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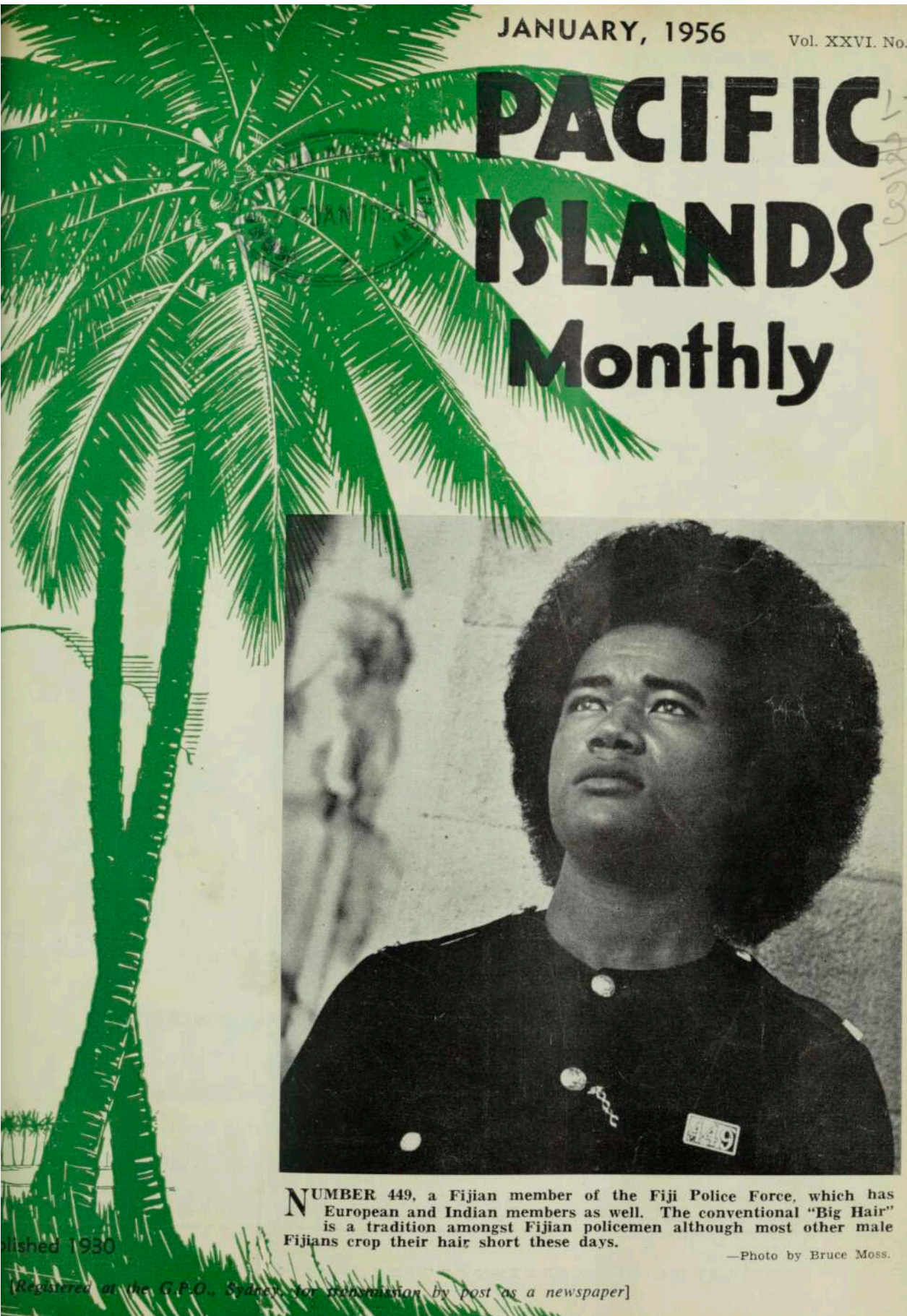
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JANUARY, 1956 Vol. XXVI. No. 6

PACIFIC ISLANDS Monthly



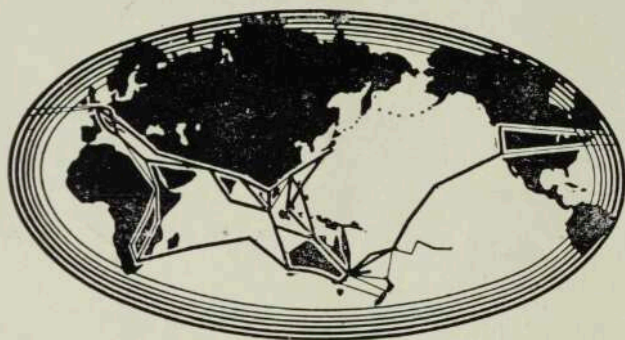
NUMBER 449, a Fijian member of the Fiji Police Force, which has European and Indian members as well. The conventional "Big Hair" is a tradition amongst Fijian policemen although most other male Fijians crop their hair short these days.

—Photo by Bruce Moss.

Published 1930

[Registered at the G.P.O., Sydney, for transmission by post as a newspaper]

From
Island Services
to
International Air Routes

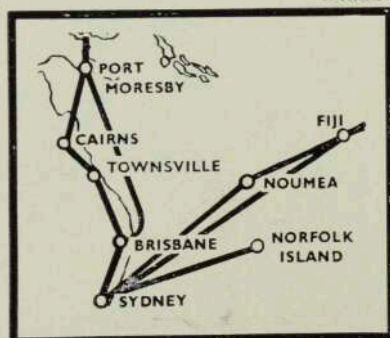
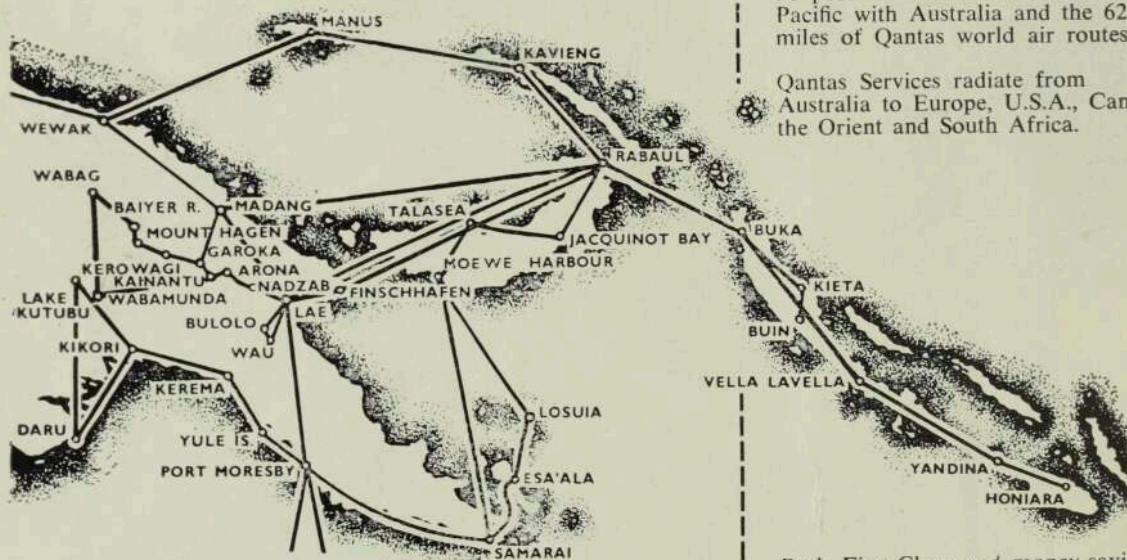


**QANTAS Service is
Super Service**

Australia's Overseas Airline, with 35 years of experience, offers the finest in airline travel.

Fast, frequent services link over 50 ports of call in the South-West Pacific with Australia and the 62,000 miles of Qantas world air routes.

Qantas Services radiate from Australia to Europe, U.S.A., Canada, the Orient and South Africa.



Both First-Class and money-saving Tourist travel are available to many ports of call on Qantas International network trunk routes.

QANTAS

QANTAS EMPIRE AIRWAYS LTD.
(Inc. in Q'land), in association with
B.O.A.C. and TEAL.

AUSTRALIA'S OVERSEAS AIRLINE

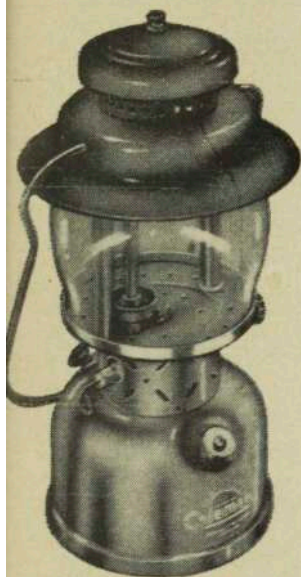
P22a

Coleman

Coleman

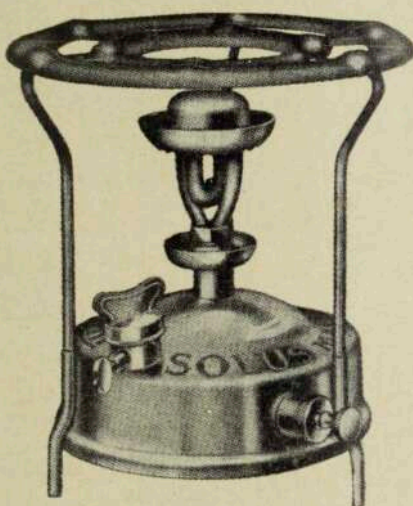
Coleman

*Your Guarantee of Satisfaction Backed by Established Service
Depots Throughout the Islands*



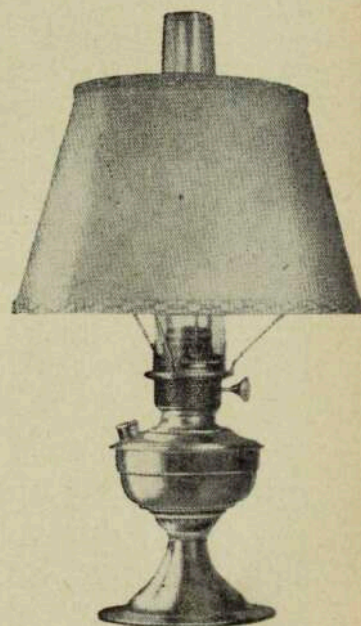
LANTERNS

Designed to withstand heavy usage and exposure to all weathers these kerosene lanterns have built in automatic jet cleaning needles, safety air-seals on pumps and heat and shock proof globes. They cannot spill and burn safely in any position. Two sizes.



SOLUS STOVES

Coleman Solus Kerosene stoves are sturdily constructed with heavy brass pressure-tested tanks. The burners are of high grade brass containing a high copper content for good heat conductivity. All parts are interchangeable with similar stoves. Available in Silent and Roarer types.



KEROMAN LAMPS

Table lamps of lasting quality finished in polished brass. Burns kerosene and gives a brilliant yet pleasant incandescent white light. Has centre draught feature with heat resisting glass chimney. No pumping or preheating is necessary. Height 24 in. Diameter of base 7 1/4 ins. Weight 3 lbs.

Gillespies' for Service

54a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

MERSEY SHIPYARDS

DEVONPORT, TASMANIA

Have pleasure in announcing that the second of their fishing trawlers constructed for New Zealand buyers has successfully completed the delivery voyage from Devonport to Bluff, New Zealand.



F. V. "Chance"

This vessel, the F. V. "Chance" was built for Messrs. Stevenson and West, of Bluff and has the following dimensions and detail.

L.O.A.: 45 ft.

Beam: 14 ft.

Draft: 6 ft. 6 in.

Speed: $8\frac{1}{2}$ —9 Knots

Engine: Gardner 6LW 72 H.P.



OTHER EQUIPMENT INCLUDES
A KELVIN HUGHES ECHO-
SOUNDER, REFRIGERATED
HOLD.



The Mersey Shipyards are designers and builders of all types of commercial and pleasure vessels in wood or steel. Landing barges, copra carriers, work boats, fishing trawlers and trading ketches are in regular production at our Devonport yards.

Telegrams: "SHIPYARDS," D'port.

Telephone: DEVONPORT 1119

You don't need skill to save costly repair and labor bills with MALTHOID

Whatever the building job you have in mind — you need Malthoid. Why? Because Malthoid (bought in handy sized rolls) is an asphalt-impregnated waterproof covering to give your roof top-efficiency and durability at the *lowest* cost. You need no special skills when you roof with Malthoid — it's specified by *leading* American and Australian architects! You get full "how to lay" instructions on *every* wrapper. Floor coverings can be safely laid over Malthoid protected concrete floors. You're right up-to-date when you use Malthoid. Remember Malthoid is a *Pabco* product — don't be fobbed off with imitations.

HYDROSEAL

A Hydroseal repair is a permanent repair! Get Hydroseal for fixing leaks in metal, stone or wood. A scientific blend of asphalts, black Hydroseal is easy to apply with knife or trowel. For large holes sandwich it under and over a calico or canvas patch . . . it makes a completely waterproof seal. With *white* Hydroseal — a blended mastic reinforced with long-fibred asbestos — you don't just repair the cracks you make them *vanish*. With the same easy-to-use qualities of black Hydroseal, *white* Hydroseal is best where appearance is important — walls, for instance. Remember, you can paint over white Hydroseal — and it's easily broken down, with linseed oil, to a brushable consistency.

Brushable

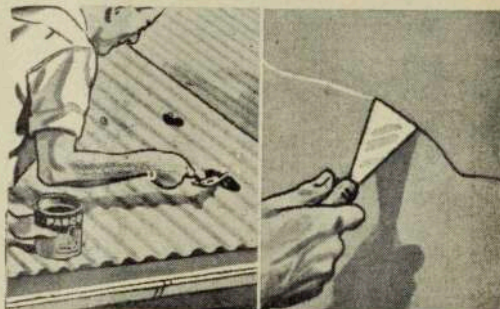
HYDROSEAL

— the new plasticised coating — as easy to use as paint: you can save pounds and pounds by using it to seal leaks and protect against cracking and corrosion! A heavy asphalt compound, Brushable Hydroseal repairs, preserves and seals iron, asbestos, concrete, tanks and roofs! It won't contaminate water — it's unaffected by the hottest or coldest day or prolonged immersion! To seal leaks over 1/8 inch wide, sandwich a linen patch between two coats of Brushable Hydroseal.

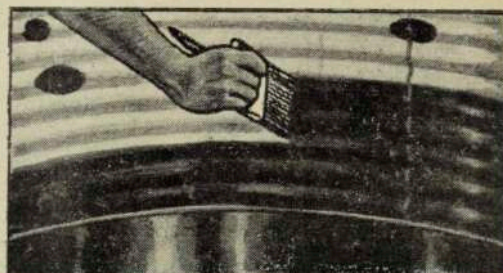
PABCO Products are obtainable at island stores.



Fix and dress Malthoid with Pabco Cement and coating. You'll get dependable protection; rugged efficiency against storms and sweltering heat.



A little leak can do a lot of damage. Hydroseal can't be affected by water, and withstands extremes of heat and cold. Where appearance is important use white Hydroseal — it can be painted over.



Brushable Hydroseal preserves and proofs all metal against corrosion and cracks — concrete and asbestos, too! Remember, Hydroseal cannot contaminate water.

PABCO

PRODUCTS PTY. LTD.

Head Office: 150 Wigram Road, Glebe, N.S.W. MW2424



The **NEW** **ELECTROLUX**

**BUILT FOR
EFFICIENCY**

**Just What You've
Wanted . . .**

**Built-in wall-to-wall
Ice-making & Frozen
Storage Compartment
clear across
the top.**

**CAPACITY: 7.1 cu. ft.
SHELF AREA: 13 sq. ft.**

- Redesigned interior gives easier access.
- Removable rust-proof grid-type shelves.
- One-piece porcelain interior lining — glistening white and food-acid resistant.
- Easy-release ice trays.
- Exterior in gleaming oven-baked cream enamel.
- Lower running cost with a new freezing unit designed for even greater efficiency.
- Kerosene or electrically operated, it can be easily converted from one medium to another.
- Precision-built freezing unit with no moving parts, trouble-free and guaranteed for five (5) years.

EARLY DELIVERY.

*Ask your local Electrolux
agent for further particu-
lars now.*

PAPUA:

**ISLAND PRODUCTS
LTD., Port Moresby.**

T.N.G.:

NEW GUINEA CO. LTD.



Model LT 701

ELECTROLUX IS ALWAYS SILENT

—Or write to the Distributors:

W. R. CARPENTER & CO. LTD.

16 O'CONNELL STREET, SYDNEY.



Build roofs that last a lifetime

with Rogerstone Aluminium Alloy Building Sheet

First cost is *last* cost when you roof or build garages, sheds and other out-buildings with these light, strong Noral Alloy Building Sheets. They are weather-proof *right through*. Unpainted, uncared for, these versatile corrugated sheets will look after themselves for a lifetime. Rogerstone building sheets are exceptionally easy to assemble and are punched ready for bolting. The sheets will span up to 10 ft. without extra support. Construction is simple and fast.

Rogerstone building sheet is produced in two standard widths and a range of lengths. The standard lengths of joining and trimming sections are also given below:—

Commodity	Lengths
Full-width sheet (30 ins.)	8, 9, 10, 11, 12
Half-width sheet (15 ins.)	8, 9, 10, 11, 12
Standard angle	12
Corner piece	10
Roof end section	12
After angle	12
Edge capping	8
Edge angle	8

ALUMINIUM UNION LIMITED

(Incorporated in Canada)
Principal British Commonwealth Distributor of Aluminium
Ocean House, 34 Martin Place, Sydney, N.S.W.
An ALUMINIUM LIMITED Company



SOLE AGENTS:
New Zealand: RICHARDSON, McCABE & CO. LTD., Wellington,
Auckland, Christchurch.
Tahiti, Western Samoa and Tonga: MORRIS HEDSTROM LIMITED,
Suva, Fiji.

Cook Islands: A. B. DONALD LTD., Rarotonga, Cook Islands.
French Oceania: ETABLISSEMENTS DONALD TAHITI, Papeete,
Tahiti.
New Caledonia and New Hebrides: AGENCE ALMA, Noumea,
New Caledonia.

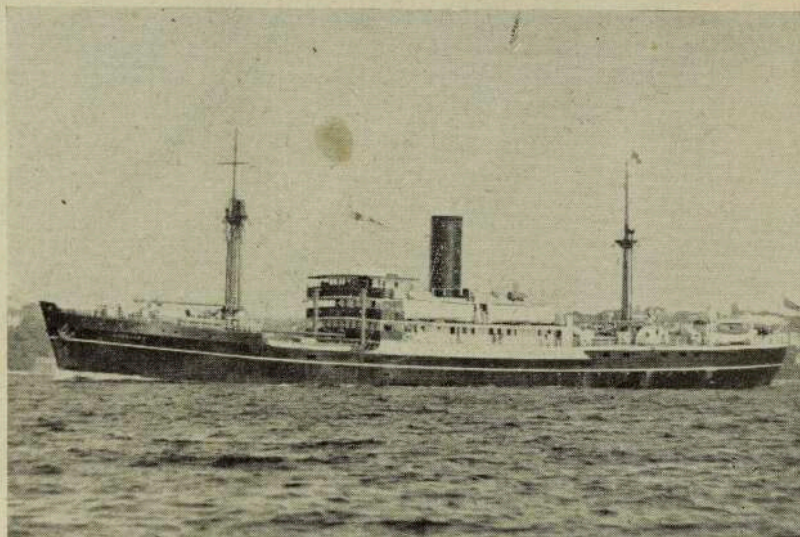
Territory of Papua—New Guinea—BURNS PHILP (NEW GUINEA) LIMITED, Port Moresby.

LONDON • MONTREAL • CALCUTTA • SYDNEY

PACIFIC ISLANDS MONTHLY—JANUARY, 1956

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)



NEW GUINEA AUSTRALIA LINE

Passenger and Cargo Liners

Regular Services between AUSTRALIA and NEW GUINEA

M.S. SOOCHOW . . . Sydney — Brisbane — Port Moresby — Samarai — and
return.
M.S. SHANSI . . . Sydney — Brisbane — Rabaul — Kavieng — Madang —
Lae — and return.
M.S. SINKIANG . . . Melbourne — Sydney — Port Moresby — Samarai — Lae
— Madang — Kavieng — Rabaul — and return.

HONGKONG NEW GUINEA LINE

New Monthly Service between JAPAN, HONGKONG and NEW GUINEA

S.S. FUNING } Japan — Hongkong — Madang — Kavieng — Rabaul — Lae —
S.S. FENGNING } Samarai — Port Moresby — and return.

Calls at Kavieng are on alternate months, or subject to inducement.

Calls at Samarai subject to inducement.

Through bills to and from U.K., Continent, U.S.A. & Japan.

For further details please apply to agents, or refer to the weekly advertisement
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, Kavieng, Rabaul. Cable: Colyeram.
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Wilgilsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
JAPAN: Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.
GENERAL AGENTS AUSTRALASIA: G. S. Yuill & Co. Pty. Ltd. 6 Bridge Street, Sydney. Cable: Yuill. BU 1712.
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

Shipping Time-Tables

All sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

MV Malaita sails from Sydney for Rabaul, Kavieng, Lombrum, Lorengau, Wewak, Kishafen, Madang, Lae, Sydney. Last sailing Dec. 31, next sailing Feb. 14 approx.

MV Malekula sails from Sydney for Port Moresby, Rabaul, Kavieng, Manus, Wewak, Kishafen, Madang, Lae, Samarai, Milne Bay, Melbourne, Sydney. Next sailing northbound from Sydney approx. Jan. 18.

MV Bulolo, modern liner, sails about every six weeks: Sydney-Brisbane-Moresby-Samarai - Lae - Madang - Manus - Rabaul - Moresby-Brisbane-Sydney. Next sailing Jan. 31. Details from Burns, Philp & Co. Ltd., 6 Bridge Street, Sydney.

MV Shansi: Sydney-Brisbane-Norfolk Is. - Moresby - Rabaul - Kavieng - Samarai - Sydney. Sailing Jan. 17.

MV Soochow: Sydney - Brisbane - Port Moresby - Samarai - Lae - Sydney. Sailing Jan. 20.

MV Sinkiang: Jan. 13. Details from G. S. Yuill & Co. Pty., 6 Bridge St., Sydney.

Far East-S.W. Pacific-Australia

Linking S.W. Pacific ports on south-bound journeys only.)

FENGNING: Left Moresby Jan. 5, due Sydney Jan. 12, dep. Sydney for Japan via Brisbane Jan. 13.

FENGNING: Sails Hongkong, Jan. 21; Rabaul, Feb. 2; Madang, Feb. 6; Lae, Feb. 8; Port Moresby, Feb. 13. Returns to Japan via Sydney and Brisbane.

Details from New Guinea Australia Line (G. S. Yuill & Co., Ltd., agents), 6 Bridge St., Sydney.

MV Aros: In Melb., Jan. 10, then North-bound.

MV Citos: Rabaul, Jan. 10; Madang, Jan. 13; Lae, Jan. 15; then returns to Far East via E. Australian ports.

MV Delos: Now northbound.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 63 Pitt St., Sydney.

Sydney-Netherlands N.G.

Monthly service from E. Australian ports to Hollandia and Sorong (with Biak and/or Manokwari if inducement) thence Borneo, Bangkok, Singapore, thence Australia direct.

Details from Royal InterOcean Lines, 255

George St., Sydney.

N. Zealand-Fiji-Samoa-Tonga

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland.

MV Matua maintains a service from Auckland to Suva, Lautoka, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Each Autumn there is a temporary rearrangement of schedules while the respective vessels are on annual survey. Next sailing: MV Tofua Jan. 17; MV Matua Jan. 31.

Details from all offices of Union Steam Ship Co. of NZ.

N. Zealand-Cook Is.

The regular passenger vessel Maui Pomare should resume early in 1956. The 700-ton freighter Viti is meanwhile operating a cargo service from Auckland

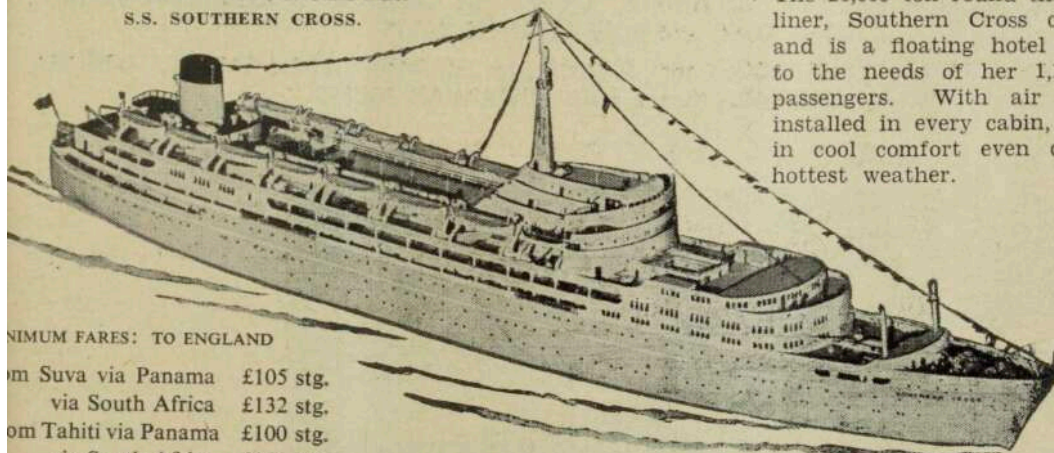
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1955-56.

	ORSOVA	ORION	ORSOVA	ORONSAY	ORCADES
	1956	1956	1956	1956	1956
SYDNEY	depart 27 Jan.	2 Apr.	1 June	13 July	—
AUCKLAND	arr/dep 30 Jan.	6 Apr.	4 June	16 July	From
SUVA	arr/dep 2 Feb.	10 Apr.	7 June	19 July	Panama
HONOLULU	arr/dep 7 Feb.	16 Apr.	12 June	24 July	—
VANCOUVER	arrive 13 Feb.	23 Apr.	18 June	30 July	—
	depart 14 Feb.	24 Apr.	19 June	31 July	11 Sept.
SAN FRANCISCO	arr 16 Feb.	27 Apr.	21 June	2 Aug.	7 Sept.
	depart 17 Feb.	28 Apr.	Then	3 Aug.	8 Sept.
HONOLULU	arr/dep 21 Feb.	3 May	to	7 Aug.	16 Sept.
SUVA	arr/dep 28 Feb.	11 May	Panama	14 Aug.	23 Sept.
AUCKLAND	arr/dep 2 Mar.	14 May	—	17 Aug.	26 Sept.
SYDNEY	arrive 5 Mar.	18 May	—	20 Aug.	29 Sept.

Linking the Pacific Islands with { Europe, West Indies, New Zealand Australia and South Africa

The Shaw Savill Tourist Class Liner
S.S. SOUTHERN CROSS.



The 20,000 ton round the world tourist liner, Southern Cross carries no cargo and is a floating hotel devoted entirely to the needs of her 1,160 tourist class passengers. With air conditioning installed in every cabin, passengers rest in cool comfort even during the hottest weather.

MINIMUM FARES: TO ENGLAND

From Suva via Panama £105 stg.
via South Africa £132 stg.
From Tahiti via Panama £100 stg.
via South Africa £151 stg.

for full particulars apply:

FIJI

Any Branch or Agency of Burns Philp (South Sea) Co. Ltd.,
Head Office: Suva. Cable address: Burnsouth.

TAHITI

Etablissements Donald Tahiti, Papeete.
Cable address: Donald, Papeete.

Tahiti Call is Subject to Weather Permitting

Travel Shaw Savill

and occasional limited passenger facilities are available on trans-Pacific freighters. Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ. Ltd.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, leaves Sydney

for Norfolk, Vila, Luganville, Honiara, Tenaru, Yandina, Gizo, Bougainville ports, Rabaul, Sydney. Next sailing Jan. 31.

MV Muliama, 8 passengers, leaves Sydney for British Solomons ports about monthly, ports varying with cargoes. Next sailing: Jan. 13 approx.

Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "Thorsisle" and "Thorshall"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, Calif., U.S.A.

PAPEETE—Etablissements Donald Tahiti.

SUVA—Morris Hedstrom Ltd.

PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

APIA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

LAE—Burns Philp (New Guinea) Ltd.

SYDNEY—Birt & Co. (Pty.) Ltd.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Ltd. coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. (At present on this run are the new motor ships, Tahitien and New Caledonien).

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next sailing Jan. 20.

SS Neo Hebridais-II, 1,266 tons, maintains an irregular cargo service between Sydney and Noumea, and four charters per annum to Wallis Is. via Suva. Owners: Soc. Miniere et Maritime Hagg Noumea. Sydney agents: H. C. Sless Ltd., 115 York Street.

Sydney-S. Africa-UK-Pacific Ports-Sydney

Shaw Savill's new one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling Suva every trip, and at Papeete except in hurricane season. Next sailings: West-bound, calling Suva only, Jan. 12; West-bound, calling Papeete Mar. 30-31, Suva Apr. 5.

N. America-Fiji-Hebrides, etc.

Pacific Islands Transport Line vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings every 35-40 days. Some ports dependent on cargoes offering. Next sailing: Thorsisle sails Vancouver Dec. 23, Papeete Jan. 10, Nukualofa Feb. 6, Pago Feb. 8, Apia Feb. 10, Suva Feb. 14, Lautoka Feb. 17, Noumea Feb. 20.

AUSTRALIA-WEST PACIFIC LINE

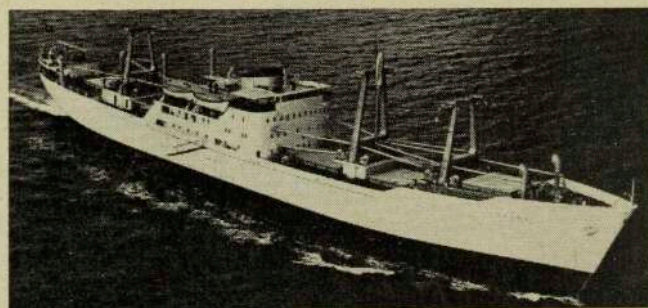
REGULAR MONTHLY SAILINGS

Trading Northbound from ADELAIDE, MELBOURNE, SYDNEY and BRISBANE to SANDAKAN, MANILA, HONG KONG and main JAPANESE PORTS.

Southbound from JAPAN, HONG KONG and MANILA to MADANG, LAE, RABAU, HONIARA, VANIKORO thence main AUSTRALIAN PORTS.

A R O S - C I T O S - D E L O S

★
Cargo Service, with
Luxurious Passenger Accommodation, by Fast New Motor Vessels specially built for the Far Eastern Trade.
★



★
General and Refrigerated Cargo Space; also Special Mechanical Ventilation for Fruit, Vegetables, etc., in 'tween decks.
★

M.V. DELOS—A.W.P. Line's new motorship for Australian-Far East trade.

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. 'Phone: BU 6301. Branch Office at Melbourne: 51 William St. 'Phone: MU 5906.

AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.

ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, Government Trade Scheme.

FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

Feb. 22, Lae Feb. 28, Thorshall: Vancouver
Feb. 9, Papeete Mar. 5, Pago Pago Mar.
1, Apia Mar. 12, Suva, Mar. 16, Noumea
Mar. 20.

Details from General Steamships Cor-
poration Ltd., 432 California St., San
Francisco, U.S.A., and Island Agents.

**U.S.-PAPEETE-PAGO PAGO-N.Z.-
AUSTRALIA**

Matson-Oceanic Line of San Francisco
operates a regular passenger-cargo service
from Los Angeles. Southern terminal ports
vary with cargoes offering. Vessels call at
Papeete, Pago Pago, and Suva, depending
on cargoes.

**SYDNEY-SUVA-HONOLULU-
VANCOUVER**

Pacific Shipowners, Ltd., of Suva
(subsidiary of W. R. Carpenter & Co.)
operate a service three times yearly with
a 10,000 ton, 98-passenger vessel
Kemba along the above route. Accom-
modation is entirely First Class, two-berth
cabins. Next sailings from Sydney
in Jan. and late May, 1956.
Details from American Trading & Ship-
ping Co. Pty., Ltd., Sydney.

HONOLULU-PAPEETE

The 242-ton auxiliary schooner Te Vega,
American-owned, operates a luxury
passenger service to a regular schedule,
which calls at Marquesas and Line Islands
as required. To dep. Honolulu Dec. 31, arr.
Papeete Jan. 15. Details from Darr Lines,
Theo. H. Davies & Co., Honolulu, or
Representatives Donald, Papeete.

Airways Time-Tables

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji- Hawaii-N. America

(First and Tourist Class available
on all Services.)

BY PAN-AMERICAN AIRWAYS
With Strato Clippers, using Sleeperettes
and Berths*
Tues., Thur., Fri., Sun.: Sydney - Nadi -

Canton Is. - Honolulu - San Francisco -
Seattle - Portland.
Mon., Tues., Thur., Sat.: Return same
route.

* DC4 from Auckland connects, arriving
Nadi Tues., Thur., Sun., departing Nadi
Wed., Sat., Mon. DC4 shuttle service once
monthly connects Nadi and Tafuna,
American Samoa.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

Tues., Thur. and Sat. Sydney - Nadi
(Fiji) - Canton Is. - Honolulu - San
Francisco—with Sat. service extending
to Vancouver.

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD.,

138 LEADENHALL ST.,

LONDON, E.C.3.

BURNS PHILP (SOUTH SEA)

CO. LTD.,

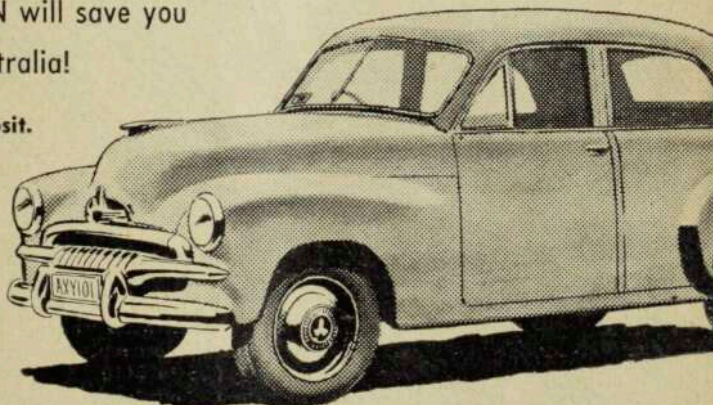
SUVA, FIJI

Own a Car on Your Holidays **AND SAVE!**

Broadway Motors' SPECIAL ISLANDS' PLAN will save you
money on your holiday transport in Australia!

1. Buy a guaranteed used car on Low Deposit.
2. Drive it ALL your holidays.
3. Broadway Motors will buy it back
when you leave.

Select from over 100 guaranteed cars. See more
... do more ... pack more fun into your holiday
with a good used car from Sydney's famous Broad-
way Motors. So simple! You select your car ...
pay cash or, if you wish, make a small down pay-
ment. If you buy on terms the monthly payments
will be reduced to the absolute minimum to leave you the maximum
ending money. When your holiday is finished Broadway Motors buy it
back and finalise all outstanding money. This gives you the use of a good
car for WAY UNDER ordinary hiring rates. What's more, each car is
covered by a written 30-day new-car guarantee for your protection.



BROADWAY MOTORS (N.S.W.) PTY. LTD.
Australia's Largest Used-car Organisation
84-200 BROADWAY, SYDNEY, N.S.W., AUSTRALIA

The Sales Manager,
Broadway Motors (N.S.W.) Pty. Ltd.

Please send me free particulars of your
Special Islands' Plan without obligation.

NAME _____

ADDRESS _____

P.I.M.

SOUTHWARDS
Wed., Fri., Sun. — San Francisco - Honolulu-Nadi (Fiji)-Sydney. Sundays service begins at Vancouver. (Note: Crosses date-line enroute).

* TEAL DC3 services between Auckland and Nadi connect at Nadi Tues. and Sat. northwards; Wed. and Sun. southwards.

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)

Every Wednesday—Sydney-Auckland-Nadi (Fiji)-Honolulu-Vancouver-Amsterdam. Every Sunday leave Vancouver by same route. (Note: Crosses date-line enroute).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

Mon., Tues., Sat., Sun.

Depart: Sydney, 8.00 pm
Arrive: Brisbane, 10.45 pm
Brisbane, 11.45 pm
Moresby, 6.35 am
(Tues., Wed., Sun., Mon.)
Moresby, 7.35 am
Lae, 9.00 am

Thurs.

Depart: Sydney, 8 pm
Arrive: Brisbane, 10.45 pm
Brisbane, 11.45 pm
Townsville, 3.30 am
(Friday)
Townsville, 4.15 am
Cairns, 5.30 am
Cairns, 6.30 am
Port Moresby, 9.20 am
Port Moresby, 10.20 am
Lae, 11.45 am

SOUTHWARDS

Tues., Wed., Sun., Mon.

Depart: Lae, 10.30 am
Arrive: Moresby, 12.00 m'night.

Moresby, 1.00 am
Brisbane, 9.00 pm

Brisbane, 7.35 pm
Sydney, 11.45 am

Sat.

Depart: Lae, 7.00 am
Moresby, 9.30 am
Cairns, 2.35 pm
Townsville, 4.30 pm
Brisbane, 9.00 pm

Arrive: Moresby, 8.30 am
Cairns, 12.20 pm
Townsville, 3.45 pm
Brisbane, 8.15 pm
Sydney, 11.45 am

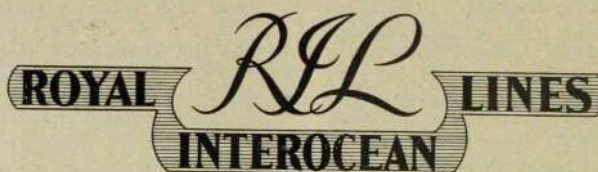
3. P-NG Internal Services:

Operated by Qantas

LAKE—HOLLANDIA (Dutch New Guinea) (DC3)

Alternate Wed. (Jan. 11, 25, Feb. 8, etc.).

Departs Lae 10.30 am, calls at Madaya and Wewak, and arrives at Hollandia



Regular Monthly-Service from

MELBOURNE — SYDNEY — BRISBANE AND HOLLANDIA to

NORTH BORNEO — BANGKOK AND SINGAPORE

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Carrying 2 to 12 Passengers

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Hollandia-Singapore, from £Stg.54.

Further information from—

ROYAL INTEROCEAN LINES

Incorporated in the Netherlands as KJCP, NV.

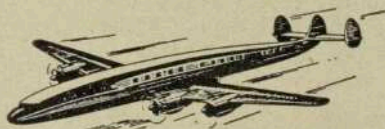
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KLM ROYAL DUTCH AIRLINES
58 MARGARET STREET, SYDNEY



3.0 pm. Every alternate Thursday (Jan. 12, 26, Feb. 23, etc.), dep. Hollandia at 9.30 am. and, with calls at Wewak and Madang, arrives Lae at 3.40 pm.

LAKE-MANUS (DC3)

Every Wednesday.
Lae, 8.00 am: Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 pm.
Returns Saturdays (dep. 8 am). via Kavieng, Rabaul and Finschhafen arr. Lae, 2.55 pm.

MORESBY-DARU (Catalina)

Yule Is., Kerema, Kikori, L. Kutubu.—Alt. Fri. returning same day (Jan. 6, 20, Feb. 3, 17, etc.).

PORT MORESBY-RABAU (Catalina)

Tues. (Jan. 10, 24, Feb. 7, 21 etc.) Pt. Moresby - Samarai - Esa'ala - Losuia - Moewe Harbour-Talasea-Jacquinet Bay-Rabaul. Returning via same ports (except Losuia and Esa'ala optional) alt. Thu. (Jan. 12, 26, Feb. 9, 23, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Wed. — Rabaul - Buka - Kieta - Buin (Jan. 11, 25, Feb. 8, 22, etc.). Returning same day.

LAKE-MADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)

Thur. Dep. Lae 6.30 am, Madang arr. 7.35 am Wewak, Manus Is., Kavieng, Rabaul arr. 3.40 pm.
only Dep. Rabaul 8.00 am direct Madang, arr. 10.50 am, Wewak, Madang, Lae arr. 4.35 pm.

CENTRAL HIGHLANDS (DC3)

Lae—Lae (8.30 am) to Wabamunda, calling at any of: Goroka, Nondugl, Manj, Minj, Mt. Hagen, Baiyer R., Vabag, Wabamunda. Return to Lae arriving 6 pm.

LOWER HIGHLANDS (Beaver)

Lae—Lae (7.30 am) to Goroka, calling at any of: Nadzab, Kalapit, Gusap, Mantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAKE-BULOLO-WAU (DC3)

Lae.—Mon. 7.30 am, Tues. 2 pm, Wed. 11.30 am, Fri. 2.00 pm.
Wau.—Mon. 9 am, Tues. 3.30 pm, Wed. 1 pm, Fri. 3.30 pm. Bulolo is omitted on these flights which take 35 minutes, Wau-Lae.

MADANG-GOROKA (DC3)

Lae.—Depart Madang 8.00 am, arrive Goroka 8.35 am, returning same day; depart Goroka 9.05 am, arrive Madang 3.35 am.

NEW GUINEA-NEW BRITAIN (DC3)

Lae.—Depart Lae 12.55 pm, Finschhafen 4.45 pm, arrive Rabaul 3.55 pm.
Returns—Depart Rabaul 10 am, Madang 2.25 pm, arrive Lae 2.30 pm.
Lae.—Depart Lae 12 noon, Finschhafen 1 pm, Rabaul 3.10 pm.
Returns—Depart Rabaul 5.45 am, Finschhafen 8.10 am, arrive Lae 8.45 am.

SERVICES BY MANDATED AIRLINES (Scheduled Flights with DC3 Aircraft)

Lae.—Depart Lae at 7.30 am for Goroka, Madang, Wewak, Madang, Rabaul — remaining overnight. Depart Lae 8.00 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Lae.—Depart Rabaul at 6.30 am for Madang, Wewak, Madang, Goroka, Lae.
Lae.—Depart Lae 7.30 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Lae.—Depart Lae at 7.00 am for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30

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We are anxious to have new listings of vessels lying in the Pacific.

LAUNCHES

- L.5.—Ex Royal Navy "Jolley Boat" runabout with cockpit fore and aft. Hard chyne design, with rugged diagonal planking below. 30 H.P. Parsons Marine Engine. Price: £350.
- L.6.—24 ft. Prawn Fishing Launch with flush decking swept upwards to the Bow. The boat is fitted with galvanised outriggers and prawning gear. Powered by Thornycroft Handy Billy Marine Engine. Price: £595.
- L.9.—28 ft. x 5 ft. Thames Excursion River Launch with half round cabin fwd. and long open cockpit aft. Powered by a Rugby, newly reconditioned Marine Conversion giving 15 m.p.h. Overhead canvas awning. Price: £475.
- L.11.—Ex Army Dory 26 ft. x 9 ft. 6 in. x 2 ft. 6 in. Conventional hard chyne Hull with Trunk cabin fwd. and steering deckhouse amidships. Open cockpit aft. Has just been fitted with 20 H.P. Peppers Diesel. The boat is sound throughout but in need of paint and is not furnished in any way. Price: £1,150.
- L.15.—"Dolphin". Outside fishing launch used for weekend fishing parties each week-end the year round. Raised Deck Hull with open cockpit Mast and Boom. 18 ft. x approx. 8 ft. 6 in., round Bilge. A particularly sturdy and good looking boat. Powered by C.L.A.E. Fisherman, 5 H.P. Heavy Duty. £550.
- L.19.—Open Cockpit Wheelhouse Launch 30 ft. x 9 ft. 6 in. x 5 ft. Powered by V8 Thornycroft converted Ford, Toilet, Stove, etc. £2,000.

COMMERCIAL VESSELS

- T.1.—Trawler. Built at Forster, N.S.W., 6 months ago for wealthy Sydney man. Dimensions are 50 ft. x 15 ft. x 4 ft. 6 in., constructed of Hardwood below W/line with Blue Gum keel, Beech topsides and decks. Built with more style than is usual for commercial vessels. Raised deck fwd. with accommodation for crew. Powered by a new G.M. Diesel of 96-122 H.P. controlled hydraulically. £8,500.
- T.4.—Trawler or Light Cargo Carrying Vessel, hard chyne construction, 9 months old. Dimensions 50 ft. x 16 ft. x 3 ft. 9 in., accommodation for 4. Powered by Ronaldson Tipetts diesel engine 50 H.P. fitted with twin disc gearbox. Vessel has full Tuna fishing equipment including bait tanks and lies at our moorings. Boat is in Maritime Survey for Comm. Fishing Parties. Price: £5,500.
- T.5.—Trawler. Dimensions 40 ft. x 13 ft. 6 in. x 4 ft. 6 in. with counter stern. Boat is privately owned and used out of Wollongong for fishing parties. In the last six months she has been completely reconditioned at a cost of approx. £1,500 which included new ribs throughout. The boat is powered by a 33 H.P. Southern Cross Diesel which also has been overhauled. Price: £2,500.
- T.6.—Trawler or Light Cargo Carrying Vessel. 50 ft. x 14 ft. x 4 ft. 6 in. raised deck fwd., flush decked aft, deckhouse fwd. Powered by Lister 40 H.P. Diesel. In survey for fishing parties, 5 years old, accommodation for 6 and T/R radio. The entire boat is in good order, maintained carefully by owner. Price: £5,500.
- T.7.—Steam Trawler. Steel construction 130 ft. x 26 ft., powered by a triple expansion steam engine 76 H.P. Govt. survey on this vessel expired in December, 1954, and it was estimated that the cost to renew it for local trawling or trading would be £2,000 to £3,000. This vessel and its sister ship "Samuel Benbow" could be easily converted for use in Singapore or any place where native labour is available. Price: £3,500.
- T.11.—Trading Ketch. Length 95 ft., beam 22 ft. Draught, loaded, 6 ft. fwd. 7 ft. 6 in. aft; draught, unloaded, 4 ft. 3 in. fwd. 6 ft. 6 in. aft. Loading capacity 80 tons (perhaps slightly more). Construction to Commonwealth Navigation Department specifications of Blue Gum and Iron Bark. Carvel planking 2 in. timbers 5 in. x 5 in., these are double making 10 in. x 5 in. All timbers and knees are grown. Clipper bow and counter stern. 165 H.P. G.M. Diesel 3:1 reduction about 100 hrs. running. Electric Start. Deck engine is 6 H.P. diesel. £6,000.
- T.12.—Trawler, Cargo or Towing Boat. Actually designed as a towing vessel 26 ft. x 9 ft. 6 in. x 2 ft. 10 in. flush decked. 8 months old. £2,000.
- T.21.—Passenger Launch. 45 ft. x 12 ft. x 4 ft. 6 in. Counter stern. Formerly R.A.N. Supply Launch. Superstructure refitted in 1947. Timbers Teak with 1½ in. Oregon planking. Ailsa Craig R.F. 4 Diesel with 2:1 reduction. Copper sheathed. In Maritime Survey. Radio included. Vessel is sound throughout. Price: £2,800.
- T.26.—40 ft. x 12 ft. 6 in. x 3 ft. Deep hard chyne Ex R.A.F. personnel launch built by Taylors Eng. Never used by R.A.F. Single diag. planked skin very heavily constructed throughout, fitted with echo sounder and twin Perkins diesels 100 H.P. approx. giving speed of 19 knots. In first class order throughout. £4,500.
- T.27.—45 ft. x 12 ft. 6 in. x 3 ft. 6 in. Missionary, Copra or Recruiting Vessel. Stuart Turner V4 cyl. Diesel (new). Accom. fwd. (or cargo), wheelhouse amidships, cargo hold aft, rails around all decks. Built of Indian Teak for British Navy. Extremely robust construction. £3,000. Owner going abroad.
- T.28.—Fairmile, 112 ft., powered by twin G.M. 165 H.P. Diesels. Accommodation for 26 persons, at present working. £7,500.

We have many other schooners, ketches and deep sea cruising vessels. Details upon request. Photographs are available of the vessels listed and will be forwarded when required.

am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Sat.: Depart Rabaul at 7.00 am for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.

A weekly service with Super-Cons. between Sydney and Amsterdam with a call at Biak, DNG, and Manila, Philippines.

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, and Manokwari.

5. N. Guinea-Solomons

By Qantas with DC3
(Three flights every four weeks)

Mon. (Jan. 2, 9, 16, 30, Feb. 6, 13, 27) Lae dep. 6 am — Finschhafen-Rabaul-Buka-Vellalavella - Yandina - Honiara, BSI, arriving 5.25 pm.

Tues. (Jan. 3, 10, 17, 31, Feb. 7, 14, 28) Honiara dep. 7 am — Yandina - Vellalavella - Buka - Rabaul - Lae, arriving 3.35 pm.

6. Paris-Saigon-Noumea

By Transports Aériens Intercontinentaux DC6B aircraft depart Paris every 2 weeks (Jan. 6, 20, Feb. 3, 17, etc.) for Cairo, Karachi, Saigon, Darwin, Noumea. Leave Noumea on return Jan. 10, 24, Feb. 7, etc.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd.,
With Sandringham Flying-boats.
Return flight each Tuesday and Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters
Every Sat. returning next day after return-flight Norfolk-Auckland.

9. Sydney-New Hebrides

By Qantas with Skymasters

Flying-boats were replaced by Skymasters in 1955. Service now terminates at Tontouta (N. Caledonia) until Villavilla-Santo airfields ready. (See table 20.)

10. Sydney-Noumea

(Nadi Service Withdrawn from Jan. 4)
By Qantas Skymaster (Fortnightly)

Depart: Arrive:
Sydney, alt. Wed. Tontouta, alt. Thu.,
11.30 pm. 7 am.
Tontouta, alt. Thu., Sydney, alt. Thu.,
9.30 am. 3.20 pm.
Dep. Sydney, Jan. 11, 25, Feb. 8, 22, etc.
Dep. Noumea, Jan. 12, 26, Feb. 9, 23, etc.

11. Auckland-Norfolk Is.

TEAL, by Qantas (charter)
Each Sun. return flight Norfolk-Auckland-Norfolk (see 8 above).

12. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft.

Mon., Fri., Sat.: Dep. Auckland 9.30 am,
arr. Sydney 1.00 pm.
Sun., Wed.: Dep. Auckland 11.30 am, arr.
Sydney 3.00 pm.
Tues., Thurs.: Dep. Auckland 4.15 pm,
arr. Sydney 7.45 pm.
Tue., Sat.: Dep. Sydney 10.00 am,
arr. Auckland 5.00 pm.
Mon., Fri., Sat.: Dep. Sydney 3.00 pm,
arr. Auckland 10.00 pm.
Tues., Thurs., Fri.: Dep. Sydney 11.30 pm,
arr. Auckland Wed., Fri., Sat., 6.30 am.

13. Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft.

Mon., Fri.: Dep. Christchurch 5.00 pm,
arr. Sydney 8.40 pm.
Mon., Thurs.: Dep. Sydney 8.00 am, arr.
Christchurch 3.10 pm.

14. Christchurch-Melbourne

Tasman Empire Airways, with
DC6 aircraft.
Thurs.: Dep. Christchurch 5.00 pm, arr.
Melbourne 9.30 pm.
Fri.: Dep. Melbourne 7.30 am, arr. Christchurch 3.00 pm.

15. New Zealand-Fiji

Tasman Empire Airways, with
DC6 aircraft.
Tue., Sat.: Dep. Auckland 1.15 am, arr.
Nandi 6.30 pm.
Wed., Sun.: Dep. Nandi 10.30 am, arr.
Auckland 3.45 pm.

16. Fiji-Tahiti

Tasman Empire Airways, with
Solent aircraft.
Service normally fortnightly, with extra flights as required.
Departs Suva Friday 9 am, crosses dardanelle line, arrives Satapuala (W. Same) Thur. 2 pm, departs Fri. 2 am, arrives Aitutaki 7.30 am, departs 9.30 am, arrives Papeete 2 pm. Departs Papeete Sun. 7.30 am, arrives Aitutaki 11 am, departs 1 pm, arrives Satapuala 5 pm, departs Mon. 7 am, crosses dardanelle line, arrives Suva Tues., 9.55 am.
Leaves Suva Jan. 6, 20, Feb. 3, 17, Papeete Jan. 8, 22, Feb. 5, 19.

17. Fiji-Tonga

Tasman Empire Airways, with
Solent aircraft.
Irregular Service.
Dep. Suva 6.30 am. Arr. Nukualofa 9.00 am. Dep. Nukualofa 9.50 am. Arr. Suva 4.55 pm.
Next flights Jan. 30, Feb. 23.

18. E. Samoa Service

Pan American Airways.
Approximately monthly flights, currently shuttling Honolulu-Canton-Tafuna (Samoa)-Canton-Honolulu, but this may soon be replaced by a Nadi (Fiji)-Tafuna-Nadi monthly shuttle service.

19. Fiji Internal Airways

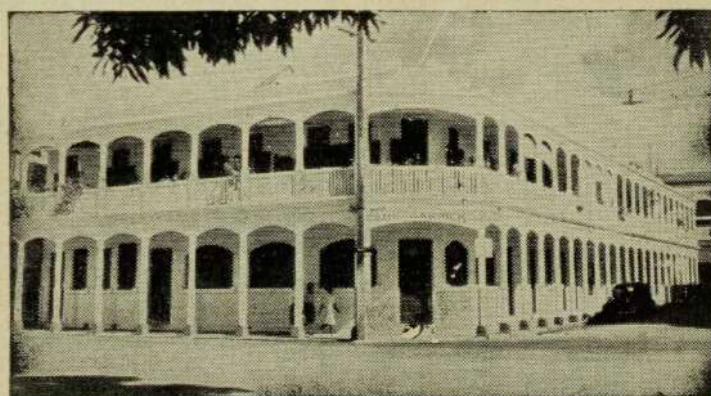
Fiji Airways, Ltd. Drover and Rapide Aircraft.
Suva-Nadi-Suva: Two flights daily except Sun., Mon., Wed., one flight.
Suva-Nadi: Tues., Sun. (additional to above return flight).
Nadi-Suva: Mon., Wed.
Suva-Labasa-Suva: Daily except Sun.
Suva-Taveuni-Labasa-Taveuni-Suva: Mon., Wed., Fri.
Suva - Savusavu - Taveuni - Savusavu Suva: Mon., Wed.
Suva - Savusavu - Labasa - Savusavu Suva: Tues., Thurs., Sat., Sun.

20. N. Caledonia-Loyalty Internal Service

Société Caledonienne de Transport Aériens (TRANSPAC).
Rapide aircraft.
Noumea (Magenta)-Lifou (Chepeneh) Noumea: Tues. am.
Noumea-Mare (Tadine)-Noumea: Tues. p.
Noumea-Mare-Lifou-Noumea, or Noumea-Lifou-Mare-Noumea, alternative Thurs. am.
Noumea-Koumac-Noumea (with conventional call at Plaine des Galacs): Fri. am.
Noumea-Lifou-Ouvea Is: Wed. morning.
Noumea-Poindimie-Noumea (with conventional call at Houailou): Fri. pm.

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VINCE COSTELLO, Proprietor.

Noumea-Iles des Pins-Noumea: Saturday and Sunday afternoons.

HEBRIDES SERVICE

This company operates an unscheduled service Noumea-Vila-Santo approximately once fortnightly.

21. French Oceania Inter-Island Service

Régie Aérienne Interinsulaire (RAI)
(Amphibious Catalina)

once weekly service to the Leeward Group.

Tuesday: Papeete-Raiatea-Bora Bora-Raiatea-Papeete.

Friday: Papeete-Huahine-Raiatea-Papeete.

Booking agents in Papeete: Messageries Maritimes.

22. Micronesia

Trans Ocean Airlines.

Using Grumman Albatross twin-motored amphibious flying-boats, operates a service throughout the American Trust Territory Micronesia on behalf of the Government. Details from Trans-Ocean Airlines, Manila, Guam.

Approximate Airways Fares

Fares quoted are First Class, Tourist Class at 20 per cent. lower is available on trans-Tasman, Auckland-Nadi, Sydney-Nadi, and trans-Pacific services. Fares to points east of Nadi include air connection to Suva by Fiji Airways.

FROM SYDNEY (Aust. currency) TO—

	Single	Return	Table No.
Moresby . . .	£48 11 0	£83 16 0	2
Lae . . .	55 7 0	99 13 0	2
Rabaul . . .	64 19 0	116 19 0	2, 3
Honiara . . .	80 7 0	146 13 0	2, 5
Noumea . . .	38 15 0	69 15 0	10, 9, 8
Norfolk Is. . .	27 10 0	49 10 0	8
L. Howe . . .	12 15 0	25 10 0	7
Nadi . . .	58 15 0	105 15 0	1, 10, 19
Suva . . .	73 5 0	131 15 0	1, 10, 19
Auckland . . .	47 5 0	85 1 0	12
Christ'ch . . .	47 5 0	85 1 0	13
Honolulu . . .	243 6 0	437 19 0	1
S. Fran'co . . .	301 7 0	542 9 0	1
Vancouver . . .	301 7 0	542 9 0	1
Nukualofa . . .	92 9 0	165 19 0	1, 10, 17
Apia . . .	97 7 0	175 3 0	1, 10, 16
Aitutaki . . .	119 8 0	214 19 0	1, 10, 16
Papeete (direct) . . .	139 2 0	250 8 0	1, 18, 16

FROM AUCKLAND (NZ currency) TO—

	Single	Return	Table No.
Suva . . .	44 8 0	80 19 0	1, 15, 19, 16
Apia . . .	52 3 0	94 18 0	1, 15, 19, 16
Aitutaki . . .	72 12 0	141 14 0	1, 15, 19, 16
Papeete . . .	87 11 0	158 12 0	1, 15, 19, 16
Norfolk . . .	19 15 0	35 11 0	11

† The West Indies cricket team travelling to New Zealand in the *Southern Cross* will play an exhibition match at Albert Park, Suva, on January 12. The match will begin at 10.30 a.m. and conclude at 3.30 p.m.

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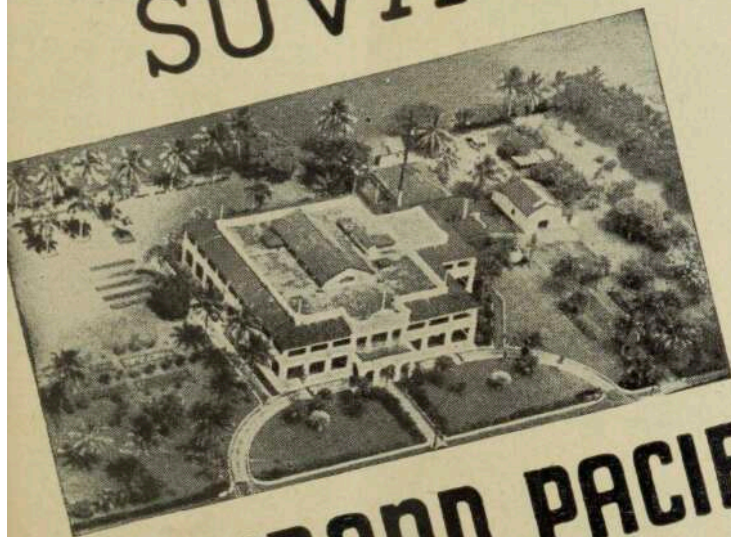
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the **GRAND PACIFIC**
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British Protectorate: Solomon Is.
British Protected State: Tonga.
N.Z. Territories: Cook Is. Niue.
N.Z. Trust Territory: W. Samoa.
French Territories: N. Caledonia.
French Oceania.
Anglo - French Condominium: New
Hebrides.
U.S. Territories: E. Samoa. Hawaii.
U.S. Trust Territory: Micronesia
(Caroline, Marshall & Mariana).
Dutch Territory: W. New Guinea.

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and stores in the Pacific Islands.

Pacific Islands Monthly

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January, 1956

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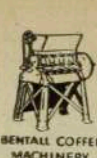
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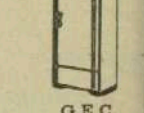
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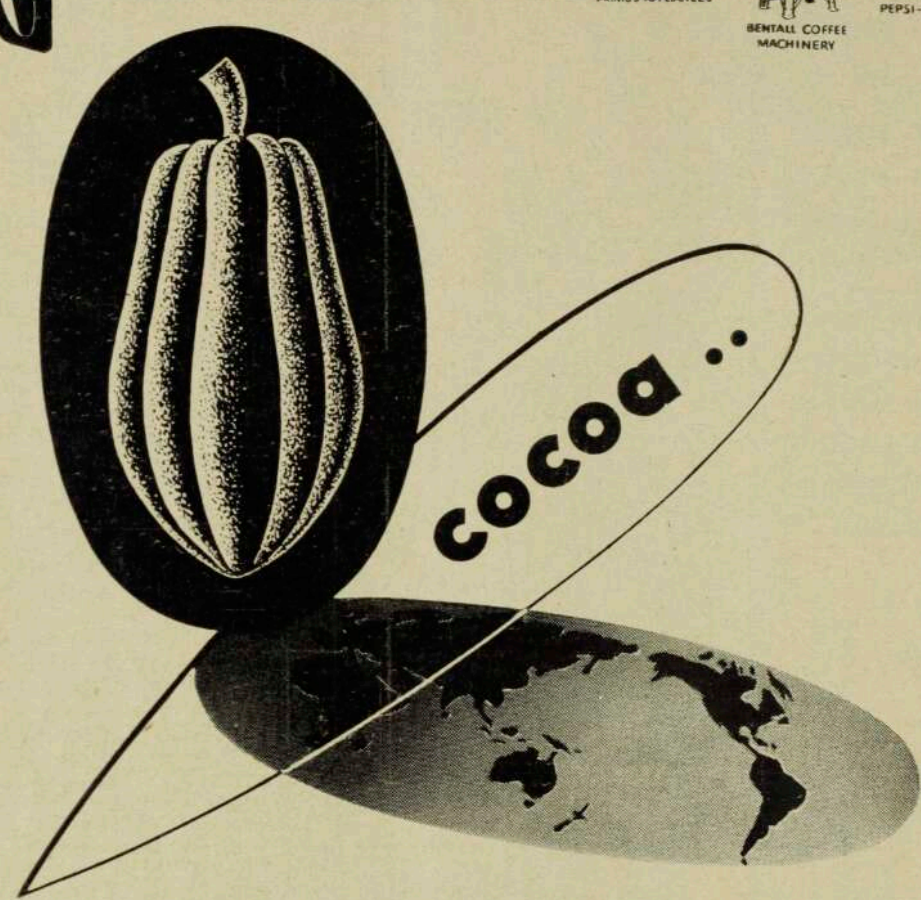








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Editorial...

NEW YEAR OPENS TO LIVELINESS IN THE COLD WAR

HERE is nothing comforting or inspiring in the prospect for 1956. There is phenomenal progress in scientific achievement, and the creation of material wealth; in the field of spiritual things, in the security of the average man, the outlook is as dismal as it can be.

The Cold War is on again, and undenied.

Actually, it never was off. The Cold War is simply an international conspiracy, inspired and directed by Soviet Communism, to impose

Communist system—enslavement by the State, instead of government based on individual freedom—upon the world. The Reds, armed to the teeth, plan to do this, not by open war, but by undermining the economic structure of Western civilisation, so that wars will ensue, and political terrorism (of which Moscow proposes the supreme example) will control.

The economic condition of Great Britain, nerve centre of the British Commonwealth, becomes increasingly worse. Early in January, many motor car factories, mainstay of the nation's overseas trade, are reduced to a four-days week. Britain's biggest newspapers are going out against fumbling government and uninspiring leadership. British press and people seem unable to visualise the terrifying problems created for their Government by (a) the loss of Britain's sea investments, which before World War II put a backbone of £1,000,000,000 per annum into her national economy; (b) the loss of her vast Empire in Asia, which formerly gave her an enormous production market for her products; and (c) the impossibility of holding overseas markets while trying to maintain a short working week, low wages and other features of the Welfare State."

The general election in France made political confusion worse founded. The Communists, who had 98 members in the old Parliament, now have 152. Nothing resembling a mandate has been given to any other party. France's position, as an organised nation and as a Western Power, has further deteriorated.

Moscow must be very happy with the success of its underground in France. Over a year ago, France

rejected the Paris Treaties—first clear evidence that the Western Alliance was breaking. Now, the Communists hold a quarter of the Chamber of Deputies, and the De Gaulle Party (once the largest party, and thought to guarantee France's protection against Communism) has been wiped out. France, increasingly, is undependable as a member of the Western bloc—which is exactly what Moscow has been working for).

● Britain is suffering great political and financial embarrassment by rebellion or threats of rebellion in Cyprus, Singapore, Malaya, etc.; while similar embarrassments, in a greater degree, have been thrust upon France in respect of Morocco, Algeria, and Indo-China.

(The cost of maintaining armed forces in Cyprus and Malaya is very heavy; while, for France, the campaigns lately finished in Indo-China, and current in North Africa, are almost crippling. This is all part of the Cold War).

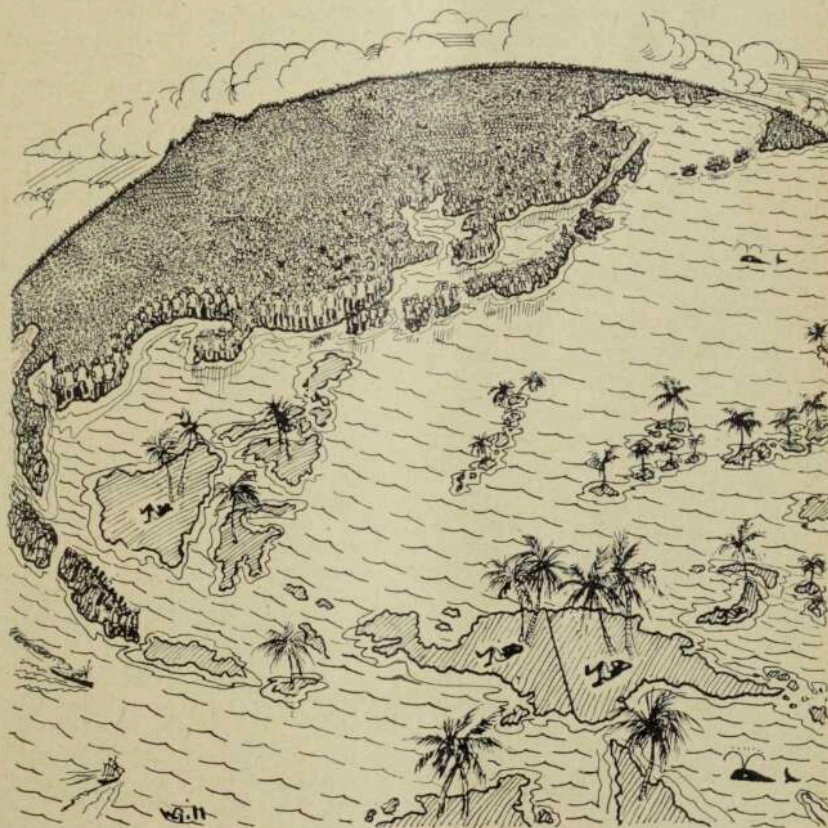
● The Russians have replied to the West's formation of METO (Middle East Treaty Organisation, linking Pakistan, Persia, Iraq and Turkey) by making huge gifts—especially of armaments—to the Arab nations—especially Egypt, Syria and Saudi Arabia.

(Little has been said about this in the newspapers—not enough to indicate that Moscow's sudden move into the Middle East has created a situation of acute tension between the Western Powers and the Soviets. Such a development is typical of the Cold War).

● The British Prime Minister is making a formal visit to the United States for secret consultations with President Eisenhower.

(It has been evident since the breakdown of the Foreign Ministers' Conference in Geneva in November that a re-appraisal of the inter-

They Are Looking South . . .



(There are 1,000 million people in Asia.)

—CARTOON BY BILL GILL.

national situation by USA and Britain is necessary. Two important new factors in the situation since the Summit Conference was arranged nine months ago are the re-emergence of Germany as a Great Power, to take the place of France in the Western line; and the illness of President Eisenhower, making it improbable that he will contest the next Presidential election. This poses for Britain and the world a vital question: Will a Democratic President follow the same line as President Eisenhower in relation to the Cold War?)

● Russia's Bulganin and Krushchev, touring the Asian States of India, Burma and Afghanistan, made a series of speeches deliberately offensive to the Western Powers, and especially Britain.

(This, of course, is another calculated angle of the Cold War, planned to lessen Anglo-American influence and reduce our trade. The Russian purpose is to sow, in these aggressively neutralist countries, seeds of suspicion against Britain and America.

● It is revealed, in the first week of the New Year, that Russia in recent months, has moved large, modern, naval and air forces from Europe into the Northwest Pacific.

(In World War I, and in World War II until the intervention of Japan, the Pacific countries were not involved. The Pacific countries have been hoping that, if there is to be a World War III, they can escape the worst of the explosion. There are no Asiatic countries now with sufficient sea and air forces to get into the Pacific countries south of the Equator. But if Russia really is putting a third of her sea and air forces into East Siberian and Chinese bases, the prospect assumes a different colour for the South Pacific countries.

THESE recent events show resounding successes for Russia in the Cold War; while the West's only notable score is the formation of METO.

Events have been moving steadily towards the point where the West may acknowledge itself most seriously embarrassed by the Cold War in most national structures based on economics, politics and social organisation.

But there is one unknown factor in the situation which yet may prove an embarrassment to Russia, and alter the trend of international events. It is the attitude of China.

The co-operation of China is vital to the Russian plan of undermining Western economy by destroying or crippling their interests in Asia. But British diplomacy never has ceased to believe that China, racially individualistic, ultimately will refuse to support Russia's plan to impose

Communism on the world—even though China now is nominally Communist.

It is not a pretty picture, this which has been set up for the opening of our New Year. But at least it is an interesting and lively one. The moves and counter-moves in the Cold War—with your liberty and mine as the stake—are more fascinating than the unfolding of a Whodunit plot.

Some Realism for the Colombo Planners

AUSTRALIA is throwing herself with spendthrift energy into the Colombo Plan; and there is not even a squeak of protest from any direction. Australia already is committed to gifts to Asiatic countries totalling £31,000,000, and that is by no means the end of it.

The Colombo Plan is typical of the wave of idealism—amounting at times to hysteria—under which a section of the West, since World War II, has been trying to avoid World War III by insisting that all other races are friends and brothers. The assumption apparently is that other races hate us because we "colonised" them; and that, if we now take them to our bosom, they will love us and leave us alone.

Under the Colombo Plan, a group of European nations with interests in Asia are making food, education and technical facilities available to Southeast Asia peoples, without any charge.

There lies before this writer newspaper cuttings showing that Australia, at this moment, is among other things (a) handing over a fully equipped hospital ship to India, to enable India to give better service to the Andaman Islanders; (b) maintaining a number of Indonesian students in Australian schools; (c) building a series of radio stations in Pakistan; (d) showing a group of eight Indian farmers the primary producing organisation of Australia, from college to pig-farm. All this, at Australia's expense.

It is a beautiful and ennobling conception. Now, take a look at the population figures in *Statesman's Year Book*:

India	356,891,000
Pakistan	75,842,000
Ceylon	8,103,000
Indonesia (est.)	80,000,000
Indo-China (est.) . . .	28,500,000
China (Communist)	
(est.)	602,000,000
Malaya and Singapore	
(est.)	6,000,000

In other words, Australia, with 9,000,000 people, is spending its taxpayers' hard-earned money on a puny attempt to assist 1,157,000,000 Asiatics, the great majority of whom have never heard of Australia, and who are too hungry and underprivileged to care, anyway.

Instead of fiddling around with the Colombo Plan, why cannot Australia and New Zealand leave Asiatics to pull themselves sociologically, as the Europeans have done, and spend the money in doing everything possible to prepare for the inevitable day when the countless masses of Asiatics begin their march southwards into fertile, desirable and almost empty lands of the South Pacific?

Idealism has its place in human affairs, of course—but so has realism. Anyone who imagines that Asia will not soon begin to pour over into Oceania is blind to the lessons of racialism and of recorded history. If he still clings to his belief that the expenditures of the Colombo Plan funds will turn away the menace, he should look at records which are not yet 15 years old, and read of that other Force which brought the Japanese swarming into the South Pacific in 1942.

METO Has Joined NATO and SEATO

THERE now is a Nato, a Metro, a Seato, through which the Western Alliance against the Muscovite Bloc is extended right through from Scotland and Norway to the Philippines.

NATO is the North Atlantic Treaty Alliance, by which Western European Powers are linked together in the West's most important defensive pact.

METO is the Middle East Treaty Organisation which has just taken shape, and which extends from Southern Europe, through Turkey, Iraq, Persia and Western Pakistan to the middle of India.

SEATO is the South East Asia Treaty Organisation, which came on the defensive alliance through Ceylon, Singapore, Malaya and the Philippines, and of which Australia, New Zealand and the United States are the original members.

A glance at the map shows these three "Organisations" together create, around at least half of the Northern Hemisphere, a broad belt of countries which have united to protect Western and Southern Europe, Southern Asia and the South Pacific against the thrust of Communism of Eastern Europe, Northern and Eastern Asia.

There is one break in the chain at India and Burma; and, as is written, Soviet leaders Bulganin and Krushchev are in Southern Asia receiving the adulation of

neutralist" mobs in Afghanistan, India and Burma.

The Russians do not like Metro, and are trying to counter it by buying the Arab nations and making arms available to Egypt.

NOUMEA-NADI AIRSERVICE SUSPENDED

THE Noumea-Nadi (Fiji) section of Qantas' old Sydney-Noumea-Fiji service will cease after the flight leaving Sydney on January 4. The service has not been patronised sufficient to make it profitable.

Since Qantas changed over from flying-boats to landplanes in mid-1935, this part of the route has served little purpose. Previously, the flying-boat terminated its flight in Nadi and this was of considerable benefit to travellers. However, the flying-boats which replaced the flying-boats go to Nadi, and except for a few representatives travelling to the Pacific Commission meetings in Noumea, and occasional New Caledonian residents who wanted to pick up the trans-Pacific services in Nadi, the service—run once a month—had only limited use.

Until such time as the New Caledonian airfields are brought up to a standard, Qantas Skymasters will run twice monthly between Sydney and Noumea and return.

Carpenters to Buy the M. Hedstrom Shares 90% of MH Shareholders Approve

BY January 10, holders of more than 90 per cent. of the Ordinary shares in Morris Hedstrom Ltd., of Fiji, had indicated their willingness to sell their shares to Messrs. W. R. Carpenter & Co. Ltd., of Sydney; and a formal intimation to that effect was made to the Stock Exchanges of New Zealand and Australia by the Chairman of Morris Hedstrom Limited (Mr. H. E. Snell).

It is understood that the offer made by Messrs. W. R. Carpenter & Co. Ltd. in November (see December issue of PIM, pages 14, 15) will be formally accepted forthwith.

When the share transfers are completed—which will make W. R. Carpenter & Co. Ltd. the majority shareholder in Morris Hedstrom Limited—there probably will be some change in the Board of the latter Company—but it has been formally stated that Mr. Snell will remain as chairman. It is expected, also, that Mr. J. Maynard Hedstrom (general manager) will remain with the Company.

So far as the public of Fiji, Samoa and Tonga are concerned, there will be no discernible change in the trading activities of Morris Hedstrom Limited and W. R. Carpenter & Co. (Fiji) Ltd.—they will carry on with the same management and staffs as at present.

It is expected, however, that the managing director of Messrs. Carpenters' Fiji Company, Mr. W. G. Johnson, will join the Morris Hedstrom Board at an early date; and that there will be far-reaching policy changes in such important matters as overseas buying, copra buying, inwards and outwards shipping, and the effective use in Fiji, Samoa and Tonga of the very large funds made available as the result of the new alliance.

N. CAL & NH
AT POLLS

Electing A Deputy For Paris Chamber

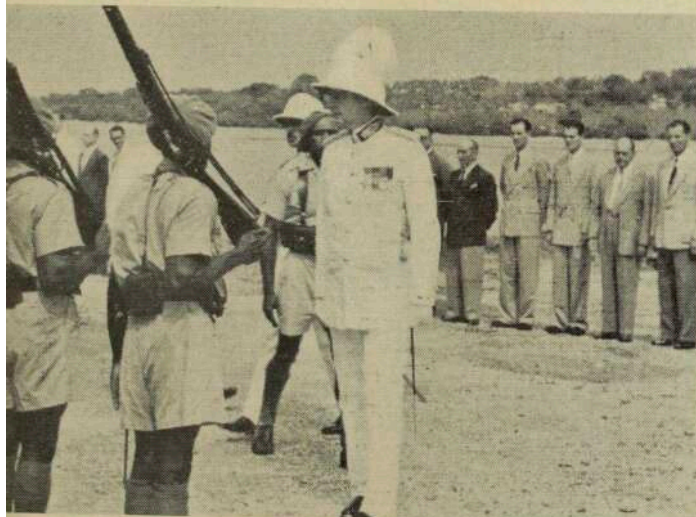
SUNDAY, January 8, was polling day in New Caledonia and New Hebrides.

The election was for a Deputy to represent these territories in the French Chamber of Deputies in Paris.

Four candidates were standing for election—but only two of these were given any hope of election. They were retiring Deputy Maurice Lenormand, who is anti-Trust (that is, against the big commercial houses, the Nickel Co., and the Bank of Indo China); and M. George Chatenay, who, although declaring himself an Independent, is the "Trust's" candidate.—*Noumea Correspondent.*

NOUMEA, Jan. 12: M. Lenormand was successful by an outright majority of 5,000 votes.

New High Commissioner for W. Pacific in Condominium



The new High Commissioner for the Western Pacific, Mr. John Gutch, accompanied by Mrs. Gutch, made his first official visit to the New Hebrides in November. These photographs were taken during the party's stay in Vila. At left: The High Commissioner inspects the French Guard. Heads of the Condominium Government departments are shown in the background. At right, the High Commissioner and Mrs. Gutch receiving guests at a reception given at the British Residency on Iririki Is., Vila.

—Photos by Fung Kuei.

Swift Moves on the
Beer Front

P. Moresby Brewery Under New Control

Controlling interest in the South Pacific Brewery, at Port Moresby, has been bought by the brewers of Tiger Beer in Singapore, for a reported £330,000.

THIS company, Malayan Breweries, is registered in Singapore but its parent company is a German one with many international ramifications.

The Malayan company probably believes that money invested in Papua is safer than money invested in Singapore or Malaya under the present political condition of that part of the world.

Negotiations in the deal were undertaken by Mr. J. F. Howard, brewery consultant of Sydney, who provided the know-how in establishing the Moresby brewery. The deal was carried through swiftly and in secret—it is conceivable that some of the Australian breweries would have been interested as the successful establishment of the Moresby brewery cut severely into their lucrative trade in that area.

Only the shareholdings of Messrs. P. A. Yeomans, T. Yeomans and T. Zoffman have been purchased. The new company is apparently not interested in the minority shareholders, about 150, mostly in P-NG.

The idea for a brewery in the Territory was that of Mr. Joe Bourke, of Wau, NG. With Mr. Tom Yeomans, in a small syndicate, he launched a company with a nominal capital of £150,000, fully subscribed. There followed some years of preparations and the first Moresby brew went on the market in Nov. 1952.

Because Territorians are discriminating beer drinkers with decided preferences, whether or not they would take to the local product was a gamble. But the game went to the promoters—most residents liked South Pacific lager, even when it was supplied only in bottles. By 1954, when most of the leading hotels and clubs in the Territory had installed equipment for dispensing SP in draught, its success was assured.

Before the war, Papua and New Guinea had been lucrative markets for Australian beer and when South Pacific made its debut some breweries dumped Australian beer in P-NG for half the price it sold for in Australia, although in the post-war years it had been supplied to the Territory only in small quantities. These tactics failed, however, and Port Moresby beer continued, on its own merits, to gain in popularity.

SHANSI'S DEVIATION

NI Whale Industry May Mean Better Shipping

THE New Guinea-Australia Line vessel *Shansi* will make a trip to Norfolk Island on its way from Sydney to New Guinea in mid-January.

It is probable that several other trips will be made in succeeding months and a regular service may commence later in the year when the new whaling station at Norfolk Island begins oil production.

The Norfolk Island deviation in January will be made after leaving Brisbane. After discharging at Norfolk, the *Shansi* will then go straight on to Samarai, Papua.

Shansi will carry component parts for the factory to be built by the whaling company and any other general cargo that is offering.

The whaling station expects to be in operation by the beginning of the next whaling season—around August or September. Oil will be shipped in bulk.

A spokesman for the NG-A Line would not commit himself but it is understood that the company is examining the possibility of carriage of whale oil.

Norfolk Island's only regular shipping connection at present is through the two-monthly calls of Burns Philp's motor-vessel *Tulagi* on its Sydney-New Hebrides-Solomons-New Guinea service.

It is probably fortunate that the controlling interest in the company has not been bought by Australian breweries, whose tactics in the Commonwealth have been to buy up small local breweries and then to close them. In that event the Territory might have again found itself without a brewery. As affairs stand, it will be in the new shareholders' interest to keep the organisation flourishing.

Nominal value of the South Pacific Brewery shares was £1. The majority shareholders sold for £3 per share.

MOF Negotiations

1956 COPRA PRICE

BOTH Papua-New Guinea and Fiji have announced tentative price for copra in 1956 based on a fall of approximately 10 per cent. on the 1955 prices.

Negotiations between the British Pacific countries and the United Kingdom Ministry of Food had been finalised by January 10, most producers expect that MOF will, this year, demand full permissible fall. (Under agreement, prices must not rise or fall by more than 10 per cent. the price of the previous year).

The price for 1955 was based on £Stg.65 fob, Islands ports. From this the various Pacific governments deducted export taxes, stabilisation fund levies, etc. The 1955 price was 7.14 per cent. lower than the 1954 price.

If the full 10 per cent. fall accepted for 1956, the new price would be based on £Stg.58.10 per ton, Islands ports. During 1955, the market price of copra has been consistently lower than MOF price. (See Dec. PIM, page 13). On January 8, Straits copra was quoted at £Stg.65, c.i.f. London.

In January, the Papua-New Guinea Copra Marketing Board formed planters that until negotiations between the MOF and the producing countries were complete, it would pay £A62.10 per ton for hot-air dried copra. 1955 price for the same grade was £69.15 per ton.

Fiji is tentatively paying at rate of £57 Fijian (equivalent to over £A64) per ton for first grade copra. This is slightly higher than the P-NG tentative price, the better rate being made up from profit held by the Fiji copra board.

Change of Address For N&R

THE old-established Islands trading firm of Nelson & Robertson Pty. Ltd. will move, early in February, from its present location at 2 Spring St., Sydney (where the company has been for 30 years) to its own building at Plantation House, 197 Clarence St., Sydney. The new phone number will be BX 2871 (10 lines).

† Sir Ragnar Hyne, Fiji's Chief Justice (he was knighted at 100 years) and Lady Hyne, will leave Fiji for the UK on leave at the end of January. They will then return to Fiji for another term.

Pilot Escapes when Fiji Plane Crashes

A Fiji Airways Drover aircraft crashed in heavily timbered, hilly country near Nasauvere, in the headwaters of the southern arm of the Wainimala River, about 8.30 a.m. on Friday, December 30. The Wainimala is a tributary of the Rewa.

The plane had been in the air for about 35 minutes and was on a mail run from Nausori (about 15 miles from Suva) to Nadi, Fiji's international airport, a flight that usually takes about an hour. There were no passengers in the plane. It was piloted by Captain McCook who has been a pilot for Fiji Airways for the last 10 years. Previously he was with the RAAF.

Immediately the plane became stuck in the trees. Two other FA planes, two RNZAF Sunderlands began circling. On December 31, a Fijian pilot arrived at Nadi and reported that the pilot was safe, although he was in the village of Nasava. Several land parties were immediately organised to go to the assistance of the pilot. Mr. Arthur Phillips, a planter on the Wainimala, was the first to reach him. He heard where McCook was and brought two Fijians who came to his aid. Two Fijian AMPs and two Drovers arrived soon after and McCook was carried on a stretcher down the river to Matainasau, then to Leutu, where he was placed in a small motor boat belonging to Mr. Phillips, later transferred to a larger boat.

Harold Gatty, owner of Fiji Airways, visited Sydney in mid-December and purchased two Drover aircraft; one will be delivered to Fiji in April; the other in June.

The aircraft in which he finished his journey to Bau Levu on the Rewa, and was picked up by Mr. Phillips and taken to Suva. Before he was put in Phillips' plane he was met by another party which included Dr. Shaw. McCook, suffering from cut fingers, multiple bruises on the left shoulder and possible chest injuries. He was taken to hospital in Suva three days after the crash—late on January 2. The plane crashed in some of the best country in Fiji. It is on the west side of Viti Levu, there are roads and only a few native huts. It is slightly east of the mountain chain of the island. An American plane which was lost in the area during the war was not recovered for 10 years. The search for McCook and the Fijians who carried him on the first part of the journey did an amazing job to extricate him so speedily. After he reached hospital, McCook

said that his plane had hit a tree and lost the right wing. He had held the nose up so that it would crash tail first.

After impact the mail bags were strewn around but he had collected them and put them under the wing to protect them from bad weather. He had then (about 9 a.m.) set off down a stream, sometimes through gorges and around waterfalls until at 3.30 p.m. he had met a native pig-hunter who had helped him into the village. He had walked about ten miles. The Fijians later

carried him a further 19 miles to Phillips' boat.

It was reported from Suva on January 3 that police had been sent to locate the wrecked plane and to guard the mail bags. Later, 9 mail bags were brought in to Suva.

An inquiry will be held into the crash following an inspection of the wreck by engineers.

FIJI Airways purchased two Drovers in Australia in 1954. Shortly afterwards one of them had a forced landing on a Fiji reef when it ran out of fuel—this machine was presumably salvaged. The Drovers, an all-metal, three-engined light aircraft were built in Australia for the Flying-doctor service and for other special duties. A number of them were used in New Guinea by Qantas and two of these were the ones bought by Fiji Airways.

Drovers were involved in one fatal and one serious crash in NG, after which modifications were made to the propellers.

Do You Remember ?

From PIM of
20 Years Ago.

ALTHOUGH there was still hardship in some parts of the Pacific, most Islands residents were able to face the new year of 1936 with increasing confidence. Mining was booming in Fiji and New Guinea; there was much activity in the same line in BSIP. Copra was showing signs of stability, at a price higher than it had been for years. The activities of Germany, Italy and Japan were still no more than small clouds on the international horizon.

The following extracts are from our issue of 20 years ago—January, 1936:—

King George V had died peacefully in his sleep on January 20. He was 70 and had reigned 25 years.

"The copra quotation continues to rise and there is joy accordingly throughout the Pacific territories." (The price was approximately £15 per ton, c.f. London.)

Then, as now, there were plenty of cruising yachts in the Pacific. Three which occupied space in PIM columns for many months were: Lord Moyne's yacht "Rosaura", with its titled passenger list (the yacht was in Rabaul in January, 1935, and later sailed up the Ramu River, where Lord Moyne claimed that he was the discoverer of pigmies); "Joseph Conrad" on a world cruise with Alan Villiers in command and a crew of cadets in training; and American Dwight Long's "Idle Hour" which had just made an eventful Pacific crossing from US to NZ.

Sir Hubert Murray, Lieut.-Governor of Papua, after much campaigning, had induced the Federal Government to declare a "preference" of 1d per pound in favour of all tea produced in Papua and New Guinea. The preference was a technical one only, and in the 20 ensuing years Australia has not been even one penny

out of pocket because of it. It would, however, be interesting to know if the old statute is still on the books—tea is grown in the NG Highlands these days, although not yet in sufficient quantities for export.

At the annual meeting of Oil Search, Ltd., in Sydney in January, 1936, the chairman, Mr. W. A. Freeman, said that the company's geologists were unanimous in the view that New Guinea merited major attention as offering opportunity for development of oil fields comparable with some of the rich areas in the East Indies. In 1956, 20 years and £15 million after, Oil Search, now a minor shareholder in the giant Australasian Petroleum Company, is still carrying on the search for oil in the Territory.

Another search that was even then going on, was for gold on Guadalcanal, BSIP. We reported: "The search for gold in BSIP is still going on in spite of many difficulties. It is beyond doubt that there is gold in the ranges of Guadalcanal but no worthwhile field is likely to be developed until there is brought into existence some firm with the financial resources necessary to overcome the enormous obstacles." Such a firm is still wanted.

Fifty unemployed Europeans of Apia, Western Samoa, many of whom had large families to support, had radioed the New Zealand Government asking that they be included in a Christmas hand-out of £100,000 that was being made available for those out of work in NZ. Well—that is something that has changed in 20 years. Western Samoa still rides the crest of the post-war boom. (In 1936, Western Samoa—particularly the Mau organisation—was rejoicing at the recent election to office of NZ's first Labour Government.)

The New Year's Honours list of 1936 contained amongst the names of the new Knights, that of Walter Randolph Carpenter.

Stupid Fraud in Fiji

Bogus PIM Advt. Directed Against CSR Officials

WE regret to state that some person—believed to be a European and clearly of criminal character—succeeded in getting past our guard in November and caused to be inserted in the *Pacific Islands Monthly* of November an advertisement which has cast ridicule upon well-known members of the staff of the Colonial Sugar Refining Co. Ltd., in Fiji.

We are tendering this public apology to the men concerned—Mr. G. Alison, chief engineer for the CSR Co. in Lautoka, and Mr. J. H. McMillan, chief engineer at Rarawai. The circumstances, which indicate a cunning fraud, planned to defame at least two well known CSR officials, are set out below.

On November 17, there arrived in this office a letter, so mis-spelled as to suggest it was written by an illiterate person, and signed "G. Alison & Nagan Co.," in pen-printed letters. The writer sent 30/- in Fiji notes, and said:

"If you please to print in your papers the PIM of our advertisement because our business is to big now and covers all the northern division. So please will you kindly have down in your papers immediately, so we can get in touch with the other parts of the Pacific island."

The advertisement was enclosed. It began: "Under the guidance of my friend, partner and shareholder, C. G. Alison, Chief Engineer, CSR Mill, Lautoka"; announced that the firm was undertaking certain engineering work; and concluded: "Snowy MacMillan, the Chief Engineer, is our helping hand from Rarawai Mill. G. ALISON & A. NAGAN CO, Farmers Welfare Service, Ba, Fiji."

The advertising executive who received this missive should have checked back with Messrs. Alison and McMillan. Instead, the thing was accepted at its face value, and was published in November PIM.

The attention of the PIM publisher was not directed to the "advertisement" until he received a letter, early in January, from Mr. Clive Elliot, Chief Manager for the CSR Co. in Fiji; and we now have learned—

The "advertisement" was entirely bogus.

It is part of a campaign which has been going on for three years to defame Mr. Alison.

Anonymous letters have been written to the CSR Co. management from time to time, accusing Mr. Alison of having some sort of partner-

For and Against the Indonesians

Ex-Fijians, Mr. and Mrs. Frank Exon, now are in Pakistan, where he is supervising the erection of radio stations given to Pakistan by Australia under the Colombo Plan. In a private letter, Frank writes interestingly of impressions they gained when they passed through Indonesia, en route to Karachi, in December:

AFTER a few days of enlightenment, first in Sourabaya and then in Djakarta, we feel much as you did about Indonesia.

Not for generations will these pathetic peoples build a worth-while nation—unless some leader arises brave enough to mould rifles into plough-shares and their precious rubber estates (already sadly neglected) into contraceptives rather than motor tyres. For the rich fertility of these lovely islands, and the fecundity of their peoples are their undoing—and could be ours...

In a lush land, crying for agricultural development, too many of the young and reasonably capable sit either in Government offices

ship with Nagan. These letters have been placed in the hands of the Fiji police, but the police have not captured the culprit.

Mr. A. Nagan, who runs an engineering business in Ba, insists that he has no knowledge of the writers of such letters, and emphatically disclaims any knowledge of or connection with the "advertisement" sent to the PIM.

Neither Mr. Alison nor Mr. McMillan has any connection whatsoever with the Nagan firm.

We take this, the first opportunity, of expressing our regret that we unwittingly allowed the *Pacific Islands Monthly* to be used in this way to annoy Mr. Alison and Mr. McMillan; and we wish to publicise the fact that the "advertisement" was entirely bogus.

We have sent all the documents in our possession to the Chief Officer of the Fiji Police, with a request that every effort be made to track down the person responsible for this stupid fraud. We believe that there is a very good chance that the police may succeed—the criminal concerned unwittingly provided, in his carefully mis-spelt documents, a series of clues which may be of value to the police.

PACIFIC PUBLICATIONS PTY.
LTD.

10/1/56.

THE EDITORS' MAILBAG

pushing around files and peoples' career round in military lorry armed to their excellent teeth with a purpose as vague, it would seem, as that of the coffee-coloured co-ordinators of the latest election platform—leaving all useful work to the peons and peasants.

The waste of capable manpower would not matter quite so much in a rural community. But the sullen, wilful, bewildered children have suddenly inherited modern cities of up to two million souls with all the complex services needed to keep a modern city's head above its sewage.

If they are not to revert to jungle their inhabitants must call in for side help—and it won't be Dutch. For too long the Dutch have got too little and taken too much. It could be us (or our side) if not of us thought more highly of the Colombo Plan—even as highly as Russia seemingly does, since she is paying it the tribute of emulation or attempted emulation. Nehru and India.

I know you think that what I mean many others are doing is only drop in the ocean and that the Colombo Plan won't alter his. Maybe—but it doesn't take much. Pot: Permang., either, to turn deluged countryside red—a here and there will do it if the ing and the concentration are right.

Despite Dutch warnings—yours—we wandered with our wags (a foursome) through dockland fifty miles inland to lovely Batavia and met with nothing but helpful shyness, courtesy, from official civilian alike.

In the justly-famed Botari Gardens there we wandered for an hour, encouraged by the man of trees and the warm friendliness of the Malayan women as they changed smile for smile with one another.

Only from private enterprise, surprisingly enough, did we meet courtesy or disinterest, or both in hotels and shops—and that criticism—plus one for serving fine crockery and doubtful food—for the famed Hotel des Indes.

Take that Amphibious Jeep, Sisters

Ex-Islanders have a never-ending source of entertainment in picking up "blues" in metropolitan newspapers. Because of geography, most come from Australia—newspapers in US and UK do too, when they bother to print Islands news at all.

So, according to a clipping sent by a reader of the Sydney *M*

ently, St. Vincent's Hospital
ses Ann Ryan and Noeline Marr
fly to Port Moresby in mid-
uary and from there motor
th to spend some time on a
station near Lae.

ither the newspaper was mis-
rmed; or the nurses are in for
tter disappointment. The only
t that goes approximately north
a Moresby ends about 50 miles
in the sticks. From that point
could walk the rest of the
oda trail, over the Owen Stanleys
hest point about 13,000 ft.) and
n to Gona or Buna (which is
in Papua). From that point
could... but why bother? A
master service leaves Moresby
arly Tuesdays, Wednesdays,
days and Mondays. Flight time:
roximately an hour.

the sisters are still determined
otor, the only other solution is
amphibious jeep, around the
t).

New Guinea duce Tea?

ERE has been much talk re-
cently about the possibilities of
New Guinea growing tea for
enormous market in Australia
(es a Brisbane correspondent).
n we doubters ask how New
ea natives are to be trained to
tea, in the manner followed
ccessive generations of trained
ickers, we are told that this
be done by machines. An ex-
nced tea-planter friend of
now here in Brisbane, asks
many machines can pick the
ditional two leaves and a bud."
e is more to tea-picking than
pulling off the leaves.

old friend, Bob Trent, late
e Government tea plantation
e Waria River, has resigned
his Administration post at
ina, where he has been plant-
and has bought a dairy farm
oganlea, some 10 miles south
isbane. He seems settled down
I think, somehow, he will feel
that call of the Islands, and
to go back. He is another man
can discuss NG tea possibilities
interestingly.

STAMP ISSUE FOR NEW CALEDONIA

New Caledonia Post Office
as just issued a new series of
amps. The set consists of 4
s with a face value of 25.50
s (about 3/6). The series is as
s:
fcs value showing nickel-
s value, coffee plant.
fcs value, Hienghene rocks.
s value, ditto.

NEW YEAR HONOURS

Three New Knights

HONOURS were evenly distributed
to the Pacific Territories in
this New Year—Fiji and New
Guinea each has a new Knight, and
a former NZ Minister for Islands
Territories also has been knighted.

The list is as follows:

K.C.M.G.

Thomas Clifton Webb, QC, High Com-
missioner for NZ in the United Kingdom
and formerly NZ Minister for Islands
Territories.

K.B.E.

Frederick Phillips, Chief Judge of the
Papua-New Guinea Supreme Court.
Ragnar Hyne, Fiji Chief Justice.

O.B.E.

Commander
Clive Elliott, chief manager, CSR Co.,
Fiji.

Officers

Harold Brockett Gibson, Labasa, Fiji.
Jerry Auret Marais, Post-Master General,
Suva, Fiji.

Members

William Carlyle Baker, planter, of Fiji.
Filimone Canimanu Raiqiso, Department
of Agriculture, Fiji.

Although Sir Ragnar Hyne and
Sir Frederick Phillips have received
identical honours, Sir Frederick has
a distinction that Sir Ragnar has
not: He is the only Knight in the
whole of the big Territory of Papua
and New Guinea, while there are
about half a dozen in the small
Colony of Fiji.

Sir Frederick is the Territory's
first post-war Knight. Even before
the war they were rare. Sir Ramsay
McNicol, immediate pre-war Admin-
istrator of New Guinea, received the
honour for the work he did during
the 1937 volcanic eruption at Rabaul,
and Sir Hubert Murray, who was
Lieutenant-Governor of Papua from
1907 until his death in 1940, was
knighted many years before that.

In the post-war years, Australia
has been going through a semi-
socialist phase and all honours are
apparently to be avoided like the
plague.

There has been agitation to have
the present Administrator renamed
a Governor or High Commissioner,
but the official answer is always
"No."

The story of Sir Frederick's career
is told by Tolala in Talk-Talk in
this issue.

Sir Ragnar was born in Norway
but is a Queenslander by adoption.
He went to school and University
there and entered the Qld. Educa-
tion Service. He served in World
War I and then went to Tonga as
Director of Education. He was called

to the Bar in Queensland in 1924,
seconded to the BSIP in a legal
capacity in 1929, returned to Tonga
again as Director of Education in
1932 but on several occasions until
1936 acted as Chief Justice. He had
appointments in Suva and BSIP as
well as Tonga until 1944, when he
became Solicitor-General, Sierra
Leone. Transfer to the Gold Coast
followed in 1948 (as Puisne Judge).
He arrived in Fiji as Chief Justice
in 1953.

1956 SUGAR PRICE

Another Good Year Ahead for Fiji

COMMONWEALTH sugar produc-
ing countries will, in 1956, re-
ceive £40/15/- Stg., c.i.f. UK, per
ton for raw sugar delivered under
the terms of the Commonwealth
Sugar Agreement.

This is the same price as for 1955.
Under the terms of the Agree-
ment, a price for a certain fixed
quota of raw sugar is negotiated
each year. Fiji's quota is 125,000
tons. Sugar produced and sold over
that quantity is based on world
price, which is usually the spot price
obtained by Cuba. In early January
the spot price of Cuban sugar was
about £26 Stg., f.o.b. Cuban ports.

Although the difference in the
Agreement price and current world
price seems very great it gives any-
thing but a true picture of the sugar
market. Little sugar is sold at
"world price," most sugar deals be-
considerably higher than that. For
example, Cuba sells a considerable
portion of its sugar to the United
States under an agreement for about
5 cents per lb., which is about 2
cents per lb above world price.

Most sugar deals, outside of Agree-
ments, are negotiated on a basis of
world-price plus—plus being what-
ever the producer countries can
persuade the consumer country to
add to the price per pound.

The result of this year's negotia-
tions, so far as the Fiji sugar in-
dustry is concerned, means that
there will be another year of
prosperity in the Colony. But
although Commonwealth sugar pro-
ducers, like Commonwealth copra
producers, are now getting the best
end of the bargain this only goes
to level out the war and post-war
years when the UK took all Empire
sugar at ridiculously low prices.

Cost of production, moreover, is
still increasing. If so-called "world
price" were the amount actually re-
ceived for raw sugar, the sugar in-
dustries in Australia and Fiji would
be completely uneconomic.

AIRLINE MANOEUVRES

NEW CONTENDERS FOR THE HEBRIDES AND SAMOAN BUSINESS

Reports from several parts of the Pacific indicate that 1956 may see changes in the established set-up of international and local airlines. The New Hebrides, which has had no air service since mid-1955, may now have a choice of operators; and American Samoa, which has had no service since the war, is back on the air map.

THE battle of the New Hebrides skyways is apparently under way. Two companies in mid-December thrashed out before the New Caledonian Assembly the question of which one was to get the New Hebrides franchise. The internal airways company, Transpac, has asked the Local Assembly to obtain the loan of 14 million francs from the Mother country to purchase two "Heron" planes for which they have obtained an option in Australia.

With these two planes the young company plans to develop a complete service Noumea-New Hebrides, and perhaps go further afield.

The company operates a de Havilland Dragon and has announced the purchase of another of these machines in Australia. The company has doubled its capital to permit further expansion.

The projects of this infant company are being challenged by the French company T.A.I. (Transports Aeriens Intercontinentaux, which is to take over the liaison with France from Air France in the New Year. This company, completely private and not subsidised, proposes using DC6s on the Paris-Noumea run. They are studying also the possibility of basing DC4s in Noumea to run a subsidiary service from Noumea to Australia, Tahiti, New Hebrides and New Zealand.

In the debate before the local Assembly, the representative of T.A.I. stated that if the Noumea-New Hebrides run was not available the company would have to "reconsider its position", adding that, naturally that did not apply to the Paris-Noumea run, which was definite.

Following a long debate, during which the President of the local Transpac assured Members that full security would be found for the loan and that the question was urgent as the option on the machines was for 15 days only, a decision to radio the French Government was made.

From all this, one point is clear—that the New Hebrides will, in the near future, have a regular air service.

One wonders whether, if all the hopes of T.A.I. are realised, Qantas will find it economical to continue to fly into New Caledonia at all.—*Noumea Correspondent.*

FRENCH AIR COMPANY'S PLANS

THE new company that supersedes Air France is called Transports Aeriens Intercontinentaux (not Internationales, as previously stated) and it will run the complete Paris-Noumea route—not just the Saigon-Noumea section, as previously reported in PIM.

TAI's schedule on this service will be fortnightly—the first flight leaving Paris (Orly Airport) on January 6; and departing Noumea on the return flight on January 10. Calls will be made at Cairo, Karachi, Saigon, Darwin. Air France called also at Brisbane. This call has been cut out but the company hopes to get permission for a Sydney call.

DC6B aircraft will be used. Papeete reported in December that a Catalina aircraft of TAI arrived at Bora Bora on December 4 from Noumea on a survey flight.

The Papeete report says that TAI will soon extend its service eastward from Noumea to Bora Bora (where there is an aerodrome) via Pago Pago with a DC4 aircraft. To connect Papeete with this service and provide for an expansion in its operations, the French Oceania organisation Regie Aerie Inter-

insulaire (RAI) will soon take delivery of another Catalina aircraft. The company has sold a Grumman Mallard amphibian which was damaged by fire in mid-1954. Since October, 1954, RAI has been operating a single amphibious Catalina on a scheduled inter-island service.

The establishment of an French connection to Papeete will, no doubt, result in the loss of some business, more especially French Government travellers, by TEA.

PAA TAFUNA-NADI FEEDER SERVICE

Pan American Airways will, in January, introduce a DC4 feeder service between Tafuna and Nadi (American Samoa) and Nadi, to connect with the main Stratocruiser service between Australia and North America. Frequency will be once monthly.

This supersedes the PAA feeder service that formerly operated monthly between Tafuna and Honolulu. Only PAA through-passengers to and from the US and American Samoa will be accepted. That passengers cannot use the service for journeys between Tafuna and Nadi or for breaks of journey in Nadi. This DC4 service will be run to connect with the service that leaves San Francisco on the 4th Tuesday each month. First Nadi-Tafuna flight will be on Jan. 27.

WILL NADI LOSE OUT?

The US Government has authorised the expenditure of \$1,000,000 on Tafuna. (See page 74). Some people, including Mr. Harold G. Brown of Fiji Airways, see in this a threat to the continued existence of Nadi.

(Continued on Page 137)

Silver Wedding for Suva Couple



Mr. and Mrs. R. Prasad cutting the cake at their silver wedding anniversary reception at the Parish Hall, Suva, recently. More than 100 guests representing all communities attended the function, believed to be the first Indian silver wedding anniversary celebrated publicly in Fiji. Mr. Hari Charan (seen standing beside the couple), president of the Indian Assn. was master-of-ceremonies. Other speakers included the Indian Commissioner in Fiji (Mr. I. S. Chatterjee), the Rev. Mr. Figgess and the Rev. Mr. Deoki.

—Photo by Popular Art

Notes Made in and Around Fiji

FROM R. W. ROBSON, IN SUVA, DEC. 18

Political Conditions

More Tranquil

all the 25 years since first I established the PIM, and began to look over the Central Pacific at intervals, I never have known more tranquil.

There is plenty of politically explosive material there. Five communities—European, part-European, Indian, Chinese—are liable to irritate each other with their sharp edges in any country where they have to live together; and Fiji is no exception, plenty of community in.

The Indians have been the worst trouble-makers. "Well here we are, we are as good as any European, and entitled to European rights and privileges here," seemed to sum up their attitude, over many years.

But, since the war, and since an ever-larger proportion of Fiji-born Indians have come to the fore, the Indian community seems to have a better appreciation of Fiji's peculiar problems, and of the definite obligations of the British towards the Indians. They see the Fiji situation through the eyes of the responsible administration, rather than through the twisted spectacles of old India—vision distorted by age-old prejudices and an inferiority complex.

This better outlook among Indians has been encouraged and assisted by the present Governor. Unlike his predecessors, Sir Ronald Garvey, out of his long experience in this region, has a clearer understanding of Fiji's background, and of the psychology of the different races he has to control.

Also, unlike some high officials, he has no prejudice against Indians. While accepting Fijian welfare as his primary responsibility, he seems to find much to admire in Indian culture and Indian character. He has not forgotten that Britain's finest achievements in India would not have been possible without the loyal and very capable help of many famous Indians.

All communities give the present Governor much of the credit for the present peaceful condition of the Colony. If his work is not subjected to overseas interference, he may do much to provide a solution for Fiji's fundamental problem—namely, how Indians and Fijians may live together in comparative calm and security.

Bau Now is of

The Past

AN interesting and important departure from native custom and tradition was made recently in Fiji.

When Lieut.-Colonel Edward Cakobau took over Development and other administrative duties in South East Viti Levu, it was assumed that his headquarters would be out on the islet of Bau, regarded as the focal point of native administration ever since the first King of Bau established himself there.

But Bau is very small, and somewhat inaccessible; and the Governor (Sir Ronald Garvey) and the Fiji leaders had a talk about it. As a result, the South East native headquarters were placed in Tailevu (northeast of Suva, beyond Nausori)—from which point most of the big and important district is accessible by road—and Edward Cakobau has taken up residence there.

Bau, of course, will be maintained as a place of great historic interest; but its administrative and economic importance is gone.

Ten Fiji Cigarettes

For 8d!

I NOTICED many of Fiji's gentle ladies using cigarettes out of a neat red-and-white packet marked "Star"; and when I displayed interest in something new, they coyly presented me with some of them.

They are the new cigarettes being made in Fiji by a Fiji Company formed by the W. D. and H. O. Wills interests to cater for the local market. They are made of imported tobacco, and are somewhat loosely packed to take care of certain local

(Continued on Page 125)

The morning of Wednesday, December 14, was notable in the history of Nadi Airport, Fiji. The great Comet jetter, on a round-the-world test, flew from Auckland to Nadi in less than 3 hours on the 13th; and at 8 a.m. on the 14th it took off for Honolulu. It is seen, in the inset, just leaving the ground at Nadi, before circling the airport. Meantime, that morning, there was—quite by chance—remarkable assemblage of Trans-Pacific airliners on Nadi. The photo below, by Charles Stinson, shows them all. On the extreme left is a Fiji Airways Drover, just in from Nausori. Then, a Pan American Airways Strato-Cruiser on its way from America to Australia; a Pan American 44, just in from Auckland; a Canadian Pacific airliner just in from Amsterdam, via the North Pole and Vancouver, en route to Sydney; a Qantas Super-Constellation, en route to Sydney; and, in the background, barely visible, a TEAL airliner just in from New Zealand.



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TERRITORIES TALK-TALK

By Tolala

dependent People"

popular euphemism, coined by the long-haired theorist to describe the more primitive native, is "dependent people," and in any official reports and theses on New Guinea native one comes across this pompous, patronising in which, to my mind at any rate, is a decided misnomer.

The New Guinea native in his rural state is anything but a dependent person upon the "sovereign," which we are pleased to call ourselves.

In fact I doubt if you could find more independent, self-contained individual than the primitive native, who is capable of supplying all his requirements by his own toil on a prolific soil; for the simple man his needs are limited to the necessities of life, his joys are simple and his appetites under full control.

It is only after our contact with him and experiencing the influence of our own high-pressure sales-talk that he develops an appetite for the superfluous, the non-essentials of our civilisation and, as a result of our contact, becomes—what we are

pleased to term—a unit of a "dependent people." . . . In fact, it is the super-civilised individual who is the dependent person in the Scheme of Things these days. Isolate him from his push-button gadgets and the average civilised bloke is lost.

The Tolai "Incident"

The bungle set off by the *South Pacific Post* (Nov. 23) concerning the Tolai situation over Village Councils, schools and Missions has proved to be anything but a damp squib.

In fact its repercussions may be as far-reaching as a lesser atomic bomb if the de-lousing squad doesn't get onto the job properly. After reading published official statements (which are not very illuminating) and unofficial information from on-the-spot observers (which is somewhat disquieting) I find a difficulty in deciding which is held to be the main problem: Is it the *status quo* of Village Councils; the ban on Village schools; mission activities or is each a bone of contention of equal magnitude?

If the incident has done nothing else, it certainly must have im-

pressed upon the Administration weaknesses in its policy and/or its implementation which for years unofficial observers have attempted to point out, and repeatedly voiced warnings of potential unhappy repercussions. Principally they were:

- The excessive speeding-up of the inoculation of sophistication to the native people—urged on by a hypercritical political UNO. (Many of the UNO members well knowing the dire results such a policy must have on a primitive people).
- The absence of experienced officers, whose retirements have been occasioned as a result of frustration caused by Administration policy;
- The overlapping of mission activities, where some zoning system should have been introduced.

Administrator Cleland, after his December conference with the interested parties in Rabaul, said:

" . . . It should be clearly understood that at any stage in the progress of a dependent people there will always be an element of unawareness of things which to us may seem obvious.

"Any policy of development in regard to a dependent people can only be a long range one which



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requires patience, diligence and understanding in helping them over these difficult periods."

Despite his reference to a long-range policy of development requiring patience, S'Honour later refers to the task of bringing health and education to all the people "in the shortest possible time," and continues: "It is for all of us wherever we be or whatever station in life we occupy, to appreciate and realise that the sectarian issue must not and should not be raised in a society which is primarily composed of dependent people. . . ."

My opinion—and that of old and experienced residents living in and around Rabaul, and who give me more detailed accounts of incidents than are reported in the *Post*—is that an embarrassing situation has arisen and there is no one in a government position, with sufficient knowledge and experience of Tolai mentality, to handle the situation with the degree of diplomacy required.

In such situations you have to think native to successfully deal with the matter. And that is where the loss of experienced officials comes into the picture. In some instances it would almost seem as though the Administration does not want to retain the services of B4 officials.

DEAF ?

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There's one thing very certain that comes out of the whole affair: And that is that Government officials must be on the ball 24 hours a day. Native minds and meanderings do not observe the forty hours week (yet). And one of these days—repeat, one of these days—officials may find that their arbitration-fixed hours may be their undoing; not only for themselves, but for their wives and children and others who look to them for protection.

From Opposite

Ends

From as far back as I can remember there has always been rivalry—and not always of a friendly nature—between the Manus and the Bukas. They had only one thing in common: They were both seafaring people and in earlier days were the two types mostly sought after by schooner skippers for boats-crews.

The Manus, light-skinned and virile; the Bukas, black as the ace of spades and a real dandy.

A modern difference lies in the fact that whereas Paliau and his henchman in the Baluan group, have adopted Village Councils with all their up-to-date regimentation (including, so I am informed, the edict that all males must wear trousers and drink tea; are not allowed to leave the island without permission of the Council; and everyone's task is allotted each day by being written on the Council roster blackboard), the Bukas are steering clear of this new-angled regime that seems to them to cramp their individualism.

Recent issues of *The Rabaul News* (the Pidgin voice of the Education

Dept. amongst the Tolais) special prominence to the visit of Administrator Cleland and his to the Baluan Council, where were met by local dignitaries. District Commissioner English, Chairman Paliau, whom many remember in a more unoffensive capacity some years ago.

Whether publicity of the success of Village Councils in Manus is a result of the somewhat antagonistic attitude displayed by some of the Tolais, is a moot point. The Bukas still maintain their opposition to Manus "fashion." An attempt made in Buka, shortly after the Rabaul "incident" registering antagonism towards Councils, to Village Councils in that area, the Bukas would not have it otherwise.

They are certainly an individualistic crowd, those Bukas. Even the so-called co-operative movement has not found favour with them.

Those Import Restrictions

I am inclined to think the "foreign resident of New Guinea" has something (Editor's Mailbag, I) regarding the imposition of import restrictions in the Trust Territory. I have heard it explained, officially, but by one who should know, that Australia bases its action on Article 4 of the Trust Territory Agreement, which gives her the same powers of legislation and enforcement as if the Territory were an integral part of Australia.

What happens when such legislation conflicts with the common rights of UNO members remains to be seen. It is, apparently, just another one of those international anomalies which exist until a legal-minded eagle of UNO reaches the point. And then the aggrieved nation (even as France or South Africa) gathers up its toys and it won't play any more because it affects the integral working of domestic policy.

Not for one moment do I suggest that the extension of Australian import restrictions to NG may be a major issue—but—and I suggest it may be a big "but"—with the North countries eager for markets and considering the recent change of colour of UNO members (who are now in the majority), I think it unlikely if the issue is allowed to go unchallenged.

With one hand we distribute largesse under the Colombo Plan and with the other withhold legitimate trade. Anyway, Trust Territory has no economic need for import restrictions. But (another "but") must bear its share of Australia's adverse trade balance as part of the privilege of receiving the overgenerous Australian subsidy.

able the Public Service to carry
in the merged territories.
A different situation to that of
e-war years when the Trust Ter-
itory was more than self-support-
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lecting Seed

uts

It was interesting to read in a
cent issue of the *SP Post's* "On
e Land" column all about the in-
duction of seed coconuts to the
territory.

The Choiseul Plantations Co.'s
wly-acquired properties in
ugainville in 1912-14, consisting of
raken, Baniu, Teopasino and
igua, were nearly all planted with
pecially-selected nuts from the
SIP, taken from SID and SIP
operties on Guadalcanal and
ortlands, and Jim Campbell—the
al big noise of the company at
e time—was very strict on seed
lection.

As strict as was his war on
Montispa froggatti. Many of the
erman planters at the time
liculed this carefulness but, judg-
g by production returns in later
ars, it has paid off.

rise, Sir Frederick!

Congratulations to the Chief
stice of P-NG, Sir Frederick
illips, on the Knighthood con-
rred on him in the New Year
onours' list.

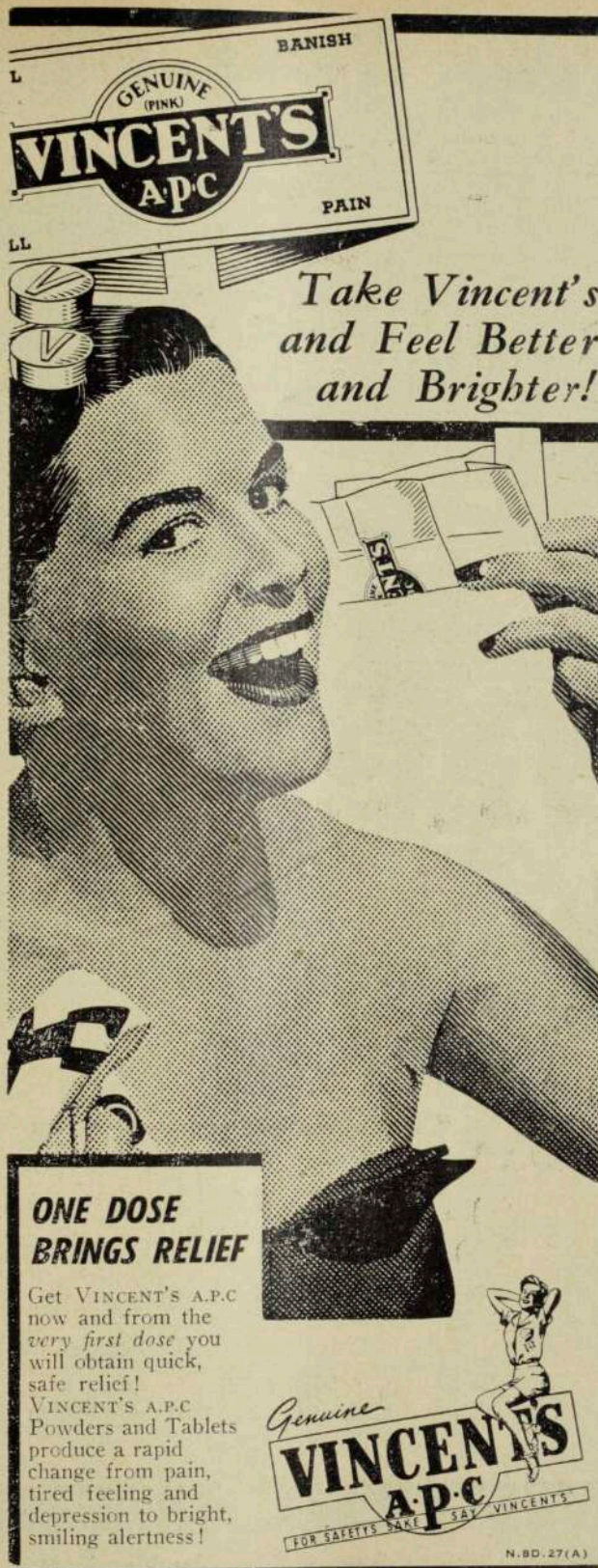
It will be well received throughout
e Territory. "Montie," as he is
ectionately-known by his many
i-time friends, is most certainly a
evening influence behind the
rone and most fitted as an
iministrator, could he but be per-
aded to leave the judiciary.

What he doesn't know about the
tive land business (which appears
be a top-level business these days)
nobody's business. His first job
that connection was down in the
SIP in 1920, after his return from
ar I with the AFC.

He first went to Rabaul as Puisne
dge in 1928 and later did an ex-
sive Land Inquiry into some vast
eas, alienated during the German
ne in the Madang area. I have
rsonally reported many big
minal cases brought before him
the Rabaul Supreme Court and
s always impressed with his clear
nning-up and acute knowledge of
tive customs and traditions where
ey conflicted with our more
odern trend of justice.

During the Rabaul eruption he
d a masterly job of Rabaul's
acuation as Acting Administrator,
r which he collected the CBE.

He was well off the mark in War
and during 1940 to 1946 served
th the RAAF. He was a lover
the arts and he is a man who,



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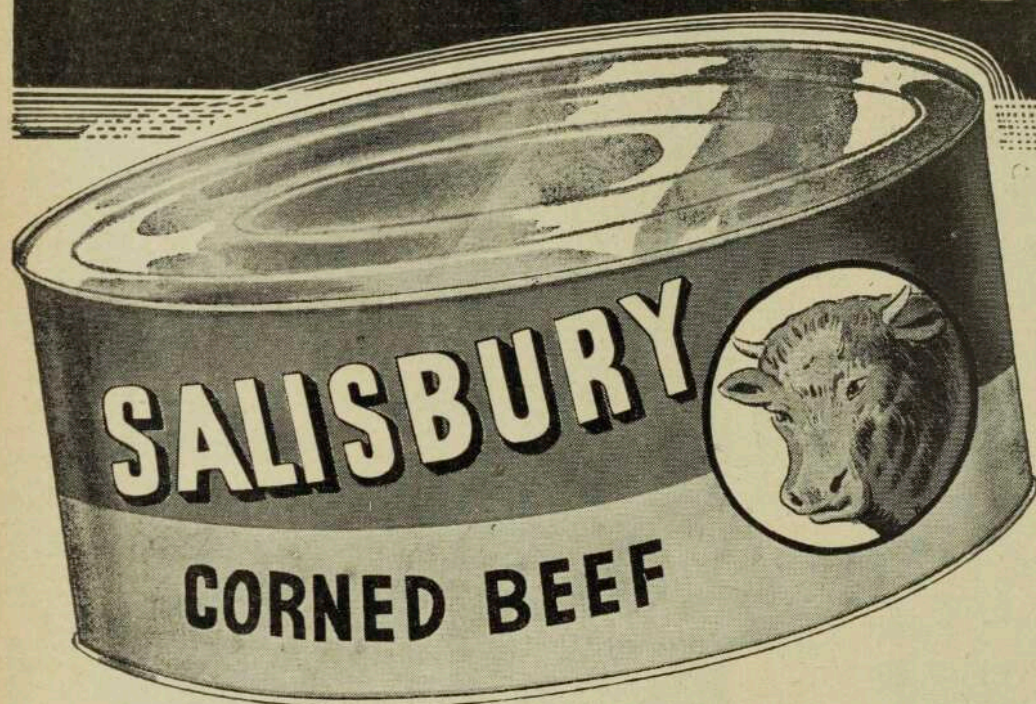
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ars ago, saw the writing on the wall which is causing so many headaches to-day amongst those who could not, or could not visualise a changing social attitude in the South Seas.

This new dignity will sit well on the shoulders of Sir Frederick.

Broken Promises

When I first went to New Guinea, old and experienced resident said to me: "Always keep your promise to a coloured person—no matter who he is, or what you have promised him—present or punishment." I later realised the need for not promising something I could not fulfil, and that a European might be able to understand the circumstances which prevented a promise from being carried out, but that a coloured person could not.

Unfortunately, down the years I have noticed that many promises made to Chinese, Malays, Mixed bloods and natives by Europeans have been broken, and one of the greatest offenders has been the Government itself which, through all its advisers on native psychology, should be the last to break its promises. Constant changes of personnel and a general regard of the importance of the word by inexperienced officers have been the main cause.

and that is why it is so regrettable to read the remarks of the Kombiub's President made at the December meeting of the TAC regarding the non-supply of electricity to the Club building in Malay town, Rabaul. A supply said to have been promised over five years ago.

It is not a delay; it is a broken promise; a promise which should have been made if it could not have been fulfilled. It appears to be a very poor show on the part of the Government.

Mr Bop's

The wanderings of an American ethnologist, E. Thomas Gilliard, and his wife through the Sepik and parts of the Highland districts are recorded in *The National Geographic Magazine* of October, 1955. The colour photography is excellent and the Gilliard couple obtained several specimens of rare birds-of-Paradise.

For the People

For the People

shades of our democratic form of government!

Minister Hasluck is candid if anything else in his reply to five elected Members of the NT Legislative Council, who protested over a

block vote by the seven official Members of the Chamber who, it was claimed, were told how to vote by the Government.

Thus the Minister: "I suggest the key to the situation is that, just as an elected Member has responsibilities towards his constituents, so the Official Member will be conscious of a responsibility to the Government which appoints him. The obligation of Official Members to the Government is not a matter of law, or Ministerial instructions but convention. You imply there is dissatisfaction with the Legislative Council as now constituted. But the whole history of constitutional growth tells of dissatisfaction."

That seems to knock the idea on the head that the Government could, by any stretch of the imagination, represent the people.

Sounds more like the castigation of a power-intoxicated despot of the Public Service, rather than a communication from a Minister of the Crown, elected by the people to the people's House of Representatives.

PACIFIC H-BOMB

Which Will be the Lucky Island?

IT was announced, just before Christmas, that British and Australian scientists will, at the end of 1956, explode an H-Bomb on an "uninhabited Pacific Island."

The Australian government has refused to allow the H-bomb to be exploded on the Australian mainland, but a couple of plain A-bombs, used as triggers for the H-bomb, will go off sometime this year.

The researchers have a list of 20 islands "suitable for the test" and will make a survey of them shortly—the bomb will "probably be flown from the UK to the chosen island."

As the uninhabited Pacific islands under Commonwealth administration are strictly limited—particularly when they have to have facilities for landing bombs by air—we can scarcely wait until we find out which is to be the lucky one.

Anticipating those screams of rage that are sure to come from some reactionary Pacific residents, we would like to point out that it is nice to think that the vast open spaces of the Pacific are useful for something. Moreover, the experiment will have some advantages—there are unlikely to be any Japanese fishing boats around the "chosen" island at that time, and those of you who live within a thousand miles or so of it will be able to find out if H-bombs really do affect the weather.



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NO TEAL-NAC MERGER

THE CASE FOR THE NZ AIRWAYS

Letter to the Editor

IT is wished to refer you to November, 1955, issue of *Pacific Islands Monthly*, page 107, article "Merger with NAC Suggested."

In past years the Corporation has raised with you inaccuracies and derogatory reports of its activities published in the journal, and it now feels bound to do so again. NAC acknowledges the scope and influ-

ence of *Pacific Islands Monthly*—this is illustrated by the fact that it has advertised in the magazine for a number of years—and it is accordingly perturbed when prejudicial implications against its operations are featured.

In the article now raised with you the report quoted from the *Sydney Morning Herald* concerning a possible merger between TEAL and NAC has since been answered in the Dominion Press by the New Zealand Minister of Civil Aviation, who very concisely commented: "Utter rubbish!" He added that a few years ago, when the future of BCPA was under determination, the possibility of a TEAL/NAC merger

was investigated; but at an early stage it was revealed as impracticable.

Your article also refers to the Corporation as a "white elephant." It continues in the vein: "Since the National Government gained power, efforts have been made to undo the non-profit making NAC. ..."

You should know that in the NAC annual financial reports tabled in the NZ House of Representatives since 1947 only three have achieved a profit after the payment of full taxation and interest on capital. In addition, during the financial year ended March 31, 1955, a further sum in excess of £90,000 was paid to the Government in port dues.

Such losses that have been incurred took place during the early years of development and expansion, and after the closure of the Corporation aircraft of the Rongotapu and Mangere airports, which were the two principal centres of Auckland and Wellington. Profits made during the remaining years have absorbed those losses and the Corporation to-day is in a healthy financial position. It has recently ordered three Vickers "Viscount" Series 800, 52/60 seater turbo-propeller airliners and has provided from reserves alone, accumulated over earlier years, for more than £500,000 of the capital cost of this equipment.

When operations were commenced after the war, 80,000 passengers were carried annually with NAC. To-day more than 400,000 passengers travel every year. The Corporation's aircraft fly every day the equivalent of 100,000 miles around the world, making more than 300 landings and take-offs on 88 scheduled services.

Although a substantial part of the Dominion's air services are operated by NAC, it is by no means the sole operator, as implied in your article.

Your Islands readers will be aware that the Corporation has operated for more than five years a popular scheduled air-service between New Zealand, Norfolk Island, Fiji, Tonga, Western Samoa, Auckland and Rarotonga. A high regularity factor was achieved, and all flights were completed without incident.

In the circumstances, your operation would be appreciated if providing more factual references to NAC operations in the columns of *Pacific Islands Monthly*.

I am, etc.,

J. H. DRISCOLL,

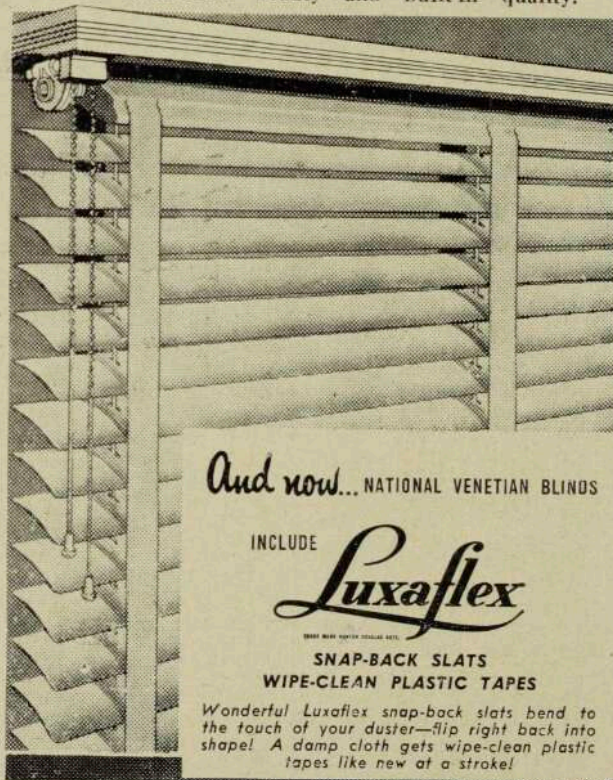
Publicity Manager,

NZNAC, Wellington, NZ.

† Mr. Andre Verard, of the Melanesian Hebrides, formerly of New Caledonia, recently won first prize in an Australian lottery.

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PINEAPPLE NTURE

Suggested Cannery For Lae

GROUP of residents of Lae, New Guinea, have formed a committee to promote the idea establishing a local pineapple cannery.

The company is to have a nominal capital of £100,000, which is to be based in the Territory and in Australia. The committee believes that the entire output of canned pineapples will find a ready market. CSIRO reports indicate that New Guinea both-skinned pines are suitable for canning for the market that the promoters have in mind. It is believed that New Guinea could grow 100 tons of canned pineapple annually.

EDITORIAL NOTE

A large book could be written about the pineapple canning business, as it applies to Pacific Islands. Ventures that have started successfully have ended in failure. Details of the new industry are available in Sydney and it is believed that the promoters have in

mind a market that will counteract the initial difficulties that they are sure to encounter.

Only one Island has made a success of pineapple canning and that is Hawaii, which has a virtual monopoly of the tremendous American market. Fiji has had pineapple canneries for the past quarter-century but with the end of the 1955-56 packing season, the last cannery—that owned and operated by the big Colonial Sugar Refining Company—closed down.

When announcing this in March, 1955, the Company simply said that operations were "uneconomic." The CSR cannery had been operating then for about 20 years.

At the time of the announcement the feeling in Fiji was that "If the CSR cannot make a go of it, no one can." The Company had its own land, grew its own pines, had the necessary engineers and workshops at its sugar mills in Fiji; it had chemists, soil scientists and experienced agriculturists. Furthermore, it had the raw sugar.

However, lack of suitable land was the vital factor in the CSR decision, as a large slice of the former pineapple growing lands was resumed for Fiji's international airport at Nadi. The CSR had been undertaking experiments in pineapple growing on the other large island

of Fiji, Vanua Levu, but the land was proved not suitable.

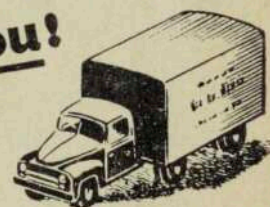
This is where NG will have an advantage over Fiji—the promoters calculate that NG can grow sufficient pineapples to provide 10,000 tons of canned fruit per annum, and that is a lot of pineapples in any language.

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Are you embarrassed and bothered by too frequent elimination during the day and night? These symptoms, as well as Bladder Irritation, Backache, Swollen Ankles, Leg Pains, Nervousness, Dizziness, Lumbago, Interrupted Sleep, Circles Under the Eyes and a generally run-down feeling, are usually due to germ-caused kidney and bladder troubles. The very first dose of Cystex, the scientifically compounded medicine, goes right to work overcoming these troubles in 3 ways. 1. Quickly kills germs causing troubles. 2. Gets rid of poisonous acids. 3. Strengthens and reinvigorates the kidneys and bladder. Get Cystex from your chemist to-day under the guarantee of complete satisfaction or money back.



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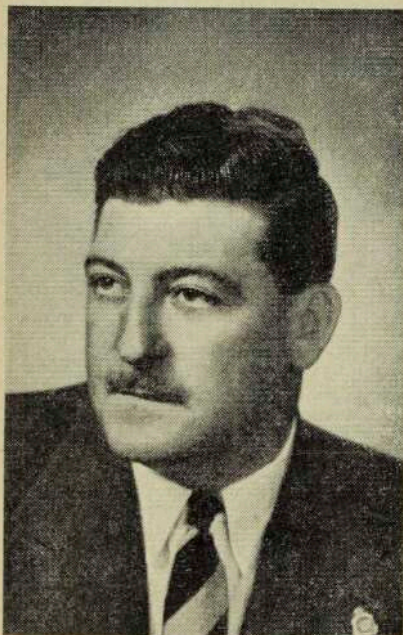


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New Moresby Manager of APC



Mr. Stan R. Stephens, of the Vacuum Oil Company, who has been appointed administrative manager in Port Moresby for Australasian Petroleum Co. Vacuum is one of the largest shareholders in APC.

† The Union Co.'s fruit freighter *Navua* suffered an engine breakdown early December when 7 miles west of Vavau. Temporary repairs were effected and the vessel abandoned the scheduled Tonga call and headed for further repairs in Suva. The ship had fuel for the Comet airliner aboard, for use at Nadi.

† By mid-December, half of £2,000 Sir Peter Buck Memorial Fund established in New Zealand, been collected. The fund will close on March 31.

† Mr. George Allen, Educational Officer on Pitcairn Island, and Mr. Allen, have completed their two year appointment and will soon return to New Zealand.

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Current News Items From Our Correspondents In Papua-New Guinea

CHRISTMAS WAS GAY IN THE TERRITORY

Papua-New Guinea had perhaps the gayest Christmas on record, with mainly fine weather, numerous parties, Father Christmas on time, and best of all, no serious accidents. Several towns, including Port Moresby, had heavy showers on Christmas afternoon; Boxing Day had somewhat cooler weather. Big crowds, however, were on beaches at sports events.

But for the majority, Boxing Day meant a day at home recovering from December 25, or entertaining guests. For the children, as for children throughout the world, it was another day to play with their new toys.

Father Christmas in the Territory put in appearances at all the main centres and at many of the outposts.

The weather being a trifle too hot for reindeers, he left them behind and arrived in alternate transport, coming from Dakota aircraft to five canoes and small dinghies. In Port Moresby, he arrived astride a brilliant red fire-engine.

Retail traders reported record Christmas business. The emphasis, they said, was on semi-luxury goods. Bank officials said that the bank holiday for the Territory was also a record.

Churches throughout P-NG were packed with worshippers at midnight services and at all services on Christmas Day. For many natives in the interior, 1955 was their first Christmas in the Christian spirit. These were the people to whom missionaries came only this year.

With Christmas over, Boxing Day and the following day were given over to sports and native sing-sings—the biggest being at Oroka, where the P-NG Administrator and Mrs. Cleland were spending three weeks local leave. Hundreds of 12,000 gaily-dressed natives took part, and some later received prizes from Mr. Cleland. Oroka and Wau were by far the most popular places for tourists during the holidays—there was not a vacant bed available in either town.

In Lae, police and the master of the motor-vessel *Buka* spent part of Boxing Day afternoon rescuing native adults and two children from an overturned canoe two miles from shore. The rescuers managed to save all the natives' possessions from the canoe, on the way from Lae to Labu, was lost.

Christmas did not go unnoticed in Mount Hagen (Western Highlands) either, but the Big Celebration there was a dance on New

Year's Eve. It was the inaugural function at the newly-formed Mount Hagen Country Club.

NEW GUINEA NEWSPRINT?

The Australian Government is reported to be looking into the possibility of using certain New Guinea timbers for paper pulp—a suggestion made by the PIM independently in December.

The Federal Minister for National Development, Senator Spooner, told reporters in early December that the need to increase the Australian out-

put of pulp, paper and paper-board represented a challenge of national importance.

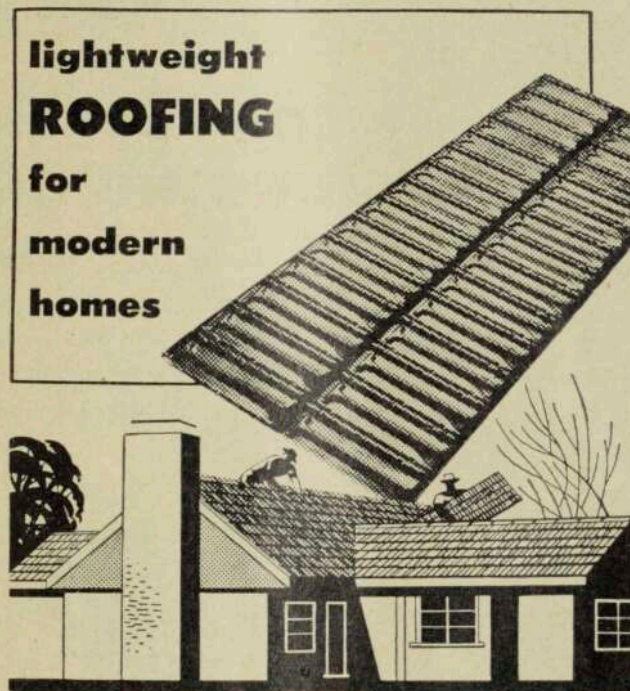
Senator Spooner was commenting on a review of the industry which disclosed that imports of pulp and paper were one of the biggest single items on Australia's Import Bill in 1954/55.

He said that in view of Australia's limited forest resources, the expansion of newsprint production might depend on certain New Guinea timbers and a variety of Australian eucalypts.

THE UN-MOBILE CLINICS

The much-discussed Outpost question of "what's happening to the Mobile Clinics we bought" was

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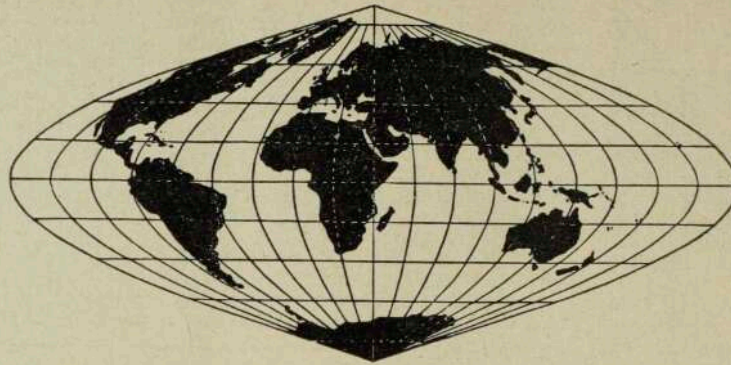
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T. M. Nicholson: Manager, Rabaul Branch

ANZ. 242. 24



A popular way of raising money for charity in Papua-New Guinea is a mannequin parade. Recently Madang followed the example of Port Moresby and Rabaul and staged one of its own. The photographs were taken during the parade.

ly answered by the P-NG Administrator early December. They will go out on the first available ship," he said. Territory residents subscribed a thousand pounds to the Queen Elizabeth Coronation Trust Fund, it was later decided that six clinics would be bought with money. Since their arrival in Port Moresby six months ago, they have been standing idle awaiting interior modifications). Brigadier Cleland, during his re-

cent Rabaul trip, called at Madang on the way back to Port Moresby and obviously was told at first hand that "people are talking, especially the natives who put in about £3,000 to the Fund." (Madang is to get one of the Clinics).

Typical of the comments at a recent Madang Town Advisory Council meeting, when the subject of the Clinics arose, came from the P-NG Regional Agricultural Officer, Mr. Vicary.

He said: "One of the worst things

that could be done in a native country is to make promises and not fulfill them."

On arrival back in Port Moresby, the Administrator agreed that "something was wrong." He said, "The Clinic for Madang will go there on the first available ship.

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"The others will go as soon as possible."

MISSION IN RABAU

A varied programme marked the visit to Rabaul of the Leader of the Australian Mission to the Nation, the Rev. Alan Walker, on the weekend of December 3-4.

On December 3 he travelled into the mountains to speak to the most primitive people of New Britain—the natives of the Baining area. Hundreds sat under the trees of a Mission Station and heard an address of welcome given by their native minister before the Methodist missionary spoke.

People of many racial groups in Rabaul heard the message of the Mission to the Nation on Sunday, December 4. In the morning, Europeans assembled at the Kokopo Club, and in the afternoon, Mr. Walker visited natives at the Dr. George Brown Training Centre.

Young Chinese and Malay people heard Mr. Walker at a tea-time session, in the Rabaul Methodist Church.

The final meeting was held in the Palms Theatre in Rabaul, where a large crowd from every racial group in the town took part.

DOWN WITH DEMON DRINK

A policy of total prohibition was suggested by Mr. Walker before returning to Australia, as the only sensible liquor policy for Papua and

New Guinea. No other form of control, he said, could protect the native peoples from the ravages that alcohol had released in every other society.

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Golf Club Associates held their Annual Dinner at the Hotel Moresby, Moresby, on December 7. Photo shows Mrs. Davison, secretary, handing a trophy to Mrs. Heather Johns, who won also, a number of others, whilst the captain, Mrs. L. Allen, looks on.
—Papuan Prints photo.

Mr. Walker said everyone in the Territory should be ready to accept prohibition as a personal contribution to the native welfare. He continued "It is unworthy and un-Christian for us Europeans to demand liquor when it is obvious that it will carry great destructive effects to the native society." He added that the Australian Administration in the Territory had a great opportunity of saving the native people from evils which had come to every other native society where liquor had been permitted. Total prohibition, he said, can be more effectively administered in any form of liquor control. It is a pity that Mr. Walker had something more constructive to say on the native liquor question. European self-sacrifice in P-NG is never likely to go to those lengths for the sake of native welfare or anything else. It would be unlikely to do much good even if it did. Most Pacific Islanders have one brew of one sort or another; and, according to statistics, NG natives' favourite tippie has a methylated spirit base.—Ed. PIM).

AERIAL-MAPPING P-NG
An aerial mapping survey being carried out in various parts of Papua and New Guinea by Adastra Airways has now covered an area of nearly 8,000 square miles. From Madang, a survey over the Wroka, Ramu and Wahgi Valleys has been completed for the Department of Interior, and from Lae, a survey of the Bulolo area has been completed for the Territory Forestry Department. All photographs were taken from 25,000 feet. At present, the survey team, flying a Lockheed Hudson, is working in the Kikori area from Lake Kutubuvu to the Fly River, and south of Kikori itself, on behalf of Australian Petroleum Company.

Cloud conditions are hampering progress on this survey which demands bright clear days for successful photography.

Other problems, such as previous inaccurate mapping and vast changes in the height of the terrain are slowing-up the job. And, as the aircraft is based at Lae, the lack of suitable airstrips, particularly in the Kutubu area, means that the plane has to be flown 200 miles to

the operation area and then a further 200 miles back to Lae.

The photographs taken of each survey are eventually interpreted by the Australian Mapping Council.

MEDALS FOR LOYAL SERVICE

A Woodlark Island Village Constable with 50 years service in the P-NG Administration is among a group of 36 natives who have been awarded the Loyal Service Medal, Civil Division.

The awards, which were announced on December 27, go to 31 natives with at least 25 years Administration service and to five other natives who have rendered outstanding service to the Administration or in the interests of the native people.

These natives include the Senior Clerk of the Department of Education, a New Guinea interpreter, a



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 NET WEIGHT

ired member of the New Guinea
ice Force who was awarded the
tinguished Conduct Medal dur-
the Pacific War, and a Native
age Headman in the Tari Basin
a who assisted early patrols
ough the district.

COMMONWEALTH BANK HELPS NATIVE CO-OPS

The Commonwealth Bank has
de a second grant of £3,500 to
o promote native Co-operative
cation in Papua-New Guinea.
his Bank last year made a similar
nt to assist a proposal that
ive co-operative societies finance
l maintain their own training
ool. At that time, the training
natives in bookkeeping and co-
rative principles was financed by
Administration but the shortage
accommodation for pupils made
necessary to consider the erection
a permanent centre with board-
school facilities for 40 students.
he Commonwealth Bank made
initial grant of £3,500 from its
al Credit Development Fund to
t the scheme. Native Societies
mselves donated £3,000 and will
in another £5,000.
s well, native building societies
e undertaken all construction
k at a nominal fee. Two dormi-
ies and another building are
rly finished, and great credit
st go to the natives for the ex-
tent work they carried out.

Everything, including the designing,
was done by the natives.

The latest bank grant, together
with additional donations from the
native societies, will enable work on
the actual school and mess build-
ings to be completed in 1956 at a
total cost of £12,000.

The Registrar of Co-operative said
on December 27, that the education
centre, when completed, would pro-
vide lectures in basic agricultural
principles, copra production, co-
operative bookkeeping and com-
mercial subjects.

The prime object of the training,
he said, was to enable natives to
utilise more fully their existing
agricultural potential through better
processing equipment, more highly-
organised production and improved
marketing facilities.

TWO ON AND TWO OFF

Two passengers on the MV *Bulolo*
reached Lae by air on December 28



An art exhibition was held at the Catholic
Mission House, Port Moresby, on November 26.
Our photograph shows Mrs. D. M. Cleland,
wife of P-NG's Administrator, and Mr. J. Ahearn
examining (Mr. Ahearn somewhat critically) the
work of French artist Paul Roqueplo. Mrs.
Cleland opened the exhibition.

—Photo by Papuan Prints.

after missing the boat at Samarai.
The ship's departure without the
tourists, however, made no differ-

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MB6

ence to catering or accommodation arrangements—two Samarai people forgot to leave the boat at Samarai and were carried on to Lae.

THE FIVE-DAYS WEEK BEGINS

Public Servants in Port Moresby, Lae and Rabaul will start a quarter of an hour earlier and have only an hour for lunch when the 5-day week comes into operation in the New Year.

A spokesman for the Public Service Commissioner's office said on December 28 that the 5-days week would apply to departments or branches located in the three centres except certain sections which the Public Service Commissioner decided were "essential services."

These are the European and Native Hospitals, Post Offices, Transport Pools, Police Stations, Public Libraries and Public Schools at Port Moresby, Lae and Rabaul. Officers attached to these sections would continue to observe their normal hours of duty.

Arrangements have been made to roster a duty officer or officers in the Departments of Agriculture and Customs on Saturday mornings, as required. This is apart from rostering a duty officer in most departments to supervise Native Staff, who will continue to work a five-and-a-half days week.

SUKI—FOR A PROTEIN-RICH DIET

An area described as a "sportsman's paradise" has been located in the Upper Moorehead and Suki River area of the Papuan Western District, between the Fly River and the Dutch Border.

In a report to headquarters, Patrol Officer C. C. Giffard said fish and ducks abounded in the area and swarms of geese were a common sight. Wallabies, wild pigs and

cassowaries were also plentiful and were hunted by the small native population who, he added, appeared to enjoy one of the most protein-rich diets of any native group in the Territory.

Mr. Giffard said that domestic pigs were not bred by the natives but wild piglets were captured and fattened in small bamboo cages which were extended as the pigs grew.

He reported that the native people

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photograph at the reception which followed wedding at St. John's Church, Port Moresby, December 10, of Miss Debbie Holt to Mr. Tony Normoyle. The bridegroom is the son of Police Commissioner and Mrs. C. Normoyle. young couple will live in Lae.

—Photo by Papuan Prints.

very few fowls and it appeared that this was partly due to the large number of hunting dogs owned by the people and to the prevalence of hawks and snakes. At one Patrol site, native carriers killed and ate a python 13½ ft long and 10 in. in girth. Mr. Giffard added that crocodiles are supposed to be numerous in the area, but none were seen by the patrol.

CINDERELLA IN LAE

A pantomime is to be presented in Lae for the benefit of school children during their long Christmas holidays.

The production, "Cinderella," will be presented by the Lae Musical and Dramatic Society on two consecutive nights towards the end of January. An enthusiastic cast has rehearsed twice weekly, and the society has the services of an experienced producer, ballet mistress, stage manager, wardrobe designer, musicians and scenic artists all determined to make the show the climax to the children's vacation.

PRAISE FROM ON TOP

December marked the last day in the Territory Public Service of Mr. J. H. Downs, District Commissioner of the Eastern Highlands. Mr. Downs, who entered the service in 1936 as a Cadet Patrol Officer, became the third District Commissioner of the Eastern Highlands to resign and enter private enterprise in the area. Mr. Downs

was posted to the Highlands in 1952 and has guided its growth from practically nothing to one of the most thriving areas of the Territory.

In Port Moresby, the Assistant Administrator, Mr. Wilson, said the Administration greatly appreciated the work Mr. Downs had done and the great contribution he had made to the development of the Territory, particularly the Eastern Highlands.

Mr. Wilson said the Administration was happy, however, that Mr. Downs had seen fit to remain in the Territory so that his valuable experience would still be available.

Mr. Wilson said, "Mr. Downs typifies the fine type of officer of

the Administration engaged in the work of developing the Territory and advancing the native people."

FIRE AT OIL SITE

Fire early on December 9 destroyed the clubrooms and Mess building at the APC drilling site at Barakiwa, north-west of Kikori, Papua.

The buildings had only been up two or three weeks.

An APC official in Port Moresby said that it was not yet known how the fire started. Inquiries were being made.

EAST COAST ROAD SOON ALL-WEATHER HIGHWAY

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44

JANUARY, 1956—PACIFIC ISLANDS MONTHLY



The marriage took place at the Catholic Church, Port Moresby, on December 10, of Pat Norton, formerly a Sister at the local German hospital, to Mr. R. Thurecht, of the "Pacific Post".

—Photo by Papuan Prints.

old German road from Kavieng Namatanai, on New Ireland. The Department of Works has already constructed about 40 bridges along the 166-mile road, and about

another 20 bridges have yet to be built.

Three of these will be more than 100 ft long, and the rest range from 20 to 75 ft.

The New Ireland East Coast road was constructed in German days, but it was constructed for carriage-traffic. War-time neglect and post-war increase in heavy motor traffic has often made it impassable during the wet season in recent years.

AND A ROAD FOR MANUS

Meanwhile, work has started on the construction of a much-needed road across the Eastern portion of Manus Island. It will link Lorengau with M'Bunai, on the south coast side, which at present is accessible only by sea.

The road will be 40 miles long and will be constructed by voluntary village labour.

It is hoped that the road will stimulate native agricultural production and at the same time stop population drift from the inland villages down to the infertile M'Bunai coastal strip.

ANTI-TAIPAN

The P-NG Acting Director of Health, Dr. Alec May, says supplies of the newly-developed serum to counteract Taipan venom will be obtained for the Territory as soon as they become available. (Over)

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The serum had been used successfully on a young boy in Cairns who was bitten by a Taipan some weeks ago. The Taipan is regarded as one of the world's deadliest snakes and a number of natives in the Territory have died in recent years from its bite.

Dr. May says supplies of the new serum will be sent to outposts as soon as possible.

TROUBLE NEAR POPONDETTA

Arrangements have been made to build a permanent infant Maternal Welfare Clinic building at Saiho, near Popondetta, Papua, to replace one destroyed by fire on Christmas Day.

The fire broke out when a kerosene refrigerator exploded and although no one was hurt, the building was gutted and all equipment destroyed.

About 30 babies were in the building when the fire started.

44,000 GALS. OF FUEL FOR HIGHLANDS

A Mandated Airlines Dakota returned to Lae on December 11 after five weeks in Australia for overhaul

and certificate of airworthiness.

The Dakota's first job will be a record air-lift of one thousand 44-gallon drums of fuel which were to

be flown into Goroka before the end of this December. MAL expects to complete the job in separate flights.

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ATIVE COUNCILS AND EDUCATION IN N. BRITAIN

The results of conferences held in Rabaul early December between the N.G. Administrator, Administration officials and each of the missions operating in the Gazelle Peninsula were announced in Port Moresby December 13.

A Press statement issued by the Administrator said the conferences resulted in what could be termed the "Rabaul Agreement," which provided a formula for relationships between Native Local Government Councils and Council and Mission schools in any part of the Territory.

The Agreement maintains the right of Native Local Government Councils to build and maintain Council Schools; but it preserves the previous decision that no funds will be allocated by a Council for the building of Mission Schools. It provides for the establishment of a Local Education Committee which will advise the Council on the need for location of schools in the Council area and it stipulates that such a Committee will consist of representatives of the Administration, the Council and each Mission operating in the area.

Under the Agreement, if in any particular area there is a registered mission school conforming to the standards of a Council School, then a Council school need be established in that area. A Council may assist any Mission school by way of services rendered or by the supply of materials and equipment, but, in no case can an actual cash grant be made.

The Administrator emphasised in his statement he was satisfied that the situation in the Gazelle Peninsula, with particular reference to the increasing tempo of native development, was basically sound and secure.

The following day the Roman Catholic Priest of Rabaul, Father James Dwyer, commenting on the Administrator's statement, said that the Agreement reached was the outcome of several months of negotiations between the Administration, the Mission, and was acceptable to the Roman Catholic Mission.

WHEN THE KUKUKUKUS NOW WORK

A group of Kukukuku natives reached Lae on their way home on December 13, after working for 18 months as general labourers at Bulolo.

The experiment in taking the Kukukuku's to Bulolo is reported to be a complete success. All of them speak Pidgin. In the early days of the Morobe goldfields, Kukukuku's were regarded as useless as miners.

NEW MET. AID TO N.G. WEATHER MEN

A new meteorological device to determine winds and conditions in the upper atmosphere in adverse weather is to be added to existing facilities at Lae.

The equipment is expected to be installed early in the New Year. A building to accommodate it is now almost complete.

The equipment will enable meteorological officials to plot a large balloon to a height of 100,000 feet.

A small transmitter is attached to the balloon and radio signals from it are modulated by temperature, pressure and humidity elements as

the balloon climbs into the upper atmosphere.

An ABC correspondent at Lae says the American armed services had a large network of these aids during the war years, but this is the first the Civil Meteorological Bureau has erected in the Territory. Others are planned for P-NG, but it is expected that the next will be erected at Honiara, BSIP.

CRUISE SHIPS FOR P-NG

P. and O. and Orient Shipping Companies will be running three major holiday cruises from Australia this year. Two of them are of interest to the Territory.

The *Oronsay* will run from Sydney (Continued on Page 113)

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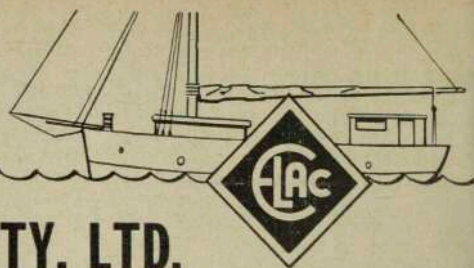


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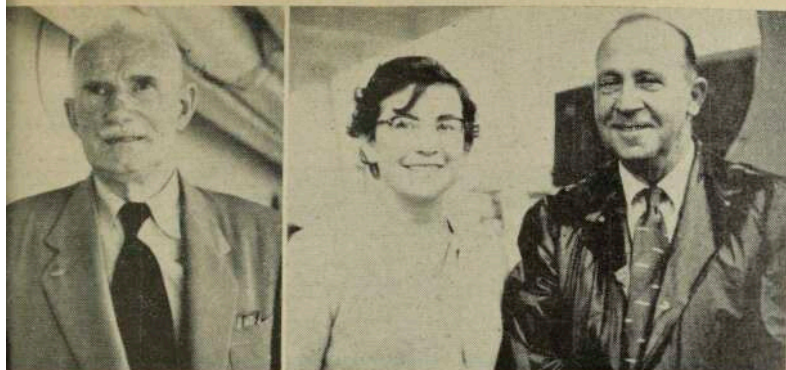
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Back to the Cook Islands . . .



Passengers travelling per USS Co.'s "Waitemata" from Auckland to Rarotonga, Cook Islands, December included, left Captain J. D. Campbell returning home; and right, Miss Evelyn Ingram, was returning to Rarotonga for the school holidays. She was farewelled by Mr. Jim Murray who was for many years a resident of the Group.

Scholarships for Fiji Students

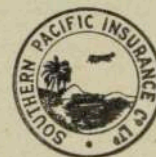
WINNER of the Morris Hedstrom Scholarship for 1956 is Josua Doviverata Cavelevu, who will study for a science degree at Canterbury University College, New Zealand. Cavalevu was 1955 Head Boy Queen Victoria School, where he has been since leaving Kadavu Provincial School in 1948. He has distinguished himself at school also and is Fiji's Junior sprint

champion. He toured NZ's Southland with a Fiji athletics team in 1954.

AUSTRALIAN GOVERNMENT SCHOLARSHIPS

The Australian Government has made available a second scholarship for 1956 and names of the two successful candidates will be announced shortly by the Selection Board which comprises the Fiji Directors of Education and Agriculture; Mr. J. N. Falvey; Ratu Mara; and Dr. C. M. Gopalan.

Australia awarded these scholarships to Fiji students under the South-East Asian Scholarship Scheme—part of Australia's contribution to the Colombo Plan.



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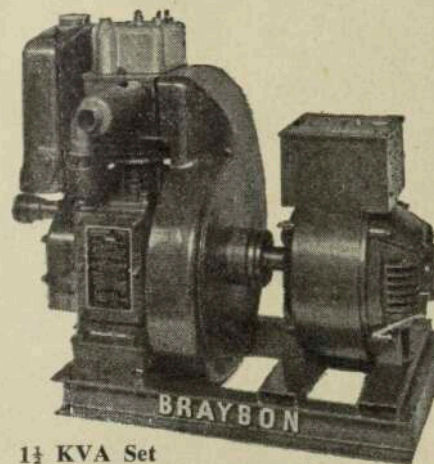
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RESTRICTING ISLANDERS' ENTRY TO NEW ZEALAND

A RECENT Wellington announcement indicates that in future it may be more difficult for Cook Islanders, Samoans, and other Islanders to gain entry to New Zealand.

It is likely to be a case of "No accommodation, no entry," as a result of NZ publicity given in recent months to considerable overcrowding in the living conditions of certain Islanders, especially in the Auckland area.

The Minister of Immigration said that Samoans, who are on a different footing to Cook Islanders in that they are not New Zealand citizens, are already being closely watched. If found to be living under unsatisfactory conditions their entry permits are not renewed and they must find less crowded accommodation or return home.

Cook Islanders require permits from the Resident Commissioner before they may leave home. The Department of Island Territories was now considering restricting the issue of such permits.

News of this brought a sharp reaction from the Cook Islands Legislative Council, which considers that people could not be forced into liv-

ing at, or not living at, certain addresses. The Council feels also that the Cook Islanders in New Zealand are actually aiding the acute housing situation by providing a valuable much needed labour pool for the building trade, or by releasing other workers to that trade.

† Early in January, 60 New Odonian tourists will visit New Zealand. Unit cost of the trip last 2 weeks is 25,000 francs (£A175). TEAL DC6B plane will be used. plane will take a certain number New Zealand tourists to NC.

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IS ACCEPTABLE

NGG Shareholders e Film d Go Quietly

HERE were no fireworks at the meeting of New Guinea Goldfields shareholders in Sydney on November 15, and the directors' recommendation that 3d per share dividend be paid was accepted without dissentient voice.

All other business at the meeting was also despatched with speed and almost complete lack of interruption.

This was a different reaction to that which occurred at the company's annual meeting in January, 1955, covering activities for the previous 12 months and when on the announcement that the improved position of finances permitted payment of the company's first dividend of 3d. per share, a section of the shareholders present insisted that it was a miserable return after 13 years' operations. (See Dec. PIM.)

The reason for the closing of the company's accounts on June 30 this year was that the directors have decided that economies will be effected by this action, for administrative reasons in the Territory and for reasons connected with the company's claims for subsidy under the Gold Mining Industry Assistance Act.

This will be the procedure in future years.

In the 9 months period October 1, 1954-June 30, 1955, net profit was £390, which was substantially more than the profit for the whole 12 months period in the preceding year (£32,712).

The company has submitted an application for subsidy to the Commonwealth Treasury under the Commonwealth's Gold Mining Industry Assistance Act of 1954. NGG Chairman of Directors, Mr. J. Kruttschnitt, told the meeting on December 15 that if the company's application is accepted without important amendments, they could receive a subsidy of about £25,000.

It has previously been pointed out in PIM that with the 4/3 NGG shares selling at under 2/- on Australian Stock Exchanges, 3d per share dividend represented a good return for investment. However, Australian investors appear interested, and at end of December 1955 shares were still being quoted around 1/10 and 1/11.

At the meeting the retiring directors, Messrs. H. H. McNall and I. Hohnen, were re-elected.

At the conclusion of the meeting, a 5-minute coloured documentary

film on the company's activities at Wau, NG, was screened. The film, produced by Mr. Norman Wallis, of BSIP and Sydney, under the auspices of the Timber Development Association of Australia, covered NGG's mining and timber enterprises in the Morobe district, but incorporated many fine shots of the surrounding countryside.

The film is being sent to England for a screening before UK shareholders of the company.

Mr. P. W. Brosgard who was well known in New Guinea for several post-war years as an officer of the Department of Agriculture, is now in the service of a New South

Sandy Creek Results

Advice has been received that during the month of November, 1955, approximately 53 ounces of gold were recovered from approximately 5,230 cubic yards of material treated, from the company's leases in New Guinea.

Wales firm as a technical adviser on poultry-farming and subjects allied thereto. He was a Yuletide caller on PIM, and sent greetings to many friends in New Guinea.

Dr. L. G. Poole, Senior Medical Officer, Fiji, will leave the Colony in January on leave prior to transfer to Nigeria as Tuberculosis Specialist.

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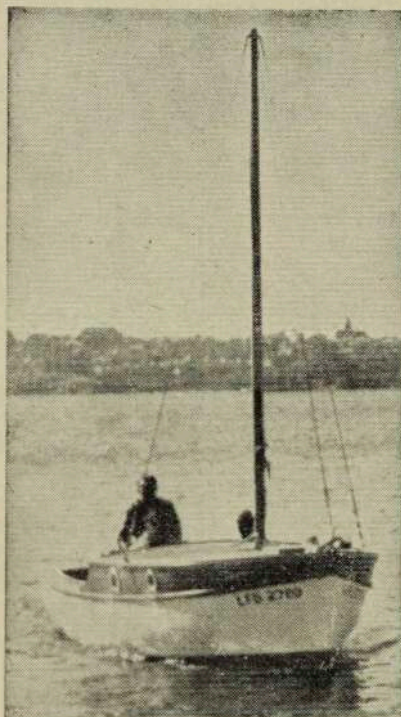
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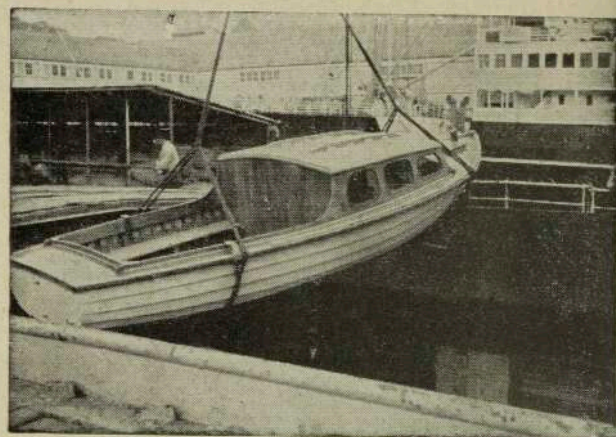
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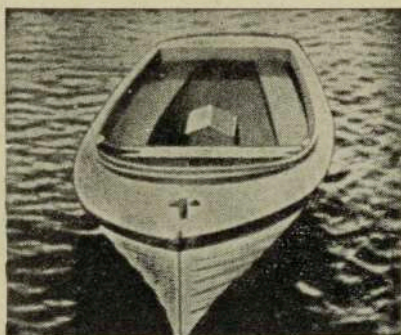
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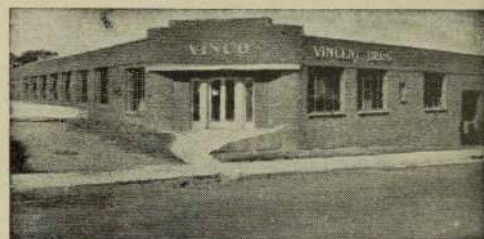
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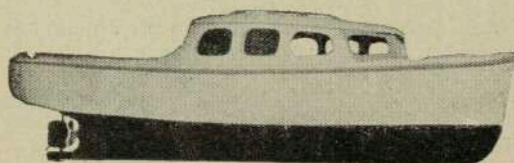


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NEWS OF THE SMALL-SHIPS

WHAT HAPPENED IN JANUARY:—At 11 a.m. on January 5, 1848, a sailing vessel then known as *Maria Helena*, Chilean registry, ended her interesting history by stranding in the Bay of Wrecks, Christmas atoll, Line Islands.

Almost exactly three years earlier, the American whaler *Averick*, of the same registry, was thrown ashore at the same spot, west coast of Christmas atoll, when a heavy blow came while she was rendering her last service.

She was then written off by her owner as a total loss, and sold on the spot to a Captain Stephen Higgins, long-time British resident of that island. The crew arrived in Papeete aboard the schooner *Union* on February 22, 1845.

At the time of her stranding, *Averick* had just commenced her whaling operations and was fully provisioned for a 3-years whaling cruise. She already had 200 barrels of Wright oil and a quantity of bone aboard. All was landed by Captain Higgins and his partners and by March 19, after a great deal of hard work, the vessel was refloated.

The Hamburg brig *Ferdinand*, on in Papeete, was thereupon ordered to deliver to Valparaiso the salvaged cargo, and after her work *Averick*, under British registry, was renamed *Recovery*.

Her new owners then sailed her to Valparaiso and sold her at a handsome profit, the Chilean owners giving her the name under which she finished her days.

At daybreak, following the final check, all hands were surprised to find another vessel on the reef five miles along the coast. On landing on the ring which one man was drowned (the surf) they found an abandoned settlement of tents on the atoll. The explanation came a few days later with the arrival of the schooner and salvage party from Honolulu, to strip the other vessel.

She was the Bremen whaler *Heart*, wrecked late December while homeward bound from Honolulu with 4,000 barrels of oil and much else aboard. Her crew had been picked up after a few days by the other whaler and taken to Honolulu.

At about the same time as the Honolulu salvage party arrived on the scene there also arrived the French sloop-of-war *Sarcelle*, which picked off the survivors of *Maria Helena*.

Traces of these and many other wrecks are still to be found in this notorious Bay of Wrecks.

TOWARDS GREATER SAFETY: The great advantages from the viewpoints of safety and convenience of the standardisation of radio

frequencies for the Smallships R/T service throughout the South Pacific, and of the institution of a continuous watch by all the main Islands coast stations on one such frequency for distress purposes, have been repeatedly stressed in this column.

In the past, frequency allocations have been mainly a purely local arrangement, with no thought to the convenience or safety of a vessel voyaging between the various administrative areas, such as the many cruising yachts, or the tramping type of small Island freighter.

Frequently, the authorities in one area have had no knowledge of what frequencies neighbouring administrative areas are using for ship-shore R/T communications, and the frequencies in use have not had the sanction of international telecommunication agreements.

Happily for ship-owners and masters this chaos is slowly disappearing, though Australia and her Territories still cling tenaciously to the obsolete and non-standard 6 mc/s frequencies.

Latest advance in the right direction comes in an announcement from Suva Radio. On November 1, this station adopted the correct international channels of 4379.3 kc/s

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NEW 50 ft. x 16 ft. x 4 ft. 6 in. cargo hull, accommodation aft, mast derrick, etc., ready for installation of engine. £6,500 or builders will quote to finish to clients' requirements.

WORKBOAT, about 38 ft. x 11 ft. 6 in., Gardner 5 LW marine engine with reduction, engine aft, copper sheathed, in first-class condition, good buying £3,500.

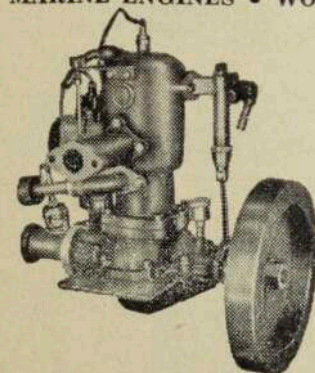
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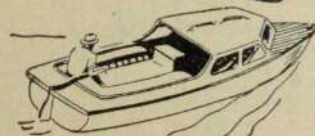
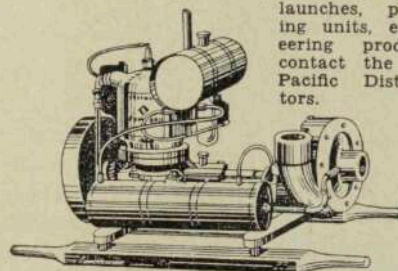
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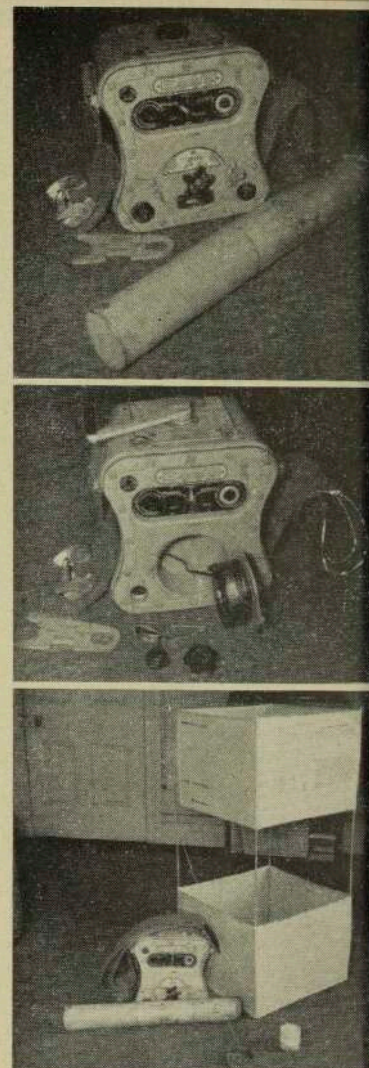
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and 8811.5 kc/s, but continued to listen for ships on their old official channel of 6280 kc/s.



The Gibson Girl distress transmitter, available in Australia at less than £10, which has been described in PIM. Upper view shows transmitter and kite container. Middle shows generator crank handle fitted on aerial reel swung open, and earth wire (lower left corner) unscrewed ready for dropping into the water. In use the operator would face camera with set between his thighs; the heavy webbing strap passed round his legs to fasten on the left.

Lower photo shows set and aluminium frame silk box-kite assembled. In upper and middle photos a wooden spanner for undoing the aerial and earth-wire plug holes is lying at front of set.

Originally set and aerial container were packed in a large orange-coloured kapok-padded carrying pack, but the packs are usually not available with the sets on the disposal market, and are not essential though they give protection.

There was also a cylindrical can containing a chemical. On adding sea-water, hydrogen gas was generated and a large balloon was inflated for aerial-hoisting in calm conditions when the kite was inoperative. A bottle could be used for this purpose, and meteorological balloons of the right size are available.

Suva Radio, under date of November 30, has advised ship-owners those vessels regularly communicate with that station, that they must opt the correct ship frequencies 4073.9 kc/s and 8262.3 kc/s by June 1, 1956, after which date no reply will be made to calls on 6280 kc/s.

In some cases this will involve the purchase of new crystals. In others it may involve some structural alterations to the transmitter as well.

The Suva Post Office station, which for reasons not apparent, maintains communications with vessels in the Fiji inter-island trade, service applicable to the official Post Station, in this case Suva Radio operated by Cable & Wireless Ltd.—has already adopted the correct mobile R/T channels and all craft are correctly equipped with the above frequencies in most, not all, cases.

Suva Radio, in its announcement, points out that the correct authorised listening channels for R/T equipped vessels lie within the following bands: 4063-4133 kc/s; 8195-8265 kc/s; 12330-12400 kc/s; 16460-16530 kc/s; 22000-22070 kc/s.

Stations known to be listening and operating on one or other of the correct channels are Hollandia, Umea, Papeete, and Suva Post Office, with Suva radio on the correct channel.

In addition, Pago Pago maintains continuous watch on the international 2182 kc/s distress frequency, while Papeete, Rarotonga, Niue, and Nukualofa maintain a limited watch on that frequency. Elsewhere pandemonium still reigns supreme.

THE GIBSON GIRL:—A correspondent, referring to PIM's advocacy of the Gibson Girl as

standard safety equipment in the Islands, says in effect, what is the use of a *Gibson Girl* when we cannot raise the coast station with our ship's R/T set when right alongside it—and he cites a particular case, which in fact is typical and actually stresses the advantage of the *Gibson Girl* over the R/T set in case of distress.

(Over)

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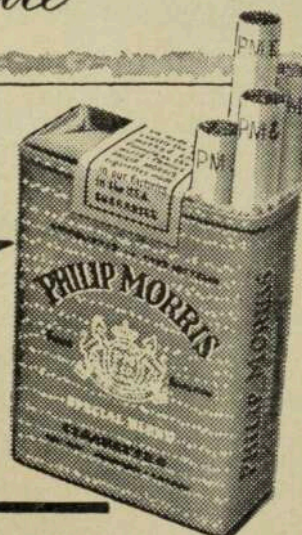
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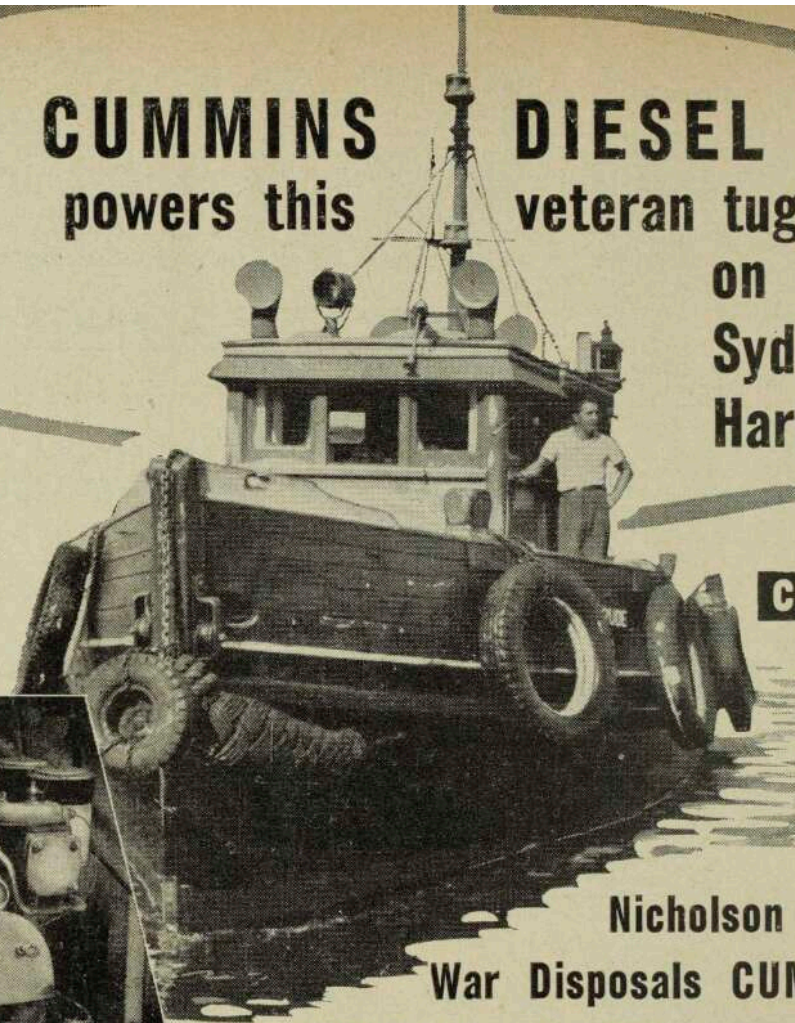
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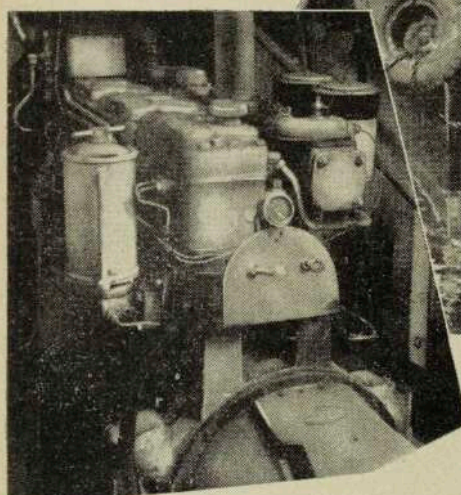
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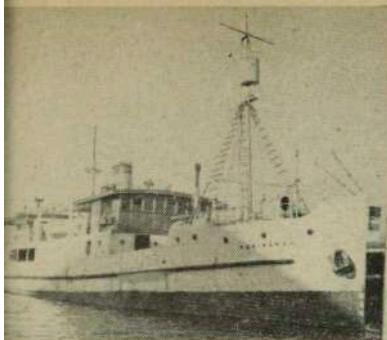
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JANUARY, 1956 — PACIFIC ISLANDS MONTHLY



LEFT: The former WPHC vessel "Kurimaru", refitted by present owners E. Berg & Co., of Sydney, and preparing in December to depart for New Guinea. RIGHT: June and Buz Champion the American yacht "Little Bear", now in Auckland.

What our correspondent apparently does not know is that the coast station mentioned maintains watch on his particular ship frequency at certain very limited watch periods, outside which it is useless call.

But at the same time that coast station, and many other coast and ship stations, are maintaining continuous watch on the *Gibson Girl's* 2182 kc/s frequency, which is the normal big-ship calling and distress frequency. Even if that particular coast station should not hear his distress signals, there will be an excellent chance that another ship or

coast station will do so, as no frequency is more closely watched throughout the world than 500 kc/s.

Chances of interception there are much greater than on 2182 kc/s R/T, where, especially in the tropics, there is considerable static, and possible "skip" of signals at night.

JOYITA INVESTIGATION:— During the month there was an announcement from New Zealand's Minister of Island Territories that preliminary examination of *Joyita* excludes piracy, mutiny, explosion, collision, or grounding as possible explanations of the loss of all aboard, or of damage caused to the

vessel. Evidence collected by the Chief Surveyor of Ships would be included in a full report to the Government and would soon be considered by a competent commission of inquiry at Apia.

At about the same time the New Zealand Company of Master Mariners, in a letter to the *New*

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Zealand Herald, deplored the fact that the Minister had sent an engineer surveyor to Suva instead of "one who has been in command of a ship, a master mariner, who has stood the test of difficult examination in navigation, seamanship, meteorology, ship construction, stowage of cargo, handling of crew and passengers." The Master Mariners said, "what happened to the *Joyita* is a serious question and one requiring sound survey to obtain some plausible explanation of the calamity."

Beyond a continuing spate of conjecture and rumour no new firm facts had been made available to the public to mid-December.

MORE OPERATIONS SCREW-BALL:—For the second time in a year a runaway boat-load of Easter Islanders turned up in Polynesia—this time at Atiu, Cooks, early December, after a 54-day passage apparently right through the Tuamotu and French Oceania. The five men aboard, like their predecessors who arrived at Kauehi, Tuamotu, in December, 1954, had stolen an open Government rowing boat and were actually bound for Tahiti. The first had been a 22-ft boat, and the voyage under sail had taken 29 days.

On this occasion the boat was a 28-footer. Evidently winds had been light or contrary, and the five men had been without food, other than

fish caught, for the last 24 days. They were taken to Rarotonga by *Viti* some days later and no doubt will be shipped home via the only possible route—New Zealand, Panama, Chile. The boat has been left at Atiu.

A few days after this voyage ended, another *Kon-Tiki/Seven*

Little Sister type of voyage began from Callao, Peru, now the recognised kicking-off place for Pacific raftsmen.

Named *La Cantuta*, after a Peruvian flower, this 30 ft x 13 balsa raft is breaking new ground only in that there is a woman aboard. The party consists of lea

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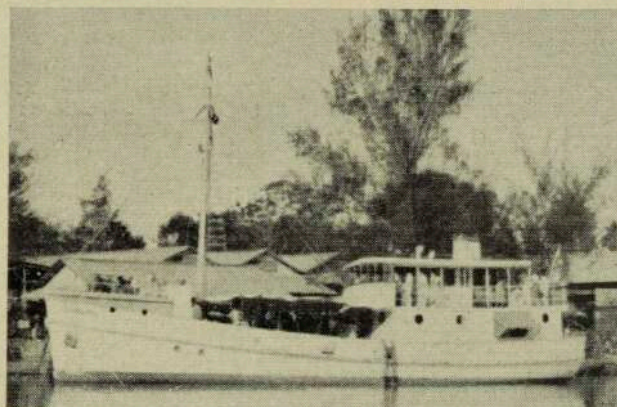
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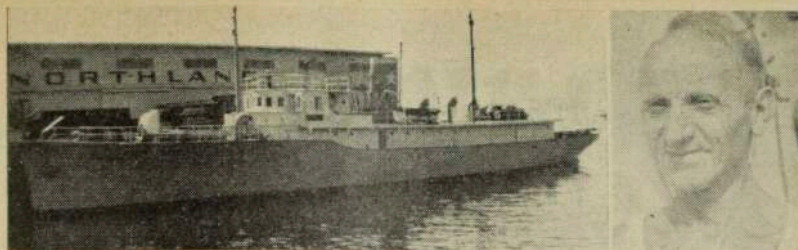
uardo Ingris, 45, Czechoslovakian-born naturalised Peruvian; Mirko uerecky, 29, a Czech radio operator; ndy Rost, 27, Dutch seaman; oaquín Guerrero, Argentinian ortsman; and the lady, Natalia azuleros, 29. PIM is seeking information from Callao as to radio equencies in use, etc. Senor Ingris edicts a landfall in about 80 days om departure—presumably December 4—which would indicate id-February in the Tuamotu—or rhaps a lot later and a lot further est, depending on circumstances countered.

(With the use of its emergency tboard motor, *Cantuta* put into alapagos about Christmas because iss Mazuelos was ill. Departed ain on drift, Dec. 28, Miss Mazuelos stored to health. Report from America to the effect that a uth balsa raft being prepared by ruvian named Nicanor Sanchez, o proposes to drift to Australia).

THOSE LEPER KETCHES:—Two ars ago it was announced that the ew Zealand Lepers' Trust Board ould finance the building of four tches for medical work by Mission cieties in the New Hebrides-lomons area. There were many lays in agreement over a standard an, but tenders were finally called d a contract let early in 1955 to e Auckland yard of Chas. Bailey d. for three vessels.

It was then stated that the con- ct called for delivery of first ketch thin 13 months, and the following o at four-monthly intervals there- ter. A visit to the yard in mid- cember showed that though some mes and timbers were cut, no keel d yet been laid for the first vessel. e builders reported that they e held up pending arrival of rdwood timber from Australia, d the construction was well be- nd schedule. One Mission—the esbyterian—decided that the funds uld be better applied to a hospital, only three of the original four ssels will be built.

WHERE TRADE OFFERS:— essrs. Athol Rusden and Ronald ker, formerly associated with the ooner *New Golden Hind* which, *Artimese*, was later wrecked in e Tuamotu; and with *Philante II*, ce wrecked in the Loyalty Is., may ing another from England to the cific next Winter. They are gotiating purchase of the 72 ft x ft x 9 ft ketch *Keriyee*, which ould be fitted to carry a certain ount of cargo to engage in Island ding where the opportunity offers. *Keriyee*, built 1949, is mahogany anked, with teak decking, and wered by a 70-hp Glennifer diesel. Since disposing of *Philante II* to r. Martinet, of Noumea, the rtners have been in business in ickland. If the purchase is final- d, as expected, they plan to leave



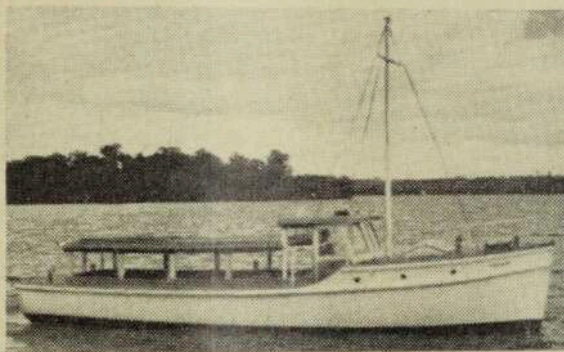
The 495-ton Costa Rican vessel "Rican Star", mentioned last month, which called at Suva in November-December. She had a full cargo of dynamite for Sydney. Right: Captain Julius Jensen, who was in command.

for England to take delivery about May.

DEGEI WAS THERE:—In its desperate search for sensational

angles to the *Joyita* tragedy the Australian press overlooked one interesting feature of the case which concerned what they called the

40 ft. Workboats



This boat is giving good service to the Australasian Petroleum Co. Pty. Ltd., Port Moresby. It's a new Halvorsen-designed modification of the army-type work boat. The new raised deck gives maximum space and it's more seaworthy.

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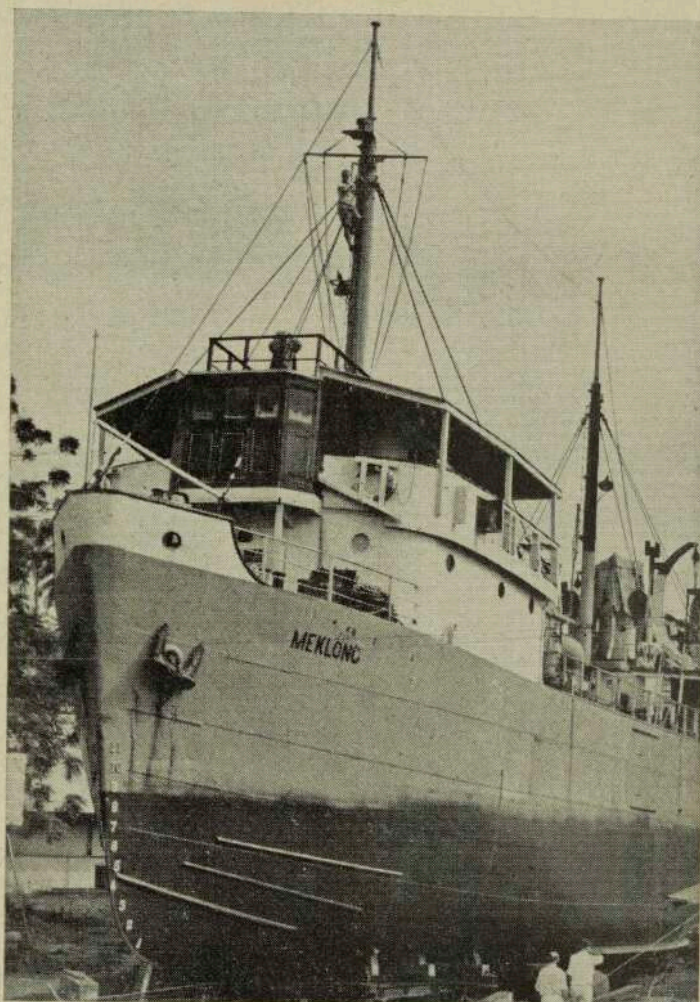
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unch" *Degei*—which happens to over 200 tons gross. This was at vessel's curious link with other ill-fated vessel.

Just six years ago, in the same sea where *Joyita* was found drifting, *Degei* had rushed to the aid of the 437-ton Suva-registered *Awahou*, which had sprung a serious leak. As *Degei* towed her the miles south to Suva all that at her afloat was a cargo of empty drums—just as empty drums had at *Joyita* afloat.

In September, 1952, *Awahou* and every soul aboard disappeared in circumstances as remarkable as those surrounding the *Joyita* case, the bound from Sydney to Lord Howe. A weak and garbled distress failed to explain just what had opened to cause that vessel's complete disappearance without trace.

RANNAH DISMANTLED:—The wooden 300-tonner *Rannah*, on the off Avarua, Rarotonga, since November 16, 1954, and sold several months ago by the insurance underwriters, has now been stripped and equipment was put up for auction on December 10. The vessel had been purchased by Messrs. Halls Brothers, of Pelorus Sound, at a very low figure.

Within hours of their arrival in

Rarotonga this firm's representatives proved that they had made a good investment by having one of the two main motors running in the vessel as she lay on the reef.

Results of the auction sale were not to hand but it was thought probable that the Cook Islands Administration would purchase the motors for use in the new cool store which is now being built at Rarotonga.

Unless the stripped hull is broken up there is the possibility of it being thrown right across the reef into the harbour in heavy weather and becoming an obstruction in the already very restricted navigable area.

ANOTHER BP ADDITION:—Burns Philp (SS) Ltd. of Suva have purchased the attractive and modern Dutch-built New Zealand coaster *Zephyr II* for use in Fiji waters.

A single-screw steel motor vessel of 257 GT, 115 nett, she measures 125.1 ft bp x 23.1 ft x 8.8 ft moulded depth, and will be an important addition to the Fiji smallships fleet. New Zealand owners were North Westland Shipping Co. The vessel was expected to clear Wellington for Suva late December or early January. Negotiations for the purchase of the vessel were reported some months ago.

BIRD'S LAST FLIGHT:—Compagnie Francaise des Phosphates de l'Océanie's graceful 3-masted steel 398 GT schooner *Oiseau des Iles* (*Bird of the Isles*) has probably made her last voyage from Makatea phosphate island to the Cook Islands where she has become well known in post-war years.

The schooner, between her routine voyages with stores and personnel between Papeete and Makatea, has regularly made recruiting and repatriation voyages to the Cooks, where most of the labour has been obtained. With the free-market copra price unfavourable there is some unemployment in French Oceania and the local people are seeking work with the phosphate company.

The Makatea job was popular with the Cook Islanders and there were invariably more men offering than could be signed on. Late November, the last group was re-

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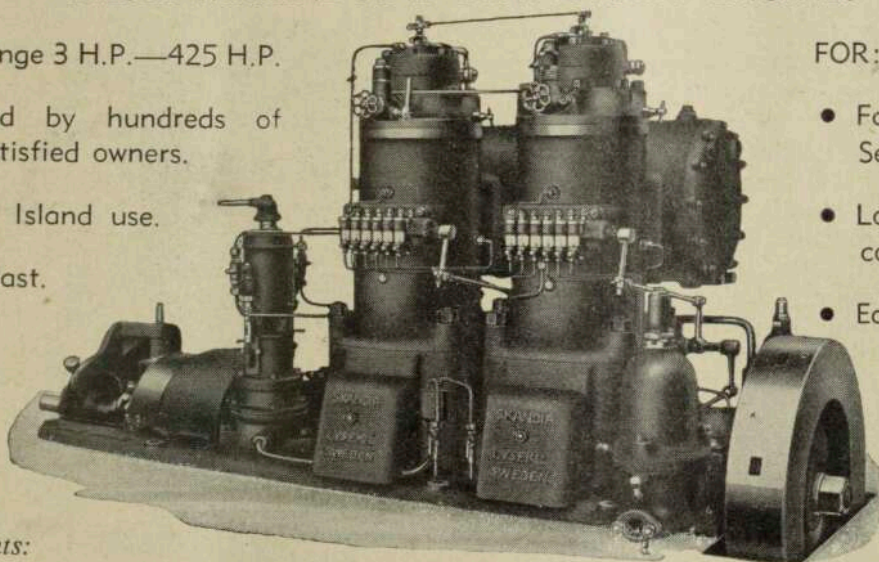
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patriated to Atiu and Mauke Islands, the schooner clearing then for Bora Bora.

NEW BPC VESSEL:—To serve the British Phosphate Commissioners' Nauru-Ocean phosphate trade with Australia and New Zealand the new 9,993 GT vessel *Triaster* arrived in the Pacific in December. She takes the name of the *Triaster*, lost to German raiders off Nauru on December 8, 1940, together with the BPC vessels *Triadic* and *Triona* and the chartered vessels *Komata* and *Vinni*. The three BPC vessels have all now been replaced. *Trienza*, fourth vessel of the BPC fleet, survived the war.

The latest addition has very fine accommodation for 48 passengers, and a phosphate capacity of 11,200 tons. She has the overhanging cable-ship type of bow and special powerful windlass required for lifting and relaying the heavy moorings at the islands.

By arrangement the BPC vessels also service the Makatea Island moorings for the French company when this is necessary. *Triaster* No. 2 is commanded by Captain J. E. Semmens, who was serving in her predecessor and taken prisoner by the Germans when his ship was sunk, spending over 4 years in a German prisoner-of-war camp.

SHIPS' OFFICERS IN DEMAND:

—An intensive recruiting campaign for young men capable of being trained as officers and engineers on local ships is to be undertaken in New Caledonia. There are at present only enough qualified men available to fill about half the jobs offering in local waters—and 50 per cent. of

those available are between 18 and 50.

The young men are to be trained locally and then go to maritime schools in France to be "finished."

KWATO CREW FOR KUMARAU:—Eleven Kwato natives arrived in Sydney from Samoa.

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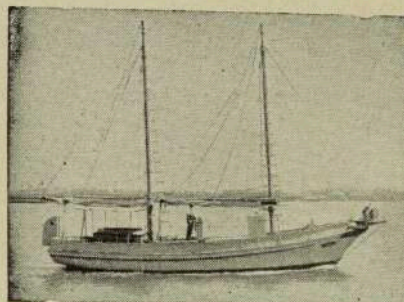
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770 cu. ft. in
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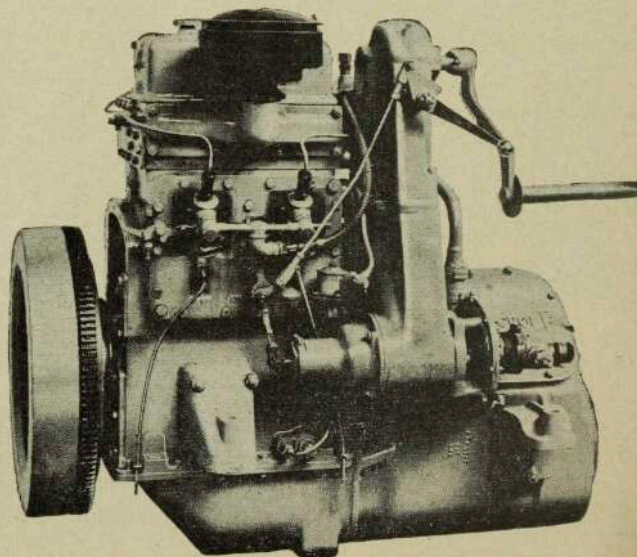
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qua, on board the *Malaita* in December. They will crew the *Kurirau* on her forthcoming voyage to Port Moresby. (See Smallships section, December PIM. Also photograph this issue).

EX-HONOLULU CUTTER IN DOUBT:—The eight tons brig was reported in trouble at Big Bay, Santo, New Hebrides, in early December and cables indicated that it was a total loss. She was valued at approximately £A2,000. *Eby* was built in Honolulu in 1938 and was crewed by local Vietnamese, Vu Tien and others. After they got ashore, the crew had to walk through the bush to get across the island from Big Bay to Luganville.

WATCH ON THE JAPS:—The Government announced in December that it would keep a 24-hour radio watch on Japanese fishing boats working near the Fiji group.

The watch will be kept with a radio receiver recently landed from the UK. The Government admits that the receiver will not detect trespassing fishing boats but means of minimising the possibility of infringing of territorial rights is being explored.

The Jap. fleet that was in Fiji waters in October-November (about the time of the *Joyita* incident) has returned to Japan.

MAKING CI SHIPPING SAFE:—During the October sessions of the Cook Islands' Legislative Council the Inter Island Boat Travelling Ordinance 1955 was passed. The object of the new Ordinance is to see that boats will travel with reasonable safety for passengers and crew. Shipmasters are now required to apply for permission to make inter-island voyages and must state the number of passengers to be carried, the amount of food and water aboard, and other relevant details. The Collector of Customs at Rarotonga, and the Resident Agents of other islands, are authorised to register such sailings, and a blanket authorisation to cover a twelve months period can be made by the Resident Commissioner in order to avoid loss of trading time.

The authorised officials may refuse permission for a trip if they consider the boat to be overcrowded, unworthy, undermanned or under-ventilated—or if weather reports from Rarotonga Radio Station indicate that the trip would be dangerous. Persons who fail to comply with the regulations laid down in the new regulations will be liable to fines of up to £50, or imprisonment up to three months. The first practical result of the Boat Travelling Bill was seen on November 29, when the *Inspire* left Rarotonga for Aitutaki and Penrhyn. A number of passengers was

limited to 35 for Aitutaki and 15 for Penrhyn. The *Inspire* now carries a radio which was used for the first time on this trip to give test calls.

ANOTHER JAP ON A REEF:—It was confirmed in Port Moresby on December 4 that another Japanese fishing vessel had been wrecked on the reefs off the Fead Islands, New Guinea.

The trawler, of about 300 tons, was abandoned and its crew of 25 was picked up later by another Japanese vessel.

The reefs off the Fead Islands claimed their first Japanese fishing boat about 12 months ago.

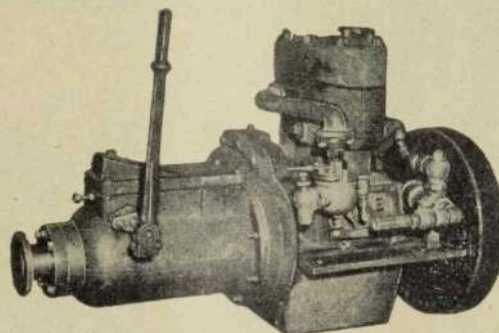
LONG STAY ON REEF:—The 8-ton auxiliary ketch *Hollydene*

(previously reported as *Holydream*) which went up on a reef at Ava Island in the Ninigo Group, NW New Guinea, in late October, was reported end of November to be still on the reef. Bad weather in the area had prevented any attempt to salvage it.

UNUSUAL SHIPPING MISHAP:—Nowhere else in the Pacific Islands but in the big rivers of Papua's Gulf country could this sort of mishap occur—the 450-ton MV *Melinga* was struck by a 10-ft tidal bore while lying at anchor on the Omati River, on the night of December 28.

The managing agents, N. F. (Continued on Page 97)

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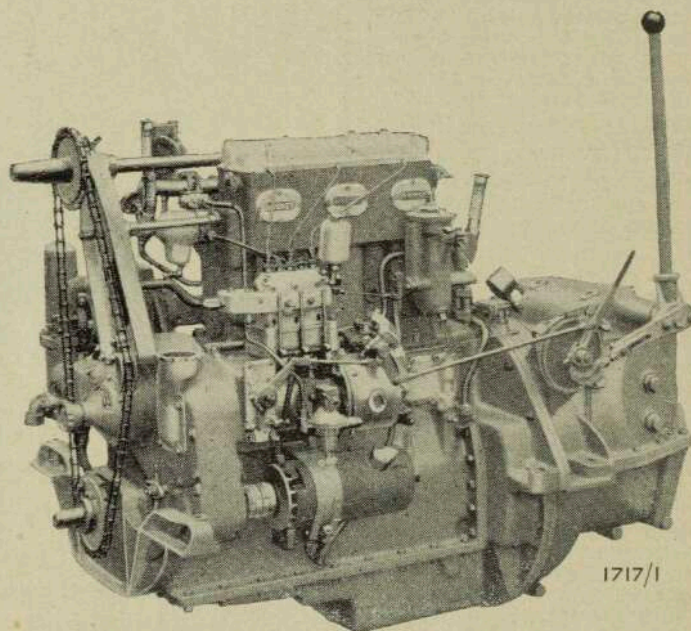
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Award to Scientist

Jacques Barrau has been awarded the Médaille de la Nation Nationale de l'Acclimatation de France, private scientific study with HQ in the Museum, which is raised by the French Government.

Barrau, who is 30, joined with the South Pacific Commission in New Zealand as Technical Officer, Subsistence Agriculture, since 1952. Previously he was Head of the Department of Agriculture, in New Zealand.

Barrau has made a special study of subsistence agriculture in Melanesia for the SPC and will look on the subject to appear in 1956.

Barrau is now investigating the same subject in Polynesia. Our photograph shows him studying a Western Samoan



variety of swamp taro, locally called Pula'a.
Photo: Donald E. Ross.

Ratu Penaia, who has been Lieutenant in charge of the Fiji Battalion in Malaya since Colonel returned to New Zealand some months ago, and who now is in process of bringing the Battalion back to Fiji after three years' foreign

service, will, in 1956, join the Fiji Government staff as Development Officer in charge of the Vanua Levu District. Ratu George Cakobau and his cousin, Ratu Edward Cakobau, are the two Development Officers in charge of the Viti Levu Districts.

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Sydney Christmas Parties For Young and Old

THE following donations towards the cost of their Christmas party for NG children were received by the New Guinea Women's Club of Sydney:

	£	s.	d.
Previously Acknowledged	40	12	0
Mrs. Jones	2	2	0
Mr. & Mrs. Keenan	1	1	0
Mrs. Mears	10	0	0
Mrs. M. White	1	11	6
Nestles			Sweets
Mr. & Mrs. Pennefather	3	3	0
Pacific Islands Monthly	2	2	0
Mrs. L. Roberts	3	18	0
Mrs. Lesley	10	0	0
Mrs. Parry	1	0	0
Mrs. Page	1	0	0
Mrs. Green	2	0	0
Colyer Watson	10	0	0
Mrs. A. W. Laws	2	2	0
Mrs. M. Costelloe	2	2	0
Mrs. T. T.	5	0	0
Mrs. Barr	3	0	0
Lady McNicol	1	0	0
Mr. & Mrs. J. Dunbar-Reid	2	2	0
Mrs. Symmington	10	0	0
Capt. & Mrs. McFaydan	1	1	0
Kokopo Sports Club	5	0	0
Mrs. H. W. Johnston	2	0	0
Smalls Chocolates			Sweets

£88 11 6

The children's party, held on December 12 in the Club Rooms in Sydney, was a great success. Over 90 children received a gift from Santa Claus.

SYDNEY CHRISTMAS PARTIES

The Pacific Islands Society of Sydney held a Christmas cocktail party for a

large number of members and their friends on December 9. A week later, on December 16, the New Guinea Women's Club gave their annual party for past and present residents of Papua and New Guinea. Both functions were as usual, very successful.

¶ Mr. Jacob Rahiman, a son of and Mrs. Peter Rahiman, of Fiji, has passed his final for degree of Bachelor of Dental Surgery at Otago University.

All over the world Smart people—
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with a Kiwi Shine**



From New York to Timbuctoo—
From Birmingham to Hawaii—
From London to Papua
Smart people start the day
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Kiwi puts a gleam on your
shoes that lasts all day.

They're well worn, but they've
worn well, thanks to

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B156

† Mr. Ralph Craib, a newspaperman on the Oakland Tribune (California), has been granted a fellowship by the Reid foundation for a

year's study of the Australian Dutch approaches to administration in New Guinea. He will visit territories towards the end of year.

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Consumer Buyer-Resistance Starts Chain-Reaction In Cocoa Industry

An address given in Tasmania by Mr. J. P. D. Lloyd, chairman of directors of Cadbury-Pascall-Fry, has been published as a monograph by the Economic Society of Australia and New Zealand. It gives an excellent survey of the cocoa industry. Mr. Lloyd recently visited New Guinea, and his remarks are of interest to all actual and intending Pacific cocoa planters. A summary of the monograph follows.

It has been found from surveys made overseas and in Australia that the consumption of confectionery varies closely with the level of national income—in the past years in Australia it has been at 1.2 per cent. of income, which is approximately the same as it was before the war. This figure includes chocolate confectionery and is made of ingredients other than cocoa-beans.

However, in the 1953-55 period, another factor entered into confectionery statistics: the steadily rising price of chocolate which resulted in an overall fall in the consumption of confectionery, and, as a result, a switch from chocolate to other confectionery which had risen in price in the pre-war period by 85 per cent. in comparison with chocolate's 130 per cent. (Ice cream and cordials have risen in the ten years, 1945-55, by only 65 per cent.; tobacco, beer and cinema seats by 40 per cent. The Australian basic index has risen 150 per cent.). The rise in the price of chocolate is, of course, directly linked with the phenomenal rise in the price of cocoa-beans in 1954 and 1955.

Mr. LLOYD went on: The main end-products of the cocoa bean are cocoa powder and eating chocolate. The most important form of the latter at present is milk chocolate.

To-day, to make cocoa powder which is used in the home, we extract some of the cocoa butter in the process in order to reduce the richness of the drink, and in another part of the process we add back the extracted cocoa butter to other cocoa products and to sugar in order to make plain chocolate.

Milk and other ingredients are incorporated at different stages in the process to give the variety and richness of eating chocolate which are required.

Australia, with a raw cocoa consumption of about 10,000 tons a year of a total world production of about 700,000 tons a year, is a comparatively small user.

Australia cannot of itself greatly affect the fortunes of the cocoa industry as a whole and has to accept its economic position in the world, which is controlled on the one hand by supply and on the other end

by demand which comes in the main from the United States of America, the United Kingdom and the countries of north-west Europe.

Because in Australia over the last

few years, there has been a swing away from the chocolate product to cheaper forms of confectionery, the output from chocolate manufacturers has been reduced from about 35,000 tons in 1950 to an annual rate of about 23,000 tons in the first half of 1955.

One of the main factors contributing to the restricted supply of cocoa—and therefore to its high price—is the spread of pests and disease, especially in some provinces of the Gold Coast, where the cutting out of trees is the only effective remedy found so far.

Raw cocoa is an important commodity in world trade. The crop is essentially tropical and almost the



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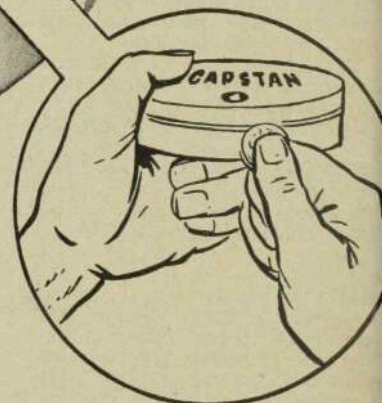
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hole output finds its way to the consuming countries in the more temperate zones.

If you put a value on cocoa of £300 a ton, world trade in the commodity is of the order of £200 million.

As so much cocoa is grown in Commonwealth countries and sold in the United States, it is a valuable dollar earner, providing the sterling area with nearly 100 million dollars a year.

However, during World War II output dropped by nearly 30 p.c., due mainly to the spread of pests and diseases, of which swollen shoot, black pod and capsid are the most important.

To-day it is estimated that pests and diseases account for about 10,000 tons of cocoa a year throughout the world, so that if this effect could be eliminated, total production would rise immediately from the present level of 700,000 tons a year to 900,000 tons.

Because of the world shortage of cocoa and buoyant demand for end-products, supply and demand have equated at a high price. The Sterling price of cocoa fell from about £110 a ton in 1918 to £10 a ton in 1940, but by mid-1954 had increased to over £500 a ton. While raw material prices generally are about four times the pre-war level, cocoa prices were, in mid-1954, about 18 times higher.

It became clear that these high prices could not be maintained, and it was found, particularly in the United States and indeed in Australia, that consumers would not pay the necessarily high price for chocolate, and use in the United States dropped considerably in the first six months of 1955.

We have already seen what has happened to chocolate output in Australia.

The effect of a decrease in consumption because of the high price is already having its effect on the price of cocoa beans. The manufacturer reduces his stock of cocoa, and buys on a hand-to-mouth basis, and as a result the price is now below £Stg.300 a ton.

It may be asked why the relatively high prices being obtained for raw cocoa since the war—and at the present level they are approximately ten times the pre-war level—did not encourage quicker expansion of production.

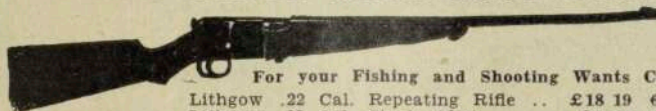
One reason is that the cocoa tree does not come into full bearing until about six years after the seed has been planted, so that supply is to some extent inelastic.

The great problem which faces the cocoa industry to-day is how we are to stimulate supplies to bridge the gap between the present production of 700,000 tons a year and an estimated demand of 1 million tons a year.

One result of inadequate production is that it gives rise to the use of substitutes or alternatives which have some attributes akin to those of raw cocoa or of cocoa butter.

THERE are three ways in which cocoa production could be increased: firstly, by the control of pests and diseases in those countries which now produce; secondly, by more intensive cultivation and by the improvement of stock in these countries; and, thirdly, by the development of raw

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cocoa as a crop in tropical countries such as Malaya and New Guinea, from which considerable contributions may be made.

Papua-New Guinea, is a suitable land for cocoa.

Many parts of the country have the required climatic conditions and the rich volcanic soil in which the cocoa tree flourishes.

The territory now produces about 1,000 tons of bean a year, and it has been estimated that there is a potential for 20,000 tons a year eventually—about twice Australia's present requirements.

There are, of course, difficulties—the planter himself, if he opens up new land, is faced with substantial capital outlay, and it has recently been estimated by the P-NG Department of Agriculture that for a cocoa plantation of 150 acres, total indebtedness at the end of the fourth year will be something of the order of £23,000.

When an area of this size is in full bearing, the running costs, including repayment of capital and interest thereon, are estimated at about £200 a ton for cocoa on the basis that the crop will be 50 tons a year from the 150 acres.

If the price received for cocoa beans is £300 a ton in plantation

store, the planter's return will be £5,000 a year.

A planter developing new land

faces risks, and even if he can raise the necessary money to give him financial security while he is getting

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o crop from his trees, he must be man of many attributes. He must be able to recruit and manage his labour, to cut his timber, put up his building, and maintain his machinery. Above all, he must have the courage which will make him face an area of virgin jungle and subdue it.

Cannery Means More Mail Business



The result of the Van Camp canning operations at Pago Pago, American Samoa, is an increase in postal business. To cope with this branch postal office was recently opened at Faga'itua Village, Eastern Tutuila, and another in the western district of the island at Leone. The photograph shows the opening of the Faga'itua branch with Talking Chief Laumilo, who will be the local postmaster, shaking hands with Postal Chief Hunkin. In the background are Fa'ae, son of the Talking Chief, and his assistant Mrs. Jane Uhrle.

—Photo by Fitzreed Studio.

Prince Tungi, Prime Minister of Samoa, returned to Nukualofa by the December sailing of the *Matua* after a short visit to Auckland with Queen Salote. The Queen remained in Auckland and is now on a visit to Sydney.

Samoan Bananas Better Than Fijian

IN August, a party from Fiji visited Samoa to study banana growing and exporting. A report on this visit issued by Messrs. A. R. Browning and V. N. Koroi has now been issued.

The report suggests that damage from leaf spot, bunchytop and scab moth is not as severe in Samoa as in Fiji. The Samoan product looks better when shipped than does the Fijian product and the report finds much to admire in the organisation and working of the Samoan banana scheme.

The investigators consider that the system whereby individual growers

pack their own fruit is better than the system of collective packing stations existing in Fiji. The only constant fault they found in packing was the inclusion of small fruit. They found the export pack of Samoan bananas generally very good.

The report concludes:—"If the difference between Samoa and Fiji fruit is as great on arrival in New Zealand as it is at the points of departure, Fiji can expect to meet serious competition from Samoa should more shipping become available to that country, unless a better product is exported in a more attractive pack from Fiji."

¶ Mr. C. L. Cheng has been appointed a member of the Suva City Council for a term of 3 years.

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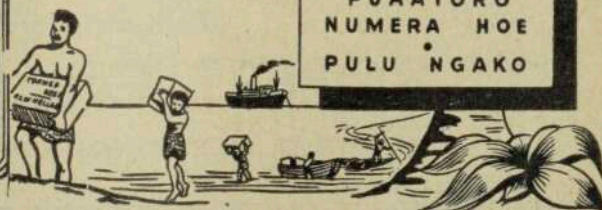
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Indian Dinner for Fiji Governor



The Indian Association of Fiji entertained the Governor of Fiji, Sir Ronald Garvey, and Lady Garvey at a dinner in Suva in late November. Shown in the photograph (from left to right): Mrs. Shankar Pratap, Mr. A. Lateef, Mrs. Hari Charan, Mrs. Ragnar Hyne, Mr. Hari Charan (resident of the Association), Sir Ronald Garvey, Mr. D. D. Bafia (Indian Commissioner in Fiji), Lady Garvey and Mr. Shankar Pratap.

—Photo by Caine's Studios.

Ram Chandra and Shiuchandra, the twin sons of Mr. Odin Ramrakha, Suva, Fiji, have passed their finals for their MB, BSc degrees at Sydney University. They will spend 1956 as residents at one of Sydney's hospitals and then intend to practise in Fiji.

† Mr. Douglas E. Pearce, an officer of the Literature Bureau of the South Pacific Commission, arrived in Apia, Western Samoa, in November. He advised the Government on the establishment of a library and a bookshop and other matters connected with literature.

Papeete Assembly Discusses Budget and Taxes

THE last session of the Assemblée Territoriale of French Oceania for 1955 opened in Papeete on November 14.

Main business was the debate on the 1956 budget of 420 million francs.

Also on the agenda were suppression of the hire-purchase tax on foreign cars; the introduction of a new 8 per cent. sales tax and a tax on gasoline.

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Transactions and Proceedings

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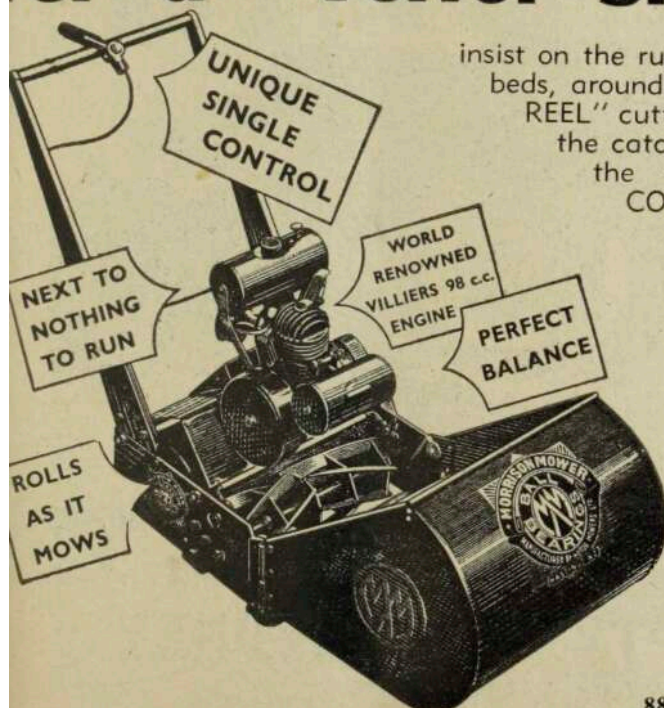
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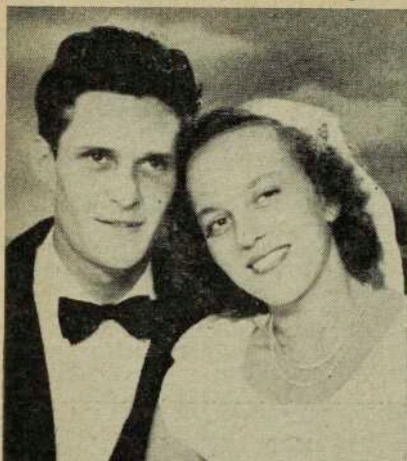
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Cugola-McCoy Wedding



A photograph taken after the marriage, on December 7, of Miss Barbara McCoy to Mr. Reggie Cugola, at the Roman Catholic Church, Vila, New Hebrides.

—Photo by Fung Kuei.

† To guard against the importation of plant diseases and pests, such as the rhinoceros beetle, two fumigation units are being established in the Cook Islands, one at Aitutaki and the other at Rarotonga. The one at Aitutaki will handle inward air freight and passenger luggage. The Rarotonga unit will handle the main seaward imports.

New Airfield Site Survey Planned in E. Samoa

ACTING Governor Alan MacQuarrie, of Eastern Samoa, on November 7, stated that a land survey will soon be made by American Samoa's Public Works Department to determine the amount of land that will be required for construction of a new airstrip in the Tafuna area, Western District of Tutuila.

The land is needed for a new air-

strip, roads, power lines, etc. Permission is being sought from land owners for rights of way in order to make the surveys, which will take 3 or 4 months to complete. He added that several months will elapse before actual construction work will begin and stated further that the rights of all property owners would be respected.

† Mr. J. D. Yelf, a new senior Agricultural Officer, will arrive in Suva, Fiji, early in the new year on transfer from Northern Rhodesia.

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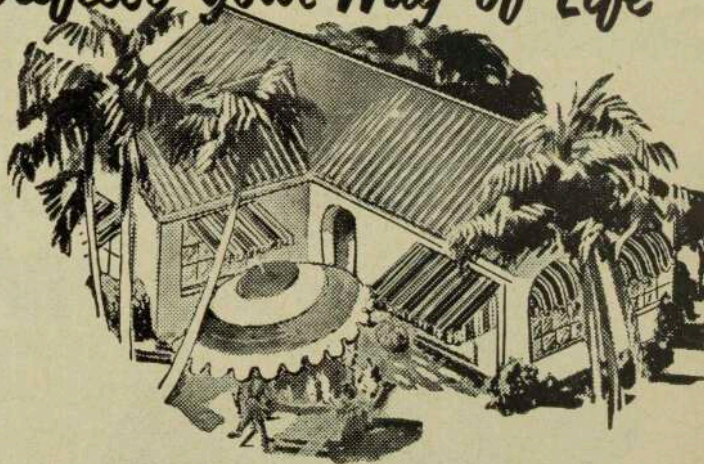
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ARI HAS A LANDROVER

You Can't Fly it, You Can Carry it

IN New Guinea, if you are sufficiently determined, anything is possible.

Consequently, there is now a Landrover vehicle at Tari, in the Southern Highlands district, a place where, if ordinary rules prevailed, no motor vehicle would yet be.

It was possible to fly the engine, the vehicle, and other detachable parts, into Tari in a Norseman plane but the chassis and frame could not fit in anything smaller than a Dakota.

So the Landrover was dismantled. Minj, the engine and some other movable parts flown to Tari by Norseman and the frame and chassis flown to Wabag by Dakota, and then taken by truck to Laigam.

From Laigam, 60 native carriers, under ADO Crellin, completed the overland portage in 11 days. During the 60 miles trek, they crossed ranges of up to 10,000 ft. and for three days, followed a track 9,000 ft above sea-level.

To facilitate movement of the frame and chassis, local natives along the route cleared a track 30 ft wide for practically the entire 60 miles. The Landrover is the first vehicle to reach the Tari sub-district and will be used on the 44 miles of roads constructed since the station was opened three years ago. Its arrival in Tari has shown the local inhabitants why the Kiaps have been insisting on something other than footpaths; previously they had not seen a road vehicle other than a bicycle or motorcycle.

LEPER MAN TO RETIRE

MR. P. J. TWOMEY, of Christchurch, NZ, to whose untiring efforts the leper patients of the Pacific Islands owe a great deal, has announced that he intends retiring from the position of Secretary of the Leper Trust Board at the end of 1956.

Mr. Twomey will remain director of the organisation, however, and as such may still visit Pacific Territories from time to time.

Mr. and Mrs. Mostyn Hart have recently left Norfolk Island. Mr. Hart is on the staff of Cable and Wireless Ltd., and has been transferred to Sydney.

Mr. J. K. Stone, formerly of the *Times*, Suva, and *Pacific Islands Monthly*, Sydney, has joined the staff of *The Dominion*, Wellington, N.Z.

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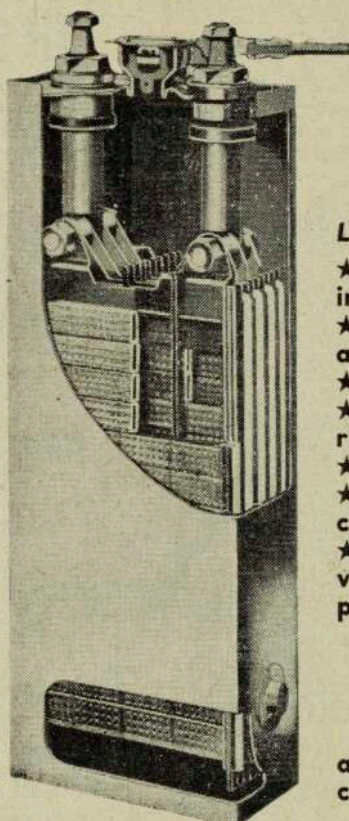
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MAGAZINE SECTION

Tropicalities

DO NOW—DEHYDRATED BEER!

sounds a technical impossibility—but there may be a hint of things to come in the Pacific by report from London which says the Army is co-operating with breweries in developing a method of dehydrating beer to reduce the heavy cost of shipping to troops overseas.

The Army rightly observes that there is no point in shipping the 99 per cent. of water content of the beer, which can be added at destination.

Very well, of course, if the kind of water is available at destination—or will any water do the Army?

If the research is successful there will be some interesting developments in territories like Western Samoa and the Cooks, where liquor is sold by the Administration, under permit, through the Treasury Office. One can imagine Monday, perhaps, as beer-mixing day at Rarotonga, with the junior treasury clerks plying their trade—one adds the buckets of water, one wields the paddle in the big vat at the rear of the office floor, and another ladling off and crown-topping the bottles; with the rich, possibly 99 per cent. (they like it stronger), or of the brew floating along the waterfront road to remind all and try that it's permit day!

Will it be sold in powder form, every man using his own discretion as to additives? A show of will, no doubt, call for the beer.—JPS.

JOYITA BRAINSTORMS

One of the best items of *Joyitaiana* collected recently was the report (with large headlines) in a Sydney newspaper that a seer, reading a tea-cup in Wellington, NZ, had seen the survivors of the ill-fated vessel on an island later identified as Swains Island. The seer had identified a ship, "whose bows rising out of the water," and the tea-leaves in her cup—also a "wildly-timbered island with one town." As she knew nothing about the Pacific, she went to the Wellington library, where the only island that fitted her description was Swains—which was providentially in the right locality (it is between the Tokelau group and the Samoan Islands.)

While the *Joyita* flap was upon us, PIM heard also—by coconut wireless from Suva—that the reason that the Japanese murdered the 25 people aboard was because they had discovered the Japs building a secret submarine base.

Unless they were building it at the bottom of the deep blue sea, it would be pretty difficult to see how the Japs or anyone else could be making use of anyone else's islands to carry out construction of that

sort unbeknown to Authority—which has a long arm these days.

Before and during the Pacific war, the Japanese did all the charting and spying that was necessary around our Pacific Islands—there can't be much more that they need to know. Yet PI residents see all Japs as spies, first—and as shell poachers (as they very often are), second.

THAT BLASTED CHANNEL AGAIN!

WE are interested to hear (Sept. PIM, Page 18) that ICI made the explosives that blasted, at Ivirua village here on Mangaia, Cook Is., a channel connecting beach with reef-lip, affording easy passage for whale-boats. Also that "magician" Aloysius Smith wrought this eighth wonder.

There appears to be confused



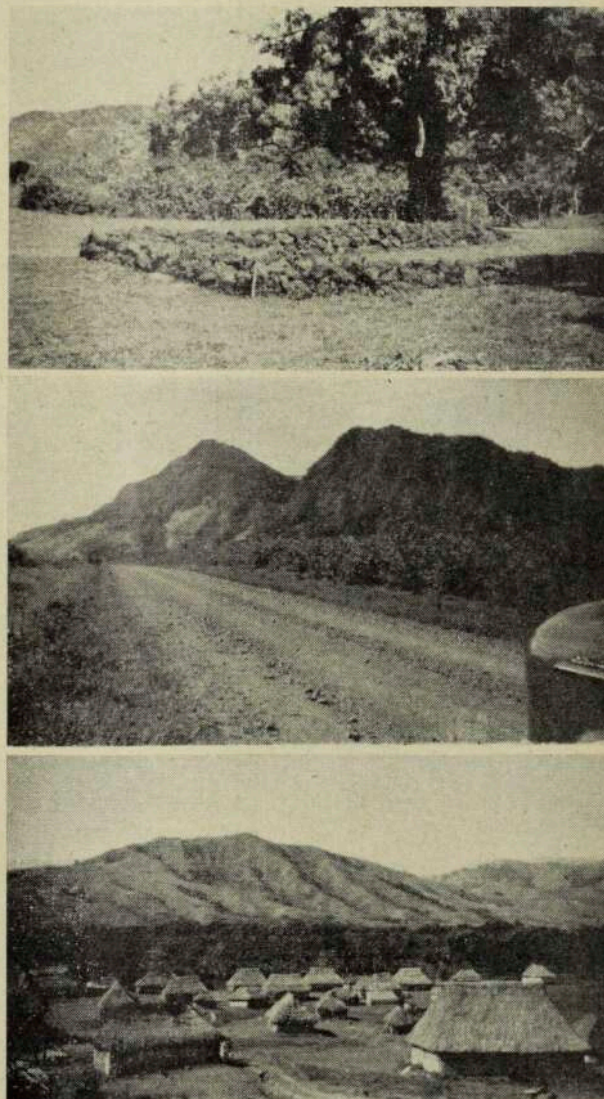
Sigatoka Valley

The 33-mile feeder road up the Sigatoka Valley from the coast to the Fijian village of Keiyasi gives access to this rich part of Fiji and should be of interest to tourists who hitherto have not had much opportunity of seeing what the interior of Viti Levu is like. The Sigatoka river is never far away and on top of some of the switch-back hills, magnificent views are obtained of the whole valley.

The road is aiding the development of flourishing farms that grow potatoes and other root vegetables, greens, sugarcane, bananas, fruit and tobacco. It is also aiding the manganese industry—a road branches off just before Keiyasi and leads to the mines.

Our photographs show, top, a manganese dump beside the road; centre, part of the valley road; lower, Keiyasi Village.

—Photos by Lema Low.



data. The channel is a natural one. It has always been there, connecting beach with outer ridge of Ivirua lagoon. The aim of blasting was not to create a passage, but to blow away the reef-"lip" that has always impeded entrance to this lagoon (and at Oneroa village also).

The abortive attempt of a wandering novelist to achieve improvements pales into insignificance beside the magic success of Mr. Smith!

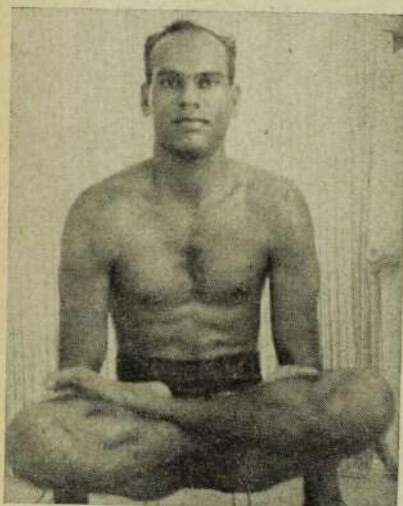
But our trouble is that ICI has got all its facts wrong. Mr. Smith only inspected the alleged improvements. Perhaps he wasn't quite clear just what the site had been like before the explosions. Locals saw little difference.

We find it remarkable that the nonsense as quoted was from, of all places, "canny" Scotland.—EDWIN GOLD.

HE TIES HIMSELF IN KNOTS

SOME people do odd things for a living, and Palmer Chetti Appalsami, 32-years-old Fiji-Indian exponent of yoga, is one of them.

He started practising yoga postures



at the age of 9, when he visited an ashram in India with his parents. After a spell back in Suva, where he attended the Marist Brothers' School, he practised for a few more years before staging his first public performance of yoga in 1940, since when he has become well known in Veti Levu for the excellent way in which he ties himself in knots.

In 1941, he became the lightweight wrestling champion of Fiji, and remained undefeated for 5 years. In 1946 and 1948 he toured New Zealand, demonstrating yoga postures at sideshows and cabarets.

Now he has recently returned to Fiji after a visit to Tonga, where he tied himself in knots to the astonishment—and amusement—of

audiences at 24 shows staged in various parts of Tongatabu.

Appalsami plans to visit Samoa and Tahiti early in 1956. This photo, by Jack Thornton, show the supple Indian doing one of his less complicated manoeuvres—the yoga version of sitting cross-legged.

After this most readers will, no doubt, prefer to stick to more orthodox ways of relaxing in the islands.

FILMING IN WESTERN SAMOA

WORK on the film, *Pattern of Islands*, had been 60 per cent. completed by late November and all concerned were reported as well satisfied with it.

The original story is based on a book of the same name by Sir Arthur Grimble—but Grimble's story is about the Gilberts, while the movie makers decided to make it in Western Samoa.

There is a great deal of geographical difference between Samoa and the Gilbert and Ellice Islands Colony—but apparently Samoa had advantages over the remote atolls in the movie makers' estimation—less isolation being one of them.

Grimble's book was very popular overseas, but most people who knew well the area Grimble wrote about ridiculed much of it.

There have been a number of movies made in the Pacific in recent years—none of which have received the seal of approval from Islands residents.

Moir Macdonald, who did well in the Gary Cooper film *Return to Paradise*, is again appearing in the *Pattern of Islands*. Moir—who is now married—had no sire for a Hollywood career. Now two movie making companies have come to her door with the blandishments. Few movie actresses have been so accommodated.

The Samoans who have taken part in the new film have been praised for their work. They are natural actors who enjoy the job.

† The Royal Suva Yacht Club have a representative at the footer world contest at Brisbane Qld., in January. The yacht TV has been shipped from Suva and will compete in five races.

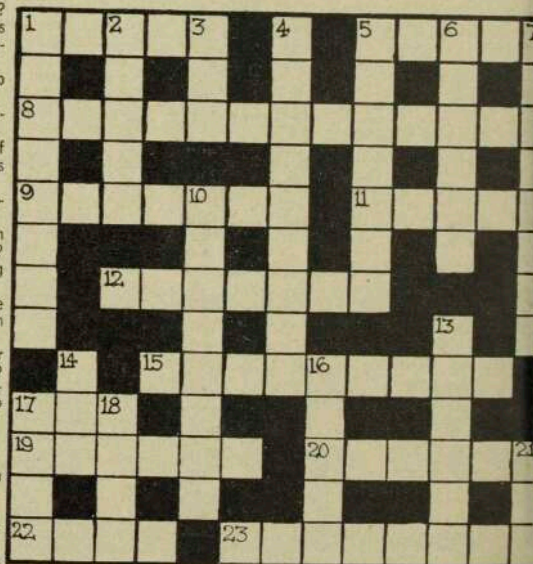
PIM CROSSQUIZ NO. 71

Solution on Page 90.

— A C R O S S —

- 1.—In which form of musical composition is the principal theme repeated after one or two minor themes are introduced?
- 5.—Which famous British novelist, because he wrote anonymously was called "The Great Unknown"?
- 8.—Who was outstanding as a trapeze artist before he became a film star?
- 9.—What adjective relates to modern Persia?
- 11.—What term for a doctrine is a palindrome?
- 12.—Which flightless bird of the southern polar regions does not inhabit the North Pole?
- 15.—What is a plan for deceiving the enemy?
- 17.—What is a popular term for an amateur radio operator?
- 19.—What is a counting frame?
- 20.—What valiant horse carried the good news from Ghent to Aix?
- 22.—What does a barrister take when he becomes a senior?
- 23.—Who assists an actor when he is at a loss for words?

- 10.—Who was the Saint that founded the Jesuit order?
- 13.—Who always plays the part of pessimistic pianist on the screen?
- 14.—In boxing what is the term for sudden thrust?



— D O W N —

- 1.—What famous eastern poem did E. Fitzgerald translate into English?
- 2.—Which is the most famous opera of Bellini?
- 3.—With what commodity did Rockefeller make his fortune?
- 4.—Which war in Spain and Portugal was carried on by Great Britain against Napoleon's marshals?
- 5.—What word signifying hardy endurance and simplicity is named from a Greek city?
- 7.—Which valve controls the flow of gas into a motor?

- 16.—What is the trunk of a statue with head or limbs?
- 17.—Who painted "The Laughing Cavalier"?
- 18.—Which famous thoroughfare leads to the gates of Buckingham Palace?
- 21.—What is the German word for "that"?

LESLIE GILL OF GIZO . . .

LESLIE GILL, of Gizo, in the Western Solomons, has always led a very full life, no time for holidays and too busy to married. A lot of his time and energy has gone into using good causes in the islands. He was in Melbourne in 1887, and was trained in electrician. After a spell at Chillagoe, in Queensland, he went to Ocean Island for the old Phosphate Company, serving there under Albert Ellis. After 2½ years Les Gill went to Papua for a range, clearing and planting rubber at Aroa, and Kanosia. From Papua he went to the Solomons, arriving at Gizo in 1911, and immediately was put to copra planting by his employer. Later he went recruiting for them in the



the "Enid", which took him round the other parts of the group. In 1913 he took and for himself in Vella Lavella, and led it. After 15 years in the Solomons, he had a holiday in Australia, about 1926. During the Depression he was forced to go to Gizo, and was able to buy Labete on Munda, later still Joroveto and Sangrana estates in Vella Lavella. For some time Gill had been writing for the "Bulletin" of Sydney; and was an eminent member of the Solomon Islands Press' Association at Gizo. When they led the "Planters' Gazette" he became one of the editors, sharing the board with Macdonald, and McKerlie. This newspaper was led for them in Australia, and demanded changes in land tenure, labour regulations, and institution of an advisory council. Two copies were sent to the King, and their campaign was a complete success.

In his spare time Gill had been studying accountancy, and is now a Fellow of the Australian Society of Accountants, with 25 years' experience.

After a stretch of 14 years in the Solomons, but leave, except a change of occupation, Les was compulsorily evacuated from the Group when the Japs were sweeping down in 1942.

From Australia he managed to be sent back to the Solomons as a Sergeant in the BSIP Force, but soon found himself attached to the American Forces, after being posted to Bougainville. Les went with the convoy and captured the main positions in the Western Solomons. He was at the landing at Rendova, later, at his own island of Vella Lavella. He returned to the BSIP Forces as Lieutenant. The Yanks left for Bougainville, and went to Australia when the War ended.

In 1947 he returned to the Solomons to

Some Reminiscences of an Islands Skipper

The Years Have Brought Many Changes

By CAPTAIN W. J. BUCKLEY

MY first sight of the Santa Cruz Islands, of which I was to see a good deal in later years, was from the deck of the schooner *Lindsay*, ten days out of Sydney, with only a glimpse of the Mellish Reef en route.

Vanikoro was in sight by the 10th evening and the following morning we anchored in Pau Harbour.

The history books tell us how Quiros first discovered these Islands, of how he made attempts to settle at Graciosa Bay, Ndendi Island, of how his crew mutinied, of the abandonment of his settlement and the return to Peru; and of how, a 100 years later, La Perouse and his men perished there.

The passage through the reefs that La Perouse is believed to have taken is what is now known as Blind Passage, though then it was evidently navigable. There in Pau Harbour he repaired his ships with the excellent kauri timber which is now exploited commercially, but there, too, the ships ended their days, evidently blown ashore.

Looking down from the hills of Vanikoro on a clear sunny day, one can see the coral bottom in the Passage. In one place the growing coral forms the shape of a ship.

During my many years in the Santa Cruz, I often came across relics of the old navigators. In a village on Ndendi I saw a native cracking coconuts with a bronze sword hilt. He had owned it for a number of years; it had been handed down to him from his father. It was obviously the hilt of a Spanish sword.

At Vanikoro there was a large sheet of beaten copper in a tambu house, which had been there for countless years. It was looked upon by the old natives as sacred but the younger generation knew nothing of its origin. A friend of mine acquired it for a few sticks of tobacco and had it fashioned into a large dinner gong. It no doubt

rebuild his wrecked properties and trading posts. He was responsible for the re-opening of Gizo as an overseas port. From 1950 till 1954, Leslie Francis Gill, MBE, FASA, was a member of the Advisory Council, but was forced to retire because of failing eyesight.

He has been in Australia for medical attention to his one good eye; the other was lost in an accident at Ocean Island about 1908. Gill had a close friend and neighbour in the Rev. J. F. Goldie, who founded the Methodist Mission in the Solomons and ran it from 1902 till 1952. It was said that the Gizo district had a trinity of G's, "Gill, God and Goldie". He has been on equally friendly terms with his fellow men in the Western Solomons, including vagabonds and sailors, and has been a valuable influence for good in the group for nearly 45 years.—BRETT HILDER.

belonged to the La Perouse ships.

Silver coins have been found dating back to Charles I of Spain.

According to Captain Dillon's report of his search for traces of the La Perouse expedition, the islands of the Santa Cruz Group were then densely populated. On my first visit in 1909, the population was estimated to be about 20,000 and was a great hunting ground for labour recruits. But in 1932, when I helped to take a census of the Group, there were only 48 natives living on Vanikoro, and they had not been born on the island. The Vanikoro natives had completely died out through tribal wars, European-introduced diseases, and black-birding.

On Ndendi, the largest island, there were 1,600 people in 1932, where in 1908 there had been between 5,000 and 6,000. On one recruiting trip in 1912 I obtained a full ship and the people asked me to take more. Returning some time later to that village I found that they had all died in a dysentery outbreak. I believe that in a few years the Santa Cruz natives will be extinct.

Quite the reverse is the case in another Solomon Island. In 1932, on my last visit to Tikopia, 90 miles south-east of Vanikoro, the population there was 16,000 and the people had strict laws to control the further increase in population on the crowded island. The word of the three chiefs was law. Only one son of a family could marry.

A man caught in adultery was put in a canoe with no paddles, given a few coconuts, and set adrift. If the canoe were blown back, well and good, but it rarely was. On my way to the Solomons in my schooner I once picked up such a castaway 100 miles from Tikopia and in a very bad way, having drifted for days. He was returned to his homeland some months later, but his relatives had to pay the chief before he was allowed to remain.

There was once a populated island about 40 miles to the north of the Duff Islands, from where canoes used to come visiting. About 1880, at the same time as the volcanic island of Tinakula appeared, this other island disappeared, complete with population, when a seismic wave swept the area. To-day there is about 7 fathoms of water in that area.

Thirty years ago the people in the Shortland Islands, Solomons, had some strange customs. One was known as Ha-a-ariro, or the leading

(Continued on Page 93)

Strange Death and Strange Burial of "Queen Emma" of N. Guinea

By R. W. ROBSON

LIKE most of the famous and picturesque characters of the Pacific Islands, Mrs. Emma Kolbe (better known as Mrs. Emma Forsayth and "Queen Emma") of Western Samoa and New Guinea, suffered grievously at the hands of cheap and shoddy space-writers.

These people string together a few facts and many unsupported reports and rumours to form the backbone of a sensational story; fill in the gaps from their own imagination; and then sell the result to some careless editor who publishes the lot as authentic history. They—editors and writers—seem to be too tired or indifferent to engage in a little research and check the facts. A lively story and a sensational headline are all that matter. In time, these silly stories are accepted as truth.

Again and again, in the past decade, I have seen sensational and completely untrue stories published about the death of Emma Kolbe at Monte Carlo. One, not long ago, took her and Kolbe to Monte Carlo in 1914, after a grand tour of Europe; set them gambling, and dissipating their fortune; and then killed them off in a suicide-by-poison act on the very eve of World War I (August 2 or 3, 1914). All untrue, except that both died in Monte Carlo.

During the last 20 years, piece by piece, I have gathered together a fairly complete story of "Queen

Emma's" remarkable life, in Samoa and New Guinea. Through the kindness of her relations, I now have a valuable collection of old photographs and documents illustrating events of her career. Soon, if time and business permit, I shall write the story of "Queen Emma"—a South Seas tale so picturesque that no imaginative embellishment is needed.

But there was one bit missing. Mr. and Mrs. Kolbe died natural deaths, in quite extraordinary circumstances, in Monte Carlo; and their ashes were afterwards interred in New Guinea. But none seemed to know exactly why they had been in Monte Carlo, or the date of their death, or how their bodies were disposed of.

So, while I was in Europe in 1955, I made a call upon Mr. H. R. Wahlen, aged 82, German-New Guinea pioneer, who lives in Hamburg, and who gave me a lot of early New Guinea history. At the same time, my friend Gordon Thomas (editor of the pre-war Rabaul Times) and his friend, A. H. Cresswell, gathered for me a good deal of data at "Queen Emma's" old home at Ralum, N.G.

The following article, about the death and burial of "Queen Emma," and the disappearance of her ashes, is assembled from material provided by Mr. Wahlen and Messrs. Thomas and Cresswell, and my collection of records.

EMMA COE, daughter of American Government Agent Joe M. Coe and a high-caste woman of the Mataafa family of Samoa, was married in Apia about 1868 to a well-born Englishman, Forsayth, and had one son, named Jonas Coe Forsayth.

In New Guinea, in 1894, when she was a 44-years-old widow, she married Captain Paul Kolbe, a German. She already had had a remarkable life, in both a romantic and commercial sense. She then was very rich; and she was much richer when, about 1909-10, she gave out most of her interests. She and her husband travelled widely.

By 1912, both Mrs. Kolbe and Paul Kolbe were in poor health, and both suffered from diabetes—a killer in those days.

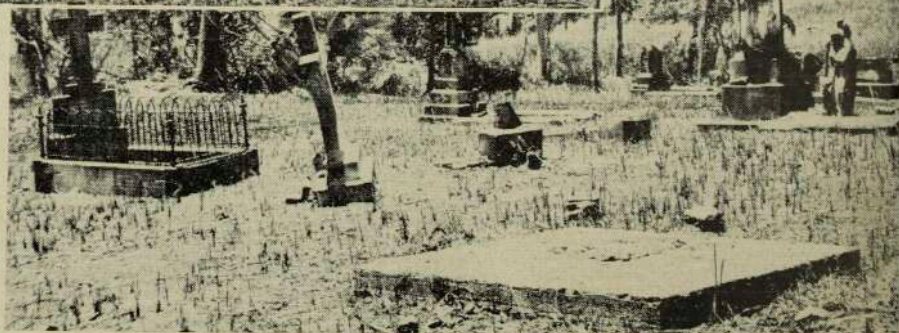
In 1912, word came to Mrs. Kolbe then here in the South Pacific, that her husband was gravely ill in Europe, and she decided to visit him immediately. On her way to Europe, she called in at Rabaul and saw Mr. H. R. Wahlen (who had bought many of her assets) at his old home at Gunantambu, Ralum (Mr. Wahlen's agents in Hamburg acted also as agents for Mrs. Kolbe and for her remaining interests in New Guinea).

Mr. Wahlen recalls that she then was in poor health—"very weak" and accompanied only by a native servant of the Tasman Islands. She was 63. She was very anxious about her husband, and departed for Germany by the first available ship.

THERE is no complete account of what happened in Europe after Mrs. Kolbe arrived. But the facts are established: Kolbe apparently formed a new liaison or resumed an old one—after Mrs. Kolbe left him in 1911-12 to visit Australia; and, although he was



The burial-ground of the Emma Forsayth section of the Coe family in New Guinea, as it is to-day, after being practically wrecked during the Japanese invasion. The concrete slab, in which the ashes of Captain and Mrs. Paul Kolbe were interred in 1913, is in the foreground. In the upper picture is a close-up of the slab, showing the hole made when the urns containing the ashes were removed—about 1923, it is thought.—Photos by C. H. Meen.





Mrs. Emma Kolbe ("Queen Emma") with Captain Paul Kolbe, soon after their marriage in German New Guinea in 1894. (Photo per favour of Mrs. R. Davidson, of Apia, Western Samoa. Copyright protected.)

creasingly ill, the lady was still around when Mrs. Kolbe returned.

However, Mrs. Kolbe arranged matters so that she and her husband went off together on a travel-wander; and eventually, in the Autumn of 1913, they took up their residence in a hotel in Monte Carlo.

Kolbe by now was very ill indeed; and then a bad situation was made worse by the appearance of Kolbe's "girl friend." She was a German, of considerable attractiveness; Kolbe was apparently fond of her; and she insisted on staying there and assisting to nurse Kolbe.

The high-spirited "Queen Emma" did not accept this situation passively. In the midst of the tension Kolbe suddenly collapsed and died. The German woman was still there.

The presence of this woman, and the further fact that her presence and demands caused Mrs. Kolbe very deep distress, gave rise to a lot of rumours of which there is no proof whatever. The most persistent is that the woman claimed that she was Kolbe's legal wife; but it never was shown that she was married to Kolbe before 1894, or even that she made the claim.

Emma, herself very ill and under great emotional strain, suffered a complete collapse, took to her bed,

the hotel people were embarrassed by the double death, and urgently sought assistance from Mrs. Kolbe's agents in Hamburg, who were also Mr. Wahlen's agents.

The agents acted swiftly. They sent one of their men immediately to Monte Carlo, to take charge of the tragic situation. The two bodies were embalmed and sent to Hamburg, where they both were cremated. The ashes were placed in two urns; and instructions then were awaited from Mr. Wahlen and Mr. J. C. M. Forsayth, in New Guinea.

The mysterious German woman was never heard of again.

MR. WAHLEN thus has told me the rest of the story:

"I gave instructions that the urns, containing the ashes, be sent to me in New Guinea. It was the wish of 'Queen Emma' that she should lie under the palms in the South Seas, where she had lived nearly all her life.

"When the urns arrived, Mrs. Kolbe's son, Mr. Coe Forsayth, who then was living in Sydney—he is now dead—joined me in New Guinea; and I presented to him a piece of ground in the cemetery of Ralum (about one mile away from Gunantambu) where members and friends of the family already were resting. It definitely was the wish

and died within 24 hours of Kolbe.

I can discover no foundation at all for the reports that Emma poisoned Kolbe and then committed suicide by poison. There is nothing to support the report that they had lost their fortune in the gaming rooms, and then suicided—although Kolbe, while there by himself, may have been gambling.

Mr. Wahlen says: "Mrs. Kolbe was of half-Samoan blood, and in temperament she had the heart and beliefs of a Samoan. A Samoan, when under great physical or mental stress, can just give up, and die. I think that is what happened to Emma Kolbe."

There was no police excitement, as there would have been if there had been murder or suicide. But

of Mrs. Kolbe that she should be interred there.

"When the case containing the urns was opened in the presence of Mr. Forsayth and myself, at Gunantambu, Mr. Forsayth expressed much indignation because the people in Hamburg had not marked the urns for identification. Then he took up the bigger one—Mrs. Kolbe had been a heavy woman—and, saying, 'I think this will be my mother,' he kissed the urn.

"The death of the 'Queen', and her return home for burial, was regarded as an important event in that colony, and many European residents and officials, including the Governor, and thousands of natives, gathered at Gunantambu to take part in the ceremonies. My wife had decorated the great sitting-room, and the walls were covered with black calico. A nice pulpit was erected, where the Methodist preacher, Mr. Fellmann, conducted the service.

"After the service, Mr. Forsayth took the two urns in his arms, and he and I got into my car—the only car in New Guinea at that time—and we drove to the cemetery.

"There, the Governor said a last farewell to 'Queen Emma'; and then Forsayth put the two urns into a small mausoleum which my workmen had constructed there. Then Forsayth shouted, 'Wahlen, give me a hand'—and I helped him to close the opening, and Forsayth personally cemented down the cover.

"Then we drove home again; and Forsayth, as he entered Gunantambu, exclaimed: 'Wahlen, let us have a Magnum Bonum. God be thanked, the matter is over.' (Our 'Queen Emma' loved champagne—on many an occasion, I helped her to empty many bottles, imported from France.)

"Many people came in; and all that afternoon and evening, and until next morning, we had a wonderful time, celebrating the burial of the old 'Queen' in the way she would have wished—and as it was done in the olden times, when the dead went to Valhalla."

When I saw Mr. Wahlen, in Hamburg, I inquired about dates—when exactly did Mrs. Kolbe die, and when did that burial take place? But he could not supply the dates—when he left New Guinea in May, 1914, he did not even guess that he would not return, and he left all his diaries there, to be lost in World War I. But he was positive that Mrs. Kolbe died in Monte Carlo in 1913; and the burial at Ralum must have taken place either late in 1913 or early 1914, as Wahlen left New Guinea in May, 1914.

AFTER gathering the foregoing information, I decided to get a photograph of the "mausoleum" near Gunantambu. I got the will—

(Continued on Page 91)

One Crowded Day

SEEING NORFOLK ON THE RUN

On the inaugural flight of the new weekly Sydney-Norfolk Is.-New Zealand service at the beginning of November, a party of press and travel-agency representatives flew from Sydney and made the day's stop-over at Norfolk while the plane went to Auckland and back. Among them was a PIM representative, Selwyn Hughes, who made these notes:

Attracting Australian

Tourists

FROM the moment the Qantas DC4 slid down through cotton-wool clouds and a dazzling picture of rugged cliffs, lace-edged with breaking surf, rolling emerald-green parklands and magnificent pine trees filled the eye, Norfolk Island and her people won over yet another plane-load of visitors.

With a sub-tropical climate that has few equals, Norfolk Is. should be a "natural" for Australian holiday-seekers—but, although it is Australian territory and tourism is a main source of revenue, the majority of visitors in recent years have been New Zealanders, taking advantage of NI's sunshine and the favourable exchange rates. Until recently, NZ National Airways ran a regular service to NI.

However, if the dozen or so Sydney travel agents who made the first trip can sway their customers, then Norfolk can expect more and more Australian tourists.

Travel-agents say that there will be no overnight invasion of Australians—the tourist traffic will have to be built up gradually by a vigorous programme of publicity.

Three main factors militate against the expansion of the tourist trade. The air fare, Sydney-NI-Sydney, at around £50, is high—a married couple would need £150 for fares, accommodation, and extras for a

fortnight's holiday; but later on a special tourist rate may be fixed.

Secondly, holiday-seekers look to Norfolk Island only after Hayman Island (Qld. Barrier Reef) or Lord Howe Is. (currently attracting the younger people—at half NI's fare). Finally, the experts assert, the present first-class accommodation is too limited—the island is crying out for a modern hotel, with all the trimmings; the three principal guesthouses can accommodate only 70 between them.

Fruit, and

No Market

Since the Hon. Paul Hasluck, Minister for Territories, was arriving on the first plane, at 6.30 a.m., it was met by the NI Administrator (Brigadier H. Boyd Norman) and the air terminal was crowded with residents. All the 850 people on NI are Europeans—known either as Islanders (descendants of the original Pitcairn Islanders) or Mainlanders (those who have settled within the last half-century, mostly retired professional and business men). All are friendly and hospitable.

In a matter of minutes, with a minimum of fuss and red-tape, we were through the customs and whisked off in the island's vintage taxis to the main guesthouse, "Lincoln Lodge," for breakfast. There we savoured the first of the luscious NI fruit that was to tempt

us throughout the day. NI is so fertile that practically all fruit grows abundantly, but Australia's own fruitgrowers and high freight rates see to it that NI fruit does not get a fair share of that market.

Church of a

Murdered Bishop

In the Tourist Bureau's char-abanc-cum-truck that weekly takes tourists around the island, we set off helter-skelter to see the sights, along the red-gravel lanes and roads bordered with scarlet tecuma, hibiscus and oleanders. Since the travel-agents wished to see all of Norfolk's five by three square miles in their brief stay, they moved at the double. A running commentary by three knowledgeable Tourist Bureau officers, Messrs. Bill Simmons, Aub. Greenwood, and Jim Needham, completed the picture for them.

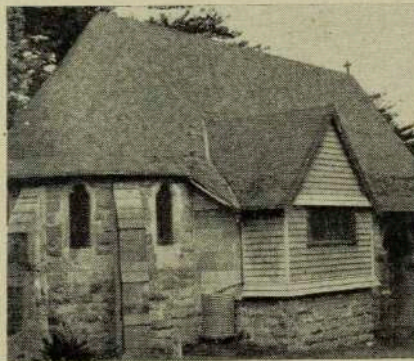
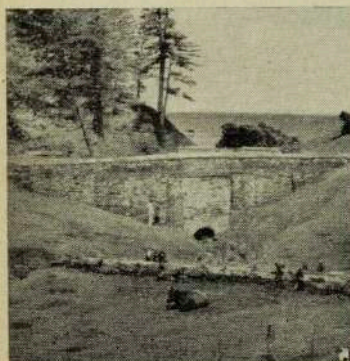
Norfolk Island has one of the most beautiful chapels in Australasia—St. Barnabas' church, memorial to John Coleridge Patteson, first Bishop of Melanesia.

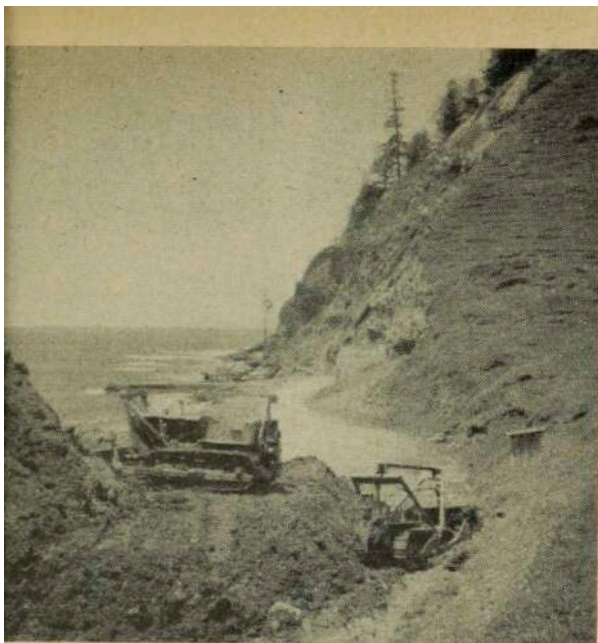
For half a century, the Melanesian Mission had its headquarters on Norfolk, and hundreds of native youths from the Solomons and New Hebrides were trained there as teachers and then returned to their own islands to advance Christianity.

Bishop Patteson was murdered at Nukapu, Santa Cruz Group, on September 20, 1871—"payback" for five Nukapuan carried off to Fiji by

Three landmarks on Norfolk Island: Bloody Bridge; rear view of St. Barnabas Church showing the walls of local sandstone and shingle roof cut from local timber; Kingston—with Government House in the centre.

—Photos by Qantas.





TOP: Bulldozers excavating site for the new whaling station at ascade.

LOWER: Lincoln Lodge, one of the main guest-houses on the island.

—Photo by Qantas.



blackbirds. When the body was recovered by the crew of the Mission ship *Southern Cross*, it had five separate wounds inflicted on it and on the breast was a palm branch with five knots tied in it. Appropriately, the chapel's finely carved altar is fashioned in a five-not palm-leaf design.

With pew-ends inlaid with delicate mother-of-pearl set in black cement, stained-glass windows designed by the famous English painter, Sir Edward Burne-Jones, and a Devon marble floor of white, pink and black, the chapel is a gem in its own way.

He Brought His Pot-Plants

ALONG every roadway and in every field, one sees the lantana pest, with its bunched yellow and pink flowers.

Forty-odd years ago, a newcomer to the neat little cable station at Anson Bay brought with him a few potted plants to add colour to his window sill. One was the lantana, and its seeds, scattered by the winds that sweep the island from the south, took root and spread—and spread.

Nowadays, the cable man is forgotten, but his memory is daily cursed by the Islanders as the overhanging lantana plants clutch at them as they walk along the paths and byways.

Cook Went That Way

"THAT'S where Cook's party landed," said our guide, pointing north-west towards Duncombe Bay. We were a top Mt. Pitt (1,044 ft), at the trig. station and, like an unrolled map, most of the island stretched out below us.

On his second voyage, en route to New Zealand from New Caledonia, Cook came upon the uninhabited island at daybreak on September 10, 1774. Honouring the Howard Family, who held the Duchy of Norfolk, Cook called it Norfolk Island.

In his Journal, he noted the abundance of spruce pine, the luxuriant flax plants and the fact that the bird-life resembled New Zealand's. He did not tarry, but sailed on next day.

Nowadays there is a cairn of local stones and concrete at Duncombe Bay, marking the region where the *Resolution's* boat-crew landed.

Convict Days

One of the reasons for the original settlement of Norfolk was to grow wheat and other foodstuffs for the young colony of New South Wales, 900 miles away. Governor Arthur Phillip, first Governor of NSW, de-

JUST LIKE THE ADS SAY—

She's OK Now

True Story by Daiku Tau

THE publicity recently given to the language problem in Papua-New Guinea reminds me of a happening during the latter end of the war.

I was in charge of a native hospital and had several outstations under native orderlies who had to submit their monthly reports to me to be incorporated in the one for the district.

These orderlies were chosen carefully for their ability to write clearly as well as for their medical knowledge. The report I had to make listed all the usual diseases in their alphabetical order and also had a space for "Enemy Action," any case of which had to be investigated in case of possible compensation.

The area had been free of the enemy for nearly two years so you can imagine my surprise when an orderly on an outstation, who had never made a mistake previously, sent in his report with one case of "Enemy Action."

Apart from the native population the only people I knew of in the area were several missionaries and I could not imagine them injuring a native or being called an enemy. But there were several crashed Japanese planes which probably still had some ammo left on them, so I held up my report and sent for further particulars.

I eventually received the following letter from the orderly:

OC,

Native Hospital,

Dear Sir Taubada,

I get your letter about *Enemy Action* case number 166 in hospital case book, and I tell you.

This patient was aged female and she have constipation for four days so I give her enemy and she have action and I mark my book *Enemy Action*. She alright now.

I am,

NMO in charge Outstation.

spatched Lieut. P. G. King to Norfolk with a small party of convict-settlers in 1788, and he founded King's Town (now Kingston) at Sydney Bay, in the south. Within five years, the island had a population of around 1,000 free settlers and convicts and some 12,000 bushels of wheat were being produced.

(Continued on Page 94)

This Month's New Reading

Sex, Life and Death in Pennsylvania

THE Book Society has put its seal upon *A Murder in Paradise* (by Richard Gehman). We mention this fact only because it may mean something to PIM readers. It means nothing to us.

This somewhat extraordinary book tells a true story—the story of a sordid and brutal murder in Lancaster Pennsylvania, USA, in January, 1950, by a college student of a young woman.

Apparently it was something of a *cause celebre* at the time in America, but it is unlikely to have caused many ripples on the duck pond elsewhere and the non-American reader might reasonably wonder why this particular crime has been singled out for the meticulous treatment given it by Mr. Gehman.

For the student of the American scene or of American crime detection it has considerable merit, but in a desperate effort to include every detail of the crime and of the events that led up to it and the case histories of the principals, the author at times becomes exceedingly wearisome.

British readers are likely to be left wondering if it is to be regarded as a serious presentation of a famous case or whether it is designed—with its jazzed-up title and long descriptions of the murderer's sex life—for popular appeal. Probably the latter. Any nation which can stomach the Dragnet, radio and movie series of real crime, is likely to have unexpected tastes in crime literature.

A medical witness said: "In my opinion his sex life was definitely abnormal. . . . During his high school years and before, Gibbs (the murderer) had no sex relations at all."

Amazing.
(Published by Peter Davies, Ltd. Australian price, 18/9.)

Plea for Christmas

ONLY in America, surely, could a parson become a public hero with a movie and a pop-song written about him. That is what happened to Peter Marshall, anyhow (*The Man Called Peter*), and as a result this year one of his Christmas sermons has been published by Peter Davies Ltd. as a gift booklet. It is called *Let's Keep Christmas*.

It is too late now for PIM readers for 1955, but the sentiments expressed in the sermon are all of the well-tried variety and will keep another year.

The book is attractively produced, with numerous humorous drawings and complete in its own envelope for mailing. It would be an acceptable gift for one of one's more sentimental friends (leave the blase off the list).

Subscribers to the *Readers Digest* will already have read the sermon. You can take our word for it that the publishers have done an excellent job in preparing it as a gift book. Australian price 6/3.

Nightingale of the North

ACCORDING to publishers, all stories about the Pacific should have "Paradise" somewhere in their titles; and all books written about nursing should have "Lamp." (The dim-witted please note that Lamp = Florence Nightingale = Nursing).

So we now have *Lamp in the Snow* (by Mary E. Hope), which is the experiences of a young nurse, fresh from a 900-bed hospital in a city, in the wilds of Canada's frozen north.

Books about doctors, nurses and medicine generally are the present vogue and people who like to read about these things, with the human interest slant predominating, will find this particular *Lamp* standard fare.

As well as lively anecdote on nursing in less than favourable conditions, the book does give a view of life in a primitive community "at the end of the road" where ignorance still flourishes.

The heroine does not marry the doctor—he is middle-aged and woman proof—and Mary is usually delivering a baby when any of the other eligible swains of the district call to take her out.

General verdict: a good gift book for a young woman.

(Published by Angus and Robertson, Sydney. Australian price, 16/-.)

Out of the Dust and the Mulga

TWO books received this month complement each other. They are *Justin Baynard* by Jon Cleary; and *Wealth in the Wilderness* by Arthur Groom.

Both are about the Australian far Outback—Northern Australia where conditions don't come any tougher—and although Groom wanders further afield than Cleary both have the same background of cattle, natives and isolation.

There the real similarity ends be-

cause *Justin Baynard* is a novel; Groom's story is factual. It is interesting however, to compare one with the other and to see that the novelist scores top marks for authenticity. Cleary's last book was *Climate of Courage*—a story of the war in New Guinea, which received a very good reception from reviewers.

It is not impossible that Australia's great Outback should become the literary glamour-land of the future, taking the place that east and southern Africa had in the period between the wars.

These northern cattle lands should abound in the right kind of background to appeal to the armchair adventurer, and little ingenuity is required of the author to fit in the right kind of plot.

The country itself is certainly no less attractive than Africa. Even the advantage that African authors once had of being able to dispose of unwanted characters by having them eaten by lions or trampled to death by rogue elephants, no longer holds good: all the South African game is now safely corralled in the game reserves. There is still, of course, that uncut gem, the Australian himself. He perhaps makes less of a hero than the Remittance Men and Dukes' younger sons who obliged the writer of things African.

JUSTIN BAYNARD was a policeman, headquartered at Fitzroy Crossing, in the Kimberley country of N-W Australia. It was not a glamour job, because in Australia—north-west as elsewhere—a policeman is only a cop; often just a "mug copper."

Most of Bayard's job consisted of apprehending tribal murderers and, unlike the Canadian Mounties who had only to get their man, Baynard's real trouble commenced once he had his. The difficulty was to keep Emu Foot amongst the living until he could be handed over to the processes of the white man's justice at Wyndham.

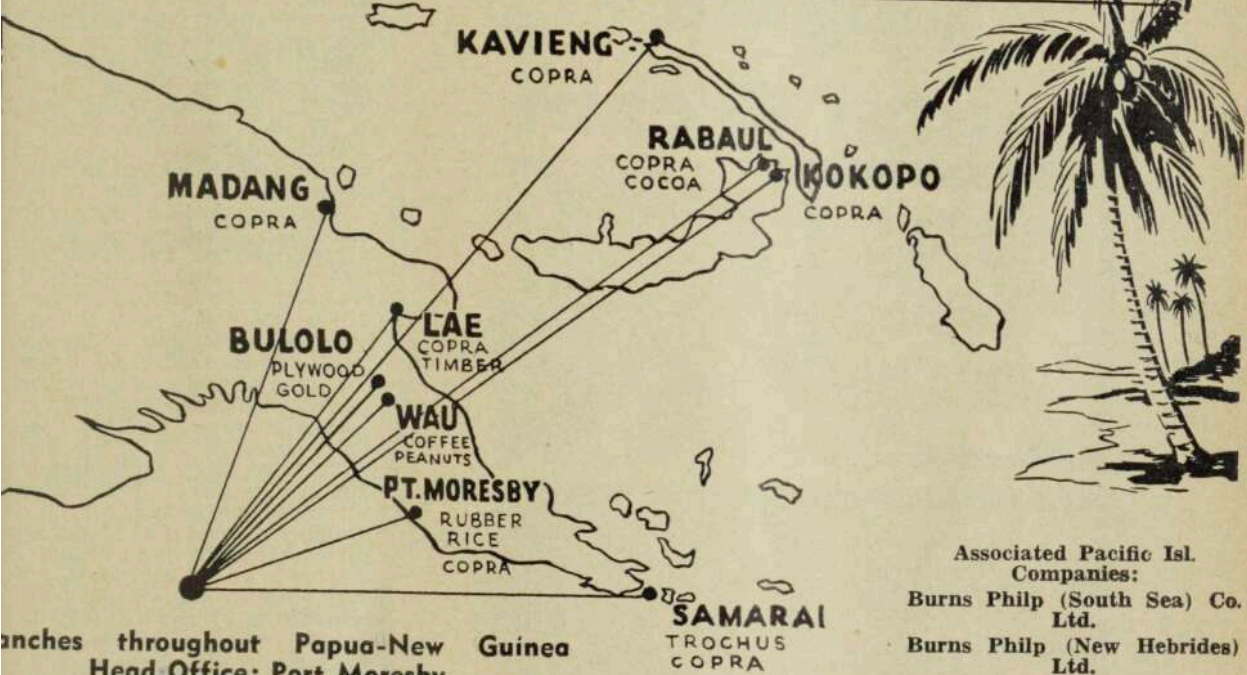
During the course of his duties Bayard brings Emu Foot into Kootapatamba Station, there to await the plane. But it is at the end of the Wet, the airstrip is unusable and Bayard must resign himself to several weeks' wait.

At this remote station he finds the young owner, Tad Kirkbride and his wife, Julie, for both of whom Sydney is a spiritual home. The overseer, Palady and his daughter Blanche, who is partly native. Crispin, who has been Julie's lover—presumably to pass the tedious hours of the Wet. (Having tired of the affair he hesitates to end it, fearing that this could interfere with his desire to interest Tad in Beef Lift, Crispin's idea of slaughtering cattle in the outback.

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PACIFIC ISLANDS MONTHLY—JANUARY, 1956

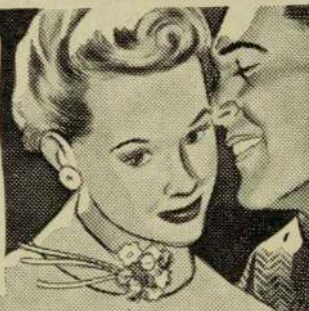
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and air-freighting them to the sea coast).

In addition to the above there are the station natives—tribal brothers of Emu Foot, who take a dim view of his being incarcerated (in a hut boab tree).

A complicating factor is added to this brew when Bayard and Blanche begin a passionate love affair.

The scene is authentic and Cleary has no trouble with his male characters, but his females—particularly Julie—are unconvincing. Julie, according to the book, "bitchy." There is no adjective more suitable for describing Julie, but one is left with the conviction that she is a bitch less because of the way she behaves than because the author says she is.

Julie was a Sydney social butterfly, she had been six months in the Kimberleys, most of them in the wet; she hated the isolation, the flies, the climate and the environment. She had very little to and nothing to take her mind off herself. It is a pretty safe bet that 95 per cent. of women with similar background, would have reacted like Julie—and most of them would have been more convincing bitches.

Because she is a pest, Julie is murdered. And because Bayard is a policeman he feels that he had better do something about it (if you are looking for detective fiction you will be disappointed in this policeman's methods) but to his amazement, and the reader's bewilderment, the others, white and black, stand against doing anything.

"She is better dead," is the general opinion.

It is necessary for the story that Julie be removed. But nothing in the preceding narrative is likely to convince anyone used to the cussedness of human nature that Julie deserved to be murdered for her very ordinary sins. For her to have returned to Sydney and run off with an old lover would have suited the purpose of the story as well, as fitted more with the Julie character.

Julie was evidently designed as a very grand arch-villainess. The character does not jell and she emerges only as a pestiferous female. And as Julie is the pivot of the story, this is its weakness.

Nonetheless, we hope Cleary will write again about the Australian Outback—when he has learned more about bitches.

(Published by Collins, Sydney. Australian price, 16/-.)

IN 1952, Arthur Groom (who died shortly before this book was published) loaded up a small utility truck and headed westward across Australia from Brisbane.

There appears to have been no reason why he did this, and certainly gives none, and one is left

guess that he went to gather material for a book, and that this is the book.

It seems probable that he first titled the title of the book—*Wealth the Wilderness*—and then sought material and wrote the story to it. A century ago, in the fashion of those days, he could have added an alternative title: "*Or How they Making-out in the Outback.*"

Generally, it is a survey of the people who are thinly spread across Australia's great north—the peanut growers of the Daly Waters, the Air of enterprise of Glenroy in the Aberleys, the many scattered pioneer people from the Centre to North, the mica miners, the shepherders, the road builders, the outback pub keepers. The fact that the year Groom went to go was a year of intense drought, following the failure of the monsoon rains, adds to the interest in the story rather than detracts from it. For this is an area in which flood and drought follow each other in inevitable sequence—facts which must be reckoned with by all who dwell therein.

Once the reader has got over his initial feeling of not knowing where he is going, and has settled down

to an unexplained, if exhaustive, visit with Mr. Groom to every outpost from Glenroy to the Diamantina, he will likely be fascinated by the descriptions of this vast, sparsely populated land stretching northwards to the very doors of teeming Asia.

He will probably be struck too (in this and in Cleary's book) with the increasing part played here in the

North by the aborigine. It is the aborigine who, in cowboy shirt and cowboy hat, has taken the place of the European station hand; it is the aborigine who, with wife and piccaninnies, lives in a humpy next to the government bore and tends the diesel engine that pumps the life-giving water. It is the aborigine who tinkers with the station tractor and drives the truck and the jeep; his

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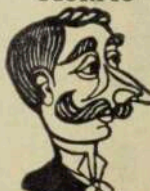
SCORPIO



LIBRA



CANCER



CAPRICORN



GEMINI



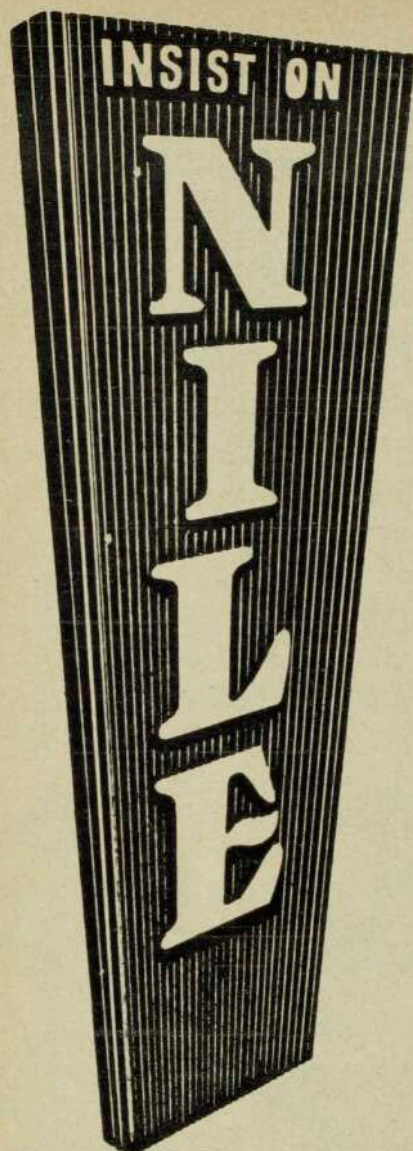
VRGO



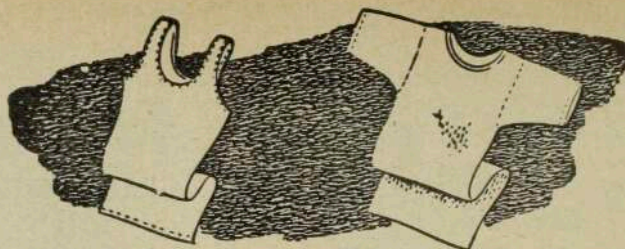
AQUARIUS



LEO

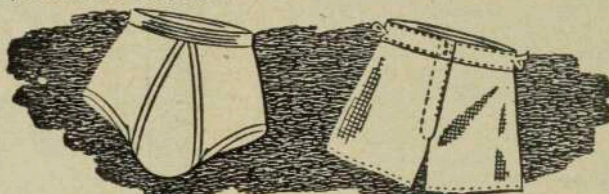


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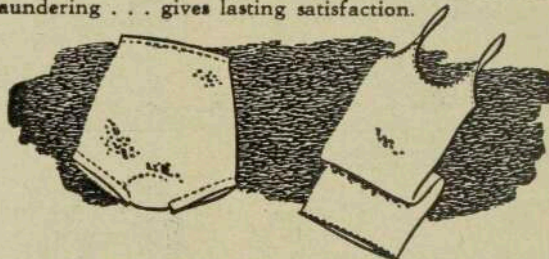
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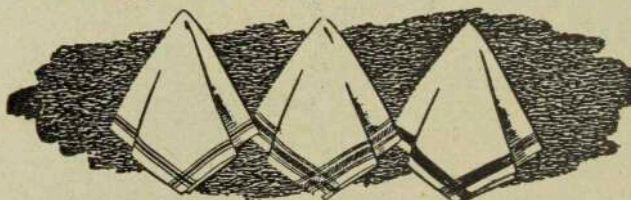
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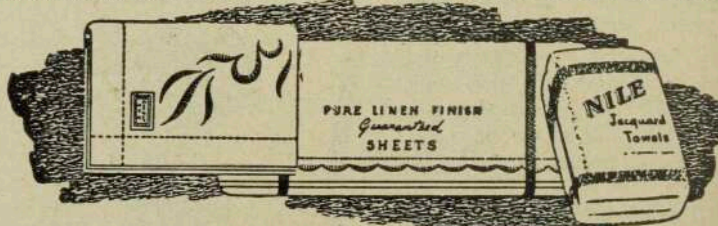
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omen who supply the household labour around the stations.

For generations, Australians have been told to "look what you have done to the Abo," whereupon they have been smitten with such a guilty conscience that they have failed to observe that in the North and Centre, the problem now seems to be working itself out in compromise, and that the Aborigine is no longer a dying race. These large runs are untenable without the help of the natives and although the purists are likely to regard work on a cattle-ranch a poor substitute for tribal life, few of these natives are likely to agree.

In a way, the Outback has provided a better solution to its labour problem than Papua or New Guinea, where the labour force is constantly changing. In Australia's north the natives identify themselves with individual stations; generations of the same family live and grow up—except for their periodical walk-outs—on the same property.

It would be interesting to look 100 years into the future and see how the two systems, both under Australian direction, work out: Whether the Australian native will come out so much worse off than his carefully coddled cousin across the Coral Sea in the jungles of P-NG.

Published by Angus and Robertson, Sydney. Australian price, 21/-.)

The Gubbays on the North Coast

AUSTRALIAN author E. V. Timms once wrote readable stories. At least this reviewer, when very young, thought so. Something about Hannibal and his elephants; or the French revolution is vaguely remembered. But some years ago, Timms began to write an Australian saga, which, God knows, has sufficient material for high dramatics. The result has been unfortunate, and the latest offering, *They Came From the Sea*, worse than that.

The book has the germ of a good story: 14 survivors from a sea disaster drift for 12 days in an open boat and are cast ashore on the North Coast of New South Wales near a primitive community of cedar cutters. The coast between Sydney and the Queensland border lacks nothing in the way of sub-tropical scenery or history to make it an ideal setting for a pioneering novel.

Yet at Timms' hands it becomes an endurance test of long, stilted conversations sandwiched between slabs of local history evidently taken from official documents or from the files of early newspapers. His characters are wooden and the theme of the story seems com-

pletely purposeless except as a vehicle to drag in, like persistently recurring decimals, some of the characters from all his earlier books—the insufferable Gubbays who, in a period when a 20 miles journey was a considerable undertaking, have appeared (in succeeding books) in Western Australia, the Victorian goldfields, NSW, Sydney, and now the North Coast. In this respect the series bears a striking resemblance to the *Pollyanna* books.

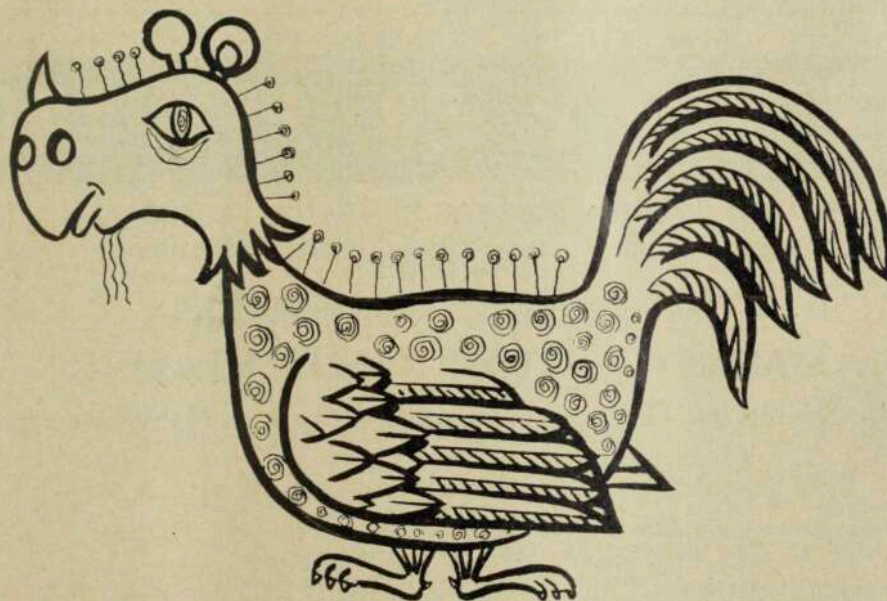
According to his publishers, however, these Australian books of Timms' are "powerful" and he has an "immense following." This is quite likely so. There is just no way of accounting for Australian taste.

(Published by Angus and Robertson, Ltd., Sydney. Australian price, 16/-.)

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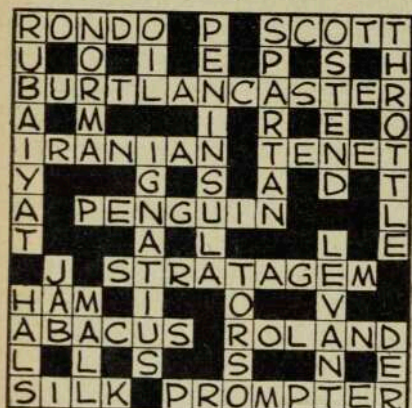


ter giving the matter some thought, our advertising man saw this peculiar bird as being typical of the sort of thing Tait could NOT supply. He said it

was quite impossible to illustrate everything they CAN supply. This is hardly surprising—after all, they have been dealing with

the Pacific Islands since 1890. The name, incidentally, is still
W. S. TAIT & CO. PTY. LTD.
of 8 Spring Street, Sydney, N.S.W.

Solution to Crossquiz from Page 78



Matson Men in Tutuila

WITH an eye to tourism, the Matson Navigation Company sent their Public Relations officer, Mr. John Pincetick and a free-lance photographer, Mr. Jon Brenneis, to American Samoa to take suitable pictures and collect travel material which will be used in their forthcoming advertising for

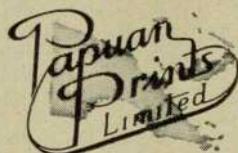
tourists in 1956 when the new vessels run between the US Pacific Islands, New Zealand and Australia.

The team remained a week and then proceeded on to Suva, Fiji, via Western Samoa.

† The Fiji Government was calling for tenders in New Zealand in De-

cember for the construction of the first portion of the new Suva Post Office. The building, when completed, will be of five floors with a total space of 6,000 ft.

† The Civil Aviation Administration at Nadi Airport, Fiji, is shortly to be equipped with six Italian motor scooters for use round the airport.



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Death and Burial of Queen Emma

(Continued from Page 81)

g help of Mr. Gordon Thomas— and here we uncovered another range set of circumstances.

The ashes of "Queen Emma," who died and been buried in so usual a manner, have disappeared and no one knows exactly how and where.

Gordon Thomas enlisted the help of his friend, A. H. Cresswell (now owner of Neu Kauern Plantation, near Rabaul) and Rabaul photographer C. H. Meen. In July, 1955, Messrs. Thomas and Cresswell went out to Ralum, to Malapau plantation, now owned by Mr. Bill Rowe. (Mrs. Kolbe's famous residence, Gunantambu, once stood on this plantation, but it was destroyed by the Japs in 1942-45).

Mr. Rowe had no idea where the grave site might be; but he sent a party with the searchers to the nearby plantation of Kuradui where Mrs. Kolbe's sister, Mrs. Phoebe Parkinson, lived in the early days of "Queen Emma". They searched in the area for an cemetery believed to be there— but without success.

Gordon Thomas would not give up. He had to return South, but he got Mr. Cresswell to continue the search; and Mr. Jock Essen (Inspector for Coconut Products Ltd.) helped a lot by putting on a team of natives to search the area and the grass. Thus, Mr. Cresswell later found two private cemeteries, one of Malapau and Kuradui, and identified a number of graves which had been placed there in the days of "Queen Emma" and Mrs. Parkinson.

The beautiful tomb-stones and slabs in the Kuradui *mat-mat* cemetery were damaged and scattered," reports Mr. Cresswell. The local natives said the Japs did this. They located six graves, and identified three of them.

In the Malapau cemetery identified the Ralum cemetery referred to by Mr. Wahlen—Editor) established the outline of 12 graves—but there were probably many more. Desolation and vandalism showed everywhere—and again the Japs were accused."

AND here is what Mr. Cresswell found when he searched for "Queen Emma's" resting place: There is a small, flat square of concrete level with the ground . . . but the edges of this slab of cement have been dug up, leaving a shallow hole. On this spot had stood the cairn in which the ashes of "Queen Emma" had rested. I was informed by Max Lees, who was Malapau manager at that time, that in 1923 a man sent from London by Forsyth removed the

cairn, and took it away with him, presumably to Sydney. The permission of Fred Jolley (Mr. F. R. Jolley, deputy chairman of the Expropriation Board in New Guinea, 30 years ago—Editor) had been obtained. Malapau boys were used for the job."

One of Mr. Meen's photographs, herewith, shows the concrete slab as it now is, with the hole cut in it.

THIS was new to us. Nothing had been published hitherto about the removal of the urns.

Mr. Thomas appealed to Mr. Jolley (now retired and living in Sydney). Mr. Jolley said he had no recollection of what took place in relation to the ashes' removal.

With the fervour of the true historian, Mr. Thomas sought elsewhere, and in November, 1955, he received an interesting letter from a grandson of Mrs. Phoebe Parkinson (Mrs. Kolbe's sister).

"I can only relate what my grandmother told me about the removal of the ashes," he says. "They were placed in a small cairn in a valley, either at Malapau or Dawauss. After a very short period one of her next-of-kin removed the cairn and urn, because they expected to find jewellery in it. . . My grandmother was very upset about it all, and broke off all ties with the family concerned. . . The person who did this act disposed of the urn and



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the ashes somewhere up here, because of disappointment at not finding any treasure. This person accused sundry people of filching the supposed treasure. . ."

The grave may have been desecrated by some ignorant and greedy resident of NG, who had been impressed by stories of "Queen Emma's" wealth; but Mr. Wahlen's account of the burial ceremony at Bunantambu in 1913 indicates that only the urns were interred there.

It is more likely that the urns were removed, as reported, in 1923, by Mr. J. C. M. Forsayth, when German New Guinea became a League of Nations Territory—he had a deep sentimental regard for his mother—and that the ashes were brought to Sydney for re-interment. Mr. and Mrs. J. C. M. Forsayth are now dead, and all official New Guinea records were lost in the war; so the final resting place of "Queen Emma's" ashes probably never will be known. For historical purposes, the story of "Queen Emma" may be allowed to end with the colourful ceremonies which surrounded the interment of her remains at Ralum, in 1913.

NOTE: In examining the old burial-grounds at Malapau and Guradui, Mr. Cresswell uncovered a good deal of the history of the Coe family, during the "Queen Emma" period of German New Guinea. This will be made the subject of a separate article in the PIM.

BGD IN NEW BUSINESS

P-NG's Most Modern Hotel Opened

THE most up-to-date hotel in Papua-New Guinea, Pine Lodge, was opened at Bulolo, on December 20.

This hotel, planned on American motel lines, was built by Bulolo Gold Dredging and is of a standard that is now expected from this big and efficient company.

The hotel has been used as a "showcase" for New Guinea timber products, and beautiful panelling of walnut, ash and cedar has gone into the buildings.

The establishment consists of a main block which accommodates the dining room, lounge, bar and offices, and separate two-roomed cabins all with private bath and some with car-ports.

The hotel is expected to be a great attraction for local holiday-makers as well as overseas visitors who previously could not make anything but the briefest visit to this interesting valley unless they were able to arrange private accommodation in the town.

Reminiscences of an Islands Skipper

(Continued from Page 79)

away of ghosts. When a person died the body was usually painted with a red clay called moamoa in order to lessen the odour. Then on successive nights the body was taken to the houses of various relatives, before finally being taken to the burial ground and covered with coconut fronds for the night. By next day the ghosts had departed, the body was embalmed and buried.

On Malaita in those days the only ways a young man could win an attractive girl were either by being a skilled dancer, or by possessing a trophy of one or more human skulls as a token of personal bravery.

¶ Mr. C. J. Hammett, Acting Puisne Judge, Fiji, returned with his family to the colony from leave in the UK in December.

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(Entoletion is a special new purifying process which reduces the risk of insect infestation).

Seeing Norfolk on the Run

(Continued from Page 83)

Remains of the deep-dug silos of those days can still be seen.

In 1806, the NSW Government decided to abandon the island and from 1813 until 1826 only the sea-birds, the multi-coloured parrots and the quail were in possession.

A second penal settlement was established in 1826, but this time the convicts were the incorrigibles and Norfolk became a "hell-island." Finally, the settlement was withdrawn to Tasmania. To-day, the basalt stone ruins of the barracks and the ancient buildings (now restored) along Quality Row, at Kingston, are the only grim reminders.

Two of the most pointed-out places on the island are associated with the old convict days—Headstone Landing and Bloody Bridge.

A memorial cross at Headstone, above the rocky southwest coast, records the fate of two guards who captured Barney Duffy, an escaped convict said to have spent seven years at large, mostly hiding in a great hollow tree.

As he went to the gallows, he roundly cursed the men who found him. Fishing from the rocks, a week later, the two warders were swept into the boiling ocean.

Bloody Bridge was the scene of

the murder by 14 convicts of a hated guard whose body was then walled up in the bridge they were building. It was assumed that he had been lost off the reef; but bloodstains seeping through the stone-joints of the bridge gave away the grisly secret.

The convicts were marched to a spot outside the cemetery, and in

unhallowed ground were forced to dig their own mass-grave before they were executed by shooting.

Centenary of

Pitcairners' Arrival

On June 8, 1956, Norfolk Islanders will celebrate the centenary of the arrival at Kingston by the ship

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Pates aux oeufs frais

Old Bell's Scotch Whisky

MONTRES: "Ttra," "Sicura," "Samba."

Morayshire of 194 Pitcairners, descendants of the *Bounty* mutineers—all bearing the eight family names still dominant among the Islanders: Adams, Buffet, Christian, Evans, Nobbs, McCoy, Quintal and Young.

The Territories Minister met members of the Norfolk Is. Centenary Celebrations Committee (under President Ray H. H. Nobbs) on the morning of our November visit and agreed to a Commonwealth grant for a few hundred pounds to assist in the work of the Committee. He also took steps for a souvenir booklet to be produced and printed by the Commonwealth Government to mark the occasion.

Norfolk Islanders hope that the Australian Governor-General, Sir William Slim, Lady Slim and other distinguished visitors will be present at the celebrations.

Cost of an Aerodrome

Though there was opposition to the plan, in wartime, to cut down the majestic avenue of 500 Norfolk island pines, 100 ft tall, to make way for an aerodrome, the Islanders now have become accustomed to their loss.

Planted a century ago by a fore-sighted garrison commander, the pines when fully grown served a dual purpose—they screened the leak southern winds to moderate breezes and they became an avenue of beauty.

The Americans, after the Coral Sea battle in 1942, decided that an air strip was vital on tiny Norfolk Is., as an emergency landing-ground between Australia and NZ, and the allied base in New Caledonia.

The only possible drome site at Norfolk was on the plateau, where the avenue of pines would make an ideal runway. The Islanders rumbled and tried to hold up the project but the 'drome was essential—and New Zealand construction units started in with bulldozers and buzzsaws.

The incident of the aerodrome was fictionalised and received world-wide publicity later as one of the *Tales of the South Pacific* by James A. Michener, who served in the Islands as a US naval lieutenant.

Not long after the NI airstrip became serviceable, a US Air Force heavy bomber, in trouble, came into land at Norfolk and rolled to a halt three-quarters of the way down the runway—completely out of gas. The Americans reckoned the compensation paid to the Islanders for the land and the cost of the 'drome was balanced that day by the lives, the plane, and the equipment saved.

Domestic Life

the Terns

Always in view, wherever the

party journeyed around the roads that skirt the cliffs, were pairs of the little white terns that come to Norfolk from August to November for nesting. They do not build nests—the female lays her mottled-whitish egg on a horizontal tree-branch, near a bole or a wood-hole, and there it balances. When hatched, the young, fluffy tern squats on the same spot for days until the parents coax it to fly.

The driver of our charabanc was to be young Owen Evans, the patient lad who captured the photograph of a baby tern published in September PIM. He lay with his camera trained, for eight hours before he was fortunate enough to get his rare shot. His mother, Mrs. Ivy C. Evans, who supplied the story of the terns' nesting time, was

for years the island's school teacher.

Plans for Scientific

Whaling

On and off for years, whaling has been a subsidiary industry at Norfolk Island. From mid-July until late November, hump-back whales in numbers move up from the chill Antarctic waters south of New Zealand into the warmer latitudes for breeding.

From Ball Bay, on the eastern side of Norfolk, the Islanders used to harpoon whales by hand from 30-ft open boats, but in 1949 the South Seas Whaling and Sharking Co. introduced a launch and a whale-chaser with a harpoon gun. However, the company's activities

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were dogged by ill-luck and finally were abandoned.

Now, after a successful season at Byron Bay, NSW, Anderson's Meat Industries Ltd., under the direction of Mr. Alan W. Anderson (son of the celebrated Sydney "sausage-king," A. W. Anderson, also known in New Guinea, where a subsidiary company has a freezer) is reviving the NI whaling industry.

The Norfolk Whaling Company Ltd. has been formed with adequate financial backing from the parent company and is preparing a station at Cascade, on the North Coast.

In November, bulldozers working two shifts (one flood-lit at night) were hacking out the factory site which will occupy three levels. A concrete dam has been built and a water pipe-line is being laid. Some of the factory buildings are being prefabricated on the island to facilitate erection.

A few Islanders worked last season with Anderson's at Byron Bay, mostly flensing, and they will form the nucleus of the trained, expert staff at the new station, under Mr. T. Hamilton.

One plan under consideration is to pipe whale oil directly into overseas tankers for shipment to Europe, instead of sending it in drums to Sydney first, with costly freight. The tankers, which bring diesel fuel to NI from Australia, will flush their tanks with seawater and then pipe in the whale oil.

Tax Storm

Blows Over

After the recent storm between officialdom and the Norfolk Islanders over proposals to increase duties and taxes, the visitors were interested to learn at first-hand that the compromise revisions agreed to by Canberra appear to be working fairly satisfactorily and that the Islanders' collective blood-pressure, up to danger-point at the beginning of the year now is back to something like normal.

Residents generally praised their present Administrator, Brigadier H. Boyd Norman, DSO, MC, and spoke warmly of Mrs. Norman.

His appointment to NI evokes criticism in some quarters because men with long and creditable service in Australia's tropical territories were passed over in favour of Brigadier Norman; but it was criticism of the system, not the man himself.

Norfolk Islanders, usually "agitated" by the government, recognise Brigadier Norman's energy and sincerity. Most of them would prefer to see Norfolk with a less expensive system of administration but, they say, Canberra decrees there *has* to be an Administrator, well, they'll be satisfied with the present one.

NEWS OF THE SMALLSHIPS

(Continued from Page 63)

oloney and Co., disclosed later at the *Melunga's* steering was damaged when the force of the bore used her to drag her anchor. Her stern struck the bank as she was turned around in the river. A surveyor left Port Moresby the next day to inspect the damage. *Melunga* under charter to APC.

SLOW TURN-ROUND IN RABAU:—A protest was sent to Port Moresby and to Canberra in early December by the Master of the *MV Pollurian* and the Bougainville Association, which owns the vessel, regarding unsatisfactory conditions connected with the discharge of copra from Inter-Island vessels at Rabaul.

The Master of *Pollurian*, Captain Hallam, says the protest covers the inability of the Copra Marketing Board to meet local requirements, the shortage of Copra Inspectors, transport, storage space, wharfage, and organised native labour, and insufficient working hours.

Captain Hallam said all these things caused serious delays and necessary expense to the owners of local small ships.

He said the discharging time for the *Pollurian* on her last trip to Rabaul was 12 days. Normal discharging time should be no more than 4 days.

News of Cruising Yachts

• With 1956 under way, we give another reminder to cruising and racing yachtsmen everywhere of two important yachting events planned for this year. First is the new Auckland-Suva race, scheduled for May, details of which are available from the secretary of the Royal Akarana Yacht Club of Auckland which is sponsoring the event.

The other is the Los Angeles-Papeete race scheduled to commence in the first week in

June to allow yachts to reach Tahiti in time for the annual July celebrations.

A large number of well-known American yachts have already signified their interest or firm intention to enter this revived event. Details are available from Mr. Eugene Overton, 727 W. 7th St., Los Angeles. There has also been talk of another Sydney-Noumea race. The last was raced in September, 1953. It is known that the Noumea civic authorities would encourage the event.

• **SOLACE**, which cleared Rarotonga for

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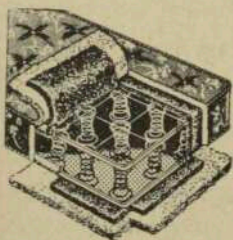
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Auckland via Palmerston Island on October 29, arrived at Auckland on December 8 and is now under a complete refit. With Commander Clark and his West Indian companion, Stanley Mathurin, are two Palmerston men, Tuatai and Korinoko Marsters, who assisted in rebuilding the 25-year-old yacht following the stranding on Palmerston.

• **TRES DAMAS**, 47 ft. motor sailer from Quintero, Chile, arrived at Papeete November 19 with seven persons aboard. The 3-year-old vessel is owned by Arturo Prieto Urioste. Others aboard are Beatriz De Preito, Daniel De Parto, Odette De Parto, Oscar Herrera, and Jo Ann De Parto. Next ports of call had not been decided early December.

• **VIKING** of Sweden, in which Sten and Brita Holmdahl sailed round the world several years ago, has been sold to another Swede and is now bound for the Pacific. The Holmdahls have purchased a 54 ft. hull and are now preparing it for another world cruise in due course. A book on their last voyage will soon appear.

Plane Mishaps

The Aero Club of Noumea badly damaged one of its planes, a Tiger Moth, during a take off in December. No one was hurt but the plane is extensively damaged.

The de Havilland Dragon of Transpac had an incident about the same time while taking off for a trip to Lifou. It is thought that one of the motors cut out whilst taxi-ing, causing the plane to turn and run off the strip. No damage was done but the trip was postponed to a later date.

Helicopter Arrives in Noumea

THE Nickel Company of New Caledonia shortly before Christmas, took delivery of a helicopter ex the British ship *Armagh*.

The helicopter will be used for communication between Noumea and the new hydro-electricity project at Yate, where the dam is being greatly enlarged. Yate is about 50 miles from Noumea.

Over 200 Wallis Islanders have recently reached Noumea on the *Ni Hebridais II*. It is expected that they will go to work at Yate.

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Islands Boxers Do Well Overseas

TONGAN light-heavyweight boxer Johnny Halafihi defeated Sydney boxer Bruce Farthing by a technical knock-out at an Auckland contest on December 8.

The fight ended at the end of the eighth round. Both boxers struck each other after the bell, Halafihi striking Farthing a light blow, and Farthing replying with two blows. Halafihi was appealing to the referee when Farthing suddenly collapsed.

The collapse was not attributed to the after-bell blow, but to the cumulative effect of some heavy punishment inflicted by Halafihi during the contest, though Farthing's trainer tried to claim a foul, a referee ruling against this. From the point of view of the people back home in Tonga, the most unsatisfactory feature of the fight was that it was not broadcast by Radio NZ due to a dispute over fees.

The broadcasting authorities normally pay £12/10/- for broadcasts on a boxing contest. The promoters claimed that this was an amount of special interest and wanted a higher fee. The broadcasting people disagreed—and the Tongans ground their teeth and waited for the next New Zealand news bulletin which gave the results only. The fight was attended by Prince Tongi, then in Auckland.

On the other side of the world, Kitione Lave, who was the first to display the prowess of Tongan boxers, had a very unpopular defeat in a contest with former British heavyweight champion, Jack Gardner, at Birmingham, UK.

Everyone except the referee appeared to be unanimous that Lave was the clear winner of this fight which went the full ten rounds. Most English boxing writers considered that Lave had given Gardner "his worst beating ever" and were at a complete loss to understand how the decision could have been given against the Tongan. London's *Daily Telegraph* said the crowd set up a storm of booing that might have been heard so far away as Lave's pleasant Friendly Islands.

Other papers considered that Lave's boxing skill has been greatly underrated and that he is a top-level fighter.

FIJIAN BOXER FOR NZ FIGHT
Boxing trainer Mr. Ned Henneberry, of Auckland, back from a visit to Fiji in December, said that the Fiji boxer Tom Hini was going to go to New Zealand to fight Johnny Halafihi, of Tonga,

and Joveci Bau, of Fiji, now fighting in New Zealand.

Hini has won 15 out of 19 fights contested in Fiji.

CI Personality Retires

AFTER 28 years' service with the Cook Islands Administration, Mr. W. W. Graham left for New Zealand, and retirement, in November.

For many years, "Wes" Graham was a member of the Education Department staff and started his career as assistant teacher to Mr. McGruther, at Mangaia.

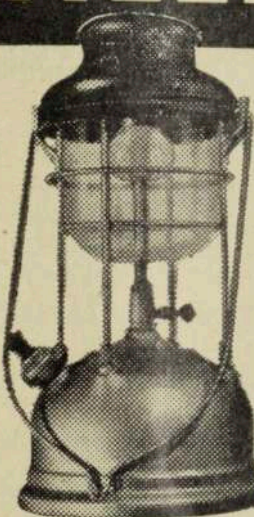
In 1930 he became head teacher

at Titikaveka school, Rarotonga, and later transferred to Ngatangia school in the same capacity, remaining there for six years. Further periods as head teacher at Atiu and Rarotonga terminated in his confirmation as Education Officer in 1950. In April, 1953, Mr. Graham became Resident Agent of Mangaia, holding this appointment until October, 1955, when he retired from the CI Administration.

¶ A son was born to Mr. and Mrs. Morrie Hegan, at Rarotonga, Cook Is., on November 30. Mr. Hegan is senior clerk in the Resident Commissioner's office.

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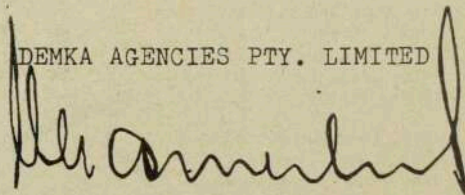
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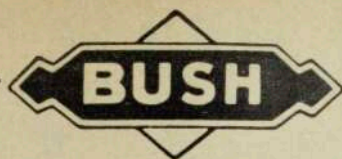
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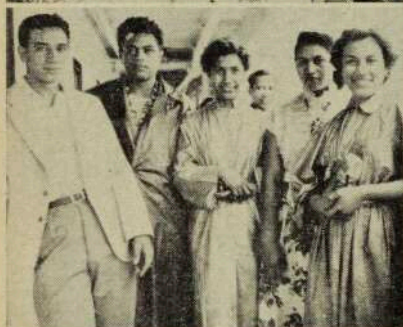
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Samoans in Auckland



These Samoan people were photographed farewelling friends aboard "Matua", in Auckland, in December.
Upper: Mrs. R. Muliau, Mrs. R. Lotan, and

Mr. A. Enari.
Lower: Mr. Daniel Betham, Mr. Murphy Pule, Miss F. Leavasa, Miss F. Sua, and Miss E. Meredith.

¶ One of the real "old hands" of the Burns Philp service stepped down into retirement in 1955, in the person of Mr. A. K. McIntosh, who had been in charge of BP's London office since 1915. He was well known prior to World War I in the Pacific where he managed various BP branches. Having completed 40 years in

Crutched Friars (the intriguing name of BP's London street), as become one of London's best known figures in the South Seas trade. AKM decided to call it a day, as retired to his residence at Brighton on the South Coast.

¶ At Mitiaro, Cook Islands, on November 25, Kapiriela Ngatoko and Tungane were married at the LM church. More than 50 guests attended the wedding feast. A band was given that evening.

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But Necessary Development

THEY ARE MAKING THE FIJIAN VILLAGERS MONEY-CONSCIOUS

By R. W. ROBSON

UNTIL recent years, the European administrators of Fiji left the Fijian natives alone in their villages.

The Fijians were perfectly happy in their bountiful land gave them coconuts and fish, fowls and vegetables and pigs; and they could themselves manufacture by hand all that was needed in the way of shelter and clothing.

There was no place in their age-old economy for money—the tokens issued by Westerners for the buying and distribution and use of goods, or accumulated credit.

Now, under the urgent drive of modernism, all that is being changed. The Fijians are being taught to save and borrow, to work harder and harder so that they can earn the money wherewith to buy the goods which represent an extension of their domestic needs. All idealists ask savagely why has been done. Why not leave the Fijians—and other happy, simple folk—undisturbed in their villages? So far as Fiji is concerned, here is the answer, in five parts:

Year	Fijians	Indians
1901	94,937	17,105
1921	84,475	60,634
1938	99,595	89,333
1946	118,083	120,414
1955	130,000	150,000

The Indians, active individualists, are outbreeding and outnumbering the Fijians; and, if the latter continue to live together in unbroken communities under their chiefs, they inevitably will be submerged and exploited.

To save the Fijians, the Government has prescribed less feudalism and more individualism. Instead of living in the shade of the village coconut tree, the Fijians must go out and work.

Consequently—among other things—the Credit Union.

RONALD GARVEY—likely to become notable as the first Governor to tackle the Fijian communal problem in a practical, down-to-earth fashion—introduced the idea of village saving and lending.

While Governor of British Honduras, he had noticed the remarkable success of the work of a Catholic missionary, Father M. J. G. who had introduced the Pan-American Credit Union and thus had created among the village folk an organisation

for financing the needs of individual villagers through funds created by the villagers' own thrift and savings. Thus, he had raised their standard of living.

The Governor thought that such a system, applied to Fijian villages, might hasten not only a greater measure of individualism, but also a psychological change and a new standard of living. He wrote forth-

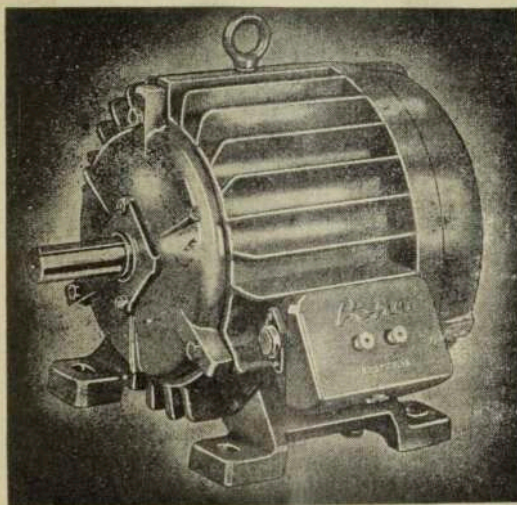
with to the Roman Catholic Bishop in British Honduras.

"Sorry," replied the Bishop. "Father Ganey's work here is too valuable—he can't be spared."

But His Excellency is a tenacious man. No one knows how or why—but in November, 1953, Father Ganey arrived unobtrusively in Fiji, and quietly settled down to work.

Little was said about him, because this Union is not a Government instrumentality. I do not know how he is sustained—but, after an inspection, I think the Fiji Government would regard him as cheap at £10,000 a year.

He was assisted, in an effective and practical way, by a local committee, which included Messrs. J. N. Falvey, R. M. Major, B. J.



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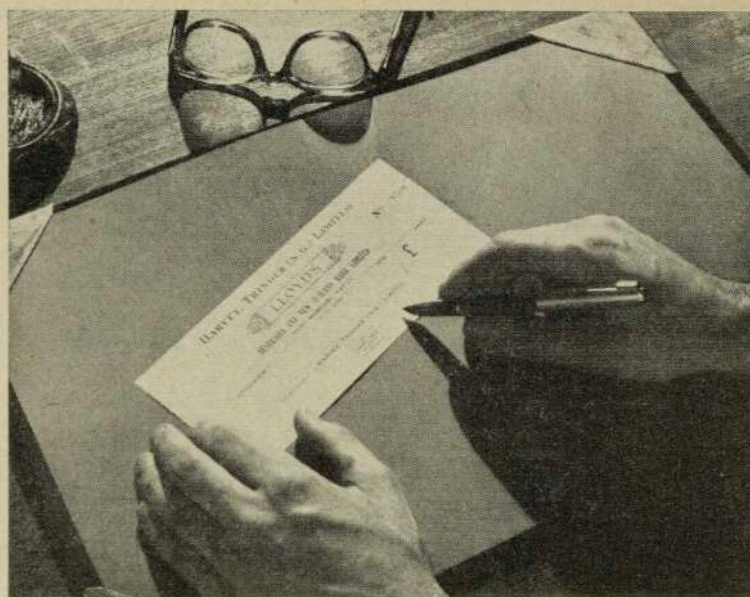
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Up to September 30, 1955—the is, within 18 months—Father Ganey has formed 135 Fiji village Credit Unions (with a membership of over 15,000) which have saved £50,000 and have loaned out a total of £92,267. About £51,000 has been repaid, and loaned out again.

A BACK-STREET shop in Suva has been converted into a Credit Unions' head office. Here, Father Ganey introduced to a half-dozen educated young Fijians, keeping a formidable set of ledgers. I was allowed to inspect the accounts of a dozen village Credit Unions.

And there was the story, in plain figures. That £50,085 was built up of sums contributed weekly by Unions' members — sums ranging from 1/- to 5/- per week, mostly 1/- and 2/-.

Each village retains its own fund. Each fund is managed by a small committee of villagers. Each committee deals with applications for loans; makes the decision to lend and then sternly polices the repayments. Only members can borrow.

THOSE records of loans and repayments told of the Fijians' changing way of life, and full of significance. The following are the notes I took as I ran quickly through the ledgers.

- A woman borrowed £28 with which to buy a sewing machine. She has mostly repaid the loan, charging small fees for village sewing.

- Villager Jesse borrowed £30 so that he could buy iron garden implements, which replaced his wooden things.

- A man in one village was financed into the purchase of a cow; and another, in the next village, was helped to buy a fish boat. Both loans were repaid from increased earnings.

- One ambitious man borrowed £50 so that he might purchase a banana plantation. He repaid within one year.

- Some loans assist the village house builders; others go into the purchase of domestic animals, and are being repaid.

- An £18 loan for a radio brought new life into one village—repayment is a united effort.

"I did this kind of work for many years in Honduras," said Father Ganey, "but I never saw anything like this. The movement is spreading rapidly all over the country. It is made for them; it fits their way of life like a glove."

I WAS most interested in the repayment records. The Fijians, notoriously, have no proper sense and no sense of repayment obligation. In village life, for thousands of years, what's yours has been



A BANK ON WHEELS.—The Credit Union van pulls up at an intersection of bush roads at an appointed town, and there meets the Treasurers from half-a-dozen village Credit Unions, receives their deposits and cashes their cheques.

ne. A man howling because he had been eaten out of house and garden by a horde of visiting relations would be regarded as an indescribable vulgarian. That is why so many people laughed at the idea of a Credit Union. But somehow, it works—and it

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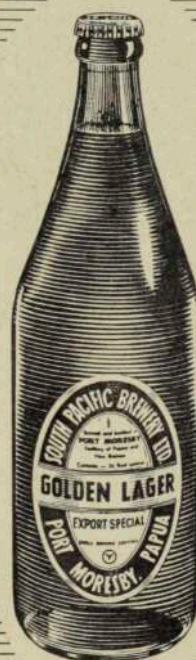


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YOU'LL LOVE
**GOLDEN
LAGER**



TRY IT FOR
7 DAYS
and you'll notice
the difference

works because those village management committees are like hawks in their supervision of loan repayments. I think an important factor is Father Ganey's insistence that there shall be a village wife or two on the management committees. Among Fijians, as elsewhere, women are tougher than men in these things.

MOST Fijians are Methodists, and Father Ganey is a Roman Catholic priest. But there is no sign of sectarianism in this movement—all Church folk are supporting it with enthusiasm. The strength of the movement, and its success, is one of the most remarkable developments of latterday Fiji. The South Pacific Commission has manifested a lively interest in it.

As the movement spread into the more distant and isolated villages, a real problem developed—how promptly to bank the cash collected from members, and how promptly to cash the cheques given to successful applicants for a loan. The bank deposit is an essential section of a Credit Union. No village money-box!

The Unions' managers solved it by purchasing a small and powerful motor-van, designed to travel over rough tracks. It works to a timetable; and the village unions' treasurers, instead of having to walk endless miles to a bank agency,

now meet the van at pre-arranged places and put in their cash, and cash their borrowers' cheques.

Peni, driver and manager of the van, and expert accountant, probably is now one of the country's bestknown young Fijians.

(Sydney and Melbourne gangsters who grab pay-rolls and who might

see in this some sweet picking are hereby warned that the Fijians in charge of the Credit Union are armed, and good marksmen and, being typical Fijians, they don't run when trouble starts).

The weekly contribution made by 16,000 members is not a gift—it is a loan, earning a very modest rate

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ound for Western Samoa



"atua" passengers from Auckland to the islands in December included, top to bottom: Maka Sapolu of W. Samoa Health Department; and Mrs. Sapolu; Miss D. Salter, who is visiting friends in Western Samoa, fare-d by her mother, Mrs. C. W. Salter, of land; Mr. G. A. Schuster and Mr. H. P. lith.

r. Abela Williams, of Manihiki, Is., has been appointed a Commissioner of the High Court of the Islands as from November 1,

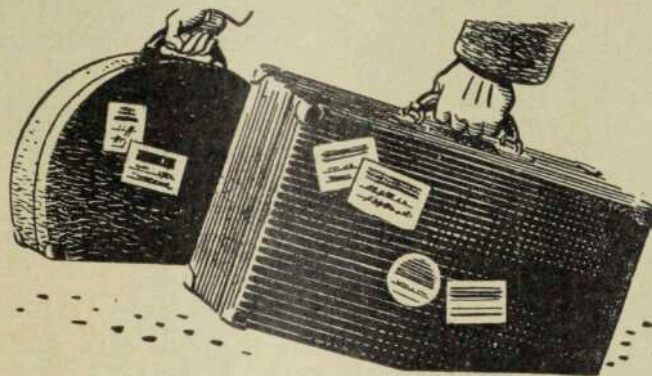
No Balolo for Mr. Gatty

SINCE Mr. Harold Gatty became a resident of Fiji he has taken much interest in that phenomenon of some coral waters—the *balolo* (or *palolo*).

Balolo is usually regarded as a worm—although Mr. Gatty says that it is a string of eggs—and at certain times of the year, usually around November, it rises from the

coral reef. It is regarded as a delicacy.

Mr. Gatty told PIM a year ago that he could predict the rising but this year Mr. Gatty and everyone else (in Fiji) was out in the reckoning. His big launch went from Suva to Levuka and waited three days for the calculated rise on December 7, but nothing happened. There was only a token rise a month earlier, too.



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- 8-oz. Tomato Soup.
- 16-oz. Tomato Soup.
- 28-oz. Peeled Tomatoes.

CANNED FRUITS

- 16-oz. Grapes.
- 30-oz. Peaches.
- 30-oz. Pears.
- 30-oz. Apricots.
- 16-oz. Raspberries.
- 30-oz. Raspberries.
- 16-oz. Loganberries.
- 30-oz. Loganberries.
- 16-oz. Gooseberries.
- 30-oz. Gooseberries.
- 16-oz. Cherries.
- 16-oz. Fruit Cocktail.

COLD MEATS

- 12-oz. Trim (Pork and Beef).

- 12-oz. Meatloaf.
- 12-oz. Hampe.
- 12-oz. Camp Pie.
- 12-oz. Corned Beef W/C.
- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.

SAUSAGES

- 16-oz. Beef Sausages.
- 16-oz. Oxford Sausages.
- 16-oz. Cambridge Sausages.
- 16-oz. Pork Sausages.
- 10-oz. Vienna Sausages.
- 16-oz. Vienna Sausages.
- 4-oz. Vienna Sausages.

TONGUES

- 12-oz. Sheep Tongues.
- 12-oz. Lamb Tongues.
- 12-oz. Calves' Tongues.
- 12-oz. Lunch Tongues.
- 2-lb. Ox Tongues.

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- 14-oz. Sweetened Condensed Milk.
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- 12-oz. & 24-oz. Plum.
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- 12-oz. & 24-oz. Apricot.
- 12-oz. & 24-oz. Peach.
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Current News From Our Correspondents in P-NG

(Continued from Page 47)

Rabaul for the first time since war in a cruise starting at the of June and lasting 12 days. The P. and O. Line will run the *Malaya* on a 15-day cruise from Sydney to Suva and Port Moresby in June. Both ships will return to Sydney by way of the Great Barrier Reef.

STRALIAN STUDENTS WORK IN NEW GUINEA

While many medical students in Australia are working as counter-aid, railway porters and postal clerks during their Christmas holidays, a group of 11 students are in the Territory getting some practical work.

The students—from Sydney, Melbourne, Brisbane and Adelaide Universities—were selected from a large number of applicants to work with the Territory Department of Health during their holidays. They will work as European Medical Assistants, and be paid at the same rate.

This money will off-set their fares and from the Territory, which must pay themselves, as well as give them a little to spare. The male students among the group will probably go on a medical tour while in the Territory.

ADAM IN YELLOW CLAY

A recent patrol of the Upper Turama area of Papua located a small group of natives who had not previously had any contact with Europeans.

The Patrol, led by Acting ADO Leen, found the group at Iwatubu and reported that they were received peacefully.

Mr. Leen said he found 21 people in the group but estimated that there were another 15 or 16 hiding in the bush. All were of powerful physique with massive legs indicating that they had at some time migrated from the mountains. They were fairly light skinned and the men all smeared their bodies with a yellow clay.

The patrol, which set out from Kikori, planned to get through to Lake Campbell but was unable to do so because of extremely difficult terrain and torrential rain.

AGRICULTURAL DEPT. AID WANTED

The Madang District Advisory Council is seeking the appointment of a travelling agricultural officer to advise and assist both Europeans and natives on cocoa planting.

One Council member, C. E. Bliss,

the world that had not been affected at some time or other.

A mission representative, the Rev. Father Misik, said he agreed but pointed out at the December meeting that there was a tremendous amount of native cocoa planting going on in the district but very little qualified supervision.

He said cocoa was a crop liable to disease and that there was not a major cocoa-growing country in

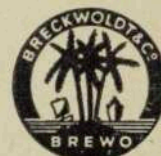
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thought the Department of Agriculture should provide particularly for supervision of native planting. He said that in the event of an outbreak of disease, natives would be liable to neglect their crops beyond the stage where the disease could be checked.

Another Council member, Mr. Perkins, said he also agreed, but that European planting should also be supervised.

Mr. Perkins explained that some plantation managers were required by their employers to plant crops with which they had not previously had any experience. A visiting agricultural officer would therefore be of great help to them.

TWO-WAY RADIO FOR TIMBER-GETTERS

Two-way radio is to be installed to improve communications between the South Pacific Lumber Company Mill, at Lae, and its timber lease 11 miles away in the Trans-Busu area.

A Company official said on December 19 that it was planned to have the main transmitter at the Mill and a mobile set in a vehicle to be stationed permanently in the lease area.

The official explained that Lae was in process of having its annual rainfall of about 180 inches and it was to be expected that the road to the lease area would be impassable on

a number of days during the year.

Two-way radio would warn carting contractors of road conditions, and mean quicker assistance in cases of injury or accidents.

THE FLEET WAS IN SAMARAI
Samarai in mid-December had one of its busiest periods for some time, when the MV *Sinkiang*, MV

Soochow, MV *Malekula* and MV *Malaita*, as well as two Catalina flights, arrived at the Island within four days.

A total of 450 tons of cargo was discharged together with 152 bags of mail.

Normally, about 80 bags of mail a month are delivered to Samarai.

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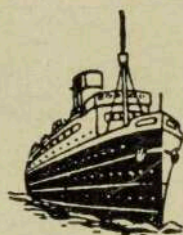
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ELECTION OF TAC MEMBERS?
Election of Ward members to Papua-New Guinea Advisory Council is being sought by members of the present Port Moresby Town Advisory Council.

The Council also wants Public Servants to be eligible for election. At present, Ward members are appointed by the Administrator, and rules governing Town Advisory Councils exclude Public Servants representing the Wards in which they live.

A meeting on December 20 adopted a resolution put forward by Mr. Peter Fox, and supported by Dr. White, both of whom claimed that mere fact that members were elected by the people would give them strength to Advisory Councils. Mr. Fox suggested that the election of Ward representatives could be the forerunner of fully-elected councils.

The Chairman, Mr. E. A. James, supporting the proposal that Public Servants should be eligible for election, said he had always maintained that because a Public Servant was a Public Servant he did not stop being a citizen.

It is only a small portion of P-NG Servants bother to vote for the Legislative Council, it seems doubtful if there would be any interest at all in local Advisory Council elections.—Ed. PIM).

POWER'S ON AGAIN

Port Moresby's power rationing ended—at least, for the time being.

An announcement on December 17 by the Department of Civil Affairs that No. 4 Generating set at Dobu Powerhouse had been repaired and the power restrictions imposed about a month ago would no longer be necessary.

Departmental spokesman said co-operation of the public during the restrictions was greatly facilitated by the Administration. The public failed to co-operate, and would have been impossible to obtain supplies.

POSTAL FACILITIES STILL OFF

Never, just to prove that Port Moresby is not yet Arcadia, an announcement about the same time states that Port Moresby will continue to keep on suffering bad postal facilities.

Director of Posts and Telegraphs, Mr. W. Carter, said there was little chance of additional private mail boxes being provided at Port Moresby Post Office before

present, only a few boxes are available—most people, unless they have their mail addressed to their place of employment, have to ask a girl behind the counter "if you have any mail for them. They

then wait until the clerk sorts through a pile of letters. Behind them are other people waiting to buy stamps, or perhaps, to find out if there is mail for them, too.

Mr. Carter explained that extra mail boxes depended on the remodelling of the present antiquated Post Office building. Plans and designs for this had been prepared, he said, but "due to more important Administration works for other Departments, it was not placed on the works programme for the current financial year."

Therefore, he added, there's not much chance of more boxes before the start of the 1956-57 financial year.

Mr. Carter is not alone when he

said he regarded the remodelling of the Port Moresby Post Office as one of the Department's most pressing needs. The general public—that class of people for whom the P-NG Administration seems to have little regard—is right behind him.

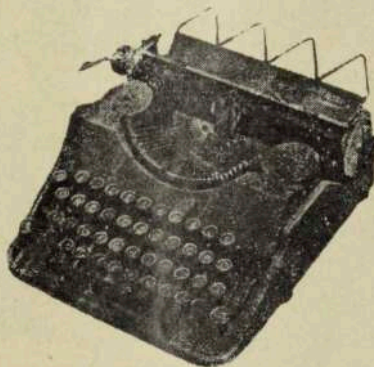
P-NG NATIVE TEACHERS TO SEE QLD.

Ten native teachers from Papua and New Guinea will pay a 6-weeks' visit to Queensland in April, 1956.

The teachers, drawn from Papua and the New Guinea Islands and accompanied by the Assistant Director of Education, Mr. Roscoe, will visit Townsville, Cairns, Mount Isa, Mount Morgan, Brisbane, Warwick and Stanthorpe. (Over)

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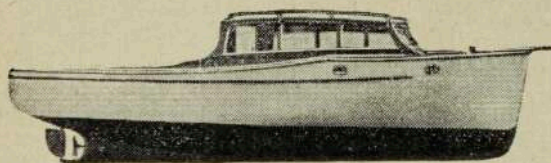
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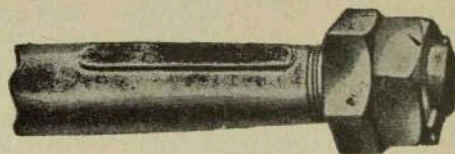
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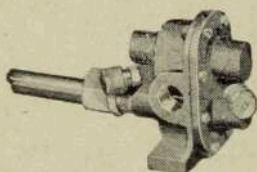
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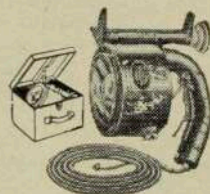
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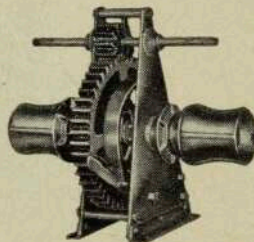
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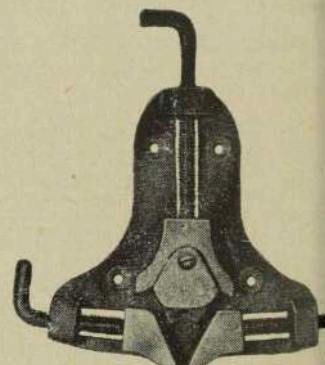
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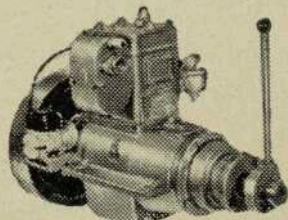
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They will go by plane to Townsville and the remainder of their travels will be by train. The purpose of the tour is to increase the native teacher's knowledge of Australia and her primary and secondary industries.

FOLLOW THE BAND—IN KAVIENG

A newly-formed brass band at Kavieng marched through the town for the first time on December 22, followed by the Kavieng detachment of the Royal Papua-New Guinea Constabulary.

The band was made up of local natives of all ages, trained by Police-Sgt. Rubens. Their bugles, cornets, and other instruments cost £600, raised by donations of one shilling or less from natives throughout New Ireland.

ADMITTED TO THE BAR

For the first time, all four judges of the Papua-New Guinea Supreme Court were on the Bench when two lawyers were admitted to the Bar of the Territory Supreme Court on December 19.

The barristers were Mr. Frederick Winkler, who will join the staff of the P-NG Crown Law Office, and Douglas Hugh Morris, the Registrar of the Supreme Court. Their admission was moved by the Town Law Officer, Mr. W. W. Kins.

Islands Govts' Drive for Recruits

IF you must become a public servant it will probably pay you to do so in Papua and New Guinea rather than in Fiji.

The Fiji Government at present is being urged to create an Executive Division in its Civil Service, the purpose of this being to train cadet officers who will eventually become departmental accountants, secretaries, etc.

Cadets should have passed the NZ University Entrance examination and be in their late teens or early 20's. Commencing salary recommended is from £360-£400 per annum—and this is what the Fiji Public Relations Officer says about the rest of it: "On confirmation of appointment, after three, or in special cases, two years, a salary of £500 per year is recommended. . . An exceptionally bright candidate could reach a salary of £750 in eight years, or at the normal rate of progress, after 10 years."

Papua and New Guinea also has cadetships covering District Services staff, medicine, teaching, forestry, agriculture and so forth. In most cases these youngsters are paid while they stay in Sydney and finish their training.

They have to be between 18 and

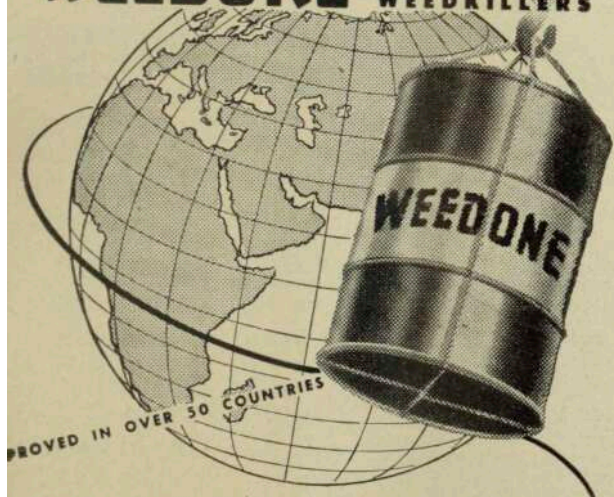
24, and salary (in 1954) ranged from £444 at 18 to £920 at 24. Once they get to the Territory they receive the usual territorial allowances—and although £750 Fijian is worth about £840 Australian, they certainly don't have to wait 10 years to get it.

Still, cadets do not live by bread alone—and civilised Fiji probably has a lot of virtues that primitive New Guinea has not.

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Don't let coughing, sneezing, wheezing attacks of Asthma and Bronchitis poison your system, sap your energy, ruin your health and weaken your heart. Mendaco, a famous new American scientific medicine, starts immediately to circulate through the blood, quickly curbing the attacks. The very first day the thick phlegm is dissolved, thus giving free, easy breathing and letting you sleep the night through in peace and comfort. Get Mendaco from your chemist or store to-day under positive guarantee to return your money if not entirely satisfied.

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- T. NEW GUINEA-PAPUA: Kunai, Sensitive Plant.
- SOLOMON ISLANDS: Kunai, Sensitive Plant.

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WATER INTO WEALTH

Results Soon in Papuan Hydro Survey

A DIRECTOR of New Guinea Resources Prospecting and Development Company, Mr. Peter Cunliffe, said in Port Moresby on December 20 that he believed that hydro-power could prove one of the greatest single factors in developing the Territory.

Hydro-electricity could lead to the establishment of heavy industries in Papua and New Guinea.

Mr. Cunliffe said his company expected to know by April or May whether the fast-flowing rivers on the Papuan southern coast could provide power in economic quantities. Survey work in Arnhemland in the Northern Territory had shown deposits of bauxite, and if these proved worthwhile, hydro-electricity in Papua could be used for an aluminium processing plant, most likely at Yule Island.

(Field units of the NG Resources Prospecting and Development Co. have been investigating the hydro-electricity potential of the Western

Rivers of Papua for several years. Their interest is in the processing of bauxite to make aluminium, for which vast quantities of comparatively cheap electricity are required. In the manufacture of aluminium this is the most important factor—the proximity of deposits of bauxite are a secondary matter. Some bauxite processed in

Canada is brought from South America but Northern Canada has the vital hydro-electricity potential. It is understood that if the Arnhemland bauxite deposits are satisfactory, and sufficient electricity can be generated in Papua, the finishing process of any aluminium produced will be undertaken at Bay in Tasmania).

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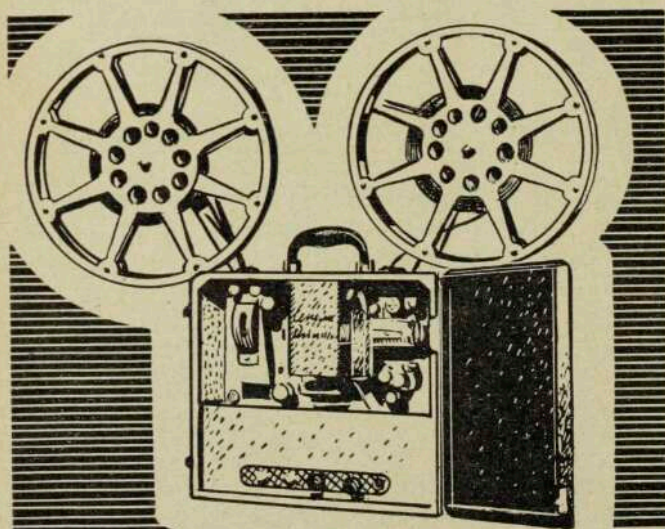
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Arguments in Favour of an Asiatic Colony

WHAT SHALL WE DO WITH THE CINDERELLA SOLOMONS?

By Paul Mason

PEOPLE ask: What is wrong with the British Solomon Islands Protectorate?

It would be easier to make a short of "What is right with the IP?"

That word "Protectorate" is the BSI should be a Colony. It takes courage these days to de- Colonialism; but then it took rage to colonise and build Em- s. The advancement of the ples of this world to-day owes t of its progress to that spirit. he crushing of the colonising it in the Solomons goes back a way. The Commissioners, mak- laws and administering them

The writer of this article for the PIM Mr. Paul Mason, a planter in Bougain- e, who first went into the Solomon nds some 40 years ago. He now lives se to the boundary between the British ommons and the Australian Solomons ka and Bougainville), and he has owed developments thereabouts for r decades.

Paul Mason was a much-decorated man World War II. He was a coast-watcher stayed on Bougainville and, although ted constantly by Jap patrols, he kept Americans in Guadalcanal apprised ost daily of Jap ship and plane move- its in the Rabaul area, and so con- tuted much to the American success in bitter campaign.

For the Pacific Orders-in-Council, the word "Protectorate" always re them to influence their ies.

VERNMENTS must live on the people they govern—unless they an find some other people to ort them. The Solomons nistrations for many years dis- ged the true colonist.

ey found by experience that had to have outside capital to nd thereby exist. Their solution o encourage the big companies. irms were less of a headache ne officials than the small ists; and, anyway, it was a ectorate," and colonists were acted.

Little men started to move out after the first Resident Com- mer moved in with his Gov- ent, and by 1939 very few red, leaving the field to the n companies.

Companies, given incentive, nd will develop such a place; eir profits are taken out of ountry, leaving the indigenes better off. The true colonist as in his adopted country with

the fruits of his labour. The country's welfare is his welfare.

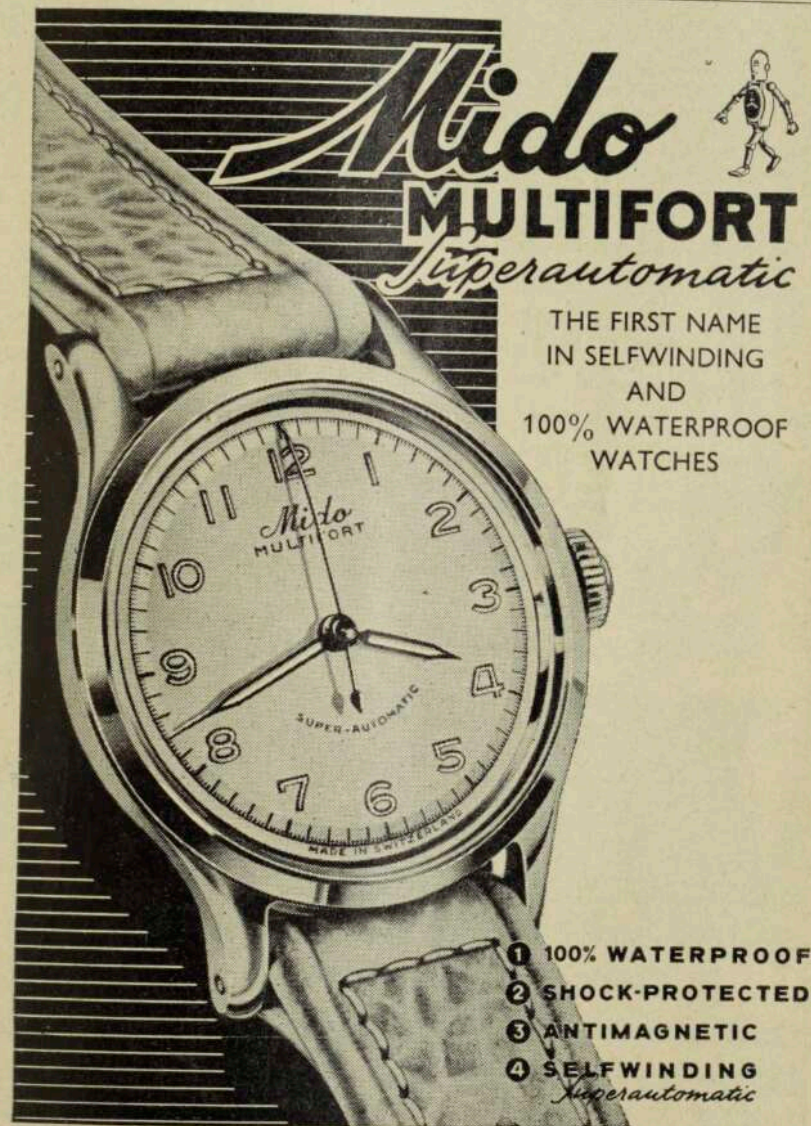
The natives, whose care should be —and was supposed to be—the main object of the Protectorate did not thrive or advance much. Such progress as was made was almost wholly

due to the Christian Missions. The position in the Solomon has de- teriorated since 1921.

THE well-meaning, blundering idealists of the Post-World War II period did not help.

They had hoped to run the country with the indigenes and the Chinese. They failed, and then sought to woo the big firms, with varying success. Only of latter years has the little man been given en- couragement.

Unfortunately, it is too late. The Government has grown too big in proportion to the country's earn-



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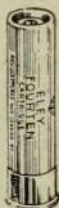
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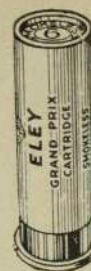
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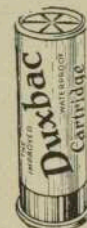
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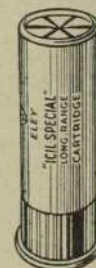
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gs; which means the tax burden too great to encourage new enterprise.

Now loans are offered by the Government to induce the development of the country. But with copra most the only source of revenue, and with a big possibility of the copra market collapsing after the OF contract terminates, the future gloomy.

Some fool economist introduced some tax into the Solomons—a country which has practically no internal turnover of taxable production. Such direct taxes are a burden on production. The burden could easily be more evenly distributed by import and export taxes which already existed, and are easier to collect than income tax.

THE Chinese have proved good subjects. Unfortunately, these people are traders and have not been encouraged to become producers—except perhaps as builders. They are not given a stake in the country they cannot be expected to give allegiance.

The native people lack social organisation, self-discipline and the incentive to work. Why should they work? Life is good to them. Thousands of tons of nuts, to be turned into copra, simply rot annually on the ground on deserted plantations, including their

own. A native by his own labour could harvest and cure £4 worth of copra in a working day.

That natural law that people who live soft have to fight hard—unless some other people are prepared to fight hard to protect them—is still true. Someone has to protect the natives of this Protectorate. Britain cannot. Australia is not in the position to protect herself and her high standard of living, and can only hope that when in need the USA will again come to her succour.

THE answer? Annex—make a Colony of the Solomons. Ask the Australian Government to include BSI in the Territory of Papua and New Guinea. Do anything to scrap the word "Protectorate."

Among the land-famished hordes of Asia many immigrants could be found, suitable as labourers and settlers.

The Indians in Fiji are a problem for Fiji and the Fijians. But the Indians have made, in an economic sense, Fiji and the Fijians. Look at Hawaii—now ready to be accepted as the 49th State of USA—a land richer by far than many American States. It can be done, too, in the Solomons.

Among the hungry millions of Asia, settlers could be found who would be only too willing to accept a period of labour in the Solomons

to enable them to obtain a plot of land of their own. Properly led and managed, these people would become more loyal than the indigenes. Ample capital, given incentive, would be forthcoming to set them up.

These newcomers would, by precept, competition and example, give new life to the native people. They would be loyal so as to protect their new standard of living.

† In a court hearing at Manihiki atoll, Cook Islands, in December, Mehau Johnson was found guilty of witchcraft and sentenced to five days gaol by High Court Commissioner Abela Williams.

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 fourth Thursday of each month, at 8 p.m.

Address for correspondence:—
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(The President may be contacted by telephone at XJ 3205.)



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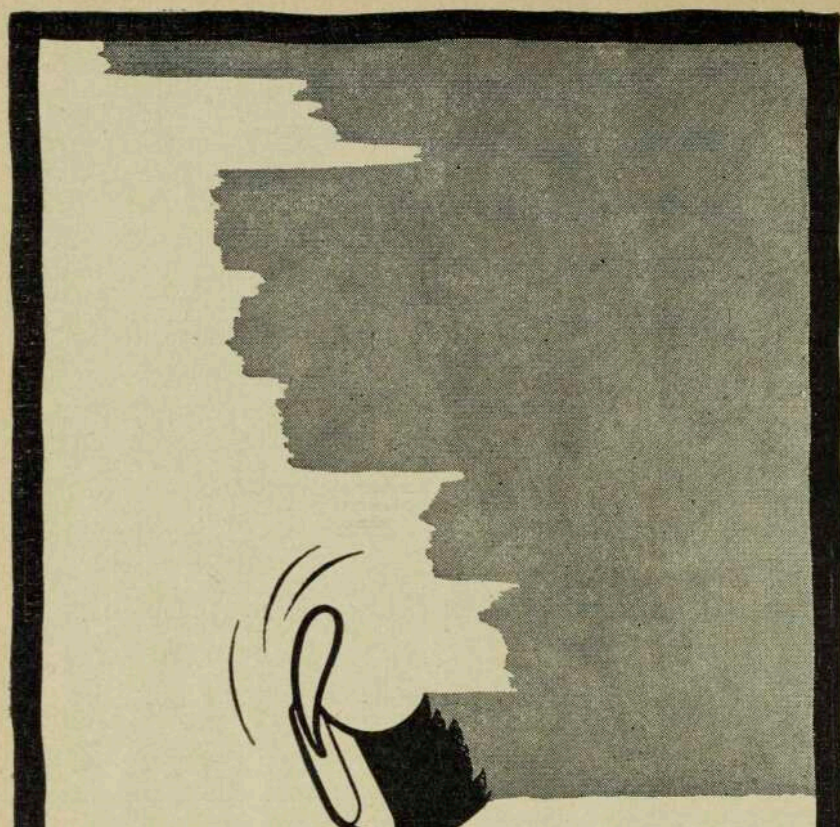
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ADMINISTRATION UNDER FIRE

Road Neglect in NG Highland

THE Eastern Highlands District Advisory Council at Goroka, New Guinea, is seeking a minimum of £35,000 a year for road construction and maintenance in the area.

A resolution to this effect was carried unanimously at the December meeting of the Council following one of the bitterest attacks on the Administration ever recorded at an Advisory Council meeting.

The attack was led by Mr. I. Downs, who presided at the meeting for the last time in his capacity as District Commissioner. Mr. Downs has since retired from the Public Service and after leaving Australia will enter private enterprise in the area.

He said the amount of money provided by the Administration for roads and bridges in the Eastern Highlands amounted to "almost a deliberate sabotage of progress" and that the Administration seemed to have accepted, as a matter of course, the fact that local people, including natives, had done something on their own to improve roads and bridges.

"It is only a matter of weeks," he said, "since Mr. Don Barnard MLC for NG Islands, made the strongest representations for the sealing of one road in Rabaul." The amount of money he asked for was five times as much as has been given to Eastern Highlands district for its 500 miles of roads.

Mr. Downs said the Administration should realise that there were 20 mission stations, 800 of Europeans living on nearly 100 farms and settlements, and 260 natives in the Highlands all utterly and completely dependent on roads as their only means of access and communication.

He described the Kainantu road as "a disgrace" and added that the Administration would be to blame if there was a serious accident, as they were deliberately pursuing a policy of letting local officers and natives do the job without proper funds.

EDITORIAL NOTE

Most of the roads in the Highlands area of New Guinea have been made with little more in the way of labour and equipment than primitive natives, digging soil and woven carrying baskets. Road work has been supervised by Patrol Officers and others of the District Services Department. Bridges have been made by contractors. As a result,

hundreds of miles of Highlands roads which have opened the country for coffee plantations and other agriculture have cost a small fraction of what it would have done if it been made by the Department Works.

What is more, the road already exists. If the Highlands districts had to wait their turn for a road made by the Works Dept., they would have been waiting yet. Those who pushed the road through never expected to be left to carry the burden of it in perpetuity. But having once committed the blunder of showing the Administration that they could help themselves, they apparently are to be left to do it while more clamorous districts get the benefit of the road grants and the technicians.

ROCODILE SKINS FROM THE FLY BRING BIG MONEY

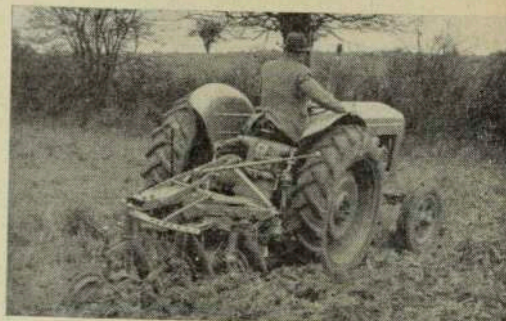
ROCODILE skins from the Fly River area of Papua are becoming big business to the dealers who take care to cure the skins properly.

Recently 3,000 skins—worth up to each—reached Brisbane for shipment to the UK and the Continent. They are made into shoes, bags and other luxury items.

† Educational broadcasts for Cook Islands schools were resumed by the Rarotonga station in November and now take place each Thursday at 2.30 p.m., Rarotonga time, on 5050 kc/s. When the station first came on the air two years ago some

educational broadcasts were made but later discontinued due to operational difficulties. The station's activities have since been confined to a weekly evening broadcast for the general public, and occasional special broadcasts.

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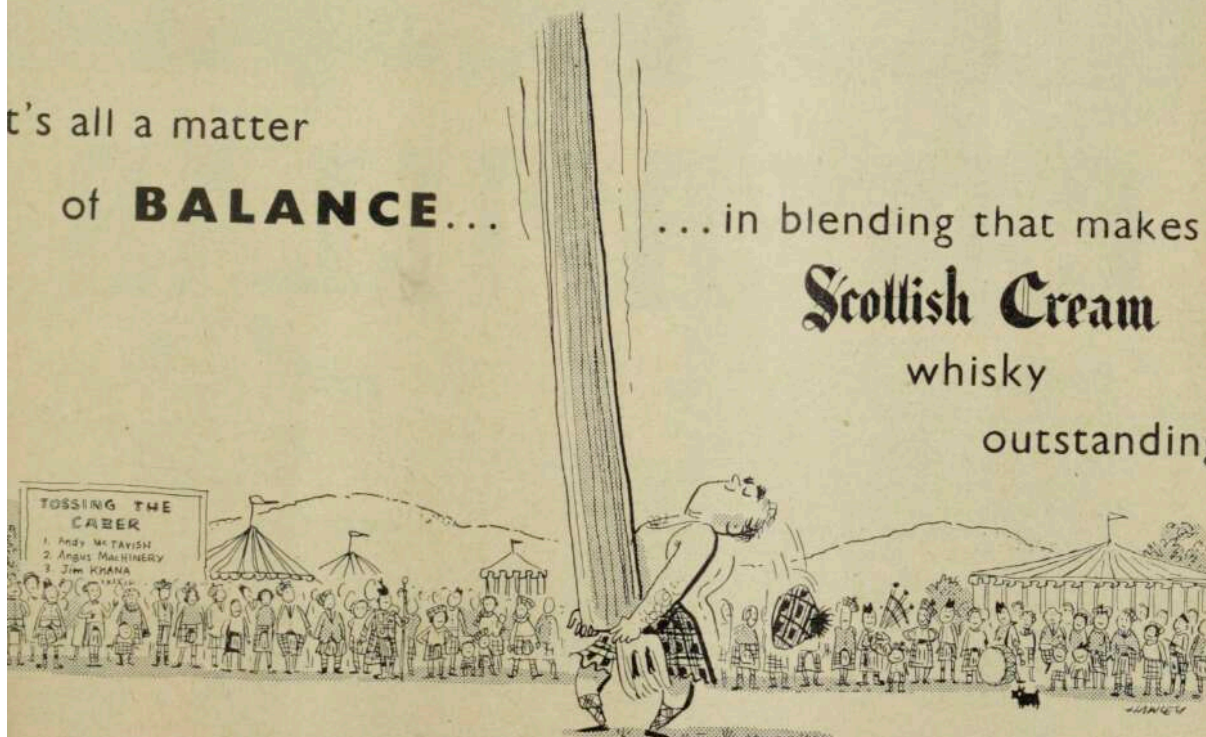
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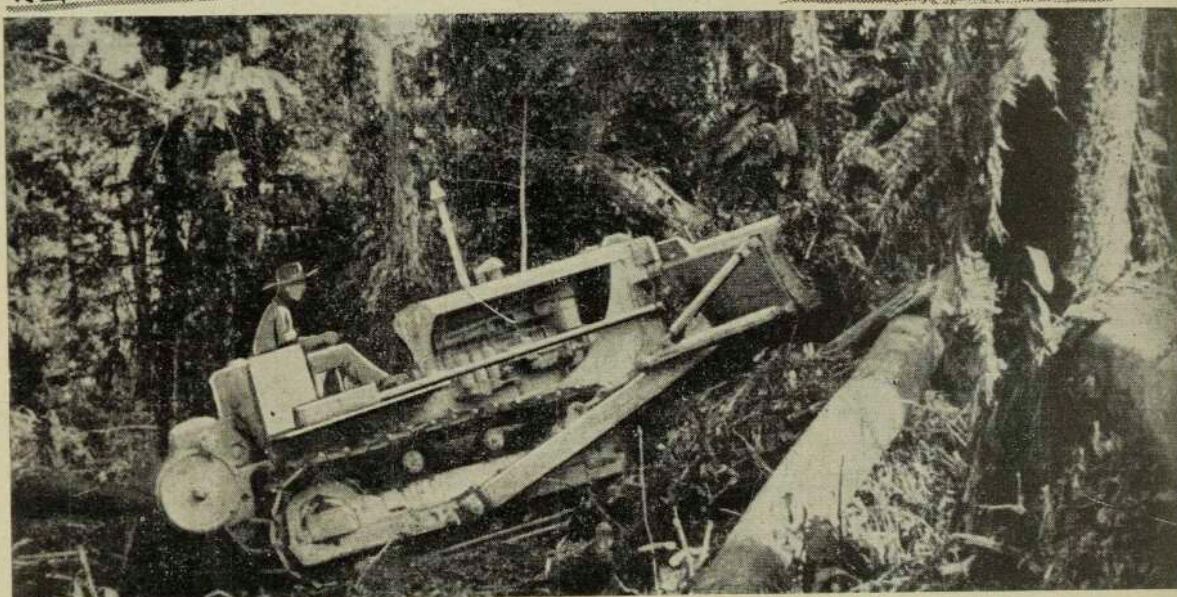
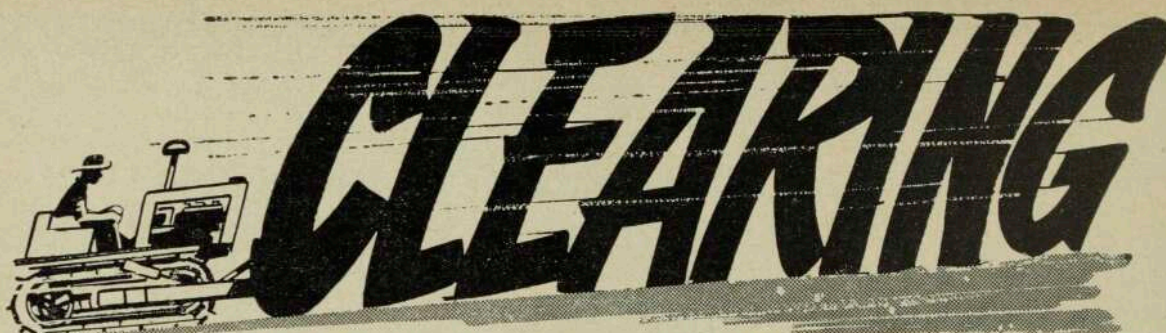
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PACIFIC ISLANDS MONTHLY—JANUARY, 1956

123



WITH

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Only when the lush but useless jungle is cleared can the rich soil of New Guinea and the Pacific Islands be used to produce money crops of cocoa and coconuts.

The mighty 191 horsepower D8 Caterpillar Bulldozer pictured here is at work clearing the 1,000-acre estate of MacRobertsons Ltd. This plantation, situated on the fertile silt of the Markham Valley, is covered with thick rain forest, but the Big Cat pushes, pulls and stacks in windrows all the trees, roots and brush at the rate of $1\frac{1}{2}$ acres per day.

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by a trained staff devoting their
energies exclusively to tractors

In and Around Fiji

(Continued from Page 25)

natic conditions. I smoked some, and their quality is excellent. The Government approved the plan because it represents a local enterprise for Fijian and Indian consumers. I do not think that either the Governor or manufacturers anticipated the European reaction. European women have taken to them because they are good, and because they sell at 10 for 8d.—a reduction on the imported lines. That evening, I sat in on a little party where I met a bright, interesting Londoner who is a selling representative of Carreras, famous makers of cigarettes. He said he had been "looking round," and I said brightly, "And where when do Carreras start manufacturing?" He said indignantly, "Carreras had no such plan. He is in a minority—most of the fully well-informed people in Fiji are sure there will be a Carreras factory there before dawn of 1957. After all, Wills cannot be allowed to get away with a successful and profitable enterprise like that."

Comet Looks In

ARRIVED in Nadi on the heels of the big new Comet, which had flown from New Zealand in an absurd number of minutes.

The whole district made it a fete occasion—well-known district folk, Lautoka right around to Sigatoka came in to see England's roller-machine, and the largeambo lounge was crowded to the doors. Merriment grew, the cash register sang tunelessly, and Barry's famous smile spelled "welcome" in all languages.

The Comet boys were abstemious; the uninhibited sightseers saw reason for early retirement. Politically shaken, I got behind Nadi Hotel's hospitable mosquito-net at 12.30 a.m.—and was wakened forth at 6 a.m. by a very tired Rex Steele, who insisted I see the Comet off at 7.30 a.m.

The take-off was impressive. One run—Zoom!—and she was in the air and doing a dip overhead 100 feet before we had time to twist out of our necks.

That was even more impressive than the unrehearsed assembly of Pacific air-liners at that moment on the Nadi airfield—big ones from Frisco, Vancouver, and, Sydney—and even the Indian Pacific airliner in from Amsterdam via the North Pole, which had chosen that morning for its first flight. (See photo, page 25.)

More and More

Suva Buildings

SUVA'S lines of shops and offices, from the reclaimed Walu Bay area (west of the docks) right along the lagoon-side to the Grand Pacific Hotel, are changing.

Right in the centre of the city, there is a substantial addition being made to the Bank of New Zealand.

Any day now, the new Burns Philp Arcade, to cover the site of hurricane-wrecked McDonald's Hotel, opposite the Triangle, will get under way.

Further east, facing Victoria Parade, the big and impressive building being constructed for the Fiji Native Land Trust is half built.

But, near it, the impressive lower storey of the South Seas Hotel is still at the stage where it stopped after the earthquake two years ago, and tropical creepers are beginning to cover the concrete pile. Suva, however, expects that the new Morris Hedstrom-Carpenter alliance will resume building.

At the other corner of Gordon Street, mainly facing the Parade, the large, new two-storey building for the Barker Estate is under rapid construction.

There are long waiting lists of

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eager tenants, mostly Indian, for all these forthcoming new shops and offices.

Managing-Director Helson showed me the plans of the fine, four-storey building which Burns Philp (South Seas) Co. Ltd. will shortly erect on the large area of vacant land directly opposite the present BP building. It will fill the whole area from Rodwell Road to the waterside, and up to Scott Street, and will be used mainly by BP departments. They have just extended their main store, in modern styles, from the back westwards—but that does not meet all requirements.

There are additional buildings in the docks area, around Malcolm Brodie's enterprises; and over in the Walu Bay reclamation there is an absolute welter of new construction. I prophesy more vigorous new construction when the Carpenter-Hedstrom alliance gets into its stride.

Suva surely is growing up.

Elizabeth Hennings of Naitaba

IT was a pleasure in Suva to meet Mrs. Elizabeth Hennings, of Naitaba—one of Fiji's well-loved

and gracious matrons of the old school.

I had known her over many years, as an occasional PIM contributor. I had met her daughter, Mara, in Sydney (wife of Banker "Dusty" Miller), and her daughter, Bobo, in London (wife of Cinema-Director Pennington Richards), and her daughter, Elizabeth, in Suva, when she was working on the O'Keefe film, but had not previously seen Mrs. Hennings herself.

Friends try to persuade her that she should now live in Suva or Australia, or Europe; but I saw her go with obvious pleasure aboard the little ship, home to the Lau Islands. She has a deep sentimental regard for Naitaba, to which lovely isolated island she was taken by the late Gus Hennings from Germany about 1912. Her hair is white, but she retains still the fine complexion and slim figure of the German girl who captured Gus Hennings in Germany in the days before World War I.

He Carries Around Plans for W. Samoa

MET unexpectedly in the GPH, my old friend (and PIM correspondent of 25 years standing)

Hon. A. M. Gurau, MLC, of Western Samoa. He was en route on *Tofua* to New Zealand, for a holiday, accompanied by his smiling wife and their lovely little granddaughter.

I tried to hold him to personal gossip about mutual friends in Samoa—but it was no use. Even so often he would break away to discuss the politico-economic affairs of the Western Samoans (nearly 100,000) and increasing steadily, which are his chief preoccupation.

Cocoa is down to half of what it was a year or two ago; but even at £Stg.250 per ton, the Samoans are main passing rich.

Mr. Gurau wants someone to investigate the possibility of establishing the cattle industry in Samoa; he says that selected breeds should flourish on the high country at the eastern end of Upolu.

Local Paper Makes War on the PRO

SUVA'S *Top Brass*, official and official, has been observing, with cynical amusement, the attempt of the *Fijian Times* to administer public caning to the Public Relations Office.

When Suva, in November, was

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ded by a swarm of reporters, avid
sensational stories about the
yita affair, the *Times* tried to in-
ce PRO to let down its back hair
so, and join in the sensation-
ongering. When PRO insisted on
eping to the sober truth, and
tting cold water on some of the
ight boys' more absurd stories, the
mes declared war on the PRO,
d lectured the Government
ntifically on the shortcomings of
e Department.

Then Len Usher, head of PRO
d on holiday in NZ, talked to an
ckland newspaper about the
yita reports emanating from Suva,
d—with commendable restraint—
d they were "ridiculous."

Whereupon the *Fiji Times*, on De-
ber 12, expressed its very great
oyance with Mr. Usher, and the
O, and the Government, and re-
ded them of what it considered
e their duties and obligations. It
d that the reporters who were
ossible for the stories at which

Usher had jeered were very
mous correspondents indeed,
ereas Mr. Usher is not even "a
fessional journalist."

said that the PRO should cease
concern itself with the collection
presentation of news, and de-
itself to explaining the Gov-
ment to the people.

ava really was amused. It has a
y memory of the long and barren
s when Fiji was without a real
spaper service, and the need
filled by the PRO's weekly news-
st.

the *Joyita* stories represent the
x of real newspaper-men and
PRO's weekly *Bulletin* is the
duct of a non-professional
nalist, then Suva is quite sure
the class of service it would
er.

ji folk may not know it—but
e are no Territories in the
fic, and few British Colonies in
world, better served in the field
Public Relations than is Fiji.
Usher, deservedly, has an inter-
onal reputation—not only as a
but as a journalist.

ing Old But

ng Strong

s 20 years since I first sat in
the Suva Rotary Club's Thurs-
ay luncheon, on the GPH
adah. Old friends have gone,
there now are many new faces
ne getting sterner, with the
of the ageing years. But the
now under the presidency of
Elliott, goes on its useful way.
ille we sat there chuckling,
eant-Major" Claude Israel,
merciless ingenuity, imposed
s" upon a wide variety of
ished members, for hitherto
ected crimes. The culmination
he extraction of 3/- each from

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value. The author, formerly
Director of the Ceylon Coco-
nut Research Institute, was
engaged by the South Pacific
Commission to make a survey
of the main copra-producing
territories of the South
Pacific. His report, now published by the Commission, contains his
observations and findings on copra manufacture in the region.

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o worthy citizens "for imagining at they would not be fined." The total was added to the fund der which this healthy little organisation gives its Christmas at annually to children in hos- als and other institutions.

ce from Oversea!

OCAL merchants and traders in- form me, with a suitable display or irritation, that "a lot of rice m India is coming into the Fiji rket."

The picture is enough to annoy economist. Fiji has the rice- d, the rice mills, the know-how, the market, and should be grow- every ounce of rice consumed the Colony. It is absurd that d Fiji money should be going rseas for such a commodity. he explanation probably lies in 's increasing purchases of goods n India, and the consequent culty of arranging exchange in ment therefor.

ension into N. Guinea

JOVIAL face, surmounting a schoolboy figure, had me baffled, momentarily. It was the face of Lawlor—but where was magnificent 17-stone body, so known in the happy caravan- is of Sydney, London and Paris? appears that under doctors' rs he went on a diet; and five

or six stone of good Fijian brawn and muscle, and maybe a little fat, has gone into thin air, to the great benefit of our genial friend.

He tells me that his well-known Suva firm, Pearce and Company, has extended into New Guinea, where, as Pearce and Co (New Guinea) Ltd., it is being managed in Rabaul by Mr. Eric Lawson.

Why Not a Cool

Station for Suva?

DRINKING tea on a hospitable verandah, I noticed that even old-timers were perspiring. Me, I was frankly sweating—I couldn't keep the rivulets off my spectacles.

Facing me, across Suva Harbour, I noticed some small mountains. I asked, "Were they accessible, and how high were they? Why did not Suva folk, like Europeans in similar countries, maintain hot-season cool- ing-off places in the nearby hills?"

Pat Costello smiled wryly. "That is Mount Rorobaba," he said, point- ing to the highest peak. "It is 1,408 feet above sea-level, and seven miles from the Post Office, and I own the country thereabouts. In Governor Mitchell's time I donated 250 acres, covering the top of that mountain, which is quite accessible, to the Fiji public.

"I thought it would be appreci- ated by those people in Suva who,

otherwise, must stay down here at sea-level and swelter.

"The Government accepted it, and called it the Costello National Park. I thought they would have put a road in, with all the spare bul- dozers around after the war, so that people could have got up there in 30 minutes. But nothing was done."

I said I would write a nasty note about it. This is it. Facts speak louder than comments.

Fiji Pineapple

Cannery Closes

THIS is the last week of pineapple- canning. The CSR Co. is closing down what, at one time, appeared to be a sound and profit- able secondary industry for Fiji.

There was nothing wrong with the Fiji pineapple, or with the pack, or with the prices the Co. could sell at in the available markets. It is just that there are not enough pine- apples produced in Fiji to keep the industry going on a scale which would keep it economic.

The Co. has been growing its own pineapples. No other planters have come along in sufficient numbers; and CSR cannot increase its pine- apple acreage without sacrificing good sugar lands. It considered a plan to establish large pineapple plantations in the Labase area; but a survey showed the soil there was unsuitable.

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AUSTRALIAN BUSH BALLADS, edited by Douglas Stewart and Nancy Keesing. A comprehensive selec- tion of the best ballads of the nineties, including all the old favourites as well as some lesser-known works. Handsome large volume. 30/- (post 1/1.)

AUSTRALIA, by J. C. Horsfall. This book is mainly concerned with the development of Australia since World War II in historical, economic, social and political perspectives. 31/9 (post 11d.)

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DEATHS OF ISLANDS PEOPLE

MRS KATHLEEN BIGNELL

The death occurred at her home in Springwood, in the NSW Blue Mountains, on December 27, of Mrs. Kathleen Bignell.

Mrs. Bignell will be remembered by all old residents of Rabaul, New Guinea, where she managed the Rabaul Hotel in the 1930's. When other women were evacuated from Rabaul after the 1937 volcanic eruptions, she remained behind and under her direction the hotel carried on a policy of business as usual. For her work during this period she was awarded the British Empire Medal.

Again, when Rabaul's women were evacuated to Australia when the Japanese invasion was imminent, Mrs. Bignell stayed behind with the men. As a result she was taken prisoner by the Japs and in company with half a dozen Army nurses was sent to Japan, where she spent the Pacific War years in a POW camp. She never fully recovered from the effects of this ordeal.

Before going to New Guinea she had lived for some years in the Solomon Islands.

She is survived by her two daughters, Margaret and Jean, and by four grandchildren.

PROFESSOR RADCLIFFE BROWN

The distinguished anthropologist, Professor A. R. Radcliffe Brown, died in England early in November. It is

many years since he was in the South Pacific; but he was a member of the staff of University of Sydney in the 'Twenties, and some future administrative officers in Papua and New Guinea learned their anthropology from him—Messrs. Ben H. Monty Bastard, Sydney Chance and

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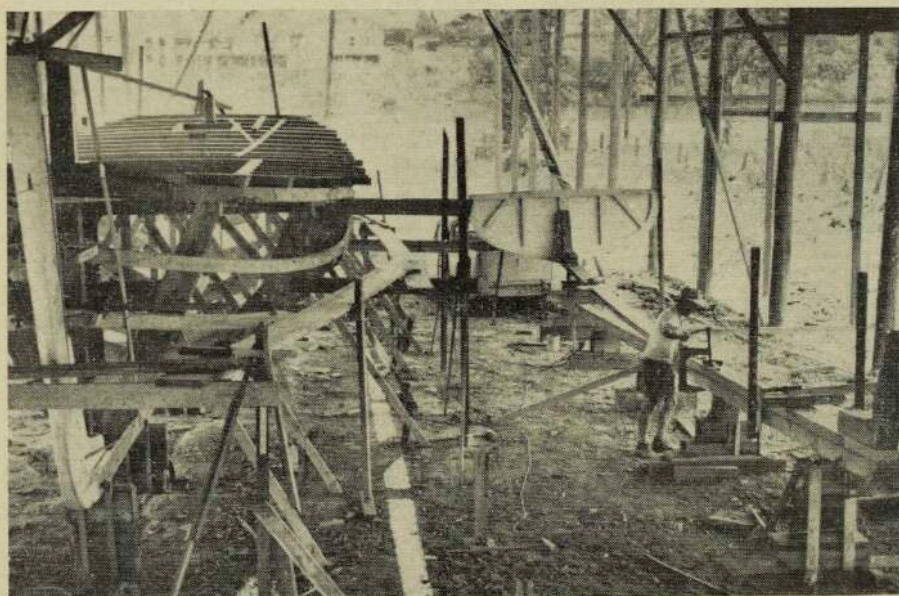
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late W. R. Humphries were among them. Radcliffe Brown went to Sydney to Chicago, and thence to England.

MR. R. M. FARLOW

The death occurred at the Patriation Hospital at Heidelberg, Melbourne, on December 19, of eight-month-old Monash Farlow. He had been ill for two years.

Mr. Farlow had been on sick leave from the District Services Department, of Papua-New Guinea, and had joined the old New Guinea Administration in 1927 and was particularly well known in Bougainville and New Ireland, where he had served as District Commissioner in post-war years.

During World War II he joined the Australian Army and served in the Middle East with the 2/1st Pioneer Battalion under the Territorian, Major Norman Macle. He was commissioned in the 2nd Australian Infantry Battalion and on his return to Australia commanded the Garrison at Norfolk Island and later joined the ANGAU, (Australian New Guinea Administration Unit). He led the 2nd Troopers in their action in the New Guinea campaign and later was a regional commander of ANGAU.

He is survived by his wife and daughters Janette, Patricia, and Barbara, and by his son Robert. They are at present living in Melbourne.

MRS. C. S. McOWAN

The death took place suddenly on December 6, at a Convalescent Home, Mosman, Sydney, of Mrs. C. S. McOwan, widow of the late Islay McOwan, CMG, formerly well known in the South Pacific as a senior officer of the Colonial Service (Fiji) for ten years HBM's Agent and Consul in Tonga.

Mrs. McOwan was 86 and will be remembered for her hospitality and willing help to those in trouble. Her father, George L. Griffiths, edited Fiji's first newspaper, the *Times*, at Levuka; and also the first postal service.

She is survived by her daughter, Mrs. J. Judd, of Neutral Bay, five grandchildren and four great-grandchildren.

MRS. GRACE RASMUSSEN

The death has occurred in Apia, Western Samoa, of Mrs. Grace Rasmussen at the age of 66.

Mrs. Rasmussen was the wife of George Arthur Rasmussen, head of the pioneer island families. She is survived by her husband, three sons, three daughters and 40 grandchildren.

Her funeral on November 11 was attended by a large gathering of relatives and friends.

MR. FRED RENNIE

State Paiaua Maretu Frederick Rennie died peacefully at his home at Rarotonga, Rarotonga, during

the night of November 29, aged 72.

Fred Rennie, as he was usually known, was a keen cricketer in his youth and figured prominently in Church activities for many years. He was a natural leader, a member of the Rarotonga nobility, and acted as official spokesman for Paiaua and Kainuku Ariki.

He was a modest, quiet mannered man who held the respect and confidence of the Ngatangiia people. His passing will be mourned by many.

MRS. MARY SORBY

Mrs. Mary Sorby, 83, died on December 8 in Suva at the home of her daughter, Mrs. P. King.

Mrs. Sorby was the widow of the

late Captain Tom Sorby, for many years Master of Fiji Sugar Company's tugs at Navua.

She is survived by two daughters and three sons: Mrs. P. King, Mrs. P. Lelo and William, who are still in Fiji; and John and Joe, who are in New Zealand.

There are 38 grandchildren, 67 great-grandchildren and two great-great-grandchildren.

One of Mrs. Sorby's grandchildren is serving with the Battalion in Malaya with the rank of Captain.

† A daughter—the third—was born to Laurie and Robin McKay, of Aropa Plantation, Bougainville, New Guinea, on January 9, at King George V. Hospital, Sydney.

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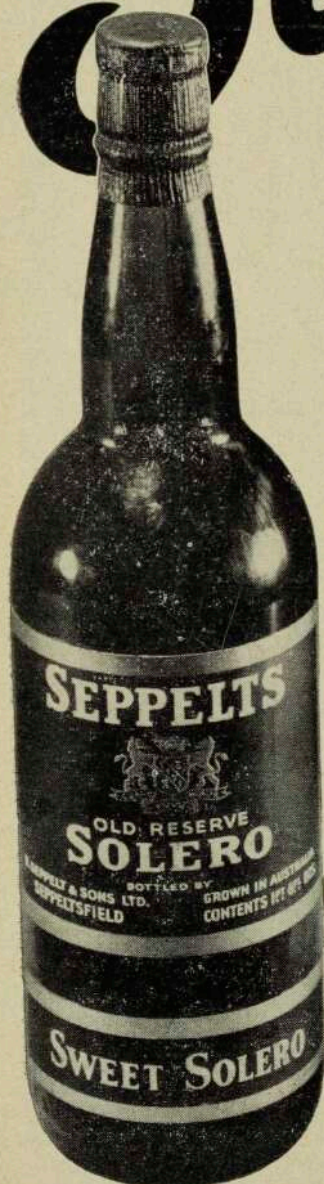
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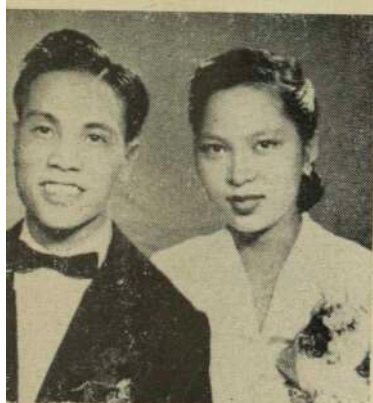
☆
**End of
Season**

Playing members of Vila Cricket Club at the conclusion of the 1955 competitions in which the Commercial team won all games and has thus regained the President's Cup from the Government team.

—Photo by Fung Kuei.



Koen-Aboc Wedding



Mrs. Ana Aboc was married to Mr. Leu Koen at the Chinese Club, Vila, New Hebrides, on January 4. Our photograph of the couple is by Fung Kuei.

Mrs. Roy Foreman, of Nauru, brought six young Nauruan girls to Sydney recently for a "Christmas present" holiday. The girls are all members of the Girls' Life Brigade—a church movement similar to Guiding. Money for their trip was raised by the other members of the Nauru brigade.

Queen Salote Visits Australia

QUEEN Salote of Tonga arrived in Australia by air from New Zealand on January 4.

Her visit will be private and will last several weeks. She will attend the Council of Churches' Festival of Faith at the Sydney Showground in early February.

New Hebrides Murder

A MAN named August Faucher was arrested for the murder, in October, of Mr. Maurice Vedel, Santo, New Hebrides.

It was alleged that he already had a police record, in New Hebrides in France, and that when a woman and witness went to confront him shortly after the murder, he fired on them. They narrowly escaped being shot.

The population of Santo was alerted and to prevent possible demonstrations, the prisoner was taken to Noumea to await trial.

NUMEA, Jan. 6: August Faucher was confined to a mental institution here for observation, has been found dead in his cell. It is believed that he poisoned himself.



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WESTERN HIGHLANDS AIR SERVICES

DCA Decision Means Hardship for Settlers

DEPARTMENT of Civil Aviation in P-NG proposes to close a number of New Guinea Highlands' strips to DC3 aircraft—full reasons are not quite clear.

On a recent visit of Group-Captain Wiggins, Assistant General Director of Civil Aviation, Melbourne, several deputations from Western Highlands' residents met Group-Captain Wiggins at various centres and complained about the proposed closing of certain strips. Mount Hagen air-strip is still used to all aircraft operations, and the present time goods are ferried by Norseman aircraft, from either major Banz airstrips in the Middle Wahgi, necessitating double-handling of cargo, extra freight rates etc.

It is not anticipated that the Hagen strip will be opened before next April, when it is anticipated the blue couch grass which has been sown after complete reconstruction of air-strip, will have settled sufficiently. A good deal of labour and money was expended on this air-strip to meet Civil Aviation standards. This seems a

great waste if, when eventually opened, it will take only light aircraft.

Owing to the high freight rates into Western Highlands, settlers who are pioneering the coffee industry are dependent upon DC3 charters to bring in their supplies at a cheaper rate and to back-load their produce to the Coast. They are most apprehensive about the future, if these air-strips (as yet unnamed) are closed to the bigger aircraft.

Most of the air-strips concerned were used by large numbers of DC3 aircraft during the latter part of the war, carrying loads of up to 7,000 lbs, and all accidents which occurred were owing to an error of judgment on the part of the pilot and not because of the air-strips. The present allowable pay-load for a DC3 aircraft, is up to 5,900 lbs. —Special Correspondent.

† When Sir Robert Stanley, who retired last year from the High Commissionership of the West Pacific, arrived in London towards the end of 1955, he was invited to describe the Solomon Islands to a section of the Conservative Commonwealth Council. Six persons attended. That is typical of the interest taken in Britain's Territories in the South Pacific by British public men.

New Caledonia at Sydney's Royal

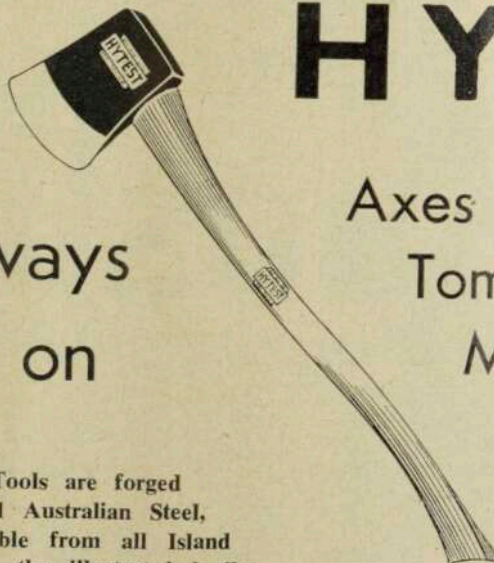
NEW CALEDONIA is preparing its display for the French Exposition which will be held during the Sydney Royal Show, 1956.

Amongst other things figuring on the the NC stand will be models of the £10,000,000 dam on the Yate River; the nickel mining establishment at Thio, and the fabulously rich chrome mine "Tiebaghi" in Northern New Caledonia.

Special maps showing the country's mineral riches, together with samples of metals will also be shown. A special place will be given to New Caledonian coffee, almost unknown in Australia but immensely popular in France, which country gladly absorbs all local production. The tourist aspect is also to be put before the public and it is hoped that the Exposition will have a happy effect on the island's economy.

12 NC FARMERS GET FREE TRIP

The Local Assembly has chosen 12 New Caledonian farmers who will be the guests of the country at the next Sydney Show. This gesture is to become an annual fixture and will be greatly appreciated by the hard-working men of the soil.



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SR14

Airline Manoeuvres in S. Pacific

(Continued from Page 24)

ce of Nadi, Fiji, as the South Pacific's main international airport. Atty thinks that if the 5 countries so make up the South Pacific Air Transport Council do not soon get on improving Nadi or building a new airport for jet requirements, Fiji will lose out in international aviation. A third runway at Nadi has been under discussion for years by the governments responsible for Nadi—but so far has not progressed beyond that.

P AIRLINES DEVELOPMENT

ACCORDING to a Honolulu announcement, all shares in South Pacific Airlines Ltd. were taken over by the Robert Dollar Co., San Francisco, as from January 1. In reporting this, the company said that management would remain unchanged with Mr. Stanley Dollar as President; Mr. S. Van Klee, a leading Honolulu business man as Vice-President, and Captain F. I. L. Barnes, of Sydney, operational manager. A large percentage of shares has long been held by the Dollar Company. The announcement also reported

that one of the 40-seat Solent flying-boats was now ready to carry out route tests on the Honolulu-Christmas Island-Papeete route.

Flights could not commence, however, until the necessary navigational, meteorological, radio, and fuelling facilities were completed on Christmas Island. There had been a delay in getting delivery of equipment, but all should be ready "early in 1956." The company will not receive any Government subsidy. Fares, Honolulu-Papeete, are approved at \$280 single and \$532 return.

Advice received by PIM direct from South Pacific Airlines early in January was, however, less optimistic than the Honolulu reports. Target date was given as "before Bastille Day"—July 14.

Additional to the Christmas Island facilities provision still has to be made for a weather observation station on an island adjacent to the southern sector of the route—that is, between Christmas Island and Papeete. Malden, Starbuck, Vostok, Caroline, and Flint are all adjacent, but according to SPAL, Flint appears the best location in view of the fact that this small island is at present inhabited by Tahiti copra workers. The possibility of providing radio equipment and training

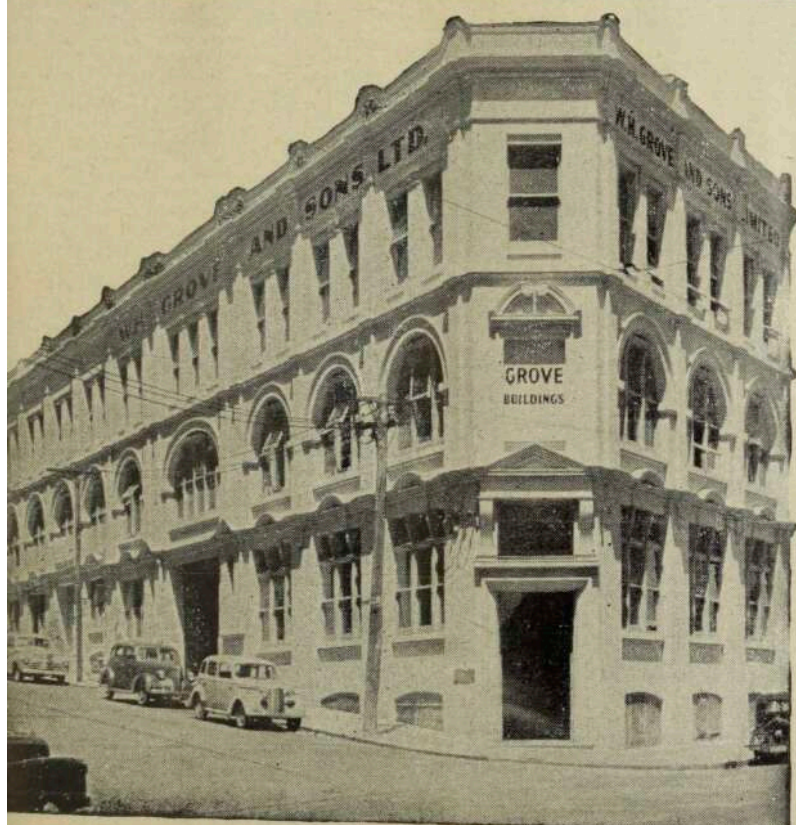
AUSTRALIAN STUDENTS VISIT NEW CALEDONIA

A LARGE party of Australian students arrived in Noumea by air on December 15 to spend some weeks in New Caledonia under an exchange plan. They were in charge of a teacher, Mr. Hudson, and stayed with French families.

An extensive programme was arranged for their entertainment and everything was done to see that they carried away happy memories of their visit. The two students who likely enjoyed their visit most were the two boys who went, at the invitation of a native school teacher, to Mare, one of the Loyalty Islands about 50 miles off the coast near Noumea. These people are of Polynesian stock and their hospitality is famous. Mr. Hudson accompanied these two lads.

The party was expected to return to Sydney by air on January 6. A week later a party of 20 New Caledonian students will make a similar visit to Sydney.

the manager at Flint into the taking of weather observations is now being investigated.



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PAPUAN OIL SHARES RISE

Gas Flow In New APC Well

WHEN news of a gas flow in the new Australian Petroleum Co.'s well at Kuru, Papua, was received on January 11, Oil Search shares rose from an overnight level of 9/9 to 13/3 in Sydney and by January 16 were over 16/-.

The new well at Kuru was spudded in only on January 1. On January 10, APC advice was to the effect that the well was drilled to 449 ft,

to which depth 18½ in. casing had been cemented. Apparently, however, the drilling had been carried on for another 500-odd feet—the gas is reported to have manifested itself at 998 feet.

APC has stated that the significance of the gas cannot be determined until the hole is put in "satisfactory condition."

It has been stated that gas is escaping not only from the well head, but from cracks in the ground around the site. Port Moresby speculators radioing orders to Sydney brokers started the share-buying "flap" on January 11. Most of the subsequent buying has come from UK, Singapore and P-NG.

Last occasion that Papuan oil search caused such excitement in Australia was about two years ago when an oil drill stuck at 31,743 ft after signs of gas pressure at Omati No. 1. At that time, Oil Search shares rose from 2/- to 32/- (July, 1954). It took a year for APC to get back to work on Omati No. 1—then the hole was deepened to 14,000 ft and abandoned. The gas in that instance, had meant nothing.

Millions For Oil Search In Papua

ANOTHER £5 million will be spent on oil search by the APC in Papua New Guinea during the next two years—it will bring the total expenditure on search there to over £20 million.

Future of the venture depends considerably on results from three new wells too commenced this year—Kuru this month, Morehead in April and Barikewa about June. However, even if these wells fail, the search would not necessarily cease, but may be modified.

Oil Search's investment in APC will be £1,944,150 when shares taken up in recent share issue are fully paid. This means that by June, 1957, the company will have somewhat less than a 10 per cent. interest in APC.

PAPUAN APINAIPA'S NEW PERMIT AREA

The chairman of the Papuan Apina Petroleum Co., Ltd., announced at annual meeting in December that company was granted last June an prospecting permit for over 8,600 square miles of country to the north-west of Port Moresby, from about Galley Reach to Kikori River. This area (called Permit No. 22) includes the company's old area (No. 6) of only 75 square miles, the permit for which expired in 1952.

Main activities of the company since 1952 have been the restoration of a permit area and achieving the financial strength necessary to undertake large-scale search. However, a field party, led by Dr. E. K. Sturmfels and Mr. R. Mathews is now in Papua.

ENTERPRISE'S PROSPECTS "NEVER BETTER"

Prospects of Enterprise of New Guinea Gold and Petroleum Development NL are better now than at any other time in its history.

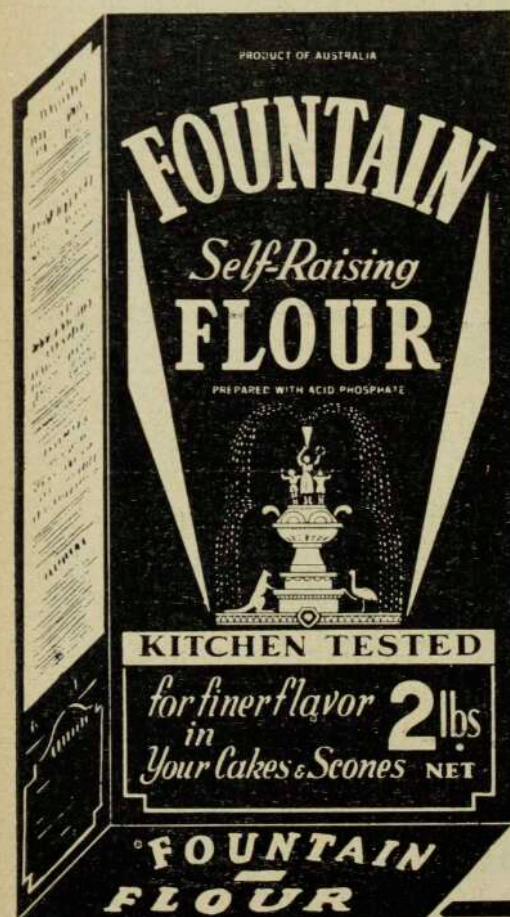
Mr. W. L. Moss, chairman of the company, said this at the annual meeting of shareholders in Melbourne on December 10.

In their oil search permit area on the upper Sepik River, N.G., geological evidence confirmed that a sedimentary trough exists and the company's geologists are considering the next step to be taken. It is indicated that a gravity survey or other geophysical work will be necessary.

On the gold mining side, little headway could be expected until an access road was constructed from Edie Creek to the company's leases. This would enable heavy machinery to be taken to the site. P-NG Mines Dept. has promised assistance in surveying the road.

(Enterprise was formed before the war but for years was denied the right to prospect for oil in the Territory—in official view the company had insufficient capital to undertake the costly business of oil search. However, more capital was raised and in 1954 the company was given permission to prospect an area between the October River, a tributary of the Sepik, and the Dutch border.)

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Planters' Views On New Guinea Labour Ordinance

THE New Native Labour Ordinance of Papua and New Guinea, which has been threatening for considerable time, is expected to be introduced at the next meeting of the Legislative Council about March.

But before then, the Administration will have discussions with planters of the Territory.

This represents a major victory for planters who are the greatest employers of native labour in P.N.G. Planter's representatives met the Administrator of the Territory, Mr. D. M. Cleland, in early December and gained his approval for their talks.

Previously, a similar request by planters to the Assistant Administrator, Mr. R. Wilson, was turned down.

Once an Ordinance comes before the Legislative Council, all hope of amendment is past. The Council has an Administration majority and is used to push through all contentious legislation.

CASUAL EMPLOYEES REGISTER

In future all employers of casual labour in the Territory—and this includes domestic labour—will have to keep a book register. Entries will be made for all engagements and terminations of service. Once a year the original sheets will have to be sent to the Native Labour Branch in Port Moresby.

To date, employers of casual labour have had to send in engagement and termination forms when a transaction took place. The new system is considered an improvement on the old.

NEW GEOLOGICAL EXPEDITIONS IN BSIP

GEOLOGICAL expeditions to Guadalcanal and Santa Isabel, BSIP, will be undertaken this month (January) and next by two or members of the geological staff at Sydney University. They are Drs. R. L. Stanton and P. J. Coleman.

Both men have been in the Territory before—five years ago on an expedition led by Professor C. E. Sill, also of Sydney University. Dr. Stanton, assisted by Mr. Leonard Thompson, of the BSIP Geological Survey, will work on Santa Isabel; Dr. Coleman, assisted by J. C. Grover and Mr. P. Pudsey, will work on Guadalcanal.

A Colonial Development and Welfare grant will pay for the expeditions.

DRUNKENNESS AMONG FIJIANS CAUSES CONCERN

INCREASING drunkenness among the Fijian people, which was emphasised this Christmas and New Year, is causing great concern to the authorities and also to the Fijian Chiefs.

Both on Christmas Eve and at New Year's Eve no sensible people would venture into Suva hotels, or

for that matter loiter on the streets. There was a considerable amount of fighting and bad language. It is unfortunate that when Fijians are drunk these tendencies immediately become apparent.

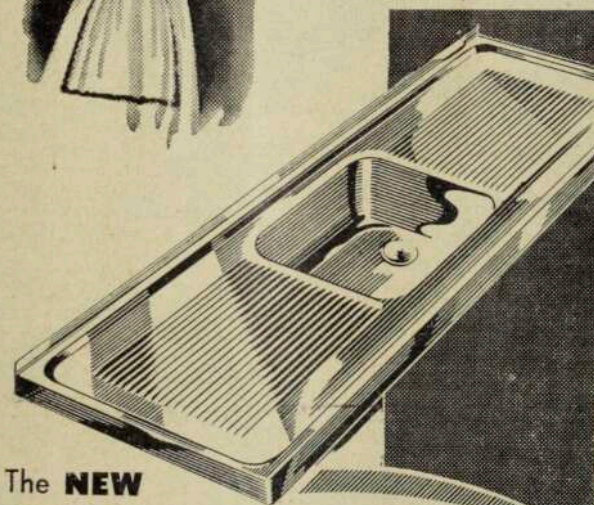
By common agreement, all hotels closed down at six o'clock instead of ten o'clock. It was a wise measure, but one not appreciated by many Europeans and part-Europeans, who do not belong to clubs.

A report is current that Ratu George Cakobau intends calling a meeting of chiefs at Bau to consider ways and means of curbing excessive drinking among Fijians.—*Fiji Correspondent.*

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om Year Ahead For N. Cal. Nickel

HE New Caledonian nickel industry is expected to have a record year in 1956.

In the 70 years between 1875 and 1945, about 10 million tons of nickel ore were extracted and during that time, there was a progressive lowering of the ore's richness. In the early mining days, richness was between 10 and 15 per cent. Each year the value diminished as the tonnage extracted was increased. The present richness is about 3 or 4 per cent. The New Caledonian mines produced, in 1954, 525,000 tons of nickel. Final 1955 total is expected to be 1 million tons, a record production. In 1956 this total will be reached.

It has been revealed here that Japanese buyers will take a large portion of 700,000 tons which have been contracted for for export. The C.C. is able to satisfy this export demand, together with the needs of the smelters at Noumea, the extraction of ore will be more than 1,200,000 tons for 1956. If the rate of extraction continues, New Caledonia will have to turn

more and more to mining poor percentage ores.

The price of nickel on the French market has risen recently from 745 francs to 800 francs the kilo of metal. The "International Nickel" with which the local Nickel Co. is allied, is in a very flourishing state. Profits for the first 9 months of 1955 were 67 million dollars, an increase of 20 millions over the same period last year; and 2,500,000 dollars more than the total profit for the entire year of 1954.

In the light of these figures the New Caledonian Deputy in the French Parliament has asked why the Nickel Co. fought so bitterly and desperately to prevent a recent raising of salaries and privileges to workers in the smelters at Noumea.

These adjustments were long overdue. The number of fatal accidents in the smelters has reached a total of three for 1955. —Noumea Correspondent.

Dr. Bengt Danielsson, who took part in the *Kon Tiki* drift in 1947, arrived in Sydney in January with his wife and small daughter. They will spend six months in Australia while Dr. Danielsson gathers material for a book.



Polynesian Visitors

Recent visitors to the Polynesian Club in Sydney were Mrs. Emmemar Brown (formerly Miss Crummer, of Ngatangiia, Rarotonga) and, right, Mrs. Tira Bailey (formerly Miss Rongo, of Totikaveka, Rarotonga). Both are now residents of Sydney.

—Photo by Parker Studios.



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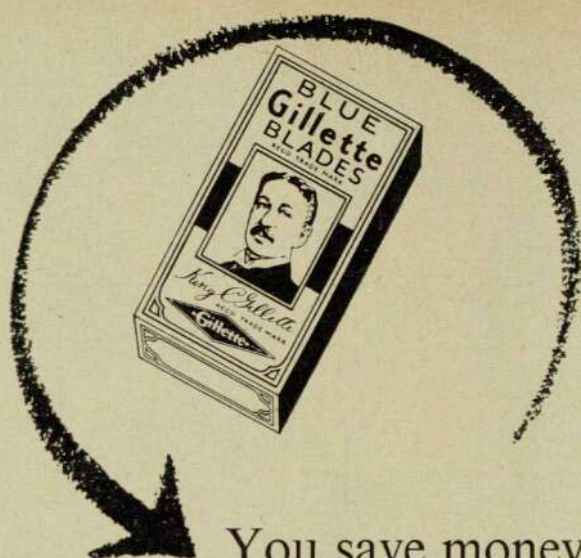
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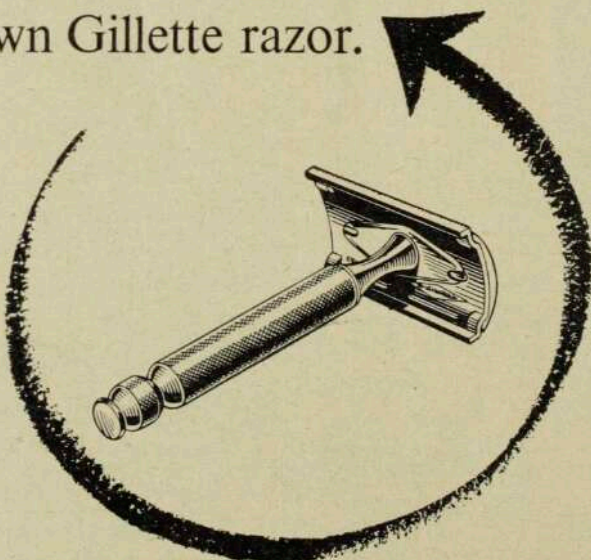
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Five Fijians Poisoned By Fish

WHEN five Fijians died agonizing deaths at Beqa, Fiji, shortly after eating fish it was established that the fish had been caught by the use of cyanide. This has been denied by Government, who states that they were killed by the use of an explosive.

The villagers had eaten a communal meal of a small fish called *daniva*, on December 20. Many then became ill and a message was sent to a native Assistant Medical Practitioner, who ran two miles through the rain to find the village in distress, many people crying in pain. He used morphine and worked 24 hours without sleep, or food. Four men and a girl died, but he managed to revive five others.

The Medical Department states that a Fijian procured a quantity of fire crackers and made a home-made bomb with which he killed the fish.

The dynamiting of fish has been common in Fiji, and cyanide is also being used in some parts, the practice being to throw a bag of cyanide into the middle of a shoal of fish.

Daniva, states the Department, is known to be poisonous at certain times of the year. It is known to be poisonous when the bolole (sea worm) makes its annual run from the sea depths, but this year for some reason, there was no run.

It has also been stated that *daniva* at times eats poisonous weeds on the reef, but the *daniva* is a small fish which swims close to shore, and is not a reef fish.

The medical authorities did not consider a post-mortem necessary. This was unfortunate for no more was known as to what was the cause of death, which would have been more satisfactory and a safeguard for other Fijians if it had been done.—*Fiji Correspondent*.

MARINE EARTHQUAKE SOUTH OF FIJI

A VIOLENT mid-ocean earthquake was recorded in Sydney observatories about 6.58 pm on January 10.

Distance from Sydney was about 1,650 east of Sydney.

Subsequent reports place the centre of the disturbance about 100 miles south of Fiji, between the Kermadecs, Norfolk and Lord Howe Islands.

In the Kermadecs, the earthquake caused slight damage to some of the meteorological station buildings, but no damage is reported anywhere else.

Returning to Polynesia in December



Passengers bound for Polynesia per "Waitemata" from Auckland in December included, photo, Miss Monique Faugerat, centre, whose parents own the well-known Grand Hotel de la Plage, and right, Mr. George Napa, of A. B. Donald & Co.'s Rarotonga staff. They were accompanied by Mr. George Napa, Jr. (at left), now resident in Auckland. In right hand photo, is Mrs. L. R. Hayes, who was returning to Papeari, Tahiti, and who was farewelled by Auckland friends, Mrs. F. Adams and Mrs. T. A. Daley.

United Nations diplomats gave D. Forsyth a special luncheon in New York, when he completed four years' service in January as Australia's special representative to UNO headquarters. He is well known to Pacific Islanders because he was the first Secretary-General of the South Pacific Commission, and he organised the establishment at Port Moresby, New Guinea.

knows him, also, as a doughty fighter against the UNO cranks and visionaries who, through the Trusteeship Council, have tried so often to interfere with Australian administration in the NG Trust Territory. WDF now returns to Canberra, and probably will become an Australian Ambassador somewhere.

¶ Australian priests, brothers and nuns of the Dominican Order left Sydney in January to work in the Shortland Islands and Choiseul, BSIP, under the direction of Bishop Thomas Wade, SM.

¶ Mr. A. N. Brown, Collector of Customs, Fiji, will shortly leave Fiji for North Borneo, where he will be Senior Assistant Commissioner of Trade and Customs.

Appointment in N. Caledonia



Mr. John I. Molloy, who has gone to Noumea, New Caledonia, as manager in that French Colony for Vacuum Oil Company Pty., Ltd. He succeeds Mr. Fred Robilliard, who has returned to an executive position with the company in Melbourne. Mr. Molloy is a science graduate of Sydney University and had three years' service in the AIF on radar installation and repair. He initially was a chemist in the company's laboratory, but later changed to the sales side of the organisation.

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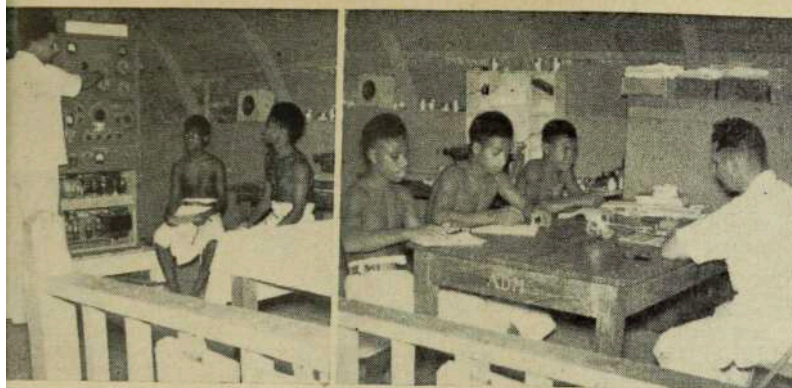
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Training Radio Operators in P-N-G



The native lads in this photograph will, this year, be attending a school in Port Moresby trained as native radio operators. They are all from Baluan, in the Manus district, and are shown receiving their basic training at Lorengau. It has not been possible in the post-war to obtain sufficient European radio operators to fill all the requirements of Papua and Guinea radio communication; it is hoped that trained natives will be able to ease the situation. Already native operators who were trained before the war by Amalgamated Wireless are efficiently carrying on their work in regional stations in the Territory.

—Photos by C. J. Foncica.

MELANESIAN NATIVES—

When You Give Them a Name?

THE difficulty of finding a name for the natives of Papua and New Guinea was emphasised in a Sydney newspaper article by Stuart Inder, recently on ABC in Port Moresby.

From Dutch New Guinea eastwards through Australian New Guinea, the Bismarck Archipelago, Solomons, New Hebrides and Caledonia there are people of somewhat similar type, loosely called Melanesians. But, in detail, they provide a very wide variety of types: black, brown and reddish; negroid, Mongoloid and Mongoloid; giant, pigmy and pigmy; and they speak an extraordinary variety of languages—there are 700 in the Australian Territories alone.

The natives in Papua usually are called Papuans (although "Papuan" is applied to a distinct biological type, which is not by means restricted to Papua—there are more Papuans in Australian New Guinea than in Papua). Moving to the old-time jealousy between Australian Papua and Australian New Guinea (now being run administratively in double harness) New Guinea folk will not agree to the simple proposition that their natives be called Papuans. Yet it is that the natives of the Australian Territories be given some other than "New Guinea" name.

"New Guineaite" is favoured by some, but it is a harsh and unsatisfactory appellation.

They have the same general appearance of native—Melanesians—in

Solomons, New Hebrides and New Caledonia; and a similar difficulty in naming them. "New Caledonian" and "New Hebridean" gets by, but not "Solomonite" or "Solomon Islander."

Plywood Helps BGD's Total Earnings

PROFIT made by Bulolo Gold Dredging on gold mining in New Guinea dropped in the year ending May 31, 1955, by almost 30 per cent. on the previous year, but still amounted to £A317,200. Dividend was declared at 75 cents on the \$5 share.

PROFIT ON PLYWOOD

Bulolo's plywood venture in association with the Commonwealth Government (Commonwealth New Guinea Timbers) earned a net profit of £A169,610 in its first full year of operations up to June 30, 1955.

The company has a paid-up

capital of £1½ million, of which the Commonwealth has subscribed 51 per cent. and BGD 49 per cent.

The company was formed about three years ago and began operations in January, 1954. In the last year under review, 32 million square feet of plywood were produced and went to markets in the United States, Australia and New Guinea.

It is now felt that the company has been established on a satisfactory earning basis, and that the saw-mill and joinery sections will be more profitable in the current year.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

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† A party of fourteen Sydney teachers will tour New Caledonia during January. They will travel by Messageries Maritimes ship and special rates have been made for them in Noumea hotels.

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DISASTER ON PROMISING US FLYING-BOAT

THE giant US Seamaster flying-boat exploded at trials on December 8, killing her crew.

Last June (p. 146), PIM gave details of the revolutionary new jet flying-boat which many believed might be the forerunner of a type of aircraft best suited to the needs of Pacific aviation. The 600-mph 4-jet *Seamaster* had at that time been delivered by the Glenn L. Martin Co., of Baltimore, to the US Navy for test-flying.

The aircraft made its first flight on July 14. Results were said to be satisfactory, and on November 2 the big flying-boat put on a spectacular display for the US Chief of Naval Operations and the British First Sea Lord. Following this, the US Navy announced that the aircraft would go into production.

One other machine was already nearing completion, and others will be ready by early 1956. With a payload of 13½ tons these huge flying-boats are capable of carrying a complete floating operating base with them, so that they could operate within a few hours from any bay, anywhere in the world.

The outlook for this aircraft whose development seemed of considerable interest to Island residents appeared very good, indeed—until the first one exploded in mid-November near the mouth of the Potomac River. Cause of the disaster is not immediately known. It followed 50 hours of uneventful flying.

NC RICE PRODUCTION STILL SOME WAY TO

IN order to stimulate the production of rice, the New Caledonian government guarantees about 1/6 per pound. This is about 6 francs per kilo more than imported rice.

Largest producer is a farmer on the north coast. However, local rice production is only a small proportion of rice requirements—50 tons in 1955, against a consumption of 2,200 tons.

† A special Qantas Skymaster carried 48 Scouts from Noumea to Sydney in December. From Sydney the Scouts went on to Melbourne where they attended the Pan Pacific Jamboree.



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WHITEHALL COULD NOT CARE LESS!

Britain's Threat to Future Security of South Pacific Countries

London, in September, the Editor of the Pacific Islands Monthly addressed the following letter to the Editor of the London Daily Telegraph.

The Daily Telegraph that summer published all sorts of contributions about the discovery of us' nests in hayricks, and the neediness of manual workers who slow, and the importance of drinking claret at the correct temperature; but it did not print one of the visitor's letter, which was based on personal observations in my countries.

The PIM man's outstanding impression, after meeting many people in the United Kingdom, is that the British generally are completely ignorant of conditions in the South Pacific—and could not care less.

I am the Editor of the Daily Telegraph, London:

On the eve of returning to Australia, and after visits to India, Singapore and Malaya, and discussions with all classes of people in England, I should like to express the deep uneasiness of a British official Australian observer at ignorance and indifference of British public towards events and developments in the Far East, in so far as they affect the South Pacific.

Influenced by the fact that it was independence to India, Ceylon and Burma (long before such a development was due), the British Government in 1945-47 deserted its war-allies, the Dutch, and allowed politically immature Indonesians to throw the Dutch out of the East Indies, where they had been established for over 300 years.

Influenced by the school of thought so disastrously represented by Mr. Malcolm MacDonald, the British have permitted the establishment of near-independent governments in Singapore and Malaya, before the people concerned were entitled to them.

The same British have sat with their hands while Chinese forces, more or less Communist, have driven the French out of Indo-China.

MacDonald idealists imagined that, as the Dutch moved out, the Indonesians would take over administration, trade, plantations and shipping. Actually, it is the Chinese, not the Indonesians, who are taking over in Indonesia and saw it happening.

MacDonald idealists imagine friendly little groups of Asians going to run Singapore and Malaya in future as part of the

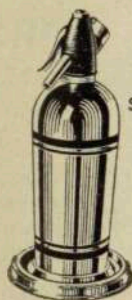
British Commonwealth, with tender regard for European residential and commercial rights. It is a pity the British public could not have seen the thousands of young Chinese—so-called "students"—rushing around Singapore's streets during the riots there in May, screeching Communist slogans and murdering any unprotected European they could get their hands on. All history (including Japanese performances in the Pacific War in 1942-45) showed

that that is the measure of what Europeans can expect from Asians, once the Asian is on top.

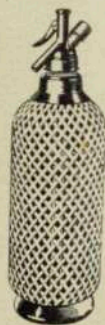
Let there be no mistake—the Chinese are on the march, 600 millions of them. They appear rarely, if at all, in political organisations; but they are the real power in Indonesia, Singapore, Malaya, Indo-China, and I do not think they now can be stopped.

The fate which overtook British people and interests in China in recent years surely will overtake all European interests in the remainder of Asia within a couple of decades. For that, the British people affected can blame their rulers.

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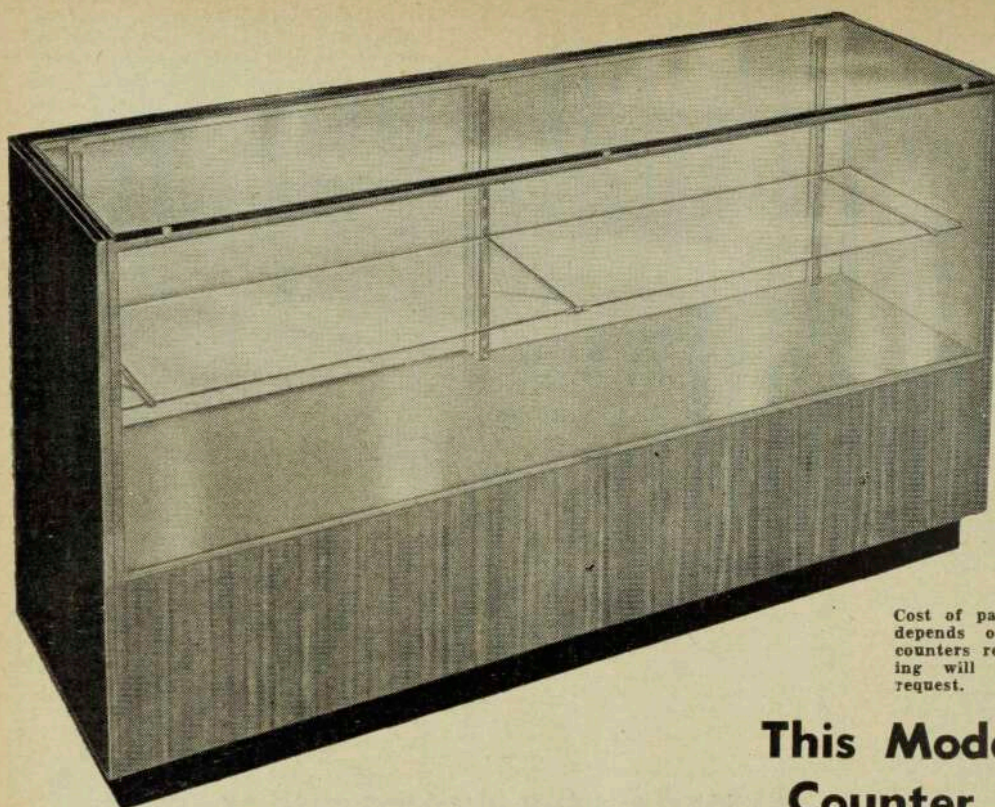
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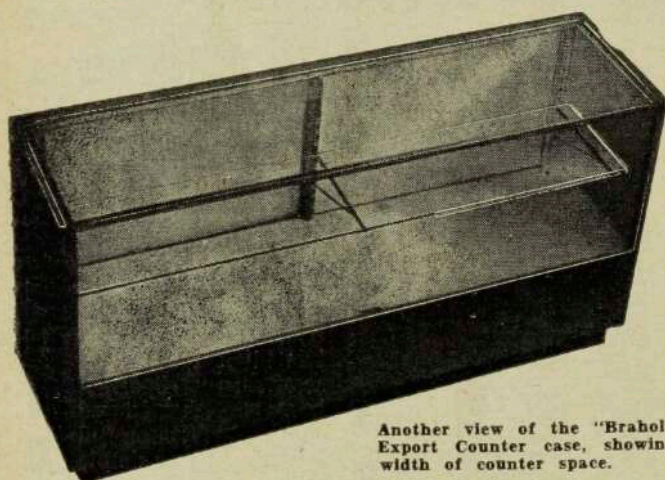
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UT why should Australia, New Zealand and the large Islands Territories be sacrificed to fish blundering and weakness, British inability to visualise the some of their policies in South

the 12 million English-speaking Europeans in the South Pacific, and 2 million native Islanders in care, are not to be exterminated by masses of Asians, South-Asia must be held firmly by Europeans, and the Chinese must be allowed to take possession Indonesia.

Present indications clearly are the British and French are in Southeast Asia; the Dutch going rapidly from Indonesia at virtual land bridge between Asia and Australia; and within a few years there will be nothing between us in the South Pacific, and hungry and merciless masses of—except perhaps the power of United States.

That is the picture as it is seen by the Australian observers; and the horrors which it implies, I, one, blame the planners of the hell. Since World War II, they seemed incapable of seeing anything beyond the nationalist forces of Asia—of looking beyond the South Pacific, where the "the Britain of the South" stands upon the measures taken to reduce the Asians to remain at

TER what I have seen personally, in recent weeks, in South East Asia, and in London, I am opinion that it is too late now anything to be done by Britain to ensure the safety of the South Pacific against Asia; and history, showing the causes of the fumbling blundering Asian policies which led to this tragedy, will write a black mark indeed against the so-called British "diplomats." Apart from the strength of North America, I think our main hope of now lies in the rapidity with which the three great Asian races—the Chinese, the Japanese and the Russians—are developing their massive powers.

History means anything—and all the only sure way of reading the future of the races is to read the history—then sooner or later those Asian races will be in contact; and, maybe, they will forget a time the rich and comparatively empty and undeveloped shores of the South Seas. But it is a tender hope.—R. W. ROBSON.

Students who gained sports prizes at the Queensland Agricultural College in December included I. Codrokadroka (champion), Fiji; A. Hazelman, of Fiji; Tomasi Tonga, of Tonga.

NZ Ban on Fiji's Part-Europeans

THE New Zealand Government has adopted a policy which virtually prohibits persons of mixed descent from visiting the Dominion, according to Mr. Maurice H. Scott at the recent meeting of the Fiji Legislative Council.

Mr. Scott's protest expressed the resentment of many Fiji people of mixed descent. In recent years the NZ regulations governing admittance of people from Fiji have been intensified in this direction, although it is significant, as Mr. Scott pointed out, that people of mixed descent serving with the Fiji Government have no difficulty in obtaining permits.

One interesting and rather illogical case concerns a woman of mixed descent who had great difficulty in obtaining a temporary permit to visit her son. Her mother was a Wallis Island woman and her father a European ship's captain trading for years in the South Pacific. Her grandfather, a European, fought as a sergeant in the Maori wars.

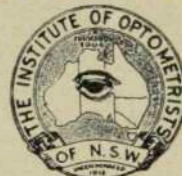
The son she wished to visit had been able to enter the Dominion, where he now occupies a good position.

Many people from New Zealand

find good positions in Fiji, but apparently it is to be a one-way traffic.—Suva Correspondent.

† The annual report of the Societe Francaise des Niles, Hebrides shows a profit of 26½ million francs against 30½ millions for 1954.

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Native Labour: Approximately 50 Labourers are engaged on the Estate and will be transferred in the usual manner. All Labour engaged on "Kelaua" is recruited locally, and no recruiting expenses are incurred.

Tenders for the above Plantation will be received by Vendor's Solicitors—Messrs. Dettmann, Austin & Maclean, Bull's Chambers, Martin Place, Sydney, and tenders will close at 12 noon on 31st. January, 1956.

The highest or any tender will not necessarily be accepted.

For further particulars and arrangements for inspection please contact Messrs. Dettmann, Austin & Maclean, 28 Martin Place, Sydney. BW 5252, BW 9160.

† The Roman Catholic parish Priest of Port Moresby, the Rev. Father Eather, celebrated the Silver Jubilee of his ordination on December 1. He was ordained in St. Mary's Cathedral in Sydney by the late Archbishop Kelly, and spent the first 8 years of his priesthood as a teacher at the Sacred Heart College, Too-woomba. He then moved to Central Australia and remained ten years at Alice Springs before proceeding to the Territory, where he has been parish priest of Port Moresby since 1949.

† The High Commissioner for the Western Pacific, Mr. John Gutch, paid a short visit to the New Hebrides in November.

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Luxury Buses on Service in Fiji



Motor buses are a feature of the landscape in Fiji and have been so for many years. But they are of the utility type—and only poor cousins to the two pictured here. These buses are owned by Pacific Transport Co. but are chartered to Whites Travel Agency. They are luxuriously equipped and attractive hostesses are employed as well as efficient drivers. These buses are not restricted to overseas visitors—

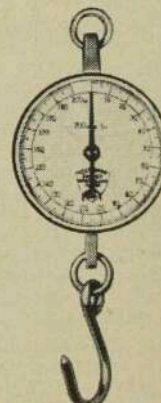
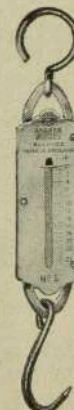
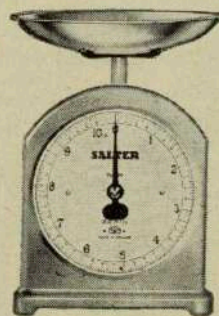
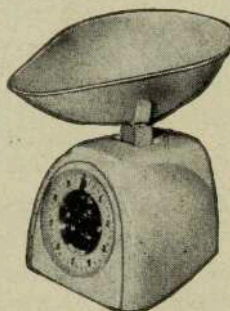
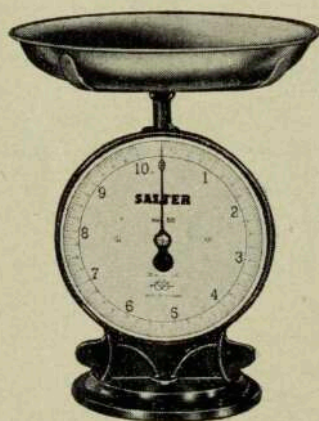
anyone may book a seat—but travel on it is sold on the "four" basis. Trips usually include meals, and sometimes night stops; it is not intended that passengers use them merely as transport between points. The buses are seen on Fiji roads for the first time in December. This photograph of two of the buses in a pretty Fijian village was taken by Stinson Suva.

NGG PRODUCTION

The operational report for New Guinea Goldfields for November, 1955, showed the following results: Golden Ridges mill,

1,530 oz of fine gold; 1,781 oz of silver. Golden Ridges alluvials, production 1,530 oz of fine gold; 1,781 oz of silver. Koranga alluvials, 288 oz fine gold. Tributes, 95 oz of fine gold. Total, 245,962 super feet.

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END AFTER
YEARS

"Yankee" Voyages

FOR 22 years, Commander Irving M. Johnson, of United States Naval Reserve, and his equally famous wife, have been sailing the gantine *Yankee* on around-the-world voyages—they are now completing the sixth. In those leisurely world wanderers, they have been seen many times in the South Pacific islands. From the Marquesas right through to Indonesia, the *Yankee* has thousands of friends and well-wishers.

But the Irving Johnson saga is going. In a letter to the *Pacific Islands Monthly*, congratulating the publisher on our Quarter-Century issue, Mrs. Electa Johnson says:

We plan that our next voyage will be our last long one. We think ten voyages around the world is more than anyone can expect and, at the end of the next one, we will have covered twenty-five years.

We think it is best to stop from now on, when things are good, as being in the *Yankee* is not as well as being on the years after fifty as a naturalism, for instance. We will be sorry to leave the Islands without the usual prospect of a return, but we have always believed in leaving port while we still wanted to

anyway we are going to retire to a boat—a small one, about 44 ft., low-draft, midships cockpit, fitted to two couples, and we hope to build in Holland or Germany and spend several years in the canals and rivers of Europe and especially the Mediterranean and Spain.

We hope someone will continue to sail the *Yankee* on long voyages to the South Seas, where she really is in her element."

SHEEP—A NG HEADACHE

WRITER in the *Sydney Bulletin* in early December is of the opinion (shared by a lot of other people) that sheep are not the ideal animals for New Guinea conditions. The 1,000 Romney Marsh sheep donated to the Nondugl Trust in the Northern Highlands by Sir Edward have from several years ago have—according to this writer—increased to 1,200 wormridden specimens, poor in fleece as well as in

says that parasites thrive in these animals in spite of frequent shearing and, as well the sheep on a good protein diet. He suggests fencing for intensive management and legumes added to their diet. Better still (he seems to suggest) switch to cattle, preferably the Aberdeen Angus.



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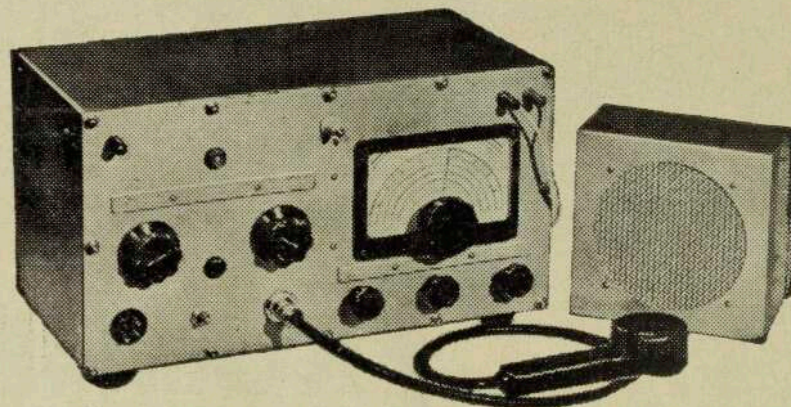
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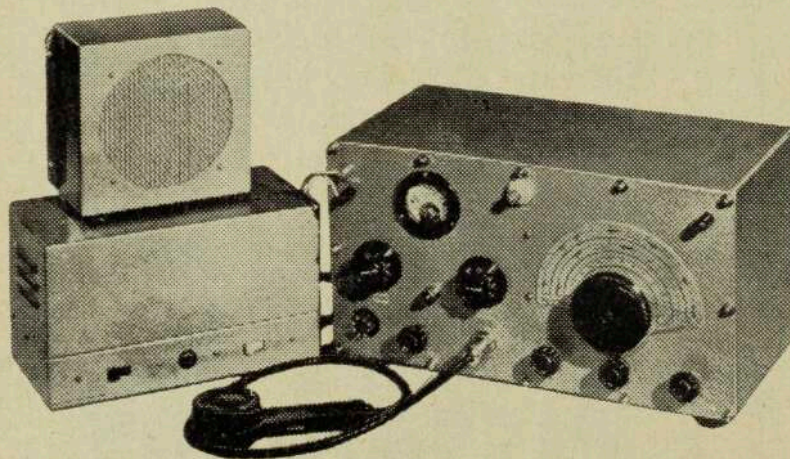


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CRAMMOND'S CTR 12 — £110 (ex. fac. Brisbane)

Vessels now equipped with this transceiver have communicated with other fishing boats over 600 miles. The broadcast band is provided and the two working frequencies used by fishing boats are crystal controlled and therefore do not require tuning. Press to talk switch in microphone automatically changes from receive to transmit when pressed. Operation is from 12 Volt D.C. All steel cadmium plated enamelled cabinet to prevent harm from salt spray. Loud speaker in cadmium plated enamel box for bulk head mounting.

Here is the New Model CTR 8



This is a more variable transceiver than the CTR 12 and is designed for ocean going small ships requiring day-light transmitting, also for bushfire control and other services where a set is necessary that can stand up to the worst conditions. Ranges up to 750 miles. A six valve triple wave receiver, using one stage of radio frequency amplification, is incorporated in the CTR 8. "Press to Talk" switch in microphone. 12 volt DC operation. Price complete with microphone and loudspeaker, £179/10/- (ex fac. Brisbane).

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NEW INTEREST IN MANGAIA MANGANESE

NEW ZEALAND'S search for means of improving the prosperity and financial solvency of the Cooks has led to Government interest in the manganese deposits on Mangaia Island.

The existence of the deposits, and the fact that at least a part are high-grade material, has been known for many years, but the extent of the field has never been ascertained, and the Government has never shown any active interest in exploitation.

It is believed that the present interest is a direct result of the recent economic report made to the Government by Professor H. Belshaw, Mr. V. D. Stace.

A geologist of the Department of Scientific and Industrial Research, Horace E. Fyfe, travelled to Mangaia from New Zealand per the *Maia* special voyage in November, and spent three weeks on the island, and returned to Auckland per *Viti* in December.

Mr. Fyfe was not prepared to make a comment. He said that nothing would be known of the field's extent or value until samples brought back had been assayed. He had made a report to his Department.

It is believed in Mangaia that Mr. Fyfe did not consider the deposits extensive.

Government interest in the Mangaia manganese deposits has always been blocked by local opposition and land-ownership complications. Should the Mangaians decide to work the deposits on their own behalf they will be faced with the major problem of shipping the ore from the island which possesses no wharves or sheltered anchorages. It has notoriously bad reef passages. It would be uneconomic to attempt to load ore into an overboard at Mangaia without some form of mechanical delivery by lever arm to lighters outside the reef, and even then work would be slow and costly.

High-grade Fiji manganese is at present worth about £12 per ton f.o.b.

William McBirney, long-time agent of Rarotonga, has shown interest in Mangaia's manganese deposits in past years. In November, a notice was posted throughout the Cook Islands advising that the Cook Islands Company known as the Cook Islands Minerals Co. was to be set up by order of the High Commissioner. This was apparently the first step in the liaison with which Mr. McBirney was associated.

K. J. B. Simpson will arrive in February to take up an appointment as a medical officer in the South Pacific Health Service.

Answers for the Planter's Questions

HOW long has the coconut been in the Pacific Islands?

Why do some people spell cocoa COCOA, while others insist on CACAO?

How long will a coconut palm keep on bearing?

How many separate pests and diseases attack the coconut palm?

IF you are intrigued by these questions, as we were, you should get a copy of Mr. Albert Richards's revised edition of *Practical Planting*, which he has just published in New Guinea at 25/- per copy.

It apparently was planned as a manual for the New Guinea coconut planter, but its well-known and experienced author has wandered over a wide field. He is a practical New Guinea man who has taken an interest in many subjects—we remember his handy *Pidgin English Dictionary*.

The book tells one how and where and when to plant coconuts and cocoa and—what is more important—how to make the plantation pay. He has a good deal to say about other tropical crops. He presents a wide range of statistics—but some are out of date—there are now

16,000 Europeans in Papua and New Guinea, not 8,020.

He has much to say about soils. A coconut planted in unsuitable soil may not last two decades. But, he claims, there is proof that a healthy coconut in the right soil can still be bearing merrily—and profitably—after 100 years.

WE take issue with Mr. Richards on his "it is questionable if

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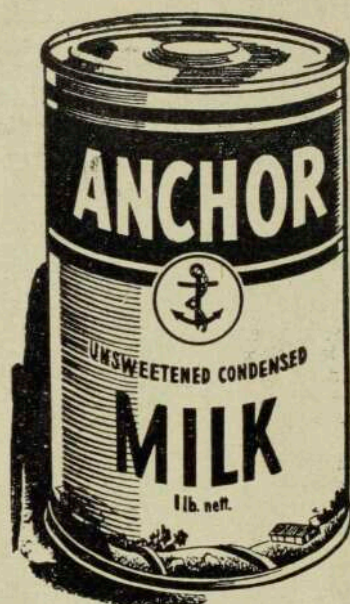
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coconuts did pre-date the arrival of the native people." Three thousand years—probably—is the maximum life of native settlement in the Islands. The remarkable ability of the coconut to float for months in the sea, and then take root and flourish on a bed of coral, practically awash, was evolved in three thousand years. There would have been no native settlement in the Islands if the life-giving coconut had not been firmly established there, long before. The distinction between "cocoa" and "cacao," we learn, is merely a semantic. Cacao is the correct scientific name. Cocoa is the corrupt name evolved by traders when they began to handle cacao's product 350 years ago. We fear that however much the purists may writh and wriggle, the term in future for both the fruit and product will be cocoa. Mr. Richards's book fills a need long felt in the South Pacific. Well written and well bound, it also is evidence of the high technical ability of the Vunapope Mission Press at Kokopo, TNG.—R.

The marriage will take place in Sydney, on January 21, of Mr. Percy Pavlich, of Port Moresby, to Miss Margaret McCosker, of Bellevue

Rubber, Malaya and Papua's Income

PLANTERS and merchants in Papua should keep their eye on the political situation in Malaya.

If the Red terrorists in Malaya really do cease operations, the rubber planters in Malaya may be able to supply increasing quantities of their product to the world markets, and at a lower price, which may hold the markets. But if the eight-years-old terrorist war goes on, the Malayan rubber output will be costlier; and that in turn will encourage synthetic rubber production.

The *Economist*, reviewing the world situation in December, notes that the market is high because the United States and Western Europe are producing more and more cars, and because Russia now is buying steadily. That tendency (which brought the world price of rubber from about 16d per lb in 1954 to over 40d in late 1955) appears likely to continue in 1956.

Rubber consumers prefer natural rubber. But when the price gets much beyond 36d, consumers begin to find it uneconomic for their purposes, and turn to the less desirable synthetic rubber. At any-

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156 JANUARY, 1956 — PACIFIC ISLANDS MONTHLY

ing over 30d, and in normal conditions, natural rubber is quite fitable.

The world consumption of rubber now close to 400,000 tons per annum. Total world production of

natural rubber is no more than 1,900,000 tons—synthetic takes care of the balance.

The immediate outlook for planters is good. But they should never forget that, as new techniques are

developed, the quality of synthetic is improving steadily, and production costs tend to get less. In the view of *The Economist*, the long-distance prospect for planters is not so good.

The LDS Get Things Done



story of enterprise and hard work lies in the building of a church, reception hall and large missionary house in Rarotonga, by the Church of Christ of the Latter Day Saints. On September 8, a ground breaking service was held on the site and on November 25 the new buildings were dedicated by President Howard of the Samoan Mission. Most of the material came from America. A total of 20,893 working hours were contributed by 82 people, all of whom worked without pay. Approximately 40,000 dollars

was contributed by the Church Headquarters in Salt Lake City.

As is the policy of the Church, there were no outstanding debts and all bills were paid before the building could be dedicated. Much of the food to feed the workers was grown by adherents of the Church in the Cook Islands. A supervisor of construction and 10 construction missionaries from Samoa also helped in the construction without pay. This photograph shows (left) the chapel and recreation hall; and (right) the mission home.

† Flight-Sergeant E. W. Metcalf, of the RNZAF Station, Laucala Bay, Fii, has been awarded the British Empire Medal.

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CLERK, bookkeeper, experienced office routine, able to type, single, age 40, desires interesting position in the islands (New Guinea preferred), references. Further particulars: **A. Ferris**, 2 Ashton Ave., Earlwood, N.S.W., Australia.

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SHARES FOR SALE, 1,000 £1 shares in Madang Shipways Ltd. (New Guinea). Will sell all or any part of them. Contact: **A. E. Pedler**, 143 Holme Street, Brighton, Q'ld., Australia.

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FLEETS offer 40 ft. x 12 ft. 9 in. x 4 ft. 6 in. carvel trawler, 3½ years old, 30 H.P. Ailsa Craig Diesel, 2 way radio. £2,500. Also 72 ft. x 15 ft. 6 in. x 5 ft. 6 in. carvel, built by Norman Wright in 1928, 72 H.P. Gardner Diesel. £9,000. **Fleets**, Water St. East, South Brisbane, Qld., Australia.

LIGHTING PLANT, brand new, never used. Petter (style) generator 240 volts, 12 amps, 1,500 R.P.M. This plant can be inspected by your agent or representative. Any reasonable price will be accepted. **W. G. Smith**, 10 Countess Street, Mosman, N.S.W. Phone: XM 7250.

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COCONUT and/or cocoa, partly or fully developed, any size, Papua-New Guinea. Alternatively prepared to finance present owner to develop property substantially. Will consider any proposition. Replies to "Advertiser", 59 Milson Road, Cremorne, Sydney. Phone: XY 2615.

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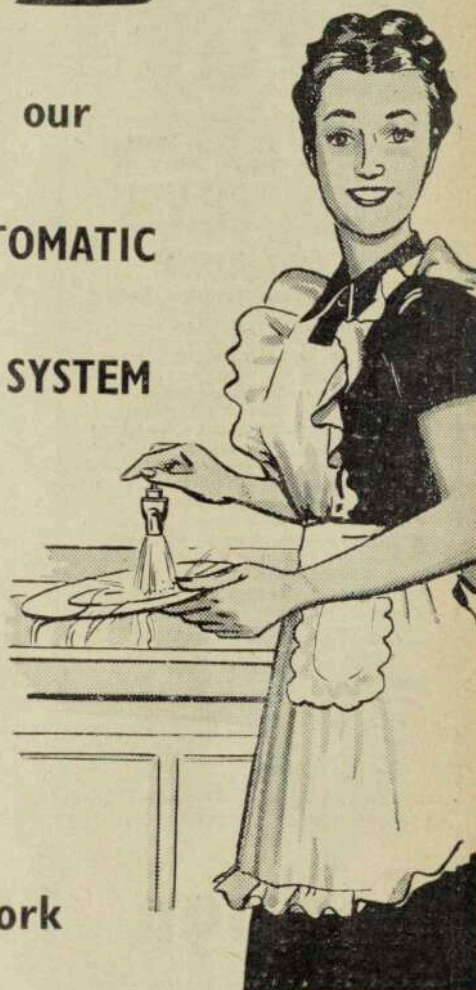
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COPRA

(Negotiations between MOF and British SP producers for 1956 price not finalised Jan. 10. Fiji and P-NG have announced tentative price based on £ Stg.58/10/- FOB.)

Price negotiated between British Ministry of Food and British South Pacific Territories for 1955 is £ Stg.65, FOB

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main ports—a reduction of 7.14% on the 1954 price. Stabilisation funds and other charges reduce the actual prices to producers to those given below, per ton:

PAPUA - NEW GUINEA:—Hot Air £69/15/-; FM (Sun) £69; Smoked £66/15/-.

FIJI:—Plantation £F63/5/6; FM £F63; moister grades to £F59/15/- minimum.

W. SAMOA:—£S42/6/-, £S41/18/-, and £S41/12/- for the three gradings in use.

E. SAMOA:—Adjusted with free-market fluctuations. Currently \$89.60 (£A40 approx.) per long ton. Periodic bonus if average proceeds exceed Government buying price.

SOLOMONS:—Honiara/Gizo: Hot Air £A68/10/-; Mixed HA/FM £A64; FM £A59/10/-; Yandina: 5/- higher.

NEW HEBRIDES:—Jan. 9. Merchants paying 6,450 Pac. francs (£A46/1/-) delivered Vila/Santo.

Continental buyers 69.75 Met. francs per kilo c.i.f.

FRENCH OCEANIA:—Latest quotation 7.00 Pac. francs per kilo (£A49/5/- approx., per long ton) delivered in bulk, Papeete, for top grade.

TONGA:—£A59 and £A53 per ton for the two gradings in use.

COOK IS.—Growers receive £Stg.37 to £Stg.30 depending on quality and freight rates from particular island to Rarotonga.

COCOA:—Islands prices are based on the rate for Accra cocoa which, on Jan. 9, was £Stg.248/15/- f.o.b.

P.-N.G.: £A305, delivered Sydney.

W. SAMOA: Jan. 9, £Stg.250, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grades 5/6 lb.

PEANUTS:—P.-N.G.: Market only for Virginia Bunch, in shell, large, well cleaned, 1/5 per lb. delivered Sydney. Kernels up to 1/2 del. store, Sydney.

RUBBER:—P.-N.G. price is based on Singapore, which quoted Jan. 6, No. 1 RSS, spot 125 cents (44.25d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, quoted Jan. 9 buying price, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 55/-, Green, 54/-.

RICE (Australian):—Price adjusted May 1

each year. P.-N.G.: Dry brown and dress £65 per ton, f.o.b. To other Territories £78 per ton, f.o.b.

PEARL SHELL.—Prices fixed betw Torres Strait producers and Otto Ger Co. (USA) for 1955: Sound grades, £A D, £A390; E, £A300; EE, £A225, f.o.b. Australian port. Manihiki: Laj closing throughout 1956. Last shipment £A890 c.i.f. Sydney. Divers transfer to Penrhyn. Tuamotu: £A725, long on beach, or £A1,015 f.o.b. Papeete.

TROCHUS:—Jan. 9, in store Syd subject to rejects, SW Pacific £500/- per ton. Market considered "dangerous" and drop expected.

New Caledonia: Season closed Oct. **GREEN SNAIL:**—SW Pacific, in Sydney, to £420, subject to rejects.

LONDON AND U.S. PRICES

Copra:—London, Jan. 9, Straits, £Stg.65/10/-; Philippines, \$US177, weights.

Cocoa:—London, Dec. 17: Gold O new season, Jan. del. c.i.f., £Stg.252 ton; May del. £Stg.262. New York, 17: Dec. 30.10 cents; March del. 3 cents per lb.

Coffee:—London, Dec. 17: Uganda no f.a.q., Jan.-Feb. £Stg.277/10/- f.o.b. M baba; Santos, £Sgt.460, in bond, London.

Shell:—London, Nov. 17, Singa trochus, Nov.-Dec. shipments £Stg. c.i.f. Greensail, £Stg.565 c.i.f.

Rubber:—London, Jan. 6, Spot but Stg.35%ad; Jan. c.i.f., Stg.35%ad; Apl.- Stg.34%ad.

ISLANDS MINING SHARE

FIJI			
	Aug. 1939	June, '55	Jan. T
Emperor . . .	b9/11	s14/-	b16
Loloma . . .	s25/6	b23/9	b24

PAPUA-NEW GUINEA			
Bulolo . . .	b124/-	b47/-	b40
N.G.G. Ltd. . .	b1/10	s1/9	b2
Oil Search . .	s3/11	s9/-	b11
Ent. of N.G. . .	b3/-	b2	b2
Oriomo Oil . .	b5/-	s4/6	b4
Papuan Apin. .	b4/11	s3/-	b3
Placer Dev. . .	b68/6	s295/-	b32
Sandy Creek . .	b1/5	s9d	b26

EXCHANGE RATES

FIJI.—Through BANK OF NSW, BANK and BANK OF NZ. Australia on basis £100 Fiji: Buying, £A111/2/6; Sell, £A113. Fiji-London, basis £100 London: B. £110/12/6; S. £112. NZ-Fiji, basis: NZ: B. £111/11/8; S. £110/4/3.

SAMOA.—Through BANK OF NZ. tralia on Samoa, basis £100 Sam B. £A123/12/6; S. £A124/10/9. Sam London, basis £100 London: B. £100, S. £101/10/-. Samoa-NZ, basis £100 B. £100; S. £100/10/-. Samoa-Fiji, £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Port Moresby, Lae, Rabaul, Kavi Madang), BANK OF NSW (branches: Moresby, Lae, Bulolo, Rabaul, Mad Samarai, Goroka; agencies: Wau, Boki Kokopo) and ANZ BANK (Port Moresby) quote exchange rate Australia-Papua 10/- per £100.

BSI.—COMMONWEALTH BANK (branch at Honiara) quotes exchange rate tralia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific franc most valuable of the three francs in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. **FRENCH BANK** (Comptoir National D'Escompte de Paris) in Sydney quote Selling 140 Pac. fr. to £Aust.: 180 fr. to £Stg.; 63 Pac. fr. to US \$.

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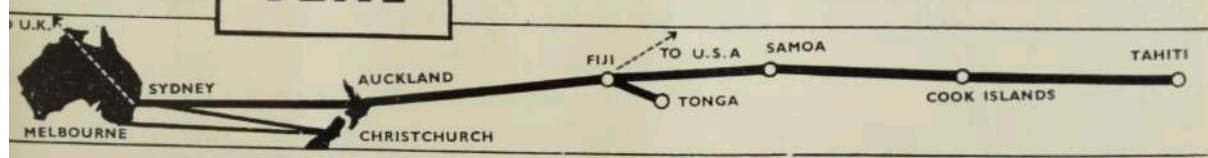
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PACIFIC ISLANDS MONTHLY — JANUARY, 1956