJI as: W. H. GROVE & SONS (FIJI) LIMITED

Raffle of Manpower

Short on funds but long on energy, energetic Rabaul Apex Club members hit on a novel fund-raising campaign.

In March they launched a 100-ticket raffle—the prize, 100 man-hours of labour.

Tickets at £1 each will raise 100 for the Apex kitty devoted to good works. Working unobtrusively in the past month members have supplied tree guards to protect young trees, cleared and beautified a harbour swimming area, thereby beating to the draw the Town Advisory Council's five year effort to provide the same facility, and cleared and planted a small town park.

The fortunate winner of the fund-raising raffle will receive an 8-man labour force ready and willing to perform any job be it carpentering, painting, cementing, gardening—or dog washing.

The only jobs members feel they may not be able to perform satisfactorily are—cooking and mending!

... via New Caledonia. In New Caledonia waters the *Gilbert* cooperated with the *Orsom III*, a research ship of the Institut Francais d'Océanie.

Mr. Otsu said that the results of the trip would depend on final microscopic research in the laboratory at Honolulu. The scientists on the voyage would not start making their assessments till then.

Mr. Otsu admitted that the trip so far as research was concerned had not been very successful up till arrival in Fiji. They had not caught many fish as they expected. When they left Suva on February 20 the *Gilbert* was to fish in waters between Fiji and the Gilbert and Ellice Group. She was then to work back to Tonga, and finally to Samoa before going back to Honolulu.

On her voyage between New Caledonia and Fiji the *Gilbert* ran into the fringe of a hurricane which swept through the Pacific about 90 miles south of Kadavu and experienced winds up to 40 knots.

The *Gilbert* is equipped with the best scientific equipment for her present task. Both fore and aft are observation chambers, about six feet low water level, which enable the scientists to make direct observation of fish.

"They are unique as a research

unit," Mr. Otsu said.

Other equipment enables the scientists to determine at which depths various species of fish live, to take samples of fish, fish eggs and larvae at various depths, and to measure the temperature of the water to a depth of 900 feet.

As for the *Gilbert* herself she is 122 feet long, is 198 tons gross, and 88 tons net. Her cruising speed is nine knots, and her maximum speed is 10½ knots. She is radar equipped.

One of her captains described her as the only ocean going vessel he knew of which did not have a steering wheel. She has Sperry compass automatic steering. She also steers semi-automatically and uses both A/C and D/C power.

If both fail there is a jury rig, but this has never had to be used. The *Gilbert* has been operated automatically since 1959 and in that time has covered about 90,000 miles without giving trouble.

Captain Robert Lee was in charge of the *Charles H. Gilbert* on the voyage as far as Suva as the regular captain, Captain William Tanaka, had to stay behind to attend to business in Honolulu. Captain Tanaka resumed charge at Suva and Captain Lee flew home. Both captains were full of praise for assistance given them at Suva by American Consulate officials, by the Acting Suva Harbour Master (Captain Peter Hough) and the Naval Liaison Officer (Lieutenant Alan Akins).



**TRIPLE
SEALED**
for the
TROPICS

The superior quality of Fountain Self-Raising Flour is maintained from the mill to your kitchen by the special 3-individual wrapping-for-the-tropics packs. 2 lb. packets or 2 lb. and 7 lb. tins.

FOUNTAIN Self-Raising FLOUR

Fountain Self-Raising Flour is a FIRST PRIZE WINNER at the ROYAL EASTER SHOW, SYDNEY.

Try this Prize-Winning Recipe for Scones

3 cups Fountain Self-Raising Flour
1 teaspoon of salt
1 teaspoon of butter, ½ pint of milk
Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

W. C. DOUGLASS LIMITED, FOVEAUX STREET, SYDNEY, AUSTRALIA.

Other Famous Fountain Products



Rich, Red
FOUNTAIN
TOMATO SAUCE
Vacuum sealed.

Vitamin-filled
FOUNTAIN
TOMATO JUICE.

FOUNTAIN
SOUPS, SPAGHETTI
and
BAKED BEANS

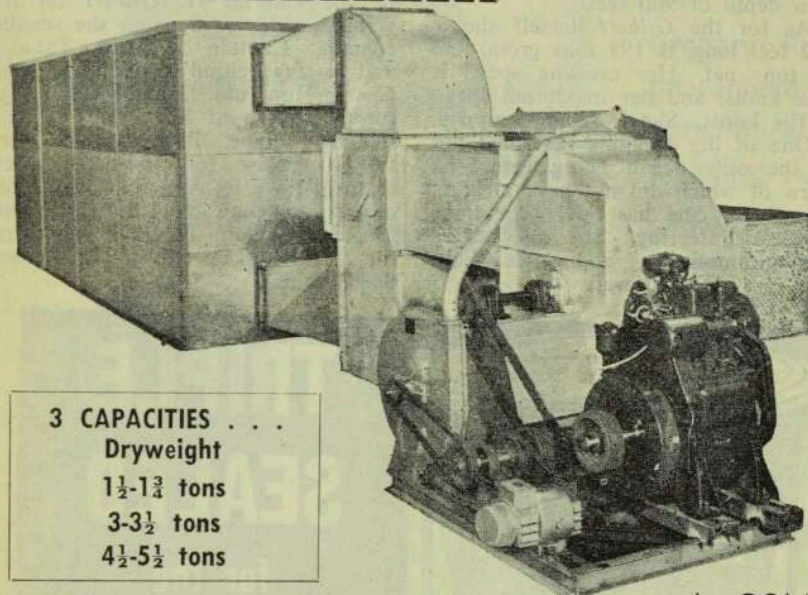
Big news for Copra Plantation Owners

This Forced Hot Air Copra Dryer can be erected by ASP in the T.P. & N.G.

THE NEW



Forced HOT AIR COPRA DRYER



3 CAPACITIES . . .
Dryweight
1½-1¾ tons
3-3½ tons
4½-5½ tons

ALL FOR ELECTRIC OR DIESEL DRIVE

After many years of successfully designing Cocoa Dryers, ASP with their wealth of experience have now turned to Copra Dryers. Big new features—built for perfect performance under harsh conditions—built to increase and maintain the quality and cheapen the production of copra.

THE NEW FORCED HOT AIR COPRA DRYER

Now working to full capacity in Copra Plantations at . . .

- GIRE GIRE PLANTATION
Via Rabaul.
- NAGADA PLANTATION
(Lutheran Mission, Via Madang).
- TENAKAU PLANTATION
Bougainville.

These plantations have found the Forced Hot Air Copra Dryers highly successful, and working to the full satisfaction of the owners.

- ★ CONTROLLED DRYING
PRODUCES BETTER COPRA
- ★ ECONOMICAL TO RUN . . . CUTS DOWN OVERHEAD COSTS
- ★ REDUCES ATTENDANCE LABOUR

FORCED HOT AIR DRYERS—SPECIFICATIONS

MODEL	CAPACITY		FAN CAPACITY Free Discharge	BURNER FIRING RATE		DRYING TIME
	Min. cwt.	Max. cwt.		Min. Gallons per hr.	Max. Gallons per hr.	
1	30	35	8,000	1	4	Max. 1
2	60	70	11,500	1½	5	Max. 1
3	90	110	18,500	1½	7	Max. 1

Diesel or Electric Drives can be fitted. (1000W 240V AC alternator supplied with diesel

PRODUCT FEATURES:

- Direct fired oil heaters for maximum economy and minimum maintenance.
- capacity air system for fastest drying.
- Recirculation to any degree for maximum efficiency.
- Fully insulated oven panels to conserve heat and minimise losses.
- Load and unloading with minimum labour in shortest time.
- Fully modulating temperature control.
- Easy to assemble and simple to operate.

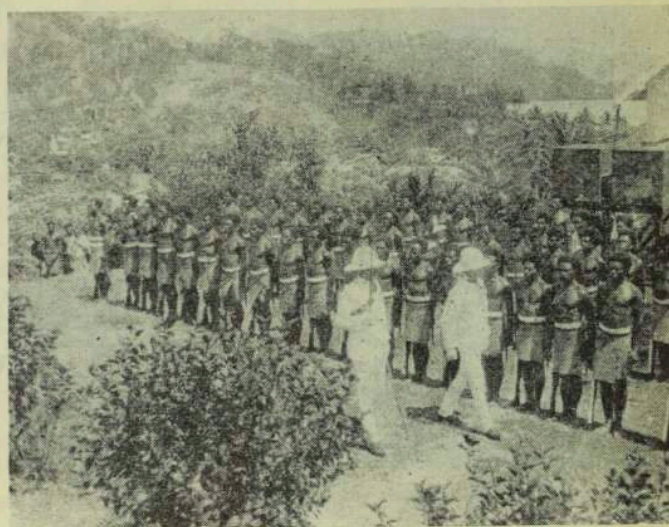
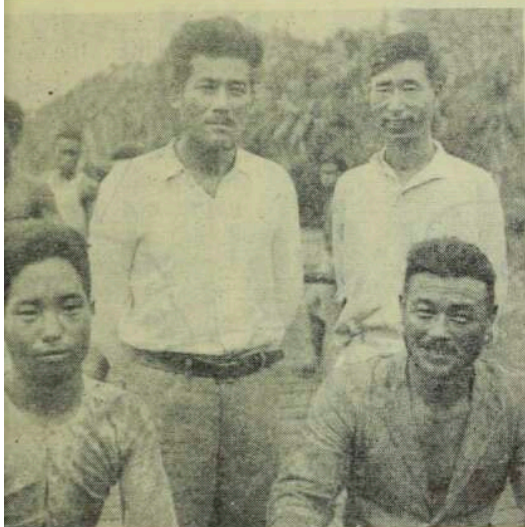
Here is a copra dryer which is efficient and economical. It is easy to install, simple to operate and requires a minimum of labour to load and operate.

WRITE FOR FULL DETAILS AND SPECIFICATION



N.R.M.A. HOUSE, 26 Ridge Street
NORTH SYDNEY, N.S.W., Australia
Telephone: 92-0271.
Telegrams: "Chatspa" Sydney.

Sole Agents for T.P. & N.G.
ASP (N.G.) LIMITED
Box 166 P.O., Rabaul, T.N.G.
Telephone: 2370.



MEMORIES OF OLD TULAGI

By R. A. Lever

Probably no other capital of any British dependency could claim as late as 1934 to be without a school, church or cinema, but that was the case with Tulagi, capital of the British Solomon Islands Protectorate, when I knew it.

MEMORIES of old Tulagi came flooding back to me when I read Bill Baverstock's article published last August. In it he talked about Elkins's pub.

apart from playing billiards in the club at the point about the only entertainment in Tulagi after dark drinking at Elkington's, or one two places in Chinatown.

but the six-weekly call of the Burns
steamer from Sydney was al-
ways worth waiting for, of course.
It provided iced beer and new faces
to look at.

There was no light in Tulagi, except in a few key places such as the hospital, residency and wireless station. The rest of us managed with kerosene lamps.

Government bachelors, I remember, were accommodated in a dark track-like structure. Had the architect been commissioned to de-

sign a series of photographic dark-rooms, he would have gained full marks. An officer with experience in Malaya said the building was similar to the Tamil labour lines on a rubber estate. Eventually a commission from Fiji condemned the unsightly edifice, and bachelors on the breezy slopes of present-day Honiara don't know their luck.

Greens Were Browns

There was golf, tennis and boating, and a few cricket matches were played on a concrete pitch in what later came to be called the King George V Memorial Ground. But when I last saw that piece of turf, it rejoined in the name of the Admiral Halsey Baseball Ground!

The little nine-hole golf links, on which so many young men were first introduced to golf, had no greens—

Memories of old Tulagi—former capital of the British Solomons—are revived in these photographs taken before the war by the author. At left are Japanese shell poachers—common in South Pacific waters at that time, and suspected of not always being on hand merely for the poaching of shell, either. This group had the bad luck of being arrested and taken to Tulagi. At right was the scene when Mr. F. N. Ashley, CMG, Resident Commissioner from 1929-39, inspected a guard of honour during the opening of a pre-war Advisory Council on Tulagi. The Council was established in 1921. BSIP now has a Legislative Council, and the capital is at Honiara.

but "browns" made from lateritic soil. This was carefully rolled each afternoon by a few good-conduct prisoners, since the Police Commissioner was also secretary of the golf club.

The little course managed to appear in *American Life* magazine in 1942, when readers were informed that it had been built by the occupying Jap garrison. But if there was one thing the Nips did not build on their temporary bases it was a golf course.

The Japs were no strangers to Tulagi in the mid-Thirties. They regularly poached immature shell in sampans powered with modern diesels. It was then considered bad form to suggest that the Japs were there for any other purpose but to fish, but officialdom learned how wrong it was in 1942.

I took the photograph of the arrested pre-war fishing group reproduced on this page. No doubt it includes a future petty officer or two who later came back!

New Guinea

POSTCARD

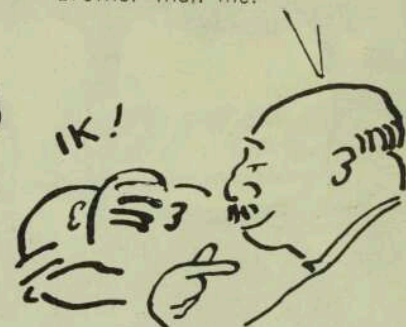
I don't mind telling you fellows in the club that I'm **AGAINST** it!



Natives can't handle liquor —they make **HOGS** of themselves when they're full.



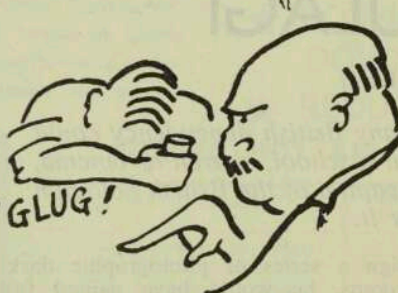
Mind you, I **LIKE** them. Nobody in this country has done more for brown brother than me.



But don't get the idea I'm **PRO KANAKA**, either.



You got to draw the line **SOMEWHERE**. Otherwise you'd have them here in the club.



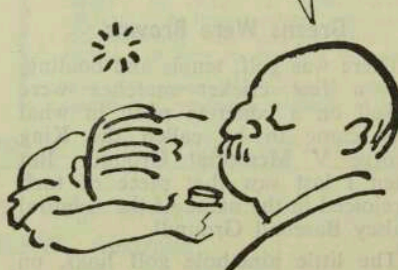
If only they could take their grog in a **CIVILISED** way—but they can't.



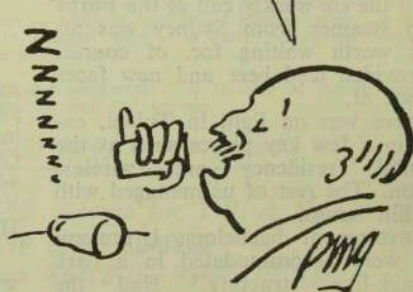
And like the missionaries say, they can't **AFFORD** it.



It would be the **END** of them.



Well, cheers!



The Sulu v The Kilt

suggestion in the English
zine *Tailor and Cutter* that
Englishman should shed his
ers and take to the kilt of
scot was too much for the
r writer of the *Suva Fiji*
s. He immediately put in a
, in print, for the Fiji sulu
substitute for the English-
s trousers.

commented *The Fiji Times*: "Pos-
the *Tailor and Cutter* takes a
too much on itself when it
s out the Scottish kilt for lavish
on the score of elegance and
ur. The sulu surely has an
alent claim to distinction.

nd though the pro-European
rs of masi did not achieve the
e-developed forms of cloth-
ng which produced the Scottish
, the history of the present-day
and its lineal predecessors is
ne degree comparable with that
e Scottish garment.

nd if the sulu has a claim in
vn right, so has the lavalava of
a and the piupiu of the New
nd Maori."

sample of the Polynesian lavalava (in
case, Tongan) see below. For the
Fiji sulu, see top right.



The formal presentation of Fiji tambua. Inset shows the recipient receiving the honour, with both hands.

Presentation Of Whales' Teeth Is An Old Fijian Custom

From a Correspondent in Fiji

The use of whales' teeth, known as *tambua*, as an important feature of Fijian ceremonial, has recently made international news.

THERE was an outcry in Fiji in January following a suggestion that *tambua* had been taken from the Colony without permission—to be used for publicity purposes in Hong-kong. The matter was reported in the overseas Press, many of whose readers must have wondered what it was all about.

But the presentation of whales' teeth on formal occasions is still a ceremony held in very high esteem by the Fijian people, and it is not likely they will alter their attitude for some time yet.

The ceremonial whales' teeth used in Fiji come from the sperm or cachalot whale. Each polished tooth is fitted with an ornamented cord, usually of plaited coconut fibre; and in ceremonial use the cord is held in the right hand, and the tooth in the left.

The *tambua* is highly valued not in currency, but in tradition, and to be presented with one is a great honour. It is not permitted to take a *tambua* out of the country, which is the reason for the recent outcry.

Tambua made from whales' teeth

have been in use among the Fijians for at least 150 years. Prior to that wooden *bua-ta* were used. These were highly polished pieces of wood from the *bua* tree, cut to a shape similar to the symmetrically-shaped *tambua* now in use.

When European whalers first visited Fiji, they took ashore whales' teeth, for use in trading. The Fijians were struck by the similarity of these to their wooden *bua-ta*, and adopted them in place of wood. It was the whalers who named them *tambua*, derived from the word *tabu*, meaning sacred.

All *tambua* are highly polished and it is believed that they were polished originally by using coral sand, coconut oil, and leaves of the *masi-ni-tabua* tree. But it may be that originally the polish was produced by continuous handling and that only in later years were they specially polished.

A highly polished surface is certainly much esteemed today; but size, especially thickness as judged when looking down directly over the *tambua*, is the main criterion of their value. A *tambua* measuring over six

inches and weighing 16 oz or more would be highly regarded.

When a *tambua* is about to be presented to a high chief, an elder among those performing the presentation pronounces first a formula known as the *turavaki-tabua*, such as "wa, oi, oi".

On hearing this expression, the chief understands that a presentation is about to take place, and his master of ceremonies replies. The ceremonial term applied to the *tambua* is *kamunaga*, and this is the word used during all ceremonial presentations.

Up to this point, the *tambua* or *kamunaga* remains unseen. But now the individual who is to make the presentation produces it, in his left hand; and with the cord in his right, makes his speech. This is usually short, and always mentions the donor and the recipient by title and explains the particular reason for the presentation. Apart from the element of goodwill in every presentation, it is frequently the vehicle for a request.

Acceptance of the *tambua* implies that the recipient is in honour bound to carry out the donor's request.

Today, the presentation of a *tambua* is most often a gesture of goodwill, respect or loyalty from the persons presenting it, and the detailed ceremonial ritual is always carefully carried out.

Tambua are often presented at ceremonies associated with births, deaths, marriages, the naming of a child, on departing on or return from a long journey, after a *yaqona* (kava) ceremony, when a chief has been installed, and on similar occasions.

At the close of the presentation speech, it is customary for the donor to hold the *tambua* for a moment, to see whether or not it will be accepted.

The recipient makes the next move. He leans forward and receives the *tambua* with both hands. The donor then retires, and, as he sits down, says to those on whose behalf he made the presentation, "Au vura" (I return), and they reply in unison "Io" (yes).

Holding the tooth in one hand and the cord in the other, the recipient then says a few appropriate words.

The *tambua*, contrary to general opinion, has never been used as currency and cannot be used to purchase an article or service.

Tambua can be seen in many European homes in Fiji, and the Fiji Museum in Suva has several historical specimens. As *PIM* noted in February (page 44) there are also *tambua* to be seen outside of Fiji—such as in a dentist's surgery in Sydney—but this is a fact that average Fijians would prefer to forget.

- "Where do we go from hectic Honolulu?" Why, we go out to the other Hawaiian islands, says this Honolulu correspondent, who reports that the other islands have everything that Honolulu hasn't got—except tourists. Some even have nudists.

Where Do We Go From Hectic Honolulu?

By Eugene Rossencourt

Honolulu is fabulous, nay, fantastic: there is probably no other place quite like it today in all the world—the strangely flavoured "pidgin-English" speech, the modernly odd psychology, the distinctively insular customs, the comings and goings and doings of its multi-racial, unilateral population, the tinselled new prosperity of the white-sanded, coconut-palme Waikiki beach and hotel district.

BUT Honolulu is no-man's paradise. Its lusty sweetness is gone. I have been living in this wondrous city for seven continuous years, right in the heart of fancy-free Waikiki where a broad sampling of its island's half-million population is on moving display by day and by evening. At Honolulu's University of Hawaii I have endeavoured to teach good English speech, and I have taught English and Spanish at one of the high schools. I have played a ukulele and sung with the brown beachboys under the coconut trees, and I have been to the Governor's mansion. I have known the people.

The little city is growing hectic: overcrowded, overmotorised, overpriced, overbooming, overbeaming, overbearing—and more than just a little schizoid.

More Cars Than Anywhere

Big, bustling, Hometown Chicago never seemed hectic or stifling or inordinately brassy to me, somehow, nor have other vibrant cities on five continents the world over. But there's something inordinate about Honolulu: it's a bit of too much in a bit of too little.

There are more automobiles in Honolulu today per area and per head of population than anywhere else in the world—and that's an awful lot of eyesore cluttering the view of otherwise attractive scenery, and an awful lot of nose-sore smothering the smell of otherwise sweet flowers.

Likewise there are more radio stations than anywhere else in the USA, per head, selling a commercial bill of goods and rock-n'-rolling the city silly.

The motorisation and commercialisation of this erstwhile paradise—to mention the shattering socioeconomic, and political upheaval the past 20 years—have made busy-bee people rather more interested in the sweetness of money than in the sweetness of honey, the native folk are getting fat sassy—and so are the non-natives, that matter.

The population of the seven inhabited islands of Hawaii is b



This girl in the historic town of Lahaina, the island of Maui publicises the name, Hawaii's Governor Quinn on her bandeau.

nated as more and more of the go flocking to the city to compete in what local people call "the Honolulu rat-race for the fast buck". As a result, the City and County of Honolulu, reaching out over a island's area of 589 square miles with a present population of 194, already contains 80 per cent. of the total population—on less than 1 per cent. of the total land area of the State. The fast buck implies a fast automobile and a fast girl. But in today's Honolulu there are far more fast automobiles than fast girls—and this unexpected circumstance makes the race oddly more hectic, for both

the local males and the large surplus of male military personnel.

Fast or slow or medium-paced, there just aren't enough girls to go around, in this semi-tropical goldrush town, all of which keeps the Honolulu newspapers on their toes with rather bizarre stories of female teasers and male rapists.

And so we look for escape to the yet-peaceful, mildly-populated neighbour isles: with their great volcanoes, their magnificent configuration of stupendous cliffs and deep old valleys and green-clad peaks and precipices, their bright quiet beaches and, above all, their people who have not forgotten how to smile at a stranger.

The Naked Man Of Holualoa

He indeed was naked, while I was dressed in rough clothing and high leather boots, and I could imagine I was trying to follow Tarzan himself as he bounded about in the wild jungles of Africa, because this man was trying to show me at first hand how nature takes wildly over and ruins abandoned Kona coffee land into a tangled jungle of growth and undergrowth.

FORTY years of active living in the open under the Kona sky, fully bereft of even the suggestion of a fig leaf, subsisting on fruit and certain vegetables, had made him into a man of iron. Mosquitoes and other man-eating insects of Hawaii have no use whatever for iron at me they love.

My only concession to nudity was that I wove my way under and over and through the tangles of vines and tree roots and high grasses and varied foliage, trying to stay close to the ground. That naked man of iron, with his knees and bare arms—and even I regretted for two hours afterward, my flesh afire in a maddening agony of painful itching. Moreover, I could not quite keep up with the 64-year-old bush athlete in the coffee jungles somewhere down the slope from the little Hawaii town of Holualoa.

John Stermer is what is called a nudist and a Vegetarian in proper, polite terms. Nudism and vegetarianism are health movements, of course. Vegetarianism has always had its followers the world over, and nudism has quietly become so popular in both Europe and America that the rest of us do not realise how many nudist clubs or clubs are in existence today—for most of us like to eat meat, and are too modest or tender to wander around naked. But John Stermer, out of full respect for us sissies, is modest

enough when running nude to carry bathing trunks in his hand and to don them at once if one of us appears within seeing or hearing distance.

Thirty years ago Stermer came to Hawaii from California looking for a paradise where he could go naked the year round and live on tropical fruits and nuts. He was at first disappointed: the "natives", he discovered, had long been wearing an abundance of clothing, and they lived on fish and pork and beef and many things other than fruit and nuts. And Honolulu was no virgin forest, but already rather a modern little city.

Fruit, Nuts, Nudists

It was there, however, that he met a local horticulturist who advised that Mr. and Mrs. Stermer go to a lava-soil area known as the Kona district, on another island of Hawaii, where the semi-tropical climate was so good as to permit fruit and nuts and nudists and vegetables to grow the year round—where the land was not crowded, moreover, and a fellow would find enough seclusion to live in propriety without clothing.

Says Stermer today: "Something bearing all-year-round—fresh fruit the year round! That's why I came here".

And so the Stermers came over to a Kona hillside and began gradually to build their own little corner of paradise to suit their modest but special demands. And in Kona their



John Stermer—the naked man of Holualoa.

son was born and grew up to be a strong and healthy man, currently serving abroad with the Army.

John Stermer began his great life work of experimentation in growing tropical fruit and nut trees from all over the world—"food trees", as he calls them—and Martha Stermer grew the family vegetables, in her own little garden, and soon began writing her current weekly column for the island paper.

Though Stermer worked at ranching to earn a living during his first few years in Kona, he has devoted the past 25 years to schooling himself in that branch of horticulture known as pomology—the science of fruit and nut culture—and today is known as a pomologist in horticultural circles throughout the world.

His open-walled rustic cottage, deep in overgrown abandoned coffee land, seems to bulge with books on the subject (and many other books, too); and his files are full of correspondence from the world's leading plant scientists.

This rather intellectual iron-man, nudist, pomologist — lion-maned, bushy-browed, iron-grey-bearded, with John Barrymore profile—believes that when his experimental cultivation is completed he will offer the people of Kona one of the very best supplements to coffee-growing: a full catalogue of tropical "food trees".

Stermer's motto: "Reshape the world and man's life with trees!"

Yesterday

Owing to irregularity of mails, caused by the Pacific War which was well into its fifth month in April, 1942, the news from Fiji, Samoa, and French Oceania, available for publication in "PIM" that month, was small and fragmentary.

Here are extracts from that issue of 20 years' ago:

Because the copra available in the Pacific was limited to supplies from Fiji, New Hebrides, New Caledonia, Tonga, Samoa and the Cook Islands there was keen bidding. Yet there was a good deal of murmuring in Fiji because planters were finding they were not getting anything like the £18 per ton which was officially announced some weeks previously. Also the Copra Pool that was proposed for the New Hebrides in November by the British Administration there was acceptable neither to the British nor the French planters.

One effect of the occupation of the East Indies by the Japanese was the virtual disappearance of quinine supplies from Allied countries. In the tropics quinine was still the standard protection against malaria, and there was no public indication of how the situation would be met.

Vila, New Hebrides, now had a lighting system, completed just before the war, but the residents would have to pay a "lighting tax" according to their marital status. The tax ranged from £1/12/- for a bachelor 18 years and over, to 16/- for widows and divorcees supporting more than one child.

Mr. Lewis Hershon, who recently acquired the estate attached to the historic Rougier house at Taaoe, on Tahiti, established there a dairy of blooded cattle and mechanical equipment "such as has never been seen before in this part of the world", according to a correspondent.

Pan American Clippers, despite the war, were still operating in many areas of the Pacific. The US Navy forbade specific details, but permitted the disclosure that the Clippers were taking important passengers, mail and war material between the US and Islands ports. They did not follow the same course on each flight.

A terrific storm which lashed Apia Harbour, Western Samoa, on February 4 and 5 shifted the wreck of the "Adler", which had lain in Apia for 50 years. It caused the middle portion of the wreck to collapse.



A Brett Hilder Profile

LIFE BEGINS

AT 40

FRANCES SEETO of Kavieng, New Ireland, is one of that numerous and important family which came to New Guinea in German times.

HER father was Seeto Shui, a trader, and she was born at Lemakot, 40 miles down the Bulominski Road from Kavieng. After her birth in 1920 she was given the melodious name of Seeto Fung Ho, but this was changed, by Methodist usage, to Frances Seeto.

Frances went to a Chinese school at Kavieng, before starting work there in her father's store. At the age of 16 she married Chow Sing, an elderly trader of Kavieng, and she bore him two sons and a daughter, all of whom are now grown up. On the approach of the Japanese, in 1942, while the baby daughter was only a month old, Frances retreated with her parents and her children to New Hanover for safety.

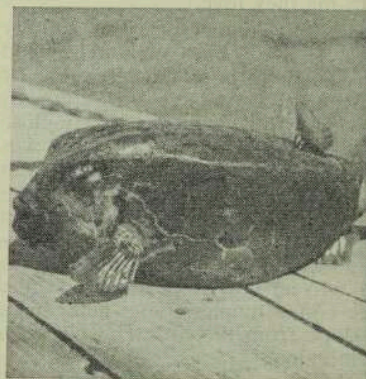
In 1944, her father was killed by machine-gun fire during a raid by Allied aircraft, and the family moved to Ungalik, on the far corner of New Hanover. In April, 1945, American PT boats began picking up Chinese and mixed-blood refugees and settling them on Emirau Island. Frances and her family went in one boat commanded by Lt-Commander Stan Bell, and was later moved to a camp on Mussau Island. Here she began nursing as a member of ANGAU, and

continued this work until they moved back to Kavieng in mid-1946, then transferred to the civil hospital service and was for many years in charge of the Asiatic section at Kavieng.

The district had been one of the worst during the Japanese occupation and the Japs were guilty of many atrocities against the local Chinese and against any Allied airmen who fell into their hands. Frances' husband, Chow Sing, survived the occupation but died shortly afterwards.

In 1957, Frances realised that her nursing profession held no future for her, as she was not officially qualified, so she started up in business for herself with a cafe. The cafe did not prosper, but the small native trading store and hairdressing business enabled her to carry on. She may be an Australian resident of Kavieng, Don Vaughan, an officer in the Department of Labour.

After a life of trials and hardships, Frances now—with her children and grandchildren in her hands, her first grandchild due any moment, and her marriage secure and happy—can feel that life begins at 40. Don Vaughan is bringing Frances to Australia for a holiday to see the grandchild and to show what the country has to offer. She is a woman of very fine character, respected by all sections of the community.—BRETT HILDER.



Odd Fish Makes Good Eating

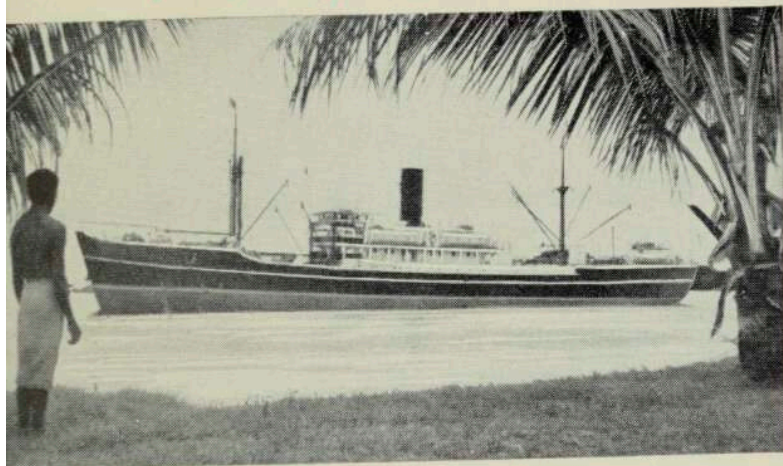
This trunk, or box fish, was caught by divers during a fish drive at Viwa, Fiji. The body of the fish is encased in a bony structure and it is able to move only its mouth, eyes, fins and tail—yet it is reputed to be very good eating.

Photo: Rob Wright

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)

New Guinea Australia Line



Passenger Liners:

M.S. "SINKIANG"

M.S. "SHANSI"

M.S. "SOOCHOW"

Regular services between
Australia, Papua-New Guinea
and Solomon Islands.

South Pacific Service

Regular monthly service with
modern motorships:

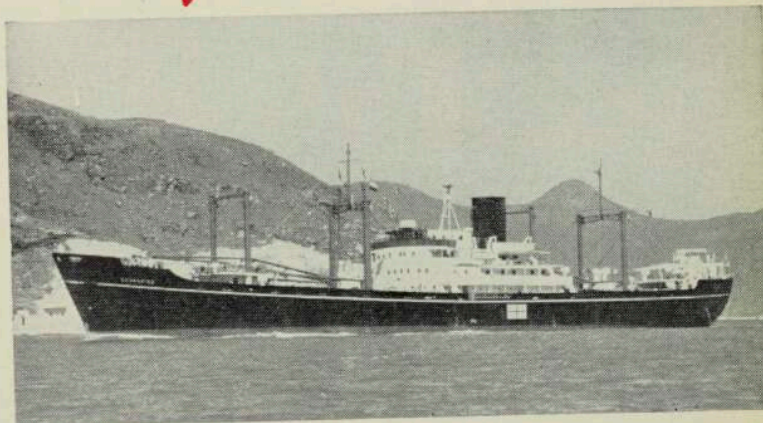
"CHENG TU"

"CHUNG KING"

"CHEKIANG"

(Cargo only)

Connecting Japan, Hong Kong,
New Guinea, Solomon Islands, New
Hebrides, New Caledonia, Fiji and
Tonga, returning Japan direct.



For further particulars please apply to Agents or refer to the weekly advertisements in the "South Pacific Post"

AGENTS:

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai.
Cables: "Steamships".

NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Rabaul.
Cables: "Colyer Watson".

KAVIENG: New Guinea Co. Ltd. WEWAK: Ian A. Simpson Ltd.

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

SONIARA: British Solomon Islands Trading Corporation.

LA: Les Comptoirs Francaise des Nouvelles-Hebrides.

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osaka,
Kobe. Cables: "Swire".

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

NUKUALOFA: Morris Hedstrom Ltd.

TAHITI: Etablissements Donald.

EASTERN MANAGERS: Butterfield & Swire Ltd., 9 Connaught Road
Central, Hong Kong. Cables: "Swire".

General Agents in Australia

WIRE & YUILL PTY. LTD.

6 BRIDGE STREET, SYDNEY.
CABLES: "SWIRESHIP". BU 1712.

Imperial bring



W. ANGLISS & CO. (AUST.) PTY. LTD., Riverstone Meat Co. Pty. Ltd., Imperial House, 255-257 George St., Sydney, N.S.W. Redbank Meats

the best in canned foods!



it's tender slices of Imperial
Pie . . . delicious cuts of lean
Corned Beef . . . tasty young
Mushrooms . . . or any one of
our Imperial chef-prepared can-
dids, you know your family and
ests are enjoying the best when
re Imperial.



VITA-WEAT



TEATIME WAFER



MOCHA



GOLDEN PUFF

and
the
best
in
biscuits
come
from

**Peek
Frean's**

Always crisp, always crunchy,
always a delight to eat,
Peek Frean's biscuits are
specially packed to keep their
freshness and distinctive flavour
in any climate. For morning
and afternoon teas, for suppers
and parties, choose from Peek
Frean's exciting variety of
sweet, cream filled and tasty
savoury biscuits. Peek Frean's
Vita-Weat is Australia's
largest selling crisp-bread.

54-206 Stanley St., South Brisbane, Queensland

PACIFIC ISLANDS MONTHLY — APRIL 1962

7

BURNS PHILP (SOUTH SEA) CO. LTD.

**GENERAL MERCHANTS AND SHIPOWNERS
SHIPPING, CUSTOMS AND FORWARDING AGENTS**

BRANCHES

Fiji:—

SUVA.
LEVUKA.
LAUTOKA.
LABASA.
SAVU SAVU.

BA.

SIGATOKA.
TAVUA.
ROTUMA ISLAND.
TAVEUNI.

Samoa:—

APIA.
PAGO PAGO.

Tonga:—

NUKUALOFA.
HAAPAI.
VAVAU.

NORFOLK ISLAND.
NIUE ISLAND.

Agents for:—

QUEENSLAND INSURANCE CO. LTD.
BURNS PHILP TRUST CO. LTD.
SHELL COMPANY (P.I.) LTD.

Shipping Agents for:

THE NEW ZEALAND SHIPPING CO. LTD.
(Regular First Class, One Class and Tourist Class Passenger Services from NEW ZEALAND PORTS to UNITED KINGDOM, via PANAMA.)

SHAW SAVILL & ALBION CO. LTD.
(Regular First Class, One Class and Tourist Class Passenger Services from NEW ZEALAND PORTS to the UNITED KINGDOM, via PANAMA; and via AUSTRALIAN PORTS and SOUTH AFRICA.)

PORT LINE LTD.
(One Class Passenger Service from NEW ZEALAND PORTS to UNITED KINGDOM, via PANAMA.)

BANK LINE LIMITED

GENERAL STEAMSHIP CORPORATION LTD.
(Pacific Islands Transport Line, M.V. "Thor I" and M.V. "Thorsile".)

BLUE STAR LINE
(Regular One Class Passenger Service to UNITED KINGDOM.)

CUNARD LINE
(General Passenger Agents for Trans-Atlantic Services, Canada and U.S.A., to and from Europe.)

COMPAGNIE DES MESSAGERIES MARITIMES
(Regular First Class and Tourist Class Passenger Services from FRENCH OCEANIA to MARSEILLES, via PANAMA.)

BRITISH INDIA STEAM NAVIGATION CO. LTD.

ROYAL INTEROCEAN LINES
(Regular sailings to U.K./EUROPE, via PANAMA and SUEZ. First Class, Tourist Class and One Class Passenger Services.)

AGENTS AND REPRESENTATIVES FOR:—

N.V. Appelton Pty. Ltd. (Naco Sunsash Louvres).
Ardath Tobacco Co.
Bradford Insulation Industries Pty. Ltd.
Brush International Ltd.
A. J. Caley & Sons.
Dunlop Rubber Co. Ltd.
General Motors-Holden's Ltd.
Hercules Cycle & Motor Co. Ltd.
Charles Hope Ltd. (Cold Flame Refrigerators).
Huntley & Palmers Ltd.
Joseph Lucas (Exp.) Ltd.
Massey-Ferguson (Export) Ltd.
S. Maw Son & Sons (Surgical Dressings).
McAlpine Refrigeration Ltd.
McLeay Duff & Co.
Mullard (Overseas) Ltd.
O'Cedar Ltd.
Robinson, Thomas & Son Pty. Ltd.
S.F. Appliances Ltd.
Slazengers (Aust.) Pty. Ltd.
Sleepmakers Pty. Ltd.
Standard Motor Co.
Stewart & Lloyds (Aust.) Pty. Ltd.

INTERNATIONAL AIR TRANSPORT ASSOCIATION REPRESENTATIVES for

QANTAS EMPIRE AIRWAYS LTD. :: TASMAN EMPIRE AIRWAYS LTD.
TRANSPORTS AERIENS INTERCONTINENTAUX :: ALITALIA

REGISTERED OFFICE: SUVA, FIJI

Code Address: "BURNSOUTH"

APRIL, 1962 — PACIFIC ISLANDS MONTHLY

THE MONTH'S NEW READING

WITH JUDY TUDOR

THE YOUNG
BANKS

Australia Says Thanks To Joseph Banks

Although the task has waited over 190 years, the publication of *The Endeavour Journal of Joseph Banks*, in full, for the first time has now become reality. It is an historical milestone as well as a literary one and it is fitting that New South Wales, which Banks god-fathered, should have done the job.

THE original manuscript, handwritten by Banks on quarto paper during the three years of his voyage with Captain Cook, came into possession of an Australian collector in 1894 and from him, in 1906, to David Scott Mitchell whose magnificent bequest has given the people of NSW one of the famous libraries of the world. *The Endeavour Journal*, in its original MS, is one of the treasures of the Mitchell Library, Sydney.

The first effort in NSW to provide a fitting memorial to Banks was in 1905; a fund was started and, according to the fashion of the day, a statue was to be erected. Something over £1,000 was collected in six years but the idea lapsed, to be revived in 1943 when the NSW Parliament passed a Memorial Act, which set up a Trust. The job of the Trust was to decide what form the memorial would take; in the event, this publication of the *Journal* itself.

Beaglehole's Editorship

The idea took almost 20 more years to come to fruition—but at last we have it in two important volumes edited by Dr. J. C. Beaglehole, of Victoria University, Wellington, NZ; and illustrated by original drawings made on the voyage, mostly by Sydney Parkinson, Banks' assistant.

Banks was a young man of quality and considerable wealth who had the distinction of attending both Harrow and Eton and, although he went to Oxford, of collecting his own instruction from the rival establishment of Cambridge.

It is suggested in Dr. Beaglehole's book-length introduction, *The Young Banks*, that Banks turned to botany for a relief from the classical education.

Unless otherwise stated, all prices are in Australian currency.

Joseph Banks, when he was just plain "Mister", from a portrait by Benjamin West reproduced in the "Endeavour Journal".



tion that young gentlemen of the day were supposed to absorb.

Unless contemporary portraits of the young man lie, he was a person of good looks and considerable presence; he was moreover, more than ordinarily attractive to women. But at the age of 23, although there was no need for him to bother himself with anything of the sort, he went off on a botany expedition to Newfoundland. This must have whetted his appetite because when an expedition under Captain James Cook to observe in Tahiti the transit of Venus was planned, he applied to the Royal Society to sponsor his inclusion in the party.

Banks embarked on the *Endeavour* with his party of eight, amongst them Dr. Daniel Carl Solander, the Swedish naturalist with whom Banks' name was thereafter to be linked; and Sydney Parkinson, whom Banks hired for a salary of £80 per year to draw specimens as they were collected. (Parkinson did not survive the voyage.)

The *Endeavour* reached Tahiti in April, 1769, having made calls at Madeira, Rio de Janeiro and rounded the Horn, but Banks began his long journal on the day *Endeavour* left Plymouth—August 25, 1768.

He continued it until July 12, 1771—a marathon piece of composition that manages to be continuously interesting, shrewd of observation and, at times, exciting, but nonetheless is almost as distinguished for the things omitted as for those included.

One may judge that the young Mr. Banks—only 26 when he left Plymouth—had pretty much a specialised mind. He was interested in flora and fauna—including the human kind—but of other sciences or geography, not at all.

Although this First Voyage of Cook's achieved a great more than the observation of the transit of the planet Venus across the Sun, this was its primary purpose. But Banks gives it scant room in his journal.

When the time approached for the transit, in June, 1769, Cook decided that it should be observed from three points in Tahiti—from Pt Venus, Matavai Bay; from a point eastward of that; and from the island which Banks calls "Imao", Cook "Eimoo", and which today is known as Moorea.

Banks elected to go with the party to Moorea, but appears to have spent his time there "examining the produce, etc." and buying food, includ

THE ZOO

There was the question of Tupaia, the priest and expert navigator [Tahitian]. Should he be taken on the "Endeavour" or not? The Captain thought not, the Captain was not a romantic, he knew something of officialdom; "I therefore," announced Banks, in his "Journal", "have resolved to take him. Thank heaven I have a sufficiency and I do not know why I may not keep him as a curiosity, as well as some of my neighbours do lions and tigers at a larger expense than he will ever probably put me to; the amusement I shall have in his future conversation and the benefit he will be of to this ship, as well as what he may be if another should be sent to these seas, will I think fully repay me."

It was an age of private zoos; but Tupaia would be better than a zoo. If Banks had but known it, a Tahitian was already the rage of Paris, with abbess writing poetry to him and fashionable ladies gazing at him desperately at the opera.

—From Dr. J. C. Beaglehole's introduction to "The Endeavour Journal of Joseph Banks".

ing pigs, for the expedition. The transit he dismissed in a few words.

The *Endeavour* remained in what is now French Polynesia from April until August and then sailed south to New Zealand. Banks had therefore ample time to collect his botanical specimens and to observe the customs and habits of the people and what he saw and deduced he recorded at great length.

Nor is personal adventure missing from the journal. Although he had left England a betrothed man, it is easy to surmise, if one may read between the lines, that Banks found Tahiti womanhood as entertaining and as available as thousands of other men have done since.

Although Banks is credited with the idea of making NSW a British Colony there is little in his journal to show that it in any way impressed him at the time he was there. To the contrary—which is perhaps why he later felt it to be a good place for convicts.

Of the *Endeavour's* arrival at Botany Bay—an historic moment—he merely records that "an opening like a harbour was seen". The *Endeavour* sailed within and although the party spent nine days there and

Banks wrote copiously of the flora, the animals and the aborigines, he makes no mention of the fact that the bay was called Botany; moreover it is impossible to plot, from his journal, where amongst the present-day suburbs that crowd the bay, he might have wandered to collect with "usual good success".

On May 6, 1770, they sailed out of the bay and north along the coast. Banks contributes nothing in the geographic sense until the *Endeavour* ran on the Barrier Reef, North Queensland. During the month that she was being patched up, Banks and Solander had a botanical spree ashore around what is now the Endeavour River, and Banks' journal brims with his notes of this period.

This may have tempered his first impressions of the Continent—but not much. He has this last word to say:

"Upon the whole, New Holland, though in every respect the most barren country I have seen, is not so bad but that between the production

of sea and land, a company who the misfortune to be ship-wrecked upon it, might support themselves even by the resources that we have seen. . . ."

Still, nine years later, before the Committee of the House of Commons, he was giving evidence that Botany Bay was a most suitable place for a convict settlement, and to the end of his life, through the Governorships of Phillip, Hunter, King, Bligh his interest remained. There was a constant two-way correspondence and a one-way traffic of botanical and other specimens.

Banks married in 1779 (but the lady to whom he was betrothed in 1768); became a Baronet in 1791 for over 40 years was president of the Royal Society; and was one of the founders of Kew Gardens. He died in 1820.

(THE ENDEAVOUR JOURNAL OF JOSEPH BANKS. Published by the Trustees of the Public Library of South Wales in association with Arnold and Robertson Ltd., in two volumes £6/6/-.)

Wisdom Upon A Peak In Bougainville

As a novel, "An Affair of Men" has its merits; but as a novel about Bougainville, New Guinea, it is something else again.

THE author is a New Zealander, Errol Brathwaite, and the novel is a prize-winning entry in the Centennial competition held by the *Otago Daily Times*, Dunedin, in 1961. Brathwaite flew with the RNZAF in the Pacific theatre of war and during that service, in No. 3 Bomber Reconnaissance Squadron, saw something of the country he writes about, as well as New Britain and Guadalcanal.

However, the Bougainville background is purely a vehicle for the story; almost anywhere where the Japanese fought their war would have done as well. And Sedu, the fabulous native headman, we have met many times before in many novels—as the wise old Mandarin, perhaps, surveying dismayed the handiwork of some War Lord; as an Indian messiah, regarding life and men more in sorrow than in anger; as a mysteriously remote Lama, in some far flung Shangri-La. In fact, practically anywhere else but in Bougainville.

Not even Cargo-culting Hahalis seems to have thrown up anything as exotic as Sedu, the Rock of Ages,

black, Bougainvillean Christian who was a qualified doctor of medicine from an Australian medical school.

The crux of the novel is the clash of personalities, wills and ideologies between Sedu and the Japanese Army Officer, Captain Itoh, and in this context it doesn't matter much whether Sedu is a Bougainville village headman or the Dalai Lama of Shangri-La.

The stage is set when an Allied plane is shot down in south Bougainville and the survivors set off toward their own base, helped by friendly natives.

His Waterloo

It is Captain Itoh's job to ferret them out and capture them and then he sets out to do with his own small detachment of soldiers. In native villages where he gets co-operation he passes rapidly on; where he gets stubbornness he also passes on, but leaves behind death and destruction. Finally he comes, in the high range about 12 miles from Mt. Bagan to the village of Sipuri, and here he meets his Waterloo, in the person of Sedu.

When war broke out, Sedu had

living on the coast but he read all his people to the mountains as they embarked on a campaign of tactical neutrality backed up by Christian principles. The whole of his people go about smiling with a courageous fortitude, no matter what; they miss no opportunity of giving the other cheek—a very real accomplishment in the face of the barbaric behaviour of the Japanese.

As time goes on, Itoh and Sedu discuss philosophy, religion and other subjects and Itoh, against his will, finds himself behaving a little like a Christian. Something serious, too, binds him to Sipuri; he tries to leave the village, but to find he has walked in a circle and is back in it. And, one by one his men go off in different directions and are killed or disappear, he and Sedu are left to fight out the battle of philosophy.

Fortunately Brathwaite is a writer, not an evangelist—Sedu does not make Itoh to see the Light; nor do we leave them singing Onward Christian Soldiers, in chorus. In the end Itoh remains Japanese and puts an end to the story in Japanese.

AN AFFAIR OF MEN. Published by Collins. 20/-.)



WELL-KNOWN WRITER. Patricia Hopper, wife of business magnate Alex Hopper, and mother of three, combines her interest in Rabaul Advisory Council affairs (she is a member) with a lively interest in New Britain history. She is currently working on a book on "Queen Emma".

Luke On Britain's Unsought S. Pacific Territories

Many interesting, and shrewd, and off-the-record observations about conditions in the Territories of the South Pacific are made in *Islands of the South Pacific*, by Sir Harry Luke, KCMG, who was Governor of Fiji from 1938 to 1942.

SIR HARRY is a tireless writer and is responsible for many books. His inquiring mind seems to have three favourite studies—the history of the ancient nations around the Mediterranean; men and affairs around the world and the political set-up and history and economy of tropical Islands, especially in the South Pacific and the West Indies.

An Australian writer named Paul McGuire, in *Westward the Course*, said: "Downing Street has sometimes achieved empire, but often has had empire thrust upon it". That, says Sir Harry Luke, after examining most of the Pacific Territories from the Solomon Islands eastward to French Polynesia, is a truth that needs to be more publicised than it has been by critics of British colonial history and method.

Britain Didn't Grab

He is completely right. The records show that in not one solitary instance did England, in last century, grab at any of the South Pacific archipelagos. The 20th century found the British in possession of most of them—but in practically every case possession had not been sought by Downing Street, and in cases, the acquisition was resisted.

It was the shouting of the Australian colonies, for example, which drove Britain originally into New Guinea, and the New Hebrides; and it was the screaming of New Zealand, plus the demands of the indigenous races, which brought Britain into Fiji and some of the Polynesian groups.

Sir Harry Luke now has written four books about the South Pacific Islands; and, in the opinion of this writer, this latest one is the most interesting of the lot, from the point of view of the general reader, and by far the most valuable as a well-documented and well-indexed book of reference.

One would judge Sir Harry Luke to be a ceaseless worker, with a prodigious memory. Within this volume one gets a very handy summary of the history of Hawaii, French Oceania, Fiji, Solomons, New

Hebrides, New Caledonia, Gilbert and Ellice, Nauru, Tonga, East and West Samoa, and of a whole miscellany of islands like Easter, Pitcairn, Norfolk and Galapagos.

Naturally—because Sir Harry was



Sir Harry Luke.

there as Governor for four years—the story of Fiji is very well and authoritatively told. But, in one way, it is disappointing. Sir Harry, being the Governor, and a very well-informed man in the science of Colonial Government generally, must have seen what was coming from the inevitable clash between the rapidly-growing communities of Fijians, who own Fiji's lands, and of the recently-introduced Indians, who now represent more than half the population. But he merely records the facts of known history, and makes little comment and no forecast.

That is rather a pity—his opinions could have been valuable in this time of political crisis in Fiji.

Apart from its value as a work of reference, this is a "readable" new book—and well worth the attention of people who like to be well-informed. —RWR.

(ISLANDS OF THE SOUTH PACIFIC. Published by George G. Harrap & Co. (Australasian Publishing Co., Sydney). 31/-.)

 ORIGINAL
Petromax
MADE IN GERMANY

... the World's Leading
KEROSENE PRESSURE LAMP

The striking advantages are:

- No methylated spirit required
- Only 40 seconds needed for pre-heating
- Reliability and high luminous power on low consumption

Sole Distributors:

Wm. Breckwoldt & Co.

SUVA P.O. Box 369. Tel.: 3254	HONIARA P.O. Box 135. Tel.: 84	APIA P.O. Box 47. Tel.: 76-3R	RABAUL P.O. Box 222. Tel.: 2143
--	---	--	--

**FOR OVER 50 YEARS
THE MOST TRUSTED
FLOUR BRAND IN THE
PACIFIC ISLANDS...**

GILLESPIE'S
**ANCHOR
FLOUR**

GILLESPIE BROS. PTY. LTD., ANCHOR FLOUR MILLS, SYDNEY
Cable Address: Gillespie, Sydney

Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoleted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

(Entoletion is a special purifying process which reduces the risk of insect infection).

A New Book For Pacific Cooks

ough she spent less than two in Fiji, Mrs. June Hoar will membered for many years to It's hard to measure the to one's immortality, if like Hoar, you've written a cookery

in March, the *South Pacific Cookery Book* promises to sell not only in Fiji but in other al areas. Orders have already d from the Solomons, Cook and t and Ellice Islands.

4/6 Fijian (cost price) the is a bargain. Every recipe was ally tested by the author and fers numerous alternative ways ving practically every dish from olo Sakosako to Kai Soup.

y back in Melbourne, Mrs. is sorry she had to leave the s for health reasons. Fiji has happy memories for her. As Summerton, she arrived in a, 1960, and within a few days er husband, a publisher's repre- ve, whom she married that er.

graduate of the Emily erson College of Domestic omy in Melbourne, she went to as a home science extension er for the South Pacific Health e.

well as preparing the cookery she lectured extensively to ts and women's clubs in is parts of Fiji and accompanied Marjorie Stewart, South Pacific mission's Womens' Interests r, to other Islands territories. eerfully she wrestled with the dictable moods of a "biscuit zen" to help the village women some of the cakes they all , and her book shows her mination to give them not only that would be good for them, lso meals they would enjoy.

t example, she has included a er on Chinese foods because ound they were so popular with ijians.

other chapters, she deals with recipes and methods of cook- all sorts of food including left- and tinned foods, bread, pickles chutneys, foods for babies and ds, packed lunches and the general topic of meal-planning. ere are the well-known Fijian s such as palusami and rourou, many exotic Pacific concoc- , and for those keen on Indian s there are such recipes as "Beans

in Coconut" and Madras Mutton Pilau.

Only fault to be found with the book on first sight is, that as its publishers, the South Pacific Health Service, Fiji, were anxious to keep the price as low as possible, it has a very soft cover which would soon come to grief in most kitchens.—DB.

NG Birds Of The Telefomin Area

An impressive quarto volume of 100 pages, complete with much technical data and many excellent photographs, has been received from Mr. E. Thomas Gilliard, associate curator of the department of ornithology, part of the famous American Museum of Natural History, New York.

MR. GILLIARD was an outstand- ing figure of the Natural History Expedition to New Guinea in 1954; and this volume, *Birds of the Victor Emmanuel and Hindenburg Mountains, New Guinea*, is still another published addition to the expedition's incomparable records. The Natural History Museum has been engaged on this scientific exploration of New Guinea for three decades.

The birds which Mr. Gilliard describes were found in the almost inaccessible Telefomin area, in the mountains near to the headwaters of the Fly and Sepik Rivers, and not far from the point where the borders of Papua, Trusteeship New Guinea and Dutch New Guinea meet.

Expeditions led by Karius and

Champion, Ward Williams, Taylor and Black, and others got through there; and, in 1943, the Americans, preparing an air fleet for the attack on the Philippines, built a fine airfield in the Telefomin, where gold-seeking Ward Williams had constructed a small one in 1936. That US airfield was abandoned, but later was reconditioned and used by the P-NG Administration. Mr. Gilliard heard of it in 1950—and that was the beginning of the expedition which carried out so much research and produced this book.

Incidentally, how many people know that Jack Thurston, in 1942, led

Advertisement

A 10 Seconds Beauty Bath

If you have to hurry away without time for your beauty bath, it is an easy matter to freshen up in a few seconds by simply smoothing the body over with your lemon delph freshener. This will ensure a dainty freshness, besides the beneficial toning that your lemon delph freshener will give you.

..... Margaret Merril.

SEWARD'S FOR BOOKS

We search the world successfully for rare and out of print books.

AMONG THE SAVAGES OF THE SOUTH SEAS—MEMOIRS OF MICRONESIA 1862-1868 (A. Tetens), illust., £2. Post 1/6.

VAN DIEMEN'S LAND CORRESPONDENT (T. E. Burns & J. R. Skemp)—Letters from R. C. Gunn, R. W. Lawrence, J. Jorgenson, Sir John Franklin and others to Sir Wm. Hooker during 1827/49, illust., £1/10/-. Post 2/-.

DAUGHTER OF PARIS—LIFE STORY OF CELESTE MOGADOR (C. Haldene)—Story of a most famous courtesan and a sequel of her life in the gold-rush years in Melbourne, Aust. £1/11/-. Post 1/6.

A TREASURY OF AUSTRALIAN FRONTIER TALES (edited Bill Wannon), £1/15/-. Post 2/-.

ANARE—AUSTRALIA'S ANTARCTIC OUTPOSTS (Phillip Law & John Bechervase)—A record of life and work, superb col. and B/W plates, £3 reduced to 15/-. Post 5/-.

BEEKEEPING IN THE TROPICS (F. G. Smith), illust., £3/8/-. Post 2/-.

Also new and secondhand books on Australia, Art, Natural History, Gardening, Orchids, Biographies & General Literature. Lists free.

We are Specialists in Microscopes, Prismatic Binoculars, Day and Astronomical Telescopes, Magnifiers, Compasses, Barometers, etc.

N. H. SEWARD PTY. LTD.

457 Bourke Street, Melbourne, Australia. MU 6129.

GRIPS! NOT DRIPS

Weatherboard Danger Area.

*Most paints fail here,
exposing corner and lower
side to weather erosion. But
Butex is made to grip, not drip.*

TAUBMANS
TORTURE TESTED
BUTEX
*holds on going
around corners*

SURE! Taubmans Butex is durable. It flows on with the greatest of ease—good paints do. The important difference . . . the big plus . . . you will notice is that glistening Butex grips every corner and sharp edge of the weatherboards. This holding quality is vital as you go down and under-

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.



umbrella your weatherboards and trims with

TORTURE TESTED

BUTEX FULL GLOSS
HOUSE PAINT

TB964B

BUTEX GRIPS HERE
AND HERE

by poorly-equipped party of New Guinea refugees, with some 70 cars from the Sepik to the Fly, through this same Telefomin country? It was one of the outstanding "escape stories" of the Pacific. The party comprised Messrs. J. Thurston, Harold Hindwood, L. K. Atkinson, E. Petterson, Wickwell, Theo Mason and a Pole usually as "Jimmy the One"; the cruel journey took them 5½ months.

Now for a Bit of Romance

regarded by some people who are knowledgeable in such matters as one of the foremost of Australian poets, William Baylebridge wasn't one of the popular verse makers. He died in 1942 and the present generation has scarcely heard of him.

His Trustees of his estate are, however, correcting this oversight and publishing six volumes of his work—the first, *This Vital Flesh*, appears this year and there will be another volume in each of the five years ahead.

Like most poets, Baylebridge was a "philosopher and a prophet" and a pretty gloomy one to boot. Verse-making is obviously one of the least joyful of the arts, and if poetry makes for genius, then Baylebridge was amongst the top poets.

The present volume also contains some of his prose, in which he undertakes to reform the Australian nation so that it is dedicated entirely to easing itself. To this end, he advocates the principles of eugenics should be applied rigorously, that marriage should have only one end—begetting of children; and that men who are "the sacred vessel of eternity" should apply themselves to the business of reproduction to the exclusion of all else.

He did not see migration as a solution to Australia's population problems and no doubt would be surprised to know that something like 2,000,000 people have been poured by that painless method since the end of the war, without the sale of the species having to suffice herself unduly.

He does not say anywhere in this volume how many hostages Baylebridge himself left to fortune—but he seems like a bachelor and a first-class poet.

THIS VITAL FLESH. Published by J. As and Robertson. 30/-.

On A Diet Of Smoked Salmon

A dozen successful novels testify that Storm Jameson is an accomplished writer, without any book reviewer having to go on record to state the fact, but she certainly sets her own peculiar standard.

THE story of two men which she tells in *The Road from the Monument* is unlikely to have evolved anywhere but against the English background which she gives it. Nowhere else—in spite of the advance of democracy—is the right thing, the right school, the right university

and the right background, still so important.

Gregory Mott had the wrong background but the right instinct for the right thing. He climbed on the backs of those who happened to be available, became a successful writer, entered into an aseptic marriage partnership with an aristocratic wife and was appointed Director of Rutley Institute of Art. Even his religion—about which he wrote with some conviction—stemmed from the highest branches of the Established Church.

Lambert Corry's background was slightly better. He went to the right university and became a civil servant, with literary leanings. In childhood

Another "Wales" Service

Travel



Wherever you go, the "Wales" can be a willing and expert companion. The Travel Department will plan your itinerary, book your passage, and assist with reservations, accommodation, passport, visas, and taxation clearances. THERE IS NO EXTRA CHARGE.

And carry "Wales" travellers' cheques — they're more convenient and much safer than cash.

You can bank on the "Wales".

BANK OF NEW SOUTH WALES

FIRST BANK IN AUSTRALIA

(INCORPORATED IN NEW SOUTH WALES WITH LIMITED LIABILITY)



W. H. GROVE & SONS LTD.

Established 1896

P.O. BOX 490, AUCKLAND,
NEW ZEALAND.

ISLAND MERCHANTS

REPRESENTING
MANUFACTURERS
THROUGHOUT THE
PACIFIC ISLANDS

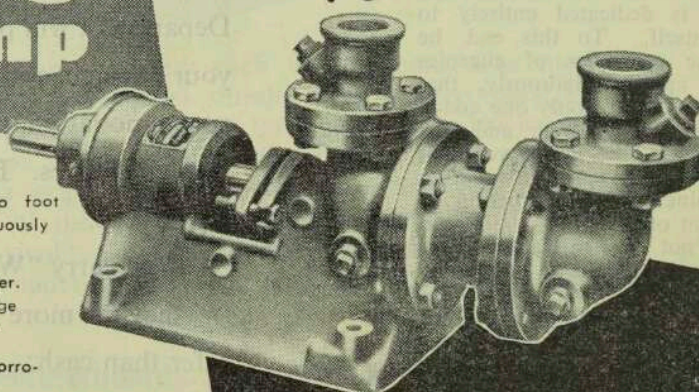
In Fiji as:

W. H. GROVE & SONS
(FIJI) LTD.

The MONO pump

THE *Right* PUMP
FOR *Remote* PLACES

- Compact, silent, self priming. Needs no foot valves. Once installed, will operate continuously for years without attention of any kind.
- Handles any proportion of air and water. Handles all liquids, all waters, slush, sludge and solids in suspension with equal ease.
- Efficiency not impaired when sand, silt or corrosives enter the line.
- Only one moving part. No valves or gears. Gives positive suction lifts of up to 25 ft. discharges against heads of up to 300 ft.
- Types available for all industrial, agricultural, irrigation, domestic and marine needs. Contact your nearest agent or write now for details. AGENTS' ENQUIRIES INVITED.



MONO PUMPS (AUST.) PTY. LTD.

HEAD OFFICE: 132 BURWOOD RD., BURWOOD, VIC.
N.S. WALES: 982 ROCKY PT. RD., KOGARAH.
QLD: ALFRED SNASHALL, ANTHON, PTY. LTD.,
BRISBANE. S.A.: FOXALL INSTRUMENTS PTY.
LTD., ADELAIDE. W.A.: ATKINS (W.A.) LTD.
N.Z.: DALHOFF & KING (N.Z.) LTD.

For People With Projects

If you have any offspring do school projects on sugar this year, you'll be pleased to know the Colonial Sugar Refining has got out a coloured booklet on the subject, especially for purpose.

It tells the story of two young-people who live on Australian sugar-cane farms and the story of sugar itself, from the time the cane is planted until the moment it is stirred into the refined product into a cup of tea.

The booklet is full of beautiful coloured pictures and a fine map. The booklet may be of interest to Fiji also, for purposes of coming to know the local industry with things are done in Australia.

Australian headquarters of the Colonial Sugar Co. Ltd. are at 1-3 Connell St., Sydney, N.S.W.

as Mott's benefactor, but in life the roles were reversed and was a matter of considerable difference between the two "friends".

The turning point in the lives of the men came when cracks appeared in the monument which Mott has set to himself and which Corry, the sycophantic indulgence, has tried to maintain.

The Jameson characters are given with tedious precious. Fine prose drip from their lips as they live on a diet of smoked mutton, grouse and the best wines, for the right years. A couple of party types who guzzled beer and ate rare steak might have been the right amount of comic relief to this novel which, in spite of other merits, has almost no humour at all.

THE ROAD FROM THE MONUMENT. Edited by Macmillan. 22/6.)

killers in

OS

Thrillers from the publishing house of Bles are completely different in content: *Dead of a Counterplot* is a first effort by Simon de plume of a university teacher who makes his mystery at a university college hostel.

The Killing Chase is the sixth from Roger Simons, with less academic and more gore about both, Scotland Yard get their

men although in *Counterplot*, not without the help of Senior Lecturer Adam Ludlow who brings some unexpected talents into discovering who killed young Jenny Hexham, leader of the College Communist Party.

Women are the victims also in *The Killing Chase*, chief of them being Miss Bufton, "good-looking in a harsh cash-register fashion" owner of a chain of 17 grocery stores. If Miss Bufton hadn't been so sure of herself she wouldn't have investigated the noise in her Kensington shop, wouldn't have surprised the safe-breakers, wouldn't have ended a gory corpse and wouldn't have been instrumental in adding another feather to the cap of Chief Detective-Inspector Wace.

(*DEAD OF A COUNTERPLOT* and *THE KILLING CHASE*. Published by Geoffrey Bles Ltd. Price 17/- and 14/6 respectively.)

Forty Years With The Same Woman

JANE GILLESPIE specialises in human relationships — not love stories, in the old fashioned sense — and her latest novel, *The Marrying Kind*, continues this exploration.

Dr. Martin Cunlip was one of those pointless kind of men who never seem to get out of life what they might. He married young and then spent the next 40 years being haunted by visions of "ideal women" who, unfortunately had a way of manifesting themselves in concrete form.

Although Martin's affairs are not of the fleshy variety, his mental spasms over his Lettices, Lucys, Nicolettes and others do not make him an odds-on favourite in the matrimonial stakes.

THE MARRYING KIND. Published by Peter Davies. 20/-.)

M.E. Ingredients For Adventure

IT'S doubtful whether Gordon Landsborough can be called an author in the ordinary sense of the word; literary-mill, atomic powered, might be nearer the mark.

Although still on the right side of 50, he has produced over 90 books — of which *The Gulf of Pain* is the latest; has, in his time, edited 10 newspapers and magazines; and is now a publisher of paper-backs.

Since the war (when he was involved in the desert campaign in North Africa) he has introduced what he calls automation to book writing: He dictates them into a tape-recorder.

Although this wholesale onslaught

STOP ASTHMA SLEEP LIKE A BABY

If you cough, wheeze, can't breathe or sleep well due to Asthma, Catarrh or Bronchitis attacks, get MENDACO from your chemist or store today. MENDACO works through the blood and bronchial tubes to dissolve and remove offending phlegm congestion. Then your cough is curbed, you can breathe freely, sleep like a baby, and regain natural energy. Satisfaction or money back is guaranteed. Save this notice.

SKIN ITCH STOPS IN 7 MINUTES

Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called Nixoderm that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get Nixoderm from your chemist to-day under positive guarantee to return your money if not entirely satisfied.

STOP KIDNEY POISONING TODAY

If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

STOP BAD BREATH with COLGATE while you FIGHT TOOTH DECAY ALL DAY!

Colgate Dental Cream **CLEANS YOUR BREATH**
while it **CLEANS YOUR TEETH**

To stop bad breath, to fight tooth decay all day, use Colgate Dental Cream . . . its active, penetrating foam gets into hidden crevices between your teeth, removing food particles, the cause of much bad breath and tooth decay. To stop bad breath, to keep your teeth sparkling white, brush your teeth with Colgate. Children love its extra minty flavour! You will love it, too!



ONLY THE
COLGATE WAY IS
THE SURE, SAFE
WAY TO STOP BAD
BREATH AND FIGHT
TOOTH DECAY

That's why more people buy
Colgate than any other dental
cream in the world

Just one brushing
with Colgate

**STOPS BAD BREATH INSTANTLY — FIGHTS TOOTH
DECAY** as no other toothpaste can—**ANY COLOUR, ANY KIND**

Z102

erature is unlikely to produce a classic, his stories of action and adventure don't seem to suffer from treatment.

The current novel is a modern one involving a new oil-rich sheikh in the Middle East and all the things that, in these days, can go wrong.

There is the conflict between the Arab Sheikh, who wants the oil at any cost, and the rabble of people who have been simmering at the point of revolt for years.

There are the paid agitators and the propaganda that spills from Cairo; Cavanagh, the British Consul, whose fears were genuinely based on experience in Middle Eastern "revolutions"; and the minions of the company who arrived in something that looked like an invasion fleet and had only to get on with the job.

THE GULF OF PAIN. Published by Davies, 20/-.)

From it All Mexico

IN ardent getters away from it all tend to take their environment with them, and particularly so if they are Americans. That is the theme of the song of J. L. Nusser in his second novel, *The Burn-ridge*, has his characters cavort in Mexico.

Mexico, where Abel Winteridge and Carol Cleavis live before the United States are too commercialised, basic American standards—especially about things like family obligation on the one hand and almost as far-reaching as Polynesia and the end result of the foreigner who settles in, trying to have the best of two worlds, is likely to find himself very much on the horns of a Mexican dilemma. There seems few ways in which an American can burn his bridges—least in Mexico.

BURNING BRIDGE. Published by Macmillans, 22/6.)

The Younger Made

YOUNGSTERS who have followed the adventures of the Braxome in their cruiser the *Dabchick*, are pleased to meet them again in *Nepomuk of the River*, by Roger Pilkington. This time they are taking a summer cruise along the River Danube in Bavaria.

Nepomuk is a sort of religious figure, with a five-star halo and is the patron saint of bridges, but this particular one was stolen.

This affords the *Dabchick's* crew an excuse for some sleuthing and gives Mr. Pilkington a chance to describe the Main and later on, the famous rapids of the Rhine gorge.

(NEPOMUK OF THE RIVER. Published by Macmillans, 17/-.)

How a Train Became a Buoy

NORMAN BATE is an American artist and engraver of some note and occasionally he writes and/or illustrates a book for children—as for example, *Vulcan, A Picture Story*.

Vulcan was an old steam train which was the very latest thing when ladies wore floor-length skirts and feather-boas, but with the coming of diesel-electrics he had outgrown his usefulness. He went back to the melting pot in the steel mill and finally emerged as a warning buoy, with a light and a whistle, anchored off the harbour approaches.

The story is, naturally enough, very well illustrated in two-tone, and most six-to-eight year olds will find it adequately entertaining. But unless parents are very enthusiastic about giving their offspring the right kind

Warnock Bros. Limited

AUCKLAND, N.Z.

Manufacturers of well known
brands of Laundry Soap

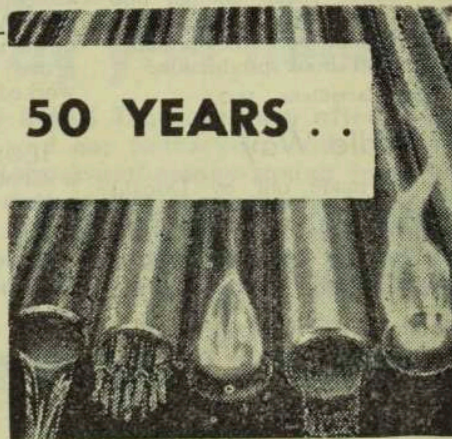
"KIA ORA" AND "NATURU"

Also: "Foam" Soap Powder Detergent
"Electric" Pumice Sand Soap

Obtainable from Auckland and Island Merchants

FOR OVER 50 YEARS . .

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



STEWARTS AND LLOYDS

(DISTRIBUTORS) PTY. LIMITED

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

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

Australians—The Cultured And Otherwise

One of the several literary journals of Australia, "South-erly", is one of the oldest and is the magazine of the Sydney branch of the English Association. It is issued quarterly—or should be. It's currently running a bit late—No. 3, of 1961, has just reached us.

It contains the usual wedge of book reviews; the slab of verse—a lot of it incomprehensible; and some prose pieces that range from the humorous through fiction to discussion on serious subjects.

A recent Ducal visitor to Australia said that he had always thought that all Australians came out of office or factory at 5 p.m., made straight for the nearest pub, drank themselves silly, went home, had tea, washed-up and fell into bed. (He was surprised to find it untrue.) But in spite of this evil reputation abroad, Australia has a long tradition of its own peculiar literary genius and journals like "South-erly" give it space to develop.

(Published by Angus and Robertson Ltd. 7/6 an issue; for four issues, £1/13/8, posted overseas.)

of artistic background they may very well boggle at the price for what amounts to no more than a few minutes reading. How to make children's books cheap enough and good must be one of the minor headaches of publishers who specialise in this kind of book production.

(VULCAN. Macmillans. 14/3.)

The Middle Way

THE case made out by Donald Swanson in *The Freedom Killers* for a midway course in South Africa may not be very convincing but if read simply as a thriller it has its merits.

While Stewart, a newspaperman, is putting his Johannesburg paper to bed one night, members of an African gang are being briefed as shock troops in a planned uprising. The police break it up and three of the ring-leaders escape—one of them being the ex-house-boy of Stewart and his family. They break in and take refuge in Stewart's isolated house a few miles out of the city and hold his wife and small son as hostages in the best traditions of American

gangsterism, whose methods and manners have been copied.

This is the bare bones of the theme to which is added embellishments in the form of Stewart's and Mary's own personal problems and much arguing the respective merits of *apartheid* as against African nationalism—and, of course, Stewart's middle-of-the-road theories.

It may be wondered whether in the sort of set-up he describes, steering a mid-course is now possible, but at least the novel has the virtue of being written in Africa by someone who has lived there for the last 13 years, and is not long-distance theorising by someone who has never been nearer to it than a protest march to Trafalgar Square.

(THE FREEDOM KILLERS. Peter Davies. 20/-.)

What's New in Paper Backs

CAPE FEAR AND MAN TRAP, both by John D. MacDonald, modern American thriller writer. "Cape Fear" has been made into a movie under the title of "The Executioner" with Gregory Peck in the role of the family man who, after 14 years, is suddenly confronted with the brutal Army sergeant whom he was instrumental in getting a so-called life sentence. "Man Trap" is also being filmed; it's a tale about an alleged easy-to-get \$3,000,000 and a female who's described as a "Lush". (Great Pan; 4/-.)

GIDEON'S STAFF, by J. J. Marric, one of the now well-known series about Scotland Yard. This time Gideon nails his colours to the mast when Whitehall orders a general cut-down in expenses and he sets out to prove that crime waves and over-worked staff go together. (Great Pan; 4/-.)

JEOPARDY, by Manfred Conte—a Continental thriller of the murky underworld of international forgery—and women. (Fontana; 5/6.)

CHAMPAGNE FOR ONE, by Rex Stout. This is another episode in the life of out-sized sleuth Nero Wolfe who specialises in solving the unsolvable. A beautiful girl who has seemingly poisoned herself figures in the mystery. (Fontana; 4/-.)

ONE STEP FROM MURDER, by Laurence Meynell. Fenton had made good since he left gaol—until a pale man murmured a number to him. He knew then it was blackmail and that he would either have to fight, or run. (It says so on the back.) (Fontana; 4/-.)

ALAS BABYLON, by Pat Frank. (It also be called "The Sidewinder That Aways", because that's what happens. When the missile, fired from a unit the US Mediterranean fleet, went a and landed in Syria, the Russians thought that This Was It and let fly with everything they had. A small pocket human life in Florida escaped the devastation and had to try to go living with itself, and the fall-out. the sort of novel to go over big in US where the current panic is a fall-out and fall-out-shelters. (Pan Giant).

THE SHIP THAT DIED OF SHAME Nicholas Monsarrat. A collection 10 short stories and a postscript tells how and why they were written. They cover crime, suspense, whimsy of course, the sea. (Great Pan; 4/-.)

WE ARE THE LIVING, by Er Caldwell. A sort of "On Our Selection with sex and the Deep South of United States. Twenty short stories "life, elemental and raw". Don't we didn't warn you. (Great Pan; 4/-.)

SAINT ERRANT, by Leslie Chai Continuing the Saint's adventure America, amongst the "dubious dame met there. (Great Pan).

DEATH AGAINST THE CLOCK Anthony Gilbert. The fatal assault an old spinster, that looked just that, until Arthur Crook got on the Crook is a sort of English version Perry Mason. At any rate, he lawyer. (Great Pan).

ONIONHEAD, by Weldon Hill third printing of this paper-back, customers can't be wrong. It was "Uproarious American Bestseller", that. About a boy who was interested in food and sex. (Which ones are He joined the Coast Guards to care of the first (they made him cook); and it seemed to solve the problem also. (Pan Giant).

WHEN TO CALL THE DOCTOR, by John Vincent. This is not exact first-aid book—although it does tell in the case of accidents and injuries what to do till the doctor comes—is more properly a description of health hazards, and how to cope with them, that the average household is to meet in a normal march through (Great Pan).

THE ANGEL OF TERROR, by Wallace. First published 40 years which makes it rather old, even Wallace. This is its second printing a paper-back—some people like to read them, as they do old jazz records. (Great Pan).

THE CASE OF THE MUSICAL AND THE CASE OF THE GREEN-EYED SISTER, by Erle Stanley Gardner (Who else?) The Green-Eyed Sister a conventional Gardner—Perry Mason Della Street, Paul Drake, the District Attorney—the lot. Musical Cow departure from the orthodox—it doesn't even read like Gardner. Perry and gang are missing and the thing is with a bunch of tourists in England. (Great Pan).

THE GOLD OF TROY, by Robert P. The extraordinary and factual story Heinrich Schliemann, the eccentric millionaire who in the last 20 years of life turned to archaeology and in the quarter of the 19th century made one of the most extraordinary discoveries of the buried cities of ancient Greece. (Pan Giant).

(Our copies from Wm. Collins (Over Ltd. Great Pan, 4/-; Pan Giants,

CATERPILLAR SERVICE



when, where and the way you need it!

... No, you'll not need mechanical service on Cat Diesel Tractors very often, but, when you do, service is close by. Give us a call, and our factory-trained serviceman will be there in short order, equipped with labour-and-money-saving tools to cut your down time to a minimum. He'll carry the Caterpillar spare parts you need

for a perfect repair job, too. And these parts have the precision fit and fitness of ones that came on your Caterpillar Diesel Tractor.

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co., U.S.A.



**Full information & prices from
HASTINGS DEERING
(NEW GUINEA) PTY. LIMITED**

- Milford Haven Road, Lae, New Guinea
Box No. 61 Telephone: Lae 2487
- Port Moresby, Papua
Box No. 138 Telephone: Kone 4328

4D425



*every
drop*

of

Mobilgas

SPECIAL

Mobilgas Economy
Runs all over the world
prove the extra
economy and power of
Mobilgas Special.
Change today and learn
the difference!

*makes your
car go
further*

TRUST YOUR MOBIL DEALER — HE'S THE CAR CARE EXPERT

G6201.35

GUEST'S

*famous
biscuits*

Crisp and crunchy, delightful to eat, Guest's famous biscuits are available everywhere. They're really at home in the tropics, too, because they're kept crisp and fresh in their famous moisture-proof gravure wraps and sealed export tins. Buy some tomorrow. Once you've tasted them, you'll agree that *the best biscuit is a Guest biscuit!*



Export Agents Pacific Islands
S. E. TATHAM & CO. PTY. LTD.
MELBOURNE
Papua & New Guinea
BURNS PHILP (N.G.) COY. LTD.

THE BEST BISCUIT IS A GUEST BISCUIT



GUEST'S 'BLUE MAGIC' KRISPY KAN
It saves you £'s in money and lbs. of food, because it keeps biscuits, rice, cereals, etc. **crisp** and **fresh** all the time. Stop food waste with a Guest's "Blue Magic" Krispy Kan.

NEW—Smart - Modern - Soundly Engineered

BE SURE—WITH THE FINEST
EQUIPMENT AVAILABLE

This new CRAMMOND transceiver has been specially designed for complete use in tropical areas. Ship-to-ship, ship-to-shore and Inter-island.

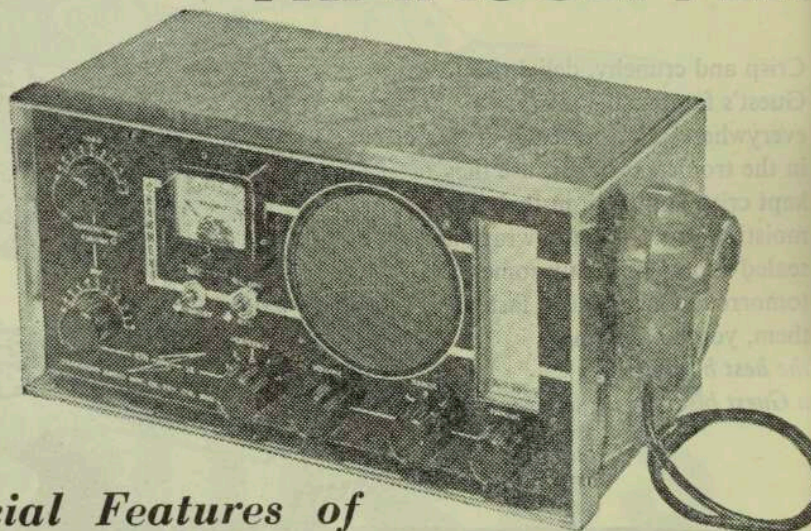
CRAMMOND

CTR28

TRANSISTOR POWERED H.F.

TRANSCEIVER

P.M.G.
Approval
throughout
Australia,
Papua and
New Guinea



Special Features of

CRAMMOND'S CTR 28

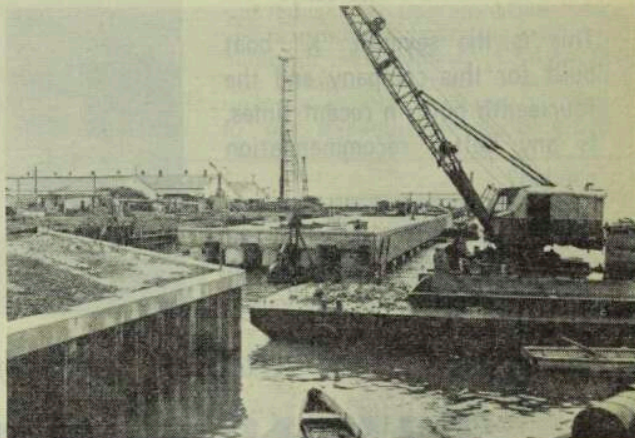
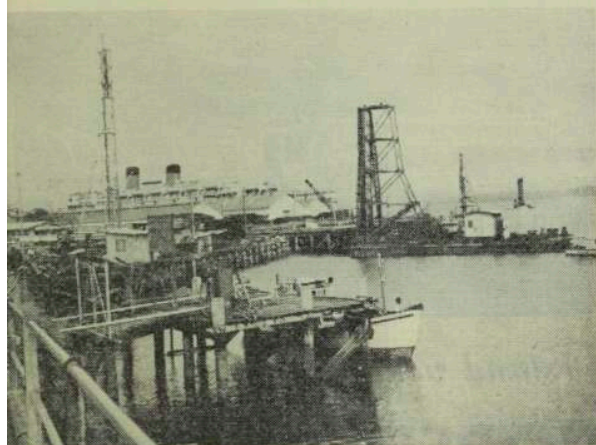
1. Transmission on any of five crystal controlled channels in the tuning range 1.6 to 10 megacycles, available at the turn of a switch.
2. The CTR28 having a P1 tuning network will load into all types of aerials.
3. Standby switch saves power when receiver only is operating.
4. Netting switch enable accurate tuning of the receiver to the transmitter frequency in use.
5. Switched Noise Limiter designed to suppress static, ignition and other noise of the impulsive type.
6. Provision for the connection of extension speakers.
7. Cadmium plated metal work finished in blue hammerdoc, combined with the black and silver anodised front plate and contrasting dial, speaker grille and satin chromed surround, combine to make a most attractive unit.
8. The carbon microphone with "press and talk" switch is made of tough fibreglass and clips to a stainless steel bracket on the side of the case.
9. The receiver with its edge lighted dial, tunes the broadcast band 530 to 1610 Kc's., 2 to 5 megacycles and 5 to 10 megacycles.
10. Meter for efficient transmitter tuning.

The CTR28 comes to you complete with valves, crystals, microphones and input cable, spare fuses, dial lamp and instruction book.

Designed and Engineered by
CRAMMOND RADIO
MNF. CO. PTY. LTD.,
BRISBANE, QUEENSLAND.

Territory Distributors
AMALGAMATED ELECTRONICS LTD.
PORT MORESBY
NEW BRITAIN ELECTRONICS — RABAU.
NEW GUINEA ELECTRONICS — LAE.

Pacific Shipping And Cruising Yachts



Burns Philp's 434-ton Islands trader *Yanawai* in March was aground on a reef off Aoba, near Santo, New Hebrides, so badly damaged that she appeared to be a complete write-off.

She went on the reef on March 10 after dragging anchor in gale force winds that blew up during the night. She went aground about 2 miles off the coast. A diver was sent to look at her, and early reports said she was so badly damaged and stuck so fast on the reef that it wouldn't be worthwhile getting her off.

Water entered her hold and engine room. Passengers suffered minor injuries when they scrambled ashore.

Yanawai was built in Hongkong for BP's in 1937. She is 151 ft. She is best known in Fiji waters where she operated for many years before being transferred to the northern islands' run in the New Hebrides last year. She replaced the old 248-ton *Wau* (built 1909) which has since been sold at Vila, up for sale.

The *Nikau* will now be brought back into service—so it's fortunate for BP's in the New Hebrides that she wasn't sold.

On the same night a small trader, *Womba*, owned by M. Leroy, of Santo, went on a reef at Pilotin, East Santo, after dragging anchor. There was other damage to smallcraft.

● **COOKS HIT BY HURRICANES:** There was much damage in the Cooks in mid-February when two hurricanes battered the islands. The first passed 150 miles east of Rarotonga and the second a couple of days later was reported near Palmerston, and finally veered west of Rarotonga. Small ships were damaged, houses and crops ruined on several islands, and in Rarotonga the 296-ton *Apanui* had a narrow escape from being a complete loss. The *Apanui* attempted to get out of

These photographs of the first stage of the Suva wharf reconstruction scheme, which is estimated to cost £2,500,000, were taken from almost the same angle. Photo at left gives a general picture of the work soon after it started late in 1961. There is a liner in the background. Photo at right, taken on March 5, shows the almost completed section, with a dredge deepening the area. A novelty is the fitting of rubber rollers (which cost about £60 each) on the face of the wharf to act as fenders. About £30,000 worth will be used for the whole wharf.

Avarua Harbour when the second hurricane warning came, but could not make it. She was brought back alongside the wharf and beached, but heavier seas refloated her and one by one the ropes tying her to the wharf snapped. By nightfall she was abandoned. But next morning at high tide she was again refloated and pulled back to the wharf, and later taken to Avatiu Harbour. She was not greatly damaged. Owner D. C. Brown later put a public notice in the *Cook Islands News*, thanking all those who helped save her. "It is due to their successful efforts that *Apanui* is still afloat and not obstructing the Avarua Harbour", he said.

Considerable damage was done to the Union Company's wharf at Avarua.

● **NEW ONE FOR P-N.G.** The second Islands vessel to be launched from the Ballina Slipway, NSW within three months was christened there on March 8. She is the 60 ft wooden cargo vessel *Hiri*, designed

In The News This Month

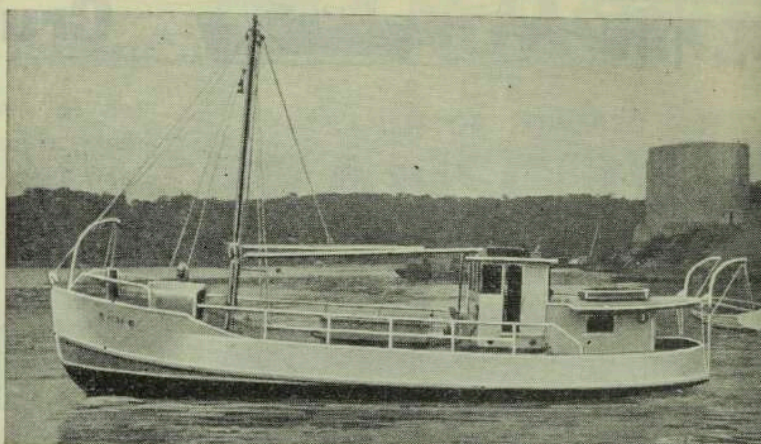
<i>Apanui</i>	<i>Lolo Maana'ia</i>
<i>Betsy</i>	<i>Monarch</i>
<i>Coral Princess</i>	<i>Nikau</i>
<i>Coontz</i>	<i>Naree</i>
<i>Caronia</i>	<i>Okeanos</i>
<i>Die Goede Hoop</i>	<i>Patsy Jean</i>
<i>Dolfijn</i>	<i>Robeson</i>
<i>Euskalduna</i>	<i>Southern Cross IX</i>
<i>Finia</i>	<i>Staghound</i>
<i>Four Winds</i>	<i>Solo</i>
<i>Groningen</i>	<i>Sundowner</i>
<i>Hiri</i>	<i>Veilomani</i>
<i>Hiroshima Maru II</i>	<i>Virginia</i>
<i>Hilofua</i>	<i>Victor Schoelcher</i>
<i>Jeanne d'Arc</i>	<i>Viaje</i>
<i>John Williams VI</i>	<i>Willowbank</i>
<i>John Williams VII</i>	<i>Womba</i>
<i>Kavieng Trader</i>	<i>Wanderlure</i>
<i>Kehua</i>	<i>Yanawai</i>
<i>Limburg</i>	<i>Yankee</i>
	<i>Zeeleeuw</i>

TESTED AND PROVED

Photo shows the 60 feet "K" Class Copra Vessel "Keba", built by us for Steamships Trading Co. Ltd. of Port Moresby.

This is the seventh "K" boat built for this company and the fourteenth built in recent times. Is any better recommendation needed?

These vessels and also 40 feet Army Workboats are in regular production in our yards.



For all types of Island vessels

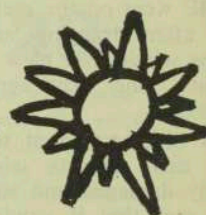
BJARNE HALVORSEN LTD.

John Street, North Sydney, N.S.W.

Cable Address: "BERRYSBOAT", Sydney.



*fresh ...
sparkling ...
cooling*



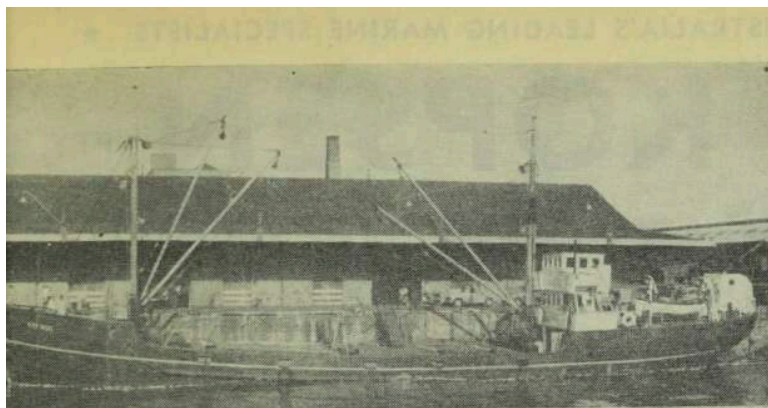
RESCH'S

SPECIAL EXPORT
PILSENER

Specially brewed for tropical climates
... never affected by even the hottest
temperatures ... refreshing ...
cooling ... invigorating.



RP. 4389.HP



Apanui, owned by D. C. Brown, which had a narrow escape in the Cooks in February. See page 97.

Swinfield and built for the
ation of Native Associations,
Moresby, for co-operatives

is single screw, diesel powered,
as a large hold for ard and
cubic ft snap freezer compart-
aft. *Hiri* will carry the captain
crew of six. A crew was ex-
to arrive at Ballina by the
f March to take delivery. The
Islands vessel built recently at
a was the *Southern Cross IX*
(below).

**SOUTHERN CROSS DE-
RY SOON:** The Melanesian
on's new *Southern Cross IX*,
replaces the *Southern Cross*
(she went up on a reef in the
ons) will be delivered to her
s from Ballina Slipway, NSW,
May 8. Work on finishing was
ed because of the non-arrival
rts from America. A dedication
e will be held in Sydney be-
he new vessel sails for Honiara,
will be headquarters.

IN ERUPTION: Perhaps they
find a name for it soon, but
the submarine volcano which
its stuff every so often south
ngunu, off New Georgia, BSIP,
ot got a name. It was doing its
in spectacular fashion in Feb-
with smoke and ash rising
the sea to 1,400 ft. It was seen
a distance of 50 miles by those
e *Coral Princess*, and the *MV*
whank saw it while en route
Gizo to Honiara. Last time an
ion was sighted was in May
ear.

YANKEE IN TROUBLE: The
alian Press had a field day in
h with headlines of two inch
on the theme of **MUTINY ON
YANKEE**. The "mutiny" oc-
d on shore at Cairns, Queens-
after the 96 ft brig, had put
ere at the end of her trans-
c crossing with 22 crew mem-

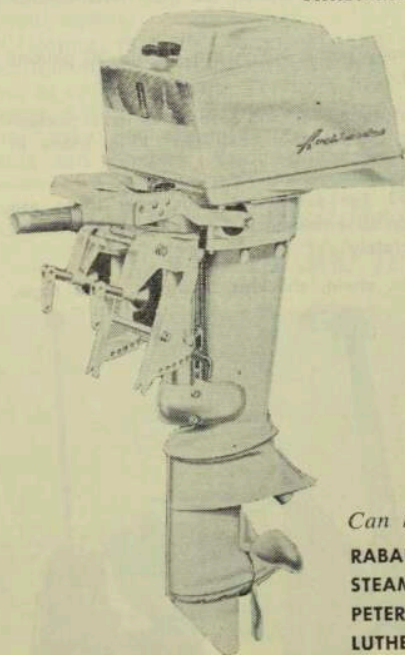
bers—tourists who paid for the privi-
lege of sailing in her. The *Yankee*
is well known in the Pacific. When
owned by the Irving Johnsons she
made seven happy Pacific cruises on
the same basis—the crew paying for
the privilege of sailing in her. But
the Johnsons sold her a few years
ago and built a ketch with the same
name, which they now use in Euro-
pean cruising expeditions (*PIM*
January, p. 107). The brig. *Yankee*
was bought by Captain Mike Burke,
and a syndicate operating under the
name of Windjammer Cruises Inc.
The company operates *Yankee* and
three other schooners out of Miami
to the Bahamas on short cruises.

ARCHIMEDES

SWEDISH OUTBOARD MOTORS

THE ONLY MOTOR SPECIALLY DESIGNED FOR
ISLAND CONDITIONS AND REQUIREMENTS.
RANGE: 3 H.P. TO 25 H.P.

Illustrating the



NEW A250A:

25 H.P. at 4,700 R.P.M.

NEW PRICE:

£198 F.O.B. under Bond
Sydney.

NEW POWER:

English rating.

NEW FEATURES:

Including power take off for
navigation lights.

NEW ECONOMY:

1½ gallons per hour at full
throttle.

Can be seen at:—

RABAU TRADING CO. LTD., Rabaul and Lae.
STEAMSHIPS TRADING CO., Papua.
PETER ENGLAND TRADING, Sepik River.
LUTHERAN MISSION New Guinea, Madang.

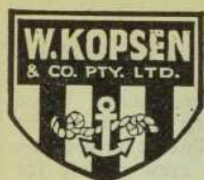
Pacific Island Agents:

NELSON & ROBERTSON PTY. LTD.

197 Clarence Street, Sydney.

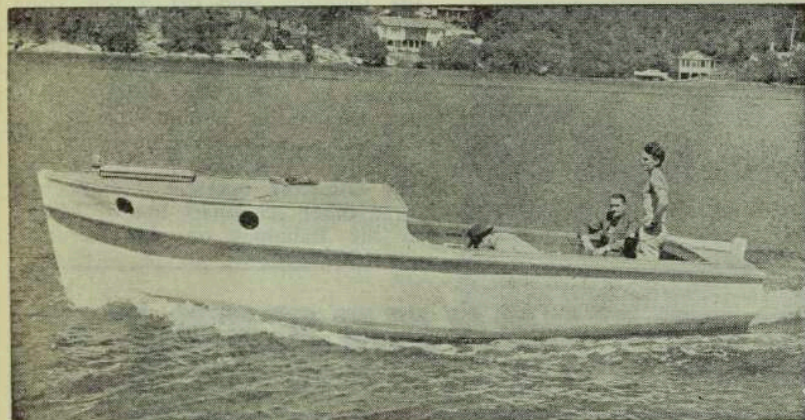
BX 2871

Cable: "IVAN", Sydney



★ AUSTRALIA'S LEADING MARINE SPECIALISTS ★

W. KOPSEN & CO. PTY. LTD.



— PRESENTS —
The 22 foot

WORKBOAT

The ideal rugged workboat built especially for the Islands with

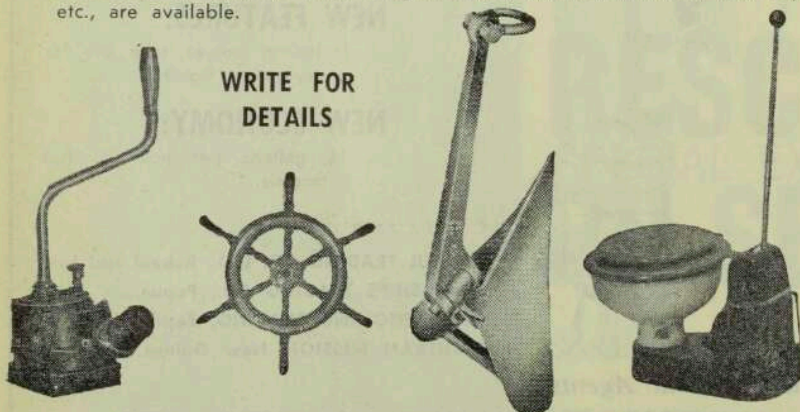
- 2 TONS OF STORAGE SPACE
- PLUS 10 PASSENGERS

It has a draught of 2 ft. and a beam of 10 ft. It can be installed with any stock motor. Engine and extras are available.

POST COUPON FOR FURTHER DETAILS

★ FOR THE BOATMAN

- **NAUTOLEX:** Deck covering. Direct from the U.S.A.
- **STEERING WHEELS IN TEAK** with brass centres. Sizes 18 in., 22 in., 24 in. English made.
- **C.Q.R. ANCHORS:** British plow anchors known for their terrific holding capacity. Sizes 5-lbs to 170-lbs.
- **VORTEX PUMPS:** A high capacity pump which can handle 30 gallons per minute with a minimum of effort.
- **YACHT TOILETS:** A variety of toilets available for your boat including the de-luxe model (shown below), or the new "Ball-Hed" toilet made in ABS Resin (non-corrosive).
- **PAINS DISTRESS SIGNALS:** For safety on your boat these are a must. A watertight kit complete for all emergencies is available or flares, rockets, etc., may be purchased separately.
- **CHAIN:** A complete range of galv. chain, shackles, thimbles, wire rope, etc., are available.



W. KOPSEN & CO. PTY. LTD.

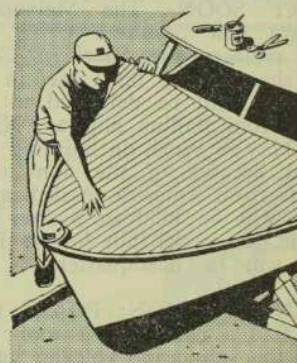
376-382 Kent Street, Sydney.

Phone: BX 6331 (11 lines).

Cables: "Kopsen" Sydney.

NAUTOLEX
SUPPORTED VINYL MARINE FABRIC

*amazing new vinyl
surfacing material for
decks, floors and cabin tops*



- ⚓ Easy to apply without special tools
- ⚓ Variety of woodgrains and colors
- ⚓ Leading boat manufacturers use Nautolex

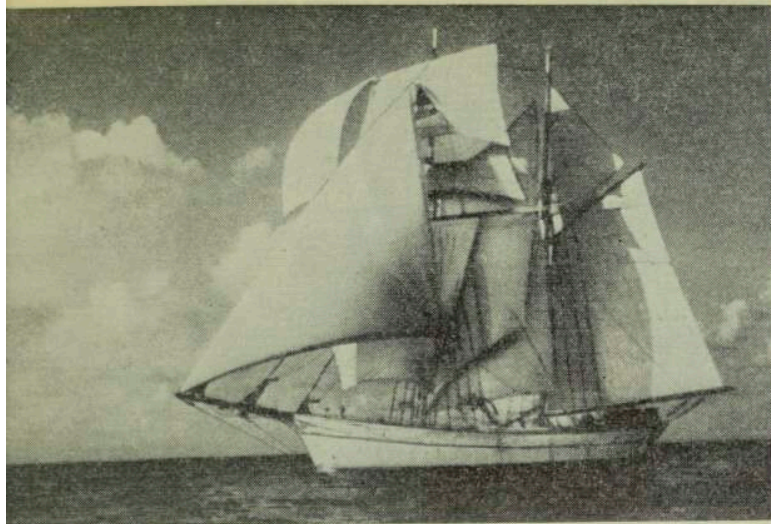
COUPON

Post further details of:

The 22 ft. workboat — Nautolex — Steering wheels — C.Q.R. Anchors — Vortex Pump — Yacht Toilets — Pains Distress Signals — Chain — to

NAME

ADDRESS



brig, "Yankee" under full sail. She struck trouble in Cairns—but not with the sails. See page 99.

has been *Yankee's* first round-world cruise under the new ship. Skipper is Captain Arthur Kerley.

Yankee this trip has visited Tahiti, Cooks, Palmerston, Samoa and Solomon Islands, and was to head for Java after Cairns. There was of doubt in Cairns in March as whether she would make it because at least 13 of the crew told her they intended to finish their voyage at Cairns. The dissatisfied crew members had lots of allegations to make, and as usual it was difficult to get the wheat from the chaff. They claimed the menus were bad, that in Kimberley "acted like a nation bucko mate and hard-drinking windjammer skipper" by forcing whistling because it brought sales, had put a ban on liquor, treated the cruise like a training exercise and had "tantrums" whenever authority was questioned. Her crew members were firmly on the side of the Captain (including his wife, who started off as a crew member and married him en route). In any case the split was so great Captain Burke flew from the ship to Cairns to see what he could do and the dissatisfied crew members promptly got legal advice ashore. They were advised by the lawyers to stop ship and sue for a refund. The crew presented Captain Burke with a list of demands, including the payment of Captain Kimberley, for stays in port, the right to get alcohol aboard ship. Captain Burke agreed most demands were "reasonable". The result: Captain Kimberley was relieved of command of *Yankee* and the brig. advertised in the Australian Press for a new

captain. *Yankee* was still in Cairns in late March, her movements in doubt.

● **NG BERTHING PRIORITIES:** The thorny question of shipping priorities in New Guinea has raised its perennial head with a circular letter from Australian West Pacific Lines to their Lae, Madang and Rabaul agents.

Claiming that the "unusual and discriminatory" berthing priority systems as enforced in the Territory are placing AWPL at a disadvantage, the letter asks for Chamber of Commerce and Planters' Association sup-

port in having the priority systems lifted.

Trunkline ships of the Burns Philp and China Navigation Lines do certainly enjoy priority berthing at territory ports while engaged on a territory voyage. Three Burns Philp vessels and three China Navigation vessels have this privilege, contention being that they are wholly and solely engaged in supply and service to the Territory.

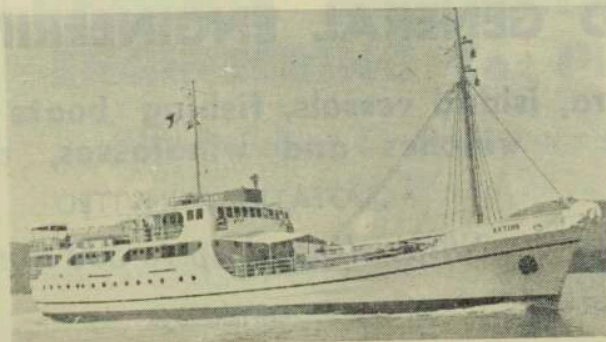
Any of these ships, however, automatically loses priority if it proceeds beyond Territory ports and does not regain priority until its next voyage begins from an Australian port.

AWPL vessels which admittedly carry some essential supplies and perishables besides passengers to the Territory from Australia, do not ply solely in the Territory and thus do not become eligible for priority berthing.

However, they do have the option, as do other shipping companies, of travelling to alternate ports should berthing not be immediately available at their regular port of call. In this manner port and demurrage dues are minimised though more time may be spent on the round voyage.

AWPL claim that reasons given for the existence of the priority systems (i.e., that trunkline ships must be privileged to run to regular schedules with subsequent expeditious movement of passengers, foodstuffs and other supplies) is "far-fetched". They contend that AWPL vessels perform exactly the same service and contribute as much to the prosperity

Specialists in Building all Kinds of Vessels Up to 300 feet in Length



M.V. "AKTINA"—Lighthouse and Buoy Vessel for the Federation of Malaya, Penng. Delivered to Penang on 25/6/1958.

Since the War over 270 vessels and small ships have been built for: Singapore, Thailand, B. N. Borneo, Brunei, Solomon Islands, Korea, United States of America, Malaya, Indonesia, Sarawak, Vietnam, Australia, Marshall Islands.

CHEOY LEE SHIPYARD
KOWLOON, HONG KONG

Cable Address: "CHEOYLEE", Hongkong.

REPRESENTATIVE IN AUSTRALIA
F. H. Stephens (Vic.) Pty. Ltd., off 544 Flinders Street, Melbourne C.1, Victoria, Australia.



Ballina, Richmond River, N.S.W.

**WOOD AND STEEL SHIP BUILDING
SHIP REPAIRS
AND ALL FORMS OF MARINE
AND GENERAL ENGINEERING**

**Cargo, Copra, island vessels, fishing boats and yachts, cargo
winches and windlasses, etc.**

QUOTATIONS INVITED

Ships slipped up to 300 tons

Owned by:

S. G. WHITE PTY. LIMITED

Diesel and General Engineers

SYDNEY

WORKS:

10 Lookes Ave., Balmain, N.S.W.
Phones: WB 2170, WB 2171, WB 2119

CITY OFFICE:

30 Grosvenor St., Sydney.
Phone: BU 5062

Not Quite 'Moby Dick'

First lasso your whale . . . is not a popular recipe, but is what was done in Betio harbour, Tarawa, on February 6 when two launches led a chasing party into the harbour after a seven-foot pygmy whale. The lasso was not made to one of the launches quickly enough, apparently, and the whale pulled several men into the harbour first. But finally, our report, "the whale was lured with a quick tow round the harbour." What happened, we haven't heard.

Territory as do trunkline ships. is not the view of Canberra has repeatedly knocked back representations by AWPL that the nationally recognised "first come, served" system be adopted. PL are not the only company affected by the present system. Even makers which one would suppose carrying urgent and essential have had to wait as long as days to berth and discharge demurrage charges rose to 100.

that as it may any suggestion taxing priority regulations would only be prefaced by an assessment of cargo tonnage discharged at every port by all vessels, says baul correspondent, who adds Burns Philp and China Navigation vessels could well win hands on this point alone.

WRECKED ON CLIPPERTON
When the eighty-foot tuna trawler *Monarch*, of San Diego, sailed on February 6, one of the known French Pacific possessions made the front pages of American newspapers with "Robinson Crusoe" stories.

The *Monarch's* crew—a mixed group of ten American and Mexican— eked out a living for 22 days in the tiny and isolated Clipperton Island. The Mexican trawler *Finita*, in company with eight other small vessels, discovered the survivors on Clipperton, February 27, but were unable to take them off. The United States destroyer *Robeson* left San Diego immediately on the 1400 mile journey to make the rescue. The men of the *Monarch* were reported in "generally good" condition when the destroyer took them off Clipperton early in March. They

lived for three weeks on fish, wild pigs and birds, they said.

Monarch, valued at over \$100,000, sailed from San Diego January 18 with a five week fuel supply. How she met trouble was not known, pending arrival of survivors in the US.

Clipperton is known to fishermen for its 62-foot high "mountain", Clipperton rock, which gives the appearance of a "vessel under sail" from the distance. The coral atoll, some 670 miles southwest of Acapulco, Mexico, is in a well-used tuna fishing area. Now uninhabited, it has a peculiar history. It got its name

from John Clipperton, a crewman of William Dampier who mutinied in 1704 and, with 21 others, turned pirate, using the atoll as his headquarters. Possession of the island was disputed between France and Mexico in the 19th century, but France obtained sovereignty in 1930.

Prior to World War I, Clipperton was inhabited by some 100 persons, including a Mexican Army garrison and employees of a British phosphate firm. After the outbreak of the war, the island was forgotten and no supply ship was sent to it for three years. Many persons died of starvation. An attempt to sail for help was

If it's a
BETTER RUM
you're wanting . . .



PHOENIX SHIPBUILDING & ENGINEERING Co. Pty. Ltd.

*Shipbuilders & Repairers in Steel
& Wood*

BUILDING CAPACITY UP TO 150' LENGTH. FOUR
SLIPWAYS OF UP TO 700 TONS

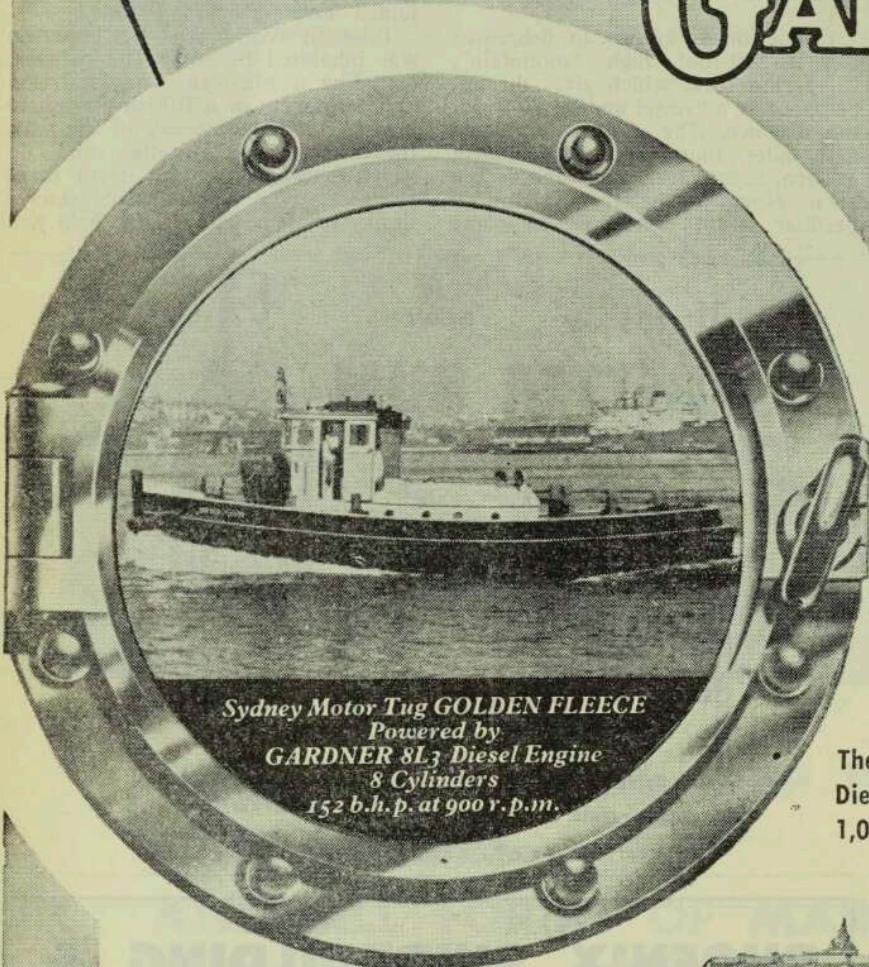
Marine & General Engineering & Steel
Fabrication

WOODS POINT, DEVONPORT, TASMANIA

Seen at every port

GARDNER

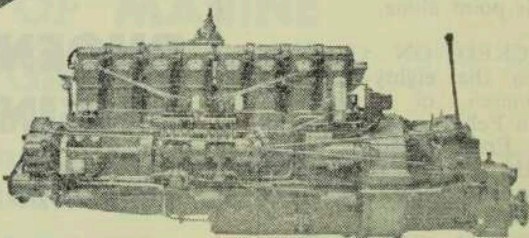
**MARINE
PROPULSION
&
MARINE
AUXILIARY
DIESEL
ENGINES**



*Sydney Motor Tug GOLDEN FLEECE
Powered by
GARDNER 8L3 Diesel Engine
8 Cylinders
152 b.h.p. at 900 r.p.m.*

The GARDNER 8L3B Marine
Diesel Engine, 200 b.h.p. at
1,000 r.p.m.

FOR IMMEDIATE DELIVERY.



GARDNER 4L3 Series
76 b.h.p. at 900 r.p.m.

GARDNER 6LX Series
110 b.h.p. at 1,300
r.p.m.

GARDNER LW Series
28 to 94 b.h.p.
2 to 6 cylinders

COMPLETE STOCKS OF SPARE PARTS AND REPLACEMENTS FOR ALL GARDNER MARINE
DIESEL ENGINES—IMMEDIATELY AVAILABLE.

Sole Agents for Papua-New Guinea and South West Pacific Islands

FERRIER & DICKINSON PTY. LTD.

Telegrams: "FERREOUS", Sydney. Telephone: 43-1215.

SALES SERVICE SPARE PARTS: POSTAL ADDRESS:
Herbert Street, Artarmon, N.S.W., Australia P.O. Box 21, Artarmon, N.S.W. Austr



with new paint New Guinea's "Kavieng Trader" begins her first voyage for Gona ng carrying a bird in a cage, a couple moving house—but alas, no beer! See below.

the small boat which left the was never heard of again. The use keeper murdered remain- en and enslaved the women. ay after a young woman suc- in killing him, an American er arrived to rescue the few ing women.

KAVIENG TRADER'S MAID- OYAGE: A green parrot in a . . . a portable garden . . . ing sunset . . . a Chow who ed to accompany its owners nd a mystery of two missing egs combined to give a New maiden voyage a truly Islands on March 9.

klung with the newness of ack and white paintwork was of the comedy, the *Kavieng*. Once a broad-beamed North drifter under a Dutch flag, g *Trader* was taking to the after three month's refit at Shipyards, Rabaul.

e was the neat curved contour stern, hidden under a new referred to by one onlooker ng reminiscent of a "block of Gone were the refrigerated fish replaced by cargo holds. Gone er original name, *Die Goede* neatly re-lettered to read g *Trader*.

wart her foredeck under lashed ins were part of the posses- of Mr. and Mrs. Eric Sundin—a ed Vauxhall, a houseproud ion of neatly barbered pot and a screeching parrot in a wire cage.

een decks, all of eight pas- s strained the confined cabin all but the Sundins who were

on transfer to Kavieng BP branch, going along for the thrill of a maiden voyage and the promised razz-amatazz welcome at Kavieng. Mr. Sundin will manage the Kavieng branch. The Sundins are very well known in Fiji, where Mr. Sundin managed the Levuka branch of Burns Philp until he was transferred to Rabaul a few years ago.

In the lockers were the pennants and flags for dressing the ship on arrival—but missing were two kegs of beer which it had been hoped to broach on the Kavieng wharf.

Disappointedly watching preparations for departure was 18-stone Geoff Stone, BP's liquor manager . . . Geoff had hoped to trundle the missing barrels ashore and assist in the broaching.

Nursing a bandaged hand from dog bite, Eric Sundin and wife Sunny boarded the happy ship minutes before she cast off, an hour later than scheduled.

Cars, people and dogs crowded BP's narrow wharf to wave a last goodbye to this popular couple who have spent the last two years making firm friends in Rabaul.

A rare glowing sunset over the harbour illuminated the squat workmanlike vessel as she pointed her bows toward the Beehives. A husky toot from her hooter and she was away to ply her trade between Rabaul, Kavieng and Lorengau ports.

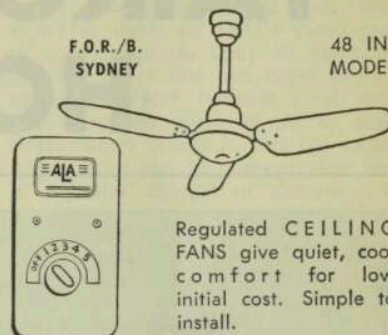
Earlier the 45-foot *Betsy* had left for Kavieng with a Rabaul welcoming party which would greet the *Kavieng Trader* on arrival. A whingding party was scheduled despite the non-arrival of the kegs—Kaviengers being renowned hosts in this regard. (Over)

EFFICIENT COOLING

for £29/10/- (plus tax 12½%)

F.O.R./B.
SYDNEY

48 IN.
MODEL



Regulated CEILING FANS give quiet, cool comfort for low initial cost. Simple to install.

Australasian Agents:

BRAYBON BROS. PTY. LTD.

27-33 Washington Street, Sydney.
MA 6853.

WRITE FOR LEAFLET.

Complete data on your plantation machinery in 1961 POWER FARMING TECHNICAL ANNUAL. 508 Pages—Fully illustrated. 17/6 per copy, post free.

ORDER FROM "POWER FARMING",
G.P.O. BOX 1813, SYDNEY.



Specialising in Pacific Islands Insurances

**FIRE—MOTOR VEHICLE—MARINE
—HULLS AND CARGO—
EMPLOYER'S LIABILITY.**

BONDS—in accordance with Administration Ordinance—COPRA insured from drier to buyer—and all other classes arranged at lowest current rates.

Established Agencies throughout the Territory of Papua and New Guinea.

RABAU, T.N.G.

Managing Agents: New Guinea Co., Ltd.

Island Representative:
G. D. A. Kent, Rabaul Branch.

SUVA, FIJI.

Colony of Fiji Branch Office:
McGowan's Building, Margaret St., Suva.

Branch Manager: L. M. Rolls.

Southern Pacific Insurance Co., Ltd.

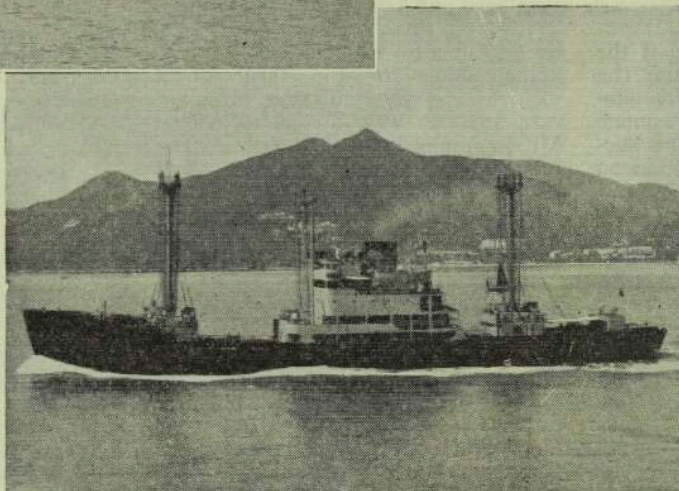
Head Office: The Wales House,
66 Pitt St., Sydney.

TAIKOO DOCKYARD HONG KONG



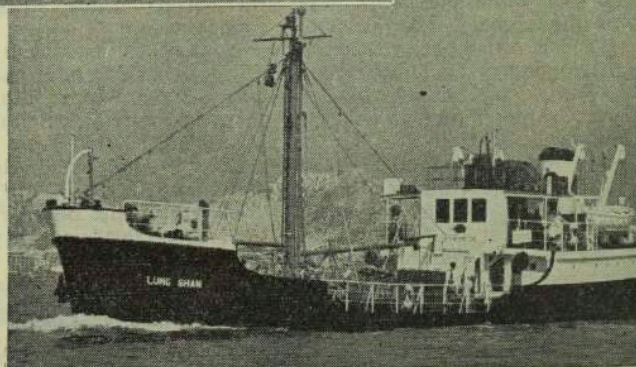
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.

**SHIP AND ENGINE
BUILDERS AND REPAIRERS**
(DOXFORD AND SULZER LICENCEES)
SALVAGE OPERATORS



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.



AUSTRALIA:
SWIRE & YUILL PTY. LTD.
6 Bridge Street,
SYDNEY

General Representatives:

NEW ZEALAND:
C. W. F. HAMILTON & CO., LTD
Lunns Road, Middleton,
CHRISTCHURCH



In the South Pacific in March, the new United States' missile ship USS "Coontz". See below.

Sieng Trader, purchased in late Gona Shipping to replace the *Veilomani*, pushes along at knots with eight foot draft, is 110 ft in length, 18 ft 6 in. in beam. Range is 14 hours steaming, her speed increased by her ducted screws which Captain Bill Carruthers says to give 20 per cent. better performance than orthodox screws. No one not participating in fare-and good wishes to ship and as was "Tui", handsome Chow Sundin household. The last moment "Tui" reneged agreement to transfer kennel Sieng, up and bit the hand that fed him and had to be calmed with tranquilisers. These not having the effect "Tui" is now in line for a five knockout drop before being lifted to his new home, by agreement with old New Britainite Barrie.

NEW IRELAND WRECK: The remains of a pinnacle which foundered off New Hanover, New Guinea, in March had lucky escapes from death. The pinnacle was later washed ashore by the MV *Naree* and sold. Details are in the "Pacific Islands" section, p. 111.

MISSILE SHIP: A new sort of ship of the future was in Pago Pago March 10-11 on her way home to the United States after visiting Pacific ports and having training exercises with the Royal Australian

Naval Force was the USS *Coontz* (DLG-9), a guided missile frigate which means she is just a bit larger than a conventional destroyer and is heavily armed with electronics gear, including radars and computer systems. *Coontz* visited Perth and Sydney, Melbourne and Sydney on a goodwill trip. She also acquainted herself with her missile capa-

The 520-foot vessel—commissioned at her builders, the Puget Sound Naval Shipyard at Bremerton, Washington, less than two years ago—is armed with "Terrier" guided missiles which are mounted on fan-tail launchers. Her crewmen include a new breed of US Navy enlisted ratings, very highly trained electronics and missile technicians who are, altogether, a rather bookish and studious group of young men. *Coontz* will do 34 knots.

● **COPRA FIRE:** When fire broke out in the hold of the Greek ship *Virginia* while it was unloading copra in San Francisco on February 27, Assistant Fire Chief Dante Milani of San Francisco knew a thing or two. He told his own men, ready with hoses, to wait, and ordered a city fireboat to pump only salt water into the hold. As a result, damage to the cargo was slight—a few tons of copra were removed from the hold and spread out to dry.

Chief Milani explained to interested local newsmen that copra fires weren't uncommon at all in San

Francisco, and experience had taught them that fresh water will possibly cause combustion and fire, but salt water won't hurt it.

The fact that "fresh water will cause combustion" and salt water won't is news to *PIM's* tame panel of copra experts. They all agree that the fire chief did the right thing in using salt water, because a salt water bath does no harm at all to copra. Fresh water spoils it, but the experts have no reason to suppose that there is a better chance of causing combustion.

● **CARONIA'S TOUR:** Cunard's world cruise liner *Caronia*, 34,000 tons, whose wealthy passengers have always without fail objected to being called wealthy, was in Port Moresby in March at the end of the South Pacific stretch of the current cruise. Vavau was included this trip, and Nukualofa Harbour Master Captain John Sutherland made a special voyage to Pago Pago, at the request of Cunard, to pilot the big vessel into Tongan waters on February 21.

● **FIRST "HOVERCRAFT" SERVICE:** The world's first Hovercraft service will start in Britain in September. British United Airways will introduce the Vickers "VA3" on a route between Rhyl in North Wales, and Hoylake in Cheshire, over the Dee Estuary. Hovercraft is a registered name these days.

● **OFF THE REEF:** Pulled off the reef at Waikiki, Hawaii, in March by a team of US Navy salvage tugs and barges was the grounded Japanese tuna boat *Hiroshima Maru II*. She still had 300 tons of tuna aboard, kept frozen with electricity from a diesel generator ashore, fed through a waterproof cable to the ship. She was severely damaged underwater and will be examined in a Honolulu



The Japanese tuna boat "Hiroshima Maru II" is towed into Honolulu after being salvaged from the reef in March. See this page.

EXPORTERS . . . Catering to the South Pacific

C. SULLIVAN (EXPORT) PTY. LTD.

66 Pitt Street, Sydney

(Corner of O'Connell and Pitt Streets)

Telephone: BL 5071 (6 lines). Telegrams & Cables:
CHASULL, Sydney.

C. SULLIVAN (Queensland) PTY. LTD.

318 Adelaide Street, Brisbane

Telephone: B 4958. Telegrams & Cables:
CHASULL, Brisbane.

C. SULLIVAN (N.Z.) LTD.

Windsor House, Queen Street, Auckland

Telephone: 43-307. Telegrams & Cables: CHASULL, Auckland.

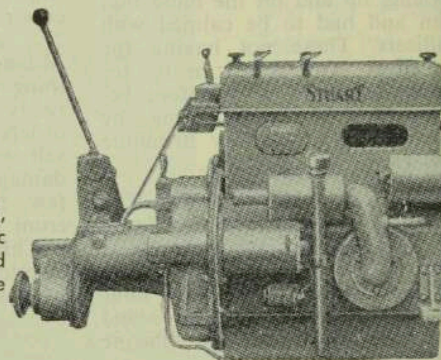
Offices at: London, San Francisco, Hong Kong, and at Suva and Lautoka, Fiji;
Rabaul and Lae, New Guinea

BUYERS OF ISLANDS PRODUCE

STUART Marine Diesel Engines

Best yet in the 9-11 h.p. range

These outstanding performers designed by Stuart Turner Ltd., England, have proved all claims for their low fuel consumption, easy electric starting, and tough reliability at all times. Supplied with all standard installation equipment including propeller for fishing vessels, pleasure craft, etc. Detailed specifications available upon request.



. . . and the STUART Marine Auxiliary Plant

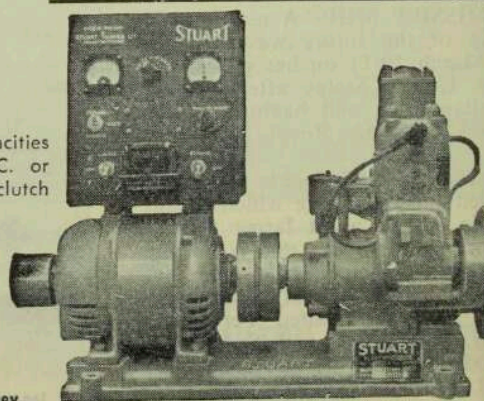
For marine generating plants in 300, 500 and 700 watt capacities for battery charging or direct running without batteries, D.C. or A.C. in all usual voltages. A drive can be taken through clutch and chain to a general service or bilge pump.

Depend on STUART Service, Sales and Spare Parts from
the Marine Engine Supply House of

FERRIER & DICKINSON PTY. LTD.

Herbert Street, Artarmon, N.S.W. Telephone: 43-1215.

Postal Address: P.O. Box 21, Artarmon, N.S.W. Cables: "FERREOUS", Sydney.



ek and offered for sale. She abandoned by her owners after untity of electronic and other ole gear was recovered by heli-

DOING WELL: The Tongan *ifofua* is doing well as a busi-venture. The vessel and the oil *Lolo Maana'ia* by the end of ary had made 11 trips from ith bulk oil products.

MIENA IN GOOD SHAPE: W. R. Richmond, owner of ading schooner *Miena*, which ured on the BSIP's 6d stamp, from the Shortlands to point that *Miena* has not been ped", nor has she reached the of her usefulness". *PIM* in y, p. 95, used both these words eport about *Miena's* fascinating r. Mr. Richmond says that is in the hands of the brokers, ale. She was laid-up after e to her rudder-post at sea, would be correct to say she d up and out of commission". a's usefulness is not finished", ds. "For a Tasmanian built n vessel of 26 years, she is alf-way through her life. She nittedly, in disrepair."

FRENCH CRUISERS ON Seen in the South Pacific in ary-March, the French cruiser d'Arc and the escort vessel Schoelcher. The *Jeanne d'Arc* ult in 1930 and was last seen New Hebrides (where it visited ip) in 1938. The escort vessel ut into service only last year. wo ships were making an an-aining cruise around the world. d'Arc displaces 9,900 tons as a complement of 580, plus idshipmen. The *Victor Schoel*-displaces 2,000 tons and has a ement of 165, plus 28 cadets. scort vessel visited Santo at me time as the cruiser was in eanne d'Arc later met up with ort vessel at Santo and both company for Port Moresby.

JOHN WILLIAMS NEARS The LMS *John Williams VI* make her last voyage to the ts in March. She will be sold ugust. Her replacement, a r *John Williams VII*, is now built in Lowestoft and is ex-to be named by Princess Mar-in a ceremony at the Pool of n on October 4. The new ship e based on Tarawa, serving the t and Ellice and making a trip Cook Islands every two years.

News of Cruising Yachts

● **EUSKALDUNA**, 29-ft sloop, arrived in Rabaul in March en route from Hongkong to South America. Aboard were Manuel Cowajal and Alfredo Cayalis, both from Guatemala. Their boat suffered damage in two typhoons on the way and will be repaired in Rabaul before heading for Fiji on the next leg of the trip. They aim to land in Chile in July "in time for the annual soccer championships!"

● **WANDERLURE**, 68-ft ketch-rigged luxury motor yacht, was in Nukualofa in March and was expected to arrive in Sydney in late

April. Aboard are Commodore and Mrs. Carl M. Heintz, Sr., of Santa Barbara, California, with crew, making a round-the-world trip. The yacht left St. Petersburg, Florida, in July last year and expects to be back in Santa Barbara in 1964.

Her route has been through the Caribbean, Mexico, Colombia, Panama, Galapagos, the Marquesas, Tuamotus, Tahiti, Bora Bora, the two Samoas, Tonga and she will visit NZ before reaching Sydney. After a visit to the Barrier Reef, *Wanderlure* will head for Darwin and Europe via Djakarta and Singapore. *Wanderlure* was built to the owner's specifications, using a hull design based on sturdy boats used

THE VICTA

Sheerline

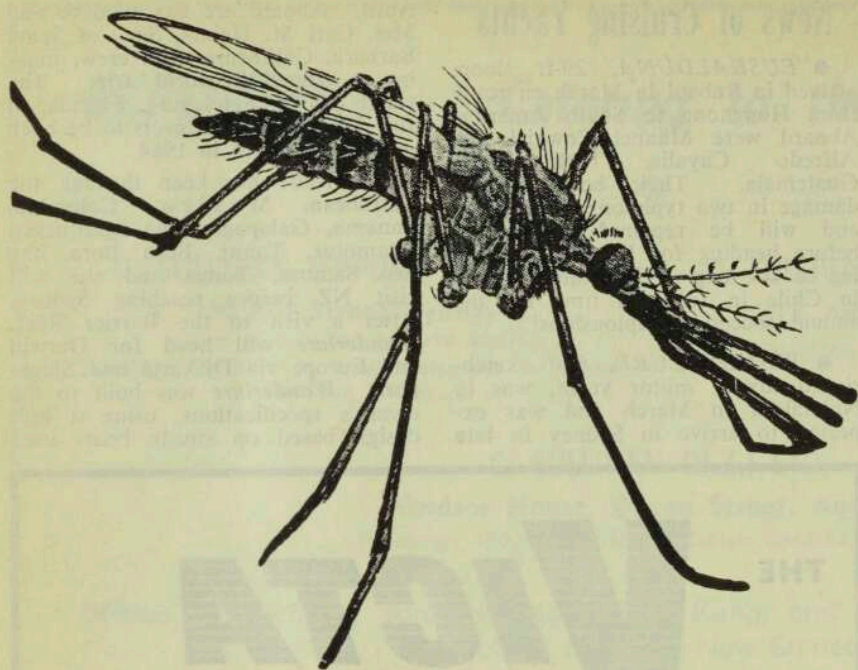
Cuts fine lawn and jungle growth
with equal ease!

- Instant Height Adjustor
- Foldaway Handle
- Safety Ring Guard
- 3.6 H.P. Victa Engine



Obtainable from:

SUVA MOTORS LTD., Suva, Lautoka.
ISLAND PRODUCTS LTD., Port Moresby.
NEW GUINEA CO. LTD., Rabaul, Madang, Lae, Kavieng, Kokopo.



PARKE-DAVIS

CAMOQUIN TABLETS

Effective Single Dose Treatment for
MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

Adult Dose —2 Tablets to be taken on the same day of every week.

CHILDREN:

Infants and Toddlers—Up to 2 years of age—½ tablet (50 mgm) of INFANT FORMULA CAMOQUIN, as a single weekly dose.
—From 3 to 4 years—1 tablet (100 mgm) of INFANT FORMULA CAMOQUIN, as a single weekly dose..

Older Children —7 to 10 years—1 ADULT FORMULA Tablet as a single weekly dose.
—11 to 16 years—1½ ADULT FORMULA Tablets as a single weekly dose.
—Over 16 years—2 ADULT FORMULA Tablets as a single weekly dose.

IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

**Obtainable from all chemists and suppliers of
PARKE-DAVIS products**

PARKE, DAVIS & CO., SYDNEY

by Gulf coast fishermen—known locally as “red snapper hulls”. unusual design feature is the miz mast, which rises 40-ft and serves as the exhaust pipe for craft’s diesels. Main power is a General Motors diesel developing 180 continuous hp. She also a 60 hp auxiliary diesel.

Commodore Heintz is a real advertising executive who has been active in West Coast, US, yacht circles for many years. He skipped his 50-ft ketch *Four Winds* in Trans-Pac race and crewed on *hound* when it won the Trans race several years ago.

● **PATSY JEAN**, 28 ft ketch reported overdue en route from Honolulu to Fanning in February, turned up safely at Fanning. There has been no trouble, said New Zealand Brian White, merely adverse weather. With White in *Patsy Jean* was early Collington. A US Coastguard aircraft had made a search for ketch when she was reported overdue.

● **VIAJE**, 40 ft sloop, arrived San Francisco from Honolulu March after a rugged 27 day voyage, proving once again that north Pacific in winter is no place for small ships. Crew was 1 Martens, Ralph Forsyth, Herb Danneberg.

● **SUNDOWNER**, 36 ft ketch, was outward bound Honolulu to the mainland U March in the hands of a professional crew: Tony Carter, skipper, 1 Bernhard and Chuck Mead. Carter and Bernhard crewed on the schooner *Aafje* in Tahiti a year or so ago. Carter plans to return the *Kalona* by the time her mast is ready to see her on to T

● **OKEANOS**, Joe Pachert 39 ft staysail schooner which also sailed through our pages under the names of *Kona* and *Moon* was in the Hermit Islands, we Manus, New Guinea, on March on the first leg of a voyage Wewak to Tokyo. With Pachert is a Tasmanian, Joe Assmann, formerly a storeman with the Administration at Wewak. V Joe: “We want to pick the shortest route to Japan, but on our way through the Carolines we might call on two. If the Yanks shoot us on sight we might call at Guam or Saipan. After we reach Japan, where we expect to stay a month or two, we intend to go for the Hawaiian Islands and to Polynesia.”

Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Moresby Man d in Accident

Alan Newport Eagle, 42, of Bomana War Cemetery, Moresby, was killed instantly March 3 when his car and an aircraft collided.

The accident occurred at Seven Mile on the Rouna Road.

Eagle left a widow and five children and a wide circle of friends to mourn his loss. He was one of the very few survivors of the 2/22nd Battalion in New Britain, having crossed the length of the island through dense jungle to reach safety. After hostilities ceased he returned to the Territory where he eventually took up a position with a manufacturing concern in Kokopo. Later he was appointed curator of Bitia Paka Cemetery and from thence transferred to Bomana.

How Escapes as Ice Founders

Occupants of a New Guinea boat which foundered one mile off Neipau Point Reef, New Hanover, in March, had amazing escapes from drowning.

Helped by their own efforts were Ellis Leggett and his wife, Trudy, Harry Green of Rabaul, and a boat boy. The Leggetts' 15-year-old son, Peter, being returned after a stay in Rabaul hospital, saved by the native who swam through heavy currents with a lifebuoy in his arms.

The 18-foot pinnace with five oars and a dog was nearing Neipau on March 2 when a violent squall blew up, the force of the springing the planks below the line.

Attempts to repair the damage failed in strong seas and the boat swiftly foundered. All hands went overboard. Mrs. Leggett and Harry Green wore lifebelts, Ellis Leggett supported himself with an empty fuel

drum. The native took the boy from Mrs. Leggett and struck out strongly for the shore and help at Metakabil.

For almost an hour the Leggetts and Harry Green struggled to reach the comparative safety of the reef, fighting against heavy seas and currents which swept them back time and time again.

First to reach the reef was Harry Green who had found a pair of oars with which to support himself. Next in was Ellis who saw his dog swimming towards his wife.

Mrs. Leggett grasped the dog's tail hoping it would swim shorewards but the dog, bewildered, merely swam in circles. Almost at the end of her endurance Mrs. Leggett managed to reach the reef after an hour in the water.

Three native canoes reached the shipwrecked trio shortly afterwards and took them ashore where the Leggetts found son Peter safe and already asleep after his near-death adventure.

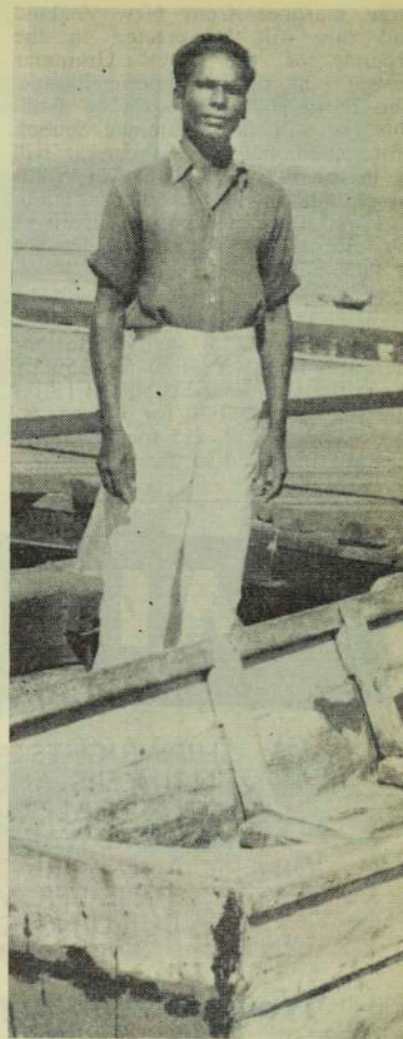
MV *Naree* later found the pinnace with cabin roof just visible above water. It was towed ashore and beached.

Suva To Be Shop Window for Trade

The Trades and Industries Fair that was held for the first time last year in Suva, in conjunction with the Hibiscus Festival, was such a success that it will be repeated again in 1962.

The Suva Junior Chamber of Commerce will organise it, as they did in 1961. Last year they had only six weeks in which to do the job; this year they are already at work. The prospectus was printed in March and is now available from: The Organisers, Fiji Trades and Industries Fair, PO Box 177, Suva, Fiji.

It will be available also from the Australian Trade Commissioner for the Pacific Islands (Mr. D. M. Walker, Box 7054, GPO, Sydney), or from the New Zealand Trade Com-



LUCKY ESCAPE. Navua, Fiji, building contractor Ram Lal, 31, with the punt in which he drifted for two nights and a day in March before finally being sighted, when near collapse, by Captain Stan Brown in the "Maroro". At one stage the punt capsized and Lal lost his oars. At another point an 18 ft shark cruised around the punt. To alleviate his thirst he drank sea water, but found it made him thirstier.

missioner for the Pacific (Mr. K. W. Davies), Department of Industry and Commerce, PO Box 5249, Auckland, New Zealand.

The Fair will run from September 17 to September 22, concurrently with the Hibiscus Festival, and the organisers are hoping to attract not only local exhibitors but also a number from overseas. Overseas exhibitors will have to pay customs duty on whatever they take into the Colony but this duty will be refunded when or if it is taken away from Fiji.

There will be a great deal more space available to exhibitors this year. The Jaycees are importing a

large marquee from New Zealand and this will be erected in the grounds of the Boys' Grammar School building in Victoria Parade. The Town Hall will again be available, so will the Grammar School. More additional space this year will be in the Parish Hall, in Macarthur Street. Although three different buildings and the marquee are involved, they are all within a short distance of one another.

Space in the Town Hall will let from £F25, for a 125 sq. ft. stall, to £F45 for 215 sq. ft. In the marquee, rental is £F20 for 150 sq. ft.; in the Grammar School, £F15 for 100 sq. ft. and £F20 for 145 sq. ft.; in the Parish Hall, £15 for 110 sq. ft. and £F20 for 150 sq. ft.

Plans of the various areas are supplied with the prospectus. Intending exhibitors can state their preference when making application for space but where several people want the same space, allocation is in the order in which applications are received.

The Fiji Broadcasting Commission will have a radio stand in the Town Hall and will also operate closed-circuit television. Receivers will be placed at strategic places all over Suva and a full coverage of what goes on at the Fair will be available—literally—to the man in the street.

[This should be an attraction in Suva where there is, as yet, no television station. Television receivers are on sale in Suva, with duty-free privileges for travellers—who then

have no problems except how to get them through the Customs barriers the countries where they live.]

Both Australia and New Zealand are making a strong drive for more trade in the Pacific Islands. The September Trades and Industries Fair in Suva should provide an excellent shop window for them, as Suva is an important distribution point not only for the Colony itself but for other adjacent islands groups.

Low Flying With a Fiji Go-Kart

Go-kart racing may become the latest fad in Fiji. Mr. David Gamble who went to Fiji recently from Christchurch, took his go-kart with him, and finding that little nothing was known about the sport, set about whipping up interest.

He took his go-kart out to Laucala Bay sand flats at low tide and gave a demonstration to some enthusiastic onlookers. Then to the amazement of a nearby household, telephoned the police and complained about the noise.

The amusing part about all this is that flying-boats are forever operating over the area and their noise is many decibels higher than that of a go-kart. [This is a matter of opinion; most people would prefer the occasional flying-boat to the pitched scream of the two-stroke motor-mower engine with which karts are equipped.—Ed.]

Anyway the police turned up to speak to Mr. Gamble who, by the time was packing up to go home. But being in an obliging mood, he delayed his departure and explained to interested policemen just what makes a go-kart tick.

Footnote: Go-karting has become popular in Papua-New Guinea in several years.

Baby to the P-NG Air Fleet

The Cessna and Bristol Pilatus New Guinea charter fleet of Air MAIL has been added a new light aircraft which takes short strips in stride and carries upwards of 1 lb freight taken in through a general loading hatch.

The new aircraft is the very Lockheed 60 Lasa which Ansett have been putting through its paces at Madang.

Lockheed's Melbourne agent Hayemason's, supplied experienced pilot Keith Busby for the performance trials. In Madang, observers to the Lasa's trials

MILLERS

SUVA & LAUTOKA

SHIPWRIGHTS AND SAILMAKERS
ENGINEERS AND BOILERMAKERS
MOTOR DEALERS AND MECHANICS
HARDWARE MERCHANTS
JOINERY AND FURNITURE MANUFACTURERS
TIMBER MERCHANTS
BUILDING CONTRACTORS
PLUMBERS

No job is too big nor too small for us to tackle

A KEEN PRICE AND FIRST-CLASS WORKMANSHIP GUARANTEED

Sole Distributors for:—

Vauxhall Cars
Bedford Trucks
Chevrolet Cars
Rover Cars
Land Rovers
Frigidaire Refrigerators
Johnson Outboard Motors
Firestone Tyres
Vesta Batteries
Cosley Prefab. Buildings
Allis Chalmers Tractors
McKinnon Rice, Cocoa, Coffee and Sugar Milling Machinery
Nu-Swift Fire Extinguishers

Pioneer Chain Saws
Telehoist Tipping Gear
Cressi Underwater Fishing Gear
Priestman Excavators
"Coles" Diesel Electric Cranes
Galion Graders
Taylor "Jumbo" Cranes
Broomwade Compressors
Ruston & Hornsby Engines
Hoover Appliances
Belling Electric Stoves
B.A.L.M. Paints
Arborite Panels.
S.K.F. Ball Bearings

MILLERS LIMITED, Suva & Lautoka, Fiji

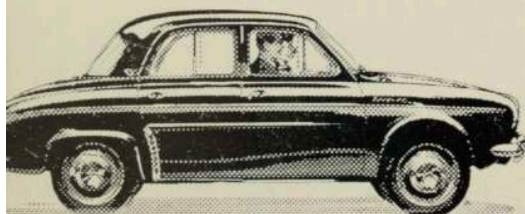
G.P.O. Box 296, Suva

Cables: "LUMBA", Suva

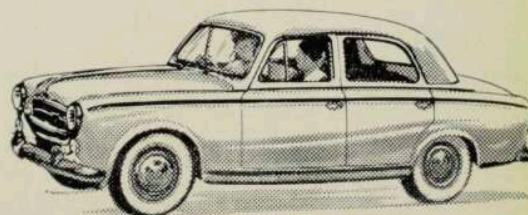


Workin' Cars . . . Shirkin' Cars?

RENAULT DAUPHINE AND PEUGEOT 403 CAN BE WHATEVER YOU WANT THEM TO BE. Count up the reasons why the Dauphine and Peugeot 403 are two of the most versatile "performance" cars in the world: FEW "AEROSTABLE" SUSPENSION on Dauphine and TRANSVERSE FRONT SUSPENSION on Peugeot soften the bumps; economy running; park and manoeuvre easily; 4 DOORS . . . easy in, easy out; RALLY-WINNING PERFORMANCE in some of the toughest tests in the world; you get trouble-free motoring; the most comprehensive new car service; a full six months' warranty regardless of mileage . . . INCLUDING FREE LABOUR AND PARTS. Whatever your driving likes, nothing's quite so likely to please you as the Renault Dauphine and Peugeot 403. A test drive will prove that you can't get as much unless you pay a great deal more. Why not come in, see for yourself, at . . .



RENAULT DAUPHINE



PEUGEOT 403

3696/FP

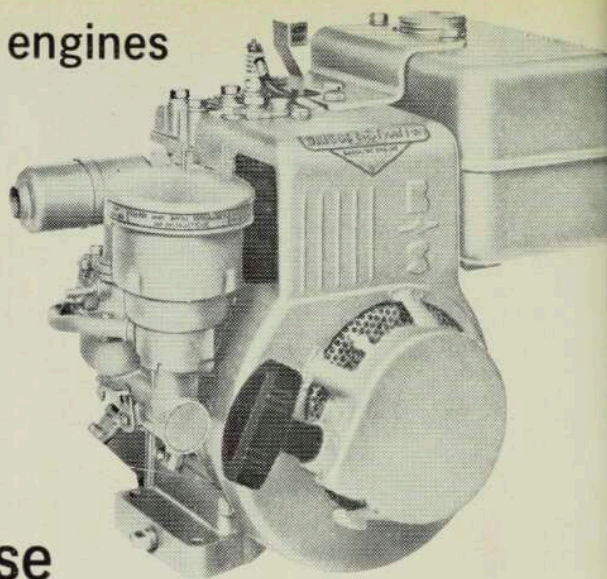
KRIEWAALDT'S

PORT MORESBY, PAPUA, NEW GUINEA. PHONES: 5388, 5256

The world's biggest selling engines



Reliable power for every purpose



In the small-engine field, Briggs & Stratton has a world-wide reputation for advanced design, quality, efficiency and reliability.

Here is the lightweight, air-cooled, portable petrol engine at its best!

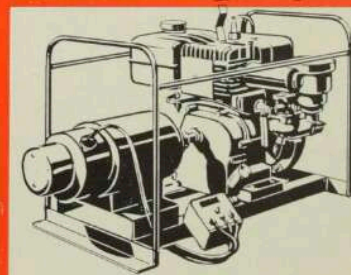
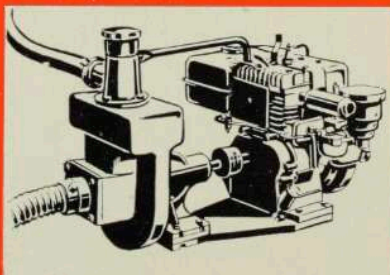
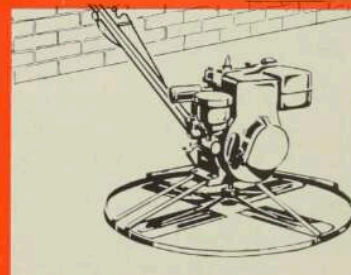
Modern four-cycle design and Briggs & Stratton ignition system make starting easy and

operation trouble-free at all speeds and under all conditions. Choice of rewind, shock-free wind-up, rope or electric starting.

Australia-wide dealer sales, service and parts network now established in all city and rural communities. All Briggs & Stratton engines carry a 12-months' Warranty.

SO MANY USES!

PUMPING UNITS
GRAIN AUGERS
CROP-SPRAYING
EQUIPMENT
SHEEP-SHEARING PLANT
CONCRETE MIXERS
WASHING MACHINES
POWER FLOATS
ROTARY ROLLERS
HAY BALERS
COMPRESSORS
GENERATOR AND
LIGHTING SETS
ROTARY SLASHERS
PORTABLE POST-HOLE
DIGGERS
WELDING SETS
FIRE-FIGHTING EQUIPMENT
BUILDING HOISTS
PORTABLE SAWS
FIXED SAWS AND MOST
OTHER SELF-POWERED
OR PORTABLE
EQUIPMENT



A.N.I. PERKINS

PTY.
LTD.

A DIVISION OF AUSTRALIAN NATIONAL INDUSTRIES LTD.

HEAD OFFICE: 16 Parramatta Road, Lidcombe. 649-2
Capel and Queensberry Sts., North Melbourne. FY 2
112 Montague Road, South Brisbane. 4-4141
154 West Terrace, Adelaide. 51-6074
265-267 Great Eastern H'way, Rivervale, Perth. 6-3
125 Davey Street, Hobart. 2-5566. AE55

head's public relations officer Reddick and top Sydney photographer Winton Irving whose job it is to produce photos for publicity purposes.

One of the few small planes made Lockheed the Lasa promises well Territory conditions. Unwieldy does handle with more ease though the large cargo door and strip takeoffs and setdowns are a squeeze—the Lasa needs only 800 ft of runway for takeoff.

A further progressive step by T-MAL has been the extension of their intercentre radio system. Now Lae, Madang, Goroka, Minj, Mt. Hagen, Wewak and Bul, system modifications now permit contact between any of these centres without having to first channel through Lae base.

Cuts Start at Laucala Bay

Laucala Bay traders will soon start to feel the effect of the transfer of a large number of Royal New Zealand Air Force personnel and their families to Laucala Bay to New Zealand.

The New Zealand Government which has decided to cut down its overseas expenditure decided last year that a cut in Laucala Bay was inevitable.

The majority of the men are from the engineering section, and they will not be replaced. The plan is to in future the ageing Sunderland aircraft will be flown back to Auckland for servicing.

Also affected are 40-odd highly skilled local workers who were employed in the engineering section who have received notice of dismissal. It is possible those with the longest

19 Murders In Fiji

The number of murders in Fiji in 1961 was 19, an increase of 100 per cent over the previous year's figures. The figure is one which the Commissioner of Police (Mr. H. T. Beaumont) says is high for a Colony the size of Fiji. Now would disagree with him. In previous years most of the murders were in the Western District embracing North-West Viti Levu from Sigatoka to Rakiraki.

There was a spate of murders at the start of 1961, with a "drying off" towards the end of the year. In 1962 so far there has been none.



NEW GUINEA BOUND. This attractive group of air hostesses was all set in March to brighten up TAA's Sunbird service between Australia and P-N.G. They were attending in Sydney a special school which will teach them something of the customs and history of the Territory and give them a basic introduction to Pidgin English. From left the girls are Maureen Powderly, Laura Pelling, Mary Sant, Barbara Wardle, Helen Tucker and Pamela Barnes.

service were retained, and family obligations were also taken into consideration. The men dismissed, in spite of their technical qualifications, will find it difficult to secure suitable employment for opportunities in Fiji are strictly limited.

Adult Fiji Franchise Poses Problems

When complete adult franchise comes in Fiji in 1963, it will come with a vengeance. Present estimates are that the roll of about 16,000 voters will suddenly increase to about 160,000.

Till now the franchise has been confined to European and Indian male adults. In 1963 will be added European and Indian women, and Fijian men and women who will vote in a national poll for the first time.

The number of elected members of the Legislative Council will rise from three to four in the case of Indians and Europeans, and from none to four for Fijians. In addition there will be two nominated members from each race to represent special interests who would have little chance of having a candidate returned at a poll.

The boundaries will have to be redrawn to provide for four electorates. It appears, because of the present distribution of population, that there will be different boundaries for each race.

For example, a big Indian population in north-west Viti Levu at present returns only one member. It would occasion no surprise if this area were divided into two for the Indians alone. The Europeans and Fijians would probably have one representative each from this area.

The Fijian poll will be watched with particular interest. The names of chiefs who would subject themselves to a poll are already causing speculation. However, long before the poll, there will be a meeting of the Council of Chiefs, who will submit a panel of names to the Governor, and the Governor will probably choose two of these to be nominated members. One is almost certain to be Ratu Edward Cakobau, and the other could be his cousin, Ratu George Cakobau.

Ratu K. K. T. Mara, at present studying at the London School of Economics, would probably win a poll in his native Lau, where his father, Ratu Tevita Uluilakeba, is Tui Nayau (King of Lau).

In Vanua Levu, Ratu Penaia Ganilau, at present Acting Secretary for Fijian Affairs, would be the natural choice, and would probably command the following. Two other almost certain starters would be current MLC's, Semesa Sikivou, and Ravuama Vunivalu. Both are from the southern side of Viti Levu, and it would not be surprising if they fought the poll. Neither could be certain of success if he stood on the north side of Viti Levu for they

would be out of their natural area, and parochialism plays a big role in the lives of the Fijians in the country areas.

So far no Fijian has shown out in that part of the island as likely Legislative Council material, and even if there had, he would have to be certain of support in the three provinces of Nadroga-Navosa, Ba and Ra. It could develop into a straightout provincial fight, and the winner would then come from the province with the greatest number of Fijians on the role.

The Fijians don't know much yet about the mechanics of a general election, but the Fijian Association is sending out teams to explain what goes on. If they do their job properly there will be more interest in the Fijian results than the European and Indian results in 1963.

Mr. B. D. Lakshman Not Re-elected Union President

The saga of Mr. B. D. Lakshman, controversial Fiji-Indian politician, appears to be over in sugar affairs. He has been a dominant figure among the workers for the last four years as president of the Fiji Sugar Employees' Union.

In February, after an official inquiry, he was expelled from the union. It was confidently predicted after his expulsion that he would offer himself for re-election, that he would be re-elected, and there was no law to bar him.

However, Mr. Lakshman had apparently lost much of the support he had once commanded for when the union central executive met to hold an election for a new president, they voted in favour of a young Nadi lawyer, Mr. Manikam Pillai. They

also elected a new secretary and new treasurer, to replace those who were expelled with Mr. Lakshman.

The Government moved early March to put some teeth into Industrial Associations Ordinance, that an expulsion would have some meaning. It published a bill, for discussion at the April session of Legislative Council, to clarify powers of the Registrar relating to expulsions.

The current law does not give power to decide how long a member or an official may be expelled. The new law, if passed, will give power to impose disqualifications to five years. He will also have power to temporarily suspend office-bearers and/or officials for weeks pending a formal inquiry into the union's affairs.

If the bill is passed into law, there does not seem to be any doubt that it will be, then the Industrial Registrar, Mr. Gregg will no longer be a "man o' war" without guns.

BURNS PHILP (New Hebrides) LTD.

REGISTERED Office: VILA, NEW HEBRIDES
Branch office at SANTO

Exporters, Importers and General Merchants
Commission, Shipping and Customs Agents

Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS, PHILP & CO., LTD., 7 Bridge St.

San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC., 215 Market St.

London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

Brunton's
PLAIN AND
SELF RAISING
FLOUR
Ask for it!

ESTABLISHED 1868

Agents for Fiji, Tonga and Samoa:
C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji

The World News In Pidgin

Although New Guinea Pidgin English has been called some flatterer things in its time—including a "slave" language—two of the most important modern disciples are Americans—Robert A. Hall, Professor of Linguistics at Cornell University; and Father Francis Mihalic SVD.

Father Mihalic is at present in Rome, organising a news-service in Pidgin for the people of New Guinea. He translates into Pidgin items of world news that are of interest to the native people—although how they are to be disseminated in the Territory our dispatch doesn't say.

Father Mihalic went to the Territory from the USA as a missionary of the Society of the Divine Word in 1947. Ten years later he published his *Dictionary-Grammar of Melanesian (Pidgin English)*, which as far as we know, remains the only work on the official standardised version of written Pidgin.

Pidgin is something that evolved out of the necessity for the native people of the SW Pacific to understand the different tongues of the Europeans, and of Europeans of different tongues, to make themselves understood to one another.

Basically it is English of a sort, plus incursions of Malay, German and Melanesian words. In grammar there is, as Father Mihalic points out, a strong Melanesian flavour to the syntax.

Spoken Pidgin is not baby talk

en English or something you
e up as you go along (although
y post-war residents of the SW
ic territories think that it is).
e have been (and still are)
peans who have been expert
in linguists, from whom it
n't sound like the comic opera
that its detractors would have
believe that it is.

ritten Pidgin was something else
i. Most people wrote it as it
ded to them; some of the mis-
in their printed books stabilised
own versions but there was little
rmity anywhere. After the last
at a time when there were nine
gnised orthographies in use (and
merable unrecognised ones), con-
able work was done on standard-
on and after March, 1955, when
P-NG Education Advisory Board
mmended the official use of Pid-
n the Territory, the first action
taken to prepare the present
lard orthography.

Mihalic's dictionary and gram-
were published about two years

ie standard version of Pidgin is
otely phonetic and based on
nesian pronunciation and not
pean. Written, it now looks a
gn language—which, of course,
not please a lot of critics who
ght it new-fangled nonsense and
it should be written in Angli-
form.

Indian Population ws Further Gains

ie Indian population of Fiji now
bers 205,068, a fraction less than
of the total of 413,872. The re-
for 1961 show that the Indian
lation increased by 3.6 per cent.
2 months, while the indigenous
ns rose by 2.97 per cent., or
2, to 172,455.

1961 all races, except European,
ed an increase. The European
lation dropped from 10,667 in
to 10,417. The part-European
lation rose from 8,693 to 8,958.
her figures were:

olynesians, Melanesians, Micro-
ns, 6,626 (6,175 in 1960);
mans, 5,195 (5,009); Chinese,
9 (4,943); others, 117 (103).

ie Colony birthrate for 1961 was
4 per 1,000, and the death rate
4.76.

ie total Colony population has
ased by 26,226 since the 1956
s. Most of the increase was in
—12,854. Previous census totals
342,737 in 1945 and 259,638 in

ie comparative figures of Fijian
Indian population figures in those

years were: 1956—Fijian, 162,483;
Indian, 191,328. 1946—Fijian,
145,134; Indian, 169,403. 1936—
Fijian, 118,083; Indian, 120,414.

Males of all races in 1961 totalled
212,241, and females 201,631. The
males outnumbered the females in all
groups except the "others".

Fiji Party By Another Name Not Quite So Sweet

The Fijian Association in March,
deciding that even though they were
a political body they could make
their weight felt if they went under
another guise, decided to change their

name. They made a most unfortun-
ate choice, the Fijian People's United
Party.

They acted in good faith, but did
not realise a storm would soon burst
about their heads. One of their
leading patrons (a European) told
them bluntly he would withdraw his
support for them unless they did
something about getting another
name, quickly.

The sponsors of the move
obviously overlooked the sinister
ring the word "People" has had with
political parties since the end of
World War II. They did not think
of the number of "People's Republics"
which, if they were not straight-out



★ ★

COMBRESSED MEATS
R. & W. HELLABY LTD.
CORNED BEEF

*Tried and trusted
in the Pacific
since 1873*

★

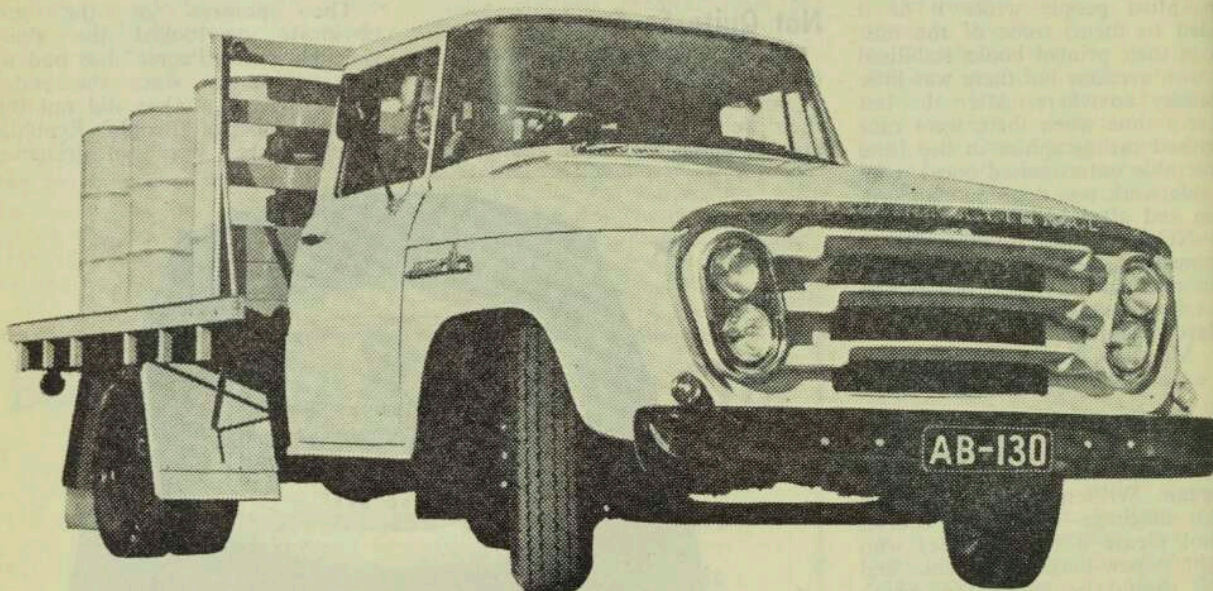
HELLABY'S
'CROWN' BRAND

canned meats

R. & W. HELLABY LTD.
AUCKLAND

★ ★

**NEW RUGGED STRENGTH,
NEW GOLD DIAMOND ENGINE,
BOLD SCULPTURED STYLING ...**



NEW INTERNATIONAL GOLDEN ANNIVERSARY SERIES

The new Golden Anniversary International AB series trucks are better than ever, with new rugged strength, new Gold Diamond engines, and new bold sculptured styling. Stronger than ever for rough road conditions, AB models have new stronger components throughout the chassis for extra stamina. New Gold Diamond engines result from more than 10 years manufacturing experience in Australia . . . a proven new series of International truck engines with better performance, longer life,

and vital lugging power, smoothly matched to the transmission, rear axle ratios and payload of each model. New sculptured styling sets a new standard of design for bold, good looks. Pleasing curves add strength to the down-swept bonnet, giving better-than-ever road visibility. There's new comfort, too, in a big wide cab with all-round vision for safe driving.

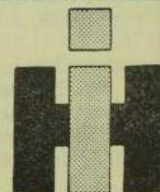
Choose the truck to suit your job from the 100 variations of 17 basic models.

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

District Sales Offices in Australian Capital Cities. Works: Dandenong, Geelong and Port Melbourne.

DISTRIBUTORS: DUTCH NEW GUINEA: H. Englebert, n.v. Hollandia. SOLOMON ISLANDS: Solomon Motors Pty. Ltd., Honiara. TAHITI: Hintze & Company, Papeete. NEW HEBRIDES: Kerr Bros. Limited, Sydney. FIJI: Niranjan's Service Station, Suva. PAPUA: Steamships Trading Company Limited, Port Moresby and Samarai. Dealer: Rabaul Trading Co. Ltd., Rabaul. NEW GUINEA: New Guinea Goldfields Ltd., Wau; N.G.G. Trading Co., Lae.

PIM. 457.32



munist, leaned so far to the left they were a very deep shade ink.

avuama Vunivalu, MLC, president of the party, and who certainly did not be said to entertain Leftish thoughts, let alone act like a Leftist, upset about the whole thing. In well-wishers of the Fijians led out to him the inferences which could be drawn when the party comes strong enough to get known to it. He said that a meeting should have to be called quickly to change the name again.

The Fijian Association in the few years of its existence has worked hard and effectively behind the scenes to secure many of its aims. One of its latest moves, with the aim to receive the franchise next year for the first time, was to send a group of men to outlying centres to explain the mechanics of polling and what is involved in an election.

From Cook Islands' Medical Cutting'

An indication of the problems which medical authorities have to face in the South Pacific, even in sophisticated areas like the Cook Islands, is given in the following medical warning in the *Cook Islands News*:

A small baby recently died in the hospital following a very severe infection of the brain. The germs entered the baby's body through cuts in its gums by a "Maori dentist" in Arorangi, to help its teeth come through. This is a common problem in Rarotonga.

If a grown-up is fool enough to seek medical treatment from an unqualified person, he must bear full responsibility for any damage or disability he suffers as a result, though I shall not hesitate to accuse the 'doctor' should I obtain sufficient evidence regardless of race or position. When a baby dies as a result of such treatment, I become extremely angry, especially because the child is too young to have any say who treats him.

Think twice before you seek medical advice from anyone not employed by the Health Department. You may be lucky and have no trouble, but occasionally permanent health and possibly death (as in the case above) may occur.

If YOUR child dies as a result of a 'cutting', or some other similar treatment, both you and whoever performs the operation are equally as

NEW READERS

"Ah, yes . . . very, very interesting—very interesting especially the pictures!" Moses and Daniel Whippy, aged 4 and 3 (Moses with his father's specs on) take a look at *Nai Lalakai* the new Fijian weekly published in Suva in March.



guilty of manslaughter as a drunken car driver who kills someone.

"There will be only one warning from this Department. You are reading it now.—B. Pitt-Payne, Medical Officer."

Australia Top Seller to Fiji But Britain Buys Most

Fiji had an adverse trade balance of £1,575,000 with Australia in the first six months of 1961. This is revealed in the Colony's trade report for the first half of last year. Australia in that period sold more goods to Fiji than any other country, displacing Britain. Britain, at the other end of the scale is Fiji's best customer.

Britain bought goods worth £1,750,000; Australia, £750,000; Canada, £500,000; New Zealand, £330,000; and Japan £170,000.

Australia sold goods worth £2,325,000 to Fiji in the first half of last year, and Britain was next with £2,200,000 closely followed by Canada with £2,100,000. Further down the scale as sellers were New Zealand £620,000; Japan more than £500,000; Indonesia, about £400,000 (mainly petroleum products), and the United States £208,000.

The Colony's import bill for the first half of 1961 was about £8,000,000, while exports were only £3,750,000. Copra was the biggest earner of foreign exchange with about £1,000,000. Returns from the main export, sugar, do not normally amount to much in the first half of the year, unless there is a carry-over from previous seasons. Last year

there was no carry-over because of the 1960 dispute in the canefields. The figures for the second half of 1961 are likely to show fairly substantial earnings from sugar.

Food accounted for most of the imports and the total was £1,659,000. Many of the products imported could be produced in Fiji, and for years now the Government has been urging local farmers to grow more for local markets so that Fiji may cut its import bill. For example, in the first half of 1961, Fiji imported £110,000 worth of milk and cream, mostly from Australia and New Zealand. Yet ample opportunity exists for profitable dairying in many parts of Fiji.

Another example was the import of £105,000 worth of fish, more than half of it from South Africa, and the seas around Fiji teem with fish as the Japanese have proved.

Potatoes worth £61,000 and ghee worth £57,000, from New Zealand, could also be produced in sufficient quantity in Fiji to serve the local population. And rice, £200,000 worth of it came from Far Eastern countries, mainly from Thailand. Fiji does produce rice in fairly big quantities, and could produce even more in the fertile Rewa delta, where the CSR Company has a rice mill, run by a subsidiary company, Rewa Rice Ltd.

Apart from food other imports included: Manufactured goods, chiefly material, £1,750,000; machinery, £1,500,000; petrol, £1,000,000. Britain sold cars worth £250,000 to Fiji, and Australia was next with £123,000 worth. Both these items are included in the machinery total.

A MARVELLOUS JOB ON A PLANTATION

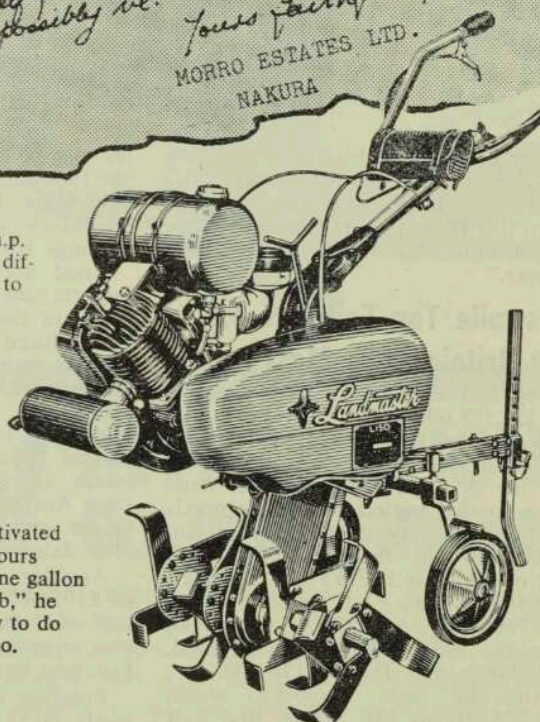
WITH THE

Landmaster[®] L150

Dear Sir, I feel I must write and congratulate you on your Landmaster. We have now used it for 325 hours running time in our Coffee Plantation and it has done a marvellous job. We would hate to be without it, as it proved itself far better than we expected it could possibly be.

Yours faithfully,
MORRO ESTATES LTD.
NAKURA

Landmaster L150 is the 4 h.p. machine that does many different jobs from ploughing to transporting and has been developed under searching tests in the hottest climates and the toughest soil conditions in the world. Users are always writing to tell us how good Landmaster L150 is. For example, Capt. J. H. Bailey, Director of Morro Estates Ltd., is enthusiastic over having cultivated 175 acres of coffee in 325 hours for a fuel consumption of one gallon per acre. "A marvellous job," he says. This machine is ready to do a marvellous job for you, too.



GARDENMASTER S80 — the Landmaster machine for the home garden. Perfect for **DIGGING, WEEDING, CULTIVATING, HEDGE TRIMMING, LAWN MOWING, PUMPING, ROUGH GRASS CUTTING.**

* Send off the coupon below for full information about the 21 job versatility of the Landmaster L150 and the Gardenmaster S80.

NEW GUINEA DISTRIBUTORS: **TOM F. LEONARD, GENERAL ENGINEERS, BOX 8, PORT MORESBY 9903**
Island Distribution from Company's Plant, Ballarat, Victoria

LANDMASTER L150 & GARDENMASTER S80

Produced in Ballarat, Victoria by

FIRTH CLEVELAND Pty Ltd.
LANDMASTER DIVISION

To: **FIRTH CLEVELAND PTY. LTD.**,
P.O. BOX 198, BALLARAT, VIC., AUSTRALIA

Please send me, completely free and without obligation, details of the Landmaster L150 and Gardenmaster S80.

NAME
ADDRESS

They'll Challenge for The 'Bounty Cup'

South Pacific bowlers for the first time are to challenge Norfolk Islanders for a new trophy—the "Bounty Cup".

In silver and gilt, the Bounty Cup is surmounted by a small replica of the ship that has played such a vital part in Norfolk Islanders' history.

The cup will be played for in Norfolk in early May when 42 Australians and 42 New Zealanders will arrive for an international bowling carnival which Norfolk hopes will make an annual event.

Heading the first official visit to Norfolk of the Royal New South Wales Bowling Association will be senior Vice-President Ted Down. Visitors from NZ will field teams from Auckland's Carlton Club, the Nae Nae bowling club and many others.

Among the visitors are 14 women bowlers from NZ and 10 from Australia. Though not competing for the Bounty Cup these women will meet their opposite members in the NZ competitions organised by Norfolk Island associates.

During the two weeks stay of the visiting teams an extensive social schedule has been planned. This includes official receptions, tours, fishing trips, barbecues and picnics. On the last night of the tour a Grand Ball will be held at which the Administrator, Mr. R. S. Leydin, will present the trophies. It will be the first presentation of the Bounty Cup.

A Man-Bites-Dog Story from Papua

Legal history was made in Papua New Guinea in early March when a planter sued his native labourer for £123 and was awarded half the sum by a Port Moresby Magistrate.

According to the Secretary of Law, it was the first time a European in P-NG had ever sued native labourers. (It is usually considered a waste of time.)

Mr. N. G. Robinson, a planter, told the court that six of his native employees cut down a tree which they claimed endangered their quarters. Instead of falling where he expected it to, it fell right across the building, which was owned by Robinson.

The magistrate awarded £67 to Robinson and gave judgment against three of the six natives.

He held that three admitted the felling but that the other three did

understand Pidgin English and have unknowingly implicated themselves during Robinson's questioning.

An Assistant District Officer who cared for the natives, called the manager of a supply store and a Public Works Department supervisor in a successful attempt to lower the wages claim.

The cost of repairing the iron-roofed weatherboard building would reach £123, the witnesses agreed. The tree will be used as firewood by Robinson's employees.

utch-French Shipping Rivalries

Dutch shipping interests, which some time ago opened a shipping line from Europe through the Panama Canal to New Caledonia and on to West New Guinea, have announced that they will run another service. It will follow the same route, but will terminate in New Zealand and return to Europe by the same way.

The Dutch ships, reports our New Caledonia correspondent, have been using the French subsidised line, Messageries Maritimes, some hard competition and MM has had to put extra ships on the run for prestige purposes.

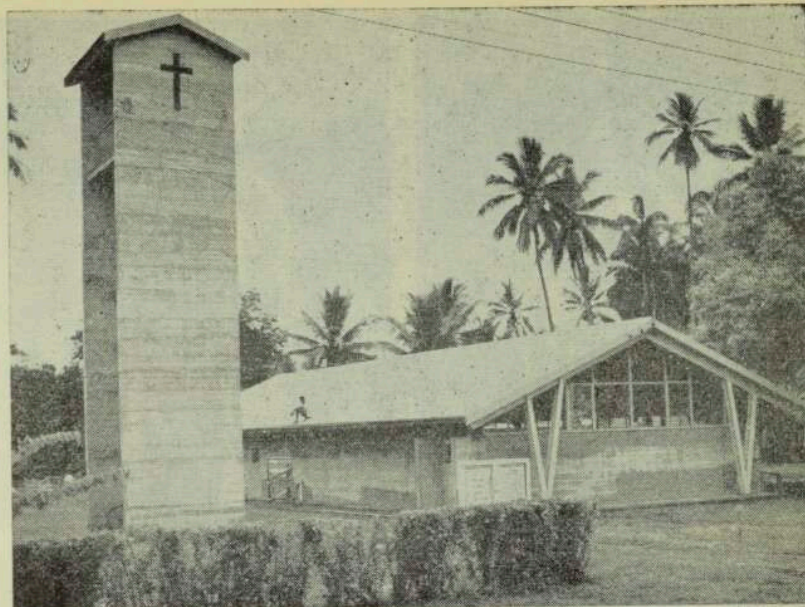
The Pentecoste Group in New Caledonia, which has many ramifications, is agent for the Dutch shipping line, and ships all its own cargo—including the popular Citroen cars—on these ships.

i Beef Industry Could Helped by Freezer

Fiji could reduce her beef imports under the impact of local refrigeration, some people believe. Many of the planters of the copra areas of Taveuni and southern Vanua Levu run a few head of beef to help keep their plantations clean, a practice which has become popular with their farming counterparts in Australia and New Zealand.

Most of these cattle have been kept of old age, and then shot, or perhaps killed on the plantation for local beef supplies for the homestead or pour. Very few are of the true beef types—in fact most of them are crosses between dairy breeds and half-bred beef animals.

Now Burns Philp (SS) Co. Ltd. has equipped its inter-island trader, *Ratanui*, with refrigeration on a small scale. A recent consignment of two carcasses from Savusavu arrived at Suva in excellent condition.



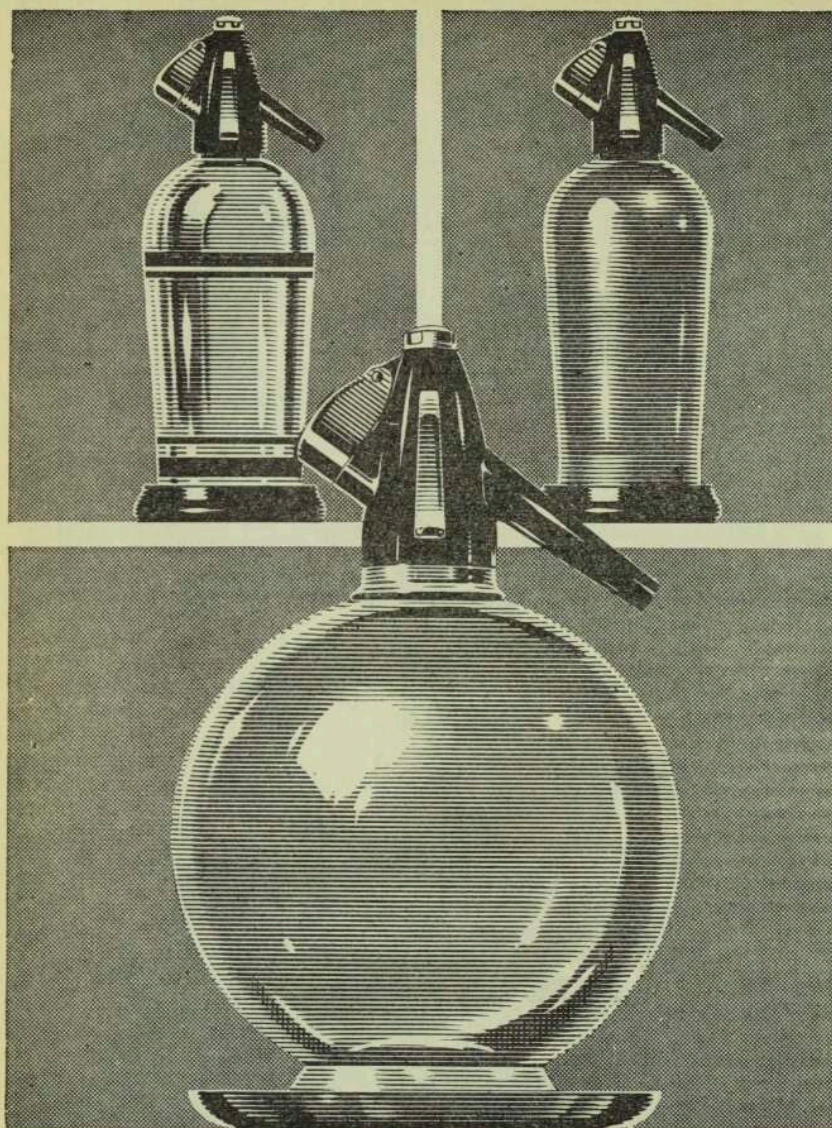
THE LABASA SCENE. St. Thomas' Anglican Church at Labasa (top) is newly erected and of unusual design. Below is the main street of Nasea township, Labasa. Labasa is the largest township on Vanua Levu, Fiji's second largest island. These photographs were taken by Fiji PRO photographer, Rob Wright, during a recent tour of that area by the Governor of Fiji, Sir Kenneth Maddocks. Sir Kenneth's main interest was to see progress made on a new development road from Labasa, south to the Dreketi plains, opening up large tracts of land which are at present only accessible from the coasts and rivers. The road is planned eventually to reach the Bua coast, famed last century because of its sandalwood. Early traders exploited it so intensively that it was cut out and destroyed.

The owners of the *Ratanui* may now add extra cooler space to take 15 carcasses.

With regular shipments assured the copra planters could go in for raising beef cattle on a much bigger scale, and go for the truer beef types which are suitable to the Fiji climate. And if the quality is up to standard there could be a big drop in Australian and New Zealand meat exports to Fiji.

Safety Week—in New Caledonia

New Caledonia's recent "Accident Prevention Week" ended on a tragic note. A young Tahitian woman, Madame Oupani Malanie, mother of four children, was killed when she tried to stop her runaway car. She had parked it on a hill and it began to run backwards. She chased it and



Choose from these elegant models

Left, right and centre, they're all Sparklets Syphons, the soda-making syphons, superbly designed, beautifully finished. Part of modern life in any home or bar today.

With a Sparklets Syphon and a supply of Sparklets bulbs your soda-water problems are solved — you make it yourself: the purest, freshest soda you ever tasted. Just as much as you want. Whenever you want it.

*Sparklets syphons

THE BRITISH OXYGEN COMPANY LTD
SPARKLETS WORKS • LONDON N17 • ENGLAND

tried to get in it but was crushed between it and a tree.

The President of the Road Safety Council managed to inject a bit of tragi-comedy into the week. Although he may know how to keep out accidents on the road he was not fortunate at home. At his country house he filled his kerosene refrigerator with motor spirit by mistake and in the resulting explosion he lost his eyebrows. £2,500 damage was done to his house, which caught fire.

NC Soldiers To Become Tradesmen

It is reported from New Caledonia that in future half of the young men doing their military service will go to France. There they will be given aptitude tests and trained as tradesmen.

If the scheme comes to anything it will be a good thing for New Caledonia which is acutely short of skilled tradesmen. There will presumably be some safeguard to ensure that the young men return to New Caledonia and don't decide to stay in France. (Our Noumea correspondent reporting this, says the French military authorities must read *PIM*—suggested something of the sort some time ago. "But," he adds, "I did go as far as to suggest that they be sent to France.")

NG's Tolais: Trouble But Goodwill, Too

An American anthropologist, Dr. Richard Salisbury, who has studied and lectured on the people of New Guinea for 10 years, sees trouble ahead for the Administration in Papua-New Guinea.

Dr. Salisbury is at present Assistant Professor of Anthropology at the University of California, at Berkeley. He is also a former Australian National University fellow.

Dr. Salisbury's NG field work has been amongst the Tolai of New Britain and the Siane people of the Eastern Highlands. He sees the latter in the same stage of development as the Tolais were before 1900 and thinks that Tolai problems today will inevitably be repeated by the Siane people in due time.

He thinks that the Tolai are already out-distancing present P.N.G. Administration development policies and are ready to take a far greater part in governing their own affairs than at present permitted.

One result of this, he thinks, is a lessening of interest in the Local Government Councils which were established

A Lizard in the Giant, Family Size

Taronga Park Zoo, in Sydney, which has just about one of everything and many of some things, recently added a giant papuan lizard to its collection. It's a salvadori monitor, nine feet long from nose to tail, and fully part-grown yet.

It looks more like a crocodile than a lizard and the Press in Sydney described it as a "dragon". It is, however, a genuine lizard, eats raw meat, bites men—when in the mood—with its three rows of teeth, and climbs trees.

Papuan natives captured this one six months ago along the Fly River. A crocodile shooter took it to Thursday Island and later offered it to Taronga. It travelled to Brisbane by ship and the rest of the way by train, and didn't like any of it but is now slowly becoming used to its specially converted and heated pit at the zoo.

This is only the third of these reptiles known to be living in captivity.

Historically supported 10 years

they have gone about as far as they can go with Councils—the area is fully equipped with aid-posts, village schools, etc.—and work done by the Councils is now regarded apathetically.

On the economic front, they have reached their limit—the area is devoted to cocoa and coconuts as far as labour supplies will permit, and this gives a man entirely dependent on his own efforts an annual income of an average £200 (although about 100 exceptional Tolai men over £1,000).

The average Tolai can, however, earn an income from cash-cropping by taking on clerical work for the Administration and Dr. Salisbury says this dependence on Government is unhealthy and that new industries should be developed to correct it.

In spite of these warnings he seems to think the Administration has done very well. He speaks of the "tremendous reservoir of Tolai goodwill" and the Administration that has been built up since 1945. "This includes even that in the Highlands, which have always been friendly". He doesn't see the Territory ever becoming another Congo and believes, although the native leaders are

excited by the thought of self-government they don't want Australia to leave the Territory.

The average annual income of the Tolais is about £5, which puts them about 50 years behind the Tolais. But he doesn't suggest that either economically or politically it will take them this long to catch up.

The New Caledonia Nickel Crisis

The water-jacket section of the furnaces of the Nickel Company in

Noumea, New Caledonia, began to be closed down in mid-March and by the beginning of April it was expected that between 250 and 300 workers would have lost their jobs.

Some, however, will be re-employed by the company on construction work at the smelters. Retrenchment will be on the first to come, last to go principle, and some who have been with the company for a long period will get severance bonuses.

Although the section of the company's furnaces fired by electricity will not close down, all employees



I'M A HEALTHY CHILD . . .

THANKS TO GLAXO BABY FOOD

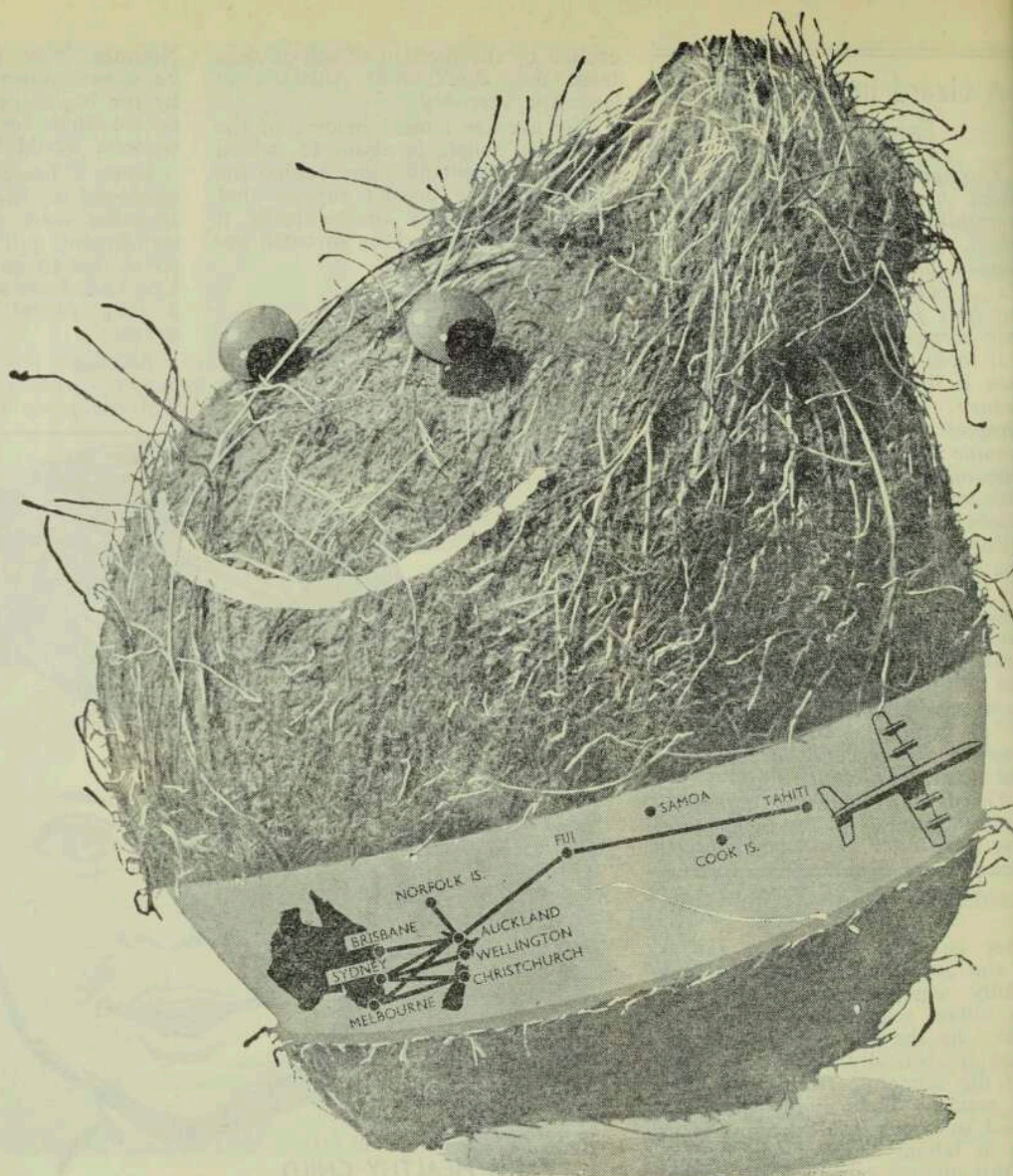
Glaxo milk-food gave me the right start to a healthy, happy childhood. It's pure, nourishing and easily digested. There's no check to baby's steady progress with Glaxo.

Glaxo

PERFECT MILK-FOOD FOR BABIES



GLAXO LABORATORIES (N.Z.) LTD., PALMERSTON NORTH, N.Z.



TEAL smooths out travel in the South Pacific

with 300 m.p.h. PRESSURISED AIRLINERS

Rounding the rough edges off South Pacific travel. Shrinking distance, stretching time. Turning widely separate peoples into "near

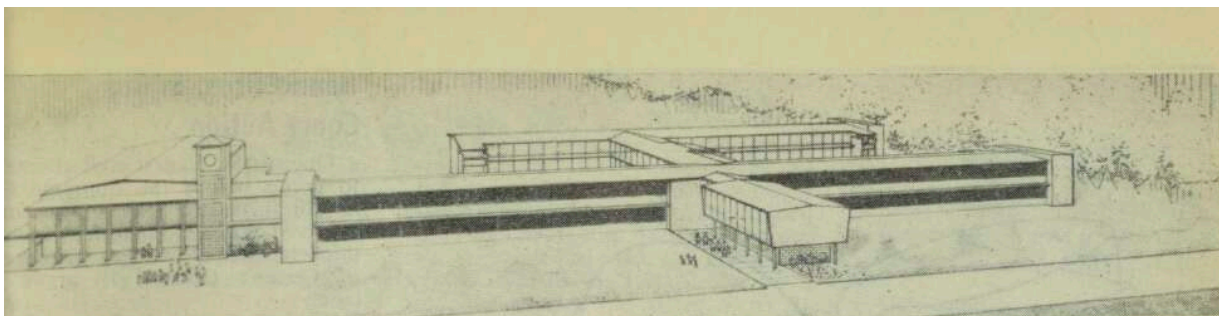
neighbours." This has been TEAL's purpose the South Pacific. It still is! Your TEAL office or agent is on the spot to serve you.

New Zealand's International Airline **TEAL**

SERVING THE SOUTH PACIFIC

AUCKLAND • WELLINGTON • CHRISTCHURCH • SYDNEY • MELBOURNE • BRISBANE • FIJI • NORFOLK ISLAND • TAHITI

AP56.97.100SC



the new Tonga High School at Nukualofa will look when it is completed. The school will be completed in three stages, the first stage being finished by this June. See story this page.

be affected as a strict 40-hour week will be worked and all overtime be cut out to make work available for the maximum of men. Many men have come to rely on overtime to augment their wages, but putting it out it is calculated that 250 men will lose their jobs out of the 500-600 which would have been the case originally.

There has been a slump in the island's nickel market for the last few years, in addition to which Caledonia has its own peculiar problems.

The local nickel crisis has been building up since last year when the Nickel Company informed the Assembly Territorial Budget Session unless a favourable decision was reached regarding a subsidy the company would be forced to close down some of its furnaces.

The New Caledonia Governor, M. Jean Pechoux, was in France at the time, and in his absence the opposition party walked out of the session, leaving the majority party—led by Maurice Lenormand's Union domienne—to carry on and take responsibility for all decisions.

Several projects that had been submitted by the Government were thrown out. Among them was a subsidy to the Nickel Company in the form of exemption from Export Duty on smelted nickel over a period of years.

Lenormand's party threw out the project because, it said, the Nickel Company had completely rejected a modernisation programme which was part of the arrangement-in-principle and the Government would be getting nothing from its subsidy.

Governor Pechoux refused to accept the decisions of the Assembly, declaring that it had made decisions contrary to the best interests of the country.

As head of the Conseil du Gouvernement (the upper house), he can veto any measure passed by the Assembly.

On the eve of an extraordinary Assembly session which the Governor called for March 6, the company

issued a communique informing the population that "due to the bad conditions on the nickel market over the last few months, the company had decided to close down the water-jacketed furnaces in the 'A' section of its plant in Noumea".

At the Session the Governor gave his reasons for refusing the first Budget Session recommendations and stated that the Nickel Company's request for aid was justified.

The Assembly President—a Lenormand Party man—declared he would recommend to the Assembly that it refuse to study the agenda as set out by the Governor, and in the voting the President's casting vote won the day.

The meeting broke up in confusion, and on March 9, the Council was dissolved. New elections will be held in April. (See front news pages.)

Work Pushes Ahead on New Tonga High School

A fine new high school will soon replace a collection of shacks which have served as a high school for Tonga for many years. The Government of Tonga decided last year to build a new high school at Nukualofa and in December let a contract for about £105,800 to the Tonga Construction Company to build the first stage.

The over-all plan envisages a two-storey building, which will be completed when required. Workmen are now endeavouring to complete a wing of the first stage so that it will be ready for occupation on Tonga Emancipation Day on June 4.

The whole of the first stage should be completed in time for opening of the school year in 1963, when there will be accommodation for about 550 pupils.

In the first stage there will be 19 classrooms, four science laboratories, an administration section, bathroom, storage rooms and cloak rooms. No date has yet been fixed for building the second stage, the plans for which

include additional classrooms and laboratories and an assembly hall.

The new school is being built of concrete blocks, with reinforced concrete floors, coral metal and sand.

The building was designed by Derrick and Derrick, architects and engineers, Suva, who are supervising the construction.

Fuss Over Lord Howe's Pyramid Assault

The team of Victorian mountaineers who set out to climb Ball's Pyramid, a rock protruding from the sea, 10 miles off Lord Howe Island (*PIM*, Mar., p. 119), did not achieve its aim, in fact the members didn't even set foot on the rock.

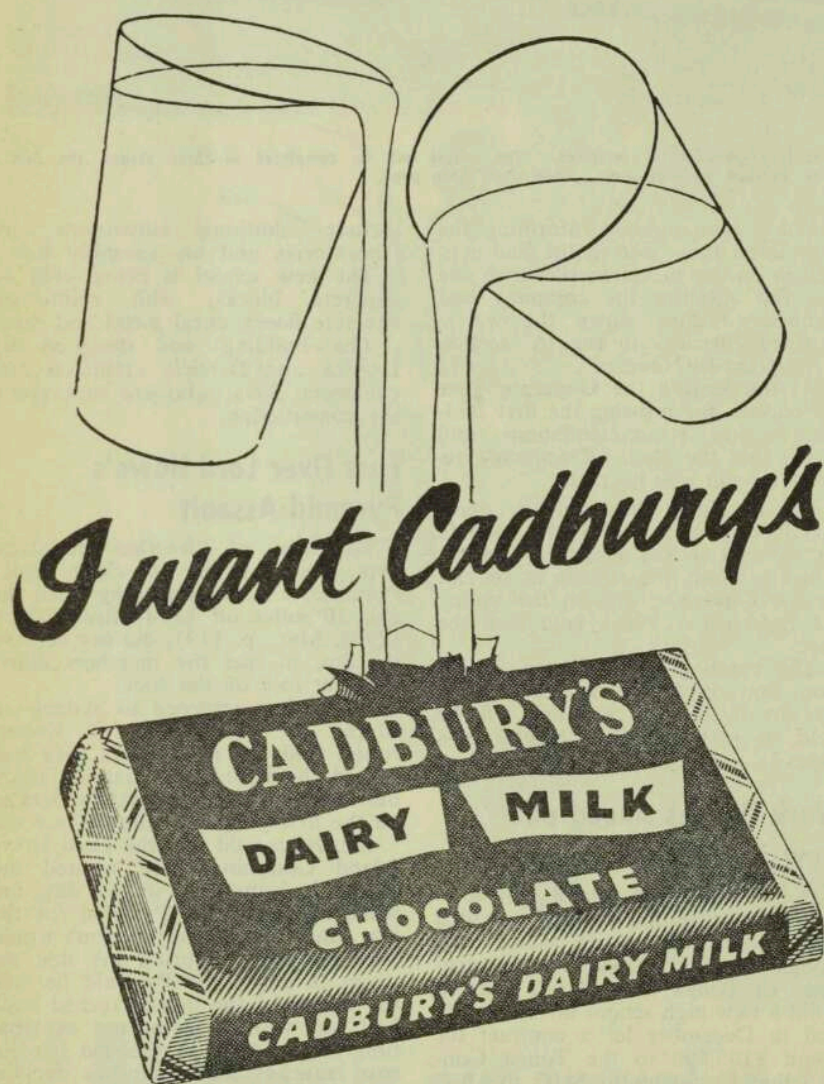
When they returned to Sydney on March 15, the leader, Mr. Robert Jones, told the newspapers they had gained the impression that the islanders did not want the mainlanders to be the first people to climb the rock.

Mr. Jones said that the Lord Howe Island Committee had wanted the trip to be completed in one day, but when he visited the Pyramid for the first time he saw that the climb would take two days. During the first attempt to reach the Pyramid he said the owner of the launch turned back half way without giving any explanation why and on the second trip, in two launches, both skippers decided that the sea swell was too great to allow an attempted landing.

No charge was made for the trip.

Mr. J. Whistler, chairman of the Lord Howe Island Committee, later denied the suggestion that the islanders did not co-operate. In a letter to the president of the Victorian Climbing Club he said he had repeatedly informed the climbers that sea conditions were not suitable for the trip and that he would not be held responsible for leaving a party on the Pyramid overnight in view of the possible dangers.

He also said that he wrote the letter to guard Lord Howe Island's "reputation for hospitality, friendliness and an ever-readiness to assist and co-operate".



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

MD25/HP/9

Banno Bros. in Big Court Action

One of the biggest civil claims to come before the Supreme Court in Fiji started in March. The amount involved was £375,000, and each side imported heavy artillery in the shape of Queen's Counsel to argue the case.

The parties were Banno Oceanic Ltd. and Hari Charan Akhil, a Fijian manganese mine owner, and two companies associated with Akhil. Banno asked the court to order the defendants to comply with an alleged contract for £375,000 to sell their mining rights and interests, plant stockpiled manganese ore to them.

They also asked for an injunction to restrain the defendants from proceeding with or disposing of any of the mining rights and interests in the damages for alleged breach of contract, and special damages of £1,761/9/7.

Hari Charan Akhil and the mining companies claimed that the contract was not concluded, and that variations made in it were for an illegal purpose to evade the payment of income tax.

Mr. L. P. Leary, QC, Auckland led the Banno team of lawyers, Mr. O. J. Gillard, QC, Melbourne was leading counsel for the defendants.

The Acting Chief Justice (Mr. Justice Hammett) heard the case which was expected to last several days. He was then expected to serve his decision.

Thornton Echo: Privy Council Rules on Deportation

The deportation of journalist Eric Thornton, 44, from Fiji in 1957 had an echo in the Privy Council in March, when Thornton sought leave to appeal against a conviction in March, 1957, for failing to leave when ordered by the Principal Immigration Officer after a four month visitor's permit had expired. Thornton was fined £30 in the Magistrate's Court, and the Supreme Court subsequently upheld the conviction.

The deportation order against Thornton was made on November 15, 1957, and two days later Thornton was arrested and put on a plane for Britain.

The argument before the Privy Council was on technical grounds. One of the main points made by Thornton's counsel was that as a citizen of the United Kingdom Colonies, under the British Nationality Act of 1948 Thornton was much a citizen of Fiji as he was of the UK. Therefore he was entitled

ly at all times to enter and leave
The lawyer also claimed that the
Immigration Ordinance, was void
cause it was in conflict with the
ish Act.

le agreed with the president of
court (Viscount Simonds) who
ed "Are we all citizens of Fiji?"
it was a far-reaching, almost
olutionary claim.

he counsel for the Fiji Police con-
led that under the 1948 Act in-
d of there being a single status
a British subject throughout the
nmonwealth, there was now a
onality for each Dominion, and
e was nationality or citizenship
he UK and Colonies.

here was no provision about the
ts of a person endowed with
enship of the UK and Colonies,
for such rights one had to look
ne legislation of the different terri-
es.

he Privy Council agreed with
e views, and rejected Thornton's
tion.

Strike Upsets Plans Samoa, Christmas Is.

United States West Coast seamen
ck for higher wages March 16,
atening construction work under
for the South Pacific Conference
Pago Pago in July and curtailing
ments of essential food and other
olies to Hawaii.

he strike was called the day that
Matson freighter *Ventura* was to
from San Francisco for Pago
o carrying all of the roofing
ces for the big new auditorium
tre. The vessel also had essential
trical and generating equipment



HEALTH CENTRE. This attractive concrete
ing with a leaf roof and brightly painted
ers has just been opened in Moniara
Red Cross Health Centre. It includes
ante-natal clinic. Immunisation against
whooping cough and TB is also being
at the Centre and mothers are taught
to feed their children properly. The
branch of the Red Cross Society proposes
concentrate primarily, though not
sively, on measures to protect the health
ative mothers and young children. The
rtly appointed Red Cross Regional Officer
the Western Pacific, Miss C. M. Clapham,
Moniara in March for Vila after a two
months' visit to the Protectorate.

and plumbing and other hardware
for the construction programme.

Matson was also forced to cancel
the scheduled sailing of the south-
bound luxury liner *Monterey*. The
company—which has not had heavy
passenger loads on this service on
many sailings—was fully booked for
this trip. Airlines and the competing
British ships of the P&O-Orient Lines
were the gainers.

The strike halted shipments by
commercial vessels of cargo destined
for Christmas Island and the nuclear
weapons tests planned there in late
April. US Defence Department offi-
cials sought—and won—a Federal
Court order forcing the Sailors'
Union of the Pacific and two smaller
unions to supply crews for Christmas
Island freighters and work began on
loading them the week of March 25.

Hawaii was immediately threat-
ened with some food shortages.
Governor William Quinn appealed to
President John F. Kennedy for Presi-
dential intervention. Honolulu
grocers were reported informally
rationing some items to customers.
The bulk of Hawaii's food comes
from the San Francisco area.

Richard F. Taitano, director of the
Office of Territories of the United
States Department of Territories, told
PIM correspondent in Washington,
DC, that he was "gravely concerned"
about the effect of a prolonged strike
on the South Pacific Conference.

American Samoa Governor H.
Rex Lee flew in to San Francisco on
March 22 to determine what could
be done to get supplies moving and
also to take care of other island
business.

He got some bad news not long
after arrival. One vital—to the Con-
ference—shipment was a small box
only two feet by one foot by one
foot in size. It contained special tie-
down bolts for the job. Because of
the urgency of getting the bolts in
place, they had been flown to San
Francisco by air freight to arrive in
time for the *Ventura* sailing.

When the strike began, Governor
Lee found, the bolts were securely
buried in the hold of the *Ventura*
with several hundred tons of cargo
atop them!

To alleviate the emergency, the
Interior Department hastily chartered
a German freighter, the *Cap Com-
ingo*, and loaded her with timber,
furniture, school equipment and a
general consignment of building
materials and hardware. The vessel
was scheduled to leave Los Angeles
on March 26.

Arrival of the *Cap Comingo*
would enable construction work to
continue, even without the cargo
aboard the strike-bound *Ventura*—
although the *Ventura* supplies are

Advertisement

Beauty Lemons

Here is news of a certain type of
beauty lemon that gives the com-
plexion radiant loveliness.

It refines and tones the skin,
fades away sallowness, removes
city grime, make-up and lipstick
as if by magic. It unclogs pores
and clears spots and blemishes.
Brushed on the hair it imparts
the brilliance of diamonds as it
helps setting.

Ask at your chemist or cosmetic
counter for **Lemon Delph**
freshener, 11/6 a bottle.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to
Sydney, or persons interested in Islands
affairs, are invited to communicate with
the Honorary Secretary of the above
Society which was formed to constitute
a social and cultural centre for those
interested in the Pacific Islands.

Regular meetings and social gatherings,
with lectures, are held at the Feminist
Club Rooms, 7th Floor, 77 King St.,
Sydney, on the last Thursday of each
month, at 8 p.m.

Address for correspondence:—

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

Furnished Serviced Suites

In Sydney

Kanimbla Hall, 19-29 Tusculum St.,
Potts Point, 5 minutes city, next
Kings Cross, modern, 9 floors, har-
bour views, restaurant, S.C., furn.
serviced suites with separate
Lounge, Bed and Bath Rms. and
Kitchenettes, Refrig., H.W., from
£3/3/- daily for 1, plus £1/1/- extra
per day for each extra person. Some
leased flats for longer periods from
£17/17/- weekly. Write or Phone:
FL4141 (9 lines); after hours, FL 4149.
Telegrams: 'Kanimblahall', Sydney.

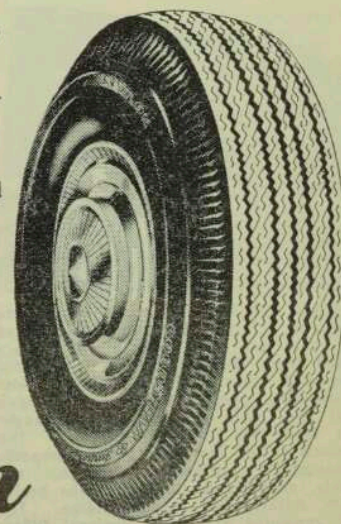


Play it safe

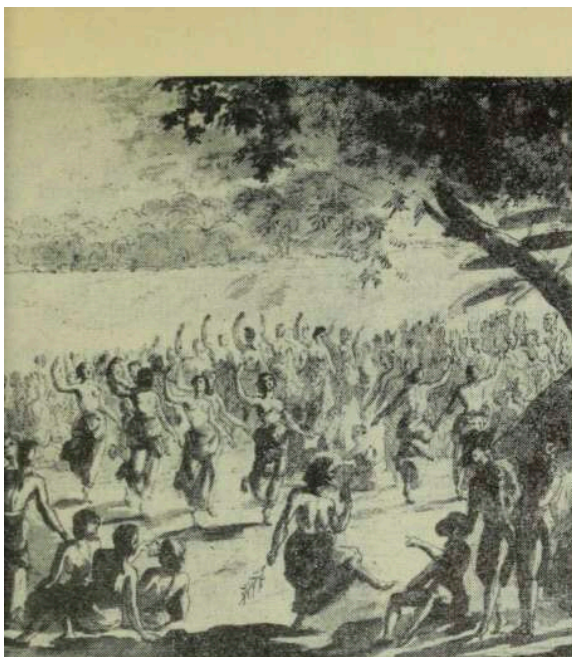
This is Australia's finest, SAFEST tyre

If you want a larger measure of security when you drive — a wider margin of safety — drive on Goodyear Imperial Nylon Tyres. Tread, cord and body of this tyre are engineered by Goodyear — world's biggest, most experienced rubber company — to meet the hot, twisting strains of high-speed driving. The self-adjusting tread gives full-time, positive traction and responds instantly to brake or accelerator. The cord body, acknowledged the strongest in the industry, is built with Goodyear's exclusive 3-T Nylon cord, tempered like steel to give greater resistance to bruise damage, high-speed tyre heat and constant flexing. The extra strength and safety of 3-T nylon costs but little more than ordinary tyres. Why be satisfied with less? See your Goodyear dealer, garage or Service Station.


GOOD YEAR
Imperial nylon



N264D



ently needed, Governor Lee said. The Governor said that he would a Federal court order forcing unions to sail the *Ventura* if the ce lasted through the week of rch 25. He conferred at Berkeley a Knowles Ryerson, senior United es commissioner on the South ific Commission, who would rep- ent him if court action became essary. The seamen struck against the 12 panies represented in labour bar- ing by the Pacific Maritime As- ation. The companies sail about freighters and passenger vessels, fly in Pacific Coast-Far East le, but also to South American Alaskan and Hawaiian waters. ailors now receive about \$434 nthly, plus keep.

Malaspina: Library Buys Historic Vavau Sketches

Twelve drawings of great histori- interest by artists of a Spanish expedition which visited the Vavau hipelago of Tonga in May, 1793, e recently been acquired by the chell Library, Sydney.

Eight of the drawings are of nes in Vavau; the others are of nes in New South Wales. The vau drawings—three of which are roduced here—are the earliest wings done by European artists hat island group.

The expedition to which the artists onged was headed by Captain Ale- dro Malaspina, whose voyage to

Pacific, Sydney writer Robert agdon described in an article in ruary's *PIM* entitled "Forgotten avigator Annexed Vavau For nish Crown".

The drawing, at top left, probably the finest of the 12 acquired by the Mitchell Library, depicts a dance which the women of Vavau staged for the entertainment of officers of the Malaspina expedition. An interesting touch is the man in the foreground holding a mirror (then a novelty in Vavau) for a girl to look in. Top right shows women of Vavau searching for shellfish—by one of Malaspina's artists, and at right are three women of Vavau as one of Malaspina's artists saw them. The original is in colour. All the drawings are reproduced here with permission of the Trustees of the Mitchell Library and are from originals in the Dixon Galleries.



This article was the first account ever published in English of Malaspina's visit to and annexation of Vavau—this important event in Tongan history having been neglected by Pacific historians due, mainly, to a series of extraordinary events that befell Malaspina after his return to Spain.

As Langdon described in February, Malaspina fell into disgrace about a year after returning to Spain and was imprisoned for nine years. On being released, he was deported to

his native Lombardy where he died forgotten in 1809.

Simultaneously with his arrest, the King of Spain ordered that all the papers of his expedition were to be seized and withheld from publication.

The result was that almost nothing was known of the expedition's work until 1849 when a journal kept by one of Malaspina's officers which had apparently escaped the general seizure, was published in the Spanish town of Cerrito de la Victoria. (Over)

Thirty-six more years passed before an edited version of Malaspina's own journal, with some reports by several of his officers, was published in Madrid.

Both these volumes, being in Spanish, were neglected by English-speaking historians of the Pacific, and so nothing was known of Malaspina's visit to and annexation of Vavau.

Meanwhile, there still remained in various Spanish archives a vast collection of unpublished material relating to Malaspina's voyage.

Among this material were numerous drawings by the two artists who had been attached to the expedition—Fernando Brambila and Juan Ravenet.

These drawings were found in the Naval Museum in Madrid in 1956 by Father Celsus Kelly, an Australian Franciscan priest, while he was searching for historical material of Australian and Pacific interest for the Mitchell Library and National Library, Canberra.

Father Kelly had microfilm copies of all the drawings made for the two libraries. Then late last year, the Mitchell Library bought 12 of them through an overseas dealer.

By a coincidence, the 12 drawings arrived at the Mitchell Library while Langdon was doing research for his February article in *PIM*. But he did not learn of their existence until after his article had gone to press.

New Drive by N. Zealand For Islands Trade

A mission dedicated to the increased sale of New Zealand goods in the South Pacific Islands, comprising at least 20 persons, will leave Auckland in August, and spend about a month in Fiji, Samoa, Tahiti, New Caledonia and the Hebrides.

The trade mission is being organised under the auspices of the NZ Department of Industry, Commerce, and the NZ Manufacturers' Federation.

An active part in the organisation is being taken by Mr. T. E. Bower and Mr. J. K. Dobson, president and senior vice-president respectively of the Manufacturers' Federation. Mr. J. B. Prendergast, overseas trade director of the Department; Mr. W. Davies, NZ Trade Commissioner in the Islands; and Mr. F. A. Harding, who recently made a survey of Islands trade.

The plan was discussed at a representative meeting in Wellington early in March. Mr. Bower was emphatic on the importance of increasing the export of NZ's primary and secondary products.

Mr. Prendergast pointed out that NZ had an advantage in its proximity to Islands markets. Mr. Davies discussed the need for better shipping schedules.

The secretary of the mission will be Mr. V. R. Moore, secretary of the Wellington Manufacturers' Association.

It is realised that New Zealand exporters have been handicapped in the past in the Islands markets by the hold over both wholesale redistribution exercised by the big Australian corporations, and by the anxiety of both British and French administrations to assist their home land exporters. The New Zealand Government will study these factors closely before they launch their trade drive.

In Canberra in March details were made available of the report of the 19 man Trade Mission made in Australia to the Pacific Islands in August.

One of the points made by the mission was that a factor limiting Australian trade in New Caledonia was exchange control, which favoured trading with metropolitan France.

Australian firms already interested in New Caledonia trade have been complaining of this for years, but the course (*PIM*, June, '61, p. 59).

But despite this the mission found markets for building and construction materials. It also found that

MALLEYS

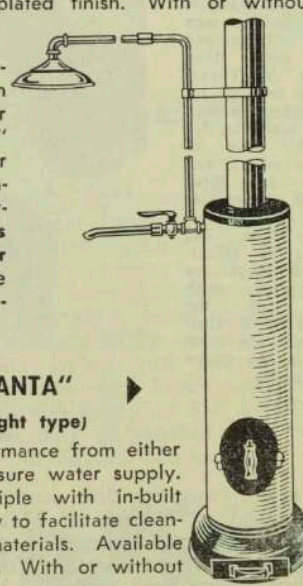
CHIP BATH HEATERS



MODEL "A" (Down-draught type)

Gives you steaming hot water in abundance, at low cost. Easy to install and operate. Solidly constructed to give a lifetime of dependable service. Available in galvanised or chrome-plated finish. With or without stand.

For added convenience you can convert your Malleys Model "A" Chip Bath Heater to kerosene burning simply by putting a **Malleys Kero-heat Adaptor** in place of the usual down-draught cone.



"INSTANTA" (Up-draught type)

Gives peak performance from either high or low pressure water supply. Up-draught principle with in-built grate and ash tray to facilitate cleaning. Solid construction, first-grade materials. Available in galvanised or chrome-plated finish. With or without shower.

Order through your usual Islands' Agents.

MALLEYS BUILT BETTER TO SERVE YOU BEST
 SYDNEY • MELBOURNE • BRISBANE • ADELAIDE

M156

creasing trade is being built up in Australian air-delivered fresh fruit and vegetables.

About 12 tons of fruit and vegetables are being flown into Noumea each week from Australia, and the trade is increasing.

But for cool storage fruit and vegetables Australia appears to have the chance of competing with cheaper produce brought from France.

The leader, Mr. T. H. F. Spalding, Brisbane, reported that the Pacific area is becoming a significant market, with imports of £86 million, of which Australia supplies about £3 million, or nearly 33 per cent.

New Caledonia and Fiji alone import goods worth £32 million, of which Australia provides £8 million.

"The mission's investigation has made it clear that Australia can substantially increase its share of this underused market," Mr. Spalding has told the Government.

"Already we are widely accepted in the area as suppliers of primary products, and Australia is a natural source of supply for these products.

"But the traditional pattern of demand is changing.

"Better living standards and higher purchasing power are making the Pacific Islands an increasingly important market for manufactured goods.

"These markets are becoming much more conscious of price and quality.

"Australian exporters must ensure that this trade is adequately understood and fully serviced."

Mr. Spalding has warned that there is a marked preference for French goods in New Caledonia.

Prices have to be highly competitive before the market is interested in examining other sources of supply.

In Fiji, the mission found an extremely keen market.

Mr. Spalding said that Australia had a good share of business, but the mission found that new Australian products could gain entry if exporters attacked competition and their problems and undertook a thorough servicing of the market.

He said that to succeed Australian firms must:—

- Ascertain market needs precisely;
- Compete on quality, finish and price;
- Meet documentation needs;
- Engage in local promotion and provide after-sales service; and
- Carefully select the right agent.

Mr. Spalding's report did not say so, but the mission is believed to have pointed out to the Commonwealth Government that Australia

has lost about £500,000 a year in business to New Zealand exporters who are actively exploiting the Fiji market.

The mission reported that there were opportunities for:—

Costume jewellery, leathersgoods, fancy goods, flour, bran and pollard, ghee, tinned meat, fish and vegetable, builders' hardware and other building materials, plastic ware, holloware, books, saddlery, lightweight worsted and woollen fabrics, hardboard, sunglasses, souvenirs, ball point pens, manila and sisal ropes, rice, dried peas and beans, biscuits, fruit juices, canned meats, vegetables and fruits, grocery lines, onions, garlic, soap and detergents, ready-

made clothes, canned beer, wines and canned soft drinks.

The Australian mission visited both New Caledonia and Fiji, and some members visited other Territories including the New Hebrides and Samoa.

"Yankee" Investigates An Old Chestnut

When the crew of the brigantine *Yankee* arrived in Honiara, BSIP, in February (the brig and the crew struck trouble later in Cairns—see p. 99) they took time off from their troubles to investigate an old story.

This was that a number of Japanese had been walled up in a cave



don't be vague

ask for

Haig



**NO FINER
SCOTCH
GOES
INTO ANY
BOTTLE**

Haig

SCOTCH WHISKY

The oldest name in Scotch—since 1627

NG.3.62

at the side of the cutting in Tulagi during the Pacific war. The crew members made a hole big enough to crawl through and entered the cave with a torch. They found no bones or bodies. The only evidence that the cave had ever been used was a camp stretcher and two oil drums.

Pacific old hands, of course, could have told the *Yankee* investigators that the "walled up prisoners" story is a hardy perennial. It keeps recurring throughout the war-time battle-grounds of the South Seas, in one form or another. Latest reports *PIM* has had have told of "whole hospitals" buried in hills at Lae and on the west coast of Dutch New Guinea.

Light Commemorates Tragic "Melanesian" Loss

What will be a regular reminder of the tragic and mysterious loss of the 240-ton *Melanesian*, with 60 people aboard, came into existence in March. It was the Melanesian Memorial Light, established on a 60-ft steel tower at Talatua Island, off the Guadalcanal coast, BSIP—bought with funds raised partly by public subscription to commemorate the loss of the Government vessel.

Melanesian disappeared in July, 1958, on a voyage from Malaita to Sikaiana, with all her passengers and crew. Ships and aircraft searched for 11 days. First wreckage was sighted eight days later, and two days after this the body of the boatswain was recovered—but no trace was ever found of the others.

The new light warns shipping away from the Rua Sura reef, on which many vessels have grounded during night voyages.

No P-NG Action Against Sect

The Australian Minister for Territories, Mr. Hasluck, in March turned down a request from the P-NG State Congress of the RSL for the banning of Jehovah's Witnesses from the Territory.

His reason: Without violating the principle of freedom of worship, there is no ground for excluding one denomination except that of security risk. And there has been no convincing evidence that the Witnesses were such a risk, the Minister said.

Mr. Hasluck admitted that the Witnesses had worried the Administration, other missions, and native leaders.

But he added: "The native people can make their own judgment whether they accept the leadership of this denomination or that of missions with which they are better acquainted".

The RSL Annual State Congress, meeting in Lae in March, went into committee to discuss several motions calling for action against the Witnesses.

Following a long discussion the Congress issued the following statement: "The Congress unanimously passed the following resolution—The RSL views with the gravest concern the activities of that body of persons calling themselves Jehovah's Witnesses and purporting to be a religious cult. It considers that tenets of this body are incompatible with the aims of the Commonwealth Government under the Trusteeship in relation to this

Territory. It is submitted that there is ample evidence that harm has been and is being caused to the welfare of the Papuan and New Guinean people and the security of this country by the teachings of the body. Cognisance is taken of the fact that similar bodies have been proscribed in other countries at similar or more advanced stage of development than Papua-New Guinea. The strongest pressure should be brought to bear by the Administration of Papua and New Guinea and the Federal Government to have Jehovah's Witnesses declare a proscribed body and to actively prevent any adherents of this sect from spreading their teachings in the Territory."

Simogun Peta, representing the Native Ex-Servicemen's Association of New Guinea told the Congress that there already was evidence that the teachings of Witnesses were becoming confused in the native minds with cult beliefs.

This, he emphasised, was a grave danger to the welfare of the people of the Territory.

Simogun is a former member of the Legislative Council.

In opening the RSL Congress, the National President, Mr. A. J. Lee told delegates the RSL believed Australia must be prepared to accept the possibility of defending P-NG as it were part of Australia.

Mr. Lee said "The West New Guinea issue must give all thinking people cause for grave concern.

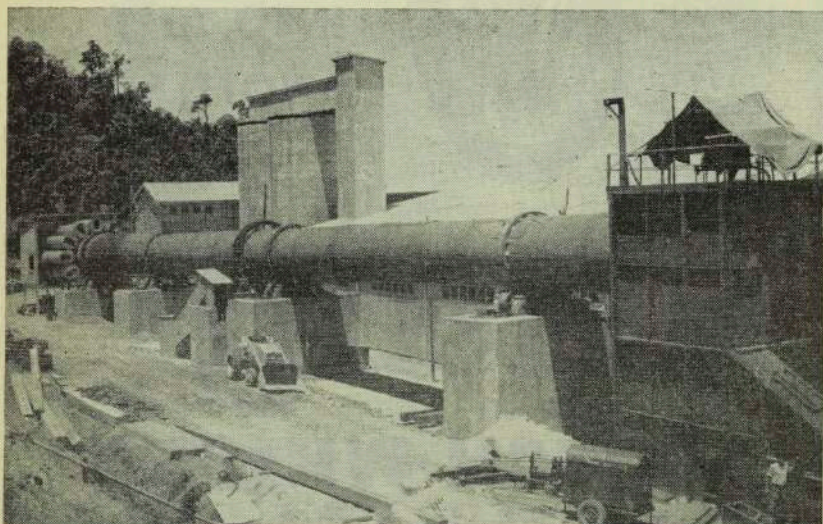
"It is the League's fervent hope that this issue will be reconciled either by the diplomatic moves that are now taking place or through the United Nations, and we sincerely trust with justice to the people vitally concerned.

"However, I would suggest that the West New Guinea issue is only one symptom of a general condition and in accordance with the League motto the price of liberty is eternal vigilance.

"We believe that the people of Australia must make sacrifices if necessary to prepare ourselves for any development that may occur."

Mr. Lee said a deputation is to seek an interview with the Minister for Defence, when a number of the League's main items of defence policy will be presented.

The League will request that the Papua New Guinea Volunteer Rifle be expanded into the full CMF organisation embracing natives, mixed bloods and Asians as well as present Europeans.



Fiji's first and only cement factory was to go into production towards the end of March. Built by Fiji Industries Ltd. at Lami, just outside Suva, work started on the factory last year.

Land Trust Board Gets for First Time

The new Solomon Islands Land Trust Board held its first meeting in Honiara on February 22. Under the chairmanship of the High Commissioner, the board includes 12 Solomon islanders. Mr. David Smith, the High Commissioner, presided at the inaugural meeting. The board was not yet in full operation because the sections of the Land and Titles Ordinance under which it would act had not yet been brought into force, pending the appointment of a Registrar of Titles. The new law would come into effect as soon as a Registrar arrived in the Protectorate. The new laws were intended to provide secure titles for Solomon Islanders' land and to reduce the number of land disputes.

Protecting NG Forest for Posterity

Something like 10,000,000 acres of forest reserves will be needed to meet the timber requirements of Papua-New Guinea by the year 2000, according to the Director of Forestry, Mr. W. R. Suttie. He calculated that by that year there will be a native population of over 4 million in the Territory.

Under the present laws, the only way to acquire anything like this forest reserve was by direct requisition from the native owners. But from the high capital cost involved (for a project that would only benefit posterity), the natives are reluctant to sell such land outright—they prefer to sell only timber, which would be no solution to the long term problem.

"Blackboard Jungle" in N. Samoa

Some of the wild boys of the *Star's* Press had got hold of it, it happened at Vaipouli High School, Savaii, Western Samoa, on the night of March 15 might have been described as a riot or even an insurrection.

The incident might even have its good side—but the principal of the school, New Zealander Mr. Thompson, his wife and small children were not likely to see it that way when their house was surrounded by yelling pupils, threatening violence and demanding food and money.

The trouble began two days previously, when a senior pupil—described as a "bully"—was expelled.



RED CROSS DRIVE. Sister Barbara Gimple (right) has been appointed a full time sister with the Red Cross in P-NG and she also has a Land-Rover to help her. She collects about 60 pints of blood a fortnight from native villages around Rabaul for the blood bank—representing a significant step. In the past many natives have objected to giving blood.

That night the whole school walked out. A delegation of pupils made the five-hour journey by launch and bus to Apia, where they saw the Director of Education and asked for the reinstatement of the boy who had been expelled.

This was refused; the delegation then returned to Savaii where schoolboys stirred up more trouble, culminating in the threat of violence to the principal and his family one night.

The school was subsequently visited by the Director of Education and the Minister for Education. The result: a further 18 senior boys were expelled. The Director, and later a meeting of local chiefs and orators, made it clear that the action of the principal in expelling the first youth was fully endorsed.

The whole incident has been taken pretty seriously in Western Samoa. This "blackboard jungle" business is out of focus with the image most people have of Polynesian people. It was feared that when news of it got to New Zealand, it would be just that much more difficult to recruit teachers.

At present Western Samoa depends largely on teachers seconded from New Zealand for staffing higher grade schools. A teacher would obviously have to be motivated by considerable missionary zeal to take on this sort of thing voluntarily—if the incident at Vaipouli School were typical, which of course it is not.

According to local opinion, most

of the trouble at the school was due to the ages of the ring-leaders. These can scarcely be called "boys"—they are, on Samoan standards, men of 18, 19 and 20 years old. Some are not so much interested in learning as in intimidating the younger pupils and, if they can get away with it, their teachers as well.

Some local people believe that they are far too old to be still at school in Samoa's present stage of development and that money available for education would be better spent on younger pupils.

Survey NG Border Now—Or Else

A member of Papua-New Guinea Legislative Council, Mr. R. S. Slaughter, has made a plea that Australian New Guinea's border with West New Guinea be surveyed at once and that every inch of it should be put under military surveillance.

"If we don't survey it now," he said, "before our 'new neighbours' move in, then we might as well forget it."

(A report in January *PIM* described how native people on both sides of the border now moved back and forth without hindrance and how some villages on the Australian side were actually administered by the Dutch and how the villagers themselves believed that they were West New Guineans.)

Mr. Slaughter urged that Daru Island, in the Western District of Papua and close to the West New

Guinea border, be made a Commonwealth military base.

He said that what is happening to West New Guinea should be a lesson to Australia and that it was most unfortunate "that we are not in a position to materially help our West New Guinea friends in the imminent invasion of their land".

"The Dutch should be congratulated for their stand," he said. "They have known for sometime that they will eventually have to leave West New Guinea—and they apparently want to leave—yet they remain at great cost, financially and otherwise, trying to allow the native people time to work out their own future."

Welcome Mat "Still There" for Australians

The services of education officers now in the Papua-New Guinea Public Service will be required for the rest of their working lives, said the Administrator of P-NG, Sir Donald Cleland, at the District Education Officers' Conference at Port Moresby at the end of March.

Since a declaration of policy some months ago to the effect that native officers were ultimately to fill senior positions in the P-NG Public Service, some European public servants have expressed doubts about their careers.

The Administrator took the opportunity to reassure them.

He said that New Guinea natives wanted Australians to stay in the Territory and had told the Minister so during a recent tour.

"Papuan and New Guinea leaders who talked with the Minister emphasised that they were fully aware of their need for the continuation of guidance and assistance by Australians," said Sir Donald. "They also made it plain that, when the time came for self-government, they would still want Australians to stay here."

New Hebrides Planters Have a Grievance

New Guinea copra planters do not feel that they are having a hard time these days, but according to figures sent to PIM by a New Hebrides planter, those in the C dominion are having it a great deal worse.

Comparative prices he has supplied on freight and wharf charges for copra are as follows:

NEW GUINEA

	£A per
Freight (to UK/Nth. Europe)	10 0
Agency Comm. .. .	1
Marine Insurance .. .	3
Stevedoring .. .	8
Cargo Superintendence in UK or Continent .. .	1
Wharfage .. .	3
Handling at Wharf .. .	3
	11 0

NEW HEBRIDES

	£A per
Freight (to Marseilles) .. .	13 7
Marine Insurance .. .	7
Stevedoring .. .	1 10
Handling at Wharf .. .	19
Superintendence .. .	2
Wharfage and Storage .. .	2 0
Duty .. .	2 10
Certificate of Origin .. .	1 12
	22 16

It will be noted that the New Hebrides charge includes £2/1 export duty. Export duty was dropped in P-NG when income was introduced. But even with this amount, the New Hebrides payments in order to get the copra off the wharf and to its destination are over £A9 more than in P-NG.

Additionally, of course, New Guinea planters are getting an f.c.

Are You "Chained" To Your Assets?



Looking after your investments probably occupies more time than you realise. Whether they are bonds, shares, real estate, businesses, mortgages or other assets, their capable control is of vital importance to you and to those who will, one day, benefit by your energy and foresight.

Do you know that Burns Philp Trust Company Limited can relieve you of these financial responsibilities? You may wish to go overseas on business or for pleasure. Or you may simply want more leisure while you can enjoy it. Whatever you require, the Company can free your hands. It is ready to act as Trustee or Attorney for any period, and equally prepared to use its professional skills and knowledge as your Executor.

A 20-page booklet, free on request, explains these specialised services. Ask for your copy at any branch of Burns Philp (South Sea) Limited, Burns Philp (New Guinea), Limited, Burns Philp (New Hebrides) Limited, or from the Trust Company's nearest office.

DIRECTORS: James Burns Joseph Mitchell
P. T. W. Black Eric Priestley Lee
MANAGER: L. S. Parker

SECRETARY: E. R. Overton, F.A.S.A.

BURNS PHILP TRUST COMPANY LIMITED

Executor • Trustee • Attorney
Custodian Trustee • Administrator

Head Office: 7 Bridge Street, Sydney.

Telegraphic Address: "BURNSTRUST", Sydney. Box 543, G.P.O.
Tel.: 2-0547

Also Registered Offices at Melbourne, Brisbane, Port Moresby (Papua), and Vila (New Hebrides). Canberra Agent: Burns Philp Trustee Company (Canberra) Limited.

of at least £A52 per ton for ke-dried copra, while New Hebrides planters are getting only £A35/10/-.

The Condominium Government New Hebrides does not raise revenue from income tax. Neither the French administration. The British administration does, but this revenue goes towards paying for its international commitments, only.]

IG Will Reorganise DAC's

District Advisory Councils which operated in Papua-New Guinea, together with their companion organisations, Town Advisory Councils, are shortly after the war, are to be reorganised.

It is understood that when reorganisation is complete, the councils will have more native members than is being achieved by direct representation from Native Local Government Councils.

Town Advisory Councils will continue to have direct representation. District departmental officers will continue to attend meetings, but have no vote on resolutions; and elected members of the Legislative Council will have the right to attend all meetings of DAC's in their electorates, and to take part in discussions.

The councils will, as before, meet quarterly but procedures and constitutions will be "more closely defined".

District Advisory Councils and Town Advisory Councils are, as their names indicate, purely advisory. Resolutions that are passed are sent to the departments concerned and the Administrator. Originally the majority of the members were Europeans with a few Chinese and European members. Now there are five members as well.

The councils are designed as a preliminary to full local government. In the far, members themselves have no wish to push this—no one

wants to assume responsibility for raising local revenue or for administering local public utilities. Both functions are left to the Administration—and the Administration thus has all the say in how money is to be spent and how services are to be paid for by the community.

Death and Injury When Truck Leaves Road

Three P-NG native children died, several were injured and four others were still missing when a truck plunged off the Lae-Wau Road into a gorge on April 1. The children were among a big party being driven home after taking part in a choral competition at the Lae Annual Show.

Take Over Bid

(from p. 18)

pile—namely, a newspaper - built bogeyman, dressed like an Indonesian, hanging around the frontiers of West New Guinea.

The Carpenter organisation, created by the late Sir Walter Carpenter after World War I, and expanded tremendously by his sons, R. B. and C. H., after World War II, has retailed and wholesaled, planted and manufactured and transported over most of the South-West Pacific—except Papua. There is some Carpenter activity in Papua, but it is modest and restricted. No one outside the boardrooms knows why the WRC brand is conspicuous by its absence in Papua: The man on the beach usually supposes that there was some sort of agreement between gentlemen.

Carpenters' last big Islands takeover was six years ago, when Fiji's biggest Kai Viti concern, Morris Hedstrom Ltd. joined up with the ever-thriving Australians. It has worked out very well for all concerned. The two big departmentalised

stores—Morris Hedstrom and Carpenter—compete vigorously against each other in Fiji's retail markets; but the union has spelled mutual benefits in the spheres of insurance, discounts, marketing, brokerage, shipping and various "overheads".

W. R. Carpenter Holdings Ltd., on September 30 last, had an issued capital of £2,806,684; a reserve of £82,758; and unappropriated profits of £1,409,756. A consolidated balance-sheet covering subsidiaries showed shareholders' funds at £13,902,097 and assets of £18,345,250 (including nearly £2,000,000 in cash).

Fiji Sugar War

(from p. 20)

they brought about the "growers strike"; with the result that Fiji's income from sugar, in 1961-62, will be down by between £2,000,000 and £3,000,000. Already, the Indian masses are feeling the economic pinch; and, what is more, the majority now are putting the blame where it belongs. So the "Patel-Swami crowd's" campaign failed.

The acceptance of the contract means that these conditions will rule the industry for some years; and the authorities now have power to deal drastically with anyone who disturbs the industry.

The "Patel-Swami crowd" give no sign of ceasing their activities among Indian growers. The extent to which they will be permitted to carry on will be the measure of the ability of the British Colonial Office's Fiji Government to govern Fiji.

A Better Economic Outlook

At the month's end, the mills announced the distribution of £900,000, based on the 1961 crop's proceeds. This money will be very welcome in the sugar-growing areas. But, even so, there could be acute distress there before the 1962 and 1963 crops are marketed.

The sugar prospects are very good. A quota of 250,000 tons for Fiji for 1962 already has been announced; and it is believed that at any moment the mills will announce a quota of at least 235,000 tons for 1963. If there is peace in the industry, Fiji could experience an economic improvement before a year is out.

All classes are anxiously watching the activities of the Development Commission, headed by the tireless Mr. Bevington, and hoping—and hoping. Plans are impressive, objects are beyond cavil—but, in this



The scene at Rabaul Airport on March 2 when an RAAF Hercules was diverted from Wewak carrying a seriously ill patient for hospital at Rabaul. Centre rear is Dr. C. Haszler. See p. 65.

overcrowded little country, time is terribly short. If only someone could produce a Five-Years Plan for Throttling the Indian Birthrate!

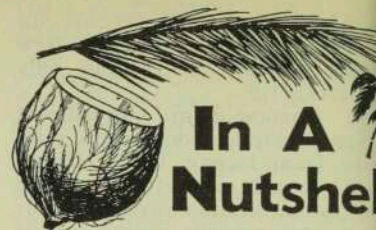
Quietly but rapidly the Fiji timber industry is building up, and figures and prospects are impressive.

The Colonial Development Corporation and Fletcher interests now have assembled a plant worth about £250,000 in the Nausori Highlands. Good forest is there and the market seems assured.

Messrs. John Bayly and Lou Genge have another timber enterprise taking shape in the hills beyond Navua; and over at Kadavu Island

there is a timber enterprise in active being.

The Fiji Government has wriggled away from so many important recommendations of the Burns Report that any quotation therefrom is considered maladroit. But here is a sentence or two from Paragraph 559: "Over 14 million acres, or 28 per cent. of the land area of Fiji, is suitable for sustained timber production . . . Here lies a vast natural and potentially valuable asset which, if developed, could be one of the major—if not the largest—industries in the country; and we urge that all possible steps be taken to make it so."



Classes at the new British Cent Teachers' Training College at Vi New Hebrides, were expected to gin on March 19. Twenty-fo teacher trainees have taken up re dence.

PRESBYTERIAN AND METHODIST SCHOOLS' ASSOCIATION

THORNBURGH

AND

BLACKHEATH COLLEGES

CHARTERS TOWERS, NORTH QUEENSLAND

For BOYS AND GIRLS from GRADE 3-UNIVERSITY-MATRICULATION

Courses available:—ACADEMIC, COMMERCIAL, INDUSTRIAL, HOME SCIENCE.
MUSIC and ART OF SPEECH taught.

Excellent sporting facilities, swimming pool, good climate.

Second term commences on May 8, 1962

Prospectus from the Principal, G. E. Thomson, B.Com., or Secretary,
City Mutual Bldgs., 90 Queen Street, Brisbane, Queensland.

TURNERS & GROWERS LTD.

AUCTIONEERS

FRUIT & PRODUCE

MERCHANTS

— AUCKLAND — NEW ZEALAND

WE SPECIALISE IN THE EXPORT TO THE TROPICS
OF NEW ZEALAND PRODUCE, POTATOES, ONIONS,
APPLES AND FRUITS IN SEASON

All Inquiries to our Export Organisation:

Turners Supply Company Limited

Box 1370,
Auckland, N.Z.

Cables:
"Tusco", Auckland.

Superintendent P. R. "Paddy" L kin, formerly of Lae, has been put charge of the police station Rabaul. His popular predecessor Supt. Jack Carroll will in turn ta over the Lae appointment on his turn from southern leave.

A choir of a dozen Papuan bo and girls were scheduled to vi NSW country centres at the end March to give several performanc of Papuan songs and dances. T choir, organised by the Salvatio Army, Port Moresby, is called t "Fuzzy Wuzzy Angels".

Queen Salote of Tonga celebrat her 62nd birthday quietly at h Auckland home, *Atalanga*, on Mar 13. She spent the morning openi presents and telegrams, one of whi was from Queen Elizabeth. Durin the afternoon she attended a sho service in the main hall at *Atalan*, after which Tongan college and u versity students in Auckland who a tended the service were treated to banquet.

About 4,000 natives attended t Finschhafen Show at the Drege hafen Education Centre, P-NG, c March 17 and 18. It was, for th first time, organised and conducte entirely by the native people throug a Show Committee.

It was a great success.

A branch of the Apex Club h been formed in Suva, Fiji, and a ready has a membership of 2 people representing the different rac in the Suva community. They hav not wasted any time and ahead have projects on the way. Durin Arbor Day they planted 200 tree along Fletcher Road.

Monsieur Cohic, an entomologist from Noumea, arrived in Vila, in January, at the request of the Joint Administration, to advise on measures to control the insect, *astus campbelli*, which appears to be causing premature nutfall on coconut plantations in the New Hebrides, especially in Nguna, Pele, and the North Efate. Similar damage was discovered on Santo recently and it was believed that the exceptionally heavy rainfall during recent months had helped the pest to increase considerably.

At the Gilbert and Ellice Islands, a new school for the children of the patriate and local officers was opened on March 7 in the Bairiki with a roll of thirty. It will be known as the Rurubao School, the local name given to the school by George the Fifth School when it was opened on Bairiki.

When the Bandmaster of the Fiji Band, Deputy Superintendent Duncan and Mrs. Duncan visited the island recently they took with them, as a goodwill gesture, a recorded message by the Fiji Police Band in presentation to the Tongan Police.

One of a number of bills aimed at the removal of racial discrimination in laws was introduced in the Legislative Council in March. The bill removes restrictions on Europeans entering native villages at night and on the presence at night of women in European homes.

The transfer of the Indonesian prisoners held in Netherlands New Guinea following the sinking of an Indonesian PT boat in January was completed on March 11. The prisoners were transferred to an Indonesian aircraft at Singapore.

Mr. Ron Crocombe (whose wife is a Cook Islander), and who has been attached to the Australian National University, Canberra, for some time, has won his Doctorate for a thesis on Land Tenure in the Cook Islands.

Colourful Apia, West Samoa identified Mrs. Aggie Grey, was in Sydney and Wellington in March visiting her grandchildren. She saw her 12th grandchild in Sydney and her 13th in Wellington.

DEATHS OF ISLANDS PEOPLE

Hon. Havea Tu'ihā'ateiho

The death occurred at his home at Vaikeli, Tonga, on February 4, of the Hon. Havea Tu'ihā'ateiho, OBE, a Tongan noble and former Deputy Premier.

He retired from public life in 1960 having completed 37 years of distinguished public service. The Hon. Tu'ihā'ateiho was educated at Tupou College and Newington College, Sydney. He first joined the Public Service as a clerk in 1923.

In 1929, he was appointed Governor of Vava'u and in 1932 Governor of Ha'apai. In 1946, he was appointed Acting Minister of Police, and later in the same year Minister of Lands and Works. In 1949 he was appointed Minister of Works, and in 1953 Deputy Premier in addition to his post as Minister of Works.

The Hon. Tu'ihā'ateiho also acted as Premier during the absence overseas of the Queen, when the Premier, Prince Tungi, was Prince Regent. The Hon. Tu'ihā'ateiho was accorded a State Funeral.

He is survived by his widow, Leafaitulangi.

Mr. Wilfred Smith

The death has occurred in New Britain of Wilfred Smith, well-known Cadbury-Fry purchasing agent for New Guinea. He was 48.

Mr. Smith, who had been suffering from a cardiac complaint, died on the way from his home at Paluat to Nonga Hospital.

He left a widow, Mrs. Meg Smith and a six-years-old son, Jeremy.

The funeral was attended by a large number of mourners, among them Mrs. Smith's brother, Col. R. T. Eldridge, Army Area Commander, P-NG, who flew from Moresby to be present.

Born at Bradford-on-Avon, Wiltshire, Mr. Smith was at the peak of a highly successful career at the time of his death. Acknowledged to be one of New Guinea's most informed cocoa experts, he had spent the earlier part of his life studying cocoa and associated conditions in Ghana, where he was attached as an agricultural officer to the British Colonial Service.

Mr. E. H. McIlwain

Mr. Eric Hastings McIlwain, who died at Suva on February 4 at the age of 64, had lived in Fiji for about 40 years, and had followed a variety of occupations.

In the early 1940's Mr. McIlwain

was licensee of the Rewa Hotel, and then he became farm manager of the Witherow estates, which were in the Rewa-Naqali areas.

He held this position till he died, and he was also then chairman of the board of the Rewa Dairy Company.

Dr. C. Keysser

The death occurred in December at Neendettelsau, Bayern, Germany, of Dr. C. Keysser, who was distinguished as an early Lutheran missionary, explorer, language expert and writer. His interest in New Guinea never waned. His death, at 84, was the result of injuries received when he was struck by a motorcycle.

Mr. C. C. Sachs

Mr. Charles Cochrane Sachs, a pioneer settler in the Tailevu area of Fiji, died at his homestead, Naivua, on March 2, at the age of 81.

He was born at Scotland, but when very young he went to Australia, and then to New Zealand. He returned to his homeland to marry and again migrated to New Zealand before settling at Naivua in 1909.

For several years he relied for his living on the Fiji banana trade with Australia, and when this ended he turned to dairy farming. He remained a dairy farmer till his death, and was then milking between 150 and 160 cows a day. He was one of the biggest suppliers to the Rewa Dairy Company.

He is survived by a widow, two sons, two daughters, 11 grandchildren and eight great grandchildren.

Ratu Timoci Vosailagi

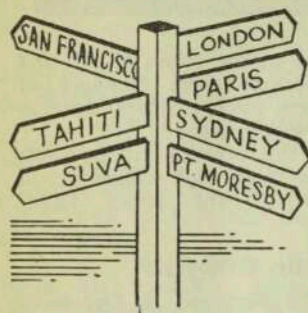
Ratu Timoci Naitaqale Vosailagi, who died at Suva on March 13, was well known in the Nadroga area of Fiji, where he spent much of his adult life as a cane farmer and then as a CSR Company field overseer. He was 46.

He was a member of a high-ranking Fijian family.

When he left school in 1934 he took up cane-farming, and remained a cane-farmer till he volunteered for service in the Solomons and on his discharge returned to cane-farming.

Ratu Timoci was in an action with the Fijian Forces at Mawaraka, Bougainville, in World War II, when Corporal Sefanaia Sukanaivalu won the Victoria Cross. He was, at that time the corporal's platoon sergeant. Ratu Timoci left a widow.

The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



You Can Go To New Zealand At Bargain Rates

Under the new TEAL-Qantas scheme for air package tours of New Zealand in the off-season, it is now possible for Australians, and tourists from other countries visiting Australia, to see the Dominion at unprecedented low prices.

THERE is a long list of tours available to some of New Zealand's most famous beauty spots, prices ranging from as low as £77/17/6 for a seven-days tour to £A193 for a 23 days tour of both islands.

This is in Australian currency—an added inducement because the Australian tourist is apt to think twice about holidaying in New Zealand when he realises that his Australian £ is going to be worth just a bit over 15/- to him after flying 1,200 miles across the Tasman.

The £A77/17/6 tour includes airfare both ways, all hotel accommodation, ground transportation and sightseeing. The itinerary goes something like this:

First day after arrival from Sydney—in Auckland; 2nd day, proceed by coach to Rotorua; 3rd and 4th days, in Rotorua; 5th day from Rotorua to Waitomo Caves; rest of day at the Caves; 6th day, Waitomo to Auckland; overnight in Auckland and return to Sydney the following day.

As the normal return fare, economy class, Auckland to Sydney, is £A74/2/-, the tourist gets all the rest for less than £4.

There is also an eight-days tour to the Southern lakes, visiting Queenstown and Mt. Cook. On this tour, the tourist flies direct from Sydney to Christchurch (South Island) and returns the same way. The inclusive cost—air fares, eight days accommodation and sightseeing—is £A96/4/-.

The catch to this holiday bonanza is that the tours must be taken in

the New Zealand off-season—May to November. This is about equivalent to taking a winter holiday in Tasmania (if contemplating a tour of NZ's South Island); or Victoria (if thinking of the North Island).

Some places in New Zealand are, however, famous for their beautiful sunny winter weather such as Nelson, at the top of the deep indentation in the northern coast of the South Island; and Hawkes Bay Province, and around the Bay of Plenty, North Island. During much of the winter in New Zealand, you can expect crisp frosty mornings followed by pleasant sunshine. If you like mountain scenery, the Southern Alps and other high peaks will be at their best at this season.

Towards the end of the off-season period, in October and November, the climate should be delightful everywhere.

Going in the off-season has its compensations. New Zealand's tourist accommodation is still geared to local requirements, and in the summer months—particularly during the long summer school holidays—the whole system bulges at the seams.

Australians don't have to have a passport to go to New Zealand—they just pay their fares and go—but they have to have a taxation clearance.



Footnote: In spite of Australian credit squeeze in 1961, and in spite of the unfavourable rate of exchange, Australian's were NZ's best tourists that year, spending as much in the country in six months as Americans did in a whole year.

With the Sun at The Top of Europe

ONE of the things that a tourist wants to do once in a lifetime is to see the Midnight Sun from the top of Europe.

In the high latitudes of north Scandinavia, just inside the Arctic Circle, there are eight weeks of summer when the sun never sets, works a 24 hour day. (As you probably remember from your school-days, it's caused by the inclination of the axis of the earth during the northern summer, the northern hemisphere is tilted towards the sun.)

During the season of the Midnight Sun, the sun approaches the horizon in the hours of night, does not sink below it, and the result is hours of prolonged sunset, with the colours, shadows and tranquillity usually associated with this.

Scandinavian Airlines System is running special Midnight Sun flights this year, every day between June and July 21. They originate in Copenhagen or from Stockholm.

You leave either Oslo or Stockholm in the evening and fly about 1,100 miles north in a flight time of about 3½ hours. You have to

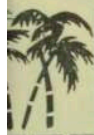
the Oslo tour you will first cross farmlands and, further north, famous snow resorts and have been served refreshments will land at Bodo, about 170 miles inside the Arctic Circle, in Norway.

At Bodo cars transport tourists to the observation point of Ronvikfjelle where there is a magnificent view over the Lofoten Islands to the north. Supper is served in the tourist chalet where, between watching and photographing the Midnight Sun, you can enjoy an hour or so around a big log fire.

On the flight back to Oslo, breakfast is served.

The flight that originates in Stockholm follows much the same pattern until landing at Kiruna, in Sweden (on this excursion, a meal is served in flight), which is also inside the Arctic Circle. From Kiruna coast take tourists to Jukkasjärvi, where they meet Lapp families, visit an ancient church and a museum.

clusive cost of the excursion either Oslo or Stockholm is 28 (approx £A35); General Sales Agents for SAS in Australia are Wilh. Wilhelmsen Cy Pty. Ltd., 13-15 Bridge Street, Sydney; or 51 William St., Melbourne. All travel agents and airlines also make bookings.



THE PACIFIC

About Caledonia

FEW more items of interest additional to those appearing in section in February on holiday in the French Pacific territory of Caledonia.

BANKING: Only one bank operates in New Caledonia—the Banque d'Indochine.

DRINKS: Bars are open round-the-clock; and—blessed French habit—cafés and snack bars, like the Casino, King's Cross, Jean-Paul and Maria in Noumea, serve hard liquor well. In other words, there's no fuss about drinking. All kinds of drinks are available but it's predominantly French—and not cheap.

ELECTRICITY: Voltage of electricity is generally 110 AC—but in places it is being changed to 220 V. So unless you are sure, have a look with that electric shaver.

LAUNDRY: Laundry and dry cleaning services are described as "rather expensive". But if you must have something washed you'll probably get it back within 48 hours.

CLUBS AND RESTAURANTS: Officially recommended clubs are the Biarritz and Santa Lucia, at Anse Vata Beach, just outside of Noumea; and the Tivoli and the Casino in Noumea. (A drink costs 60 Pac. francs—about 6/- in Australian money.) There is no charge and entertainment is included. Polynesian and occasionally continental.

RESTAURANTS: Good restaurants are the Biarritz; the Marsupilami, at Baie des Citrons; and the Cynos, La Perouse and Asia right in the city. A meal with wine costs equivalent (£A1-10/-).

CLOTHES: Dressing is strictly casual, unless you need to attend official function. If you go there in summer (January and February are the wettest months) take a light coat. If you go in the winter, a sweater or a jacket.

PHOTOGRAPHY: Plentiful supplies

of films for amateur photographers, Ektachrome and black and white developing and printing are done—usually as a one-day service.

TIPS: According to the official guide it's a case of "strictly no tipping"—so at least you'll have right on your side if you don't.

TRANSPORTATION: Taxis and small buses provide Noumea's public transport. Buses leave the city for Anse Vata Beach (three miles) every 10 minutes and charge 10 francs. City terminal is at Central Square, near the Fountain Monument.

SCENERY: New Caledonia is highly mineralised. Nickel is its most important industry and export. There are also large deposits of iron and chrome. The island is the home of the strange bird called the cagau (which like the NZ kiwi does not fly); and one of the strangest pine



GENUINE. South seas hula dancers are likely to appear just about anywhere these days—including at Saturday night entertainments in Sydney pubs. But these are the genuine article, brought from Tahiti by TEAL to perform at the South Seas Fiesta, organised by NZ tourist interests in Auckland in late March. The attractive lass in front here is Vara Hunter, who before her marriage was Vara Cowan, great-granddaughter of the Dr. Peter Cowan who settled in the Cook Islands three generations back and then moved on to Tahiti. Vara's grandfather, Mr. Jack Cowan, is still living. He has a house just outside Papeete and amongst his possessions, are three treasured Leetag paintings (oil on black velvet). One was painted by Leetag for Mr. Cowan in settlement of a 15/- debt. American millionaire shipbuilder Henry Kaiser recently offered \$9,000 for it, and was turned down.

Bungalow In Tahiti

The modern system of providing short-stay visitors with individual native style bungalows, luxuriously equipped, is in full flower in Papeete, Tahiti. A new addition to those already existing there has been opened by Mr. John A. Hounslow who has established a lagoonside group of eight bungalows which he calls Village Vaie. It's on the outskirts of Papeete, within walking distance of shops, and although the bungalows vary in size each has a tiled bathroom and kitchen and modern cooking facilities.

Small one-bedroom bungalows are £Stg.2/15/- or \$8 per day; large one-bedroom bungalows £Stg. 3/5/- or \$9 per day; and two-bedroom bungalows £Stg.4 or \$11.50 per day. Rates are slightly cheaper between Oct. 1 and March 30; and there is a discount by the month.

trees (*Araucaria cooki*) named for Captain James Cook who discovered the island in 1774 and, seeing a fancied resemblance to Scotland, called it New Caledonia.

New Caledonia has a dry west side, which is covered with niaouli scrub—a relative of Australia's eucalyptus. The east coast, by contrast, is fertile and covered in rain forest, with coconuts along the shore. There are some excellent beaches, some right in Noumea.

COST: Over and above fares, a tourist should calculate on New Caledonia costing him from 1,000 to 1,500 Pac. francs (£A5-£A7/10/-) per day for hotel and eating. Drink, transportation and entertainment will be extra.

Announcement!

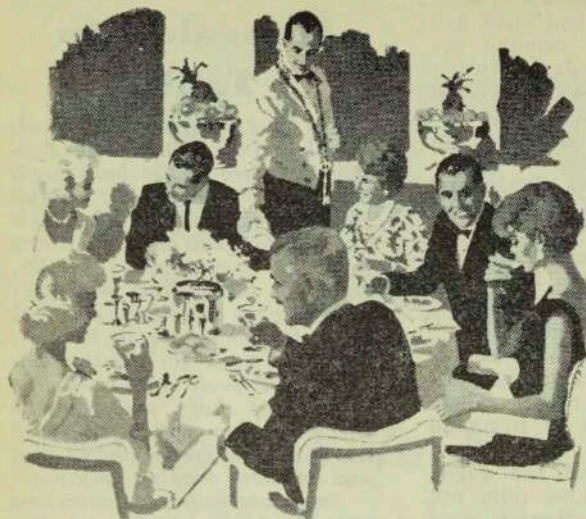
THE "AUSTRALIAN HOLIDAY CENTRE"

is now open and, we will be pleased to arrange accommodation bookings free for visitors to Australia.

To be run in conjunction with the well-known "AUSTRALIAN HOTEL GUIDES". The "HOLIDAY CENTRE" will book only with approved Hotels, Motels and Private Hotels, etc., featured in the Guides and whose standards of Accommodation are checked regularly by the Proprietor and Publisher, Mrs. D. G. Bremner.

Write to: G.P.O. Box 2231, Sydney, Aust.
Phone: 29-5338. Telegrams: "Hotelguides".

Member Australian National Travel Association.



MAGNIFICENT RELAXING LUXURIOUS CAREFREE ENCHANTING GLAMOROUS

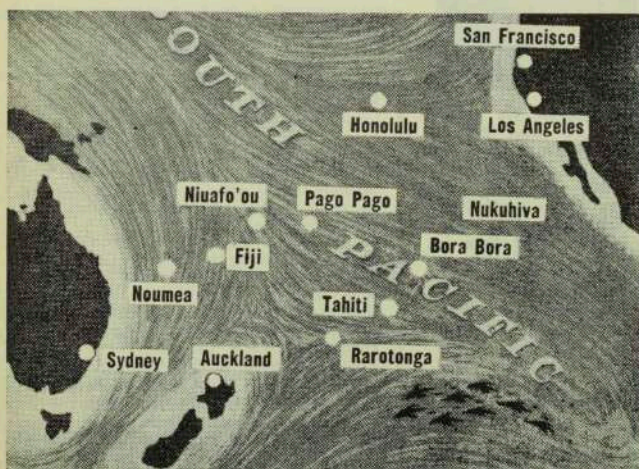
A Matson voyage is a never-to-be-forgotten experience.

You'll relax and discover Matson luxury with your 339 (never more) all-first class, fellow passengers.

You'll be delighted with the vast menu of skilfully prepared dishes, your air-conditioned stateroom, the 24-hour room service (have a steak at 4 a.m.!), the carefree, casual atmosphere.

Come cruising with Matson on the S.S. Mariposa or S.S. Monterey, the leisurely way to the U.S.A. or Australia.

Regular sailings from Sydney to—Auckland, Fiji, Pago Pago, Hawaii, San Francisco and Los Angeles.



Regular sailing from San Francisco and Los Angeles to—Tahiti, Rarotonga, Auckland and Sydney.

Bookings and Information.

PAGO PAGO: B. F. Kneubuhl.

SUVA: Morris Hedstron Ltd.

PAPEETE: Etablissements Baldwin.

AUCKLAND: Matson Lines, 73 Queen Street.

Matson Lines

For complete sailing schedule see page

4549/FP

SHIPPING TIME-TABLES

Sydney-Papua-N. Guinea

Sailings are approximate and may vary by as much as two weeks.
 Dekula sails from Sydney for Moresby, Townsville, Port Moresby, Wewak, Alexishafen, Madang, Sydney. Next Sydney sailings: May 30 (approx.).
 Laeta sails from Sydney, Brisbane, Cairns, Port Moresby, Samarai, Laeta, Lombrum, Lorengau, Madang, Laeta, Brisbane, Sydney. Next Sydney sailings: May 12, June 26 (approx.).
 Lololo sails about every six weeks: Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Laeta, Madang, Rabaul, Samarai, Pt. Moresby. Next Sydney sailing: Apr. 21, June 6 (approx.).
 Montoro sails from Melbourne for Sydney, Brisbane, Nth. Qld. ports, Port Moresby, Samarai, Rabaul, Kavieng, Wewak, Madang, Laeta, Port Moresby. Last Sydney sailing: Mar. 30. Next Sydney sailing: May 25 (approx.).
 Sails from Burns, Philp and Co., Ltd., 13 Bridge Street, Sydney (BU 0547).

Kiang: Leaves Sydney for Brisbane, Moresby, Samarai, Rabaul, Madang, Port Moresby, Sydney. Next Sydney sailings: Apr. 17, May 29 (approx.).
 Mansi: Leaves Melbourne about every six weeks for Sydney, Brisbane, Port Moresby, Samarai, Laeta, Madang, Wewak, Kavieng, Rabaul, Port Moresby, Sydney. Next Sydney sailing: June 5 (approx.).
 Sails from New Guinea Australia Line and Yull Pty. Ltd., agents, 6 Bridge St., Sydney (BU 1712).

Dina Navigation Co. Ltd. vessels sailing and Anshun (about 7,000 tons, carrying passengers and cargo) now call at Port Moresby, Papua, on their way from Sydney to Hongkong.
 King: Dep. Sydney Apr. 21, Pt. Moresby Apr. 30-May 2, thence Manila to Hongkong.
 Anshun: Dep. Sydney May 23, Pt. Moresby June 1-3, thence Manila and Hongkong.
 Sails from Swire and Yull Pty. Ltd., 13 Bridge St., Sydney. (BU 1712).

Elizabeth Boye: Leaves Sydney approximately every five weeks for Port Moresby, Rabaul, Wewak, Madang, Laeta. Sydney sailings: May 9 (approx.), June 20 (approx.).
 Evik: Leaves Sydney monthly for Moresby, Laeta, Madang (if inducement), Rabaul (calling Lord Howe Is. en route, occasionally). Next Sydney sailings: May 13, May 29 (approx.), June 12 (approx.).
 Sails from Karlander NG Line (F. Stephens Pty., Ltd., agents), 13 Bridge St., Sydney. (BU 8311).

Asia Line vessels run between Australian ports (turn round at Adelaide) to Papua-New Guinea, with every third voyage extending to Borneo.
 Atapi: From Sydney, due Rabaul Apr. 21, Madang Apr. 23, Tawau May 1, Sandakan May 3, Jesselton May 5, Labuan May 7, Miri May 9, Tanjong May 11, thence dry-docking and return to Sydney.
 Malacca: Due dep. Laeta Apr. 16 for Melbourne then loads at southern Australian ports, arriving Sydney May 2. Due Sydney May 5 for Brisbane May 7, Pt. Moresby May 14, Rabaul May 16, Madang May 23, Laeta May 25, then return to Sydney.
 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: NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports.

Milos: From Japan due Rabaul Apr. 11-12, Honiara Apr. 14, Vanikoro Apr. 16-18, Brisbane Apr. 22-26, Sydney Apr. 28; thence southern Australian ports for loading. Due dep. Sydney May 21 for Brisbane May 23-25, Laeta May 29-31, Madang June 1, Rabaul June 2-4, Manila June 10-11, Hongkong June 13-14, thence Japanese ports.

Tenos: Dep. Sydney Apr. 17 for Brisbane Apr. 19, Laeta Apr. 25-26, Madang Apr. 27-28, Rabaul, Apr. 29-May 1, Manila May 7-8, Hongkong May 10-11, thence Japanese ports. Due dep. Japan (Mojito)

May 22 for Hongkong May 25-27, Borneo ports May 30-June 2, Madang June 8-9, Laeta June 10-12, Rabaul June 13-14, Honiara June 16-17, Vanikoro June 19-20, Brisbane June 24-25, Sydney June 27.

Samos: Dep. Japan (Mojito) Apr. 18 for Hongkong Apr. 22-23, Manila Apr. 25-26, Borneo ports Apr. 28-May 1, Japan Is. (NNG) May 6-8, Rabaul May 10-11, Laeta May 12-13, Brisbane May 17-19, Sydney May 21.

Delos: Dep. Japan (Kobe) May 3 direct to Sydney, arr. May 15.

Aros: Dep. Sydney May 4 direct to Japan, for dry docking.

Details from Wm. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney - BSI - P-NG

Soochow (NG Australian Line): Leaves Melbourne about every five weeks for Sydney, Brisbane, Honiara (BSI), Rabaul

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THOR I"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — TONGA — FIJI — NEW CALEDONIA
 NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.

PAGO PAGO—G. H. C. Reid & Co.

APIA—Burns Philp (South Sea) Company, Ltd.

NOUMEA—Etablissements Ballande.

SYDNEY—Birt & Co. (Pty.) Ltd.

SUVA—Burns Philp (South Sea) Company, Ltd.

LAKE/RABAU—Burns Philp (New Guinea) Ltd.

PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

FIJI DIRECT SERVICE

VIA PANAMA

Regular Sailings from

London to Suva & Lautoka

Through Bills of Lading to

LABASA - LEVUKA - APIA - PAGO PAGO
 NUKUALOFA - VAVAU - NIUE

For further particulars apply to

BETHELL, GWYN & CO. LTD.

138 Leadenhall Street
 London E.C.3

BURNS PHILP

(SOUTH SEA) CO. LTD.
 Suva

Australia-NZ-Fiji-Canada-USA

		CANBERRA	ORONSAY	ORIANA	ARCADIA
SYDNEY	depart	May 10	June 4	June 27	July 8
AUCKLAND	arr/dep	May 13	June 7	June 30	thence
SUVA	arr/dep	—	June 10	July 3	Far East
HONOLULU	arr/dep	May 19	June 15	July 7	July 31
VANCOUVER	arr/dep	May 23-24	June 20-21	July 11-12	Aug. 5-6
SAN FRANCISCO	arr/dep	May 26-27	June 23-26	July 14-15	Aug. 8-9
LOS ANGELES	arr/dep	May 28	June 27	July 16	Aug. 10
HONOLULU	arr/dep	June 1-2	July 2	thence	Aug. 15
SUVA	arr/dep	—	thence	UK, via	thence
AUCKLAND	arr/dep	June 9	to Far	Panama	Far East
SYDNEY	arrive	June 11	East	Canal	Sept. 10

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0532).

USA-Tahiti-Cook Is.-NZ-Sydney-Fiji-Samoa-Hawaii

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Apr. 8	May 2	May 23	June 20
LOS ANGELES	arr/dep	Apr. 9	May 3	May 24	June 21
PAPEETE	arr/dep	Apr. 17-19	May 11-13	June 1-3	June 29-July 1
RAROTONGA	arr/dep	Apr. 20	May 14	June 4	July 2
AUCKLAND	arr/dep	Apr. 25-26	May 19	June 9	July 7
SYDNEY	arr/dep	Apr. 29-May 2	May 22-25	June 12-15	July 10-13
AUCKLAND	arr/dep	May 5	May 28-29	June 18-19	July 16-17
SUVA	arr/dep	May 8	June 1	June 22	July 20
PAGO PAGO	arr/dep	May 9	June 2	June 23	July 21
HONOLULU	arr/dep	May 14-15	June 7-8	June 28-29	July 26-27
SAN FRANCISCO	arrive	May 20	June 13	July 4	Aug. 1

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Madang, Lae, Pt. Moresby, Sydney. Next Sydney sailing: May 4 (thence Hongkong for docking).

Slagen (Karlander Line): Leaves Melbourne about every five weeks for Sydney, Pt. Moresby, Honiara (BSI), Rabaul, Madang, Lae, Sydney. Next Sydney sailings: May 22, July 10 (approx.).

Sydney-Netherlands NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong (every two months), NNG; thence Manila, Hongkong and China thence West Africa and return to Australia. Next Sydney sailing: Van Waerwijck May 6.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Johan Van Oldenbarneveldt 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: JVO dep. Sydney May 12 (at Papeete May 22-23).

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a two-monthly call at Tahiti, northbound and southbound.

Next northbound voyage: Ruahine, ex-Wellington, Apr. 19, due Papeete Apr. 25 (approx.).

Next southbound voyage: Rangitoto, ex-London, due Papeete May 2 (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.

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, Seroci, Sarmi, Hollandia, Fak-Fak, Kaimana, Kokonao, Merauke), and Port Moresby in P-NG; return by same route. MV's Kaloeke and Kasimbar, three monthly service on route as above—but omitting call at Port Moresby.

MV Sungei Bila operates from Manokwari to Geelvink Bay ports; and occasionally from Hollandia to Wewak, Madang, Lae and Rabaul, in P-NG.

UK-Papua-NG-BSI

Bank Line 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: Inverbank: From Continent and London (UK), due Pt. Moresby May 10, Samarai May 12, Lae May 14, Madang May 15, Wewak May 17, Rabaul May 19, Kavieng (opt.), Honiara May 22.

Cloverbank: From Continent, dep. London May 11 for Pt. Moresby June 15, Samarai June 16, Lae June 18, Madang June 20, Wewak June 21, Rabaul June 23, Kavieng (opt.), Honiara June 26.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-Netherlands NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and NNG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schelde Lloyd (RL): From Continent, dep. London Apr. 28, due Papeete May 24, Noumea June 1, Honiara June 5, Pt. Moresby June 9, Rabaul June 13, Lae June 15, Madang June 17, Hollandia June 18, Biak June 26, Manokwari June 30, Sorong July 5.

Details from Royal InterOcean Lines, 255 George St., Sydney. (BU 6771).

NZ-West Pacific-Far East

Cargo vessels of Crusader Shipping Co. (UK), running between New Zealand and Japan, call at Noumea (New Caledonia), and Pt. Moresby (Papua)—and occasionally Lae and Rabaul (NG)—on their northbound run; and Vila (New Hebrides) on the southbound voyage.

Next northbound vessel: Saracen Auckland May 12, for Noumea May Rabaul May 18-19, Pt. Moresby May thence Singapore.

Next south-bound vessel: Crusader call Vila on May 21.

Details from Shaw, Savill Line, agents 101 Queen St., Auckland. (Tel. 30-3)

Far East-Sth. West. & Cent Pacific

China Navigation Co., Ltd., maintains monthly service from J southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; us return to Japan direct.

Chengtu: From Japan, due Apr. 16, Samarai Apr. 18, Pt. Moresby Apr. 23, Santo Apr. 27, Vila Apr. 30, Noumea May 5, Suva/Lautoka May 8, thence direct to J, arr. May 25. Next sailing from J June 5.

Chungking: Dep. Japan Apr. 16 Hongkong Apr. 26, Madang May 4, May 7, Kavieng May 10, Rabaul 12, Pt. Moresby May 20, Honiara 23, Suva/Lautoka May 31, thence Pago Pago and Japan, arr. June 2.

Chekang: Dep. Japan May 6 for Hongkong May 14, Wewak May 22, May 25, Lae May 28, Rabaul May Pt. Moresby June 8, Honiara June Suva/Lautoka June 15, Nukualofa 26, thence direct to Japan, arr. July.

Details from China Navigation Co., (Swire and Yuill Pty., Ltd., agents) Bridge St., Sydney. (BU 1712).

Sydney-New Hebrides-BS Bougainville, Etc.

MV Tulagi makes a round trip N. Is., Vila, Santo, Honiara and BSI Bougainville ports, leaving Sydney once every six weeks. Last Sydney ing: Mar. 30. Next Sydney sailings: 14, June 28 (approx.).

Details from Burns, Philp and Co. 7 Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes from Marseilles, via West Indies, Panama, call about every six weeks Papeete, Vila, Noumea and Sydney, return by same route.

Next outwards voyage, ex-Sydney: Caledonien: Dep. Sydney Apr. Noumea Apr. 30-May 3, Vila May Papeete May 18-23.

Next inwards voyage, ex-Marseilles Tahiti: Papeete May 13-17, Vila 24-25, Noumea May 26-30, Sydney 2-7.

Polynesie maintains monthly pass sailings between Sydney, Noumea, and Santo. Next Sydney sailings: 19, May 11, June 8.

Details from Messageries Maritime Grosvenor St., Sydney. (BU 2654).

Europe-Sydney-Noumea

Cargo vessels of Messageries times run monthly between France Noumea via Fr. East Africa and Aust ports. From Sydney, vessels go Brisbane and Noumea; return to F via Australian coastal ports.

Next sailings from Sydney for Noumea: Ventoux May 4 (approx.), Vosges Ju

Other MM vessels run between F and Sydney, via Panama Canal Pacific ports. Next vessel:

phrate: Due Papeete May 13, Noumea 23, Melbourne May 30, Sydney June 10, June 8, Noumea June 11, return to Dunkirk via Australian ports and calls from Messageries Maritimes, 36 Renor St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

ua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago, Apia, Suva and return to land. Next Auckland sailing: May 1. tua maintains a service from land to Lautoka, Suva, Nukualofa, Suva, and return to Auckland. Auckland sailing: Apr. 19. calls from Union Steam Ship Co. Z, Quay and Commerce Sts., Auckland. (Tel. 49-430).

Tonga-Fiji-Samoa

aga Shipping Agency operates a and passenger service between alofa and Fiji (Suva, Lautoka, gton, Rotuma) with MV Aoniui (500). Calls are also made as required at (W. Samoa) and Pago Pago (Am. a). Turn-round in Suva is usually days, and the Agents there are W. R. enter (Fiji) Ltd.

Sydney-Pacific Ports-Panama-UK

thern Cross makes four round-the-l voyages per year, two west-bound, two east-bound, calling at Fiji and every trip. st voyage: Dep. Southampton May 24. th. Africa, at Sydney June 29-July 1. ngton July 4-5, Auckland July 7-8, July 11, Papeete July 15-16, thence Panama Canal to UK. calls from Shaw Savill Line, 8a ereagh St., Sydney. (BW 1828).

New Zealand-Cook Is.

GS Moana Roa (40 passengers) makes oximately monthly voyages from land (NZ) to Rarotonga (Cook ds), with calls at Niue and some Cook Islands when cargo warrants. calls from NZ Department of Island tories, Wellington (Tel. 45-117), or office of Union SS Co. of NZ, Ltd.

I. America-Tahiti-Central Pacific-NG

cific Islands Transport Line's vessels isle and Thor I maintain approximately six weeks service from West Coast American ports to Pacific Islands. orsisle: From USA, at Papeete Apr. , Pago Pago Apr. 30-May 3, Apia 4-5, Nukualofa May 7-8, Suva May Noumea May 12-15, Townsville May , Apia (open), Pago Pago May 30-1, Los Angeles June 15-17, San cisco June 18-19. or I: Dep. San Francisco May 25, Los les May 26-28, Papeete June 7-9, Pago June 12-14, Apia June 17-18, June 21-23, Lautoka June 24-25, nea June 27-29, Rabaul July 3-6, (open), Pago Pago July 14-17, Los les July 28-31, San Francisco Aug.

talls from General Steamships Cor- tion Ltd., 432 California St., San cisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

atson-Oceanic Line of San Francisco ates 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 Newcastle (NSW), Sierra Apr. 11 (approx.); Ventura, following scheduled vessel, in early Apr. was tied up in San Francisco by a US Maritime strike and her future movements are uncertain.

Details from Matson Lines, 82 Elizabeth St., Sydney. (BU 4272).

American Pioneer Line has seven ships (Pioneer Gem, Isle, Glen, Reef, Surf, Star Tide) on US Atlantic Coast-Panama-Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Glen May 29, Pioneer Isle July 28.

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: June 1 (approx.).

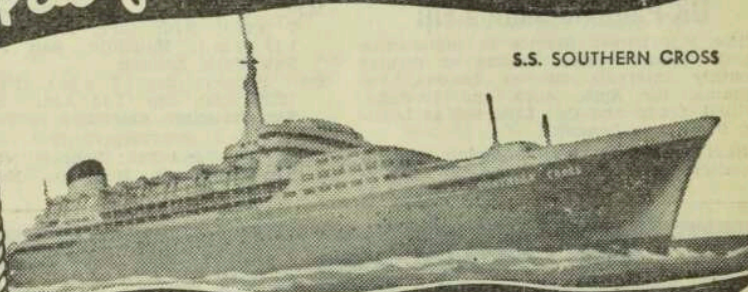
Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

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: Apr. 12, May 30 (after docking in Sydney).

Details from Colonial Sugar Refining Co Ltd., 9 Bent St., Sydney. (B 0151).

Linking the Pacific Islands with



S.S. SOUTHERN CROSS

EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA AND SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned • Two swimming pools • Unencumbered sports decks • Children's play rooms and deck • Spacious lounges • Air-conditioned Dining Rooms • Orchestra • Cinema Theatre • Stabilisers.

Travel Shaw Savill

For full particulars apply —

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.).
Cable Address: Burphil. **TAHITI**—Messageries Maritimes, Papeete. **Cable Address:** Messagerie, Papeete.

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 sailing: Kawerau May 3 (approx.).

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 Waihemu 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: Waitomo Apr. 27 (approx.).

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 date from London (subject to alteration): Apr. 26.

Far East-Fiji-NZ-Sydney

Royal InterOcean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka.

Next calls at Fiji: Van Cloon May 26-28, Van Noort June 18-20.

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. 12.30 a.m., dep. 1.15 a.m.), Honolulu, San Francisco.

Mon., Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.30 a.m., dep. 1.15 a.m.), Honolulu, San Francisco, New York, London.

Fri. Sydney (dep. 7 p.m.), Nadi (arr. 12.30 a.m., dep. 1.15 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon., Wed. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr.

4.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.30 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.25 a.m., 5.15 a.m.), Sydney (arr. 7.30 a.m., 8.15 a.m.), Vancouver, San Francisco, Honolulu, Nadi (arr. 4.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.30 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas/TEAL Electra International II aircraft from Auckland connect at on Wed., Fri., Sat., Sun. and Mon. from Christchurch on Thurs. with Q northbound flights, and on Thurs., Sat., Sun. and Tues. for Auckland Wed. for Christchurch with Q southbound flights. (See Tables 18 and 19).

BY PAN AMERICAN AIRWAYS

(Intercontinental Jet Clippers*)

Tues., Thurs. and Sun.: Dep. Sydney p.m. for Nadi (arr. 10.55 p.m., 11.59 p.m.), Honolulu and Los Angeles. Tues., Thurs., Sun. 4.30 p.m. connections at Honolulu for San Francisco, Portland and Seattle.

Tues., Fri. and Sun.: Dep. Los Angeles 8.30 p.m. for Honolulu, Nadi (arr. a.m. Tues., Thurs., Sun., dep. 7 a.m. and Sydney (arr. 9.15 a.m., 10.15 a.m. and Sun.).

(International Dateline is crossed between Nadi and Honolulu.)

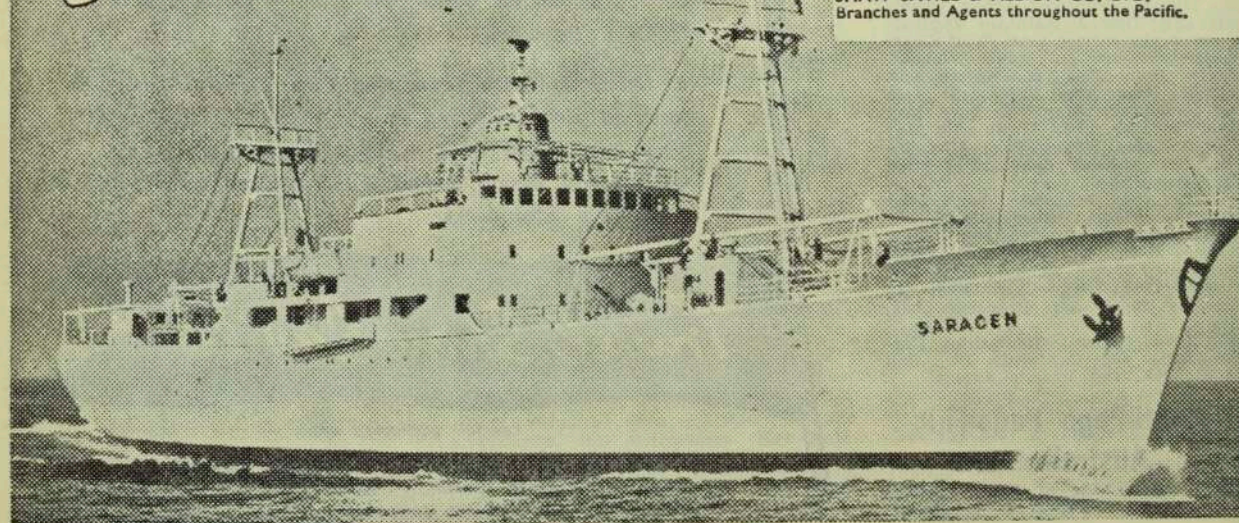
* PAA use DC7C aircraft on connections Auckland, Nadi, Tafuna, Samoa, and Honolulu (see table 21).

BY CANADIAN PACIFIC AIRLINES

(Bristol Britannia and DC8 Jet)

Sat.: Dep. Sydney 8 a.m. by Britannia, Auckland, Nadi (arr. 6.55 p.m., 7.55 p.m.).

The Pacific's Most Modern Cargo Fleet . . .



Consign refrigerated and general cargo Crusader, for fast, efficient delivery to leading Pacific Ports.

Regular services connect NEW ZEALAND, PACIFIC ISLANDS, NEW GUINEA, JAPAN, SINGAPORE, MALAYA, INDONESIA, HONG KONG, MANILA.

Apply to Managing Agents — SHAW, SAVILL & ALBION CO. LTD. Branches and Agents throughout the Pacific.

5.55 p.m.). Honolulu (arr. Sat. 7.20 a.m., dep. Sun. 12.30 a.m. by DC8), arr. Vancouver 7.35 a.m., dep. Sun. 3 p.m. by Britannia for Edmonton, Amsterdam (arr. Mon. 5.25 p.m.).
 Dep. Amsterdam 1.25 p.m. by DC8 for Edmonton, Calgary, Vancouver, Honolulu (arr. Sat. 10.50 p.m., dep. Sun. 10.35 p.m. by Britannia), Nadi (arr. Tues. 6 a.m., dep. 7 a.m.), Auckland, Sydney (arr. Tues. 2.40 p.m.).

International Dateline is crossed between Nadi and Honolulu.)

FAR EAST SERVICE

1A. Sydney-Pt. Moresby-Manila

BY QANTAS EMPIRE AIRWAYS
 (Super Constellation)

Sydney: Dep. Sydney 1 p.m., Pt. Moresby arr. 7.40 p.m., dep. 8.40 p.m., Manila arr. 4.20 a.m. (Fri.).
 Dep. Manila 12 midnight, Pt. Moresby arr. 12.10 p.m. (Sat.), dep. 1.10 p.m., Sydney arr. 7.55 p.m.

Note: This is an International service and is not permitted to carry dangerous traffic.]

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Qantas Australia Airlines and Ansett-ANA operate from Sydney to Lae and return via DC6B's. TAA runs the service on Tuesdays, Saturdays, Ansett-Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)
 Dep. Sydney, 9.45 p.m. Arr. Brisbane, 11.50 p.m.
 Thurs., Sun. Tues., Thurs., Sun.
 Dep. Sydney, 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. Wed., Fri., Sat.
 Dep. Sydney, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.
 Dep. Pt. Moresby, 6.45 a.m. Arr. Lae, 7.45 a.m.

SOUTHBOUND

Tues., Thurs., and Sun. (TAA)
 Dep. Sydney, 9.15 a.m. Arr. Pt. Moresby, 10.15 a.m.
 Dep. Pt. Moresby, 11 a.m. Arr. Brisbane, 4.15 p.m.
 Dep. Brisbane, 4.50 p.m. Arr. Sydney, 6.55 p.m.
 Wed., Fri. and Sat. (Ansett)
 Dep. Sydney, 9.15 a.m. Arr. Pt. Moresby, 10.15 a.m.
 Dep. Pt. Moresby, 11 a.m. Arr. Brisbane, 10 p.m.
 Dep. Brisbane, 4.50 p.m. Arr. Sydney, 6.55 p.m.

2A. Qld.-New Guinea

TOWNSVILLE-P-NG-TOWNSVILLE
 with Fokker Friendship Prop-Jet
 Mon.: Dep. Townsville 12.40 p.m., Pt. Moresby arr. 1.40 p.m., dep. 2.45 p.m., Pt. Moresby 5.05 p.m. (Apr. 30, May 14, 28, June 11, 25, etc.).
 Wed.: Dep. Lae 12.30 p.m., Pt. Moresby arr. 1.30 p.m., dep. 2.15 p.m., Pt. Moresby arr. 4.45 p.m., dep. 5.30 p.m.,

arr. Townsville 6.30 p.m. (May 2, 16, 30, June 13, 27, etc.).

CAIRNS-PT. MORESBY-CAIRNS
 Ansett, with Fokker Friendship Prop-Jet
 Alt. Sat.: Dep. Cairns 3.35 p.m., arr. Pt. Moresby 5.45 p.m. (Apr. 21, May 5, 19, June 2, 16, 30, etc.).
 Alt. Sun.: Dep. Pt. Moresby 9.05 a.m., arr. Cairns 11.15 a.m. (Apr. 22, May 6, 20, June 3, 17, July 1, etc.).

CAIRNS-PT. MORESBY-BRISBANE
 Ansett, with DC4 (Air Cargo Only)
 Alt. Mon.: Dep. Cairns 6.30 a.m., arrive Pt. Moresby 9.25 a.m. Dep. Pt. Moresby 11.30 a.m. (same day), arr. Brisbane 6 p.m. (Apr. 23, May 7, 21, June 4, 18, etc.).

3. P-NG Internal Services

Operated by TAA

PT. MORESBY-LAE

(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6 a.m., arr. Lae 7 a.m. (Apr. 17, May 1, 15, 29, June 12, 26, etc.).

LAE-RABAU-LAE (Fokker Prop-Jet)

Alt. Tues.: Dep. Lae 8.45 a.m. Rabaul arr. 10.45 a.m. (Apr. 17, May 1, 15, 29, June 12, 26, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m. Lae arr. 12 noon (Apr. 18, May 2, 16, 30, June 13, 27, etc.).

PORT MORESBY-BAIMURU-KIKORI

(Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. for Kerema, Baimuru, Kikori, returning same day via Baimuru, Kerema.

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m. for Daru, returning same day via Balimo (Apr. 20, May 4, 18, June 1, 15, 29, etc.).

(Catalina)

Alt. Thurs.: Dep. Port Moresby 6 a.m. for Daru, Lake Murray, D'Albertis, returning same day via Daru, Kerema (Apr. 26, May 10, 24, June 7, 21, etc.).

PORT MORESBY-SAMARAI (Catalina)

Each fourth Mon., dep. Port Moresby 8 a.m. for Samarai, returning same day (Apr. 23, May 21, June 18, etc.).
 Alt. Mon.: Dep. Port Moresby 8 a.m. for Samarai, Esa'ala, returning same

day (Apr. 30, May 14, 28, June 11, 25, etc.).

Each fourth Monday, dep. Port Moresby 8 a.m. for Samarai, Deboyne, returning same day (May 7, June 4, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)
 Mon., Fri.: Dep. Lae 7 a.m. for Madang, Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues., Sat.: Dep. Rabaul 7 a.m. for Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Sun.: Dep. Lae 8.50 a.m. for Madang, Wewak, arr. 11.55 a.m.

Tues.: Dep. Wewak 6 a.m. for Madang, Lae, arr. 8.45 a.m.

CENTRAL HIGHLANDS (DC3)

Fri.: Dep. Lae 7 a.m. for Wabag, calling at any of: Goroka, Minj, Banz, Mt. Hagen, Baiyer River, Wapenamanda, Wabag, and return.

LOWER HIGHLANDS (DH Otter)

Tues.: Dep. Lae 7.30 a.m. for Goroka, calling at any of: Aiyura, Kaiapit, Kainantu, Gusap, Goroka, Arona, and return. (Note: Fortnightly calls at Dimpu—May 1, 15, 29, June 12, 26, etc.).

PT. MORESBY-WAU-BULOLO-LAE (DC3)

Thurs., Sun.: Dep. Pt. Moresby 10.30 a.m. for Wau, Bulolo Lae, arr. 12.45 p.m.

Thurs., Sun.: Dep. Lae 7 a.m. for Bulolo, Wau, Pt. Moresby, arr. 9.25 a.m.

MADANG-MT. HAGEN (DC3)

Sat.: Dep. Madang 10.30 a.m. for Banz, Mt. Hagen, Madang, arr. 12 noon.

Wed.: Dep. Madang 3 p.m., arr. Mt. Hagen 4 p.m.

Sat.: Dep. Mt. Hagen 12.30 p.m., arr. Madang 1.30 p.m.

LAE-GOROKA-MADANG (DC3)

Tues.: Dep. Lae 9 a.m. for Goroka, Minj, Banz, Hagen, Madang, arr. 1.30 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)

Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m. for Goroka, Madang, arr. 11.05 a.m.

Sun., Tues., Thurs.: Dep. Madang 7 a.m. for Goroka, Pt. 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. (Over)

UNION STEAM SHIP CO. OF N.Z. LIMITED

Serving the Pacific since 1875.

Regular Sailings by Modern Vessels

From Melbourne and Sydney (periodically Adelaide) to Lautoka, Suva (including transshipments for Vavau and Niue), Apia and Nukualofa.

Also from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago and Apia.

Ship your cargo by a Union Company Vessel.

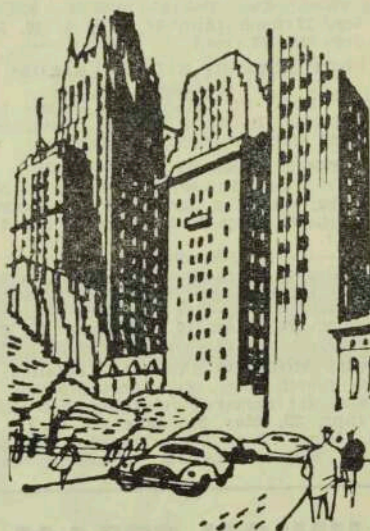
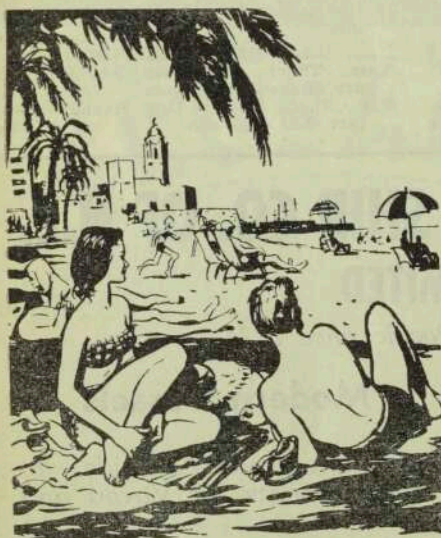
BRANCHES AT ALL MAIN AUSTRALIAN, NEW ZEALAND AND ISLAND PORTS.

East or West

fly BOAC JETS

Choose from 31 European Stopover Cities on your way to U.K. or Stopover in Honolulu and North America

Whether you fly East or West to Britain from Hong Kong choose the magnificent luxury of BOAC Jets. Westbound, break your journey at Beirut, Gateway to the Mediterranean; then Athens . . . Rome . . . the Riviera! By BOAC and associated airlines you can choose from 31 European stopover cities at no extra air fare!



Eastbound, stopover in Honolulu, San Francisco, New York. For full details of BOAC first class and economy services, stopover and "fly now—pay later" facilities contact your local BOAC Travel Agent, or Airline Office.

ALL OVER
THE WORLD

B.O.A.C.

TAKES GOOD
CARE OF YOU

BRITISH OVERSEAS AIRWAYS CORPORATION
in association with Air India, Qantas and Teal.

A75.AU.84

Sat.: Dep. Rabaul 8 a.m. for Jacqui Bay, Talasea, Finschhafen, Lae, 12.25 a.m.
Thurs.: Dep. Lae 9.45 a.m. for Finschhafen, Talasea, Jacquinot Bay, Rabaul, 2.10 p.m.
* Calls at Hoskins and Kandrian request.

MT. HAGEN-LAE (DC3)
Thurs.: Dep. Mt. Hagen 6 a.m. Banz, Minj, Goroka, Lae arr. 8.45 a.m.

LAE-FINSCHHAFFEN (Cessna)
Tues.: Dep. Lae 7.15 a.m. for Finschhafen, Lae, arr. 8.45 a.m.

RABAU-BUIN-RABAU (DC3)
Fri. and alt. Mon. (Apr. 30, May 14, June 11, 25, etc.): Dep. Rabaul 7 a.m. for Buka, Wakanal, Aropa, B. Aropa, Wakanal, Buka, Rabaul 3.30 p.m.

Operated by Ansett-Mandated Air Line
Ansett-MAL DC3's, connect at Lae to the Sydney-Lae-Sydney DC6B services follows:—

Wed.: Dep. Lae 9.20 a.m. for Rat Kavieng, arr. 1.30 p.m.

Wed.: Dep. Lae 8.55 a.m. for Gor Madang, Wewak, arr. 12.15 p.m.

Wed., Sat.: Dep. Madang 7 a.m. Goroka, Lae, arr. 8.45 a.m.

Wed., Fri., Sat.: Dep. Rabaul 5.45 for Lae, arr. 8.25 a.m.

Fri., Sat.: Dep. Lae 9.20 a.m. for Rat arr. 12 noon.

Fri.: Dep. Lae 8.55 a.m. for Wau, Mad arr. 10.55 a.m.

Fri. (Piaggio): Dep. Lae 9.05 a.m. Kainantu, Goroka, Minj, Banz, Hagen, Madang, arr. 12.35 p.m.

Fri.: Dep. Wewak 6.15 a.m. for Mad Lae, arr. 8.50 a.m.

Fri. (Piaggio): Dep. Goroka 7.30 a.m. Lae, arr. 8.25 a.m.

Sat.: Dep. Lae 8.55 a.m. for Gor Madang, arr. 10.35 a.m.

Other Ansett-MAL scheduled international P-NG services (mainly by DC3) include:—

Mon.: Dep. Lae 6.30 a.m. for Gor Madang, Wewak, Rabaul, arr. 2.25 p.m.

Dep. Lae 6.30 a.m. for Gor Kainantu, Wau, Pt. Moresby, arr. 11.30 a.m., Wau, Gor Lae, arr. 3 p.m.

Tues.: Dep. Rabaul 7 a.m. for Mad Wewak, Madang, Goroka, Lae, 3.40 p.m.

Wed.: Dep. Rabaul 12.30 p.m. for Kavieng, arr. 1.30 p.m.

Dep. Lae 8.55 a.m. for Gor Madang, Wewak, arr. 12.15 p.m.

Dep. (Piaggio) Mt. Hagen 9.30 for Mendi, Erave, Ialibu, Kagua, Hagen, arr. 12 noon.

Dep. (Piaggio) Mt. Hagen 6.30 for Banz, Goroka, Mt. Hagen, 8.50 a.m.

Dep. (Norseman) Wewak 8.30 for Lumi, Nuku, Wewak, arr. 11.05 p.m.

Dep. (Cessna) Wewak 1 p.m. Maprik, Yangoru, Wewak, arr. 3 p.m.

Dep. (Cessna) Wewak 8 a.m. Telefomin, Wewak, arr. 11.10 a.m.

Dep. (Piaggio) Mt. Hagen 6.30 for Banz, Goroka, arr. 7.30 a.m.

Wed., Fri.: Dep. Madang 8 a.m. for Hagen, Banz, Minj, Madang, arr. 10.35 a.m.

Dep. Goroka 7.50 a.m. for Wau Moresby, arr. 10.25 a.m.

Dep. Lae 6.30 a.m. for Gor Madang, Wewak, Momote, Kavieng, Rabaul, arr. 4 p.m.

Dep. Lae 6.30 a.m. for Goroka, Pt. Moresby, arr. 10.25 a.m., dep. 11.30 a.m., Wau, Goroka, Kainantu only, Lae arr. 2.35 p.m. (3 Fri.).

Wed., Fri., Sat.: Dep. Rabaul 5.45 for Lae, arr. 8.25 a.m., dep. 9.20 Rabaul, arr. 12 noon.

Wed., Sat.: Dep. Madang 7 a.m. Goroka, Lae, arr. 8.45 a.m.

Thurs.: Dep. Kavieng 3 p.m. for Rabaul, arr. 4 p.m.

Dep. (Piaggio) Mt. Hagen 1.30 p.m.
Banz, Minj, Goroka, arr. 2.50 p.m.
Dep. Madang 7.30 a.m. for Goroka.
Pt. Moresby, arr. 10.55 a.m., dep.
4.0 a.m., Wau, Goroka, Madang, arr.
0 p.m.
Dep. (Norseman) Wewak 8 a.m. for
ape, Vanimo, Sissano, Aitape,
gua, Wewak, arr. 12.05 p.m.
Sat.: Dep. Rabaul 7 a.m. for
vieng, Momote, Wewak, Madang,
roka, Lae, arr. 4.40 p.m.
Dep. Wewak 6.15 a.m. for Madang,
e, arr. 8.50 a.m., dep. 8.55 a.m.,
u, Madang, arr. 10.55 a.m.
Dep. (Piaggio) Goroka 10.40 a.m.
Minj, Banz, Hagen, Wabag, Hagen,
nz, Minj, Goroka, arr. 2.55 p.m.
Dep. (Cessna) Mt. Hagen 9.30 a.m.
Mendi, Kagua, Erave, Talibu, Mt.
gen, arr. 12.30 p.m.
Dep. (Cessna) Wewak 8 a.m. for
goram, Wewak, arr. 9 a.m.
Dep. Lae 8.55 a.m. for Goroka,
adang, arr. 10.35 a.m.
Dep. (Cessna) Mt. Hagen 8.30 a.m.
Mendi, Tari, Mendi, Mt. Hagen,
t. 11.45 a.m.
Dep. (Cessna) Wewak 9.30 a.m. for
abunt, Berul, Maprik, Wewak, arr.
35 a.m.

1. P-NG - Netherlands NG

HOLLANDIA (Neth. New Guinea)
TAA, with DC3 aircraft
Lae 6 a.m. alt. Fri. (Apr. 20, May
18, June 1, 15, 29, etc.) for Madang,
Wewak, Hollandia arr. 10.35 a.m.
Hollandia 11.35 a.m. same day
Wewak, Madang, Lae arr. 5.05
n.

BIAK (NNG)-LAE
ING Airlines with DC3 Aircraft
Kroondulf NV (Netherlands New
ea Airlines) maintains a fortnightly
e between Biak, Hollandia and Lae
DC3 aircraft. It connects with
DC8 service to Europe (see table 4).
Thurs. (Apr. 26, May 10, 24, June
21, etc.): Dep. Biak 7.30 a.m.,
Hollandia arr. 9.35 a.m., dep. 10.20
n., arr. Lae 1.50 p.m.
Fri. (Apr. 27, May 11, 25, June 8,
etc.): Dep. Lae 9 a.m., Hollandia
r. 12 noon, dep. 12.50 p.m., arr.
ak 3 p.m.

NNG INTERNAL SERVICES
NNG Airlines
3 aircraft link Biak with Hollandia
(above), Sorong, Merauke, Tenah
h, Kaimana, Manokwari, Kebar,
ena, Ransiki, Genjem; Twin Pioneer
roel, Steenkool, Manokwari, Noemfoer,
atan, Teminabuan, Sorong; Beaver to
or, Fakfak, Kaimana, Teminabuan,
aroe, Napan, Wisselmeren, Kokonao,
atan.

2. Aust.-Netherlands NG

KLM Royal Dutch Airlines
ekly DC8 service between Sydney
Fri. 10.45 a.m.) and Holland, calling
Biak, NNG (arr. Fri. 3.40 p.m., dep.
p.m.), Manila (Philippines) and
erdam (arr. Sat. 11.50 p.m.). Dep.
erdam Wed. 1 p.m., via Manila and
(arr. Fri. 12.20 a.m.) for Sydney
Fri. 7.30 a.m.).
7C aircraft dep. Biak Mon. (9.45
) and Fri. (5.15 p.m.) for Japan.
route to Amsterdam (arr. Tues. 5
and Sat. 12.10 p.m.). Dep.
erdam Tues. and Fri. 9 p.m. for
n and Biak, arr. Thurs. and Sun.
p.m.

5. N. Guinea-Solomons

A, with Fokker Friendship Prop-Jet
and DC3 Aircraft
Mon.: Dep. Lae 6 a.m. for
tabaul, Buka, Munda, Yandina,

Honiara arr. 4.20 p.m. (Apr. 23, May
7, 21, June 4, 18, etc.).

Alt. Tues.: Dep. Honiara (Fokker) 7 a.m.
for Yandina, Munda, Buka, Rabaul,
Lae arr. 3.05 p.m. (Apr. 24, May 8,
22, June 5, 19, etc.).

Alt. Tues.: Dep. Lae (DC3) 8.45 a.m. for
Rabaul, Buka, Munda, Honiara arr.
4.10 p.m. (Apr. 17, May 1, 15, 29, June
12, 26, etc.).

Alt. Wed.: Dep. Honiara (DC3) 6.45 a.m.
for Munda, Buka, Rabaul, Lae arr.
12 noon. (Apr. 18, May 2, 16, 30, June
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. 6.45 p.m., eastbound for
Athens, Beirut, Karachi, Bangkok,
Saigon, Darwin, Sydney (arr. Wed.
8.15 a.m.).
Dep. Sydney Wed. 9.30 a.m. for Noumea
(arr. 1.05 a.m., dep. 3.30 p.m.), Nadi
(arr. 6.20 p.m., dep. 7.10 p.m.), crosses
International Dateline, Papeete* (arr.
Wed. 1.20 a.m., dep. Wed. and Fri.
10 a.m.). Los Angeles, Montreal, Paris
(arr. Thurs. 9.30 p.m.; from May 3,
8.30 p.m.).
Dep. Paris Wed. 12.20 p.m. westbound
for Montreal, Los Angeles*, Papeete
(arr. Thurs. and Sat. 6.10 a.m., dep.
Sun. 1.40 a.m.), crosses International
Dateline, Nadi (arr. Mon. 4.25 a.m.,
dep. 5.25 a.m.), Noumea (arr. Mon.
6.30 a.m., dep. 8.30 a.m.), Sydney
(arr. 10.25 a.m.).
Dep. Sydney Mon. 11.40 a.m. for Darwin,
Djakarta, Saigon, Rangoon, Teheran,
Rome, Paris (arr. Tues. 11.45 a.m.).
* Two flights Papeete-Los Angeles
weekly from May 11—see Table 7B below.

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft
Thurs.: Dep. Papeete 11 a.m. for Hono-
lulu, arr. 4.50 p.m. same day.
Thurs.: Dep. Honolulu 6.20 p.m. for
Papeete, arr. 11.55 p.m. same day.
Commencing May 31
Thurs., Sat.: Dep. Papeete 11.15 a.m. for
Honolulu, arr. 4.50 p.m.
Thurs., Sat.: Dep. Honolulu 6.20 p.m. for
Papeete, arr. 11.55 p.m.

7B. Tahiti-USA

TAI, with DC8 Jet Aircraft
Commencing May 11
Wed., Fri.: Dep. Papeete 10 a.m. for Los
Angeles, arr. 9 p.m.
Thurs., Sat.: Dep. Los Angeles 1 a.m.
for Papeete, arr. 6.10 a.m.

8. Sydney-Lord Howe Is.

Ansett Flying Boat Services Pty. Ltd.
with Sandringham Flyingboats
Regular return flight from Rose Bay base
each Tues. and Sat. (with extra flight
Thurs. as required).

9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 aircraft
Sat. (to June 2, then fortnightly—June
16, 30, etc.): Dep. Sydney 8 a.m.,
arr. NI 2.45 p.m.; dep. NI next day,
Sun., 2.45 p.m. for Sydney, arr. 6.45
p.m. Flight extends NI-Auckland-NI.
(See table 12).

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues., Fri.: Dep. Noumea (N. Cal.)
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. New Caledonia-Wallis Is.

TAI with DC4 aircraft

Monthly (second Wednesday), from
Noumea on Apr. 11, May 9, etc.
Dep. Noumea, Wed., 7 a.m., arr. Wallis
Is. 2.30 p.m.; dep. Wallis Is. Thurs.
11.30 a.m., arr. Noumea 5 p.m.

12. Norfolk Is.-Auckland

TEAL, by Qantas Skymaster (Charter)
Sat. (to June 2, then fortnightly—June
16, 30, etc.): Dep. Norfolk 4 p.m.,
arr. Auckland 7.45 p.m. Ret. next
day, Sun.: dep. Auckland 10.30 a.m.,
arr. Norfolk 1.30 p.m. (See Table 9).

13. Auckland-Sydney

QANTAS and TEAL jointly, with Electra
International Mk. II's
Daily: Dep. Auckland 9 a.m., arr. Sydney
11.20 a.m.
Wed., Sat., Sun.: Dep. Auckland 6.30 p.m.,
arr. Sydney 8.50 p.m.
Daily: Dep. Sydney 1 p.m., arr. Auckland
6.35 p.m.
Wed., Fri.: Dep. Sydney 12.30 a.m., arr.
Auckland 6.05 a.m.
Sat.: Dep. Sydney 10 a.m., arr. Auckland
3.35 p.m.

ENGLAND - U.S.A. - EUROPE CANADA - SOUTH AMERICA - JAPAN

Burness will arrange steamer and air
reservations on all principal services
for travel anywhere.

BOOK NOW FOR 1962 AND 1963.

No service fees charged

To see AMERICA travel GREYHOUND

STEAMER — AIR — RAIL —
GREYHOUND — RESERVATIONS
COMPLETED.

Itineraries Prepared Free

Tour Planning, Maps and Brochures
Supplied

Book Now With
JAMES BURNES TRAVEL

Direction: John Rigg
ST. JAMES BUILDING,
107 Elizabeth Street, Sydney, N.S.W.
Phone BW 1417

OFFICIAL PASSENGER BOOKING AGENTS

14. Sydney-Christchurch

QANTAS and TEAL jointly, with Electra International Mk. II's

Mon.: Dep. Sydney 9 a.m., arr. Christchurch 2.50 p.m.
Thurs., Fri., Sun.: Dep. Sydney 12.15 p.m., arr. Christchurch 6.05 p.m.
Tues.: Dep. Christchurch 4 p.m., arr. Sydney 6.20 p.m.
Thurs., Fri., Sun.: Dep. Christchurch 7 p.m., arr. Sydney 9.20 p.m.

15. Christchurch-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II

Mon.*: Dep. Christchurch 4 p.m., arr. Melbourne 6.55 p.m.
Tues.: Dep. Melbourne 8.30 a.m., arr. Christchurch 2.40 p.m.
Sat. (Apr. 21 only): Dep. Christchurch 1.15 p.m., arr. Melbourne 4.10 p.m.
Sun.: (Apr. 22 only): Dep. Melbourne 11 a.m., arr. Christchurch 5.10 p.m.
* Operates one hour later on Apr. 30 only.

16. Sydney-Wellington

QANTAS and TEAL jointly, with Electra International Mk. II

Daily: Dep. Sydney 9.30 a.m., arr. Wellington 3.30 p.m.
Daily: Dep. Wellington 4.30 p.m., arr. Sydney 7.05 p.m.

17. Auckland-Melbourne

QANTAS and TEAL jointly, with Electra International Mk. II

Tues., Fri.: Dep. Auckland 6.30 p.m., arr. Melbourne 9.50 p.m.
Sat.*: Dep. Auckland 10.30 a.m., arr. Melbourne 1.50 p.m.
Wed., Sun.: Dep. Melbourne 11 a.m., arr. Auckland 5.25 p.m.
Fri.: Dep. Melbourne 11.59 p.m., arr. Auckland 6.25 a.m. (Sat.).
* Does not operate Apr. 21.

18. Auckland-Fiji

TEAL, with Electra International Mk. II's

Daily (except Mon.): Dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.
Wed., Fri., Sun.: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m.
Tues.: Dep. Nadi 1.30 p.m., arr. Auckland 5.20 p.m.
Thurs., Sat., Sun.: Dep. Nadi 5.30 a.m., arr. Auckland 9.20 a.m.
* Tues., Wed., Fri., Sat. flights ex-Auckland, and Wed., Thurs., Sat., Sun. flights ex-Nadi are operated by Qantas 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 International Dateline, arr. Tafuna Sun 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.
Mon.: Dep. Papeete 7 a.m., arr. Tafuna 10.25 a.m., dep. 11 a.m., crosses Dateline, arr. Nadi Tues. 12.40 p.m.

21. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

Sun. and Thurs.: Dep. Auckland 5.30 p.m., 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.
Tues.: Dep. Honolulu 12.45 a.m., 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. Sun., Thurs.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron Aircraft and Beaver Amphibian

Suva-Nadi-Suva: Two flights daily (Wed., Fri. and Sun. morning timetables 30 mins. 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., alt. Fri. (Apr. 20, May 4, 18, June 1, 15, 29, etc.) and 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. and alt. Fri. (Apr. 27, May 11, 25, June 8, 22, etc.).
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. alt. Fri. (Apr. 20, May 4, 18, June 1, 15, 29, etc.).
Suva-Levuka-Suva: Dep. 8 a.m. Tues., Thurs.
Suva-Kadavu-Suva: Alternate Fri., dep. 2.30 p.m. (Apr. 20, May 4, 18, June 1, 15, 29, etc.) and alternate Mon. dep. 8 a.m. (Apr. 23, May 7, 21, June 4, 18, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

Alt. Thurs.: Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m. (Apr. 19, May 3, 17, 31, June 14, 28, etc.).
Alt. Fri.: Dep. Suva 7 a.m., Nukualofa arr. 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m. (Apr. 27, May 11, 25, June 8, 22, etc.).
Alt. Sat.: Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m. (Apr. 21, May 5, 19, June 2, 16, 30, etc.).

Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways Ltd., with Heron aircraft
Alt. Thurs. (Apr. 26, May 10, 24, June 7, 21, etc.): Dep. Suva 7.45 a.m., crosses International Dateline, arr. Apia (Faleolo Airfield, Upolu) 1.25 p.m. alt. Wed. (Apr. 25, May 9, 23, June 6, 20, etc.).

Alt. Thurs. (Apr. 26, May 10, 24, June 7, 21, etc.): Dep. Apia 10 a.m. crosses International Dateline, arr. Suva, alt. Fri. (Apr. 27, May 11, 25, June 8, 22, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways Ltd., with Heron aircraft
Alt. Sun. (Apr. 22, May 6, 20, June 3, 17, etc.): Dep. Nausori 8.30 a.m., Nadi arr.

9.15 a.m., dep 10 a.m., Vila arr. 1
Next day (alt. Mon.) dep. Vila
a.m., Santo arr. 9.20 a.m., dep.
a.m., Honiara arr. 2.45 p.m.
Alt. Tues. (Apr. 23, May 7, 21, Jun
18, etc.): Dep. Honiara 8 a.m., S
arr. 12.45 p.m., dep. 1.30 p.m.,
arr. 2.50 p.m. Next day (alt. W
dep. Vila 8 a.m., Nadi arr. 1 p.m.,
1.45 p.m., Nausori arr. 2.35 p.m.

26. Hawaii-Tahiti-Am. Samoa

South Pacific Air Lines with Super Constellation aircraft

Weekly from Honolulu to Faa'a International Airport, Papeete; fortnightly from Papeete to Tafuna Airport, Pago (Am. Samoa).

Wed.: Dep. Honolulu 8.30 p.m., arr. Pago Thurs 6 a.m.

Alt. Sat.: Dep. Papeete 10 p.m., Honolulu Sun. 7.30 a.m. (Apr. 21, 5, 19, June 2, 16, 30, etc.).

Alt. Sat.: Dep. Papeete 7 a.m., Pago arr. 11 a.m., dep. 2 p.m., Honolulu arr. 11.59 p.m. (Apr. 28, May 26, June 9, 23, etc.).

Details from South Pacific Air Lines, 311 California St., San Francisco, U.S.

27. New Caledonia-NZ

TAI with DC4 Aircraft

Sun.: Dep. Noumea 9.45 a.m. for Auckland 4.25 p.m.

Mon.: Dep. Auckland 9.30 a.m., Noumea arr. 2.30 p.m.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Fokker Prince aircraft

Between Western Samoa (Faleolo) 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. a.m., 4.30 p.m.; Mon. 11 a.m., 3.15 p.m.; Tues. 9.30 a.m.; Wed., Thurs. a.m.; Fri. 11.15 a.m., 3.15 p.m.; 11.15 a.m.

Booking agents: Gold Star Travel Service, Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

Reseau Aerien Interinsulaire with Bermuda flyingboat

Services to the Leeward Group (Sous le Vent), Society Islands.

Sun.: Dep. Papeete 7.30 a.m. for Raiatea, Bora Bora, arr. 9.30 a.m., dep. 3 p.m.

Raiatea, Papeete, arr. 4.30 p.m.

Mon.: Dep. Bora Bora 10.30 a.m., Raiatea, Papeete, arr. 12.05.

Tues.: Dep. Papeete 7.30 a.m. for Raiatea, Bora Bora, arr. 9.30, dep. 3 p.m.

Raiatea, Papeete, arr. 4.30 p.m.

Wed.: Dep. Bora Bora 3 p.m., Raiatea, Papeete, arr. 4.30 p.m.

Thurs.: Dep. Papeete 7.30 a.m., Bora, arr. 8.25 a.m., dep. 8.45 a.m.

Raiatea, Papeete, arr. 10.15 a.m.

Sat.: Dep. Papeete 1 p.m. for Raiatea, Bora Bora, arr. 2.30 p.m., dep. 3 p.m.

Raiatea, Papeete, arr. 4.30 p.m.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

30. Micronesia

PAA, with Albatross Flying-boats

Using Grumman Albatross twin-mot amphibian flying-boats, PAA operates service throughout the Trust Territory of Micronesia (Caroline, Marshall, Mariana groups) for the US Government. Details from High Commissioner of Trust Territory, Box 542, Agaña, Guam.

Pacific Commerce and Produce

What's Good for Africa Doesn't Suit Fiji

From Norman Baxter, in Suva

TAIN'S assistance to Fiji in the way of outright grants and interest loans has been told times in *PIM* over the years. What has not been told is how bites the hand that feeds it.

Fiji takes all that Britain offers, looks for more, but when it comes to buying from Britain the Customs duties are loaded against the British merchant—in favour of nearer markets of the Far East.

The matter received a thorough airing at the March meeting of the Chamber of Commerce when it was pointed out that the c.i.f. (cost, insurance and freight) method of assessing duty had virtually priced out of the market British goods out of the market. It does not need a mathematical genius to work out

that the insurance and freight on goods from Britain would be two or three times as high as goods imported from Japan and Hongkong.

Apparently when the c.i.f. method of assessment was introduced in the 1930's to replace the simpler f.o.b. (free on board) system, there were complaints of rage from importers, and those who considered that, as it had been so good to Fiji, it should do something in return. Officialdom remained adamant—the c.i.f. system was good enough for the African Colonies, so it was good enough for Fiji. What was overlooked was that Africa is so much nearer to Britain and the light and insurance would not cost the same amount to the landed goods there, as it does in Fiji.

Fiji importers found themselves loaded with so much more paper work, and so did the Customs, but it did not deter the empire-builders in the Customs. Importers pleaded it plain that they would prefer to pay higher duty if the Government wanted more revenue, if only the Government would stick to the f.o.b. method.

When the c.i.f. system was first adopted one Customs Comptroller stated it strongly and, according to K. Witherington, a Suva manufacturer's agent, called it "traitorous

sabotage". The method was not introduced during that Comptroller's term of office, but his successor and the then Financial Secretary (Mr. R. M. Taylor) were successful in bringing about the change.

Now, says Mr. Witherington, these two former officials admit a mistake was made. They now say they had no idea what the pattern of trade would be.

The Suva Chamber of Commerce at this stage is making no representations to the Fiji Government on the matter. Rather, it is building up a case to show how British imports have been affected. When it has something formidable it will send a report off to the London Chamber of Commerce. What will happen after that is hard to guess, but it is highly likely that strong pressure will be brought on the Colonial Office to withdraw from Fiji something suitable for Africa.

BP Trust Company Raises Dividend

For the second successive year, Burns Philp Trust Company Ltd. has raised its dividend. Last year it went up from seven per cent. to eight per cent. and now has gone to 10.

Net profit for the 13 months ended January 31, 1962, was £14,693, compared with £10,178 for the previous 12 months, both after tax (£2,800 this year, £1,400 last) and depreciation (£800 in present accounts, £1,000 last).

The increased dividend requires £12,000.

Directors of the company are the heads of BP, Messrs. James Burns, Joseph Mitchell, P. T. W. Black and E. P. Lee.

The Misfortunes of British Shipping

"British shipping companies today are experiencing such parlous conditions that to seek a parallel, we would have to go back to the 1930's," said the P & O Steamship Navigation Co.'s chairman, Sir Donald Anderson, at the annual meeting in London on March 29.

Apart from the fact that some P & O ships operate in the Pacific, his annual report is of general interest because it discounts the widely-held belief that shipping is a highly lucrative business.

"The accounts I am now submitting

to you produce a lamentable result," said Sir Donald. "They underline the fact that when misfortune comes to shipping it comes as an epidemic."

"Last year, I said that the pendulum had not yet begun to swing in our favour—and I was right; but I said also that I thought the worst was over for P & O—and I was wrong: prospects for this current year show no improvement."

Sir Donald said passenger ships had suffered most in spite of the fact that their revenues were higher. The fall in profits is due to no single trade or service but to the cumulative effect of worse trading experience and intensified competition.

"Our P & O group turnover for 1960-61 was £Stg.135 million," he said. "On this there was an operating profit of £Stg.13,300,000. But depreciation amounted to £Stg.14,200,000, so that a small difference in the operating profit may either swamp the net profit or push it up to an apparently disproportionate extent."

"The group surplus before taxation, but after charging £Stg.14,200,000 for depreciation, is only £Stg.579,000 against £Stg.5,800,000 last year. Of this £Stg.579,000, no less than £Stg.400,000 was contributed by profits on non-recurring sales of short-dated UK Government stocks. Dividend was reduced to six per cent."

Sir Donald said other countries were

Purchasers at Full Market
Prices on Assay Value of

GOLD, SILVER and PLATINUM

Also Platinum Group Metals

Some of Our Services:

ASSAYERS & ANALYSTS.—Assays of Bullion, Ores, etc. Analyses of Metals, Minerals, Alloys, etc.

SCIENTIFIC AND INDUSTRIAL METALLURGISTS.—Our range of precious metal manufactures covers all industries — Gold and Silver-smiths, Electrical Trades, Dental Profession, Glass Silverers, Electro-Platers, etc., etc.

REFINERS.—Purchasers and Refiners of Bullion, Scrap, Mining By-Products, and Trade Residues of every description carrying Precious Metals.

GARRETT, DAVIDSON & MATTHEY PTY., LTD.,

824 George St., Sydney. Works:

Kogarah, New South Wales.

Assayers to the Bank of N.S.W. and the Reserve Bank of Australia.

CLARENCE DEGENHARDT & CO.

Stock & Share Brokers

C. HUMPHREYS J. W. DUNCAN

MEMBERS OF THE SYDNEY STOCK EXCHANGE

Mercantile Mutual Building, 117 Pitt Street, Sydney.

Telephones: BW 1751 (5 lines), BL 3327 (3 lines)

Telegrams: WARDANKO, Sydney. Cable Address: OGIANI, Sydney

building up their own shipping and relying less upon the "common carrier" flags to supply their needs. "We may be approaching a critical point in national shipping policy which can be settled only by the closest collaboration between the Government, which alone can act, and the shipping industry", he added.

Fiji Expansion by Century Batteries Ltd.

Century Storage Batteries Ltd., Sydney, reports that it is going ahead with its plan to expand its activities in Fiji by establishing a factory there.

Mr. A. V. Macdonald, sales manager, was in Fiji during March, checking on the progress.

The factory will supply not only the Colony but also meet the demand from New Caledonia, Samoa and other Pacific centres.

Century Batteries already have one profitable venture overseas—Century Storage Batteries (Malaya) Ltd.

Carpenter's Hold to High Dividend Rate

Though smaller concerns have been feeling the effects of the economic squeeze and cutting dividends, W. R. Carpenter Holdings Ltd., parent of the WRC Islands commercial empire, is holding its dividend at last year's higher 15 per cent. rate. It announced an interim 7½ per cent. in March.

Directors said activities of the subsidiaries and associates both in the Pacific and in Australia were carried on in the same pattern as in previous years. Adequate profits were available to contribute the usual dividends to the holding company.

The recently acquired Claude Neon Industries was doing much better.

Kerema Rubber Profit Halved

Results from Kerema Rubber Ltd., Papua, showed net profit of £10,808 for the year ended December 31, 1961, compared with £24,050 in 1960—a fall of 55 per cent.

Earnings were not sufficient to cover the dividend requirement. Interim dividend last September was five per cent.; final will also be five per cent., making a total of 10 per cent. Previous year, total payout was 12½ per cent.

The year's profit was reached after depreciation £2,667 (up £57 on 1960), amortisation of plantation property £2,016 (steady) and taxation £2,145 (down £3,445).

In the Director's report prepared for the 10th annual general meeting in Port Moresby on April 7, Mr. H. D. Underwood said the board was very much alive to the fact that the threat from synthetics and higher production costs must be met, and this would be done by planting only the highest producing clones. Great advances had been made in this field in the last five years, and some clones were now producing up to 2,500 lb per acre, compared with 400 lb per acre which was the average.

Another Papuan Rubber Co. Cuts Dividend

Directors of Rubberlands Ltd., Papua, will recommend to the annual meeting of shareholders in Port Moresby on April 14 that the final dividend be 2½ per cent. which, with an interim five per cent., will make 7½ per cent. for the year ended December 31, 1961. A final five per cent. was paid the previous year.

Net profit fell from £20,832 in 1960 to £10,389 in 1961. This time directors fees are £1,500 (£1,300 previous year), depreciation £2,638 (against £2,319), amortisation of plantation property £2,287 (no change), and taxation £2,485 (compared with £6,630).

Average price realised for sale of all grades of rubber for the year was 30.23d lb c.i.f. Australian ports, a drop of 10d (approx.) per lb against the last year's figures. Although estate costs rose, increased production of 43,040 lbs (to 460,970 lbs) enabled the delivered cost at Australian ports to remain at 1/10d lb—the same as last year.

Rubberlands has a nursery of one of the highest yielding clonal seedlings, and a further nursery on which it intends this year to graft budwood of high quality supplied by the P-NG Department of Agriculture. It will then have its own multiplication nursery for either new plantings or replacements of old areas.

Unilever Adds a Million To Its Profits

Unilever Ltd. is still producing some astronomical profits.

Consolidated net profit of the Unilever group, for the year ended December 31, 1961, rose £Stg.1.1 million to £Stg.53.1 million. Profit the previous year had fallen £Stg.8.1 million.

Sales and profit in the second half-year were slightly below those of the first half, the preliminary report shows.

Profit is after tax £Stg.52.2 million (down £1.6 million), but includes "exceptional items and minority interests £5.2 million".

Total dividend, including final dividends to be announced, is increased from 24.54 to 24.79 per cent. in the case of the English company Unilever Ltd., but Unilever NV (the European company) will pay an unchanged dividend of 21 per cent.

Future of Sandy Ck. Co.

An extraordinary general meeting of shareholders in Sandy Creek Gold Sluicing Ltd., adjourned from February 28, will be held in Sydney on April 18. The February meeting, convened to put the company into voluntary liquidation, was deferred when a takeover offer was received from a Sydney stockbroker on behalf of an unnamed client.

If, at the April meeting, 75 per cent. of shareholders are for the takeover, then a tax-free dividend out of NG mining profits will be declared and the Ralph Walton & Co. deal proceeded with. The original motions to alter the company's articles of association and wind up will be negated.

Economic Outlook

THE end of the first quarter of 1962 has brought little overall change in the index of "ordinaries" (one of yardsticks of the market)—early January index was 304.37, it rose mid-February to 324.37, but by March 30 levelled off at 307.2. In the period, oil reigned as king and it was evident that the influence of feverish oil trading caused the peak. Most company interim reports and turns still showed the effects of year's economic restrictive measures.

Surat Basin area, in Queensland, where strikes at Moonie 1 and 2 were made, holding the centre of the stage as March 3 well began drilling in the first week of April, the next step in evaluating the field commercially. Incidentally, the oil game is underlined by the fact that the giant Shell Company were holders of the present Australian Oil Gas area where Moonie's oil flowed; rejected it as unprospective.

As anticipated a number of new exploration concerns were floated in March, taking advantage of the favourable investing climate, and the tempo for search is being stepped up not only in Queensland but also in NSW and WA.

Other than oil, the topic attracting most national attention has been the Common Market. Minister for Trade, J. McEwen, after disappointing talk in USA, moved on to UK and Europe in early April, was trying to obtain safeguards for Australia's trade if Britain joins the Common Market.

A conference of Commonwealth Finance Ministers will take place probably in October, before Britain throws in her lot with the ECM nations—but comment incline to the view that the decision will be cut and dried by then and the purpose of the conference will be to vent the PMs from feeling that their views have been ignored.

SYDNEY SALES PRICES

	Mar. 6, '62	Apr. 1
Bali Plantations . . .	4/-	
Burns Philp . . .	100/-	9
Burns Philp (SS) . . .	48/-	4
Choiseul Plntn. . . .	b172/6	18
C.S.R. Co.	£58/10/-	£5
Dylup Plantations . .	6/8	
Fiji Industries . . .	17/6	1
Hackshall's	15/11½	1
Kauri Timber	12/3	1
Kerema Rubber . . .	6/9	
Koitaki Rubber . . .	14/6	1
Lolorua Rubber . . .	9/6	
Makurapau Plntn. . .	b2/3	
Maribol Rubber . . .	b8/-	
Norfolk Is. Whaling .	2/5	
Pacific Is. Timbers .	4/-	
Palgrave	4/8	
Plantation Holdings .	2/9	
Queensland Insurance	125/-	11
Rubberlands	5/9	
Sangara	2/6	
Sogerit Rubber . . .	8/9	
Sthn. Pac. Insurance	40/-	3
Steamships Trading .	39/6	
W. R. Carpenter Hold.	34/3	3
Watkins Consolidated	6/-	
Timor Oil	4/3	

OIL AND MINING SHARES

	Dec. 4, '58	Mar. 6, '62	Apr. 1
Emperor	b9/-	s7/11	
Loloma	b30/-	b51/-	1
Bulolo G.D.	b32/-	b70/6	b
N.G.G. Ltd.	b2/3	b1/3	b
Oil Search	b9/9	b3/4	b
Ent. of N.G.	s11d	b7d	s
Pac. I. Mines	—	b88/-	b2
Papuan Apin.	b4/6	b6/11	b
Placer Dev.	b91/-		b2

* £5 shares now divided into 2/6 u

A. B. S. WHITE & CO.

Stock and Sharebrokers

H. S. LLOYD, E. C. S. WHITE, O. B. LLOYD,
J. L. KING, K. H. WATERHOUSE.

MEMBERS OF THE SYDNEY STOCK EXCHANGE

16 O'Connell Street, Sydney.
BL 6111, BW 1246

181 Church Street, Parramatta.
YL 0478

CABLES & TELEGRAMS: "WHITLOYD", SYDNEY.

ISLANDS PRODUCE

Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. £; 18/- Fiji; 20/- Tonga, Solomons & areas; 196 Pac. Frs.; \$US2.25.)

COPRA

British Ministry of Food 9-years act, which governed copra prices in PNG, Fiji, W. Samoa, BSI, and Gilbert & Ellice Is. (and to some extent, in PNG and Cook Is.) expired on Dec. 31, 1957; since when each Territory has made its own arrangements for production and marketing of copra.

UA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three buyers' representatives; and the Board controls distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever, in UK, (b) Unilever for local consumption, (c) crushing-mill in Rabaul, and (d) Japan (as available). Prices generally in line with ruling rate in Philippines, with a premium for hot-air dried.

GUINEA: Board's Tentative Purchase price for copra delivered main ports are: Air Dried, £A54/10/- per ton; FMS, £A52 per ton; Smoke-Dried, £A52 per ton.

FIJI:—No Government control—producers determine their wish. Bulk of copra goes through crushing-mills in Suva. On Apr. 2, prices were HAD £F47/12/6, FM £2/2/6.

WESTERN SAMOA:—Official Copra Board takes all production, sells same and makes payments to producers. It goes to Abels Ltd., NZ crushers, and Unilever, UK.

W. SAMOA:—Sales are under Government control. Part of production goes to Europe, in arrangement with Unilever controlled by Philippines prices, and part to open market.

W. SAMOA IS.—All production marketed through official BSI Copra Board, at prices in line with Philippines rates. Output goes to Unilever, UK; to Australian crushers; the balance on to the open market. Price for Mar. was: 1st grade, £46/10/-; 2nd grade, £46/10/-; 3rd grade, £46/10/- per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines prices, less freight, etc. The Govt. pays 10/- per ton subsidy.

W. HEBRIDES:—On Apr. 2, the copra price was approximately £A35/10/- (7,100 francs) per ton delivered Vila/Santo. The price then was 79½ heavy sh per metric ton, c.i.f., Marseilles.

COOK IS.—Copra goes to Abels, Ltd., Auckland, who operate the only NZ crushing mill. Price paid is average on price for previous three months, handling charges. Price for last year of 1961 was £NZ52/13/3 1st grade, 51/8/3 standard grade—both f.o.b., Tonga.

OTHER PRODUCE

W. SAMOA:—Islands prices are usually based on the rates for Ghana cocoa which on Apr. 6 had risen to £Stg.189/-/- per c.i.f., Sydney.

SAMOA:—No firm quotes available at nominal prices quoted in Sydney early Apr.: grade 1 £Stg.275, grade 2 £Stg.260, f.o.b., Apia.

N.G.: Apr. 2—Quote No. 1: £200

(top grade), £190 (medium), £180 (low); quote No. 2: £200 (good quality), £190 (medium), £180 (low).

COFFEE.—P.-N.G.: Apr. 2, good quality A grade, per lb. 4/- to 4/2; B grade, 4/-; C grade, 2/6 to 3/-, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported in early Apr. as Kenya A, f.a.q., £Stg.465, B £Stg.400, C £Stg.340; Tanganyika AA £Stg.375, A £Stg.360, B £Stg.330; Buguisu AA £Stg.330; Uganda Robusta £Stg.163/-/-.

PEANUTS: P.-N.G.: F.o.b., Lae, Apr. 2. Kernels: White Spanish, 1/4 lb; Red Spanish, 1/2; Virginia Bunch, 1/7, in shell 1/1.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Apr. 2 was: No. 1 RSS, Spot, 80% Straits cents per lb (28.08d Aust.).

VANILLA BEANS: Victor Karp. Tulk & Co., Sydney, reported Apr. 2: White and yellow labels, processed, standard packs, 41/-, green label 40/-, c.i.f., Sydney.

RICE (Aust.): Prices as from May, 1961—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57. Vitamised and enriched white, 112 lb bags, 5 tons and over, £63 f.o.w.; under 5 tons, £63/10/-. Other Pac. Islands: Dry, brown, etc., 5 tons and over, £64/10/-; under 5 tons, £65 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for Australian M.O.P. Shell on Apr. 2 by Sydney independent shell agents were: Sound £A825, D £A550, E £A300, EE £A190 (in store Sydney). Cook Islands: Penrhyn £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS: Quote No. 1.—Papua—£130 per ton, f.o.b., Sydney; N.G.—£145

per ton, c.i.f., Sydney; B.S.I.—£150 per ton, f.o.b., Sydney. Quote No. 2: Papua—£135 per ton; NG, B.S.I.—£125 per ton.

GREEN SNAIL SHELL.—Quote No. 1: £290 per ton; Quote No. 2: £325 (best quality).

CROCODILE SKINS: 12 in. and over, first quality: P.-N.G.—Quote No. 1 15/- per in., small scale (salt water), 10/- per in. large scale (fresh water), f.o.b., P.-NG port; Quote No. 2 16/-; B.S.I.—Quote No. 1 16/- per in. (small scale) del. Sydney; Quote No. 2 16/- (small scale).

PAPUAN GUM: £95 per ton delivered buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- to F4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON, Apr. 2, Philippines, in bulk, \$170 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.61/10/- per long ton. NEW YORK: Apr. 2, Philippines \$152.50 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 855 Rupees per ton, c.i.f.

(£1 Australian is equal to about 2.25 US Dollars or 10½ Rupees).

Coconut Oil: LONDON, Apr. 2, Ceylon, 1%, in bulk, £Stg.94/10/- per ton, c.i.f., UK/Nth. European ports. Straits, 3%, £Stg.87/10/-, c.i.f.

Rubber: LONDON, Apr. 2, c.i.f., RSS No. 1, Spot, 24d. Stg. lb; July/Sept. shipment 24d. Stg. lb; Apr. shipment 24¼d. Stg. per lb.

RALPH W. KING & YUILL

Members of Sydney Stock Exchange

W. KEITH YUILL—KEITH C. PHILLIPS—IAN C. WALTON
GORDON G. KING—WALTER I. SUMMONS
WILLIAM S. SHUGG (non-member partner)

33 BLIGH STREET. 20137
84 William St., Melb. 67 5089. 340 Queen St., Brisbane. 31 2191
Telegrams and Cables: "Ralphking"
Sydney, Melbourne, Brisbane, Grafton, Tamworth and Armidale

VENTURA TRADING CO. PTY. LTD.

247 GEORGE STREET, SYDNEY

Island Merchants and Buying Agents

SOLE AGENTS FOR:

- ARMSTRONG SIDDELEY DIESEL ENGINES
- AJAX LIQUID ALARM RELAYS
- NORMAN PETROL ENGINES
- DUNEDIN ENGINE TESTING EQUIPMENT
- HOLLANDIA CANNED FISH

Distributors for all plantation, farm, trade requirements and merchandise.

Highest Prices obtained for Cocoa, Coffee, Shell and other produce handled on consignment.

Write direct to our Islands Export Manager with over 35 years experience in the Islands.

CABLES: VENTURA SYDNEY

Classified Advertisements

Per line, 4/-; Minimum rate, 4 lines.

FOR SALE

SHIPBROKERS (AUCKLAND) LTD. Sale and Purchase Brokers for Island passenger and trading craft, tugs, lighters and pleasure craft. Box 1679, Auckland. Cables: "Shipsales". T. B. Blakey, Agent, Phone 4850, Suva.

FLEETS, beamy 50 ft. general purpose carvel, built 1960, hardwood hull, beech decks, big deck accom., 150 h.p., mar. diesel installed new, big refrig. hold, 2 way radio, echo sounder, elec. winch, flares, rockets, etc., £12,500. Also 32 ft schooner £3,000, 66 ft. landing barge, in survey, £8,500, 500 ton steam trawler, built 1954, £13,500 (Stg.). Fleets, Rowe's Building, Edward Street, Brisbane, Qld., Australia. Cable: "Fleets", Brisbane.

STAMPS

SEND 10 TO 100 PACIFIC ISLAND STAMPS, receive similar quantity equivalent value Australian. Mention particular Australian required when replying. Will also buy Island stamps. Send details to: M. A. Pacey, 25 Third Ave., Epping, N.S.W., Australia.

TOP PRICES PAID FOR ISLAND STAMPS. Current issues, old accumulations (used or unused), covers, collections. Seven Seas Stamps Pty. Ltd., Sterling Street, Dubbo, N.S.W., Aust.

PENFRIENDS WANTED

FIJI—"The Crossroads of the Pacific". Headquarters, World's leading Society (Est. 1933) providing world-wide correspondents interested in British Colonies and Pacific Islands study and friendly exchange of ideas and hobbies as Philately, Conchology, etc. Write for specimen copy Club Journal "Island Life" and application form, to Secretary, South Sea Island Correspondence Club, Natuvu, Fiji Is.

BOOKS, MAGAZINES

ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent free on application. Correspondence invited. Berkelouw, 114 King St., Sydney. Telephone: BW 7874.

"HANDBOOK OF PAPUA & NEW GUINEA"

(3rd. Edn.—Published 1961)

Price: 15/- (postage: 1/3 within British Commonwealth; 2/3 Foreign) or \$2.00 US (posted).

"HANDS OFF PIDGIN ENGLISH!"

by Professor R. A. Hall, Jnr.

Price: 10/- (postage: 10d extra within British Commonwealth; Foreign, 1/-) or \$1.50 U.S. (posted).

Obtainable from:

PACIFIC PUBLICATIONS PTY. LTD.,
29 Alberta St. (G.P.O. Box 3408), Sydney, Aust.

TRADE ENQUIRIES

WANT TO BUY: curios, native art and handicrafts, wood carvings, etc., from all Pacific Islands. **H. H. Reece**, Box 2314, Cleveland 10, Ohio, U.S.A.

MAIL ORDER. Whatever you might want from Hong Kong (Photographic and Cine Equipment, Transistor Radios, Household Appliances, Chinese Brocades, Plastic Flowers, Mikimoto Pearls, etc.) we can supply you. Right prices and personal care assured. Please write us for quotations. **Filmo Depot Ltd.**, 313, Marina House, Hong Kong. Established in Hong Kong since 1936.

C. S. & JOHNSON YOUNG CO., P.O. Box 3038, Hong Kong. Export Hong Kong Chinese manufactured goods. Import Island produce. Enquiries welcome.

HOSPITAL

HANDY TO CITY, overlooking Hunter Bay. Treatment of medical and nervous disorders; chronic patients' division. Write or phone: **Matron, Hunter Hospital**, 8 Parriwi Road., Mosman, N.S.W. XM 1514 — XM 7294.

ACCOMMODATION

FURNISHED FLATS, Cremorne, Sydney. Water frontage, large, comfortable, two bedrooms, linen and cutlery, 10 minutes to city. Enquiries: **Nelson & Robertson Pty. Ltd.**, G.P.O. Box 5316, Sydney, Aust.

TO LET—Comfortable family home in Ashburton, N.Z. (pop. 13,000) available from mid-December, 1962, until end of January, 1963. All facilities comprising four bedrooms (inc. two double) lounge, dining room, refrigerator, washing machine, etc. Garage and attractive garden. For further details apply to: **Advertiser**, 118 Tancered Street, Ashburton, New Zealand.

FURNISHED FLATS, Mermaid Beach, Gold Coast, Q'ld., large, comfortable, linen and cutlery supplied. Rental from £10/10/- weekly. Write: **Mrs. Everingham**, 39 Bank Road, Graceville, Q'ld., Aust.

WANTED

OLD COINS, currency, tokens, primitive moneys. Excellent condition only. Details and prices desired before send. **Mrs. J. C. Ostheimer**, 811 West 7th Los Angeles 17, California, U.S.A.

WANTED

STAMPS — washed or on piece
CRAFTS — native art, weapons, etc.
PROMPT CASH

TREASURE ISLAND, 119 Town & Country Village, Palo Alto, Calif., U.S.A.

Mechanical Aids To Increased Primary Production

Keep abreast with the latest scientific information and mechanical aid to increase production on your Island plantation. **"POWER FARM AND BETTER FARMING DIGEST"**—Australia's most informative magazine on these problems—offers over 50 feature articles, as well as diagrams, in each issue, of interest to Pacific planters and farmers.

Subscription Rates for 12 Issues

Australia, New Zealand (and their Islands Territories) and Fiji ..
Elsewhere

Write for your **FREE SAMPLE COPY**

Sydney & Melbourne Publishing Co. Pty. Ltd.

Box 1813, G.P.O., Sydney, Australia

THE FIJI TIMES

Established 1869

Published Every Morning Except Sunday, **The Fiji Times** is the only English Language Daily Newspaper in the Southern Pacific Islands. It is Distributed by Fiji Airways and Road Bus Services, Every Day, except over Fiji.

Details of this Effective Advertising Medium and of **Shanti Dut** (Hindi weekly) and **Nai Lalakai** (Fijian weekly) May Be Obtained at the Australian Office—**PACIFIC PUBLICATIONS PTY. LTD.**, 29 Alberta Street, Sydney, and 247 Collins Street, Melbourne.

Proprietors: FIJI TIMES AND HERALD LTD
20 Gordon St., Suva, Fiji

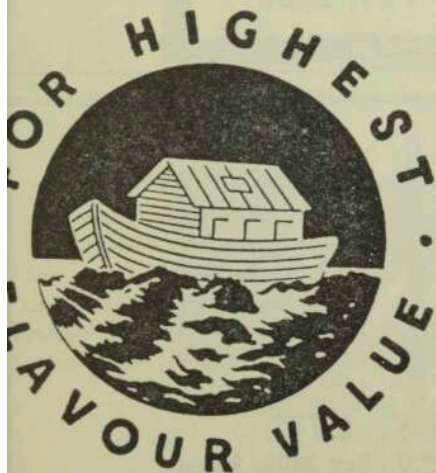
Index to Advertisers

Industries 29, 40, 47, 57, 85, 127	Farmer & Co. 13	Mac. Robertson Pty. Ltd. . . 28	Sullivan Ltd. 108
W., & Co. 78, 79	Firth Cleveland Pty. Ltd. . 120	Malleys Ltd. 130	Swallow's Biscuits Pty. Ltd. 30
A.N.A. 4	Freshwater Garages 5	Markwell, Smith & Co. Pty. Ltd. 34	T.A.A. cov. ii
William, Pty. Ltd. . . . 48	Frigate Rum 103	Massey Ferguson (Aust.) Ltd. 10	Taubman's Ltd. 86
(Overseas) Pty. 60, 70	Gardner Engineering . . 104, 108	Matson Lines 140	Taikoo Dockyard 106
Alian Holiday Centre, . . 139	Garrett, Davidson & Mathey Pty., Ltd. 149	Mendaco 89	Tait, W. S. & Co. P/L . . . 50
Alian National In- tries 131	Gilbey, W. & A., Ltd. . . 11	Mevra Pty. Ltd. 29	Tatham, S. E. & Co. P/L . . 62
imex (Nederland) NV . . 37	Gillespie Bros. Pty. Ltd. . 84	Millers Ltd. 112	T.E.A.L. 124
a Slipway & Eng. Co. 102	Gillespie, R., Pty. Ltd. . . 1	Mono Pumps (Aust.) Pty. Ltd. 88	Thornburgh & Blackheath Colleges 136
of N.S.W. 87	Glaxo Labs. (NZ) td. . . 123	Morris Hedstrom Ltd. . . 22, 63	Tilley Lamp Co. 65
ll, Gwyn & Co. Ltd. 141	Goodyear Tyre & Rubber Co. (Aust.) Ltd. 128	Mungo Scott Pty. Ltd. . . 54	Tooth & Co. Ltd. 98
.C. 146	Gregory, H. P. & Co. Ltd. 68	Nederland Line & Royal Rotterdam Lloyd 30	Turners Supply Co. Ltd. . . 136
on Bros. Pty. Ltd. 46, 105	Grocery Wholesalers Pty. Ltd. 39	Nelson & Robertson Pty. Ltd. 99	Union Steam Ship Co. of N.Z. Ltd. 145
woldt & Co. Wm. . . . 84	Grove, W. H. & Sons Ltd. 68, 88	N.G. Aust. Line 77	United Insurance Co. Ltd., The 41
h Paints Ltd. 14	Guest, T. B. & Co. Pty. Ltd. 95	Nixoderm 89	Vacuum Oil Company Pty. Ltd. 94
h United Dairies 40, 54, 57	Haig, John & Co. 131	Ogden Industries Pty. Ltd. . 7	Ventura Trading Co. P/L . . 151
on & Co. 116	Halvorsen, B., Ltd. . . . 98	Pacific Islands Transport Line 141	Vieta Mowers 109
ss, J. (Travel) Pty. Ltd. 147	Handi-Works Co. 46	Pacific Islands Society . . 127	Vi-Stim 67
W. J. & Co. (Aust.) . . . 43	Hastings Deering Ltd. 93, 154	Parke, Davis & Co. . . . 5, 110	Nalpamur, Co. (NG) Ltd., The 66
. Ltd. 80, 116, 134, cov. iii	Hellaby, R. & W., Ltd. . . 117	P. & O.-Orient Lines . . . 52	Warnock Bros. Ltd. 91
ry-Fry-Pascall Pty. Ltd. 126	Hotel Metropole 41	Phoenix Shipbuilding Co. . 103	Webster, David, & Sons P/L 58
bell, John & Co. Ltd. 37	Hotel Sydney 32	Piccaninny Manufacturing Co. 9	Weymark Pty. Ltd. 54
nter Ltd. 8, 38, cov. iv	International Harvester Co. 2, 118	Qld. Insurance Co. Ltd. . . 53	White, A. B. S. & Co. . . . 150
Lee Shipyard 101	Kanimbla Hall 127	Rural Services Pty. Ltd. . . 56	White, John, Footwear, Ltd. 62
te Palmolive Pty. Ltd. 90	Kerr Bros. Pty. Ltd. . . . 32	Seward Ltd. 85	White Rose Flour & Milling Co. Pty. Ltd. 50
r Watson (NG) Ltd. . . . 55	King, Ralph W. & Yuill . . 151	Shaw Savill & Albion Co. Ltd. 143	Whites Aviation 29
onwealth Bank of Aust. 64	Kitchen, J. & Sons Pty. Ltd. 12	Shipbrokers (Auckland) Ltd. 152	Wilhelmsen, W., Agency, P/L 52
mond Radio Co. 96	Kiwi Polish Co. Pty. Ltd. . 59	South Pacific Brewery . . . 33	Wilson, W. L., & Co. . . . 47
der Shipping Co. 144	Kopsen & Co. Pty. Ltd. . . 100	Sparklets Ltd. 122	Wunderlich Ltd. 155
X 89	Kriewaldt, E. E. & Co. Ltd. 113	Stapleton, J. T., Pty. Ltd. . 53	Yardley of London (Aust.) Pty. Ltd. 36
hardt, C., & Co. 149	Lanes Pty. Ltd. 6	Stewarts & Lloyd Pty. Ltd. 91	Yorkshire Insurance Co. Ltd. 67
ld, A. B., Ltd. 59	Lawrence, Alfred, & Co. P/L 153	Steamships Trading Co. Ltd. 58	
lass, W. C., Ltd. 69	Love, J. R. & Co. Pty. Ltd. 44	Stn. Pac. Ins. Co. 105	
	Lysaght, John (Aust.) Ltd. . 156		

Attention, Essence Users!

BLUE ARK" ESSENCES WILL PRODUCE A BETTER PRODUCT

Established 1882



Unsurpassed for—

- ★ AERATED WATERS AND CORDIALS
- ★ SYRUPS
- ★ CONFECTIONERY
- ★ CAKES, BISCUITS AND PASTRY

*Orders should be placed through
your usual Islands' Agents*

**ALFRED LAWRENCE
& COMPANY PTY. LTD.,**

437 Kent Street, Sydney, Australia

*World-wide Suppliers of Essences
and Edible Colours*

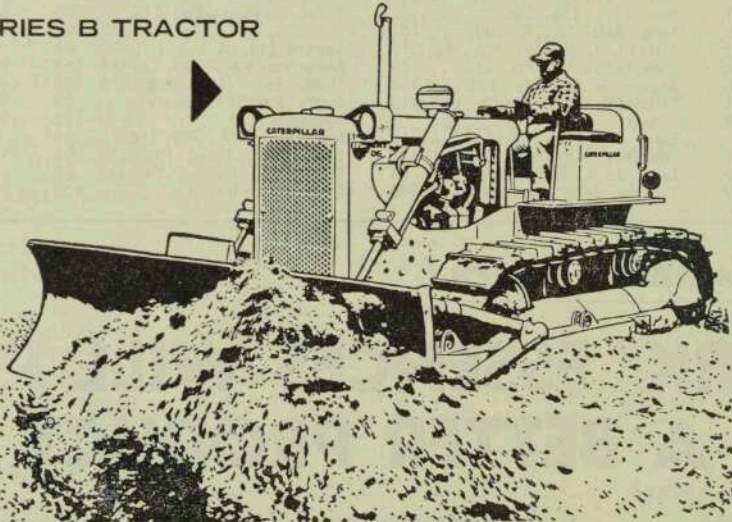
HASTINGS DEERING

LAE : PORT MORESBY

CATERPILLAR
REGD. TRADE MARK

SALES • PARTS • SERVICE

CATERPILLAR D6
SERIES B TRACTOR



HASTINGS DEERING (NEW GUINEA) PTY. LTD.

HD. D6

Are You a Regular Subscriber?

PACIFIC ISLANDS MONTHLY

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

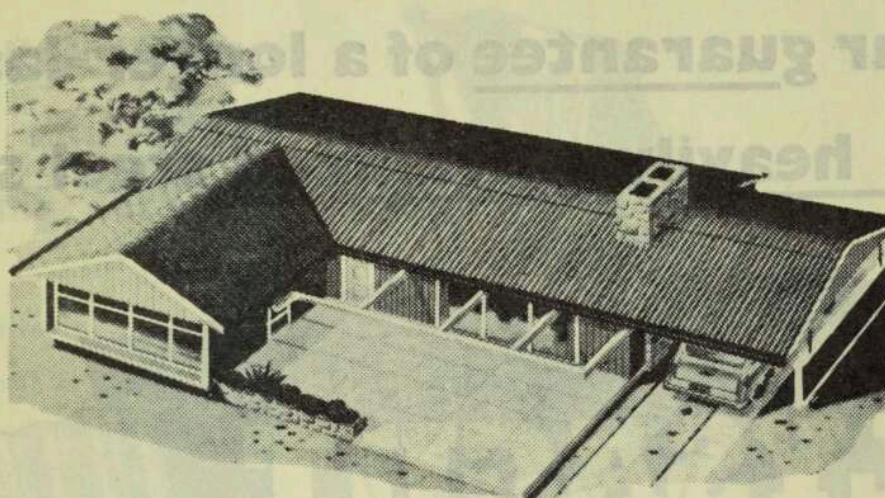
Place your order with:

PACIFIC PUBLICATIONS PTY. LTD.

Technipress House, 29 Alberta St., Sydney, Australia. G.P.O., Box 3408, Sydney

ANNUAL SEAMAIL SUBSCRIPTION RATES:

British Pacific Islands, 24/- Aust.;
Australia and New Zealand, 30/-
Aust.; French Pacific Territories and
Dutch New Guinea, 27/- Aust.;
U.S.A. and U.S. Pacific Territories,
\$7 U.S.; Elsewhere, 50/- Aust.
(40/- Stg.).



Safeguard your home for a lifetime with Wunderlich Building Materials

"DURAWALL" — A vertically grooved wall sheet which gives glorious shadow contrasts.

"DURABESTOS" flat sheets — Ideal for interior and exterior walls, gable ends, eaves linings.

"New Deep" CORRUGATED — A Durabestos asbestos-cement roofing which lasts a lifetime.

ALUMINIUM WINDOWS — Trouble free, require no maintenance. Available in all wanted sizes. No painting ever!

STAINLESS STEEL SINKS — Full range available; high shine polish highlights any kitchen.



"DURAWALL" vertically grooved sheeting



"DURABESTOS" flat sheets



"New Deep" CORRUGATED



ALUMINIUM WINDOWS

FREE BOOKLET

containing
Architect-designed
Home Plans
available from
Dept. ACD,
**Wunderlich
Limited**, Box 474
G.P.O., Sydney.



Wunderlich

Head Office and Showroom—
393 Cleveland Street, Redfern. 'Phone 69-2411

**This famous Australian brand
is your guarantee of a longer-lasting
more heavily galvanized steel sheet**



LYSAGHT

RED ORB

CORRUGATED STEEL SHEET

The life of a galvanized steel sheet is dependent entirely on the weight and quality of its zinc coating. Thus, because Lysaght RED ORB Steel Sheet is extra heavily galvanized — it actually carries 1.75 ozs. or 2 ozs. of zinc per square foot (in accordance with Australian Standard Specifications) you can rely on it to give you years and years of extra service under the most difficult tropical conditions.

In addition, and because Lysaght RED ORB Steel Sheet is made especially strong and rigid it has no equal for roofing and walling, can be handled easily even by unskilled labour, used over and over again. It is also completely weatherproof, fireproof, shatterproof and vermin proof. Make Lysaght RED ORB Steel Sheet first choice for *your* new home, packing sheds or storage warehouse. Stocks now freely available throughout the Territory.

ALSO AVAILABLE:

Lysaght BLUE ORB Corrugated Steel Sheet, carrying the same heavy galvanized coating as Lysaght RED ORB Corrugated Steel Sheet but made more ductile and especially suitable for the construction of rainwater tanks and where curving is necessary.

Lysaght QUEEN'S HEAD Flat Steel Sheet, also heavily zinc coated for maximum service under tropical conditions and essential for forming guttering, downpipes and general rainwater goods.

JOHN LYSAGHT (AUSTRALIA) LIMITED
Head Office: 50 Young Street Sydney, N.S.W.

GN24PC

BURNS PHILP (NEW GUINEA) LTD.

GENERAL MERCHANTS
GENERAL SHIPPING
CUSTOMS AGENTS

Agents for:

Burns Philp (South Sea) Co. Ltd.
Burns Philp (New Hebrides) Ltd.
Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
The Shell Co. of Australia Ltd.
Charterhouse of London
Hewitts & Lloyds (Distributors)
Pty. Ltd.

Australian Agents:

Burns, Philp & Co. Ltd. (All States)

London Agents

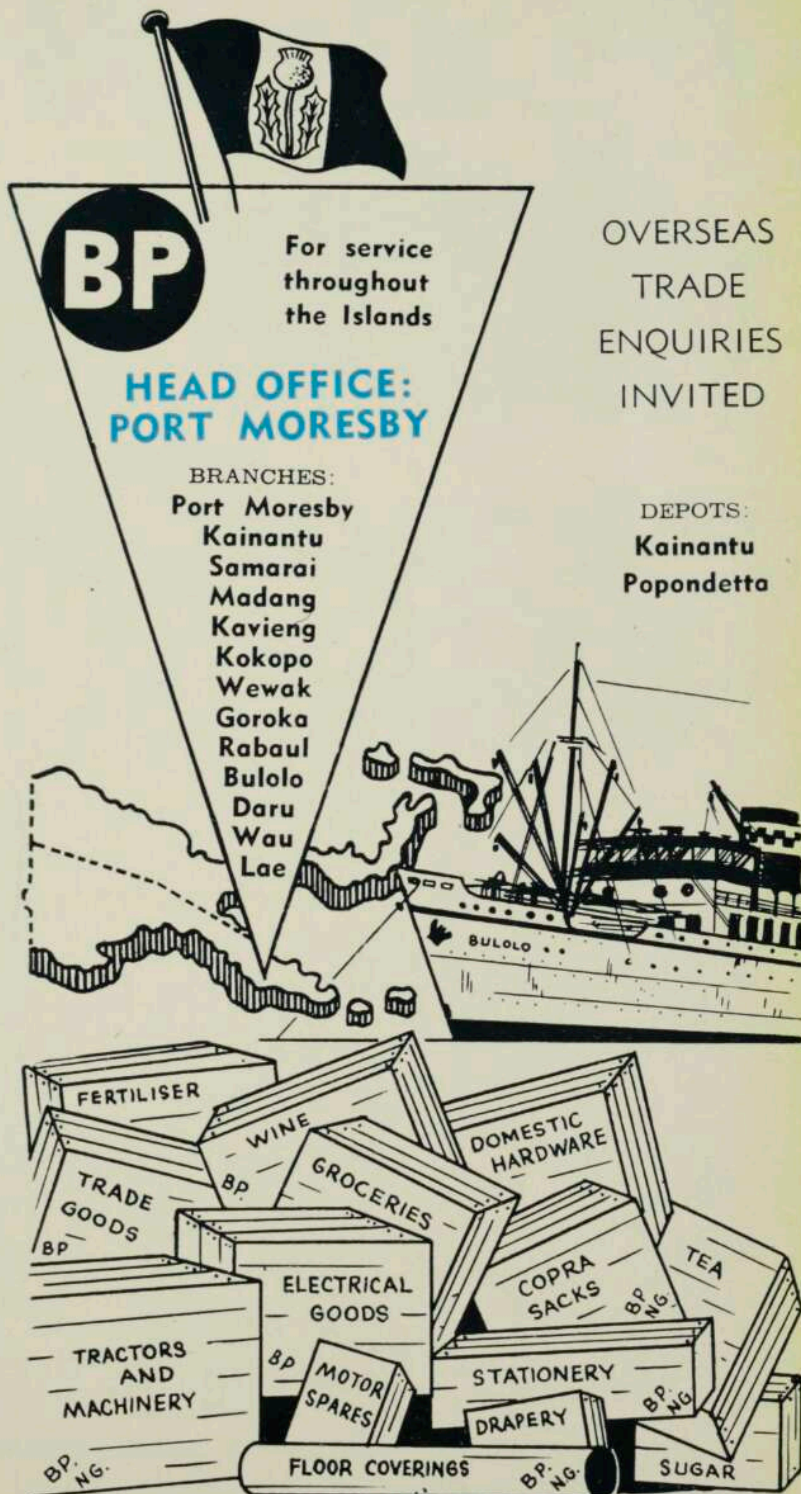
Burns, Philp & Co. Ltd., London,
E.C.3.

San Francisco Agents:

Burns Philp Co. of San Francisco

EXPORTERS OF:

COFFEE BEANS, COCOA
BEANS, PEANUTS, RUBBER
and TROCAS SHELL



OVERSEAS
TRADE
ENQUIRIES
INVITED

DEPOTS:
Kainantu
Popondetta

BURNS PHILP (NEW GUINEA) LTD.

APRIL 1962 — PACIFIC ISLANDS MONTHLY



**ASSOCIATED
COMPANIES:**

NEW GUINEA:

New Guinea Co. Ltd., Rabaul,
Madang, Lae, Kavieng.
Coconut Products Ltd., Rabaul.

PAPUA:

Island Products Ltd., Port
Moresby.

FIJI:

W. R. Carpenter & Co. (Fiji) Ltd.
Morris Hedstrom Ltd., Suva.
Suva Motors Ltd., Suva.
Island Industries Ltd., Suva.

W. R. CARPENTER & CO. LTD

27 O'Connell St., Sydney, Australia

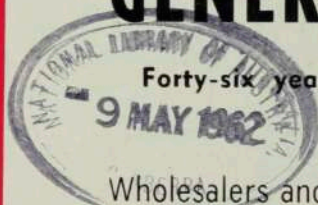
Established 1914

Cable Address:
"CAMOHE"

Telephone:
BL 5421

Postal Address:
G.P.O. Box 168, Syd

GENERAL MERCHANT



Forty-six years of Development and Service in the
Pacific Islands

Wholesalers and Retailers.
Buyers for Island trade of
all classes of merchandise
from World Markets.
Buyers of Island Produce:
Copra, Cocoa and Coffee-
beans, etc.

Agents for Australian
European and American
Manufacturers including
Electrolux, Chrysler, Ford
McCallum's Whisky, Victor
Mowers, Enfield Engine

BUYING ENQUIRIES

LONDON: Morris Hedstrom Ltd., 73 Cheapside, London, E.C.2.

SYDNEY: Morris Hedstrom (Australia) Pty. Ltd., 27 O'Connell
St., Sydney.