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NATIONAL LIBRARY OF AUSTRALIA

AUGUST, 1956 Vol. XXVII. No. 1.

PACIFIC ISLANDS Monthly

AN1534

28 AUG 1956



DRESSED in tapa costumes, Fijian schoolgirls perform a *Vakamalolo*—an action song that tells a story.

—Photo by Fiji Public Relations Office.

ished 1930

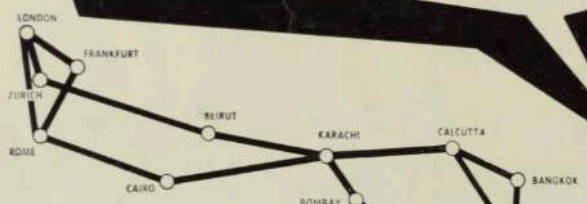
...ered at the G.P.O., Sydney, for transmission by post as a newspaper]

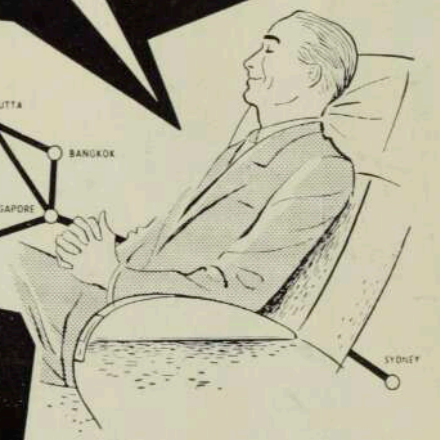
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THE choice of seven services a week to London and Europe is yours on the Qantas-B.O.A.C. "Kangaroo" Route. Travel fast and direct if you're going on business. Take a leisurely stop-over trip if you're going for fun. Spend time, if you wish, in Singapore or Colombo, Bombay or Cairo. Branch off at Rome, at no extra cost, and take in the cities of the Old World you've long wanted to see.

You'll fly in mighty, uxurious Super-G Constellations or Constellations. Sleeperchairs or slumberettes for all First Class passengers on the "Kangaroo" Route, or you may travel Tourist Service (at a saving of 27%). Whichever you prefer, you'll find that either costs a lot less than you think !

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Brilliant yet pleasant incandescent white light.

No pumping or pre-heating necessary.

Burns ordinary Kerosene.

Heat-resisting glass chimney.

Centre draught feature.

Polished Brass finish.

A LAMP OF LASTING QUALITY

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Representatives for Pacific Islands

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ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD. SUVA FOR FIJI ISLANDS

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when touring NEW ZEALAND—

A holiday in New Zealand is an adventure in superlatives, with all the scenic wonders of the world encompassed by two small islands.



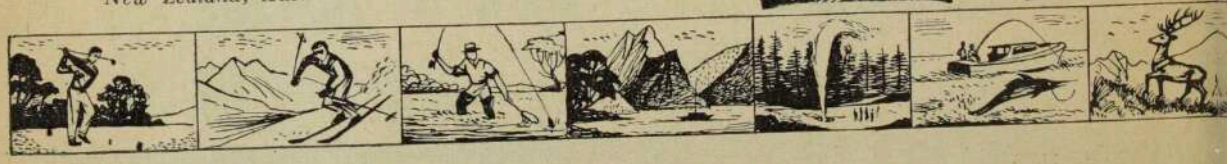
Thermal regions . . . towering alps . . . snow sports . . . big game fishing . . . fighting trout in stream and lake . . . beauty of forest and fiordland . . . all this in a genially temperate climate, fever-free and without noxious insect pests.

But it's a thousand miles from Bluff to the Bay of Islands. And that's why so many tourists fly—with N.A.C., of course: to save time, to travel in armchair comfort, and to enjoy a bird's eye view of beauty.

flying's the way to travel

NAC

N.A.C. links all principal New Zealand cities and tourist resorts and has offices and agents throughout New Zealand, Australia and the South West Pacific.

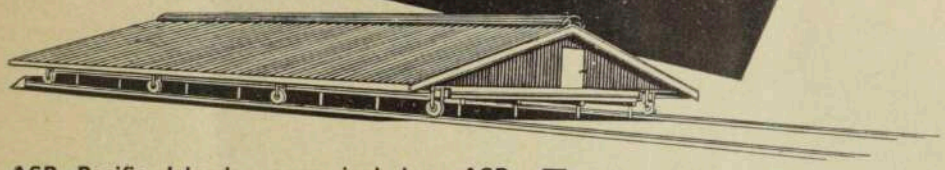


NEW ZEALAND NATIONAL AIRWAYS CORPORATIO

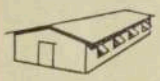
2 AUGUST, 1956—PACIFIC ISLANDS MONT

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ASP PREFABRICATED STEEL BUILDINGS FOR THE PACIFIC ISLANDS

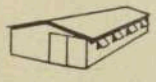


ASP Pacific Islands range includes:—ASP PREFABRICATED DRYERS FOR COCOA & COPRA: Illustrated above is ASP Cocoa Sliding Roof Sun Dryer—capacity one ton. Other dryers include ASP Cocoa Combined Hot Air—Sun Dryers and Copra Dryers—all designed in conjunction with and accepted by Departmental Heads of the Administration, T.P.N.G., and leading planters. ASP SINGLE & MARRIED NATIVE ACCOMMODATION UNITS: designed in compliance with Regs. No. 18 of 1950 and No. 2 of 1954. ASP AUXILIARY BUILDINGS: Store Buildings, Fermentary Sheds, Shelters for Mechanical Dryers.



Single & Married Native Accommodation Units, with or without verandahs; separate wash and cook houses available.





ASP Cocoa Store Buildings, 40 ft. x 20 ft. x 9 ft. wall height.



ASP Fermentary Sheds, 40 ft. x 20 ft. x 8 ft. to eaves.

ASP OVERSEAS PTY. LTD.

137 Bayswater Road,
Rushcutters Bay, Sydney, N.S.W.
Telephones: FA 6595, FA 7825
Cables: "Chatspa," Sydney

STORES . . . FACTORIES . . . WORKSHOPS . . . SERVICE STATIONS

ASP — Australia's leading manufacturers of fully-prefabricated steel buildings — are supplying complete, ready-to-erect commercial buildings in standard or custom-built designs to match the specific requirements of the Pacific Islands. In single or multi-span designs (each span up to 85 ft.); to any length; with wall heights as required — these top quality ASP buildings cut erection time and costs considerably (fully detailed erection plans are supplied), provide you with a definite final cost, get to work for you without delay.

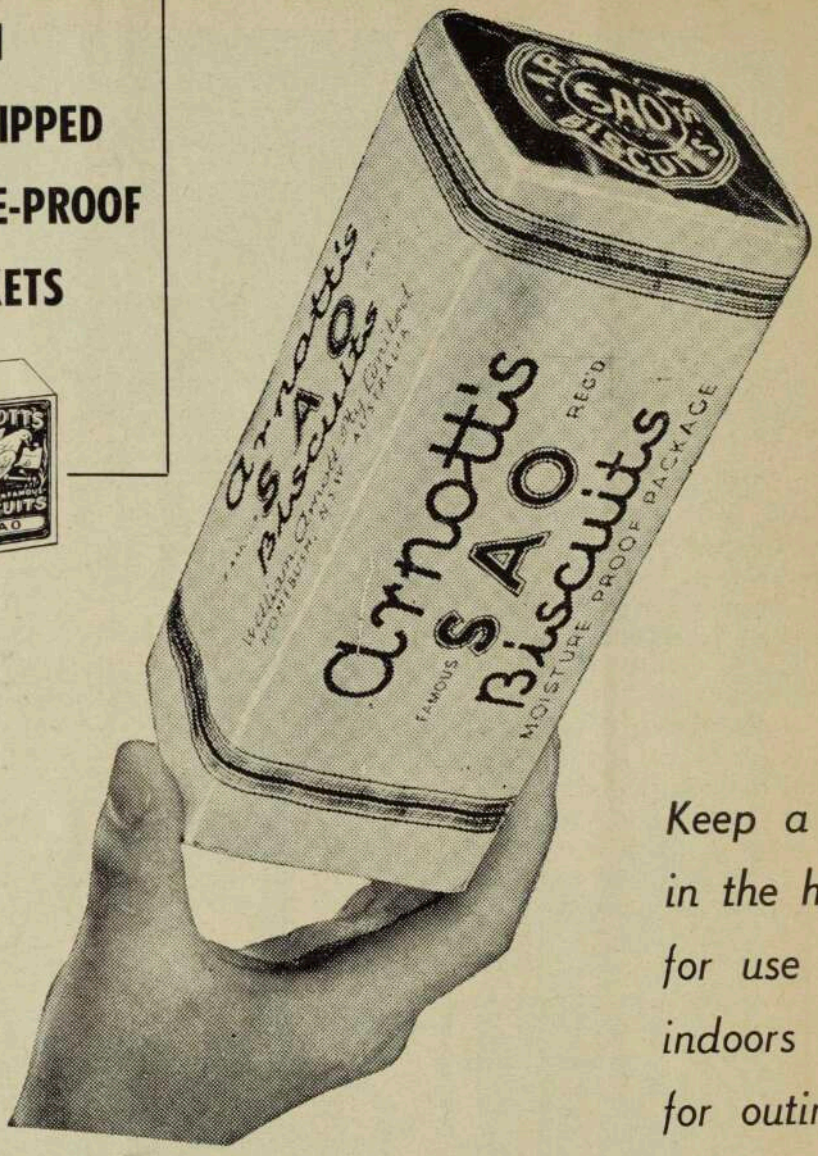
Invitation: Illustrated brochure " ASP Buildings for Industry & Commerce " will be sent upon request.

AUSTRALIAN STEEL PREFABRICATIONS

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Keep a Tin in the house for use indoors and for outings

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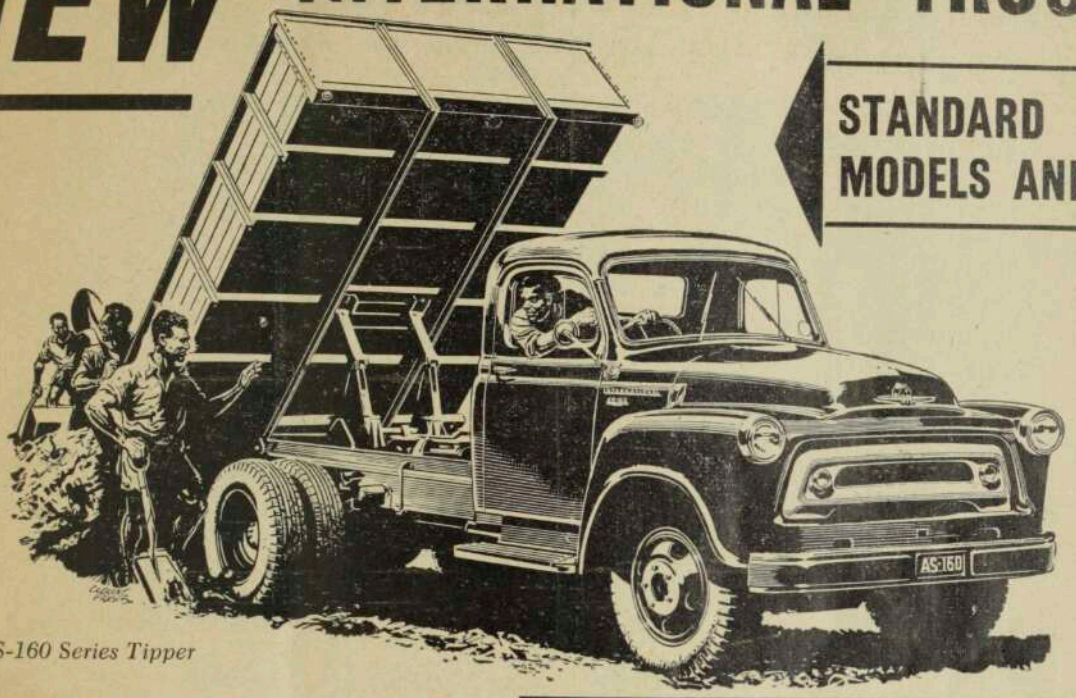
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There is no Substitute for Quality

NEW INTERNATIONAL TRUCKS

STANDARD MODELS AND...



AS-160 Series Tipper

..FOUR-WHEEL-DRIVES FOR MAXIMUM TRACTION with BIGGER PAYLOADS

BUILT for Road Building!

The new International Tipper Trucks are functionally styled for practical good looks—built to take the rough going of Island truck operation without excessive repair costs. These new models are "all truck" from the ground up—no compromise with "beefed-up" motor car parts. Their new Black Diamond engines are designed to provide improved economy, increased power and torque with the higher octane fuels available. Diesel engines can be fitted if preferred. Driver-designed for real comfort, the super-scoop cowl provides increased comfort in hot, sticky conditions.

The versatile International ASW-160 four-wheel-drive model gives dependable performance in situations which can only be handled with the help of front-wheel drive, but can also be operated on hard surface roads as a conventional truck by disengaging the front-axle drive.



THE INTERNATIONAL AR-160 4 x 4 TIPPER SHOWS HOW IT'S DONE! Four-wheel drive, rapid tipping action and high tray lift mean quick turnaround—more loads of crushed-rock per day on this New Guinea Highlands road-building job.

INTERNATIONAL TRUCKS

ALL TRUCK BUILT TO SAVE YOU THE BIG MONEY

DISTRIBUTORS: ***Papua and New Guinea:*** *Steamship Trading Company Limited, Port Moresby.* ***Solomon Islands:*** *Mr. K. H. Dalrymple Hay, Honiara.* ***New Caledonia:*** *Agence Automobile, Noumea.* ***Fiji, Tonga and Samoa:*** *Burns Philp (South Sea) Company Limited.* ***Tahiti:*** *Hintze & Company, Papeete.* ***New Hebrides:*** *Kerr Bros. Pty. Limited, Sydney.*

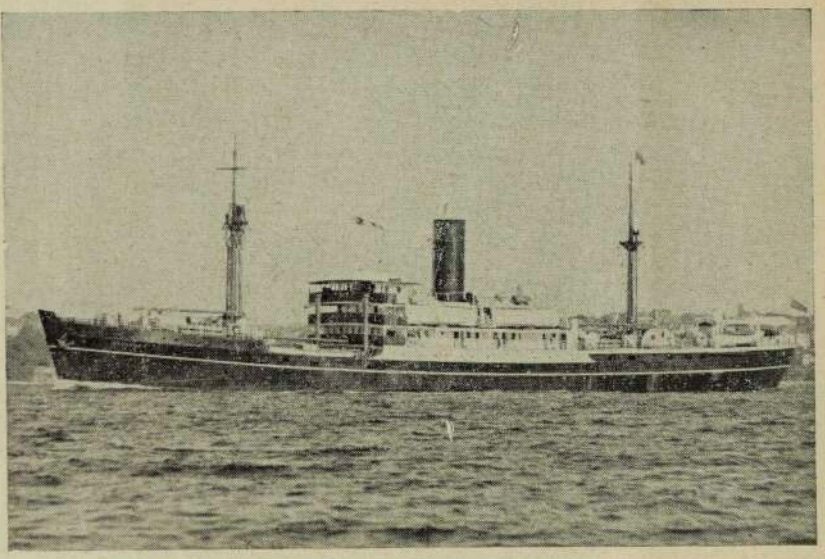
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INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

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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. SHANSI .. .... Sydney — Brisbane — Port Moresby — Samarai — and return.

M.S. SOOCHOW .... Sydney — Brisbane — Rabaul — Kavieng — Madang — Lae — and return.

M.S. SINKIANG .... Melbourne — Sydney — Port Moresby — Samarai — Lae — Madang — Rabaul — and return.

JAPAN — HONGKONG — NEW GUINEA

New Monthly Service between JAPAN, HONGKONG and NEW GUINEA
(Returning via Australia to Japan Direct)

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

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, Rabaul. Cable: Colyeram. New Guinea Co. Ltd., Kavieng. Cable: "Camohe".
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: Swire & Yuill Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 17122
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

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ipping Time-Tables

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

Sydney-Papua-N. Guinea

Malaita sails from Sydney for ul, Kavieng, Lombrum, Lorengau, ak, Alexishafen, Madang, Lae, Sydney. Sydney sailing approx. Sept. 26.

Malekula sails from Sydney for Pt. sby, Rabaul, Kavieng, Manus, Wewak, shafen, Madang, Lae, Samarai, ey, Melbourne, Sydney. Next Sydney g approx. Sept. 14.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, sby, Samarai, Lae, Madang, Manus, ul, Samarai, Moresby, Brisbane, ey. Next Sydney sailing Oct. 3.

Mangola, cargo only, sails from ey for Brisbane, Cairns, Pt. Moresby, rai, Rabaul, Madang, Lae, Pt. sby, Brisbane, Sydney. Next sailing: 16.

tails from Burns, Philp & Co. Ltd., dge Street, Sydney.

Sinkiang: Departs Sydney Sept. 12 ae and Rabaul; she then will go on entral Pacific Islands on a charter iting trip. Returns to P-NG service id-November.

Shansi: Departed Sydney Aug. 21 for ane, Pt. Moresby, Samarai, Sydney.

Soochow: Departed Sydney Aug. 21 Brisbane, Rabaul, Kavieng, Madang, Sydney.

ails from Swire and Yuill Pty. Ltd., dge St., Sydney.

Sydney-Dutch N.G.

ee weeks service by MV's Sigli, Silin-, Sibigo, Sinabang (regular) and Van (irregular) carry passengers and from E. Australian ports to Hol-landia and Sorong. DNG (with Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Aus-tralia direct. Next sailings: Van Cloon Aug. 21, Sinabang Sept. 20.

Details from Royal Interocean Lines, 255 George St., Sydney.

Far East-S.W. Pacific-Australia

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

SS Funing: Departs Japan Sept. 11, call-ing at Hongkong Sept. 19, Kavieng Sept. 20, Rabaul Sept. 22, Madang Sept. 26, Lae Sept. 28, Pt. Moresby Oct. 3, Sydney Oct. 11 (approx.) and returns to Japan direct.

SS Fengning: Departs Japan Oct. 23, for Hongkong Oct. 31, Rabaul Nov. 11, Madang Nov. 15, Lae Nov. 17, Samarai Nov. 21, Moresby Nov. 22, Sydney Dec. 2 (approx.) and returns direct to Japan.

Details from New Guinea Australia Line (Swire and Yuill Pty. Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos main-tain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; south-bound vessels call at Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, and Melbourne, with bi-monthly calls at Honiara and Vanikoro.

Delos, southbound, is due at Lae Sept. 12, Rabaul Sept. 15, Honiara Sept. 19; Citos, due to leave Sydney on Sept. 8 calls at Rabaul Oct. 29, Lae Nov. 1; Milos, leaving Sydney Sept. 17, calls at Rabaul Nov. 6, Lae Nov. 9.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 63 Pitt St., Sydney, or Islands agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang; BSIP Trad-ing Corp., Honiara).

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. On her return to Auckland on Sept. 3, she will undergo survey). Next sailing from Auckland, Oct. 1.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and

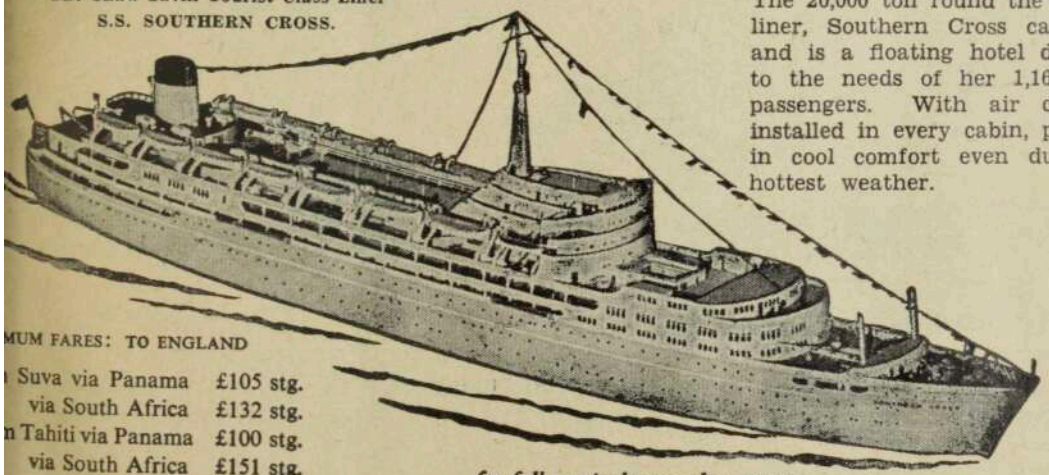
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1956-57.

		ORCADES	ORCADES	ORONSAY	ORSOVA
SYDNEY	depart	—	5 Oct.	11 Dec.	25 Jan.
AUCKLAND	arr/dep	From	8 Oct.	14 Dec.	28 Jan.
SUVA	arr/dep	Panama	11 Oct.	17 Dec.	31 Jan.
HONOLULU	arr/dep	—	16 Oct.	22 Dec.	5 Feb.
VANCOUVER	arrive	—	22 Oct.	28 Dec.	11 Feb.
	depart	11 Sept.	23 Oct.	29 Dec.	12 Feb.
SAN FRANCISCO	arr	7 Sept.	25 Oct.	31 Dec.	14 Feb.
	depart	8 Sept.	26 Oct.	1 Jan., '57	15 Feb.
HONOLULU	arr/dep	16 Sept.	30 Oct.	5 Jan.	19 Feb.
SUVA	arr/dep	23 Sept.	6 Nov.	12 Jan.	26 Feb.
AUCKLAND	arr/dep	26 Sept.	9 Nov.	15 Jan.	1 Mar.
SYDNEY	arrive	29 Sept.	12 Nov.	18 Jan.	4 Mar.

nking 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.

MUM FARES: TO ENGLAND

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

iti Call is Subject to Weather Permitting

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.

Travel Shaw Savill

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return to Auckland. Next sailing from Auckland: Sept. 3.
Details from all offices of Union Steam Ship Co. of NZ.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands (Rarotonga, Aitutaki and Mangaia).
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 Sydney sailing mid-October.
MV Muliama, 8 passengers, leaves Sydney for British Solomon Islands po approximately monthly, ports vary with cargoes. Next sailing from Sydn Sept. 7, for Honiara, Yandina and Loa
Details from Burns, Philp & Co., Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Li coming from Marseilles, via West Ind and Panama, call about every six we at Papeete, Vila (New Hebrides), Noum and Sydney, and return by same rou At present on this run are the mot ships, Tahitien, Caledonien and Res gent. Next sailing from Sydney: Caledoni Sept. 25.
MV Polynesie (Messageries Maritim maintains about monthly passenger s ings between Sydney and Noumea the New Hebrides. Next Sydney saili Sept. 14.
Details from Sydney agents: Message Maritimes, 36 Grosvenor Street, Sydne

Sydney-S. Africa-UK-Pacifi Ports-Sydney

Shaw Savill's new one-class all-passen liner Southern Cross makes four rou the-world voyages per year, two w bound, then two east-bound, calling Suva and Papeete every trip. Next voya Depart Southampton Sept. 13, ar Sydney (via Sth. Africa) Oct. 19, Sydney Oct. 21, Suva Oct. 30, Pap Nov. 3-4, arr. Southampton, via Pana Nov. 28.

N. America-Fiji-Hebrides, e

Pacific Islands Transport Line's ves Thorsisle and Thorshall maintain regular service from Pacific Coast N American ports, with sailings over 3 days. Some ports depend on car offering. Thorsisle: Due to sail from Francisco Aug. 24, at Los Angeles

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

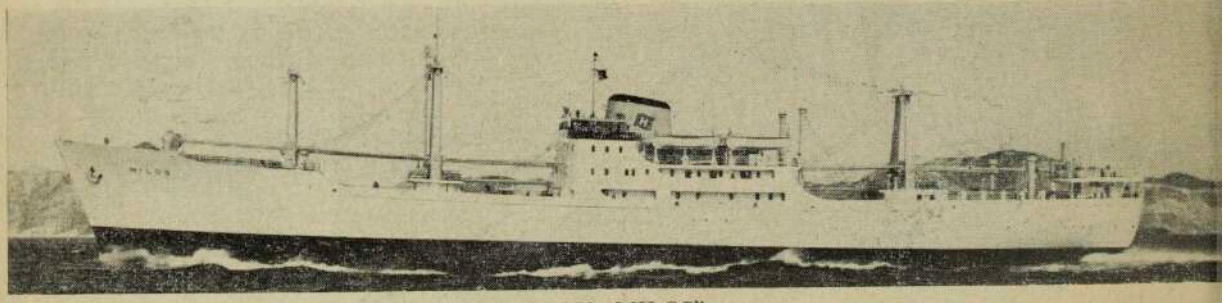
GENERAL STEAMSHIP CORPORATION LTD.

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.

AUSTRALIA-WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET now comprises the modern Swedish Motor Vessels **"Aros"**, **"Citos"** **"Delos"** and **"Milos"** which offer the fastest regular passenger-cargo service from **Aus tralia** to **Main Japanese Ports** via **Manila** and **Hong Kong.** On the return voyage calls ar made at **Hong Kong, Manila, Sandakan, Rabaul, Lae,** and thence to **Brisbane, Sydney** an **Melbourne.**

Bi-monthly calls are made at **Honiara** and **Vanikoro** on the Southbound voyage.

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. Phone: BU 630
Branch Office at Melbourne: 51 William St. 'Phone: MB 2840.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomo Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

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7, Papeete Sept. 7-8, Pago Pago Sept. 4, Apia Sept. 15-16, Suva Sept. 19-Lautoka Sept. 22-23, Nukualofa 25-27, Noumea Sept. 30-Oct. 1, Oct. 5-6, San Francisco Oct. 24. shall, now in the Pacific, will sail Seattle/Tacoma on her next voyage 21, at New Westminster Sept. 22-San Francisco Oct. 1-5, Los Angeles 7-8, Papeete Oct. 19-21, Pago Pago 25-26, Apia Oct. 27-28, Suva Oct. 31-2, Lautoka Nov. 3-5, Nukualofa Nov. Noumea Nov. 13-14, Lae approx. Nov. , San Francisco (inbound) Dec. 8. tails from General Steamships Cor-tion Ltd., 432 California St., San cisco, USA, and Island Agents.

YDNEY-NORTH AMERICA, VIA PACIFIC PORTS

e four cargo vessels, Waihemo, una, Waikawa, and Waitomo, owned operated by the Union Steam Ship of NZ Ltd., maintain a monthly e across the Pacific, from Sydney ancouver and USA ports, via Suva, ka, Nukualofa, and Apia, as cargoes Occasional calls are made at Fan-Island. They have limited passenger mmodation. Next sailings: Waikawa Sept.; Waihemo: Early October.

J.S.-PAPEETE-PAGO PAGO-N.Z.-AUSTRALIA

tson-Oceanic Line of San Francisco tes a regular five-weeks passenger-service from Los Angeles with the ra, Alameda, Sierra and Sonoma. ern terminal ports vary with cargoes ng. Vessels call at Papeete, Pago and Suva, depending on cargoes.

SYDNEY-FIJI-VANCOUVER

ific Shipowners, Ltd., of Suva (sub-y of W. R. Carpenter & Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely First Class, two-berth cabins. Next sailing from Sydney, second week in October, with calls at Suva and Lautoka. Details from American Trading & Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

HONOLULU-PAPEETE

The 242-ton auxiliary schooner Te Vega, American-owned, operates a luxury passenger service to a regular schedule, with calls at Marquesas and Line Islands as required. Details from Darr Lines, c/o Theo. H. Davies & Co., Honolulu, or Etablissements Donald, Papeete.

AIRWAYS TIME-TABLES
TRANS-PACIFIC SERVICES

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

NOTE: Nadi Airport closed on August 13 for a fortnight for runway reconstruction —Qantas, PAA, CPAL and TEAL made adjustments to their flight schedules for this period. (See article elsewhere in this issue.)

(Over)

LONDON-SUVA

FIJI DIRECT SERVICE

VIA PANAMA

For Sailings and Further Particulars Apply To:—

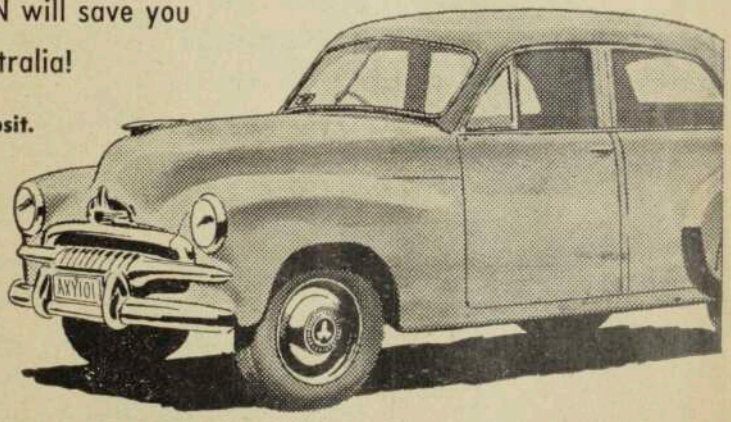
BETHELL, GWYN & CO. LTD.,
138 LEADENHALL ST.,
LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD.,
SUVA, FIJI

wn a Car on Your Holidays AND SAVE!

oadway Motors' SPECIAL ISLANDS' PLAN will save you
ney on your holiday transport in Australia!

1. **Buy a guaranteed used car on Low Deposit.**
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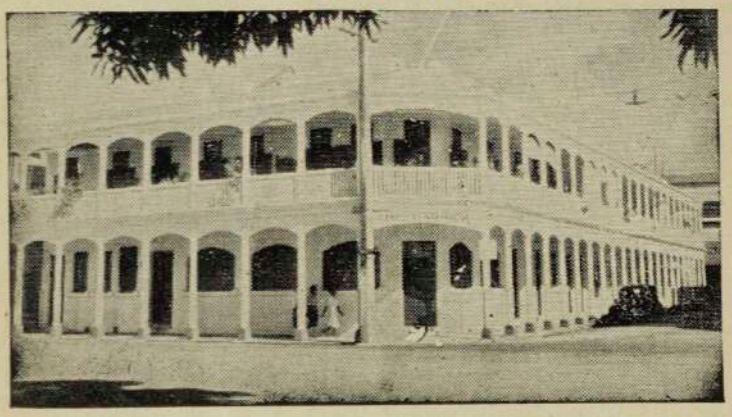
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Mon., Fri.: Sydney, Nadi, Canton Is., Honolulu, San Francisco, Seattle, Portland.
Wed., Sat.: Sydney, Nadi, Canton Is., Honolulu, Los Angeles.
Tues., Fri.: San Francisco to Sydney (same route).
Sun., Wed.: Los Angeles to Sydney (same route).

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* DC4 from Auckland conneets, arrit Nadi Mon., Wed., Fri., departing I Tues., Thur., Sun. DC4 shuttle ser once monthly connects Nadi and Tal (American Samoa).

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

Tues.*, Thurs.*, Fri.*' and Sat.*: Syd Nadi (Fiji), Canton Is., Honolulu, Francisco—with Sat. service exten to Vancouver.

SOUTHWARDS

Thur.*, Fri.*, Sat.*, Mon.*; San Franc Honolulu, Nadi (Fiji), Sydney. M day's service begins at Vancouver Sunday. Note: Crosses date-line route).

* TEAL DC6 services between Auck and Nadi connect at Nadi Tues. and northwards; Wed. and Sun. southwaro

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

Every Wed.: Sydney, Nadi, Hono Vancouver, Amsterdam.
Every Sun. leaves Vancouver for Sy by same route.
Every Fri.: Auckland, Nadi, Hono Vancouver, Amsterdam.
Every Tues., leave Vancouver for Auck by same route. (Note: Crosses date en route).

SECTIONAL SERVICES I PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airway (Skymasters)

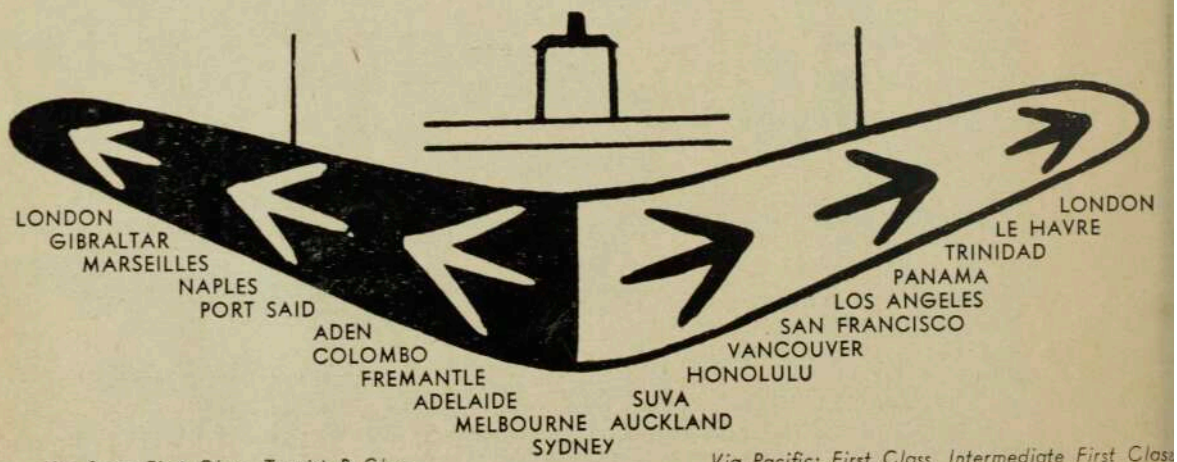
NORTHWARDS

Mon., Tues., Sat., Sun.

Depart:	Arrive
Sydney, 8.00 p.m.	Brisbane, 10.45
Brisbane, 11.45 p.m.	Moresby, 6.35 (Tues., Wed., Sun..M
Moresby, 7.35 a.m.	Lae, 9.00

Via SUEZ and Via PACIFIC

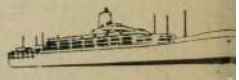
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Thurs.

Depart:	Arrive:
ydney, 8 p.m.	Brisbane, 10.45 p.m.
isbane, 11.45 p.m.	Townsville, 3.30 a.m (Friday)
ownsville, 4.15 a.m.	Cairns, 5.30 a.m.
airns, 6.30 a.m.	Moresby, 9.20 a.m.
. Moresby, 10.20 a.m.	Lae, 11.45 a.m.

SOUTHWARDS

Tues., Wed., Sun., Mon.

Depart:	Arrive:
e, 10.30 a.m.	Moresby, 12.00 noon
oresby, 1.00 p.m.	Brisbane, 7.35 p.m.
isbane, 9.00 p.m.	Sydney, 11.45 p.m.

Sat.

Depart:	Arrive:
e, 7.00 a.m.	Moresby, 8.30 a.m.
oresby, 9.30 a.m.	Cairns, 12.20 p.m.
irns, 2.35 p.m.	Townsville, 3.45 p.m.
wnsville, 4.30 p.m.	Brisbane, 8.15 p.m.
isbane, 9.00 p.m.	Sydney, 11.45 p.m.

3. P-NG Internal Services

Operated by Qantas

AE-HOLLANDIA (Dutch New Guinea) (DC3)

. Wed. (Aug. 22, Sept. 5, 19, etc.). parts Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thursday (Aug. 23, Sept. 6, 20, etc.), departs Hollandia at 9.30 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.20 p.m.

LAE-MANUS (DC3)

. Wed. (Aug. 22, Sept. 5, 19, etc.). . Lae, 8.00 a.m.: Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 p.m. ry alt. Sat. (Aug. 25, Sept. 8, 22, etc.) departs Manus 8 a.m. and with calls at Kavieng, Rabaul and Finschhafen, arrives Lae at 2.55 p.m.

MORESBY-DARU (Catalina)

Yule Is., Kerema, Kikori, L. Kutubu: Alt. Fri. returning same day (Aug. 31, Sept. 14, 28, etc.).

PORT MORESBY-RABAUL (Catalina)

Tues. (Aug. 21, Sept. 4, 18, etc.) Pt. Moresby, Samarai, Esa'ala, Losuia, Moewe Hbr., Talasea, Jacquinot Bay, Rabaul. Returning via same ports (except Losuia and Esa'ala optional) alt. Thurs. (Aug. 23, Sept. 6, 20, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Wed.: Rabaul, Buka, Teopasino, Kieta, Buin (Aug. 22, Sept. 5, 19, etc.). Returning same day.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

a.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.40 p.m.
s.: Dep. Rabaul 6.30 a.m., direct to Madang, arr. 9.10 a.m.
irs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

days: Lae (8.30 a.m.) to Wapenamunda, calling at any of: Goroka, Nondugl, Banz, Minj, Mt. Hagen, Baiyer R., Kainantu, Wapenamunda. Return to Lae arriving 6 p.m.

LOWER HIGHLANDS (Beaver)

days: Lae (7.30 a.m.) to Goroka, calling at any of Nadzab, Kaiapit, Gusap, Aiyura, Finintegu, Rintebe, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DC3)

. Lae: Mon. 7.30 a.m., Tues. 2 p.m., Wed. 11.30 a.m., Fri. 2.00 p.m.
. Wau.: Mon. 9 a.m., Tues. 3.30 p.m.,

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as well as ½ lb. cartons



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Wed. 1 p.m., Fri. 3.30 p.m. Bulolo is omitted on these flights which take 35 minutes, Wau-Lae.

MADANG-GOROKA (DC3)

Tuesdays: Depart Madang 10 a.m., arrive Goroka 10.35 a.m., returning same day; depart Goroka 11 a.m., arr. Madang 11.35 a.m.
Alt. Fridays (Aug. 24, Sept. 7, 21, etc.). Dep. Madang 8.00 a.m. arrive Goroka 8.35 a.m., returning same day; depart Goroka 9 a.m., arrive Madang 9.35 a.m.

NEW GUINEA-NEW BRITAIN BOUGAINVILLE (DC3)

Fridays: Depart Lae 12.55 p.m., Finschhafen 1.45 p.m., arrive Rabaul 3.55 p.m.
Saturdays: Depart Rabaul 10 a.m., direct to Lae, arr. 12.40 p.m.
Sundays: Depart Lae 12 noon, Finschhafen 1 p.m., Rabaul 3.10 p.m.
Tuesdays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.
Alt. Thursdays (Aug. 30, Sept. 13, 27 etc.): Dep. Lae 8 a.m., Finschhafen, Rabaul, Buka, Rabaul, arr. 2.55 p.m.
Alt. Fridays (Aug. 31, Sept. 14, 28, etc.): Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.10 p.m.

SERVICE BY MANDATED AIRLINES
Scheduled Flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 8 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Tues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.
Wed.: Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.
(Super Constellation Service)

A weekly service between Sydney and Amsterdam with a call at Biak (DNG) and Manila (Philippines).
DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, Manokwari, Noemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft.
(Three flights every four weeks)

Mon. (Aug. 27, Sept. 10, 17, 24) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.
Tues. (Aug. 28, Sept. 11, 18, 25) Honiara dep. 7 a.m.: Yandina, Vella Lavella, Buka, Rabaul, Lae, arriving 3.35 p.m.

6. Paris-Saigon-Noumea

By Transports Aeriens Intercontinentaux.
DC6B aircraft depart Paris every 2 weeks (Aug. 28, Sept. 11, 25, etc.) for Cairo Karachi, Saigon, Darwin, Noumea. Leave Noumea on return Sept. 1, 15, 29, etc.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., With Sandringham Flying-boats.

Return flight each Tuesday and Thursday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Every Sat.: Dep. Sydney 11.30 p.m., NI 6.15 a.m. Sunday; dep. NI p.m. same day for Sydney, arr. p.m. Alt. weeks makes NI-Auckl NI flight. (See table 11 below).

9. Sydney-New Hebrides

By Qantas, with Skymasters

Flying-boats were replaced by S masters in 1955. Service now termin at Tontouta (New Caledonia) until Santo (New Hebrides) airfields re (See table below).

10. Sydney-Noumea

By Qantas, with Skymasters
(Three flights every four weeks)

Wed. (Aug. 22), then Thur. (Sept. 6 20). Sydney dep. 11.30 p.m., arr Tontouta, 7 a.m. Thurs. Aug. 23, th after 7 a.m. Fri., Sept. 7, 14, 21 Thurs. (Aug. 23), then Fri. Sept. 7 21. Tontouta dep. 9.30 a.m., arr Sydney 3.20 p.m.

11. Norfolk Is.-Aucklan

TEAL, by Qantas (charter)

Alt. Sun.: Return flight Norfolk (dep. a.m.) Auckland (arr. 11.30 a.m., 1.15 p.m.) Norfolk (arr. 4 p.m.). Table 8 above).

12. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

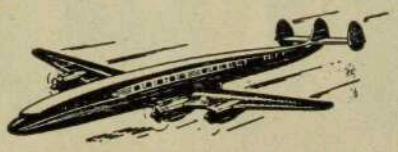
Sun., Fri., Sat.: Dep. Auckland 9.30 arr. Sydney 1.00 p.m.
Wed.: Dep. Auckland 4.15 p.m., Sydney 7.45 p.m.
Sun. only: Dep. Auckland 6.15 p.m. Sydney 9.45 p.m.

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s., Sat.: Dep. Sydney 10.00 a.m., rr. Auckland 5.00 p.m.
., Fri., Sat.: Dep. Sydney 3.00 p.m., rr. Auckland 10.00 p.m.

13. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

., Fri.: Dep. Christchurch 5.00 p.m., rr. Sydney 8.40 p.m.
., Thurs.: Dep. Sydney 8.00 a.m., rr. Christchurch 3.10 p.m.

. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

s.: Dep. Christchurch 5.00 p.m., arr. elbourne 9.30 p.m.
Dep. Melbourne 7.30 a.m., arr. hristchurch 3.00 p.m.

15. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

., Sat.: Dep. Auckland 1.15 a.m., arr. adi 6.15 p.m.
. Sun.: Dep. Nadi 10.30 a.m., arr. ckland 3.30 p.m.

16. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

ce normally fortnightly, with extra ghts as required.
rts Suva Friday 9 a.m., crosses date-e, arrives Satapuala (W. Samoa) ur. 2 p.m., departs Fri. 2 a.m., rives Aitutaki (Cook Is.) 7.30 a.m., parts 9.30 a.m., arrives Papeete ahiti) 2 p.m. Departs Papeete Sun. 0 a.m., arrives Aitutaki 11 a.m., parts 1 p.m., arrives Satapuala 5.30 p.m., departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m.
Leaves Suva Sept. 6, 20, Oct. 4, 19, 26, Nov. 2, 9. Leaves Papeete Sept. 9, 23, Oct. 7, 21, 28, Nov. 4, 11.

17. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

Irregular Service.

Dep. Suva 6.30 a.m., arr Nukualofa 9.50 a.m., dep Nukualofa 9.50 a.m., arr. Suva 4.55 p.m.
Next flights: Sept. 5, Oct. 1, Nov. 1, 28.

18. 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 the above return flights).
Nadi, Suva: Mon., Wed.
Suva, Labasa, Suva: Daily except Sun.
Suva, Taveuni, Suva: Mon., Wed., Fri.
Suva, Savusavu, Taveuni, Savusavu, Suva: Mon.
Suva, Savusavu, Labasa, Savusavu, Suva: Tues., Thurs., Sat., Sun.

19. French Oceania Inter-Island Service

Regie Aerienne Interinsulair (RAI), with Amphibious Catalina

Twice weekly service to the Leeward Group.
Wednesday: Papeete, Raiatea, Bora Bora, Raiatea, Papeete.
Friday: Papeete, Huahine, Raiatea, Papeete.
Booking agents in Papeete: Messageries Maritimes.

20. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Rapide aircraft.

Noumea (Magenta), Lifou (Chepenehe), Noumea: Tues. a.m.
Noumea, Mare (Tadine), Noumea: Tues. p.m.
Noumea, Mare, Lifou, Noumea, or Noumea, Lifou, Mare, Noumea, alternatively, Thurs. a.m.
Noumea, Koumac, Noumea (with conditional call at Plaine des Gaiacs): Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Poindimie, Noumea (with conditional call at Houailou): Fri. p.m.
Noumea, Ile des Pins, Noumea: Saturday and Sunday afternoons.

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.

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	Single £ s. d.	Return £ s. d.	Table No.
Moresby	46 11 0	83 16 0	2
Lae	55 7 0	99 13 0	2
Rabaul	64 19 0	116 19 0	2, 3
Noumea	48 15 0	85 15 0	9, 10
Honiara	80 7 0	144 13 0	2, 5
Norfolk Is.	27 10 0	49 10 0	8
Lord Howe	12 15 0	25 10 0	7
Nadi	76 0 0	136 16 0	1

(Continued on Page 157)

When in SUVA stay at



the GRAND PACIFIC Hotel

Delightfully situated in magnificent grounds overlooking Suva's beautiful harbour, the Grand Pacific Hotel is the social centre of Fiji.

Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff from 50/- (Fijian Currency) per day.

Reservations may be effected through any office of the Union Steam Ship Company of N.Z., Ltd., or by direct application to the hotel.—Cable Address: "Granpacif," Suva.

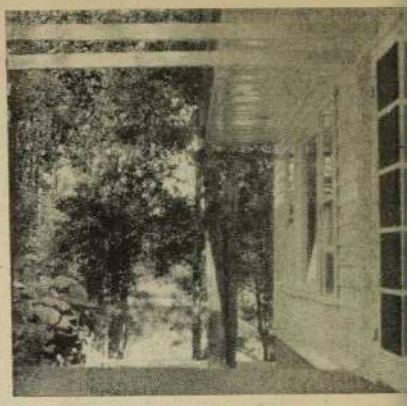
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SEASIDE HOME FOR SALE
ON THE CENTRAL N.S.W. COAST

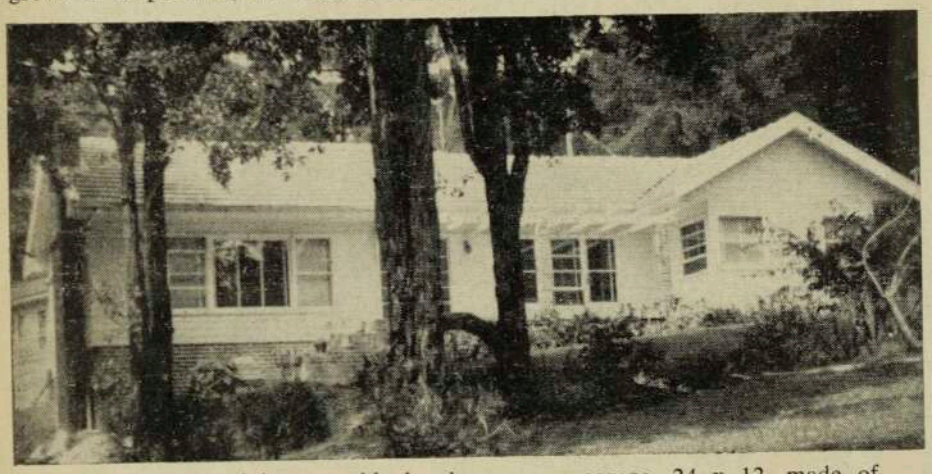
A LARGE Private Home, consisting of Two Houses, with Many Amenities, is for sale at Avoca Beach, on the beautiful Central Coast of NSW. It is 9 miles east of Gosford, and 65 road miles from Sydney GPO.

This establishment is built on Five Large Allotments (nearly 2 acres in area) on the western side of one of the arms of Avoca Lake, a few minutes from Avoca's ocean beach, Post Office, Shops, etc.

The houses are surrounded by lawns and gardens, which slope down, in an easterly and northerly direction, to the water's edge. Much of the original bush, including a fine grove of turpentines, has been preserved.



A glimpse of the Lake, seen through th trees from the terrace, at the front o House No. 1.



On the remaining two blocks there are a garage, 24 x 12, made of cement blocks; and a large dam which at present irrigates the gardens and lawns of the whole establishment, through a 2½ hp electric pump, extensive network of 1¼ in. and ¾ in. pipes, and butterfly sprays.

The grounds (entered by a private drive) are well laid out with lawns, gardens and many fruit-trees. Climate is mild in winter (sheltered from cold westerlies, so that bananas and pineapples are grown successfully) and constantly gets the cool northeasterly breeze in summer.

HOUSE NO. 1

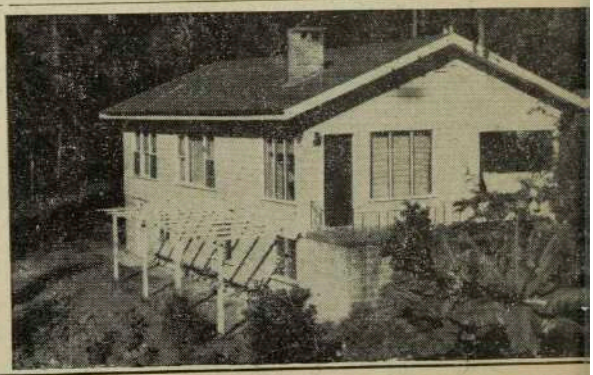
On two blocks of land: One timber house with 3 ft e white, with green tiled roof Econo-steel frame. Compri Lounge with modern firep built-in bookcases, picture win with dining-annex leading three double bedrooms, one built-in wardrobe; sun-room; trance hall; green-tiled bath with shower recess, toilet; modern kitchen with s.s. sin plate electric elevated stove; in fitments; modern light fi and venetian blinds throug some floor coverings; num built-in cupboards, etc.; tast decorated. In basement: Wor and laundry, tubs, wa machine, shower. Car-port. T and pergola in front of house wide steps leading to ga cemented paths and yards. peak hot water, connected kitchen, bathroom, laundry; matic pump servicing house 5,000-gal. cement tank, and gal. galvanised tank. Septic Telephone, with extension to s house. An electrically-driven bench for firewood. Optional chase: Deep-freeze unit in ki

This property is for private sale, as one unit, for £9,500; or it can be divided into 2 units—viz:—the 3-bed house (built on 2 sections, and with 2 extra sections, garage, etc.), £6,500; and the 2-bedroom house, built o section, for £3,500. (The two extra sections, on which are garage and dam, officially valued recently at £80

Inspections may be arranged by contacting N. and M. HUNTER, Land and Estate Agents, Avoca Beach, N (Telephone Avoca Beach 52); or by Telephoning the Sydney Agent—Mr. Hughes, MA 1395.

HOUSE NO. 2

A second house, complete, on one section: Timber, on timber frame, with Wunderlich metal-tile roof. Comprising sun-room, large lounge-dining room, stone fireplace, built-in book-cases, picture windows; two large bedrooms, one with built-in wardrobe; modern bathroom, with toilet; large kitchen equipped wih s.s sink; modern slow-combustion range, which supplies continuous hot water to bathroom, kitchen and laundry; back porch; many built-in cupboards; venetian blinds and light fittings; side terrace and steps; stone terrace in front. Cement paths. Laundry with tubs, etc., copper and shower in basement. Also in basement, an area of approx. 30 ft. x 12 ft., with cement floor, lined and ceiled, louvre windows, fireplace, suitable for conversion to holiday flat. Three 1,000-gal. tanks supply house by gravity, with electric motor-pump as booster when required. Septic-tank. Jetty and dinghy.



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Pacific Islands Monthly

No. 1. Vol. XXVII

August, 1956

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Editorial...

COLONEL NASSER DROPS THE COLD WAR'S BIGGEST BRICK

OR 48 hours from Thursday, July 26, when the irresponsible Egyptian dictator, Nasser, seized Suez Canal, the world teetered the edge of war. Since then, the babilities of international con- t have slowly receded, although situation still is highly explosive. anwhile, a number of comforting tures have emerged. Here are ie of them:

Britain, after years of humilia- and shackled diplomacy, at has re-asserted herself as the ier of the Western Powers.

The British Commonwealth ions, and a large section of the stern nations, outraged beyond urance by the Egyptian move, supporting and applauding ain in a way not seen for many rs.

Britain has shaken off the ling-strings of Washington's nuous diplomacy, of which les has been the instrument. ing, since World War II, been ed by United States "anti- nialism" to abandon much of Asian Empire, and meekly to pt the insults of various Asiatic ds which 50 years ago, honoured obeyed the White Ensign, ain now has reached the point o further retreat.

Middle East events have thrown lear, revealing light not only n the politico-economic plight which Britain and France e been driven by American anti- nialism, but also upon the suc- which has attended Moscow's l War operations in Southern and the Middle East.

The whole of the Western d—even the American section— realises that one further step wards by Britain means the ender of the Middle East oil- s, as well as the Suez Canal, he Arab States; which in turn ns domination of that area by Communists, and the economic cation of Western Europe.

No single event in the Cold War greater significance for the h Pacific than this grab at the Canal. If it should succeed, tern Europe will be hamstrung can give no further help to us The isolation of Western pe means also the isolation of h America. Without Western pe, America soon will be fight- for her own survival against Reds. She would abandon the ish and French of the South fic and Southeast Asia to the tics, just as she abandoned the h of the East Indies to the nesians.

IT is vital to our survival here that Britain shall regain and hold the leadership of the Western Powers in international affairs, with the help of France and Western Germany and of the smaller Nordic nations. If that does not happen, we shall be doomed to World War III and Communism —either as the result of an explosion in the Middle East, or of an hysterical decision by America to put the issue to the test of nuclear war, before she is overwhelmed by a Moscow-dominated Asia.

A combination of Western Europe and North America, strong and alert, can hold off World War III indefinitely. But it must be a combination directed by Britain. The combination which has been led by Washington diplomacy during the past ten years has brought us to the very edge of disaster.

The weaknesses of American leadership have been exploited by the Soviet, with Mephistophelean cunning.

Because of their idealistic viewpoint in relation to nationalism, the Americans always have attacked the "colonialism" of the European nations, and especially have they undermined British, French and Dutch influence in their various territories. Step by step, the Western Europeans have been driven out of their colonies; and each step weakened their national economy which, over a couple of centuries, had been built upon trade with their overseas possessions.

This was exactly what the Muscovite Communists wanted: They believe that, short of a World War III, the only way to overthrow Western civilisation and establish world Communism, is to overthrow the economic structure of the West, to destroy it from within. America forcing Britain, as the price of American help in the Cold War crisis, to withdraw from her Empire (India, Burma, Ceylon, Mesopotamia, Palestine, Egypt, Soudan, and Jordan) caused enormous disruption of Britain's economic organisation, and brought about the



MAN IN THE CENTRE: "What do you think, boys—do we tighten our belts?"

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political and social troubles which have convulsed the Old Country in the last two years.

THE spear-point of Moscow's Cold War plan was directed at the Middle East. Russia, both Czarist and Communist, always has dreamed of a warm-water port, either in the Mediterranean or the Persian Gulf. Russia wants to dominate the Middle East, so as to deny the further use of the priceless oilfields to Britain and Western Europe. She wants access to the Middle East, so as to disrupt the Suez Canal communications, and get an entry into Africa, where—except for French North Africa—the vast colonial possessions of Britain and France are comparatively undisturbed.

Russia, while pulling ugly faces at America, cleverly allowed the Americans to do her dirty work for her—to push Britain and France out of much of Asia, and to bring them into conflict with the Arab States.

Had Britain and France been given the right kind of support from Washington, their retreat from Asia, while inevitable, would have been slow and orderly and would have added to their prestige as colonial Powers encouraging nation-

hood. Instead of which it has b precipitate, calamitously expen disorderly and of such a chara as to lower their prestige in a that does not bear thinking ab

HAD it not been for Nas blundering action in seizing Canal—taken in pique, bec the Americans and British ref to finance his Aswan Dam—the British collapse might have o soon. Britain's international pre was very low; her domestic fina condition deplorable. The o flirting of Egypt with Moscow the last three months, the jee of B & K while Washington len its preoccupations to the condi of President Eisenhower's he was the measure of the West's gradation.

Suddenly, there came this ins challenge by one of Mos stupidest instruments. Withi few hours, all the Western Po united in anger and indignatio a way not seen in internat affairs since the Japs struc Pearl Harbour, were lining u deal with an insult that coul be ignored. True, it was on Gyppo insult, and there are races more contemptible Gyppos; but Nasser evid imagined he was speaking for Soviet—it was only a week on since Moscow's mantle had officially thrown around Cairo. Mr. Dulles did not approve—he from Washington to Londo great agitation, to insist that ing be done to precipitate appeasement, seems to be the root c policies.

But Mr. Dulles achieved no —except to bring from Britain France a very clear indication this was the end of the road more retreat in the face of nati ism and anti-colonialism blundering idealism. Mr. D flew back again, to receive home truths from a grim Menzies, awaiting him in Was ton—and an indication that, ever Washington may think, much of United States public op was supporting England.

There was no further sig weakness in London. Iraq aste ingly (in spite of the Baghdad fell in behind Egypt. E merely ordered another ai carrier to be got ready. I snarled that every Egyptian give his last drop of blood, retiring from the Suez Cana answer came next day, whe French fleet was ordered o Toulon to join the British i Mediterranean.

Nasser saw the Soviet Amba three times in one day. H went coldly ahead with her to take the Canal out of Eg hands, and into internationa trol—which meant, of course there was to be no further ap

(Continued Column 3 Next Pa

The Case For Better Quality Copra

HISTORY will, no doubt, record in due time whether Mr. H. B. Gibson, Fiji MLA from Labasa, or the oil-millers are right about copra. What these two parties have to say on the subject can be found on pages 69-75 this issue.

Of the two opinions, Mr. Gibson's is the most interesting. One may infer from it that Europe is clamouring for Pacific copra; that the future is assured, and that even those who make poor copra have nothing to fear.

In other words, why bother to make good copra?

But why make bad copra? The reasons why you should not, are set out clearly on page 69, and onwards. The fact that they are explained by a Unilever executive should not blind you to the fact that they make good, commonsense.

As every South Seas copra producer knows, Mr. H. D. Howard, of Unilevers, visited the South Pacific copra-producing areas early this year, met planters and everywhere urged upon them much of what is contained in the article published in this issue on the pages mentioned.

PIM, like everyone interested in Pacific copra, was at first intrigued by Mr. Howard's visit and the purpose behind it. We were convinced early, however, that its main purpose was as stated—to meet producers and inform them what the oil-crushers wanted in the way of quality.

The great majority of planters were pleased to meet Mr. Howard and learn what he had to say—if for no other reason, than to find out what they were likely to be up against after 1957 and the end of the British MOF copra agreement.

But a small minority—particularly in Fiji—took the attitude that Unilever, through Mr. Howard, was simply trying to get at them again, probably by down-grading and down-pricing their present grade copra under pretext of requiring something better, for the ultimate enrichment of the Unilever combine.

However, there are some factors which copra producers should consider—factors that have little to do with Unilever:

- FAO figures show that 150,000 tons of coconut oil per annum *less* than pre-war is now being used in soap. This is largely because of the use of detergents which take the place of common washing and scrubbing soaps. For high-grade toilet soaps it is desirable to have high-grade copra. Broken, badly dried, smoky copra does not make good toilet soap.
- Although the world's population is growing at a prodigious rate, the use of copra in food has not grown at a like rate. Only 50,000 more tons of coconut oil per annum are being diverted to food production than in 1938.

In other words, 100,000 tons of coconut oil have been lost somewhere along the way between 1939 and 1956—the place of these tons being taken by other oil-seeds and synthetics.

More edible oils than ever are being consumed; people are using cleaning agents in even higher degree than pre-war. The copra-producers are clearly not getting their old share of the market.

It could be, of course, that Colonel Nasser will provide another shot-in-the-arm to the copra market, so that planters everywhere can continue—as Mr. Howard picturesquely put it—"to cut down everything but the tree," smoke-dry it, and get away with it.

According to the experts, it is not very much more difficult to make good copra than bad copra. Why then does so much indifferent copra continue to be made? A great deal of it, of course, is native copra; and, to date, it has been a seller's market.

Human nature being what it is, it seems that the British Solomon Islands Protectorate has the right idea—£9 differential between top grade and third grade. On a plantation doing 300 tons a year, this means nearly £3,000—probably enough to pay the rice bill, anyhow.

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NEW GUINEA'S DC3 AIRCRAFT UNSAFE FOR THE DUKE

Papua-New Guinea folk were amused to learn during the month at although they were a "calculated risk" when it come to flying into e Highlands in DC3 aircraft, these planes were too chancy for the uke of Edinburgh and that is why he was not visiting the Territory's ost interesting area.

NDREDS of people each week ise the DC3 "Milk Run" services n P-NG, undeterred by the fact if the 2,000,000th chance tuates and one engine fails on -off, they will crash.
3 aircraft on the Highland run llowed 26,200 lbs weight—7,000 ore than is considered safe for lty. The high-density, stripped- type of DC3 aircraft used in Territory weighs 19,000 lbs be- taking on fuel, crew or luggage. obvious, therefore, that some- else would have to be stripped the Duke is to travel in what the Civil Aviation authorities regard as Royal safety.

And, as every traveller in NG knows, there is nothing much left to strip. All the usual amenities of air travel have gone long since.

If it is only the safety factor that is keeping the Duke out of the Highlands, no one will regret it more than the Duke.

At the same time, local CA authorities cannot be blamed for not encouraging His Royal Highness to take risks that would be tabu in the UK.

Australian officials who are in charge of the Duke's tour were to descend on P-NG in early August.

For a simple, "unofficial" visit, there seemed to be an impressive array of talent. Two Directors of the Royal Tour, a Public Relations Officer, a transport officer of the Department of Supply and an official of the Department of Civil Aviation.

They will visit Port Moresby, Bulolo, Lae, Rabaul and Momote.

It is rumoured that the Duke will be staying two more days in the Territory than was originally announced.

(From Column 3 Opposite)

of the Arab States. Which t, also, that any Arab inter- ce with Anglo-American oil- or pipe-lines will bring prompt ation.

ile the British and French s move into position, Russia is ing noisily and gesturing ically, and giving a fine pre- tion of the part of Egypt's riend. But the West is not im- ed. London and Paris know r's Grab was the last thing the ans wanted—they had Britain France on the run, and they nly to stand by and let bumble- l Western diplomacy take its e, and the Middle East was

* * *

s The Grand Showdown. The nge is straight up to the . If it does not support , Britain and France will re- o the dominance of the Middle If it does support Egypt, it t certainly will have to face United States and the—at nt—very silent Western Ger- . Indications are that there e very much talk, but no fire. while, Britains' ten years' re- will have ended, and Britain's ul place in world affairs will gained.

ser's Grab may yet prove to been the turning-point in the War.

is said that B & K are still g and back-slapping. But it safe bet that there is nothing B & K would like better than locked up in a sound-proof alone with a knout and Mr r.

50 Years Of NH Condominium

AS October 19, 1956, will be the 50th anniversary of the signing of the Franco-British Convention under which the New Hebrides became a Condominium, and as the South Pacific Commission meets for its 16th Session in Noumea, close to the New Hebrides, on October 20, efforts are being made to arrange a visit to this area of some distinguished people, so that the New Hebrides Jubilee may be fittingly celebrated.

Invitations have been issued to the Australian Minister for External Affairs (Mr. Casey) and the Australian Minister for Territories (Mr. Hasluck), to visit New Hebrides and New Caledonia in October, and there is a plan to issue invitations also to some distinguished Frenchmen and Britishers.

So far, the only definite arrangement to mark the jubilee is a new issue of Condominium postage stamps. (See elsewhere).

The New Hebrides is one of the richest, but least developed, of the big archipelagoes of the Southwest Pacific.

It could sustain a population of millions; but at present there are only 1,500 Frenchmen, 500 British, 50,000 Melanesians, and a significant, growing community of 2,000 Tonkinese.

There are three separate administrative organisations—the French, the British and the Condominium. Probably, per capita, this is the most elaborate and expensive government in the South Pacific.

South Pacific Island . . .



As it says in the poem . . . "Many a green isle needs must be, in the deep wide sea of misery . . . "

The Koki "Traffic Island" is not green but it has caused much controversy and some misery in Port Moresby since this form of traffic control has been adopted by the local Police Department. Orange warning lights have been installed. Many cars have hit the island since it was built—but whether this is the fault of the island or the result of local driving habits has been a matter of much local argument.

—Photo by Papuan Prints.

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The Reason Why

FIJI NO LONGER HEARS THE ABC 9 O'CLOCK NEWS

The sudden discontinuance by the Fiji Broadcasting Commission, in July, of the 7 p.m. Australian news service (hitherto broadcast regularly at 9 p.m. Fiji time), caused dismay in Fiji.

RESIDENTS have come to regard this rebroadcast news bulletin as their main radio news service. As produced by the ABC it represented a nice balance of overseas and Australian news.

Rumours in Fiji gave many reasons for the cessation of what was regarded as a public amenity, including objection by the local newspaper and/or a Press Agency representative. Inquiries in Suva and Sydney, however, indicate that this development had been under consideration for a long time.

The ABC is agreeable that Fiji should reproduce, without charge, any news material in the service that has been gathered by the ABC's own staff, but the ABC includes in its 7 p.m. broadcast various services supplied by other organisations at a fee and there are certain copyrights inherent in these services.

Consequently if such services are broadcast by the FBC, the FBC makes itself liable to a claim for fees.

Present indications are that it is unlikely that the easy going arrangement under which the FBC transmitted the ABC 7 p.m. news service without charge will be resumed.

But Fiji still hears one ABC news broadcast a day — one that originates in Australia at 6.30 a.m. over Radio Australia and is re-broadcast in Fiji during the day. This bulletin contains news gathered only by ABC reporters and correspondents.

Mr. A. N. Finlay, assistant general manager of the ABC, said in Sydney late July that the ABC was "very happy" for Fiji to have this service.

"But we can't give the FBC permission to use bulletins containing press agency news," he said.

"If they can make arrangements with agencies to use the general news in our bulletins we would be quite happy to let them do so. But we have to protect our contracts."

Radio-NZ Gives Poor Service

THE New Zealand Broadcasting Service like its Australian counterpart, operates a special short-wave broadcasting service intended primarily for the entertainment and information of people in New Zealand's Island Territories.

The New Zealand service is run on a limited budget and the transmitters are under-powered, with reception ranging from very poor in the early mornings, to often quite good—but never as good as the much more powerful Radio Australia transmitters which co the world.

Perhaps this situation cannot improved at the present time, there is at least one feature Radio-NZ that could and sho be improved, and this is the n service for the Islands.

The ordinary daily broadcasts New Zealand news—one at n and two in the evening, are alm always identical, and are n repetitions of a news bulletin wh has already been transmitted morse from Wellington and p lished in public news-sheets in the islands earlier in the day.

Once each week there is special "Newsletter for the Islan

This session consists substanti of merely broadcasting back to Cook Islanders items of C Islands news which appeared their own news-sheet weeks or e months previously — often with any sub-editing, so that they read as is and appear as it which happened "yesterday."

This material would make interesting broadcast directed Islanders resident in New Zeal As such it would have to broadcast by a New Zea medium-wave station. But i absurd to broadcast this mat to listeners in the islands.

On the other hand news Islanders resident in NZ, such that contained in despatches the Rev. Mr. Challis, are of interest. There should be mor this; as well as regular informa despatches from Island Territ Department, talks on tropical c Island industries, native co-op tives; up-to-the-minute ship news, prompt reports on p received in New Zealand tomato shipments; overseas ma quotations on copra, etc.

When it's Wintertime Down South . . .



In this season of biting winds and rain and snow Down South, the Navy has been showing the flag in the Pacific Islands. HMAS "Swan", under the command of Commander Robertson, DSC, visited Vila, New Hebrides, amongst other places. At left, the mander is seen after placing a wreath on Vila War Memorial. At right, the social side of the occasion, when leading Vila residents met of of "Swan" at a cocktail party at the British Residency. —Photos by Fung

ST. ADMINISTRATOR
P-NG.

. Wilson Calls Quits ter 2 Years

FTER two years in Papua-New Guinea, Mr. R. W. Wilson, Assistant Administrator, will e for a new appointment ards the end of this month.
e will become First Assistant retary to the Department of nary Industry.
e was appointed to P-NG two s ago after the position was ly advertised, and after a great of delay. It was assumed that would stay more than two years. e cannot think of anything that Wilson leaves behind in the itory as a lasting memorial. His ticular Administration job ared to be to say "no" to im- unate residents; and to fire Can- a bullets.
nberra expects no more of its inistrators. So as far as Can- a is concerned, no doubt Mr. on is regarded as being an f.a.q. ess, even if, in the eyes of Terri- ns, he failed to ignite even the t blaze on the Laloki.

R. MARSH NOW "ACTING"

e Department of Territories, berra, told the *Pacific Islands thly*, on August 13, that Mr. R. sh, an Assistant-Secretary of the rtment of Territories, will pro- to Port Moresby shortly and become Acting Assistant Ad- strator pending the permanent intment.
plications for the position of tant Administrator have been d, and close August 18.
spokesman for the Department that the fact that Mr. Marsh going to Port Moresby had no ficance as far as the permanent intment was concerned. He was le to apply for the position— was "up to him"—and if he his application would receive same consideration as that of ne else.
recently was Acting Govern- Secretary, Northern Territory. ng the time he was in Darwin, was Acting Administrator for weeks.

OTNOTE: At the time of his intment, Mr. Wilson was tant Secretary to Trade and stry Branch of the Common- h Treasury. It was said that: e had been engaged in com- e; • He was a graduate of the kesbury Agricultural College; e had been a Director of War ce Land Settlement; • He had rvised the rural training of ex- cemen.
what use was Mr. Wilson able ut these special skills in the tory? It could be that Mr. on, too, has suffered frustra- and considers that two years is enough.

Could Be Hint
Of Things to Come

Fiji Isolated from Australia, USA, While Repairs Made at Nadi

Scant warning of less than a month that Nadi international airport was to be closed for repairs, and the obvious disregard of Fiji's convenience by the Aviation authorities, have caused annoyance in all sections of the Fiji community.

FIJI has been without a direct air link to Australia or America since August 13, while Nadi International Airport is closed for the reconstruction of the intersection of two runways. Repairs are expected to take about 2 weeks.

Qantas, Pan American Airways, and Canadian Pacific Air Lines will operate Sydney - Auckland - Canton Island and vice versa during this period.

While Nadi is closed, Tasman Empire Airways is operating a flying-boat service between Auckland and Laucala Bay, Suva, three times a week.

This service will leave Laucala Bay on Tuesdays, Thursdays, and Sundays at 7.30 a.m., and will leave Auckland for Laucala Bay at 8 a.m. on Mondays, Wednesdays and Fridays.

The flying-boat service will enable inward and outward Fiji passengers to make plane connections at Auckland.

All overseas air mails will be carried between Auckland and Suva by TEAL.

Air mails from Australia for Fiji will close at the GPO at Sydney on Tuesdays, Fridays and Saturdays at 7 a.m. These mails will be transferred from TEAL DC6 to flying-boat at Auckland for Suva.

Inward mails for Australia from Fiji will leave from Suva on Tuesdays, Thursdays and Sundays.

FIJI'S TOURIST INDUSTRY "ALL UPSIDE DOWN"

The announcement that Nadi Airport was to close for 10 or 15 days gave rise to considerable criticism in Fiji. Particularly as such short notice was given—although those responsible must have been aware of the hold-up for months—and because the month selected for the work is one of Fiji's busiest tourist months.

(Continued on Page 141)

Apia's Winning Queen . . .



The queen carnival, recently held in Apia, raised almost £5,000 towards the erection of a St. Mary's High School for girls. Pictured above is the winning queen, Mrs. A. Steffany, with some of her Old Girl supporters after her coronation at the final ball of the carnival held in the Tivoli Theatre. Back row, left to right: Mrs. T. Jessop, Mrs. Stoechict, Mrs. G. Fepulea'i, Mrs. F. Paul, Queen Amy Steffany, Mrs. A. Strickland, Mrs. Maria Netzler, Mrs. S. Rankin, Mrs. Jane Fruean, Mrs. Ida Meredith, Mrs. L. Chan Mow. Front row: Mrs. N. Pereira, Mrs. Pepe Ah Kui, Mrs. Roberts, Mrs. L. Nauer, Mrs. R. Fabricius, Miss Feula Stowers, Miss Beka Stehlin.
—Photo by R. F. Rankin.

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THE EDITORS' MAILBAG

Concerning the Worms of Mangaia

Our editorial dictum was: "No—*nothing* more about Mangaia's worms." We were sure that our readers do not care if Mangaia is permanently bereft of worms.

But the editorial sanctum is persistently attacked by Edwin Gold, of Mangaia. "I did *not* say that there were no worms on Mangaia," he shouts. "What I said was that Mangaia needs *more* worms." OK—Mangaia needs more worms.

"And you made me say that no co-operative enterprise (presumably anywhere in the world) has succeeded," he wails. 'What I said was that no co-operative enterprise ever has succeeded on Mangaia."

All right. The slate now is wiped clean. Let there be silence.

(For new readers: Mangaia is the most southerly of the Cook Islands. It produces oranges, a few tomatoes and a tough and argumentative type of trader.)

Old-Timers

Old-timer Nixonwestwood is back in London again, after investigating possibilities of cocoa-trading in West Africa. But his heart still is in the South Seas, where he spent the more virile years of his life.

"Just heard from two old New Guineans," he writes, unconsciously adopting the current name for the inmates of the Trust Territory. "Percy Woods is in Brisbane, and Norman Izod is at Sewa Sewa, near Samarai. Norman was a partner of Henry Dexter, and I calculate that he got there in 1911, and so must have been 40 years in the Territory. I hope he writes that book some day—he must have seen some strange changes."

Incidentally, a book of reminiscences by Nixonwestwood himself is at present being looked over by an American publisher.

"Congratulations on taking over *The Fiji Times*," adds Nixonwestwood. "Fifty years ago, I met the man who started *The Fiji Times*—Griffiths, a most kindly editor, with a paternal beard. He used to print Fiji's early postage stamps."

Colonel Sir Charles Ponsonby: A Warning

"I note that one of the leaders of the Royal Empire Society, Sir Charles Ponsonby, is about to visit Fiji, on his way to Australia and New Zealand," says a London correspondent.

"I hope that someone in the South Pacific will give the gentleman a few details of how Britain has fallen down on her job of developing the resources of the Solomon and New Hebrides islands, and of how she connived at the transfer of Indonesia from the responsible Dutch to the irresponsible and unpredictable Indonesians.

"Above all, I hope that. when he is given the details, he will be able to get the right angle on the sorry picture. Will he see the Asiatic settlements in the South Pacific Islands in their true focus? I doubt it.

"I will wager anything that he will attend some pleasant tea-parties in Sydney and Melbourne, and return to tell us that all is well in the South Seas, and that you will be saved from Asiatic invasion by grateful recipients of the Colombo Plan "

Where Charles Darwin Hunted Pigs

We have word of that veteran LMS missionary, Rev. Harold J. E. Short, now retired happily in a lovely place called Paira Point, near Rigo, on the northeast coast of Papua. He did yeoman service in the Papuan mission field; but we remember him best as a skilled writer of tales.

"My place is 100 hilly acres of freehold, beside the bay where the *Beagle* anchored, and Charles Darwin came ashore and shot wild *paira* (pigs)", he writes.

"Our reference books show that HMS *Beagle* was in that area over 100 years ago.

One of Those Moments

It was sad to read in your July PIM of the passing of John Ryan—he enjoyed life (writes an Old Territorian).

I remember an occasion when John was at Aropa Plantation, Kieta. He came in to Kieta to meet the *Siar*, which was tied up at the old Kieta wharf—she then was running via ports from Rabaul. Ted Bishton was then the radio officer at Kieta.

In the afternoon we celebrated the birthday of Patrol Officer Ward—he had one every month. During the celebrations, John Ryan fell into the "drink"—and as he went over his white helmet fell back on the deck.

There was a lot of scrambling by the on-lookers, but their assistance did not contribute much to the rescue of John. Eventually, John crawled up the side of the stone wharf, and on to the jetty.

Ted Bishton replaced the helmet on John's head. After a while, John felt the helmet, and discovered that it was quite dry. He said: "I couldn't even have gone un the water." Actually, he w down so far that we thought would never come up again.

Joyita's Ex-Owner is Finnish, not Polynesian

What's in a name? Frequen more than appears on the surfa

Reviewing that volume Polynesian folk-lore, *Voices on Wind*, we referred to the auth Katherine Luomala, as "pa Polynesian herself." (See Ju PIM). Whereupon an old frie who knows Miss Luomala w chides us gently:

"Katherine Luomala is a p fessional anthropologist, trained the United States, and—althoug resident of Hawaii—anything like a Polynesian you never h seen. Her name is Finnish, sh the child of Nordics, and she thin and blonde. However, any can be excused for thinking Luomala is Polynesian."

A Queer Ship



Nukualofa, Tonga, had its first visit t submarine in early July when HMS machus" arrived for a three days' visit carried two scientists who are mak survey of the sea-bed in connection wi geo-physical year. Tongans from all Tongatabu came into town to see wh them, was a very queer ship. The usual hospitality was accorded the Captain submarine and his crew. Queen Salo Tonga, was presented with a model ship and a replica of the sub's crest photo shows a Tongan and his sma examining "Telemachus".

—Photo by

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NIVERSAL
IFFRAGE

ew Voting Powers For French Colonials

EW laws (Loi Cadre) which came into operation recently in French Colonies are designed decentralisation of administra-n, shifting the responsibility for h colony's interior development m Metropolitan France to the al Governor and a "ministry" sen partly by the Governor and tly by the local Cons il-General.

ne of the most far-reaching cts of the Loi Cadre is likely be the introduction of universal rage; Europeans and non-opeans over 21 will have equal ts—the only bar to voting will a criminal record—according to Noumea Correspondent.

ow this will affect New donia's rather uneasy electoral em is not known.

new constitution for New donia was proposed in 1951 er which for the first time ves were to be represented on Conseil-General. A double roll proposed—the natives voting the 9 native members and the opeans voting for the 16 opean members.

owever, before the 1952 elections place, the common-roll became ve issue.

he Colony split on it and for ear there was no Conseil-eral; a deputation of French uties visited Noumea in tember, 1952, and some com-nise was made. An election on mon-roll basis was held the wing February in which the ist Lenormand party — which uded the 9 native members— ed a healthy majority.

most half the voters on that sion were natives, but they had have certain educational ifications.

is not clear whether, under new laws of universal suffrage, ational qualifications will come the matter at all. The last lable population figures give peans as 21,788; natives as 4; and others as 7,700.

---

ajor C. A. Swinbourne, owing l-health, has resigned from the idency of the Pacific Islands ty, Sydney, where he has n yeoman service over many s. He has been undergoing ital treatment, and slowly re-ring his health. He formerly well known in the adminis-ve service in Fiji and Western fic High Commission.

son was born on May 18, at wa, G & EIC, to Capt. and MacAddie.

The Mikimoto Recipe

JAPANESE WILL PRODUCE AUSTRALIAN PEARLS FOR INTERNATIONAL COMPANY

Without fuss and with no advance publicity, a joint Australian-Japanese-American venture has gone into operation in North-West Australia and will produce culture pearls, primarly for export. A party of 15 Japanese, mostly technicians, is already on the job.

SURPRISINGLY, no howls of outrage have yet come from the Australian groups which usually give tongue on these occasions.

The company, called Pearls Pty. Ltd., has been formed by Broome pearlers, Male and Co.; Brown and Dureau Ltd., well-known Australian firm of importers with HQ in Melbourne; Otto Gerdau Co., of New York, buyers of Torres Strait pearl-shell; and Nippo Pearl Co. Ltd., of Tokio. With this international commercial talent, the company is scarcely likely to fail in its enterprise.

The pearl farm is on Augustus Island, 200 miles NE of Broome —the West Australian Government has granted a lease of certain waters and the land.

The methods used in producing the pearls will be those of the late Kokochi Mikimoto, the Japanese pedlar of noodles who after about 30 years' effort discovered, in 1913, how to make oysters grow pearls at will. He died a millionaire a couple of years ago, aged 96.

Nuclei up to one tenth of an inch in diameter are inserted in selected pearl oysters along with a graft of mantle tissue. Nacre secreted by the "mother" oyster builds up around the nucleus and produces the pearl. A Japanese "specialist ship" *Otama Maru* will collect live shell from Australian luggers and transport it to the farm at Augustus Island.

This is not the first time that culture pearls have been produced from Australian oysters. Before the war the Japs transported shells from the Arafura Sea to the Caroline Islands and Okinawa and successfully produced pearls from them.

CSIRO WILL SHOW YOU HOW

After the Pacific War, Australia obtained Mr. Mikimoto's secret—apparently as part of war reparations — and the CSIRO was entrusted with the task of seeing if anything could be done with it.

In Sydney on August 1, Dr. George Humphrey, of the CSIRO's Fisheries and Oceanography Division at Cronulla, NSW, admitted that they had carried out successful experiments at Thursday Island, following the Mikimoto method. "We have produced pearls experimentally," he said.

While not expansive on the subject of culture-pearls, or the CSIRO's part in producing them, the Doctor promised that if anyone wants to know how to make a culture pearl, they can go along to the CSIRO and the Organisation will show them how.

Which seems a very fair offer.

FOR SALE
IN FIJI

Famous Hotel And A Famous Plantation

PIECES of valuable real estate have been finding their way into the "For Sale" columns of Australian newspapers recently.

One is the Beachcomber Hotel, Deuba, established half a dozen years ago by the Philp brothers and currently owned by Mr. Hope Gibson. It is about 60 miles from Suva and is advertised as: "modern in every detail and derives excellent profits, not only from tourists, but also from local trade."

It is for private sale.

The other is Nabavatu, in the Exploring Islands of Lau—or, as the Malleys, present owners, prefer to call it, "Turquoise Harbour."

The estate, primarily a copra plantation, is described in such a way as to make the average harassed city-dweller drool with envy and it is suggested that it is a potential Tourist and Health Resort.

It is to Nabavatu that Sir Gordon Taylor usually takes his air-tourists on his off-the-beaten-track flying-boat cruises.

Nabavatu is, of course, famous for its beauty—even in beautiful Lau.

The estate was once owned by the late Mr. Gus Hennings. It was to Nabavatu (which means the "stone wall") that Mrs. Hennings went as a bride from Germany about 1912. At that time the Hennings divided their time between Nabavatu and Naitauba but later sold the former to Captain Grey. He in turn sold to the Malleys a few years after World War I.

The property will be auctioned in Sydney on August 31.

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PAPUAN OIL SPECULATION

Lack Of Information Annoys Shareholders

OIL Search shares have fluctuated between 21/- and 16/- over the past month, and were, on August 11, quoted at 18/6. This instability has been dictated by whether or not British buyers were operating on the market and not by any news from the current interest—the drilling of Kuru No. 2, following the sealing of gas in Kuru No. 1—which has been entirely lacking.

It is estimated that at least 600,000 Oil Search shares have been bought by London interests in the last few weeks. This has led to rumours that British Petroleum, which has been responsible for a large part of the buying spree, aims to buy Oil Search out.

It is obvious that with the 5/- share of Australia's Oil Search (which owns only one-tenth of APC) around £1, it would have to be a very rich oil strike, indeed, to return an adequate income on shares bought at the latter figure. However, logic does not enter much into oil-share speculation.

APC in a 60-word report in mid-August, stated Kuru No. 2 has reached 1,640 ft. The drill met gas in the same formation as did Kuru No. 1, and after drilling through the gas-zone, "water-bearing formation was penetrated."

This report came almost 5 weeks after the previous one, when No. 2 was at only 500 ft; in the interval the drill passed through the gas, around 900 feet, but APC made no report on it to Australian shareholders. This has annoyed most shareholders and newspapers.

They have had to wait in doubt while London investors, in possession of information denied Australians, operated on the Australian market, causing wild fluctuation.

They are, they say, forced to make do with the meagre monthly reports handed out by APC. If anything—or nothing—happens in between the date of one hand-out and the date of the next, APC hugs the information to itself. There should be at least weekly reports.

Up-to-date information is available in London. Why not to Oil Search shareholders in Australia? Another complaint is that when the brief reports are made, they are almost meaningless to the average person.

These complaints are not unreasonable. Some Oil Search shareholders have come a long way with APC, but the attitude of the big company now is that, apart from their modest contribution of money, they are of no importance whatever.

"PROMISING"

Lae Sisal for Melbourne Rope

A MELBOURNE rope manufacturing company received the first Sisal exported commercially from Lae, NG, in early July.

The Sisal was grown on the Bubia Experimental Station, about eight miles from Lae. The shipment was described as being of top quality and equal to the best available in the world. The price now is in the vicinity of £112 per ton.

Time alone will tell whether Sisal will become one of the many small crops developed by the small farmer.—*Lae Correspondent.*

(As our correspondent says, time will tell. . . as time has, apparently, already told with the "promising" kenaf industry and the "promising" manila hemp industry—both of which crops were grown experimentally, at Bubia.)

R. GILLESPIE EXECUTIVE BACK ON JOB

MR. H. N. GREEN, a director of Robert Gillespie Pty. Ltd., has had the misfortune to lose his right arm in a motor accident in Sydney last May.

As he has not yet learned to write competently with his left hand, he has asked PIM to pass on to his friends in the Islands his thanks for the many messages of sympathy he has received.

Mr. Green returned to duty in Pitt Street in July.

Do You Remember ?

From PIM of 20 Years Ago.

AUGUST, 1936, was a particularly dull month in the Pacific—except in Western Samoa to which the exiled Mau leader had recently returned, and where a delegation of the newly-elected Labour Party of NZ was visiting. This change of NZ Government did, in fact, put an end to the Mau troubles; but NZ's Socialists had other ideas that were not so popular. They were, for example, determined to get rid of the Chinese who had been introduced by the Germans to work in the plantations. And this, as history has shown, they subsequently did.

Here are other extracts from the PIM of August, 1936:

About 15,000 Samoans gathered on Apia's foreshore when the Mau leader, Mr. O. F. Nelson, returned by "Maui Pomare" to Western Samoa with his three daughters after two years exile in New Zealand. Mr. Nelson had been preceded to the Territory by a NZ "good-will mission" of Labour parliamentarians who returned to NZ to announce that all the "mistrust, grievances and misunderstanding of the past have been cleared away".

* * *

Childishness in public life, was what we called it when three former councillors of the recently defunct Suva Town Council were charged with the cost of one mayoral chain. Suva had changed over from an elected Council to a nominated Town Board, and Mr. Alport Barker had been the last mayor. As a parting gift, three of the ex-Councillors presented him with the Mayoral chain of office; no one was going to need it on the Town Board, anyhow.

Unauthorised expenditure, the new auditors called it; the three councillors were taken to Court and charged £13/10/- for their sentimental gesture.

* * *

A paper pulp mill to cost £500,000 was to be established at Collingwood Bay, Papua. The pulp was to be made from kunai grass and the paper from the pulp was to be of fine writing and printing quality. British Australian Pulp and Paper Co. were the promoters. The was to turn out from 15,000 to 20,000 of pulp per year. It was just one of dreams that did not happen.

* * *

"Most ominous" was the way "quarters" were regarding the fact that native villages around Rabaul were setti their own copra driers and selling dire copra-buyers instead of selling copra in parcels to traders. The small traders being "deprived" and natives were bec "possessed of too much money".

These sentiments make odd reading in

* * *

A stir was caused by Australian news when the Captain of a ship reported si a man on remote Motu Iti in the S Group. Mrs. C. T. P. Ulm, wife of the f airman who had disappeared on a trans- flight near Honolulu in 1934, said she be that it was her husband and Australian papers took up the cry. Investigations s that Motu Iti was currently inhabited by cutters.

* * *

One thing that has not changed much years is the Cook Islands fruit trade wit Zealand. In our issue of August, 193 tomato growers were complaining bitterly having "cheap labour" tomatoes dump them. As it was then mid-winter in would be interesting to know where the tomatoes were coming from.

* * *

A traveller in Western Samoa was lyr the low cost of living in that Territory. rent was £2 to £3 per month. House s £1 per month; native foodstuffs in k It was said that for £400 per year a could live in luxury.

* * *

Mr. Jack Hides, who had resigned fr Papuan Administration, was prevented leading a gold mining expedition into w now the Southern Highlands of Papua, he had discovered, when the area was s proclaimed an "uncontrolled area". Mr. was to have been accompanied by Capt. Taylor—now Sir Gordon Taylor—famous

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ey Still May Meet

PRIME MINISTER MENZIES AND "TURNCOAT" SOEKARNO

HE Suez Canal crisis blew out the Australian Prime Minister's plan to visit Djarkarta on ust 25; but the persistenc- of nesia's claim to West New nea might have made it worth- e.

ith politico-economic conditions ndonesia growing progressively e, and a steady immigration of ese, mostly under Communist ence, the vital importance of possible land bridge from Red- inated countries of South-East to Australia and the South fic cannot be under-estimated. riting in the Dutch periodical, *schrift Nieuw Guinea*, Dr. H. K. Feuilletau de Bruyn, of Hague, warns that South and Australia may be the Pacific's time hartland in Communist -term plans for world domina- and he suggests that Indonesia d be included as a jumping-off .

he German word *hartland* is a olitical term meaning a country l to serve as a main centre of nation of a large part of the d.]

Djakarta meeting between , Conservative Mr. Menzies and and slick President Soekarno, ibed by his foes as a man of masks, would at least have ded striking contrasts.

a publication, entitled, "Once rncoat. . . ." the South Moluc- Anti-Communist Committee s a series of photographs de- g Dr. Soekarno entertaining being entertained by General and other would-be Japanese ierors of the Pacific during d War II.

The committee says that Dr. Soekarno won the plaudits of the Japanese in speeches which said in part:

"America we shall iron out, England we shall break part. . ."

"Your fight against the Americans is being joyfully acclaimed by us..."

"We Indonesians will continue to collaborate with Japan. . ."

For political power, the committee says, Soekarno would sell his birthright. To-day, he claims to be neutralist but he always has shown and still shows strong Communist sympathies. "Once a turncoat always a turncoat. . ."

SOEKARNO JOINS NASSER IN REPUDIATING OBLIGATIONS

INDONESIA will pay no more debts to Holland, the Indonesian Government announced in Djakarta on August 4.

The debts, involving about £A430 millions, were taken over by the Indonesians when they took over administration from the Dutch East Indies Government.

The Indonesians have now discovered that the debt is "offset" by the "war waged against us by the Dutch"—and, that, in fact, the Dutch owe them money.

This irresponsible action by the Indonesians was linked by the New York *Times* on August 6 with the Nasser grab at the Suez Canal.

These were matters of economic morality, said the *Times*, and asked what will happen to international economic society if this sort of thing becomes an accepted practice. "Actions like President Nasser's and President Soekarno's make a real international credit structure impossible."

(A week later, on August 11, it was announced that a far-reaching "trade agreement" had been reached between the Indonesian Government and a Communist delegation from Moscow.)

The extraordinary effect of a sudden rush of power to the heads of such people as the Indonesians and Egyptians was simply illustrated some weeks ago when some of the Messageries Maritimes cargo ships, on their way through Suez, were refused water at Port Said because the Egyptians did not approve of the line the French were taking in Algeria.

These people scream for independence; and then, when it is given to them, they are incapable of accepting the obligations of nationhood.

General de Gaulle's Visit to N. Cal.

GENERAL CHARLES DE GAULLE'S only contact with Australia in his forthcoming visit to French territories will be a brief stop at Darwin when his plane calls there on its way from New Caledonia to French Islands in the Indian Ocean.

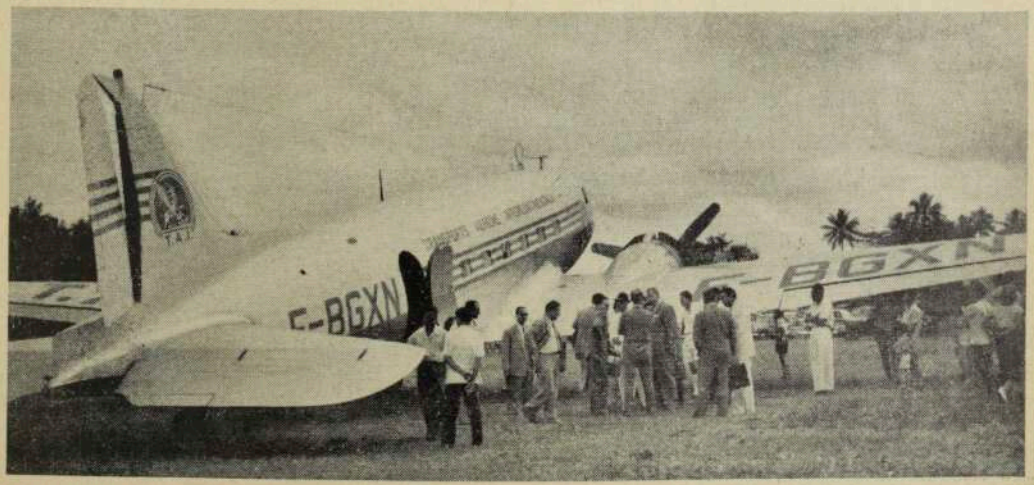
The General will arrive in Noumea, on September 9, on the *Caledonien* and stay four days.

† At Areligo plantation, 17 miles from Honiara, BSIP, on July 23, an 8-years-old native girl was taken by a crocodile. The child was asleep on the beach between her parents, and the father awoke to see her being dragged away by the crocodile. Next day the reptile was killed; part of the girl's body was found inside.

ter 12 Months — Again an Air-Service . . .

population of rned out in force uer airfield on 5 when the first of Transports ens Inter- ntaux arrived loumea. The New s has been with- air link to the world since withdrew its oats in mid- Apparently TAI o some arrange- with TRANSPAC, was reported to anding rights to la airstrip. The ervice will be n Mondays and ays.

oto by Fung



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GHTS SOUGHT OVER
W GUINEA AREA

ria Syndicate's Marathon Fight

IE marathon fight of the German - Swedish - American group, called the Waria dicate, for developmental and r rights over a large area in New Guinea Trust Territory ws no sign of ending.

r. H. R. Wahlen, of Hamburg, German-New Guinea pioneer is the moving spirit, still ses, after all the years that elapsed since World War I, all it a no-decision contest.

ne latest round has been nclusive. The New Guinea missioner of Titles (Mr. C. P. ubbery) stated, a few months that he cannot make a Final r until he receives from the ctor of Native Affairs a ficate on non-existence of e rights over the area claimed he Syndicate.

lies generally southward of the maua-Wau line and northwards e Papua-New Guinea border and des all the Waria River ict, but not the Morobe gold-

aria's claim is based on a grant by the German Government before the outbreak of World I. The Syndicate contends it ternational and thus cannot be ted by the expropriation of an properties which followed war.

. Wahlen has received through Minister for Sweden in alia advice that the position by Mr. McCubbery is this: Investigation of the native s in detail over 5,000 square of the District of Morobe d be a large task.

No official objection has been by any interested party to Provisional Order stating that Waria Syndicate has no interest he area, nor has he received request to take further action.

In view of this he has not ed for advice from the Director ative Affairs on the question tive rights.

e next move (see February , is likely to be an appeal by Syndicate to the Australian rnment or the High Court of alia.

anwhile, with time still hing on, tenacious Mr. Wahlen ommented, in Hamburg: 'I am not being able to accept the es of the Commissioner for the but I hope it will not take ner year before we get the Order now."

NEW HEALTH DIRECTOR'S SECOND SAMOAN TERM

DR. J. C. LOPDELL has been appointed Director of Health, Western Samoa, as successor to Dr. T. C. Lonie, who left the Territory several months ago.

Dr. Lopdell, MB, ChB, DPH, served in Western Samoa from 1945 to 1951, the last four years as Chief Medical Officer and Director of Health.

He has since been in private practice near Dunedin, New Zealand and was associated with the Medical School of Otago University.

Dr. and Mrs. Lopdell are expected to arrive in Apia beginning of September.

SORRY, MONSIEUR

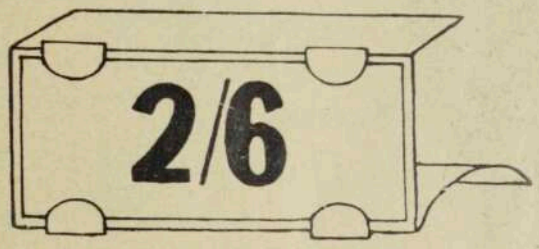
The Name is Lantana

IN June we pubilshed a photograph and title—from a usually reliable source—of the new hotel at Anse Vata, Noumea, owned and conducted by M. Jean Monnin, who also conducts the Biarritz night club nearby. We said that the hotel was called the Nouvata. This is not correct — it is called the Lantana.

Our apologies.

¶ A son (Garry James) was born to Mr. and Mrs. Donald Chillcott, of Lae, New Guinea, on July 3.

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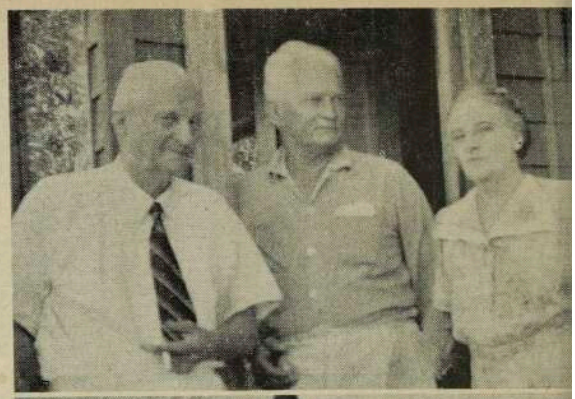
Reunion at Wau

These photographs were sent to us by Mr. Joe Bourke, of Morobe Hotels, Ltd., Wau, New Guinea.

Mr. Bourke writes: "A few weeks age we had a reunion of Old-timers here—there are not many left now. These snapshots were taken on that occasion". (See PIM July).

Top photograph: Mr. Bill Royal, Mr. Bourke and Mrs. Doris Booth.

Lower photograph, left to right: Messrs. "Taffy" Hewlett, Bill Royal, Joe Bourke, Wally Corden, Syd Barker and Bob Franklin.





☆

† The French Naval vessel Tiare was due to leave for Suva for slipping in mid-July.

¶ A son (Randall John) was to Mr. and Mrs. Frank Benbo Lae, New Guinea, on July 6.

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Wetzell-Parsons Wedd



Recently married in the Catholic Ca Muliuai, W. Samoa, were Mr. Robert and Miss Violet Parsons, both of Apia above). The bride's attendants were Ramona Helg and Clara Gosche. The men were Mr. Michael Meredith and Hellesoe.

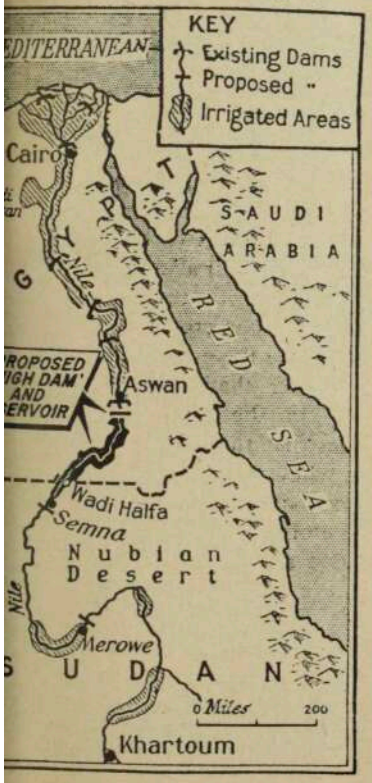
—Photo by R. F.

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s Month's
ernational Situation

Outline of the Suez-Aswan Trouble

S Egypt's seizure of the Suez Canal, and the developments arising out of the Aswan Dam, e bulked so largely in the news ey even may affect the course history—a description of these ors may not be out of place.
s everyone knows, the enormous me of water which flows from tral Africa, down the Nile, pro- s Egypt with irrigation, and ains the life of a population of illion people.
olonel Nasser, now President of pt, produced the High Aswan project in October, 1955. It d be built miles south of the ing Aswan Dam (see map), and d conserve a yearly average of 0 million cubic metres of water, reating a vast reservoir cover- 739 square miles, capable of ing the surplus water of several years. It would add 2 million acres to Egypt's life-sustaining s, and double Egypt's electricity ly.
dan does not like the plan. Sudanese claim it would in- re with their vital rights to water. They prefer the present m of smaller dams, at intervals. timates vary; but the project





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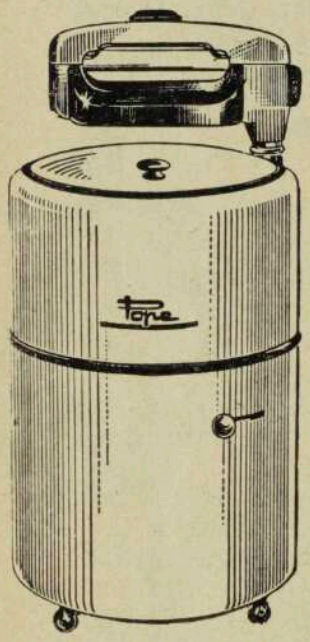
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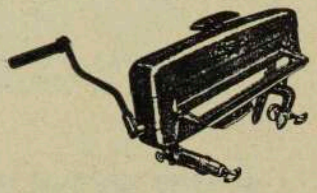
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probably would cost ab $1,350,000,000. The original plan that United States and Bri would provide the first cost about $70,000,000; and the W Bank would then come in $200,000,000. While the Wes authorities were trying to o away a multitude of difficul President Nasser's flirtation Moscow and the Communist became more intense and reaching, and his public uttera against the Westerners offensive.

On July 19, United States Britain announced that they withdrawn all offers to assis the Aswan project.

Nine days later President N shocked the world by announ that he had seized the Suez C from the Suez Canal Company, would use the great profits of enterprise to finance the A Dam.

The accompanying map s the Aswan Dam project, and Suez Canal.

Under a 100-years agreement French-owned Suez Canal Com built the waterway, 101 miles connecting the Mediterranean the Red Sea, and opened it traffic on November 17, 1869. British Government owns 3 shares out of a total of 800,000. Canal is controlled by a seri international agreements, u which it will be handed ov Egypt in 1968.

Nasser announced that E would pay all the Company's s holders for their shares at last quoted value on the Bourse. But the Western Po reaction to the Egyptian grab an announcement that in no cumstances would Egypt be mitted sole control over the before 1968. The situation in August was tense.

The Suez Canal, built by pean enterprise with Eur funds, runs through desert co just westwards of the Egyp Arabian border. There is a su tion that another canal, to the same purpose, be built fro Gulf of Akaba (see map), eastwards of the border (and within Palestine Territory, clear of Egyptian influence connect the Gulf of Akaba an Red Sea with the Mediterra However, there are some diffi about this—including a 3 range of mountains—and the that this canal would still unpredictable Middle Eastern tory.

An article elsewhere show these startling development Middle East may directly affe future of the South Pacific.

¶ Judge T. Gore, of the Su Court of Papua and New G with Mrs. Gore was holiday Norfolk Island late July.

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'ERRITORIES TALK-TALK

By Tolala

?one Know obeland"?

stal officials in P-NG must get e brain-teasing addresses to un- l at times.

ne such was forwarded to me ntly from Manager Sandford, of ia Numa, down Bougainville

om England, the envelope was essed: "Pacific Ils South Seas. ia Numa. Bourgainville. via i. Raybaul Island. Globelands. alasia. Australia."

ie contents were also mystify- A letter, written from Numa a in 1920 to "Dear Lou," and d "Bill," together with a photo n Australian outback scene—a a fly, horses' harness on a peg, addle and numerous packing s.

the back was written, "Our y Home at Globelands."

o on the photo, in the same ng as that which appeared on nvelope, was this message: "37 ago our brother did dig for with a Radiar Globelands."

dentified "Bill," the writer of ld letter, as one W. H. Glad, who was an overseer with me on Arigua (near Numa Numa) in 1915. He is now dead, I believe. But where is Globelands, who addressed the envelope and wrote on the photo? And how come the digging for gold "with a radiar" 37 years ago?

Any answers?

Operation TNG

Many articles have been written; many talks given over the air as to Australia's ability to deal with the Trusteeship responsibilities in TNG following the last visit of the UN Mission which, quite justifiably suggested that "the international community" has a special responsibility to help Australia in this matter.

Some writers and speakers deprecate the idea that Australia should be assisted in bringing TNG into line with modern conceptions of welfare and political freedom.

They express the fear that extra-Australian ideas may affect Australia's internal interests and become a danger from a cultural or economic viewpoint.

I do not think the UN Mission had any such intention when the suggestion of international assistance was made. Rather do I envisage help coming from such bodies as UNESCO and WHO, whose activities are non-political, and who are already capable of rendering valuable help to the Administration both in personnel and finance.

There is also the inference, whether Mr. Casey likes it or not, that the largesse showered upon near Asiatic countries, could be equally shared by the indigenes of the NG Trusteeship.

If our policy in TNG is to be one of swift development and a hurried greasing of the slipways for the launching of self-government for these people (with which I don't agree), then it is only too apparent that the few million pounds subsidy, given by the Australian taxpayer for this purpose, is totally inadequate for speedy results.

Only assistance from outside sources can meet the case, plus the diversion of defence allocations which, in the past, have proved too large to be spent in any one financial year. To what better purpose could defence money be applied than to roads, bridges, air-strips and port facilities in TNG—our acknowledged first line of defence?

From the general trend of opinion expressed regarding TNG development, it would seem that Time is the essence of the Contract; that all speed must be made in

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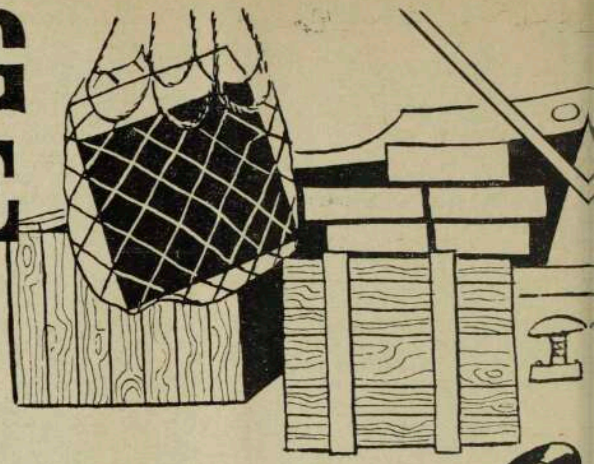
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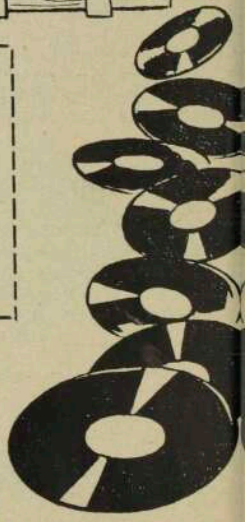
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LISTENING PLEASURE IN STORE!



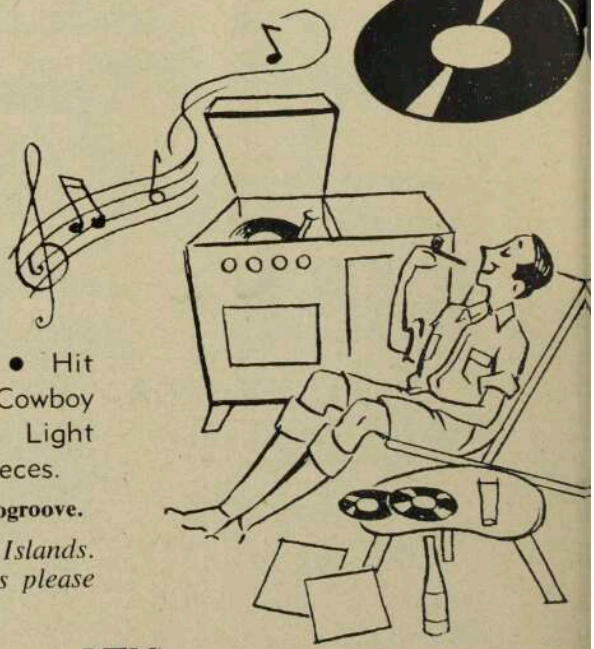
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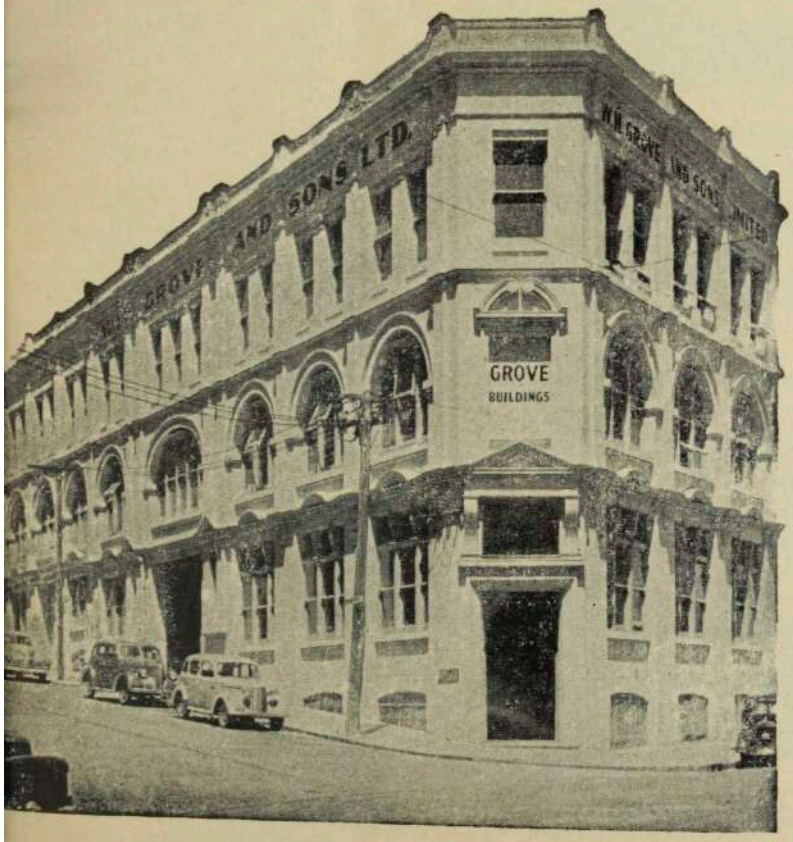
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Seven Debs. were presented at the Rabaul Masonic Ball recently to Professor T. G. H. Jones, the Grand Master of the United Grand Lodge Queensland, who visited the town on Masonic business. The ceremonial connected with the presentations was acclaimed by the 200 people attended the ball as the most spectacular event in Rabaul social history for years. The Debs. were trained by Mrs. Gus Bailes. Our photo- h shows, left to right: Misses Merle Spiers; Anne Wright; Prudence Ross; Mrs. Gus Bailes; The Most Worshipful, the Grand Master of the ed Grand Lodge of Queensland, Professor T. G. H. Jones, Dr.Sc.; Misses Judith Akehurst; Noels Lyme; Margaret Holland; and Fay Griffith. young Misses Lyme and Fisher were flower-girls.—Photo by C. H. Meen.

ternising" the NG peoples lest become contaminated or inocu- with ideologies at variance our own.

Speeded planning does not make for balanced progress, and by that I mean the changing from the primitive to the modern way of life must be of equal proportion in all its phases in order to attain stable evolution as apart from unstable revolution. Unbalanced develop-



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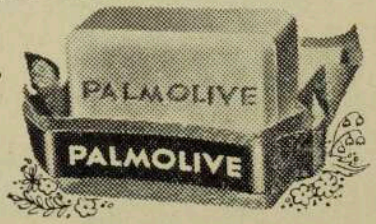
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Use Palmolive, so mild, so gentle . . . that's why Palmolive is by far the largest-selling toilet soap in Australia.



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VHIA

ment is only storing up trouble
the future.

Old Timers Pass On

Two of TNG pioneers passed a
in Queensland recently, and
timers' memories will be stirred
an empty glass turned down.

At the end of June, Jack R
went to his Long Sleep in Brisb
(July PIM).

I met him first in the Exprobo
in the early Twenties, when
came over from Papua, and m
a long and whimsical letter I
ceived from him when he
Board Plantation Inspector d
Buka way.

Those overseers serving u
him will recall his unremit
efforts to slash away the entan
ments of red tape that imp
their activities.

Carl Augustus Wittkopp died
July 14 in Bundaberg, Qld. Ch
was a popular Kiap in Manus
ing the military administration
held the rank of Captain t
though he previously was a M
in the AIF.

For many years he had a h
ware business in Bundaberg
leaves a widow to mourn his de

The Wheel Turns

Often, when I read some of
current declarations of policy
the Golden Era Plans for n
welfare I can easily visualis
knowing smile of satisfaction w
if she is still alive, must sp
over the features of a little,
lady who nearly 30 years ago sta
a crusade against racial discri
ation and advocated many of
things now being put forwar
so-called sociological experts
bring New Guineans into
Western fold.

What Mrs. Jane T. Wallace
then lived just out of Rab
lacked in tact and diplomacy,
more than made up for in
sistent adherence to her princ
and consistent sniping at
Powers That Were.

Officially, the Little Lady
considered a pain-in-the-neck.
she should now be feeling, ev
some of the hobby-horses she
so persistently were not pra
able or advisable, that her
have now received the imprim
of official advisers.

Had official thought trav
along the Jane Wallace Lin
years ago she would probably
received much kudos and
decorations.

One of her sons, Tom, was
in the *Montevideo Maru* disa
another one is currently No.
the NSW Medical Services,
was a MO in TNG at one ti

And so the wheel turns its
plete cycle.

(Mrs Wallace is still alive, in
health and living in Sydney.—

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After a seven-years ht to get out of mmunist Czecho- vakia, Mrs. J. K. ova (centre), arrived Port Moresby on y 14 to join her son- law and daughter, and Mrs. Janousek. had to sign all her perty over to the ch Government, give her citizenship and vel as a person of nationality. She flew KLM to Hollandia, from Hollandia to resby by Qantas. to shows her at the ort with her daughter son-in-law. —Photo by Papuan its.

ell and gh Fever"

have remedied my omission, ntioned last month, and have v read the book by David Selby. ite good, but he dealt with the Brass very lightly, in my nion, adhering to the Digger tto: "No names, no pack-drill." e did mention the Bodger, but Commandant, who had to carry baby for the General Staff, re- ned anonymous.

y own impression of that gentle- n a few days before the kite t up, when I approached him arding press-censorship, was that he was wholly unprepared for any such emergency as that which eventuated.

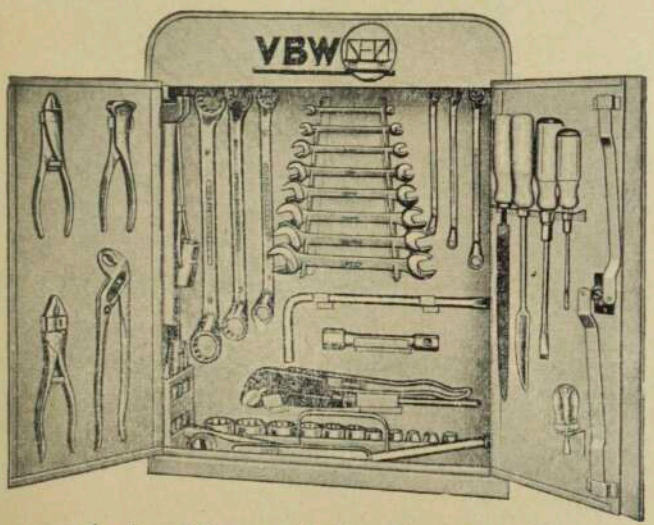
There were taller poppies in the field. It was a poor show that made Rabaul so expendable. Let us hope it is not repeated.

What of the Old Customs?

At a meeting of native leaders in Moresby recently, the fact that old traditions and customs were going into the discard was deplored. The younger generation knew little of the old skills and cultures so well

(Continued on Page 133)

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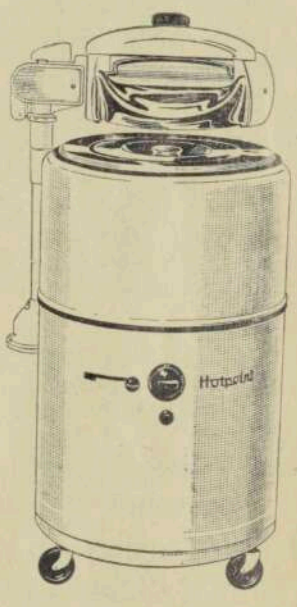
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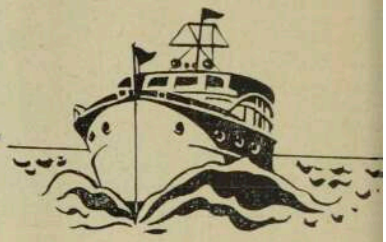
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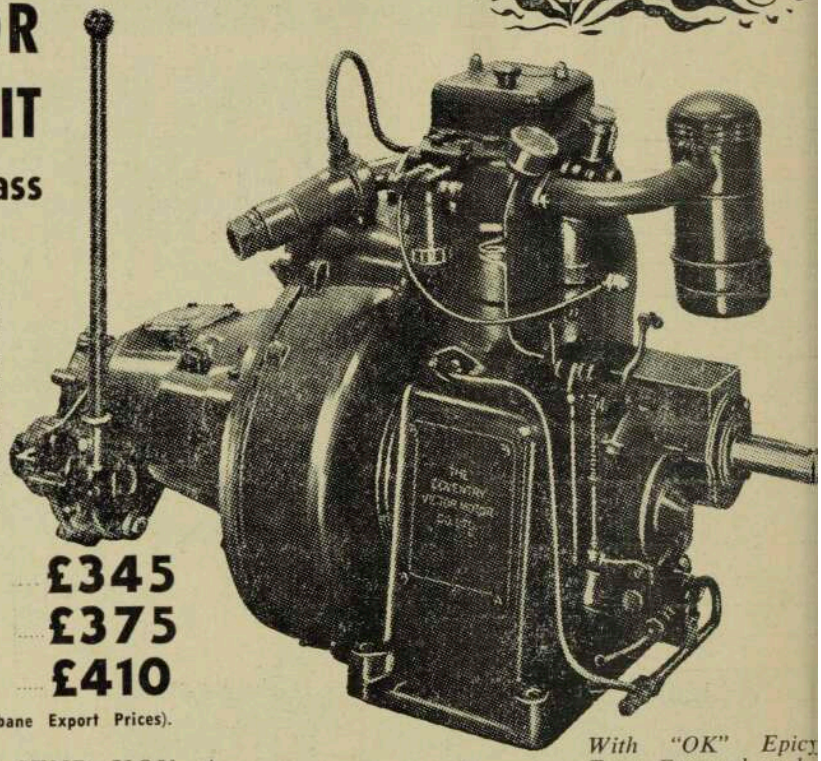
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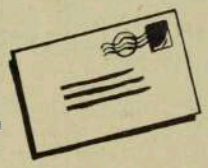


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ew Sources of hosphate eeded in Pacific

ITHIN the next couple of generations, the sources of supply of phosphate in the ific and Indian Oceans will have ed up. What Australasian mers will then do for supplies artificial fertilisers is already rcising the minds of scientists l others.

t was reported from Wellington, on July 26, that leading Aus- ian and New Zealand scientists to combine in a Pacific-wide rch for workable deposits of sphate or guano.

he search has been prompted by fact that the main phosphate rces of these countries—Nauru, an, and Makatea in the Pacific, Christmas Island in the Indian an—are approaching depletion. lthough little hope is held of overing any large new deposits, possibility cannot be over- ed.

here are, of course, numerous ll deposits of low grade sphate all over the Pacific, but ost all are on islands without bours or any sheltered water.

me of the more promising wn deposits are located in the Guinea area, the southern Islands of Fiji, and in the motus. All these have been mined by the British Phosphate mission in recent times.

he New Guinea deposits on Bat, se, Mole, Wuvulu, and Aua nds in the north-west, were ked by the Germans round 1905 reported upon by the New nea Department of Agriculture their "Gazette" late in 1941. BPC surveyed these deposits 929.

hey surveyed the Lau deposits ng World War II, and very ntly a phosphate scientist from nce surveyed the Tuamotu sits.

uite a large deposit of low le phosphate has been worked Clarendon, South Island of New land, for many years. It is almost exhausted.

here are enormous deposits in Middle East, but for political ons they may not always be ssible to Australasia.

is, therefore, possible that e of these small low-grade nds deposits may become pay- in time, but the combined wn Pacific deposits, apart from e still remaining on the main sphate islands, would probably amount to more than one 's normal supply for Australia New Zealand. The latter ntry alone imports about 600,000 annually.



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Papua-New Guinea Diary

Visiting Vip's :: Spoons For 148 Million Ice Cream Five-Day Week Called "Failure"

Papua-New Guinea was thick with VIP visitors during July. Native troops and Police were kept busy forming guards of honour and Administration officials spent a great deal of time showing the visitors what the visitors wished to see. All were welcome, however, except the Indonesian Military Attache, Lt. Col. Roekmito, whose visit to "inspect Australian Military establishments in Port Moresby, Lae and Manus" caused much criticism.

WHATEVER Australia's External Affairs Minister Casey might say on the subject of Indonesians, most residents of Papua-New Guinea feel that they could be fighting Indonesians on Territory soil some day.

They were reassured, on the occasion of the Attache's visit that it was "in order." Few cared what the diplomatic facts of the matter were, however; they felt that the visit was an "impertinence." Mr. Casey has a hard time getting his recalcitrant Australians to toe the Diplomatic line.

More welcome visitors taken North by Australia's July cold were:

The Governor-General, Sir William Slim; the United States Ambassador and Mrs. Moffat, and the US Consul-General, Mr. Donald Kennedy; Ambassador for Thailand, Nai Konthi Suphamongkhon; Minister for the Army Cramer; Minister for Works Fairhall; United States Military Attache Milner; Labour Member for Reid, Morgan (private visit); Deputy-Leader of the Opposition Calwell (also private); and last, but not least, six Federal Parliamentarians led by the Tasmanian Liberal Member, Falkinder.

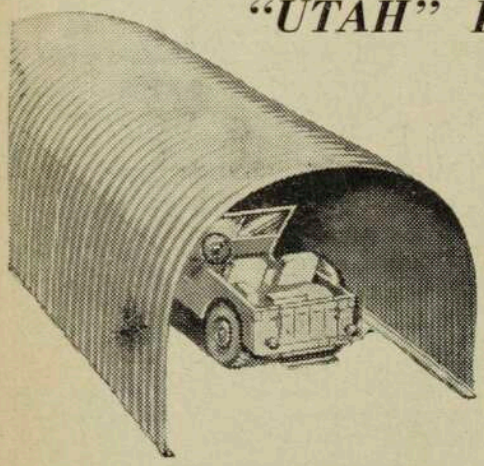
LAE LOSES THE EEKHOFF

Mr. and Mrs. Henry Eekh pioneers of New Guinea since 1 will leave Lae to spend their years in Cairns. Mrs. Eekhoff already left; her husband will fol as soon as he has settled some bu ness matters.

This best known of all couples, are Londoners, but arri in Australia in 1906. Mr. Eekh was a Gallipoli veteran and w

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Covers approx. 450 sq. ft.
Expandable in length at £23 per 4 ft. 4 in.
Full Price: £168 ex works, Sydney.

MODEL "MAJOR"
Width, 22 ft.
Length, 44 ft.
Height, 11 ft. 6 in.
Covers approx. 880 sq. ft.
Expandable in length at £32 per 4 ft.
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New Guinea for the Ex-Pro
ard in 1922.
By 1928, the Eekhoffs and their
mily had moved to an Adminis-
tion farm near Lae, where they
ew native foods for the labour
es carrying cargo to the gold-
lds. Later they set themselves up
business.
After the Second War they were
ongst the first back in Lae, re-
tablishing their business, but later
ling out to Buntings. They have
en living in retirement for a num-
r of years.
Both were keen workers for the
L and for the Church of England.
Before Mrs. Eekhoff left for Cairns
r 70 of her women friends enter-
ned her to afternoon tea at the
tel Cecil, where a wallet of notes
s presented to her.

EW RUBBER PLANTINGS IN NEW GUINEA

The Markham Valley Develop-
nt Co., made its first commercial
nting of rubber in New Guinea
June.
Seed was imported from Malaya
d 50 acres have been sown.
New Guinea is not, of course, a
ducer of rubber in the same way
Papua where it is of first
nomic importance. However,
ber has been grown and exported
m New Guinea in the past—16
s as late as 1947.
There is no reason why rubber
uld not thrive in parts of New
inea, as it does on the other side of the border. In the past, plantations have functioned in New Britain, Madang, Kieta and Morobe. In 1954, 414 acres were planted up in Bougainville and New Britain.

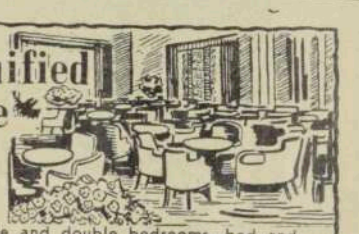
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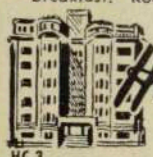
A ton per day of native ration biscuits is being turned out from this factory of Buntings Ltd. (a subsidiary of A. H. Bunting Ltd.) in Rabaul, New Guinea. The modern plant was supplied by Smalls and Shattell, Ltd., of Melbourne. Biscuits produced in the factory, which is in charge of Mr. J. Ford, are distributed to New Ireland, Bougainville, Samarai and New Britain.—Photo by C. M. Meen.

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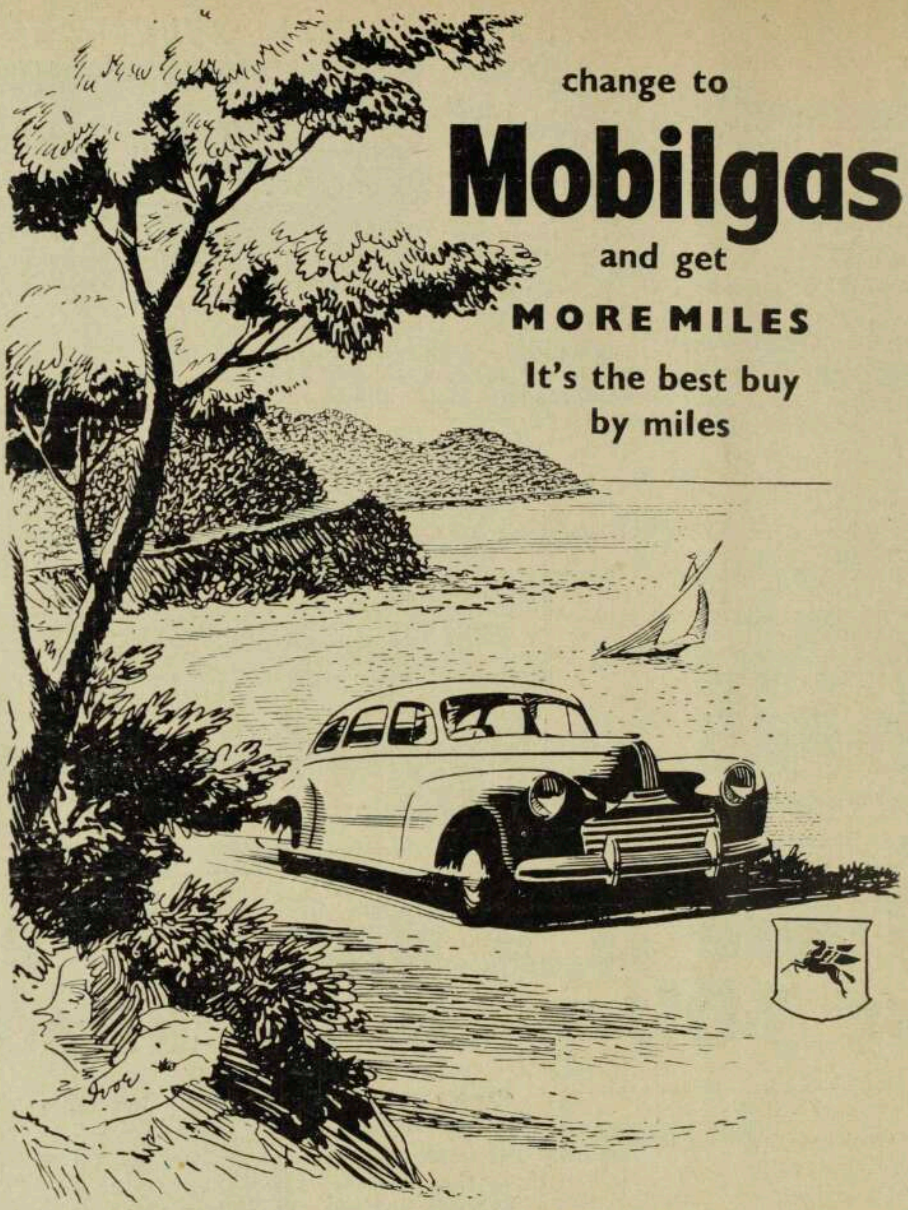
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e Rev. and Mrs. D. E. Ure, of the London ionary Society, Port Moresby, photographed une with a large group of native LMS teachers who attended a conference at Port Moresby.

—Photo by Papuan Prints.

BIG DROVING JOB AHEAD

or the purpose of building up number of breeding cattle at Baiyer River Station, the inistration will move some 200 d of cows from Erap, outside , to the Western Highlands tly.

ne European will be in charge the balance will be native kmen. The whole project will e the best part of a month, and be through some of the most cult country in the world.

LADIES OF FASHION

he Fourth Annual Fashion ade, organised by the Caroline n, was held in Stewart Hall, on July 13.

ine mannequins took part— cilla Howes, Ann Stockton, Muffie ling, Pam Margin, Judy Sara, y Potter, Patricia Freeborn, aine Roberts and Jennifer ies.

hool funds are expected to efit to the extent of £100—it ht have been more but heavy dampened the spirits of some he patrons.

RABAUL RACE MEETING POSTPONED

abaul's first post-war race meet- had to be postponed from early until a date to be fixed in Sep- ber.

he meeting was to have coincided h the visit of Orient Liner *nsay*, but has been put off because a number of horses which were to have run have not arrived from Australia.

(Over)

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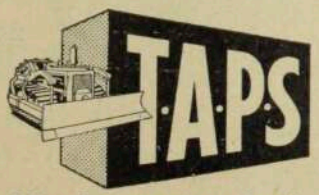
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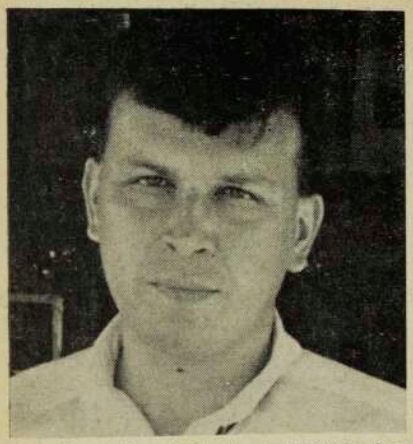
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Dr. D. Carlton Gajdusek, pediatrician from Harvard University, USA, who has been in New Britain on a survey of the disease pattern and growth and development of children in primitive societies. He is working under the National Foundation for Infantile Paralysis of the USA and the Walter and Eliza Hall Institute of Medical Research of Melbourne. He has visited Cape York, the Gulf Country of Papua, West and Central Nakanai, and the Bainings, in New Britain and Manus.

—Photo by C. H. Meen.

At the Annual General Meeting of the Rabaul Amateur Turf Club members voted the committee back into office, with the exception of Mr. J. T. Allen, who resigned. His position has been filled by Mr. Theo Thomas, of Kokopo.

The president, Mr. Foley, told the meeting that the new racecourse was progressing well; 33 acres of land had been cleared, the track was laid and a number of bui ings had been erected.

RABAUL HAD 1,200 CRUIS TRIPPERS AND 2 STOLEN CA

The arrival of the first tou vessel to Rabaul in 17 years,

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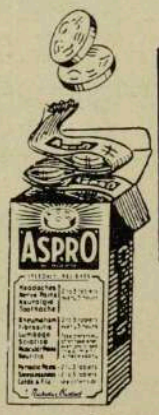
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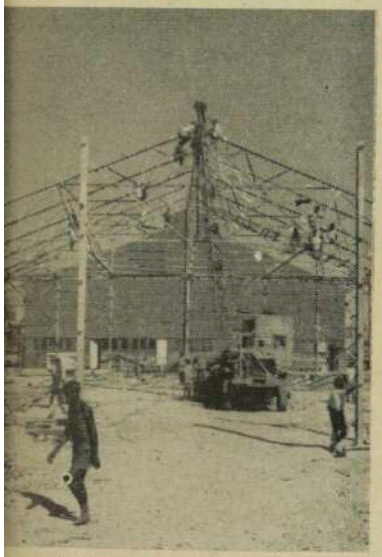
Nicholas Product

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t the LMS Church at Metoriea, Papua, on 20, Miss Beatrice Dalgleish was married Mr. Kenneth Coss, of Port Moresby. The ng couple are well-known residents of Port esby.

—Photo by Papuan Prints.



second Customs shed for Port Moresby course of construction by Hawkes Con- tion Co., on the foreshore near the wharf. first new Customs shed can be seen in background. It is now in use.

—Photo by Papuan Prints.

nsay, brought 1,200 visitors Rabaul on July 3.
y 8 a.m., 150 motor vehicles were d up at the landing wharf to the tourists on conducted tours. 10 o'clock, 45 of the cars and ities had arrived at Bitapaka Cemetery, where relatives of y of the passengers were buried. ocal stores, especially Chinese es, were packed to capacity most he day, while the native market small road-side stalls were well onised.
iggest demand of all was for a baskets.
uring the evening and night, the visitors could attend two balls, one dance, or go to the golf club.

Local police had a busy night, too, looking for three vehicles that had been stolen—one of them by a member of the *Oronsay's* crew.

The man, Colin Marshall, failed to appear in Court on July 4, and forfeited his bail of £25.

Two other seamen, both members of the crew of the *Malaita*, were fined £20 on July 4, for illegally using motor vehicles.

MORESBY IGNORANCE OF OUTPORT AFFAIRS

The Lae Town Advisory Council is seeking representation on the Territory Town Planning Board on the grounds that the present Board is made up of Port Moresby residents who have little idea of the requirements of other centres.

A resolution to this effect was passed following the rejection by the Board of a suggestion to build a through road to the new European Hospital.

The proposal was rejected by Moresby after the Advisory Council, the District Commissioner, the Police and the Regional Works Officer had all approved it.

EX-PIR MEMBERS FORM RABAUL ASSOCIATION

An Ex-Pacific Islands Regiment Association was formed at Rabaul early July at a meeting at Anzac House.

Those present at the meeting said

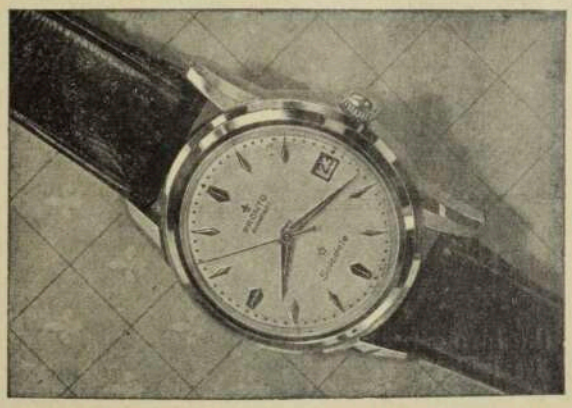
(Continued on Page 117)

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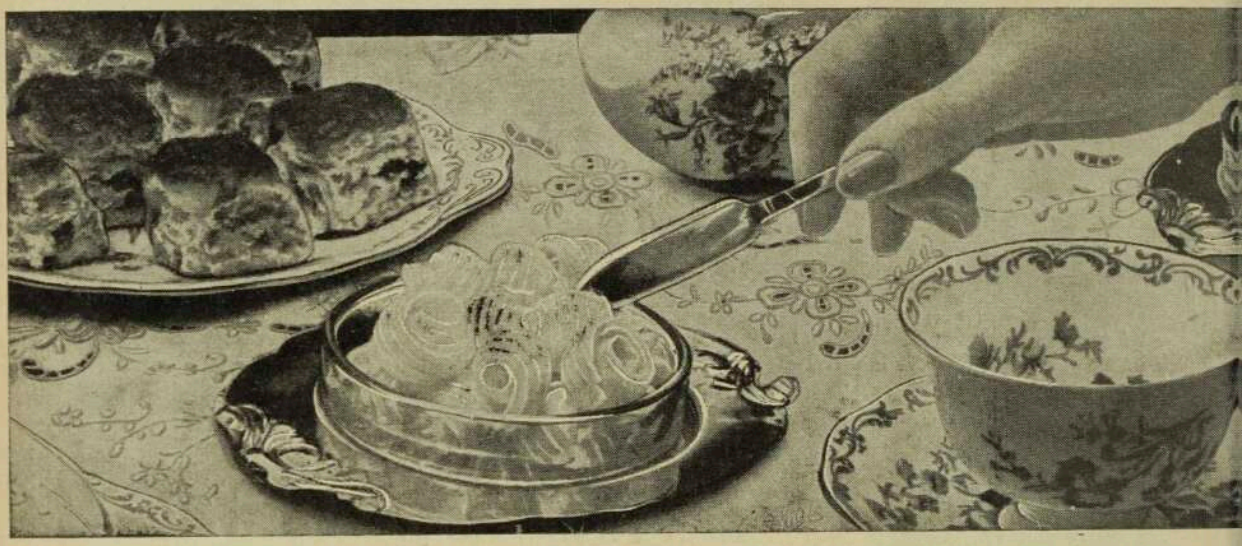
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The Little Count"
es in Auckland

COLOUR AND ROMANCE IN THE LONG LIFE OF F. T. GOEDICKE

By R. W. ROBSON

HIS death notice appeared in the *New Zealand Herald* last month:

GOEDICKE, Frederick Theodor. —On July 13, 1956, at a private ospital, Auckland, dearly beloved usband of the late Ana (Tonga), nd loving father of Alexander Devonport); in his 96th year.

ome day, perhaps, I shall learn F. T. Goedicke really was.

know, for a fact, that he was hereditary Count van Asten, Asten, North Brabant, Holland; t some of the bluest blood of thwest Europe was in his veins; I strongly suspect that he was natural son of one of the Ger- minor kings.

know that he was a contem- ry of Wilhelm II, Emperor of many (they were almost the e age) and that he was reared and educated in close association with the Hohenzollern family. It was through him that I had an interesting correspondence with former Crown Prince Wilhelm of Germany, the ex-Kaiser's son—once the execrated "Little Willie" of the World War I period. Goedicke had sent him a copy of the PIM; and the Prince was graciously pleased to show a lively interest in the South Pacific.

Goedicke, for long a resident of Tonga, became a pen-friend of mine over 20 years ago; and when he moved to Auckland, after World War II, I used to go and see him—a lovable little bearded man, with a perfect head and perfect manners —a real aristocrat of the old school. He then was gravely afflicted—by the time he died he was totally blind and deaf—but he nonetheless was a remarkable man to converse with — alert, eager, interested in everything, and with an extraordinary store of memories.

But, lead him as cunningly as I might, I never could find out who he was. He would talk about many famous people he had known, all

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the world over; but of his own youth I could glean nothing, except that he had been very well educated, and that royal princes were among his playfellows

He told me, at various times, that he had left to me, in his will, all the diaries he had kept meticulously for over 70 years Maybe, there, my improper curiosity will be satisfied.

HE was born in Germany in 1860. His great-grandfather was a General in the Army of The Netherlands; and when France and The Netherlands invaded Spain in 1798, General Goedicke so distinguished himself at the Battle of Orcana that he was knighted. But his son (our subject's grandfather) became a churchman, and did not carry on the title. Somehow—I do not know how—the family then appears to have become German.

Goedicke's great-grandfather on his mother's side was Count van Asten, of Holland, and his daughter, Caroline van Asten, was our subject's grandmother.

The van Asten family seems to have dwindled; and a search for an heir began just before World War II, when Count Hendrick van Asten died—leaving property worth about £20,000, the records covering which were deposited in a bank in Asten. The war came, Holland was overrun by Nazis, the bank in Asten was bombed and blown to pieces, and it was 1947 before Goedicke (now 87 years old) was located and designated Count van Asten. An attempt was made to get possession of the property—but it had been mostly destroyed by the Nazis, and all records were lost.

"I am a Count of no account," said Goedicke, with a wry smile. He never whimpered; but by then he was desperately poor, and those va Asten guilders, if they have be recoverable, would have been tru a godsend.

BY the time Goedicke was 21, t young German Empire's shi were appearing in every sea, a the lad was given some sort of se

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ining. I do not know how he there; but I know he was a ident of Adelaide in 1883; that escaped drowning by a lucky nce when the *Changchow* was with all hands near Darwin on y 18, 1883; and that he spent ie time in Northern Territory.

he Germans were displaying a ly interest in New Guinea and Bismarck Archipelago in 1884, Goedicke appears to have been the Duke of York Islands area 884. He records that on October 884, he was in Port Moresby (no el, miserable village) when he Commodore Erskine's squadron *lson, Srinagar, Dart, Raven,* and *iegel*) arrive, to formally declare t part of New Guinea a British tectorate.

e seems then to have gone on the Tongan Islands, and made first acquaintance with Haapai, ch was to be his future home.

may have been after that that proceeded to Sydney. In Sydney, 885, he was engaged by the Ger- n Consul to go for three years New Guinea, to be assistant to Oertzen, Imperial German mmissioner for the Bismarck hipelago. Oertzen's mission was select a suitable site for the ure capital of Neu Pommern w Britain)".

hey cruised around that area in German warship *Albatross* for months in 1885. Goedicke met e notable people of that time— missionary Brown, "Queen na" Forsayth and her Samoan tions, some of the survivors of ill-fated Count de la Rays ex- tion.

he natives then were persistent nibals, and treacherous. Goedicke the German service, and went ing for the DH and PG firm. was raw and primitive. Two man traders stole native women broke tribal *tabus*. The natives d them. The German warship *atross* came back and "punished" n with great severity.

was during this period that Goedicke had an experience that, ver afterwards, he spoke of with or. He was induced to spend ouple of nights in a *house baran* with some 30 young men Kabaira village, where he was a er. The first night they all lay t together, talking and smok-

ext night, part of the gang was ing. About midnight, they ed up, dragging with them two ien, whom they had captured a jungle village. Grotesque es occurred, while the women made use of by the assembly young men—and while the ified young German cowered in corner. When that part of the was finished, the women were bed to death, dismembered and "meat" divided up. Some was and there broiled on the se *tambaran* fires, and eaten; some taken away by the men, when the party broke up at dawn.

The wretched Goedicke sneaked away, also, at dawn; and when the warship *Albatross* came along later that day, he gratefully went aboard and abandoned his trading station.

It was two years after he first referred to his "most terrible experience" before the little man finally could bring himself to give me the details; and even then, nearly 70 years after the event, he got sick at the memory of it.

FROM there, Goedicke went to Western Samoa, and then on to Berlin. There he met the mighty Bismarck, then Chancellor of Germany, head of the New Guinea Company and a large shareholder in DH & PG. Bismarck was intensely interested in Goedicke's account of New Guinea. On his



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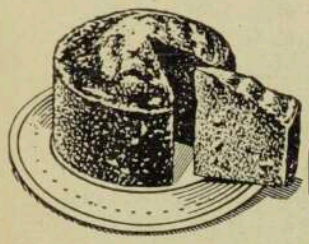
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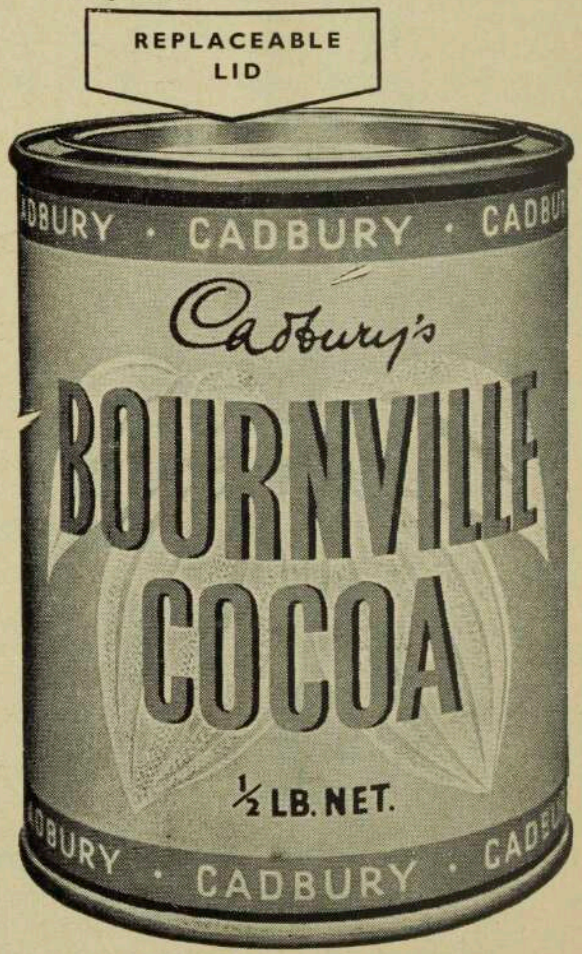
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parture, Bismarck gave Goedicke silver medal and, 67 years afterrds, Goedicke gave the medal to —a heavy silver thing, like a piece.

At the end of 1885, Goedicke was ing in Haapai—he seemed to feel increasing affection for Tonga. ere, in Lifuka, he met the famous ngan King George I, who was n in 1795 and died in 1893, aged

Goedicke left Haapai in 1888, d returned in 1893, in time to see installation of George Tubou II, the death of his great-grandher.

Between 1885 and 1905, Goedicke pears to have travelled widely; became a naturalised Britisher; , gradually, he settled down as of the best known citizens of nga—Haapai trader and planter, l Nukualofa business-man. Some-e in his earlier residence in apai he married Ana, an attrac- Tonga woman, of Haapai. She -deceased him by many years. always spoke of her with affec- and esteem. They had one , Alexander, now a resident of kland.

Writing to me in 1947, when he me about that ancient Dutch e, Mr. Goedicke said: "I have my son—who has worked in a l construction establishment in kland since 1913—that if he hes, after my death, he may me the title of Count, which is right by heredity."

Owing to his background, "the Little Count"—as he was known in recent years by the many who esteemed him—held the title in reverence. Probably, it will not be so tenderly regarded by the new Count, the citizen of New Zealand.

With F. T. Goedicke there disappears our last remaining link with that picturesque, exciting and romantic period, between 1884 and 1918, when Imperial Germany came full-panoplied into the Pacific, set up an impressive Empire in Micronesia, New Guinea and Samoa, and then lost it all when the greedy, sabre-rattling Kaiser decided to challenge the British for domination of the world.

Mr. and Mrs. Alan Lambourne have left Lautoka, Fiji, after 17 years residence and have gone to Apia, Western Samoa, where Mr. Lambourne has become manager of the local branch of Morris Hedstrom Ltd. Mr. Lambourne has been manager of Millers Ltd., in Lautoka, and has, as well, taken a keen interest in local affairs, notably the Northern Club, the Town Board, Chamber of Commerce and Arts Club.

The motor-vessel *Suva* was delayed in Rabaul in July. Heavy machinery that was being unloaded at Coconut Products wharf caused the mainmast to bend forward.

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- **THE LAST OF THE WINE**, by **Mary Renault.**

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- **NOT TO MENTION THE KANGAROOS**, by **Mulaika Corben.**

With love and high spirits, and very little else, the young Corbens set out to begin their married life in Australia. Women in particular will like the amusing details of domestic life "down under". We won't deny that the author writes with malice towards some, but the result is very, very funny, with touching moments. Price: 15/6 (post 9d).

- **THE CITY BOY**, by **Herman Wouk.**

Herman Wouk's city boy suffers from two handicaps: he is too fat and too clever. Both at school and holiday camp he is ostracized. But he bears his burdens cheerfully, and his final triumph, after many tribulations, is well deserved. The author draws his character with sympathy and understanding. Price: 18/9 (post 11d).

- **THE DAY THE CENTURY ENDED**, by **Francis Irby Gwaltney.**

This is a powerful and astonishing real war book. It is the work of a writer who affirms that the spirit of man can rise above the squalid, the brutal and the dishonourable. The battle scenes are rescribed with a slow-moving lucidity which makes them almost unendurably exciting. The lyrical and dream-like account of the hero's childhood and marriage form a long and moving interlude in a beautifully planned book. Price: 18/9 (post 11d).

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Neighbourhood-Circles in Rarotonga

THERE seemed to be a certain amount of starry eyed wishful thinking associated with a circular issued to *selected* residents of Rarotonga in June.

The circular, issued by the new Social Development Officer, called on the recipients to pull their weight in promoting more cordial relations between Maori and European residents and in improving the social awareness and general knowledge of the English language amongst the Maori people.

To attain these ends, the circular called on the selected Europeans to form social groups of about a dozen Maori friends, to meet at regular intervals in the successive homes of the group who would lead in discussions of an educational but non-controversial nature. The subject of religion should in particular be avoided. Reading lessons would be in order, but there must be no suppers or teas, as such commitments might be beyond the means of some.

Without in any way decrying the ideals of the scheme, those who know the ways of the world, with particular reference to the Cook Islands, feel that though suppers may be shunned like the plague at these social gatherings, it is probable that the bush-beer bucket may not be far away and that the gatherings might prove more cordial than expected, though along less idealistic lines.—*J.P.S.*

† Higaturu Village Council, Papua is seeking a loan of £2,000 to help build a coffee processing factory. The Council was formed only this year and is already well-established

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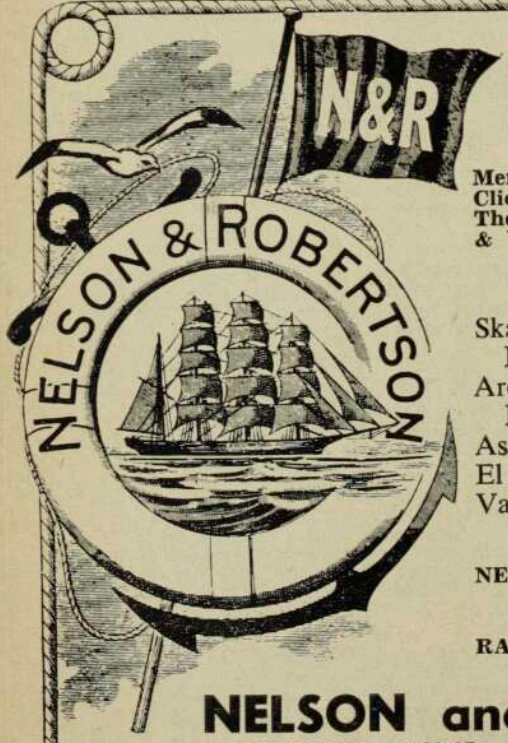
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uslims Won't
rticipate

BUT REST OF FIJI GOES TO POLLS

HERE will be only one uncontested seat in the mid-gust elections for the Fiji gislative Council. Mr. M. H. tt, barrister and solicitor, of Suva, been returned unopposed for the rth-Western Division.

n the other hand, Indian candi-es for the same Division have e than made up for lack of an tion for a European member, less than five candidates taking field. Out of this medley of iring talent anything could pen.

hey are Mr. Ajodhya Prasad, sitting member described as an iculturist, of Lautoka; Mr. hma Das Lakshman, printer, of toka; Mr. Chandrasen Chattur gh, farmer, of Ba; Mr. Din u Prasad, builder and general tractor, Lautoka; and Mr. K. ha Reddy, cultivator, of Nadi.

wo European candidates will test the Southern Division. They Mr. John Neil Falvey, barrister solicitor; and Mr. James ton Turner, company director, of Suva. Mr. Falvey is the ng member.

he Indian candidates are Mr. nu Deo, agent; Mr. Hari ran, barrister and solicitor; and Odin Ramrakha, law clerk. reside in Suva. Mr. Vishnu Deo represented this electorate for y years.

the Eastern Division the ng European member, Mr. H. Gibson, barrister and solicitor, abasa, is opposed by Mr. F. G. ibald, planter, of Savu Savu.

he Indian contestants in the e Division are Mr. J. havan, printer, publisher and mission agent, the retiring ber; and Mr. Jamnadas Kanji, e assistant, of Labasa.

ections will be held in the thern and North Western sions on August 18, and in the ern Division between August nd 18.

MUSLIM BOYCOTT

OM announcements made by various Muslim bodies in Fiji it seems certain that few lims will vote or take any part he elections.

is one point on which they all e. Even the Fiji Muslim League the Muslim Association of Fiji, bitterly antagonistic groups, this occasion meet on common nd.

At present the Muslim minority is catered for by the appointment by Government of a nominated Muslim member. The Government nominee, for obvious reasons, has not always been acceptable to the Muslim community, who naturally would prefer a representative answerable not to Government but to the Muslim community, and whose directions he would be obliged to carry out if he were an elected member.

The President of the Association said that the present Secretary of State for the Colonies, Mr. Lennox Boyd, has told the Association that he considered it was premature to grant separate representation for the Muslims.

The Fiji Muslim League has advertised through the press instructing its members to abstain from canvassing, voting or taking part in the forthcoming Legislative Council elections.

In the Council just dissolved Mr. Abdul Samad was the Muslim member nominated by the Governor. According to Mr. A. R. Sahu Khan, President of the Muslim Association of Fiji, he is by no means a well-known member of the Muslim community. "He has been seen in Council but not heard", said Mr. Sahu Khan.

The Association has sent a resolution to the Governor asking him not to nominate a Muslim to Council, and has also requested all Muslims not to accept nomination.

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FFINS ARE
VING IN

eparations For The Months "Year"

IGGERED by the approaching International Geophysical Year (it lasts 18 months and comces July 1, 1957), a good deal preliminary work is already in d all over the world and in y different scientific spheres. In fields of oceanography and eorology, and no doubt in other s, too, things are on the move he Pacific.

he Australian Bureau of Meteory announced in mid-July that dio sonde and radio theodolite on will be in operation at Lae, by late August. This is the such station to operate in New lea since the American forces drew after the war. At the time it was announced from ington, NZ, that radio sonde ons would shortly be put into ation at the Chatham Islands, obell Island far to the south, at Tarawa in the Gilberts, all stations coming under New nd Meteorological Office con-

ere is nothing new about the sonde equipment which has in use since the 1930's in various parts of the world. It consists of equipment sensitive to changes in atmospheric pressure, temperature, and humidity. The expansions or contractions of these elements are used to control signals from a miniature radio transmitter.

The complete unit, quite small, is hoisted by a suitable balloon, and when the balloon finally reaches a height where it bursts, the equipment floats down by a small parachute. Many sets are lost—at sea or in uninhabited areas far from the point of release. A few are found. Instructions tell the finder what to do with the equipment.

Its discovery is not essential from the technical point of view, as a radio receiver at the point of release has already recorded the transmitted data. But the equipment is valuable, can be reconditioned, and used again.

Formerly the radio sonde balloons were observed with an optical theodolite—a telescope whose angles of elevation and direction can be accurately recorded. The rate of ascent of the balloon could be estimated with fair accuracy, and as a result of this knowledge and the observed direction of the balloon after release, it was possible to calculate the strength and direction of winds at any level.

That is, until the balloon disappeared behind clouds—and such balloons might rise to 100,000 ft.

A later development is the radio theodolite—simply an accurate radio direction-finder, which disregards cloud cover and keeps track of the balloon accurately. This latter equipment will be installed at Lae, but apparently not at the other stations mentioned.

In addition to the above, radar stations are to be established at Funafuti and Rarotonga later. These merely record upper winds. A radar reflector is attached to a balloon, and the balloon kept track of until it bursts. Upper temperatures, humidities, and pressures are not recorded under this simpler system. Radar equipment will gradually replace all the optical theodolite equipment.

In the oceanographic sphere, Tokio Radio reported on July 25

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that the oceanographic research vessel *Satsuma* was sailing that day for the equator, and would be joined by nine American vessels to carry out preliminary work for the IGY—so there need be no panic in Tarawa or Fiji if "mystery vessels" are sighted in the months ahead.

As PIM warned last year, there will be lots of queer goings and comings from now through to the end of 1958, and so many nations are involved that it is difficult to keep track of intended events.

The Satellites are Coming

THE sky is going to become particularly interesting during the 18 months of the so-called Geophysical "Year."

United States scientists report that preparations are well advanced for the launching of the first of twelve man-made satellites next year. It should be visible in the Islands, and there is even a possibility that it may even lob into someone's back yard there if the rockets used for its launching from Patrick Air Force Base, Cape Canaveral, east coast of Florida, fail to do their work.

If the launching is successful, the 21½ lb weight, 30 inches diameter metal globe will settle into an elliptical orbit which will be 200 miles from the earth at the nearest points and 800 miles at the furthest. Travelling at 18,000 mph the instrument-packed gadget will circle the earth in 1½ hours or 16 times per day. According to the scientists, the satellite should be visible to the naked eye for about ten minutes its dawn and dusk crossings fro horizon to horizon.

The satellite will circle at angle of 40 deg. to the equator. T limits of its travel will thus va between 40 deg. north latitude a

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deg. south latitude, so in the nds' area it will—like the sun—sometimes north and sometimes th of the observer.

hough there could be a misfire aunching this satellite, there will no danger of it landing in your nity when it eventually "runs n"—for it will be completely nt up as it gradually re-enters earth's atmosphere from outer ce.

he scientists hope that this will happen for a year or even two rs, though this will depend on how far from the earth the rockets succeed in launching the object. During this period it will report by radio, and from observations from the earth, the atmospheric density, temperature, pressure, ultra-violet and cosmic-ray radiation, data on passing meteorites, information on the composition of the earth's surface (through gravitational pull) and other scientific data.

Later satellites will record other data.

---

† Qantas Catalinas in Papua-New Guinea flew two mercy-flights to bring sick natives to hospital in Port Moresby in July. Patients were a man from Abau and a baby girl in the Trobriands.

Resident Agent Fined

AT a special sitting of the High Court at Rarotonga, on June 11, Mr. R. M. L. Gladney, Resident Agent of Aitutaki, was fined for negligent driving while in Rarotonga. The vehicle driven by Mr. Gladney had struck a native youth who was riding a bicycle, injuring him and wrecking his machine. Evidence was given for the defendant (who was not present) that he had taken an air sickness drug and an asthma drug on the day of the accident. The defendant pleaded guilty to the charge, was fined, and paid for a new bicycle, flashlight and a pair of trousers—W.H.P.

ny Minister Sees Jungle Training Course



tralian Minister for the Army Cramer round) visited Papua-New Guinea in July as can be seen in this photograph, was some idea of what kind of place a is to fight in. With the Minister is ecretary and behind the Secretary is n Frank Hoeter, OC Madang unit of the and New Guinea Volunteer Rifles. This has doubled in strength since Captain took over about three months ago.

photograph was taken at the jungle-g course at Siar, eight miles from g.

Minister said, before leaving the Terri-that when he returned to Canberra he discuss the prospect of training some units in NG; and also the eligibility of e, Ambonese and part-European residents n the PNGVR. These people cannot, at t, join military forces in the Terriory.

—Photo by S. Diczbalis.

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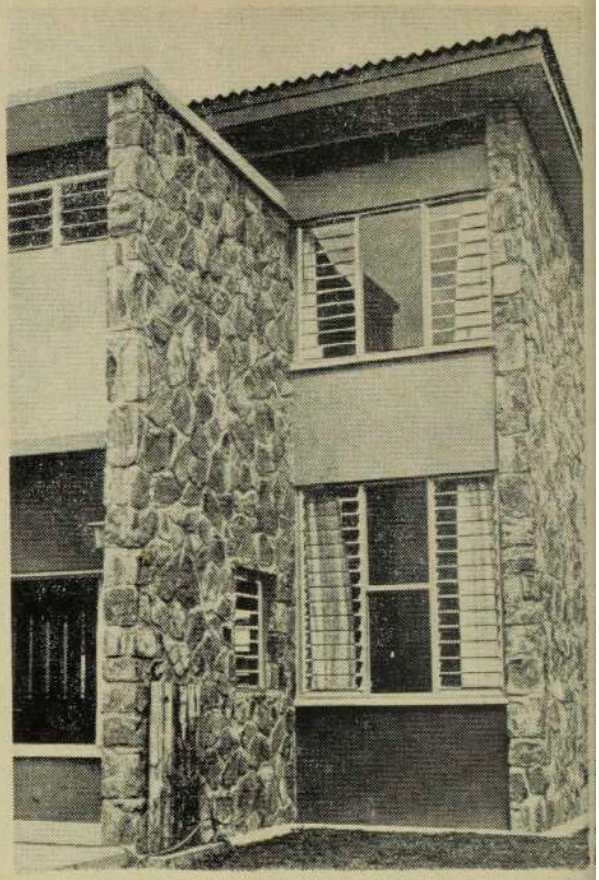
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Blond Hair is the Fashion



Native mamas had been busy with the peroxide bottle around Rabaul before the visit of ıtralia's Governor-General, Sir William Slim (left), in July. These "blond" youngsters are ınts from one of the local schools who attended a big parade in Sir William's honour.
—Photo by C. H. Meen.

The newly-formed Rabaul troleum Distributors Association asking that oil companies seek its advice before any new pumps are installed in the Town. The Association has sent letters to the oil companies in Rabaul asking that all sales of petroleum products be made through recognised outlets.

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MAKEA FAMILY SERVICE TO THE COOK IS.

MAKEA NUI TEREMOANA ARIKI, of Rarotonga, who was awarded the CBE in the recent Queen's Birthday Honours List, is the third Cook Islander on whom a British Civilian Order has been bestowed.

The first recipient was the present Ariki's father, Makea Nui Tinirau Ariki, who was awarded the OBE in 1934. Lord Bledisloe, then Governor-General of New Zealand, made the presentation at the Waitangi (New Zealand) celebrations.

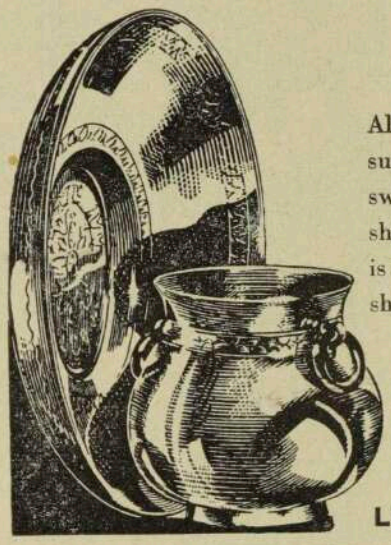
The second award took place in 1935 when Judge Ayson, then Resident Commissioner for the Cook Islands, presented Makea Karika Takau Ariki with the award of Honorary Officer of the Most Excellent Order of the British Empire on behalf of the Governor of New Zealand.

The Makea family were the rulers of the Cook Group before they were claimed for Queen Victoria by Captain Bourke, RN, on October 27, 1888.

Makea Takau Ariki, of Rarotonga, was then the Cook Islands ruling Queen and three years previously had visited Auckland with the unanimous request of her people that the Cook Islands become a British Protectorate. In 1900, His Excellency the Earl of Ranfurly, then Governor of New Zealand, formally annexed the Cook Group for New Zealand.—W.H.P.

¶ Mr. Don Reid, of Island Territories Department, Wellington, who has lately been attached South Pacific Commissioner Head quarters, Noumea, returned Wellington in July.

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Fiji Residents See "Things" in the Sky

REPORT from Mr. A. L. Miller, Mr. Les Williams and eight Fijians that while fishing July 13 between Wakaya and uka, Fiji, they saw a strange t in the sky has been followed other reports of a similar ture.

Mr. Miller said it was a large ect, shaped like a circle, and wing with light. It was moving wly toward them from the ection of Koro. The ten men d they watched the weird circle brilliant light approach them selessly through the air. As it sed over Wakaya they had a arer view of it. All the men d it had square portholes which e brilliantly lit from within. It sed them considerable alarm. y 4 a.m. the object had dis- eared over the island of Ovalau. ee other residents of Levuka ort seeing a similar object in sky on the evening of July 18. retired police officer now ding at Levuka states that he ws Mr. Miller and Mr. Williams. said both were reliable men, not the type to let their ginations run away with them. e they flying saucers? — *Fiji respondent.*

EDITORIAL NOTE

o, these are not Flying Saucers. y are Men from Mars and their ng Mushrooms. They come n in flaming meteorites; when e cool off, in about 48 hours, a wed lid comes off the top and come huge, translucent green hroom-shaped objects which elevated from the ground by netic circuits. They are manned the Men, who look something grasshoppers, but have four ds and three brains. They also e a powerful ray machine which apable of blasting anything on h into nothingness, and not an H-Bomb can prevent it. ever, although the Men have e brains, etc., they are mighty in white corpuscles (or is it) and have no resistance to of our minor diseases. So, n the earth is in a proper nbles, they suddenly succumb mump or a measle and the g mushrooms simply fall out he sky. All this is carefully ained in a movie now doing country circuits in Australia— *Between the Worlds.* It is, it lleged by Hollywood, based on ething written by the late H. Wells.

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adio Tahiti, as from August 1, changed its English news dcast on 6135 kc/s to 0730 T, 15 minutes earlier than erly.

BIG TAHITI FILM-SHOOT "NEXT YEAR"

BECAUSE of transportation difficulties and inability to complete the job before next rainy season, filming of "Typee" at Tahiti has been postponed, and Mr. John Huston, film director, returned to the United States in July. (PIM, July).

Meanwhile large quantities of "props" are being stock-piled for the b[illegible] event. These include huge quantities of native housing materials, bomboo slats, etc. for the building of a village in the district of Mataiea. A large area of land has been leased for the shooting, which is scheduled to commence next May.

The film company will spend one and a half million dollars in Tahiti, according to Mr. Huston. Over 400 local people will be engaged. The French Oceania Customs authorities have agreed to allow all imported materials for the filming to come in on a "visitor's permit" basis, so long as they are not disposed of locally.

Mr. Igor A. Allan, resident in Tahiti for 16 years and now of Honolulu, has been representing the film company, United Artists, in negotiations with the French Oceania authorities.

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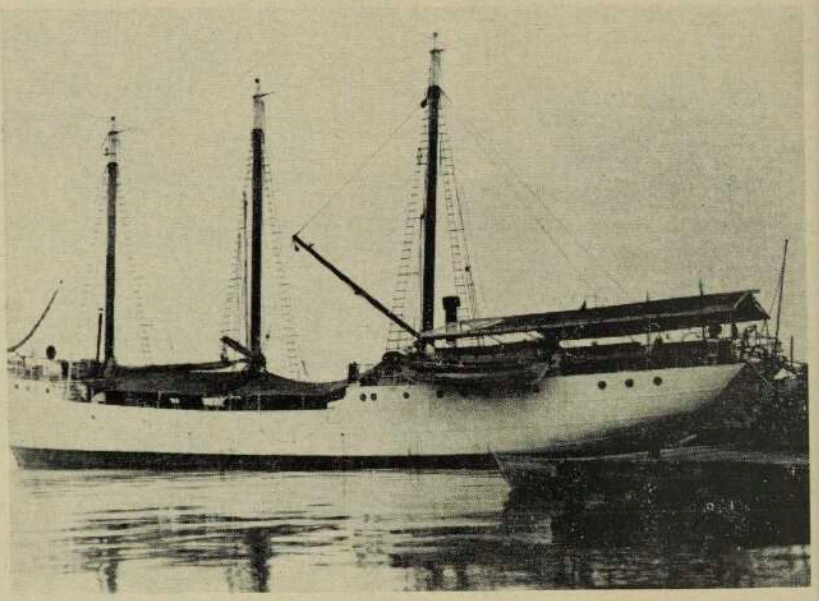
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FOR SALE . . .

"Oiseau des Iles"

Material: Steel
Date of construction: 1935
Place of construction: Nantes, France
Builders: Anciens Chantiers Dubigeon
Class: Lloyds 100 A1
Last survey. October, 1952
Register gross: 398 T
Register Nett: 178 T
D.W.: 250 T
Bunker: 32.478 long tons
Draft loaded: 11 ft. 5 ins.
Cubic capacity, grain: 14.126 cubic feet
Cubic capacity, bale: 13.066 cubic feet



STANDARD CAPACITY

Length: 160 ft. 9 ins.
Breadth: 28 ft.
Depth: 12 ft. 7 ins.

DECK ARRANGEMENT

Number of holds: 1
Number of hatches: 2
Size of hatches: 19 ft. 1 in. by 13 ft. 1 in.
16 ft. 5 in by 13 ft. 1 in.
Water ballasts 6: 64 long tons
Fresh water: 49 long tons

ENGINES & EQUIPMENT

One screw.
Diesel: One Sulzer.
Builders: Ateliers et Chantiers de la Loire—Ets de St. Denis —St. Denis (Seine), FRANCE.
Built in 1935.
Power: 370 B.H.P.
Revolutions per minute: 280/300.
Cylinders: 5.
Winches: 2 electric.
Steering gear: 1 electric.
Windlass: 1 electric.
Speed: 8 knots.
Diesel oil consumption: 330 imperial gallons per 24 hours.
Electric light: 220 v. D.C.
Wireless.
Sails and Inventory.
Freezer Space: 2 tons meat; 2 tons vegetable and fruit.
Crew accommodation: 18.
Passenger accommodation: 7.
Saloon.

Cable: "Phosphates", Papeete

COMPAGNIE FRANCAISE DES PHOSPHATES DE L'OCEANIE

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his Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

AUI POMARE REPLACEMENT

Latest move in the New Zealand overnment's leisurely plans to re- ace veteran *Maui Pomare* was an nouncement by the Minister of and Territories on July 11 that preparation of plans and speci- ations for a new vessel had been horised. A service speed of 12-14 ots, a refrigerated cargo capacity 60,000-70,000 cubic feet, and pas- ger accommodation for 40 are led for.

Maui Pomare has a cargo acity of 37,000 cubic feet and ries 30 passengers in accommo- ion designed for, at most, 22, at ervice speed of 10 knots.

t may be assumed that it will the best part of another year ore any contract is let. Some e ago the Minister said that de- ry would be at least three years n date of ordering a new vessel.

his would seem to imply that new vessel will be built in a tish ship-yard, as most contin- al yards can offer much quicker very than that.

his July statement the ister reiterated that an exhaus- world-wide investigation last year failed to locate an existing vessel as a suitable replacement, or any shipping company interested in taking over the New Zealand-Cook Islands service. As a result *Maui Pomare* underwent a refit which is believed to have cost £180,000.

MATSON COMMANDER ON FIRST SERVICE

To command the new *Mariposa* on her maiden voyage to Australia via the Islands in October, the Matson Line has chosen veteran Captain William R. Meyer. On completion of the voyage he will re-



Left, the American barquentine, "S. N. Castle", named for a well-known Hawaiian family after building on the US Pacific coast around 1880. She played a romantic part in the filming of the movie "Mutiny on the Bounty"—taking the name role.

But back in 1914 she was the vessel which took German nationals from Tahiti to Honolulu for transhipment to the then neutral United States. This photograph was taken on that occasion as the French phosphate company's vessel "Cholita" towed her out of Papeete harbour.

—Photo loaned by Capt. F. K. Klebingat.

56 FEET COPRA VESSELS



Photo shows 56 ft. Gardner Diesel powered K class Copra Vessel built by us for Steamships Trading Co. Ltd. of Port Moresby. Hold capacity is 2,000 cubic feet—25 tons of copra below decks on approx. 5 ft. 6 ins. draft.

•

These vessels and also 40 ft. Army Workboats are in regular production in our Yards with choice of engine.

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tire and the command will fall to Captain Malcolm R. Peters, another senior Master of the company.

Captain Meyer commanded the *Ventura* at the time of the sinking of the Union Co.'s *Tahiti* in 1930 when passengers were picked up by the *Ventura*.

SEA-GOING JEEP IN JAPAN

Ben Carlin's amphibious jeep crawled ashore on the south coast of Japan on July 25, according to Tokio Radio.

Occupants were given as Carlin and a Canadian male companion. Mrs. Carlin quit in Calcutta months ago—ill, it was said. An Australian accompanied Carlin overland to Bangkok, which was reached at Easter.

ISLAND WEATHER BROADCASTS

As from July 1 Nadi Aeradio ceased broadcasting South Pacific weather forecasts in morse for the use of overseas shipping. The voice broadcast from Nadi on 7530 kc/s at 0915 GMT still continues, however.

The morse broadcast is now made from the new Himatangi Radio, near Foxton, New Zealand—forecasts for the Islands are being broadcast at 0915 GMT by ZLZ/ZLX, 5915/11130/14850 kc/s, and at 2115 GMT on the above frequencies plus 19800 kc/s.

The Map Analysis, in code, is broadcast at 2315 GMT on the same frequencies as are used at the 2115 GMT broadcast.

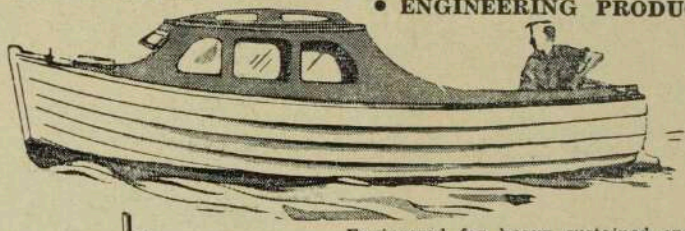
YUILL'S—SHIP HUSBANDRY

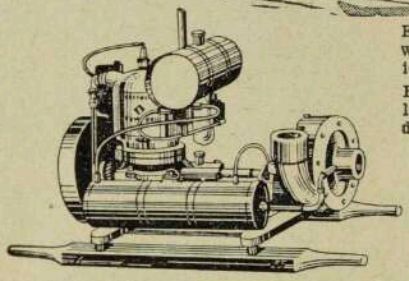
Islands traders who send their ships to Australian ports have a new service at their disposal through Swire and Yuill Pty. Ltd of Bridge Street, Sydney.

The company will look after thes ships for owners and agents, an will arrange for docking, repair and general ship "husbandry". Th is a new departure for this compan —better known as General Au

BLAXLAND - CHAPMAN

MARINE ENGINES • WONDER LAUNCHES • PUMPING UNITS • ENGINEERING PRODUCTS





Engineered for heavy sustained operation with minimum upkeep, "B.R." products are ideal for Island service.

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KERR BROS. PTY. LTD.

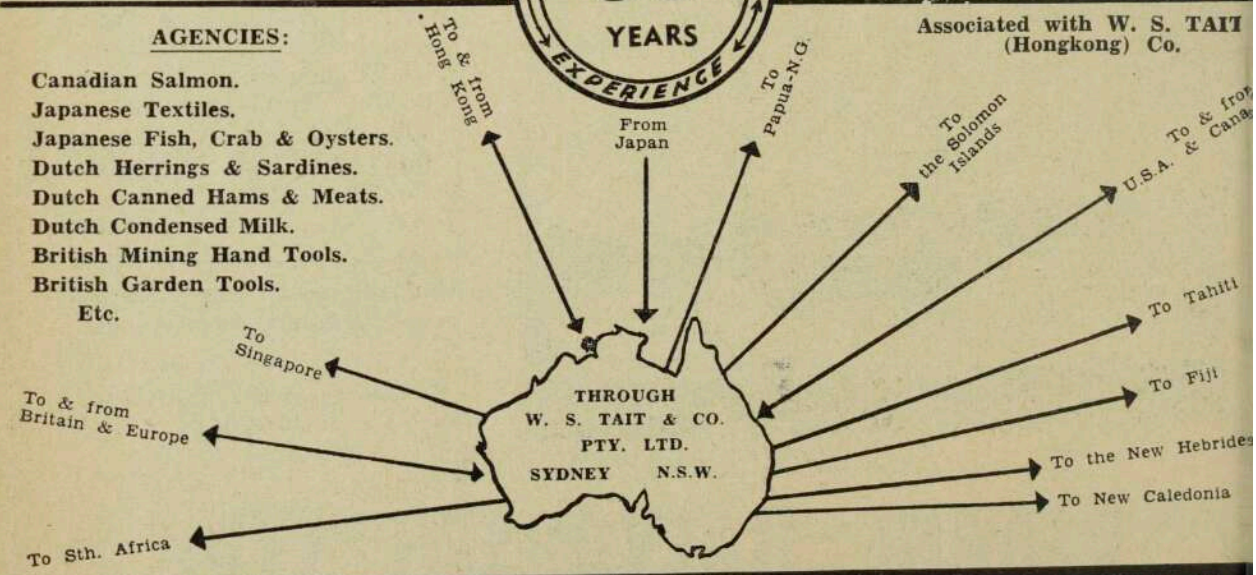
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SERVICE ↔ EFFICIENCY ↔ EXPERIENCE

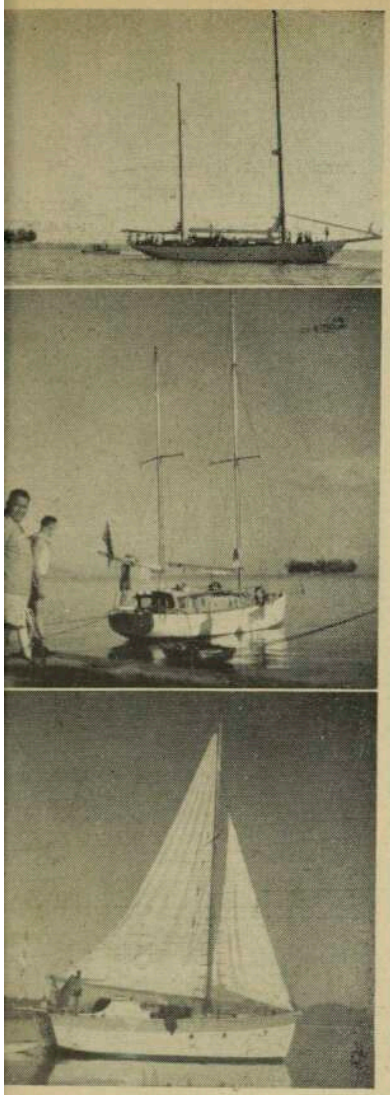
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Etc.



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op to bottom: "Novia del Mar", scratch in the Los Angeles-Papeete Race, on val at Papeete July 7. The Auckland yacht pe" at Papeete. The yacht earlier sailed the Auckland-Suva Race. "Manu Moana" New Zealand—not beautiful, but she gets nd!

—Photos by Oscar Nordman.

lasian Agents for New Guinea stralia Line, and China Naviga- n Co., etc.

spokesman for the company d in Sydney early August: "We prepared to act as agents for nds traders and look after their os while they are here."

he company will be able to ange for necessary services in ney, Melbourne and Brisbane. also has agents in Hong Kong.

BADDELEY LAUNCHED

he first and smaller of two re- cements of *Southern Cross VII*, *ddeley*, was launched from the d of Ballina Slipway & Engineer- Co. Ballina, N.S.W., on July 11. christening was performed by Mrs. Harold Venn-Brown, wife of a prominent Sydney mission worker.

Baddeley, a single-screw vessel powered with a 76 h.p. Gardner diesel, measures 52 ft. x 16.25 ft. x 7.25 ft. Registered in Sydney the vessel has a gross tonnage of 42.57 and a registered tonnage of 33.09 tons. She has no passenger accommodation.

It was anticipated that *Baddeley* would be completed in time to clear Ballina for Honiara on August 15, under command of Captain George E. Langley. At her Solomons base command of the vessel will probably be taken over by a local skipper. She will be used for Melanesian Mission work in Solomons-New Hebrides.

Tenders for the second vessel, to be named *Southern Cross*, were advertised in Australia and New Zealand. These have now closed and the contract will be allotted in the near future. This vessel will have passenger accommodation and will measure about 87 ft. overall by about 21 ft. beam. Both vessels will carry a certain amount of sail.

TOIL AND TROUBLE FOR *CHARLOTTE D.*

A. B. Donald & Co.'s *Charlotte Donald*, which returned to the Cooks in March after an extensive refit in Auckland, suffered a fractured engine bed-plate during a Southern Group voyage in June. She completed the voyage on one motor. Spare parts went north per

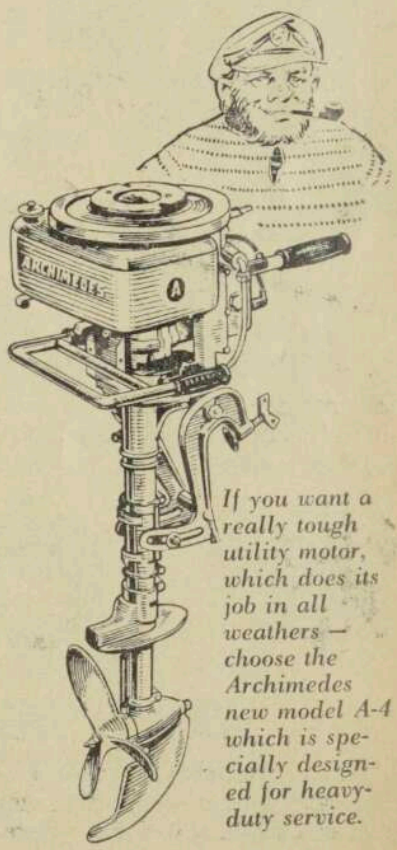
ARCHIMEDES NEW A4

—a sturdy son of the sea

The Archimedes 4 h.p. model A-4, 16 3/4 cu.in. (275 c.c.), is a motor of exceptionally robust construction and particularly low revs — the crankshaft has a speed of 1,400 r.p.m. The 3-blade ***bronze*** propeller, running at 800 r.p.m. only, has a diameter of no less than 14 11/64" (360 mm). It is a motor with real drive —and economical, too.

A-4 is completely reversible. It is provided with a throttle for trolling speed, underwater exhaust, well-balanced carrying grips, is extremely easy-starting and pleasant to operate.

Archimedes outboard motors are available in 8 different models ranging from 2 to 10–12 h.p. — all of them designed for continuous run at full load.



If you want a really tough utility motor, which does its job in all weathers — choose the Archimedes new model A-4 which is specially designed for heavy-duty service.

ARCHIMEDES

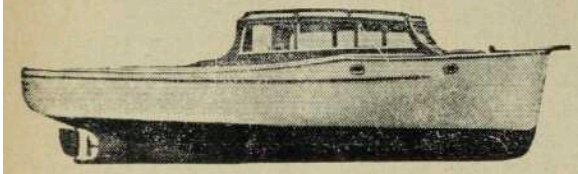
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KOPSENS FOR MARINE EQUIPMENT

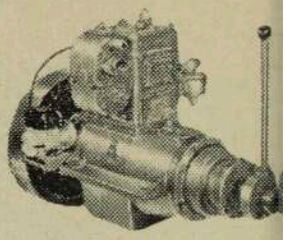


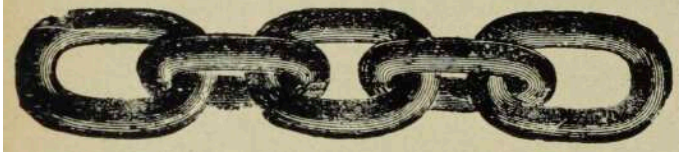
KOPSEN CABIN LAUNCH

A new model heavy duty 22 ft. and 25 ft. Cabin Launch for Copra carrying. Just produced powered with Simplex petrol or Bolinder or Petterdiesel engines. The finest boats made in Sydney.

SIMPLEX ENGINES

The ideal engines for use in the Tropics. 3 H.P. to 20 H.P. with built-in reverse and every marine feature. Simplex heavy duty engines are ideal for work boats or pleasure boats. Easy starting, sweet running and economical. Simplex are fully guaranteed.



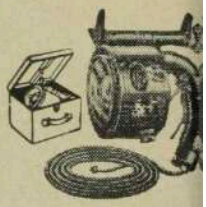


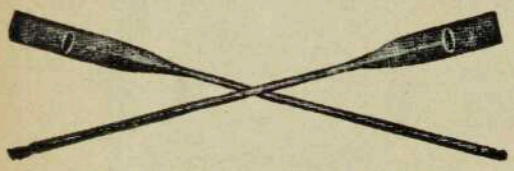
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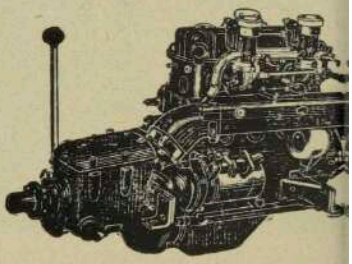


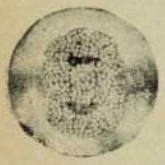
PIONEER ASH OARS

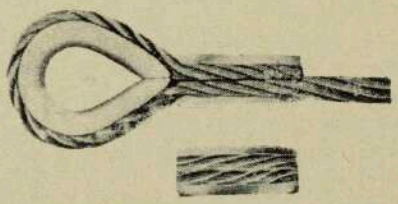
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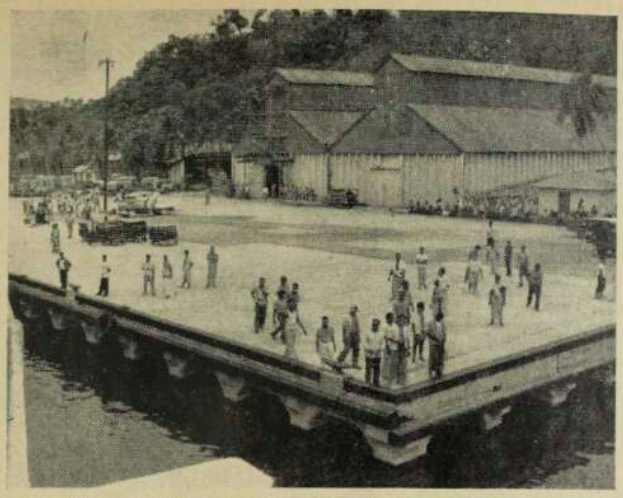
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ilias & Co., 7/8 Bury Court
e, Bury Court, London, EC3,
him.



The fine new wharf at Pago Pago, American Samoa, commenced July, 1954, completed May, 1956. Length 459 ft., width 53 ft. RF concrete piles, and 8 inch RF concrete decking. Depth of water alongside, 32 ft. at low tide. Mr. Elmer Wilson, PWD Director, gets credit for design and carrying the job through.
Photo: Pan American Prints.

EXIT THE ITALIANS

The sinking of the *Vasu* north of Tonga in June wrote off the second of the two Italian-built wooden vessels to be brought to the South Pacific trade since the war. Both sank under similar circumstances on the high seas and with little warning, and by a strange coincidence both sank on June 13. (*Vasu* on June 14 by Suva date—but the vessel was in West longitude with the date June 13.)

A Suva report last month that the vessels were sister-ships was not correct.

Vasu, 299 tons, arrived at Auckland from the Mediterranean in May 1953, as the *Ada*. In August of

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that year she was given the Fiji name of *Vasu*.

The other vessel, originally named *San Michele*, 407 tons, was renamed *Nukalau* before her delivery, and she arrived at Suva in January, 1954. In June of that same year, bound from Coff's Harbour, NSW, for Wellington, NZ, with a cargo of sleepers and poles, she suddenly sprang a serious leak in heavy weather and the crew barely got clear before the vessel sank.

It was then stated that these vessels had a weakness in their fastenings and *Vasu* was tipped to some day take a similar plunge. However, *Vasu* underwent critical survey and was passed as sound.

She has voyaged widely throughout the Pacific from Auckland to Fanning Island and been through previous heavy weather.

A Suva statement announcing that a formal inquiry will follow the preliminary hearing in Suva in July, said that the sinking was directly attributed to choking of the ship's pumps, but there was no indication of the cause of the serious leak.

The vessel foundered rapidly, illustrating again the necessity of a continuous radio watch. Suva Post Office station intercepted the high-frequency R/T distress call which came at a time when watch was being maintained.

In mid-July navigational warnings were being broadcast in respect of floating drums, cargo from the *Vasu*, in the vicinity of 15 degrees 10 minutes South, 177 degrees West.

VASU REPLACED

BP's lost no time in replacing the *Vasu*. Shipping Manager Simpson flew to New Zealand and it was announced in mid-July that the company had purchased the elderly 248-ton iron twin-scr motor vessel *Nikau* from the Nort ern Shipping Co. of Auckland.

Originally a steamer and a p senger carrier on the Cook Str run, *Nikau* was launched Glasgow in 1909. She has capacity of about 240 tons general cargo and is powered Polar Atlas diesels. She will

CAPTAIN W. L. KENNEDY

(Established 1931)

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STEEL TWIN DIESEL MOTOR VESSEL, built 1936, engines aft, 140 tons dwt., well maintained, in Survey and working. £18,750.

STEAM TUG, built 1946, Lloyds Class, I.H.P. 1,150. £50,000.

AUXILIARY CARGO KETCH, 75 ft. x 20 ft. x 7 ft. 6 in., about 100 tons dwt., cubic capacity 3,997 cu. ft., Gardner Marine diesel aft, large hatch/hold. Hull, machinery and sails recently overhauled, complete with 12 ft. dinghy and 18 ft. diesel-powered workboat. £8,000.

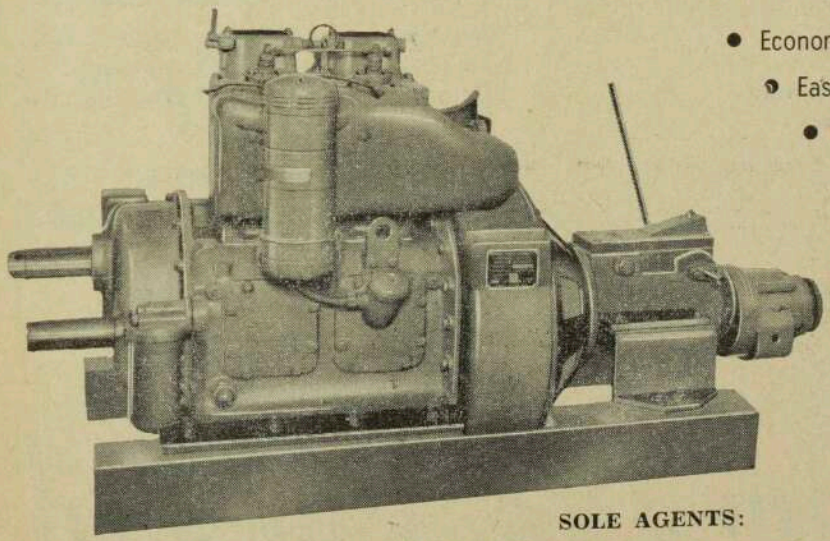
NEW 50 ft. x 16 ft. x 4 ft. 6 in. cargo hull, excellently built, accommodation aft, mast, derrick, etc., ready for installation of engine, £6,500, or builder will finish to buyer's requirements complete with 6LW Gardner Marine diesel for about £9,000.

WORK LAUNCH, 43 ft. x 13 ft. 4 in. x 4 ft. 6 in., sheathed, 100 h.p. Perkins Marine diesel, 2/1 reduction, strongly built. £3,100.

We shall be pleased to obtain independent Surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

ARMSTRONG — VENTURA

Marine Diesel Engine



- Economical running.
- Easy installation.
- Light weight.
- Compact design
- Easy starting
- 20 H.P. 1500 R.P.M.
- 2:1 Reduction.
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ngaged in the Fiji inter-island ade mainly, freeing the recently quired *Zephyr II* for BP's Shell l Co. agency commitments in e Fiji-Tonga-Samoa area. *Nikau* understood to be smaller than sired, but she was the most itable of the very few second- nd vessels immediately available the South West Pacific area. her vessels considered included *binda*, 659 tons gross, but she s too large to be handled by ji's available slipway facilities.

Nikau was purchased from chor Shipping & Foundry Co. of lson, original owners, in 1954 by wi Shipping Co. of Auckland, and gistered in Vila, NH. This com- ny included some senior share- lders in South Pacific Shipping , of Suva, former owners of *kalau*, and it was thought that *kau* would enter the Islands mp trade. However she re- ined on the New Zealand coast. *Nikau* cleared Auckland for Suva July 21 under command of Cap- n W. F. Darling, late of *Vasu*, ptain A. Prosser of Auckland as te, and the rest of the crew flown m Suva.

ON'T KNOW WHERE, DON'T KNOW WHEN

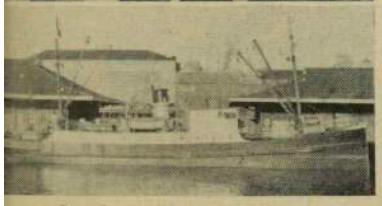
Burns Philp's new *Montoro II*, 00 tons, which was ordered from Norwegian yard about a year ago, y reach Sydney at the end of this ar.

On the other hand, it may be xt year.

Nor does BP's shipping manager Sydney know what service she l enter, either.

The first *Montoro*, built 1910, was ll known on New Guinea-Sydney service between wars and for a short time after War II.)





pper: Captain Taviti Fifita, Mate P. Taua- , and radio operator-purser V. Ha'angana Tonga Copra Board's "A'oniu", which com- ed refit in Auckland.
ower: Burns Philp (SS) Co.'s latest isition, "Nikau", prior to departure from kland. The funnel was later given the BP uer-board marking. The late owner's ur-scheme with dark green hull was almost tical to the BP Fiji colour-scheme.
Photos: J. P. Shortall.

A'ONIU REJUVENATED

Tonga Copra Board's Suva-built 125-ton ketch *A'oniu* cleared Auckland for Nukualofa on July 21 after a false start July 20, and after an expensive annual refit.

Under Captain T. Fifita the vessel had arrived April 25. It was found desirable to replace the keelson, and this involved six weeks wait for a 72 ft. hardwood log from Australia. In addition to a general overhaul the ketch was fitted with a complete new suit of sails. Reported for sale a couple of years ago, it is assumed that the ketch will be kept in service until the arrival of the new *A'oniu* now building in Holland and due for delivery late 1957. That vessel will have a cubic cargo capacity of 700 tons.

TUTUBA, IT IS

Mr. Roy Gubbay's threatened name change of his February purchase, *Vila Star*, has been put into effect.

VS now becomes *Tutuba*, named for a small island off Santo.

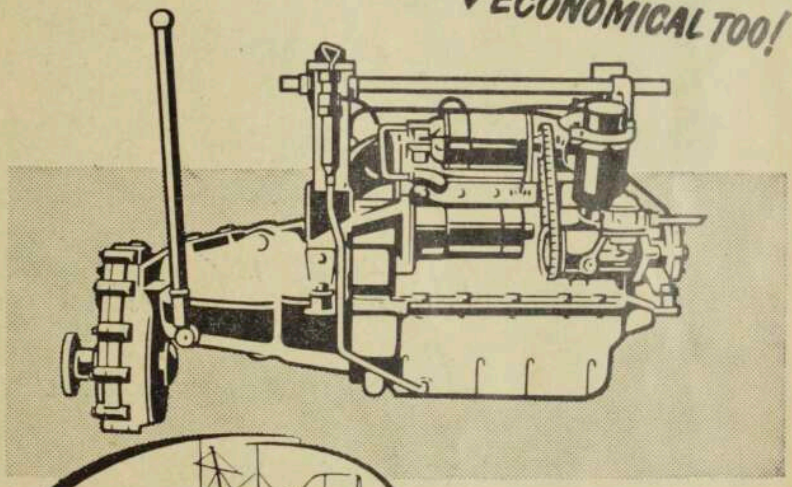
Tutuba was expected in Sydney from NH early August.

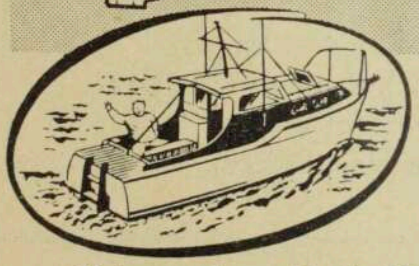
STILL ON LAU REEF

Fast on a reef at Ongea Driti, Southern Lau, since October 13 last, the Japanese fishing vessel *Miye*

(Continued on Page 101)

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ıe Buyers Call the Tune

JNILEVER LEADS IN DEMAND FOR BETTER COPRA AND STRICTER GRADING

The delegates from 20 countries who gathered in Lucerne, in June, for the 34th Annual Congress of the International Association of Seed Crushers, heard a valuable address by Mr. H. D. Howard, who early this year made a comprehensive tour of all copra-producing areas, including those in the Pacific. What Mr. Howard had to say, and what Congress resolved through a special committee on copra set up subsequently, is of vital concern to all copra planters. Whatever may be the opinion on seed-crushers in general, they are the purchasers of your product and as such, what they require in the way of quality must be your yardstick also.

The following is the text of Mr. Howard's address:

WILL confine myself at the moment to describing some of the present methods of copra duction, and concentrate on the n object of my tour, namely, rovement in the quality of copra ıg shipped.

question so often asked is— at do you mean by quality of ra?

ne immediately starts to talk ıt cleanliness, snap, water lines. but surely the answer must be the quantity, F.F.A. content and colour of the resulting crude oil. This, after all, is the main object for which we buy copra; and therefore the laboratory must determine why one parcel is superior to another, irrespective of appearance.

Fortunately, nature is rather co-operative in this case and, although not able to provide direct answers, can indicate (a) Oil Content by thickness of pieces and ease of oil expression, (b) F.F.A. content by mould, general deterioration and by size of pieces (large pieces being much lower in F.F.A. than particles of copra dust) and (c) colour by degree of burning, overheating and again general deterioration.

Immature copra is usually low in oil content and difficult to mill but can always be detected by its rubbery nature and shrivelled rind.

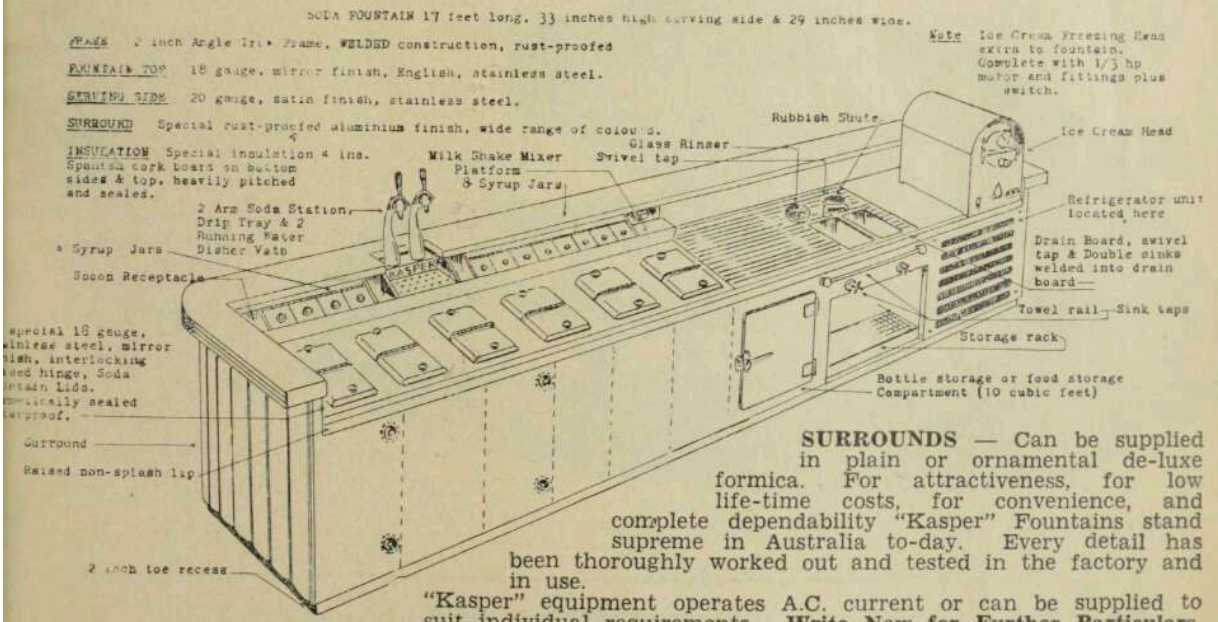
Moisture content, although important to the crusher from the point of view of loss of weight during processing, is far more important at the time of storage prior to shipment. Whether copra is shipped at 12 per cent. or 6 per cent. moisture it usually arrives in the UK at about 4 per cent. or 5 per cent., but due to evaporation and consequent heating in storage and in transit, the F.F.A. content rises appreciably. From a quality-of-oil viewpoint, F.F.A. at time of arrival is far more important than moisture content.

IT is certainly true to say that moisture is the biggest factor in quality of copra and that under-drying is the main cause of deterioration and mould, with the accompanying high F.F.A. and infestation.

Taken in the logical sequence: When a nut is split, with or with-

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out husk, the meat is exposed to the atmosphere and bacterial action commences. It is most important to ensure that the meat is subjected to heat within four hours of exposure, in order to dry off the surface moisture and so arrest this action.

If sun-drying, the sun must be present. This seems obvious, but so often this form of drying is purely exposure to the atmosphere.

If kiln-drying, the kiln should be warm so that drying commences immediately.

The rate of drying is also important. Sun-drying cannot really be hurried but kiln-drying can, and it is a common fault to overfire, causing burning or case-hardening to take place. In the latter case the remaining moisture is usually sealed inside the copra which, when broken, may snap, due to the hard exterior; but, on standing, softens as the moisture percolates through. This is often mistakenly referred to as "taking in moisture" and considered unavoidable in humid climates.

The final step is to see that the moisture content is reduced to about 6 per cent. With controlled drying a good product should result and, if stored and shipped under reasonable conditions, it will arrive at its destination with very little deterioration.

THE problem now arises of how to get the producer to make better quality:

- *By educating the smallholder, and in many cases the estate owners, in the need for such a product, and how it can be achieved.*
- *By introducing a firm system of grading whereby the copr produced is classified into o of a maximum or four grad Not just "FMS," "HAD" "Smoke dried," which are ve loose terms and to-day do n indicate the true mode of dr ing. In general, it does n matter by which method cop*

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is produced, providing the quality conforms to certain standards.

- *By instituting price differentials based on the true value of the product, such as saving in refining costs, etc. These would obviously not all be in one direction and penalties must be expected for low grades as well as premiums for the high. Basic prices will, of course, fluctuate, but the differentials could possibly be based on a percentage.*

There is little doubt that if all ducers in the Philippines, for mple, installed hot air kilns, the lity of copra from this area uld be substantially improved ause smoking would be elimin- d and the drying would be in- endent of so-called "sunny iods."

his is long-term thinking, but o feel that 50 per cent. of the rovement can be achieved solely the producer knowing what the cessor wants, why he wants it t way and, in the case of the llholder, education as to how se results can be achieved. I gest the following as examples the latter:—

Avoid using immature nuts.

Avoid splitting the nuts until ready for drying.

Apply heat within four hours of splitting.

Avoid drying too quickly, but ensure that the copra is dried down to about 6 per cent. moisture.

Avoid cutting meat into small pieces. If the nut is split whole and meat gouged out for drying, a knife with a curved blade should be used in preference to one with a flat blade. This ensures that the meat is removed whole or at least in large pieces.

If the meat is cut in the field and transported to a central drier, the bags, when filled, should not be rammed. Much damage is done by ramming both at this stage and when the dried copra is rebagged prior to storage. (The ironical part is that all this breaking up is purely for domestic convenience as the copra is finally shipped in bulk).

Lastly, when using open driers, burn shell only instead of a combination of shell, husk, wood, etc.

hink you will readily agree that of these actions would appear volve the producer in any great tal expenditure, and that any will certainly assist in the ufacture of better copra.

hen considering Hot Air Kilns s wrong to think only of an orate model costing £3,000- 0, whereas a smaller, locally- tructed unit, using oil drums he fire box and heating chamber, would be adequate for the average smallholder.

It is also a mistake to look upon a particular type of kiln as a panacea. Although most desirable, it must be borne in mind that they, too, depend upon the human element.

Whether a unit costs £30 or £3,000, it is still the man who stokes the fire and, where necessary, turns the copra, who determines whether a good product will be produced. By this I mean that we should not lose sight of the smaller points and look upon better quality as something that can only be achieved by spending a fortune.

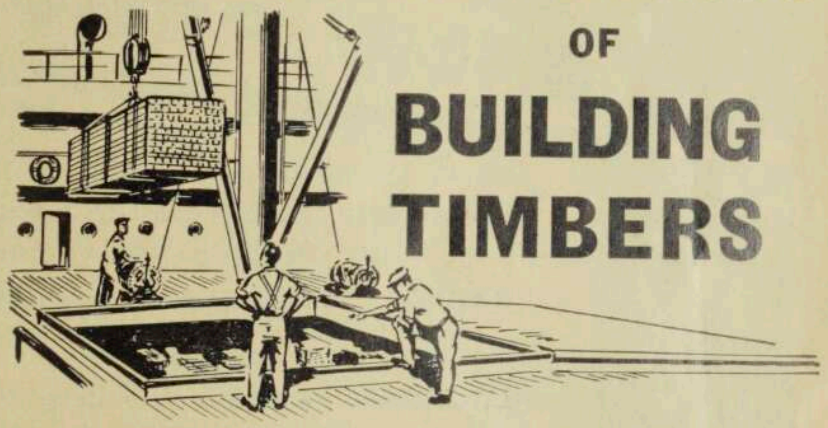
I offer the following summary to cover 5 main factors:

(1) *The gradual raising of the standard of cultivation, selection and cutting.*

This is definitely a matter of education—replanting, selection of mother palms to provide the seedlings, correct use of fertilisers and the attention given to keeping the plantation clean and free from undergrowth.

During my tour, I was able to visit a number of villages, in the company of members of local Departments of Agriculture, and to explain to the villagers how important it was for them to look after their plantations and to keep down the undergrowth. I pointed out that they could substantially increase their yield of nuts solely by being able to find all that had

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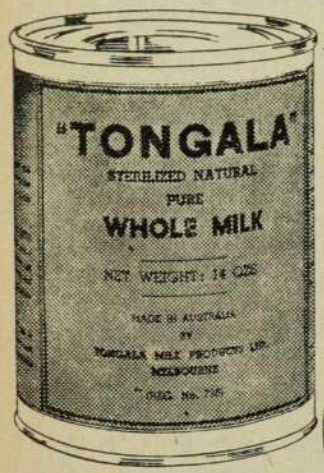
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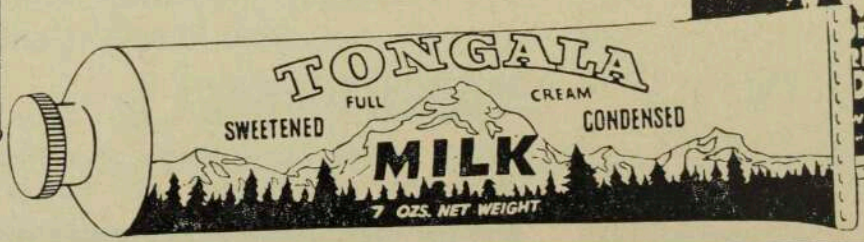
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llen instead of just a small per-ntage.

One can make a strong point by phasising that the planter is ing whenever he picks immature ts, because the meat is not com-tely formed and he will be nding the same amount of time d money producing a smaller antity of copra.

This is generally accepted as dom but when prices are high re is a tendency in some areas cut down everything but the m, and in areas where hurri-es or heavy winds are experi-ed it is a great temptation, metimes essential, to use the maturely-fallen nuts in the nufacture of copra.

feel that proper grading is the y effective way of dealing with problem, e.g., "Grades 1 and 2 st be free from copra made from nature nuts."

egarding cutting of the nuts, it ifficult to change tradition over-t but where possible the nuts uld be husked and split only n ready for drying. Where it is ssary to split whole nuts in the l, a curved knife should be used extracting the meat.

The adoption of efficient drying apparatus and methods.

s previously indicated, the hod of production should be en to suit local conditions, e.g., drying in areas having days of roken sunshine. In general, however, the Hot-Air Kilns and Ceylon-type driers are to be preferred, being comparatively independent of climatic conditions.

Hot Air Kilns should certainly not be looked upon as being out of the reach of the smallholder. Many designs discussed throughout my tour were adequately suited to the man producing up to 45-50 tons a year.

(3) *The elimination of pests.*

These, of course, appear on the plantation and in the prepared copra, but I will elaborate on the former in my subsequent report and just mention the pests found in the copra.

Although sometimes disputed during my tour, I am firmly convinced that the copra beetle and other forms of infestation are only attracted by raw coconut and partly dried copra in various stages of deterioration. Copra dried down to 6 per cent. moisture soon after splitting, and therefore free from mould, appears to present no attractions to the insects (this is also true of heavily-smoked copra). To me this indicates that if we reach the stage where dry, clean copra is being produced, I am certain that, providing the storage conditions are suitable, the copra will arrive at its destination free, or comparatively free, from insect infestation.

(4) *Rewards for the efficient and penalties for the inefficient.*

This I have covered in my remarks about grading and incentives and if we are at all desirous of this improved quality, I feel that systems of grading and worthwhile price differentials must be given serious consideration.

(5) *Realisation by producers, shippers and transporters that the quality of copra can suffer badly as a result of inefficiency or neglect and that steps must be taken to educate all those concerned accordingly.*

I hope that during my recent tour of the producing areas I was able to make a few producers and exporters aware of how good material can be ruined by inefficiency and neglect, and now I have the opportunity of also addressing those responsible for the transportation of this material.

To these latter I say when poor material is loaded you obviously

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start at a disadvantage but when the material is sound it is your responsibility to see that it remains in that condition throughout its voyage.

The dust problem, in particular in connection with Indonesian copra, has been mentioned. During my short stay in Djakarta, I was able to discuss this question with Jojasan Kopra and to lodge complaints on our members' behalf. The reason given out there was that certain shipping lines were operating mechanical trimming apparatus and that this was causing the copra to be badly broken. Photographs of various shipments certainly showed the heavy dust concentrations where this equipment was used.

This is most likely to be a question of re-concentration of dust already existing in the copra, but it is obvious that in unskilled hands this apparatus could be responsible for the break-up of the product and so lead to further deterioration during shipment. Transporters must surely join with other members of the industry in appreciating that this commodity is, in the main, destined to be processed into edible products and so do all in their power to preserve its quality during shipment.

THE leader of a recent trade delegation said to me: Do your people in Europe really want better quality? When we were over there the general attitude was: "We know that you produce some of the finest copra in the world but we are so advanced in our techniques that we are quite content to receive the cheapest grades available." You can imagine how surprised this gentleman was when I arrive carrying a banner with "Bette quality for Europe."

Let's face it. Our techniques ar good; but, in general, the high F.F.A., darker colour and infesta tion associated with poor quali all cost money to rectify, and whe

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"Valiant."

"H'm. Plenty of character I'd say . . . Don't mind if I do have another!"

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ible products are concerned we ust insist on receiving our raw aterials in such a condition that ality deterioration is minimised. To conclude, the governments d local chiefs in the Pacific are terested in supplying us with the pe of copra we require and are lling to receive advice on grad- g and to submit samples of copra evaluation. They are also keen have advice on improved methods drying and to co-operate where ssible.

UE largely to a period of de- pression in the 1930's the planters are very concerned ut the future of copra and have t replanted, to any great extent, ensure adequate supplies for the rs to come. They are thinking

. Howard's answer to Fiji copra nter, page 97; Fiji MLC Says ere is "Nothing to Fear," Page 99.

re in terms of secondary crops case the price of copra again ps below their production costs. do feel that now is the time meet the planters on these ques- ns, through their Copra Boards similar organisations, and as far possible to encourage them to all their efforts into the copra ustry.

o one can possibly predict, with certainty, what the future de- nds for any one oilseed may be. if in any way we are able to icate a comparatively stablised rket, I feel that planters will be ouraged to plough back more the industry and to lose the tude of "getting out when the rket collapses again."

s you have said, Mr. Chairman, t is needed is co-operation by concerned and, where necesary, rdination of effort. We hope, instance, that the F.A.O. will able to help at the research end.

Quality and Grading

ATER in the Congress, a special committee submitted the fol- lowing four resolutions, which e adopted unanimously:

Having regard to the advant- of pooling knowledge and ex- ence and of co-ordinating in- igational work—

ecommend that everything uld be done to encourage co- ration between Official and mercial Bodies interested in ing the standard of copra pro- tion, with particular regard to following problems:

) Provision of increased avail- ity of good quality copra.

) Design, provision and utilisa- of efficient driers.

) Education of smallholders the practicability of communal ng in certain areas.

(d) Control of pests both in the field and during storage.

(e) Improvement in methods of cropping, production, storage and transit.

(f) Improvement in marketing conditions calculated to encourage the production and supply of high-grade copra.

2. Being aware of the desirability of marketing copra under well-defined standard grades and at differentials which will encourage the producer to improve quality and meet the requirements of the market—

Recommend that the sub-committee of the Consultative Committee of the Association dealing with quality stipulations be requested to investigate, in co-operation with the appropriate trade bodies, the possibility of evolving a standard system of grading which will command wide support and enable price differentials to be established which will encourage the producer and raise the general level of quality.

3. Regret to note reports of high dust content in copra shipments compared with pre-war experience, and consequent deterioration in quality and increased processing costs—

Urge that exporters, shippers and marketing bodies be invited to do all in their power to improve the

(Continued on Page 97)



Agents : **PAPUA :** The B.N.G. Trading Co. Ltd., Port Moresby.
NEW GUINEA : Burns Philp (New Guinea) Ltd., Rabaul, Lae, Madang and Kavieng.
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RAZY WEATHER

It's Sunspots, not Atom Bombs

LMOST all over the world—
certainly throughout the Pacific,
Australia and New Zealand—
e climate seems to have gone
aywire" over the past year or so,
d atom bombs are getting the
ame, almost certainly wrongly.

Atom bombs make a better story
an sunspots in the popular press,
t quite recently a panel of
entists gave it as their firm
nion that atom bomb explosions
ld have nothing more than a
y local effect on the weather,
ereas it has long been known
t radiation from the sun, which
ncides with sunspot activity, has
definite effect on climate.

ong range forecasters, such as
late Inigo Jones, of Brisbane,
d his successor, base their pre-
tions on past weather cycles, and
se cycles coincide with regular
spot cycles.

t the present time the sunspot
le is approaching its maximum,
ich should coincide with the In-
national Geophysical "Year"—
18 months period commencing
y, 1957.

o for the next couple of years,
ther conditions should continue disturbed, while radio reception, except for intermittent black-outs, should generally improve in the higher-frequency short-wave bands which are of particular interest to Island listeners away from local broadcasting stations.

According to Swiss observatory figures, the daily average of sunspots in June, 1956, was 116.7, and the predicted daily numbers for the remainder of this year are July, 138; August, 146; September, 152; October, 157; November, 162; and December 165.

There may be more crazy weather ahead for the next three years with an increase in the frequency of hurricanes not unlikely.

After that, weather conditions might return to "normal"—whatever that is—until the next sunspot peak in 11¼ years time. Meanwhile, don't blame the bombs—but prepare for hurricanes.

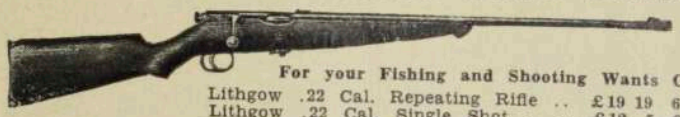
Dr. Goto Reports on NG Coffee

A COMPREHENSIVE report on observations and recommendations on coffee growing in the New Guinea Highlands has been issued to his sponsors by Professor Y. B. Goto, world authority on coffee culture.

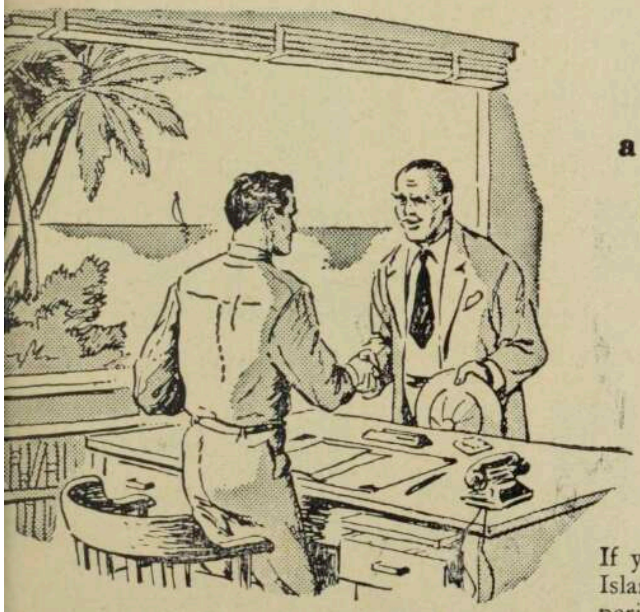
Professor Goto is Director of the Hawaii Agricultural Extension Service of the University of Hawaii. His tour of the NG Highlands early this year was arranged by Mr. R. A. Colyer, of Sydney, and sponsored by the Bank of New South Wales, the Commonwealth Bank, Colyer Watson Pty. Ltd., A. H. Bunting Ltd., and the Highlands Farmers and Settlers' Assn.

Professor Goto has made a number of recommendations for the future of the industry, all of which were reported in the April issue of PIM.

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Echoes of Days of de Rochefort

ONE of the highest tribunals of France, the Conseil d'Etat, has recently disallowed a claim made by descendants of a French artilleryman who served in New Caledonia in the transportation days.

The descendants were claiming 7,000 hectares of land, owing, they claimed, to their ancestor.

In 1874, the Governor of NC made an inquiry into the escape of Henri de Rochefort and five companions. The artilleryman, though never ever having contact with de Rochefort, was nevertheless arrested.

His innocence was proved later and he claimed 300,000 francs damages—a princely sum at that time—or its equivalent in land.

He was offered a tract of Government land.

The descendants of this man are now claiming the land but the Minister of Overseas France claims that as the offer was never taken up when made in 1910, it is now null and void.

This decision was upheld by the Conseil d'Etat.

Henri de Rochefort was perhaps New Caledonia's most famous prisoner. He was deported to New Caledonia in 1873 for his activiities in the "Commune," and was lodged on the Ducos peninsula, now the Hansenide Sanatorium. He escaped from New Caledonia on board a British ship. He returned to France in 1880 after the amnesty.

---

† A party of botanists from Auckland University College spent a month at Raoul Island, Kermadecs, in June-July. Intending to remain on the island only a fortnight, the party was marooned due to the relief vessel suffering an engine breakdown. Many specimens we collected by the party.

† The short-wave broadcast stati at Honiara, BSIP, operating 5960 kc/s (50-34 metres), is no well received over a wide area the Western Pacific. There is transmission on Sunday; Wedne day, 0630-0800 GMT; other da 0700-0800 GMT.

The station also has an outlet the broadcast band on 1030 ko (291 metres).

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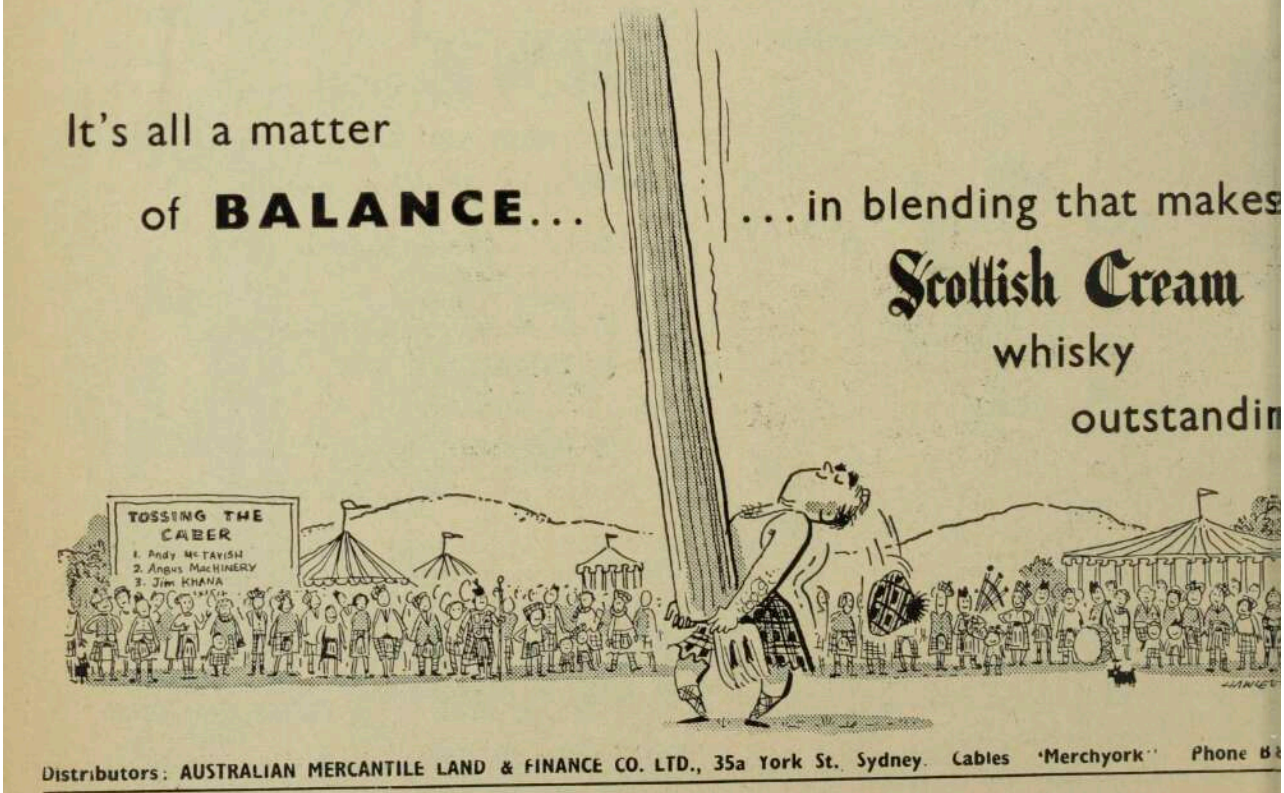
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Bahai Wedding in Honiara



The wedding of two young members of the hai community in the Solomons took place Honiara on June 16 when Ruhengiz genigi was married to John Beresford Mills. y were married at a civil ceremony at the . Central's office and later took part in a hai ceremony at the home of Mr. and Mrs. Blum, where a reception was held. The de was attractively dressed in a white sari mmed with gold. About 120 guests from all tions of the local population attended the eption.

Big Fish from Hebrides



his marlin was caught in New Hebrides ers by Mr. Pascal Michel, between Malekula Malo. It weighed 350 lb, uncleaned. oto by John Lum.)

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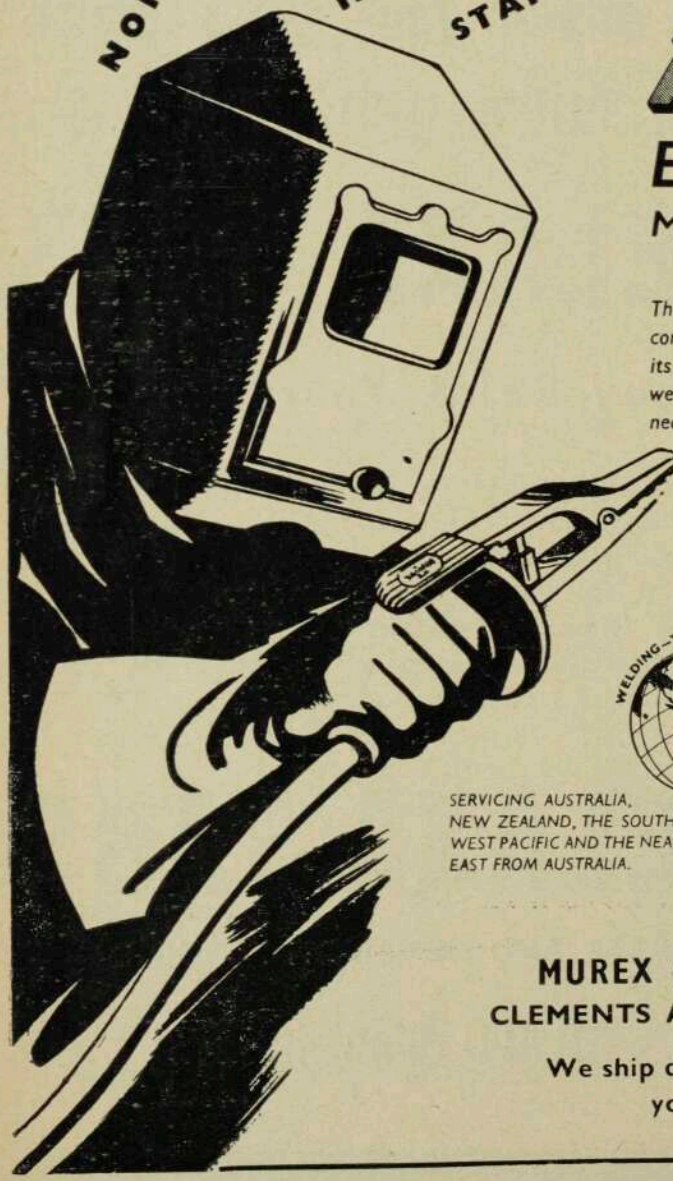
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MAGAZINE SECTION

Tropicalities

BOTTLING BLONDES

MRS. LILIAN MILLER, well-known pre-war resident of New Guinea, and wife of equally well-known Territorian Toby Miller, who is now a journalist on a North Queensland newspaper, has sent us this story, inspired by Tolala's comments on the "blonde" NG representative at the recent South Pacific Conference (PIM, June, page). Editorially, we are amazed at the cost of blonding, and presume it, at £6 per bottle, Mrs. Miller is not referring to common-or-garden peroxide.

Apropos to your par in the June PIM concerning the blonde Fuzzy Fuzzy, Lila Matalau, from Matupi, Rabaul, I am not surprised that Keith McCarthy's knowledge of the matter should be so limited. In the first place, he's a mere male and secondly the period to which I am referring but to refer was before Mr. McCarthy's entree to the Territory.

To be quite honest, I am and always have been a natural blonde and I have yet to meet the woman who, to keep her tresses up to the mark, has not had to resort to the "bottle," especially in the humid Territory climate where such aids are necessary to give madame her well-groomed look.

My two *meries*, Tsbasias and Nakolas, from Namatanai, and signed to me by the ever remembered Bill Townsend, at Rabaul, in (no date but pack drill), soon learned that peroxide had other uses than the British Pharmacopoeia specified. It was much more spacious and easier to handle than the glassy *kabang*. Women-like, the girls soon got out of as the demand for peroxide increased, store stocks dwindled and its use rapidly became dearer.

When I returned from a trip to Kerema it was as a platinum Blonde and I brought back a healthy supply of the beautifier. It was necessary to keep the commodity at an even and cool temperature and so it was stored in the Icy-ball—there were no refrigerators at Salamaua in those days. Imagine my astonishment one afternoon when I noticed "Bass" with an aura of shimmering silver dancing over her attractive face. On investigating, I discovered my treasured stock sadly depleted—and at £6 per bottle it was no joke.

To my knowledge, Bass and Makolas were the first two native women to use peroxide in the Territory.

Incidentally, this is an excerpt from my book that I am writing and hoping to have published next year.

FOUND—ONE SAMOAN WATERFALL

FOR a display of bureaucracy at its amusing best, a June announcement from Apia would be hard to beat.

PIM readers will recall that a year ago, writer Jack Thornton, in an article, drew attention to a waterfall depicted on the Western Samoan 3d. stamp as "Aleisa Falls." The writer found that, in actual fact, Alesia Falls are a mere trickle while the falls depicted on the stamp were of Niagaran proportions.

The Western Samoan Government seems to have taken note of the matter and put a researcher to work. One can imagine the weary months which that minion has spent in "giving the matter serious consideration." But now at last he comes up with the answer. The New Zealand Post Office Philatelic Bulletin for July announces that the Western Samoan Government has advised the New Zealand Government that the falls depicted are actually the Malifa Falls.

To reach this amazing conclusion took a year, though there could be no other possible falls that would fit the illustration. But doubtless the researcher plodded methodically through the Lands Department's list of Samoan Waterfalls, perhaps visiting each in turn and carefully crossing it off the list, until the great day of the visit to Malifa—within a few minutes of his Apia office.

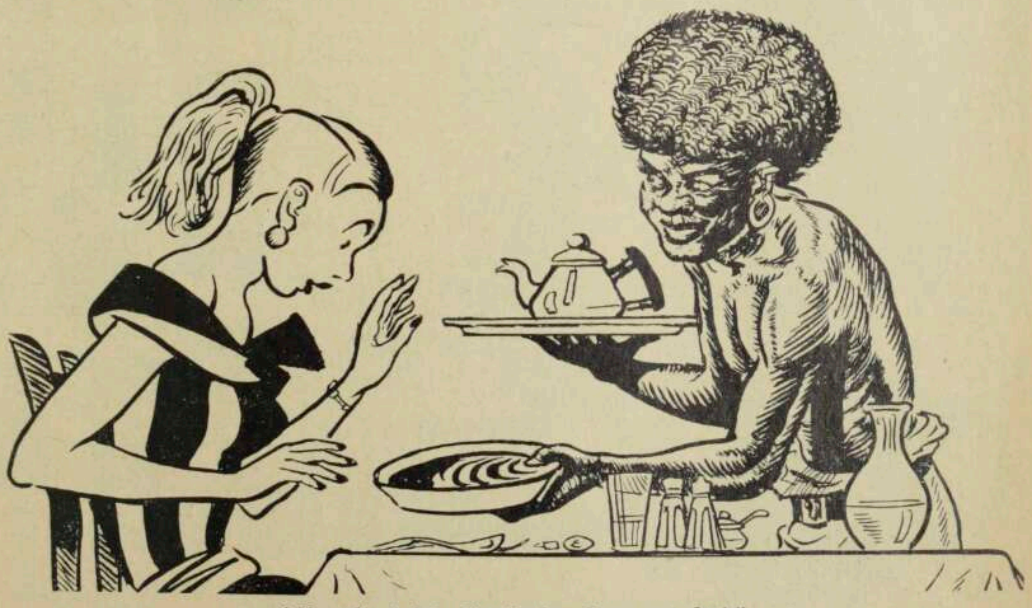
THAT VERSATILE COCONUT

THE new *Pacific Islands Year Book*, like its predecessors of recent years, carries an interesting diagram illustrating most of the many products of the coconut palm. But there is at least one application not depicted there.

Coconut husks, neatly cut in halves and with the inner shell removed, are currently selling in a big Auckland department store at 3/- per pair—and the label reads BUDGERIGAR NESTS.

Inquiry reveals that there is a

The Perils of Travel . . .



"He all right, Sinabada. Soup no hot."

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Love Tokens in a Hot Climate



Swathed in garlands of Tiare—according to our friend Oscar Nordman, the Love flowers of Tahiti—Miss Maadi Gobrait sets off on her journey from Papeete to France where she was the guest of the French Government at this years' Bastille Day celebrations. Although the giving of these garlands is a sign of affection and esteem, there is only one thing we can think of that would be more uncomfortable for a hot climate and that is a Davy Crockett hat.

If your island is so remote that you have never heard of Davy, or seen one of his hats —we'll tell you that Crockett was one of America's folk heroes; the Wild Frontier and all that. So tough a guy was he that he used to grin grizzly-bears into submission. He wore buckskins and a fur hat with a fox-tail hanging down the back. Last summer every little boy in Australia wore a Davy Crockett hat; mostly they were of fox fur, but there were some horrible tales of Junior cutting up mama's squirrel coat, or even mink. Just to look at these hats in mid-summer brought out a heat-rash, but the strange thing is that with the winter and its record 1956 cold, when a Davy Crockett hat—or even two or three in strategic places—would be a real comfort, not one fur hat is to be seen. Davy, as far as the young fry are concerned, has returned to the Wild Frontier.

brisk market throughout New Zealand and Australia among bird fanciers. The Auckland firm recently arranged with an importer to be supplied at 1/10 per pair.

ALL IN WITH YOUR TEA

SOUTH-BOUND for New Zealand, conversation amongst Maori passengers aboard the *Maui Pomare* turned to the relative merits of the several brands of canned meat available in the Islands and of the present cost of same.

"I eat *plenty*," said one young man from Titikaveka, "but my sister doesn't eat *any* meat now."

How come, the others wanted to know.

"Well, two years ago she opened a tin," he said, "then when she'd taken out about half there was a man's finger sticking up, with a gold ring on it, and the nail still on the finger."

"Did she sell the ring, or give it to the police, or what?" someone wanted to know, when the laughing had subsided.

"No," said the young man from Titikaveka, "she threw the tin very far away—and now she doesn't eat meat any more. Girls are real silly like that, aren't they?"

But if a certain cannery worker in New Zealand is interested, there's where the finger and ring now lie. —JPS.

A COAT—IF YOU OWN ONE

AS we have said before, *Cook Islands News*—the daily newssheet issued in Rarotonga—can be educational and very amusing. This is not so much because of what is said, as for what one imagines lies behind the cryptic messages it contains.

For example, when recently someone from "the Printing Office" advertised for an experienced housegirl, stipulating "knowledge of dishwashing essential," little experience of the Islands and little imagination are needed to conjure up the assorted kinds of anguish the advertiser must have suffered at the hands of inexperienced dishwashers in the past.

And educational! Through the columns of the *News* we now know what semi-formal means. In this case it was an advertisement for the Green and Gold Ball. Ladies: Evening dress. Men: Long-sleeved shirt with tie, *and coat if possible*.

That's succinct, leaves no room for doubt, and is based on a knowledge of human nature—that is, that women like to dress up and men do not.

It is a thousand pities that social leaders in other parts of the Pacific couldn't be equally as explicit—because formality dies mighty hard in some Islands. It is a fact that in places like Paris and London and New York one can get along with fewer, and more informal clothes than in some of the further flung parts of the British Empire. Formality is in direct ratio to heat. Far the colony in question happens to be Flung.

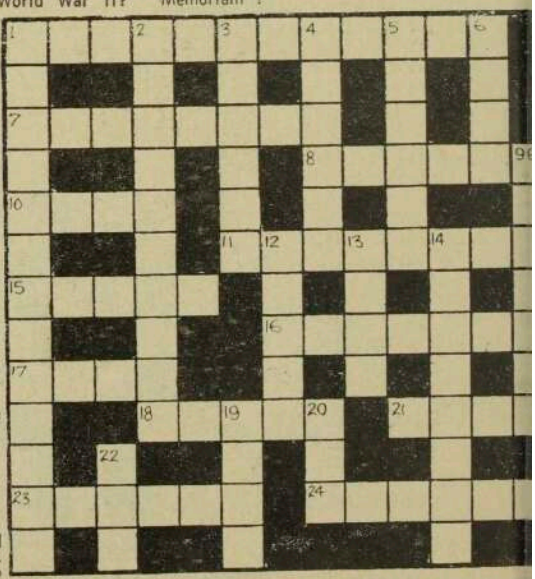
Except in the Cooks, of course, where everyone exists in a far more advanced state of democracy and comfort.

PIM CROSSQUIZ NO. 77

Solution on Page 88.

ACROSS

1.—Who is famous for his Prelude in C Sharp Minor?
7.—The first Director-General of the World Health Organisation was Dr. Brock ————?
8.—Who was Commander-in-Chief of the Australian military forces during World War II?
10.—The adherents of what Hindu philosophy continue for long periods in unnatural postures?
11.—Of which Athenian philosopher was Plato a pupil?
15.—Zsa Zsa Gabor played the part of Jane ———— in "Moulin Rouge"?
16.—What is the term for a word that has the same spelling as another but a different meaning?
17.—From what is tar derived?
18.—Who was the spirit in Shakespeare's "The Tempest"?
21.—What is the name for a member of the native race of Borneo?
23.—In whose honour is the 145 ft. column in Trafalgar Square erected?
24.—What is the surname of the actress married to Errol Flynn?



DOWN

1.—Who won the world heavyweight boxing championship from Jersey Joe Walcott?
2.—What was the name of the ship in R. L. Stevenson's "Treasure Island"?
3.—Of what group of islands is Angra the capital?
4.—What is the term for verse that has alternate short and long syllables?
5.—What is the capital of Canada?
6.—What is the name of the small flute used in military bands?
9.—What is the name of the veil worn by Moslem women in public?
12.—What fine clay is used largely in making paints?
13.—Which is the "eternal city"?
14.—Who wrote the beautiful poem "In Memoriam"?
19.—What island off the coast of Argyll is the ancient burial place of the Scottish kings?
20.—Who is the New Zealander who has become famous in the British Press for his political cartoons?
22.—What old cloth measure was equal to 1¼ yards?

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he Evidence was Circumstantial

ut Damning, He Thought

THE CASE OF THE BARE FOOTPRINT

By H. S. Faddy

HINGS were very grim for the men of the Returned Soldiers Dairy Settlement, in Fiji, during e Depression years. Butter prices ll to the all-time low of sixpence pound on the London Market, here most of our butter was sold. Fortunately, we had a small pro-cted local market, which gave us turn on our butter-fat. That abled us at least to eat, if not be clothed, so that most of the ne we went around in rags.

Boots were no trouble for we ver wore any (except on the rare casions when we went to town), the rainfall was heavy and con-uous, and the soil so churned up the cattle that we got more mud the boots than on the outside.

In these circumstances, my other and I, who were partners two adjoining farms, cast our es around for a profitable side-e, to augment our meagre in-me. In the end we cided to plant an perimental four-re plot of bananas, r which there was ready market, as anana shippers gularly toured our strict buying fruit.

My brother and I re also part-time anana Inspectors der Government, d we had to attend the banana selling tions twice a nth, acting as ad-dicators between e native growers, d the European yers.

By virtue of our sitions, we had nething of a "pull" th the shippers, d one of them dily offered us a ntract price, well ove the ordinary te.

A neighbouring nter offered us the cessary "Suckers," r the digging, so r enthusiasm xed high, and we rted to fence the ck.

We cut and hauled heavy bush timb-for corner posts, d in putting on e wire, we took od care to make it w-proof.

Making a fence cow-proof is no mean feat, for there are occasional cows, and generally the best milkers, which will go through the proverbial eye of a needle to get at rich pickings, and there is nothing more enticing than luscious banana shoots. What damage one cow can do in a night, is nobody's business.

We ploughed and cross-ploughed, and harrowed that loamy soil, until we got the fine tilth that we desired: then we planted the stools, and resting on our laurels, left the rest to Nature.

At that time we used mostly Indian labour. Originally, these labourers had been brought out to Fiji, under strict Indenture Terms, and time amongst the coolies was reckoned from the ships that they had arrived in, very much on the same principle as the English aristocracy points to the Norman Invasion as the date of their ennoblement.

If anyone enquired of an Indian how long he had been in Fiji, he would answer, "Well, Sahib, I arrived in the *Sutlei No. 2*," or some other ship, as the case might be; the earlier the ship, the greater the prestige of the individual.

Later on, however, the indenture system was scrapped in favour of free settlement—an old story that has no place here, except in that in their new freedom the inevitable agitators and know-alls emerged.

At the time of our banana experiment, a full-blown *Sadhu* from India mysteriously appeared, who in secret meetings all over the island, fomented racial hatreds, and urged the Indians to return to India, should their demands not be met. Things came to such a pass that thousands sold their holdings, and demanded repatriation from the Government.

We on the dairy farms got on very well with the Indians, and had no trouble securing milkmen, for the Indians recognised that we were hardly any better off than they were, and held no grudge against us.

AFTER some months our banana plantation began to flourish



. . . Grabbed hold of his foot and measured it with the grass-stem.

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like the "green bay tree" in the paddock in front of the house, and was the very apple of our eyes. Every night after dinner, it became my habit to prowl up and down the fence, with ears cocked, listening for any alien sound, and especially for the greedy munching of cows.

Then one morning, an Indian accompanied by his wife and children, came down from a neighbour's place up the river, where he had been employed as a milkman. He had evidently been bitten by the "Return to India" bug, and asked whether he could stay in our labour-lines, until such time as he got word about the sailing date of his ship. We gave him permission to stay as long as he liked, and the whole family went over the river to the barracks, and made themselves at home.

A couple of days later, I had occasion to go down to the shopping centre, by the transinsular road that formed one of the boundaries of our bananas. I was enjoying the goodly sight of the green canopy of the flaunting banana leaves, waving gently in the morning breeze, but all at once I saw a gap in the line of trees bordering the road, and crawled through the fence to see what had happened to them.

I was astonished when I got there, to see about ten trees absolutely flattened to the ground, as if a strong man had beaten them down with a club, and evidently a club studded with nails, as I could see the punctures in the stalks of the leaves.

I yelled out for my brother to come down, and we both looked around for any clues that would give a line on the perpetrator. Under the trees we had allowed the grass to grow unchecked, to conserve the moisture and keep the ground cool, and we could not see any tracks, except between the fence and the trees, where the grass had been trampled.

After awhile we gave up looking and talking about it, and went about our business. But the thing haunted us all day long, as it was so inexplicable.

Next morning after milking and breakfast, I strolled down to have another look, and to my astonishment, another dozen trees had suffered the same fate. This was too much of a good thing, so we went further afield, to see if the same thing had occurred elsewhere.

While doing this I came to a shallow drain, in the lower part of the paddock, and in the soft soil at the bottom, I saw the prints of bare feet, leading in amongst the bananas. Following them up the drain, I found that they broke off from the drain, and in the long grass there was evidence that someone had passed through towards the river, and in the direc-

(Continued on Page 93)

Scientific Research

Points Way

8-POINT PLAN FOR A HAPPY SEX LIFE

THERE you have it—the cover of the book that caused newspapers, organisations like the National Association of School Masters, and the churches to condemn it as a "danger to young people," when it was first published in Britain a few months ago.

And, as soon as the book reached Australia, it was serialised—with the original illustrations—in *People*, subsequently causing the newspaper company to be charged in the State of Victoria under one of the new laws relating to obscene literature.

The case came before the Court in July, the magistrate ruling that, within the meaning of the Act, *Love in the South Seas* was not obscene —but a "serious anthropological study."

So be it . . . if your anthropological studies drive you along this path, in very truth you may find as much gold in old favourites like Malinowski's *Sexual Life Of Savages* (about the Trobriand Islanders) or in the current publications of anthropological societies. The only difference is that you will have to delve deeper and, like it says in the American advts., *they* come to you in a plain cover.

The thing that offended the pure-in-heart most about Mr. Danielsson's scientific treatise was the cover (in glorious technicolour) and the naked-from-the-waist-up, pin-up girls inside, in plain black and white.

There seems no particular reason why a scientific book should not have posed photographs of this sort.

And no particular reason why it should, either.

A more accurate indication of the contents of the book would have been *Sex In French Oceania*, because, as the author goes out of his way to state, the abstract Western term, "love," has little relation to Polynesian sex practices.

The South Seas (for which read Tahiti) that Danielsson describes moreover, are just prior to the advent of the white man—say, about 175 years ago. This is a point that the eager-beaver looking for the purple patches is likely to miss if he does not read carefully from the beginning and then check up with Chapter 10, at the back, to see what changes have occurred since 1780, or thereabouts. It could be that your particular line of "scientific research" has been dropped altogether in the intervening years.



The cover that was said to be a "dan to young people".

Finally, in Chapter 11, we of West are urged to go Polynes in relation to our ideas about s and to make this thorny, if lightful path easier, the author I drawn up an eight-point p gramme. One of the Points c cerns the desirability of plura of wives. As a reviewer in *Times* Literary Supplement said "It is a measure of his persuasi ness that this looks rather m sensible at the end of his book th it would have looked at the ginning."

But for our money we think t Bengt still has his head in t great big beard of his. Imag any sane Sydneysider, for instan taking to himself as many as fi wives when the present price the lowly spud is 2/- per pou —JT.

(Cost of the book in Australia is 2 genuine scientific researchers — Union must be shown — may borrow it from R library, gratis.)

† The tenth and last of the series of American atomic bo tests took place in the Mars Islands on July 22. According Japanese scientists explosions t place on May 5, 21 and 28; June 26, and July 3, 9, 11, 21 and United States authorities repo only the first two, and the o clusion of the tests.

† A population census will t place in Tonga on the night of S tember 26-27 this year. There also be a census of the Cook Isla this year, the last being taken September 25, 1951.

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The Heathen Of Bora Bora

By Charles Brown Jr.

Few present generation Islanders read what were once the acknowledged classics of the Pacific—books by Stevenson, Melville, Becke, London and others. There probably is no good reason why they should: Fashions in literature change like fashions in everything else and what is good writing to one generation is tedious and boring to the next.

There are still some older residents of the Pacific who can remember Jack London and the cruise he made in the Snark—and the author of this story is one. He tells how London came to write his pre-World War I novel, "The Heathen."

T was by chance that Jack London learned from a young woman at Apia, Samoa, that Tehei, the hitian sailor on the *Snark*, had en a cook on the *Eimeo*, a trad- schooner owned by a Mr. xter, which was literally blown pieces in the Tuamotus during e terrible hurricane of 1906 that ept this dangerous archipelago d Tahiti.

Tehei and another Tahitian alone rvived to tell of the loss of the *neo*.

They had managed to catch hold a hatch-cover which, torn from e *Eimeo* by the wind, was blown ir way. For three days the two re in the water, one in and one t alternately, there being room only one man on the cover.

Their ordeal ended when they the coconut-fringed atoll of hanea above the sea and, by ving the ragged shirt that was t between them, attracted the ention of natives, who sent a oe out to them.

A week later, they were carried Tahiti by the French rescue iser.

Not one word of this experience d Tehei breathed to London—hei never talked about himself.

At Penduffryn Plantation, on adalcanal Island, in the "terrible" omons, where, surrounded by ourers and servants from the nibal and head-hunter tribes of laita Island, London lived and te for a time, he made the *neo* adventure the starting point his novel called *The Heathen*.

But he did not call his hero Tehei. named him Otoo, and said he s the "one heathen of Bora Bora." r did he take Tehei's fellow hitian as the companion of the tch-cover; instead, he created arley, a white adventurer, the t-person narrator of the story.

Otoo and Charley, according to ndon's story, met in the maw of urricane. They knitted the bonds their comradeship and ranged wide Pacific together, survived ee shipwrecks, and prospered m their business enterprises.

After 17 years of companionship, y parted in Savo Lagoon, in the omons—Otoo in the jaws of the rk that dragged him under the ter, after he prevented the 16-ft er from getting Charley.

Charley memorialised his brown ther in these words: "If Jehovah from His high place watching ry sparrow fall, not least in His gdom shall be Otoo, the one then of Bora Bora."

* * *

JACK LONDON met Tehei first in Uturoa Lagoon. The yacht *Snark* was anchored just off village of Uturoa, between the twin islands of Raiatea and Tahaa.

The tall youthful native, wearing a white-flowered crimson *pareu* and the brim of a pandanus-leaf hat shading his dark brown eyes, had beat up from leeward to the *Snark* in a reddish-brown coffin-shaped outrigger canoe that rocked appallingly beneath an impossible huge spritsail.

The dugout was no more than 14 ft long, 2 ft deep, and scarcely a foot wide.

But it was the spritsail which captured the attention of the young American standing in the *Snark's* cockpit. As if the hoist of the sail and the length of its boom were not sufficient, its builder had put an extraordinary large head on it, with a spar lashed to the canoe and projecting aft over the water. To this was made fast a sprit guy, the sail being held by the mainsheet and the peak by the guy to the sprit.

The cheerful-faced, wide awake islander lost no time in ingratiating himself with the white man. He presented him with a fish, a bundle of greens, and a basket of sweet potatoes. His honest, uncommercialised eyes beaming good-will for him, he would accept no price for what he gave.

London acknowledged the goodwill offerings and again his eyes ran over the outlandish craft.

"Well, I know one thing," he said to himself, "I don't leave Raiatea till I have a ride in that canoe."

He made signs that he wanted to do just that and Tehei's face lighted with pleasure.

"Come for a sail," London called down the companionway to his wife, Charmian. "But put on your swimming suit. It's going to be wet."

In brief time they were off, headed toward the coral rim of the vast, shining basin. It was full and away on a long tack, the "sailing machine" skimming over the brittle crests, like a flying-fish before a bonita. The wind increasing, they ran off before it with slacked sheets, the blue, foam-laced wavelets continually lapping over the canoe's freeboard which was but two and a half inches high, as Charmian London bailed furiously with a primitive wooden bailer.

Perched midway out on the outrigger, Jack supplied the weight to keep the canoe bottom-side down. In the puffs, the native climbed part way out on the outrigger, a large steering paddle clasped in both hands, the mainsheet held with his toes, and supplied the nerve. It seemed the canoe must capsize; but the steersman smiled assurance that they were in no danger. This *was* sailing, Jack told Charmian; the first real small-craft sailing they had had since coming to the South Seas.

"Ready about!" commanded Tehei.

Cautiously, crablike, Jack shifted his weight inboard, maintaining the precarious balance as the sail spilled wind.

"Hard a-lee!" shouted the native, and shot the canoe into the wind.

Jack sidled out to the opposite side of the water on a spar athwart the canoe, and they were full and away on the new tack.

"All right," cried the canoeman. He had used up his English vocabulary.

Returned to the *Snark* from the short trial ride, Tehei pointed northeast to the lofty emerald island over whose minarets and escarpments the trade-wind clouds were racing, two miles across the lagoon and, uttering one word, "Tahaa," renewed an invitation for the Londons to accompany him there.

Though the exhilaration of their ride was still upon them they hesitated. They had the letters given them on Tahiti to deliver and Uturoa residents to make acquaintance with. Still—the prospect drew the Londons like a magnet. "We'll go," they said, as their gaze completed the half-circle of seascape before them, and hastily shoving shoes, shirts, a pair of trousers, cigarettes, matches, and a book into a biscuit tin, they were in the canoe, and away.

The thrilling traverse ended at Tehei's white beach. Jack and Charmian, two youngsters on a lark, were received by Bihaura, Tehei's smiling wife, a "dark, wiry little vahine . . . in a limp black calico." She took them to a little bird-cage house of plaited bamboo and pandanus-leaf thatch.

Tehei and Bihaura proceeded to overwhelm them with hospitality. No limits were there to the hospitality. Nor was there any escaping it. It extended into the next day. At sunrise, Jack and Charmian went fishing with Tehei, baiting their hooks with the portions of live

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tentacles that he bit off the squirming squid on his long spear.

When they returned to Uturoa that evening in a cutter, it was to take the *Snark* to Tahaa the next morning and take aboard Tehei and Bihaura, who accompanied them to Bora Bora, 28 miles to the northwest. Bihaura owned a large two-story frame house there.

It was stone-fishing that attracted the Londons to Bora Bora. Come down from the ancient times, it was, generally, a successful way of fishing. It took place as an outing and to honour visitors to the island; and all the pleasure-loving Bora Borans joined in the hilarity.

The fish are driven through the lagoon by the fishermen standing in the bows of canoes repeatedly smiting the water with stones several pounds in weight and attached to short ropes. The canoes eventually form a circle, with an inner reef of coral as the far edge. Here stand women in a long row that extends far out into the lagoon, forming a barrier of legs to break any headlong flight of the fish.

When the canoe circle is small enough,, a canoe shoots out from the reef and pays out a long screen of coconut leaves for reinforcing the fence of legs. After which, the guest of honour leaps into the shallow water and impales the first fish on a spear. He is then followed by the rest of the party and usually there are thousands of fish caught, the trapped fish boiling up and over onto the reef.

This particular fish-drive was a failure, however. When the chief fisherman entered the crystalline water of the coral trap, there was not a fish to be seen. One in five of these drives fail; it was the luck of the Londons to draw the one chance in five.

When the Londons left Bora Bora they did so with new names—Tehei and Bihaura—exchanged for their own in the beautiful native ceremony of name-exchange.

The initiative had been Charmian London's; and Tehei and Bihaura, whom the two white sea wanderers would thenceforth call Jack and Charmian, were happy when she suggested it

As the freshening wind filled the *Snark's* sails and the water widened between her and the little white cutter heading home to Tahaa, Jack, formerly Tehei, was kneeling by the *Snark's* taffrail, breathing a silent prayer. His cheeks were wet with the tears he was shedding for Charmian, his little brown *vahine*, who was waving adieu to him from the stern of the cutter that was growing smaller as he watched.

Signed on before the mast, after the fifth refusal by his white brother, Tehei was beginning his log of many thousands of miles of seafaring in the uncharted coral seas of the South.

* * *

OF course, Tehei was never a heathen, except as Otoo in *The Heathen*. As London described him in the story, he "was all sweetness and gentleness, a love-creature, though he stood nearly six feet tall and was muscled like a gladiator."

While the *Snark* lay at Ontong Java Atoll (Lord Howe), the brown inhabitants of which were of Polynesian origin, Tehei, a bit shaky and frightened with fever, went inshore for a change. He spent two days on the ring of sand and coconuts, visiting and praying with the two native Wesleyan missionaries. He returned to the *Snark* with a stiffened soul; he seemed himself again.

But shortly after, black-water fever heavy upon him, he gave up and stumbled to his bunk, to face he knew not what. His temperature repeatedly mounted to 104 and his pulse 115. His heart was chugging close to his mouth; his life, it seemed, must slip away like a puff of smoke.

London, studying everything in the medical library pertaining to black-water, pulled him through the fever. Tehei's chance had been the one in a hundred.

Then he went out of his mind. One early morning, in his dementia, as the *Snark* was fetching Manning Straits, he carried his best suit of clothes on deck, threw them into the unfamiliar sea, and made to follow them, as if on the way to the blest kingdom, when he was restrained.

Whether conscious or raving and babbling in his native tongue, all his "childish-lisping talk" was in the nomenclature of the missionaries. So wore the days away, until Tehei gathered new strength.

The cruise of the *Snark*, begun as a world good-time cruise, had to be abandoned at Sydney. London was miserably sick in a hospital there for five weeks, while the Australian skin specialists could not find in the literature of medicine anything that told the nature of the loathsome, painful malady which afflicted his hands. They were literally going to pieces, on occasion swelling to twice their normal size, when 11 dead and dying skins were peeling off simultaneously.

And, at times, in the space of 24 hours, his toenails grew as thick as they were long, and when filed down, immediately thickened again.

Not until London returned to his native California did he learn that he had a strong predisposition toward the tissue-destructiveness of tropical light and that the ultra-violet rays were destroying him. In temperate California, he completely recovered.

Tehei, too, regained his lost senses. He was sent home by steamer to the Society Islands, taking with him not only numerous *Snark* souvenirs and the prodigious wishes of Jack and Charmian

(Continued on Page 95)

50 Years a Pioneer in P-N



MRS. FLORA STEWART, of the Hotel at Lae, is so well known in the T tory of Papua and New Guinea that she n no introduction to residents, or to visitors have passed through that centre.

She was born in Edinburgh, Scotland, reached Papua from Australia in 1906. first became Mrs. Gofton, and had children, a son Moresby, who was killed Germany in 1940, and a daughter Ela, is now married and living at Lae.

By her second husband, Mrs. Stewart h daughter Flora, who is married and live Port Moresby.

From a hotel at Wau on the Morobe field, in 1935 they built another hote Lae, the Hotel Cecil, of which nothing left in 1945.

Mrs. Stewart was the first civilian w to return to Lae after the war in 1946, she spent three years fighting the Admini tion and Town-Planners who wanted he move the proposed new hotel to the reside area on the plateau.

Here she was offered a smaller piece of so she clung to her old site, which h permanent water supply. The present was built in 1952, with two stories, accommodation for 127 people, besides spa public rooms, a fern courtyard and with Huon Gulf just across the road.

There is a dance hall adjacent to the and a lot of other buildings which ar part of the property. In the grounds a metre swimming pool has been built.

Mrs. Stewart has done some travellin the last few years, once to England fo British Festival and again for the Coron Her last trip was to China and Japan, she is currently on a tour of other par the Pacific—New Zealand to Hawaii.

While the site of the new hotel was debated, Mrs. Stewart set up a temp hotel in a disused AWAS camp in the ju Any person who stayed there will never the memory of those brown-paper walls rusty tin roofs, and the barest minimu privacy. Most of the walls protected inmate, like the old swimming costumes, neck to knee, unless the observer outside interested enough to go to trouble to better view.

The conditions were so far removed normal standards that a visitor felt th was part of history and tradition in making, like a prisoner in the Tow London.

Post-war in devastated New Guinea tough. Hard to believe now that the New Guinea is only about seven years —BRETT HILDER.

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ur World of Stamps—I

IOW TO BEGIN 'OLLECTING

K.N., an Australian stamp-collecting enthusiast, has written a series of articles on this hobby and these will appear each month in the PIM, commencing with this issue. Primarily the articles are written for young people who are just beginning to think of stamps as a hobby, and thus they begin with first principles. But the articles should be of interest also to people of any age who have just joined the ranks of the stamp-collecting millions.

HERE is one thing about collecting stamps—you can be any age to start adding to your owledge, pleasure and profit.

t doesn't matter who you are where you live, everyone is equal en it comes to "Philately," which the love of Stamp Collecting.

nd if you asked why they col- stamps, some people might say y didn't know; others would give gthy reasons. But a stock reply ld be "Ah, just for something do in my spare time!"

Vhatever your reason for being racted to the hobby—your world stamps—you will never regret it. u can travel the world by stamps; et famous people; learn about ds, animals and insects of other ds. At the same time you have tures of forms of transport, on d, sea and air.

hen, too, stamps often appear publicise important national and rnational conferences, celebrate niversaries, and, by reason of ir designs, reflect the passage of tory.

he hobby of stamp collecting dually developed over the years more and more countries began ssue their own stamps following example set by Britain in 1840, en it printed the world's first esive stamps.

lmost 200 stamp-issuing nations st to-day, so you can see that have plenty to select from.

est assured that stamp collect- is worthwhile. Franklin D. sevelt, President of the United tes, recognised as one of the ld's leading philatelists, said, e best thing about stamp collect- is that the enthusiasm which it uses in youth increases as the rs pass. It dispels boredom, arges our vision, broadens our wledge and in innumerable ways iches our life."

nother American, General Mark rk, also wrote on one occasion: amps gave me a knowledge of er countries and other people t I found of value when I velled abroad. Stamp collecting s interest to the study of history, graphy and finance."

Now, when you start a collection, it would be wise to decide what form this is to take—whether you will become a "one country" enthusiast, or collect stamps by their designs. You might even specialise in foreign or British Commonwealth stamps, or you could concentrate wholly on the countries of the Pacific, either individually or collectively.

(Next month we will discuss what equipment you will need.)

Some Recent New Issues

In April, Brazil introduced an interesting new stamp on the occasion of the Juvenile Games. The design showed two young girls taking part in a relay race, in the act of changing the baton.

Only last year the same South American republic produced a similar stamp for the same event, this time illustrating two athletic-looking schoolboys at the start of a foot-race.

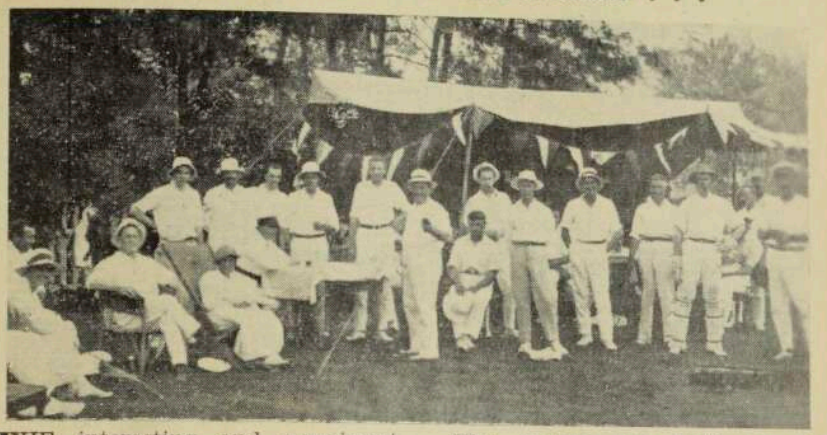
Mother's Day, usually celebrated during May in most countries, is recalled this year by special stamps from Turkey and Cuba. The design of the Turkish issue showed Zubeyde Hanim, mother of former President of Turkey Kemal Ataturk.

Two stamps were included in the set from Cuba, one of which portrayed Victor Munoz, founder of Mother's Day in Cuba. The other showed a mother with her baby.

The Boy Scout Movement, whose activities are world-wide, will next year observe the 50th anniversary of its foundation in Britain by the late Lord Baden Powell. On this occasion a great Scout Jamboree is to be held in the Midlands of England.

Already such countries as Venezuela, Norway, Luxembourg and Belgium, have indicated that they will make available new stamps for the Jamboree. The stamps should be welcomed by scouting enthusiasts.

"Forty Years On, When Far and Asunder . . ."



THE interesting and ancient photograph was taken in Rabaul on December 16, 1916, on the occasion of a cricket match between Civilians and the Australian garrison. It was sent to us by Mr. W. E. Ryall, well-known executive of the Islands firm of Nelson and Robertson.

Mr. Ryall was able to identify some of the people in this picture. The first man standing on the left is Steve Whiteman, a well-known resident of New Guinea, who captained the Civilians' team. Fourth from the left is Mr. L. Hart, and next to him, also from left, are Lieutenants McIlwaine and Scroggie, members of the Occupation Force.

Mr. Ryall himself is the dark young man, seated, about the middle of the photograph. Mr. Jim Pym, who became a well-known commercial traveller in New Guinea, is third from the right.

The match was held on the sportsground, where a Chinaman had been hanged the previous day. The aim of the players was to try to hit the ball over the gallows.

Mr. Billy Dupain, who was then manager of Burns Philp, in Rabaul, is also in the picture, but Mr. Ryall was unable to identify him. Mr. Dupain is now BP manager in Cairns.

Mr. Ryall had gone to Rabaul to take over for Nelson and Robertson, the management of Rabaul Hotel from Mr. W. Louri.

Many of the civilians there at the time the photograph was taken, were waiting for the *Matunga* to take them back to Australia, but their wait was in vain—*Matunga* had been captured by a German raider. They had to wait for another three months before a ship arrived to take them back to Australia.

† A school has been opened at Mendi, in the Papuan Southern Highlands where tribal warfare has ceased only recently. An estimated 1500 natives attended the ceremony and many told officials they wanted to send their children to school.

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This Month's New Reading

Out Amongst the Bull-Dust

TWENTY or more years ago, an Englishman went to Australia, travelled extensively on that Continent and went back home and wrote a book called *Cobbers*. Since then it has been fashionable—and apparently has shown some profit—to write factual books about the Australian Outback, or about journeys through the Outback.

And still they come. Latest is *Overlanding With Annabel*, an amiable enough tale of the wanders of Stuart and Jan Gore in a vintage Chrysler, from Perth through the NW of the Continent, over to Darwin and down the Centre. However, if the book had remained unwritten, neither literature nor the extent of human knowledge would have suffered to any discernible degree.

These two adventurers were professional photographers. They left Perth with practically no money and thereafter managed to exist on the proceeds of showing films of their own making to outback audiences at townships and stations.

There is always one inescapable inference to be drawn from this sort of story—that the people who undertake these outback adventures are something more than human.

Sand-traps, dust—bull-dust, they call it—sandflies, mosquitoes, heat, cold, car troubles, discomfort. But does wife ever bat husband over the head with the frying-pan in a fit of despondency? No.

Does husband, after struggling with recalcitrant carburettor in a sand-drift for 17 hours, curse whinging wife and say he wishes to God he'd left her behind in the city? No.

No—the pair continue like a couple of sucking-doves, while it is your reviewer who is thrown into a fit of despondency as she considers the inevitable reactions of her own (indubitably lesser-fibred) *menage* under similar frustrating conditions.

(Published by Angus and Robertson, Ltd. Australian price, 18/-.)

Cornish Gentlemen

A NOVEL based on historical fact oftimes is like a sandwich with little meat and although Mary Dunstan's new book, *Trusty and Well Beloved*, suffers somewhat from this disability its picture of Cornwall in the days of the Stuarts more than makes up for it.

Particularly so for anyone with the least acquaintance with this rugged part of England, or anyone with the Celtic blood of Cornwall in their veins.

In 1625, when the first Charles Stuart came to the throne, Cornwall could still almost be regarded as frontier country. Its Celtic people had been the last to submit to Saxon rule, and in the early 17th century the feudal system was still supreme. What the Cornish gentry thought became the opinion of all. Each gentleman could unquestionably count on the loyalty of his own people.

Educated by tutors and at Oxford, followed by a polishing period at Court or through Continental travel, the Cornish gallant was usually satisfied to come home in due course to his estates, to marriage, to work and to his sports and to the welfare, as he saw it, of his retainers.

Such a one was Francis Basset of Tehidy.

But with Charles came change, even in Cornwall—and in the end, divided loyalties: between King and Commonwealth; between Puritan and Anglican.

The book covers the period of Charles I's reign from 1625 until its end with the victory of Cromwell in 1645. It covers also this period in Francis Basset's life, and in the life of Cornwall. It finds the county in its simplicity, its greatest problem the raids of the so-called "Turks"—Moorish pirates from North Africa—and leaves it licking the wounds of civil war.

In all it is a narrow canvas—Cromwell's name is never mentioned and Charles himself is a nebulous figure, the unseen writer of those communications which invariably began: *To Our Trusty and Well-beloved Francis Basset, esqre.*

But it does give a fascinating picture of southern England of that day and an almost incredible reminder that time was when distance was measured by the pace of a swift horse, and not by the speed of a supersonic jet air-craft.

A smaller world; more leisurely. But better? It is doubtful. Misery and uncertainty abounded. The conflict of men's ideas led, then as now, frequently to death.

(Published by William Hienemann, Ltd. Australian price, 18/9.)

One Kentish Summer

IN a very dull month, a new novel by Kate Mary Bruce—*Felicity*—probably seems even more enjoyable than it should be.

There is nothing profound about Miss Bruce's stories; their virtue lies in their sheer entertainment value, and for the delight of her characters.

Her sure touch for narrative is, no doubt, a natural gift, diligently cultivated; and her plots attempt to solve no world-shaking problems. But how very pleasant it is to read a book occasionally for the pleasure it gives, and not to be harass[ed] by the psychoses of characte[rs] adrift in this world of woe.

This story is told by Sl[y] had not seen Felicity for 20 yea[rs] until Felicity appeared in cou[rt] charged with the attempted murd[er] of her (Fanny's) father, Charl[es] Roland. The story had become [a] sensation and had been spre[ad] across the front pages of the popul[ar] newspapers: Charles and Felici[ty] admit that they have been secr[et] lovers for 20 years.

Fanny goes back to the early 30[s] to a summer house-party in Ken[t] when the affair was just beginnin[g] —ignored by her mother, observ[ed] by her grandmother and unknow[n] to Fanny and her sisters, immers[ed] in teen-age affairs of their own.

Miss Bruce handles the story wi[th] great skill, never letting it on[ce] descend into bathos, yet keepi[ng] her characters completely human

(Published by William Hienemann, L[td.] Australian price, 17/-.)

Guess What, in the Garret

YOU write it, we'll read it. Th[at] is the slogan we work by—[or] to a point.

The point seemed to have be[en] reached on page 67 of *The Sorro[w] Of Travel* (by John Breon), a[nd] as we had not by then found o[ut] what it was all about, or appear[ed] likely to, we gave up.

So—having fallen down on o[ne] side of the bargain—we tell y[ou] merely what it says on the jack[et] flap. We quote:

"Paris has always served as [a] lodestar for the artistic young. To-day a new crop of hopeful e[x]patriates is growing, crammed w[ith] the fantasies and dreams of you[th] all as intriguing in their way [as] their forebears were to earl[y] readers. . . Paul is a composer o[f] voted to crippled Chuck; both [are]

Solution to Crossquiz from Page 82



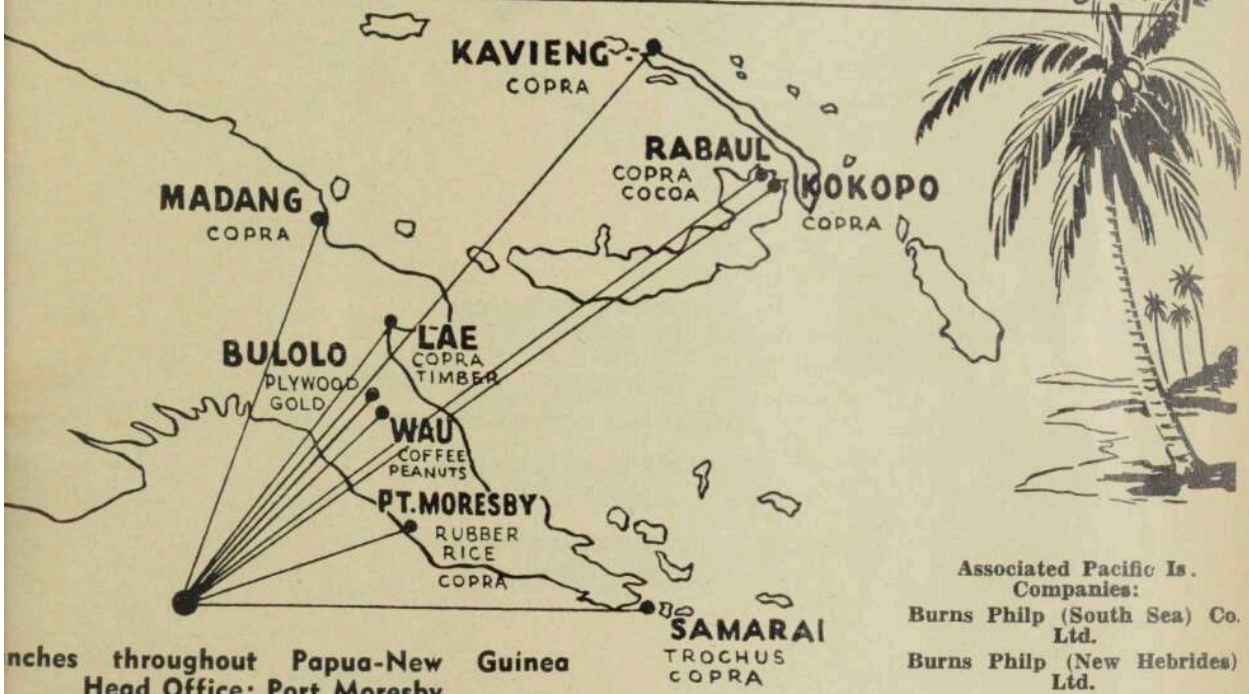
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more than half in love with Li who shares the hardships of th garret life although she does need to; and George, who hopes write, pursues Livia with his aff tion but never seems quite able find fulfilment with her. . . I this close circle comes a forr Army companion of Paul's, Alber How he shatters their roman withdrawn world . . . is the bur of this appealing story. *Perhaps some readers the serious impli tions of Mr. Breon's theme will apparent, although the book can read primarily for its narra values.* . . His talent is sensitive yet remarkably disciplined. Her a truly remarkable novel."

Unquote. The italics above our own, and are put in as a fe excuse for our own ignorance: I quite obvious that the publis do not expect the meaning of novel to be easily apparent.

So it is over to you, gentle rea For us—we are probably growing and crusty. The haverings American post-World War II yo in search of their souls in Me marte do not appear to us to important.

(Published by Peter Davies. Austn price, 17/-.)

When the Paddle-Steamers Ran

IN this year of exceptional fl in all the main river syst of Eastern Australia—you I to go back to 1890 to find anyth comparable — the re-issuing *Dreadnought of the Darling*, C. E. W. Bean, first publishe 1911, has a certain amount topical appeal to Australians.

Much history, too. Australia in those days, a raw and y Commonwealth with the Out correspondingly closer to the co fringe than it is to-day. It was day of the stage-coach, and—be the Murray had been dammed a Albury, or locks and weirs below Renmark—when p a d steamers plied on the Murray the Darling, bringing in the groc and taking out the wool, right o to the sea. In between trips literally holed up when the r dwindled to a series of holes, y ing again for the bankers, or I bankers that permitted navig almost 1,700 miles from the s

Author Bean has, of cours the intervening years become O monwealth Historian, but whe gathered the material for this in 1908 and 1909, he was a y reporter on the *Sydney Mor Herald*. In 1908, he was sen his paper to report on the all ative routes which the State wa vestigating for a railway to Sydney with Broken Hill.

In the following year, the editor of *SMH*, T. W. Heney, years before had been editor newspaper on the Darling

wn of Wilcannia, sent him again o the outback to write a series articles on the wool industry. Bean travelled by buggy and ge-coach and, above all, by river amer, which he called the *eadnought*, and whose real name s *Jandra*.

The Commonwealth then had a pulation of 4½ millions and amed of the day when "60 or million, mostly British," would settled along the coastal fringe figure now realised to be much ve capacity.

rrigation and railways were be- ed to be capable of bringing this ut. . . Australia was then young years and with youth's grand sions. Bean's stories of the ntier West and the big rivers t sometimes ran and often did have a tranquillity since shat- d by two World Wars and an mic Age.

onic reading for Australians, st of whom have now lost con- with pioneering days—but bably of not very much interest ther than Australians.

ublished by Angus and Robertson, Ltd. ralian price, 21/-.)

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r. R. S. Skeen, Government nter in Tonga since 1935, and a nber of the Tongan Public vice since 1916, is now on pre- rement leave. Mr. R. S. Wall- k has been promoted to the post Government Printer.

High Produce Prices in Suva Market

WHEN Mr. J. Falvey, European Elected Member, said in the Fiji Legislative Council that between the consumer and producer somebody was getting a mighty rake-off, he expressed the opinion of many citizens.

Prices in the Market are about on a par with those in the shops, although stall rentals are only one shilling a day, compared with the high town rentals and overhead expenses which have to be met by shopkeepers.

Some of the larger Chinese shopkeepers have either their own gardens, or close connections with Chinese growers, so they can bring produce to their shops at prices lower than those available to stallholders. Also they have greater turnover, better storage facilities, and less loss through deterioration.

Whatever the cause, produce prices in Suva are far too high, and are causing considerable discontent. The Market was built to bring producers directly into contact with low-wage consumers, and benefit both. In that respect, it has failed.

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Case of the Bare Footprint

(Continued from Page 84)

n of the labour lines on the er side.

at once jumped to the con- sion that this was the work of Indian guest to whom I had en shelter. He was one of those t had evidently listened to the *Ihu*, inasmuch as he was leaving India. It looked as if he was ting his spite on the white race, ore shaking the dust of Fiji from feet.

broke off a grass stem, and asured the length and breadth the footmark, and then sped oss to the barracks, with steadily inting anger.

When I got there I did not waste e on ceremony; he was sitting side and I grabbed hold of his , and measured them with the s stem. The measurements, to mind, showed conclusively, that was the vandal. In spite of his estations of innocence, I ordered family off the place, and took to see them leave. They made earful exit.

fter that I went in triumph to brother, and told him what I done, and why. He agreed I could not have done less. took a load off our minds, for thought that at last we had ightened out this incredible ness.

he next morning I took my knife, went down to the banana patch, to clear up the mangled stems, to allow of fresh suckers to break through. You can imagine, however, how thunderstruck I was, when I discovered another lot of trees bashed to the ground. My brother and I were very downcast, for we knew that if this continued, all our work would have been in vain.

I mooched down again to the drain, where I had discovered the footprints and sat down to meditate. I began to be thoroughly ashamed of myself for the way I had treated the Indian and his family, and would have given something to see them reappear, so that I could apologise.

Looking idly down into the drain, after awhile the footmarks began to look strangely familiar. I began to wonder sheepishly if they were not my own, which I had made in wandering about the field. So I put my foot down on to the print, and it fitted perfectly.

So much for circumstantial evidence, I thought. Let this be a lesson not to jump to hasty conclusions on such flimsy evidence.

BUT this left the ravages unexplained, and our minds were like squirrels in a cage that day, trying to think of a solution to the puzzle.

That evening my brother and I went down to a neighbour's place for dinner. The two young sons of the house were my godsons. During the meal we recounted what had happened, but our combined experience could hazard no answer.

All at once, Ronnie, the eldest lad, piped up and said, "But Uncle, I did that."

His father said, "That will do, son. Don't butt in, while your elders are talking."

"But I did do it, Dad," he said.

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I turned to Ronnie, and asked, "Well, how did you do it, Ron?"

"Well," he said, "it was not actually me that did it, but my dog."

"Well," I said, pointing to a small tree growing in the backyard, "go out and show me how you did it."

So Ron raced out to the yard, and picking up a stone, flung it at the tree, and sooled his dog on.

In a moment that great powerful brute sprang at the tree, and leaf by leaf, tore that tree to the ground—he was not using a club with nails in it, but his own tooth-studded jaws.

To the Queen of Cocos—a Daughter

A DAUGHTER has been born to Mr. and Mrs. John Cluniess-Ross, of Cocos Islands (Indian Ocean), the tiny cluster of islands midway between Australia and Ceylon that has played a significant part in Australasian history.

The group has now been transferred from UK administration to Australia, but the present Cluniess-Ross continues to enjoy all the rights and privileges granted to his ancestor, John George, by Queen Victoria—including a perpetual lease of Home Island, which produces about £60,000 worth of copra per year.

Cocos has been the site of a cable station for many years—which fact trapped the German cruiser *Emden* in November, 1914. She was destroyed by HMAS *Sydney*.

In World War II, the Japanese shelled Cocos but never occupied the atoll, with the result that it became an important staging point for important air communications between Australia and the UK.

In more recent years, the im portant air-route between Austra and South Africa, at prese operated by Qantas, who will so be joined by South African Airwa in a parallel service, has ma Cocos even more important as t staging point in that Long Indi Ocean crossing.

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ıy Should British
ı From
˙ Singapore Chinese!

˙ a letter to the London "Daily ˙graph," in May, a Mr. T. E. ˙gkinson, of Bath (evidently a ˙ed British public servant) puts effective words what most ˙h Pacific people are thinking ˙t the Singapore situation:

ıring the war, Sir Winston rchill once said hat he had not n office to preside at the dis- ˙ion of the British Empire.
˙w the policy of the Conserv- ˙ party has altered! A Con- ıative Colonial Secretary has de- ˙d—it was even on St. George's —that the Government recog- ˙ the "legitimate desires of the ˙le of Singapore to govern ıselves."
hat absolute nonsense this is. apore is British, bought from rightful owner by Sir Stamford les, and created out of a wilder- of mangrove swamp by British ır and capital. The few fisher- who inhabited the island at ˙ime of its sale to Raffles prob- welcomed the change in ˙ers.
˙-day, Singapore city ranks as of the most modern in the d. Its harbours and dock in- ıations are second to none in Far East.
is blessed with a just and im- ıal administration, so that the immigrant Chinese have been to make fortunes, and keep ı, without fear of being dered by their Malay neigh- s.
˙e majority of the Straits-born ˙ese I met while I was serving the RAF Regiment, Malaya, glad of British government in sland.
˙e remedy for the others who dislike us is in their own ls. Tickets to China are readily nable.
the work of the loyal, self- ficing thousands of Britons who laboured, lived and died to ˙ Singapore great is apparently ˙ discarded by the Government ˙e asking of a man who cannot claim to speak for the majority ˙e inhabitants.

---

s. Bernice Ewing, wife of James ır Ewing, former Governor of rican Samoa, filed suit for ˙ce in San Francisco on July 5. Ewing obtained a court order ˙nting Ewing from disposing of of his assets until the pre- ıary hearing on July 15. Mrs. ˙g seeks $700 a month mainten- The suit claims that Ewing, ıow engaged in the importing ıess, has an estate worth 000.

The Heathen of Bora Bora

(Continued from Page 86)

London for him and Bihaura, but also a gilt-edged letter. Signed in London's bold hand, it recommended Tehei and his seamanship to any yachtsman who might sail short-handed into the reef harbour of Uturoa, Raiatea.

But more precious than the letter were the imperishable memories of the beloved white brother and sister of the *Snark* which Tehei carried to Bihaura on the white beach of Tahaa.

---

† Captain Richard Beim, well known in the New Hebrides and elsewhere in the Pacific, was visiting New Zealand from Sydney in July.

† A new short-wave broadcasting station recently commenced operating at Sorong, Dutch New Guinea. With a power of 500 watts, the station operates on 3395 kc/s (88.37 metres), Monday and Thursday 1000-1230 GMT, Tuesday and Friday 4930-1230 GMT, and Sunday 0130-0400 GMT and 1000-1230 GMT. The other Dutch-New Guinea Station at Biak Island operates on 5045 kc/s (59.46 metres).

† To enable radio listening "fans" in Australia and New Zealand to log a rare station, the United States Armed Forces Radio Sevice broadcasting station KMTH (900 kc/s) on Midway Island made a special broadcast at 1500 GMT on July 21. At this hour stations at Lismore, NSW, and Dunedin, NZ, on the same frequency, had closed down.



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nilever Leading in Demand for Better Copra

(Continued from Page 75)

ition by avoiding the purchase l shipment of copra containing abnormal content of dust, un- the consignment is being pped as low-grade copra.

Regret to note reports of damage to copra during handling and transit—

Recommend that shipping companies be approached and urged to ensure that copra destined mainly for use in the manufacture of edible products be handled and stowed with all possible care and that mechanical appliances used for trimming and other purposes should be operated by skilled personnel or under adequate supervision.

mething More Personal—Mr. Howard and the Fiji Planters

FRIENDLY letter is in from Mr. Howard himself, in which he refers to some critical comt by Mr. Jack Price on prolings at a meeting between Mr. vard and the planters of Savu u (May PIM, page 151).

was rather interested to read Jack Price's letter on my visit to u Savu; and, although not wish- to enter into long discussions, ould like to make one or two its—assuming, of course, that we both referring to the same meet-

The one I attended was held March 24, not 31, as he stated. quote: "Several of the planters e in reply, mentioning such gs as methods of production, age, shipping, etc. The dision seemed to be going round ircles and getting us nowhere." ay I say that the "several" referred to were in fact the majority; and that these planters were all keen to discuss the real problems of the copra industry, instead of just talking of the years of depression when, incidentally, many people other than copra producers were finding the going pretty tough.

Mr. Price told me that there was no intention of improving the quality of copra from this area and that I was wasting my time. The forceful comments of the other members left me in no doubt that the speaker was on his own in this view, and that the other planters were most anxious to hear of the buyer's requirements and to discuss methods of grading, incentives and other points of mutual interest.

As for a "lull in the proceedings," and the "meeting just fizzled out," this hardly does justice to what was a most interesting exchange of views, lasting the best part of two hours and ending only when somebody kindly suggested that I should inspect the "production" of the Planters' Club (where, incidentally, I paid a forfeit for being the first to talk shop).

I would just like to add that I respect a man's opinion; and, if the majority of the planters of Savu Savu feel that I wasted their time on March 24, then I sincerely apologise. I am certain, however, that men who felt that the trip "was just a propaganda move and an excuse for bringing the price of copra down still further" would not have been as hospitable as were the people of Savu Savu during my short stay in this area.

The British crushers have all along been anxious to buy South Seas copra and to help the British Ministry of Food as well by doing so. This is one reason why they are anxious to see an improvement in the quality of copra being shipped from this area.

Unfortunately, the distance is

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rather great for keeping up correspondence through the PIM, but if anybody wishes to correspond privately, I will be extremely pleased to hear from them—and this includes my friend Jack Price, for whose benefit I will repeat the objects of my tour:

(a) To study copra production methods and the reasons for the great variation in the quality of copra exported to Europe.

(b) To study the steps being taken by Copra Marketing Boards and local producers to improve the quality.

(c) To discuss the possibility of further improvements and to obtain views on the type of incentives considered necessary to achieve these results.

(d) To discuss the effect of poor quality copra on the production of edible oils; mutual processing problems; and the latest developments in British seed crushing mills.

Not so terribly frightening, are they?

(Mr. Howard's address is 14 Beechway, Bexley, Kent, England).

World Copra Use Declines

IF planters need further warning that the halcyon days of the late 40's-early 50's are fast drawing to a close, they had it in a report by the Committee on Commodity Problems—a sub-section of FAO—which met in Rome in early July.

The Committee found a sharp decline in the use of copra in the manufacture of soap and that this had been only partially offset by the increased use as food. (Ov

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efore the war, 400,000 tons of
onut oil per annum had been
l in the manufacture of soap;
lay the figure is only 250,000
s. Since 1938, the consumption
opra in food products had risen
only 50,000 tons per annum.
he committee attributes this de-
e to the keen competition of
a and coconut oil with other
table fats and oils, especially
he United States, plus the poor
ity of much copra produced.
ie Committee regarded copra as
least stable among primary
modities."

"Nothing to Fear"

ID, now finally a different
opinion on the subject. It
comes from Mr. H. B. Gibson,
pean Elected Member for the
ern Division in the Fiji Legis-
e Council. He recently spent
e months in Europe.
n his return to Suva in July
aid that he could find no un-
ed copra either in England or
Continent.
found the reverse was the
It was in very keen demand,
largely to the additional uses
hich copra was now being put.
saw the *Nessbank* load copra
avu Savu in Fiji and saw it
aded in England. He took
les from the shipment to com-
the copra with that from
Pacific countries, the East
Africa.
appeared to him that the mills
crushing peanuts, palm kernels
other such products while wait-
for copra ships to come in,
they immediately shifted over
pra. That was particularly the
on the Continent.
was particularly impressed
the extensive use of coconut
n European countries. Pre-
ly restricted mostly to soap,
arine and explosives, coconut
as now used by all the leading
urants for cooking, and was
extensively used in cake-
ng, biscuit-making and con-
nery.

m the extended use to which
ut oil was being put he was
nced that copra planters had
ng to fear in the future, even
icers of low grade copra.

D. M. Kamerling, governing-
or of Demka Agencies Pty.
Pacific Islands representatives
number of leading Australian
facturers, will leave Sydney on
mber 1 on another business
to PI territories. For those
ng to contact him personally
g his tour, Mr. Kamerling an-
ces the following time-table:
te, Sept. 6 to 23; Apia, Sept.
t. 8; Suva, Oct. 8-25. During
n of his stay in Western
a, Mr. Kamerling will be
panied by Mr. W. Griffiths,
ical director of Glazebrooks
s Pty. Ltd.

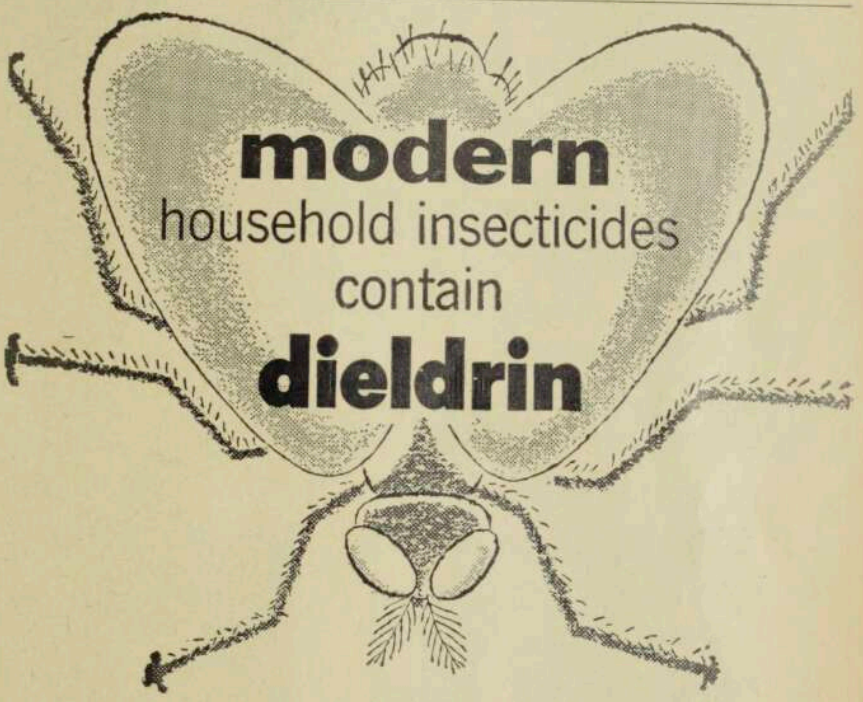
FAMILY'S RUN OF BAD LUCK

SOME sort of a hoodoo has been placed upon the Nordman family, of Tahiti.

The last of the series of accidents occurred recently when a car in which daughter Ethel was travelling (she is Mrs. Harrison Bourke, wife of an Australian), left the road near their home (up on the mountain behind Papeete, where is situated the famous rest-house, Fare Rau Ape), and fell into a ravine. As it fell the door opened and Ethel fell out, very bruised and shocked, but not seriously hurt. But for the door opening, she must have been killed.

This was the fifth of the family misfortunes. Oscar Nordman's sister died in California in January; a fire destroyed his home at Mataiea in February; Mrs. Margot Nordman developed spinal trouble, and is ordered to Paris for special treatment; and another daughter broke her arm while skiing in Europe in March.

¶ Mr. J. A. Greenfield has been appointed postmaster, Rarotonga, in succession to Mr. C. R. Porter. Mr. and Mrs. Porter took local leave to Papeete aboard *Taveuni* in July.



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This Month's Shipping News

(Continued from Page 65)

ru, though stripped of all equipnt, still sits there awaiting sucsful salvage.

he Japanese owners applied for l obtained permission from the tish Colonial ice to carry salvage, and Japanese ery training el *Jinyi Maru* to arrive e last March. attempt to at was unessful, but nission was ted for a her attempt, r. To July no her attempt eared to have made.

ER SHIPS OGRESSING lowing lengthy ys, including er shortages, progress is being made the first of three 55-ft liary ketches h are being nced by the ers Trust d of New Zealand for service in the Solomons-New Hebrides area. The vessels are to be operated by three Mission organisations. The first ketch, her hull now planked and deck partly planked, should be ready by October, 1956, though a name has not yet been decided upon.

This vessel will go to the Melanesian (Anglican) Mission. The second vessel, whose keel will probably be laid in August, will be delivered to the Methodist Mission; and the final vessel to the Catholic Mission.

The builders are Chas. Bailey Ltd., Auckland. The contract originally called for the delivery of the second vessel four months after the first, and the third vessel four months after the second. The contract price of each was £NZ19,800, fully equipped with an 80-90 h.p. diesel, radio phone, refrigerator, etc.



The "Joyita" was auctioned in Suva (on a basis of "as is") on July 12. Mr. David Simpson, Sr., plantation owner of Vanua Levu, was successful with a bid of £F2,425. He will have to pay Fiji customs duty of £F1,260 in addition. Our photograph shows Mr. Laurie Simpson (who bid on behalf of his father Dave Simpson) in a discussion with Mr. A. G. McCown (standing) after the auction. Interested in the discussion is Mr. Maurice Scott, owner's representative, and Mr. Dave Reimy (glasses) auctioneer. Mr. McCown was the only other bidder.

—Photo by Fiji Public Relations Office.

A "MUST" FOR THE BOOKSHELF

An extraordinarily interesting book, *Ancient Voyagers of the Pacific*, has just been published in Wellington, NZ, by the Polynesian Society. In it author Andrew Sharp, MA, BA, debunks the ancient Polynesian as a master of the art of celestial navigation. In page after page of well documented

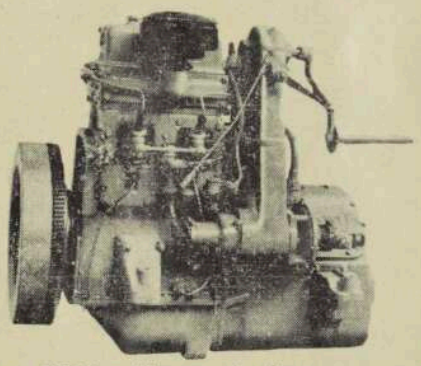
MARINE SPARES

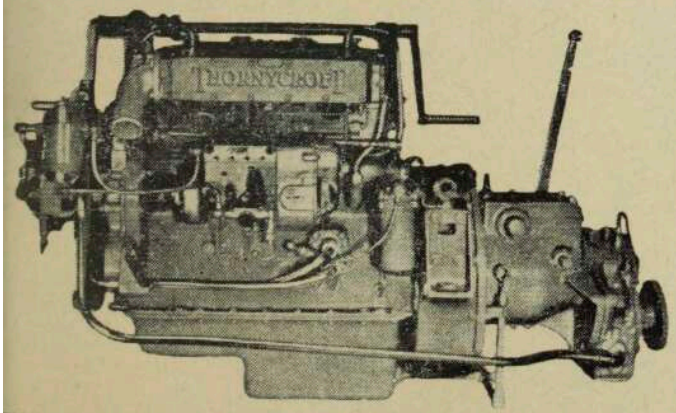
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material the author shows that most early migrations were accidental.

There will be many to spring to the defence of the perhaps mythical Polynesian navigator—but before they do so they should read this book, which will certainly cause some controversy as well as provide some very interesting reading in the watch below. (Price from NZ booksellers is £1 plus postage.)

IN THE WAKE OF THE *BEAGLE*—PHASE TWO

The Royal Society of London has invited the Royal Societies of Australia, New Zealand, and South Africa to join forces in organising a scientific cruise to follow in the wake of Darwin's cruise in HMS *Beagle*, a century ago. Apparently, the cruise is to tie in with the International Geophysical Year researches.

The London announcement, however, raises the query as to what happened to the 86 ft. auxiliary ketch *Argosy* which, according to news despatches at the time, cleared New York on May 29, 1952, on an identical mission.

So far as we know this vessel never reached the Pacific. *Argosy* was to call at some places which *HMS Beagle* did not touch. She was to touch at Galapagos, Easter, Pitcairn, the Cooks, New Zealand, and be in Australian waters by December, 1952.

A Captain E. Davies was in command of *Argosy*, with Captain G. B. Osborne of Scotland in charge of the scientific work. Perhaps our Balboa correspondent can sh some light on this cruise, wh evidently was terminated by fin cial or natural disaster.

HMS *Beagle* and the fam Charles Darwin, incidentally, sa from Devonport, England, on I

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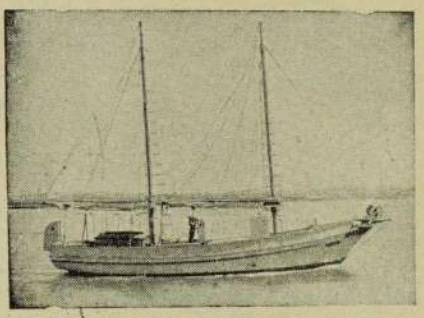
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nber 27, 1831, and returned home November 2, 1836.

t was announced recently in NZ t HMNZS *Tui*, refitted some e ago as an oceanographic re-rch vessel—she was a mine-eeper—will carry out a series of ific cruises in connection with research. The vessel, with a n of NZ Oceanographic Institute kers, has already made two iminary cruises—one to the madecs and one in July to the thams.

OTHER FR. OCEANIA FIRE

he 227-ton Papeete motor vessel *ecia* suffered extensive damage uperstructure and accommoda- when a fire of unknown origin e out on the afternoon of July s the vessel lay at her berth. vessel was in the news in , 1950, when she was wrecked Tuamotu reef. Salvaged, she converted from graceful oner to a very top-heavy-aring, straight motor vessel, resumed service in the follow- year. Then in August, 1953, was towed into port by another craft after having broken n at sea.

large percentage of marine dis- s in French Oceania is asso- d with fires in port or at sea. e, presumably, is some ex- ation why these accidents are nore prevalent there than else- e in the Pacific.

NARROW SQUEAK FOR *TAVEUNI*

e Cook Islands vessel *Taveuni* owly escaped being involved in *Benecia* fire.

veuni had arrived from Raro- a with a party of round-trip lle excursionists, and a cargo 4 cases of tomatoes. All hands ashore when fire broke out on *cia*, moored close alongside. ever, bystanders cast off *uni's* lines and pulled her clear. Captain Simpson and some of crew arrived soon after with r Dick Brown to move the ship safer berth.

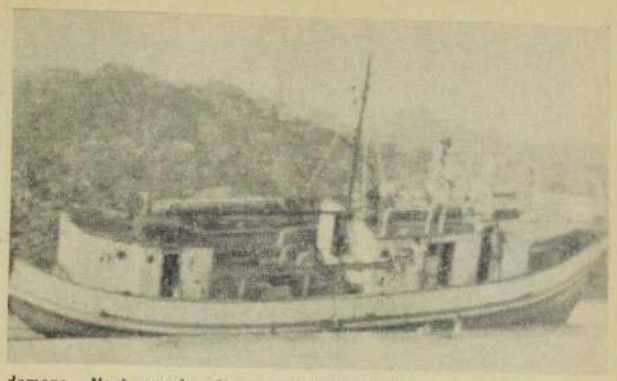
OYITA PREPARES FOR NEW LIFE

paring for her new life on the -Vanua Levu run, Mr. David son's *Joyita* has been under- refit at Whippy's Boatyard, since she was purchased at on recently.

ANGELES-PAPEETE RACE

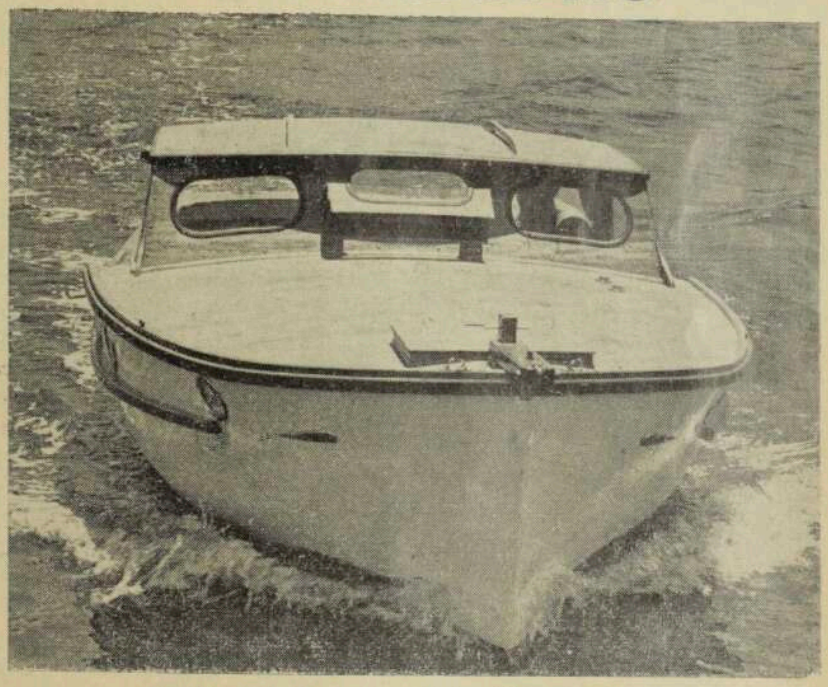
re details have come in about os Angeles-Papeete yacht race finished in Papeete in early

e race commenced at 2000 June 6 Greenwich date, and ntenders crossed the finishing at the times here given. In ets are the handicaps in days, minutes, and seconds. *del Mar* (scratch) July 7, 3 GMT; *Viveka* (00.06.00.05)



The "Baruku", 67 ft. long, 15 ft. 10 in. beam, 7 ft. 6 in. mean draft, Government-owned, which was on charter to the BSIP Port Authority when it went on a reef just past Visale on the north coast of Guadalcanal, BSIP, at about 8 a.m. June 30. It was well on and early efforts failed to move it. However on July 3, at 9 a.m. high tide, using empty oil drums lashed to the sides and several larger boats pulling, it came off with very little damage. Next morning it proceeded to Honiara under its own power and thence to the slip at Tulagi. It is now back in service.

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Depth with door open	55⅝"
Width with door open	33½"
Depth without door	24⅝"

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13, 032156 GMT; *Celebes* 0.30.04) July 9, 155648 GMT; *t* (01.14.57.13) July 8, 084954 ; *Jada* (02.02.12.08) July 7, 4 GMT. *Novia del Mar, Jada, t, Celebes, Viveka* was con- ently the order of finishing, the actual placings were, as *Jada, Quest, Novia del Mar, es, Viveka.* The latter yacht becalmed near the equator for days.

general the weather was fair, winds light. The race ended rfect weather conditions, with crews tired. They met with ndous hospitality by the i authorities.

Tahiti Yacht Club did an ent job of organisation. fine prizes were awarded, ding a polished pearl shell his name inscribed on it ed to every man in the race. rs and boats received other

American yacht *Fiesta*, well ped with radio and lying in te for some time past, acted ficial communications vessel he Tahiti Yacht Club, main- g radio contact with the s for the last 1,000 miles.

S OF CRUISING YACHTS

n Wen, a big American 65 net schooner-yacht owned ed C. Kistner, arrived at te from Honolulu on the same s the race arrivals, July 7, ighteen persons aboard. Last report on this yacht was in August, 1953, when the then joint owners, Kistner and William K. Pratt, were the subject of a legal action by members of a paying crew who were demanding their fares back to the mainland from Honolulu. *Dwyn Wen* departed Los Angeles in July, 1953, and has been in Hawaiian waters since. She cleared Honolulu this May 13, calling at most of the Marquesas islands, Takaroa, thence Papeete. Plans are to visit Moorea, Huahune, Raiatea, and Borabora. The big yacht has a full crew, including radio operator. There are a number of women aboard.

Little Bear, Buz and June Champion's 37 ft. Honolulu ketch, which has been in New Zealand waters since last November 7, left Auckland June 10 coastwise, and was poised in Whangarei to clear for Brisbane, possibly via Noumea, in mid-July.

Corsair, Australian-built steel 43 ft. cutter, seems to be something of a mystery craft at the moment. This yacht originally left Sydney on January 25, 1953, and arrived in Auckland on February 18 that year. She lay in Auckland until late January this year, then owner George Hunt and a companion put out for a reported coastwise cruise, though it was also reported that the yacht was heading for the Islands. This sturdy craft under- went a considerable refit before sailing. Mr. Hunt, formerly an armourer in the RAF, has lived in Fiji and Tahiti in post-war years.

Lady Stirling, large Auckland motor-sailer which spent a while in Fiji waters in 1952 and again in 1954, cleared Auckland June 13 under new ownership on a world cruise, first stop Brisbane. Aboard were owner S. Worthington, his wife, Miss Judy Merritt, Mr. Clark Ebbett, and two others travelling only to Brisbane. If all goes well that yacht should enter the Pacific via Panama westbound in a couple of years time.

Manu Moana, 38 ft. Kaitaia, NZ, sloop, mentioned as arriving in Papeete from Auckland last month, made Island cruises in 1952 and

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1954. As then, owner W. S. Holder is accompanied by Mr. Bob Naruhn, formerly of the Gilberts and Fiji, and by his own son. Mr. Holder Jnr. flew back to Auckland from Papeete.

Keriyea, mentioned in January as likely to be purchased in England and brought to the Pacific this winter by Messrs. Athol Rusden and Ronald Baker, of Auckland, will not be coming. The sale fell through and the partners, though they still have plans for a yacht-cum-trading craft, will not go to England to seek a vessel until next year.

Coongoola, Mr. Norman Thomas's 75 ft. motor-sailer, of Wellington, was to clear that port early July for Sydney and the Barrier Reef, Vila, and Noumea. Under the ownership of Mr. G. H. Griffiths, of Toowoomba, this handsome vessel made a world cruise in 1953-54. She was purchased by Mr. Thomas early 1954, underwent improvements, and made a lengthy coastal cruise last summer. Next winter it is planned to cruise to Tahiti and Honolulu.

Moonraker, with Peter and Anne Pye, arrived back in England early this year. This yacht called at Papeete and Honolulu en route from Panama to Canada in 1953.

New Silver Gull, 44 ft. Sydney ketch, which cruised the Islands several years ago, was reported at Kingston, Jamaica, recently.

Stortebecker III, sold by Dr. Franklyn-Evans in Canada in 1954 after cruising from Auckland via French Oceania, now has a successor, name as yet unknown. The yacht measures 39½ ft. x 29 ft. x 18¾ ft. x 6 ft., with a sail area of 780 ft. She will probably enter the Pacific via Panama next year.

Lamerhak II, one of the (possibly only) Israeli cruis yachts to visit the Pacific, arr Papeete July 3, via Mediterran Atlantic, etc. Has been on since November, 1953. Ow Joseph Havkins (crew, if any, mentioned). *Lamerhak* II, a ft. yawl, crossed from Atlantic Pacific overland, via Mexico C (o

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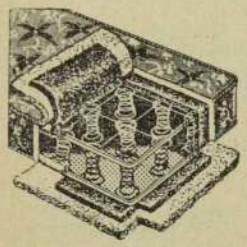
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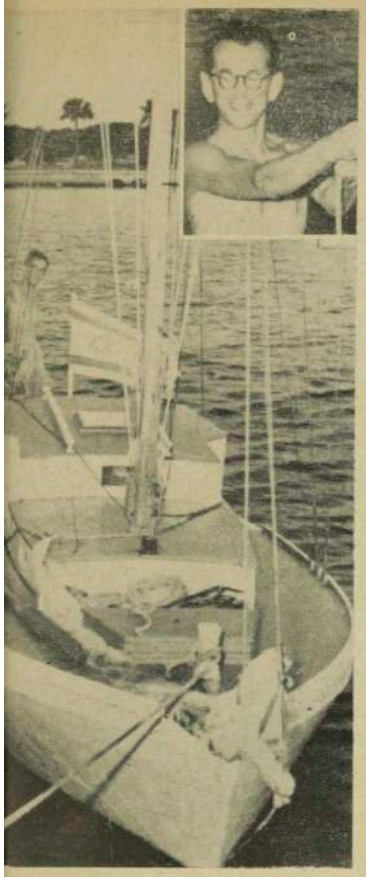
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re flag in Papeete—Mr. Joseph Havkins, el, and his small yacht "Lamerhak II" ory page 106).

rua, Mr. W. A. Robinson's ete-based schooner, last re- d north-bound from that port onolulu—and apparently since ned—was expected in Apia in bound Borneo this time. well-known photographer, Elisofon, was waiting there n *Varua*. Others aboard the ter were said to include American scientist who has associated with the French nia anti-filariasis mosquito aign; an Easter Islander, and ther Islander. Mr. Robinson *Water & Shoal*) has also been y associated with the above- oned French Oceania project, cially and otherwise, in recent but never-the-less has found to make a 1952 voyage to America and Panama, and more recent voyages to ulu. It is assumed that the t voyage has some scientific round.

BISSCHOP TELLS WHY

ie time ago we reported that in Eric de Bisschop, of French ia, who will soon launch a o raft named *Tahiti Nui* as ntribution to the current n of drifting across the Pacific, tells why and wherefore in a two-volume book about to be published—presumably in French, though doubtless an English edition will follow.

Meanwhile, launching date for the Tahiti-Peru-Tahiti round trip is set at October, and a number of companions have been selected. The party includes a radio operator-meteorologist formerly stationed at Rapa Island and well known to world radio amateurs—Mr. Roland d'Assignies—so the voyage promises to be interesting from the communicational point of view.

IN THE FURNITURE BUSINESS

Captain Hugh Williams, late owner of the Cook Islands trader *Inspire*, has often caused amusement in Auckland when he left for the Islands carrying a cargo of second-hand furniture, sewing machines, vacuum cleaners, etc. This cargo, disposed of very promptly at Rarotonga, has helped to pay expenses.

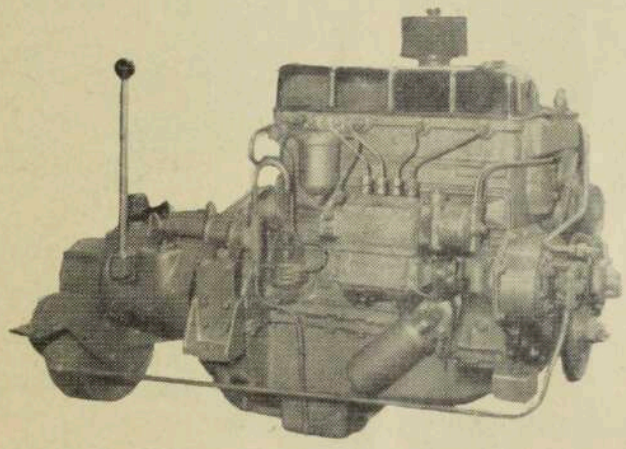
Tonga Copra Board's *A'oniu* now seems to have entered the trade. Crew members took aboard piles of similar furniture for relatives and friends in Tonga prior to the vessel's departure from Auckland in July.

NEW "INCAS" ON RAPA

When the Norwegian vessel *Chris Bjellard* (See June PIM) returned to Papeete on June 24 after visiting Rapa and Raivavae (she left soon after for Norway) Thor Heyerdahl

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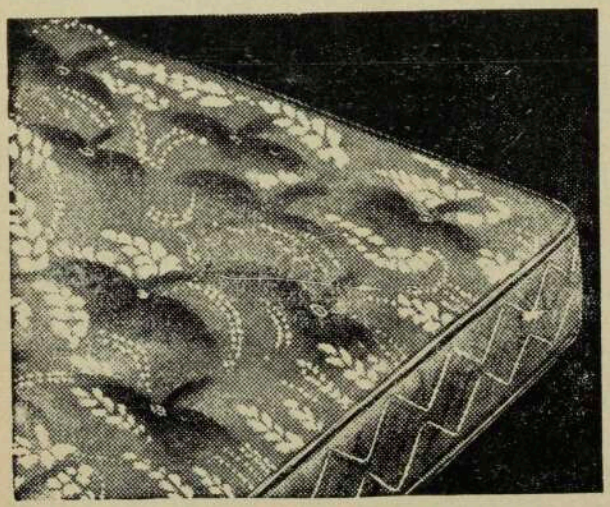


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rted discoveries of caves, relics ar to those left by the Incas he American mainland.

e Heyerdahl theory is that the ic was populated from South rica. Rapa has never been us for its archaeology—but for act that women on the island mber men by about 10 to one.

ER-HUMAN EFFORT REFLOATS *PACIFIC STAR*

. Reece Discombe has succeeded floating the *Pacific Star*, and he rumour goes), has earned lf something over £5,000.

ific Star, ex-landing craft, d by Mr. Stein, disposals ant of NG, resumed normal g activities after she lost her- n the Coral Sea in February h PIM) but became stranded outh of South River, Erro- a, New Hebrides, on April 8.

seemed that she might stay when Mr. Discombe under- o refloat her "within 60 days" lse.

succeeded, just within the limit—after, according to our uper-human efforts.

HAPPENED ONE AUGUST

this month of 1842 there was hing of a mid-Pacific binge off Conway Reef, roughly 420 east of Noumea and 300 miles -west of Suva. The previous January, the 153-ton vessel *Rapid* had been wrecked there, bound China from Sydney via Auckland.

A Sydney syndicate later bought this wreck and sailed in a vessel whose name we're unable to trace, to attempt salvage of ship or cargo. There was also a rumour that the master of *Rapid* had buried $5,000 in gold on a sand-bank on the reef.

Clearing Sydney, June 17, the vessel sailed first for Rotuma to investigate reports that some of *Rapid's* crew had landed there, but none appear to have been found. After some searching, the shoal and wreck were finally located.

The report of the voyage says that it is possible that *Rapid* could have been refloated, and it is certain that most of her cargo could have been salvaged—except for one thing:

The shoal was littered with casks of liquor from the wreck—and no sooner was a boat-load of men sent off to the wreck than they broached the liquor, and no work could be done.

For 23 days the salvage vessel sailed off and on—it was impossible to anchor—then the project was abandoned and the vessel returned to Bay of Islands, NZ. But it was not altogether without result. On the second day at the wreck the master located $2,918 dollars in gold on the sand-bank; and the crew certainly had a wonderful time.

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KOKI GETS AWAY

The copra scow *Koki*, built Bjarne Halvorsen, of Sydney, Steamships Trading Co., H Moresby, left Sydney for Papua July 27, with Captain G. E. Lan in command for the delivery voy (Safe arrival at PM reported Aug

Halvorsen's is at present lay down a 60-ft scow at the B Bay yards. This prototype is sim in design to the well-known 5 scows—only difference is the more in length.

SAVOIE BUYS 800-TONNE

Captain Emile Savoie, well kn in the Sydney-New Caledo trade (his *Maria del Mar* was some minor trouble off the N coast last month) has disposed his *Sorana del Mar* through shipbroking firm of Capt Kennedy. *Sorana* will go to K Schmidt Bros., who are engage the sand and gravel trade in Mor Bay.

Savoie will replace *Sorana Mar* with an 800-ton, steel-hu vessel called *Comara*, now Fremantle, WA. *Comara* was in 1936 and until a couple of y ago was in the NSW coastal t She is equipped to carry a l amount of refrigerated cargo.

If Savoie follows his usual prac *Comara* will have a name ch and join the *del Mar* family.

DEUTGAN BACK IN SYDNE

The ex-barge *Deutgan*, owne Mr. Marcel Marinacce, of S New Hebrides, which left Sy after an expensive 9 months only in February and ground Port Resolution Tanna, only a weeks later, is back in Sydney, is up for sale. £25,000 is the p

NO WORK FOR *TUNGAR*

A prolonged drought in Gilbert Is. has seriously aff G & EIC copra production. An perienced G & EIC ship's m estimated recently that copra duction is down by more th half.

G & EIC Wholesale Soc ships are finding it difficult t cargoes in the Gilbert Is., and reported that the *Tungaru* w put up for sale shortly, unless is chartered by some other pany.

MELANESIAN LAUNCHED HONGKONG

The new steel-hulled BSIP ernment vessel *Melanesian* launched in Hongkong, on Ju by Mrs. R. J. Minnitt, wife o Chief Secretary, WPHC.

Melanesian should be com shortly and be in service befor end of this year.

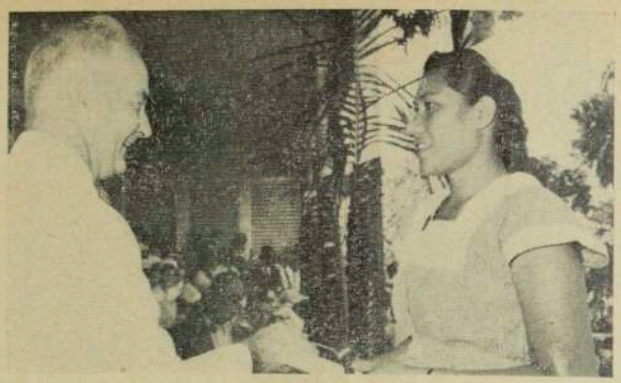
She has a displacement o tons, 8,550 cubic ft of cargo s will carry 10 cabin and 75 passengers and is powered by Gardner engines.

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ioan ses duate

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This very modern store has been erected in Apia, Western Samoa, for Mr. Hermann Retzlaff. Mr. Retzlaff recently returned from Germany. His wife is the former Miss Billy Nelson, of Apia.

—Photo by Pan American prints.

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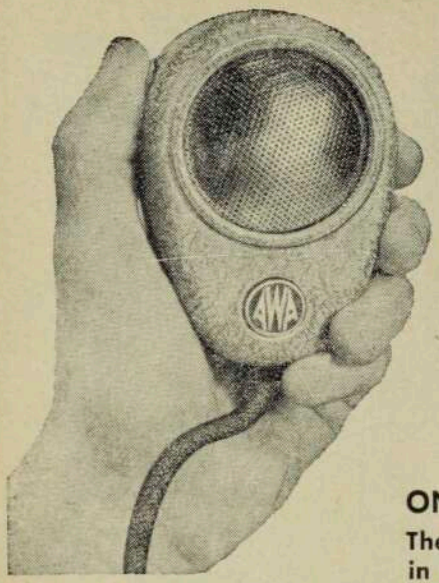
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RADIO TELEPHONE

ON LAND

The A.W.A. Teleradio 5A breaks down the barrier of isolatio in outback areas. In the remote islands of the Pacific, or in ti many undeveloped areas of the world, the 5A can be an inval able help.

AT SEA

Small ships engaged in any trade can benefit by fitting the A.W.. 5A radiotelephone. There is a widespread network of sho stations available for speech communications. Trained operato are not required.

The Teleradio 5A uses the most modern valves and desig features to provide simplicity of operation and efficienc

Further information gladly given

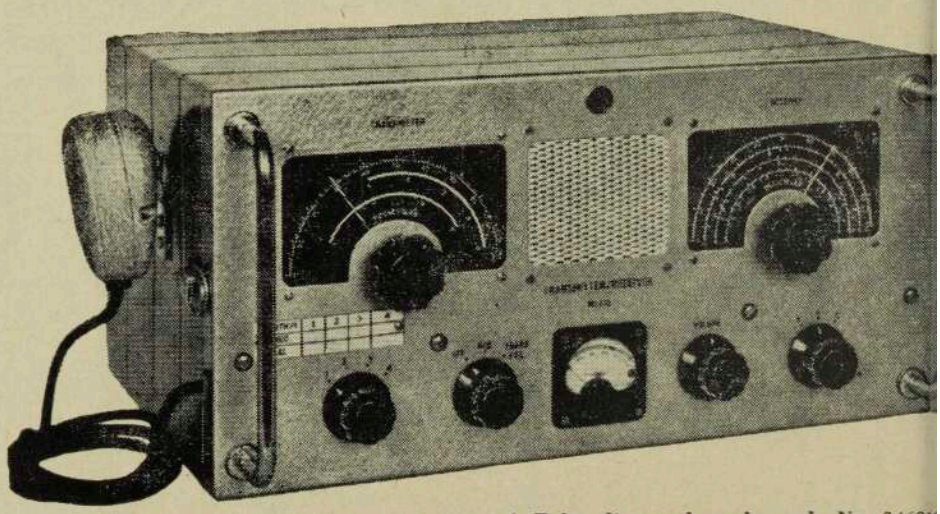
Simplicity
Only six controls, no technical skill required.

Complete Service
A.W.A. provides a complete equipment ready for connecting to the battery. Full details given on aerials.

Reception
High - performance receiver tunes over a useful portion of the short-wave band, to provide general entertainment.

Battery Power
The 5A works on a 12 Volt battery. Only 3.2 Amps. drain when receiving.

Size
In one attractively-finished case, 9" x 16" x 20".



* *Teleradio, regd. trade-mark, No. 3469*

Manufactured and Guaranteed by

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ES1-5

Fish Packing Industry Flourishes in American Samoa



Van Camp Company's cannery, which helped American Samoa out of its economic doldrums ple of years ago, continues to flourish. The factory, on the foreshore of Pago Pago harbour, own above. And below, some of the Samoan girls who are employed in the factory as rs.

The tuna that is canned is caught by Japanese ships and fishermen who work under short-contracts to Van Camp.

—Photos by Pan American Prints.

† Shortly after the USS Co.'s *Tofua* sailed from Auckland on July 17, a steward, Mr. Albert Leslie Pinfold, 39, died of knife wounds. The vessel put back and Donald Alexander Lindsay, 36, steward, was arrested and later charged with murder. The vessel sailed at 1.20 p.m. again the following day.

YOUR NEXT LEAVE

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CALLING FREDDIE LADD

Ex-Fiji Pilot Does Big Job in NZ

CAPTAIN "Freddie" Ladd is becoming as well known in New Zealand as he formerly was in Fiji, where, as a RNZAF pilot and later chief pilot of Fiji Airways, he did a great deal of flying in post-war years.

Scarcely a week goes by when there is not a call from one of the Hauraki Bay islands, or from inaccessible coastal homestead, for the Grumman Widgeon amphibious aircraft of Tourist Air Travel to speed to someone's aid.

Recently an intending member of a week-end yachting party arrived at the wharf after the yacht had sailed. Within minutes he had chartered the Widgeon, and minutes later, but miles away, Ladd was landing him safely alongside the yacht—to the astonishment of all aboard.

Early in July a man was pinned under a falling blue gum tree at the height of a storm on the Coromandel Peninsula. Word reached Auckland Hospital, and the hospital was on to Ladd by radio within minutes. The Widgeon was at the time out on a charter-flight to Great Barrier Island.

Diverting to the scene of the accident the sea was found to be far too rough for a landing, and there was no airstrip in the vicinity.

However, a return flight was made in the afternoon and after a very tricky landing the patient was successfully transferred from a small boat and the aircraft was and on its way back to Auckla

Aucklanders are beginning wonder how these people mana before the Widgeon arrived on scene, so often is it called on special missions.

Interesting too is the fact t

ETABLISSEMENTS DONALD TAHITI

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★ Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoleted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

(Entoletion is a special new purifying process which reduces the risk of insect infestation).

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ANCHOR FLOUR

GILLESPIE BROS. PTY. LTD., ANCHOR FLOUR MILLS, SYDNEY

G.1.97

aircraft formerly belonged
legie Aerienne Interinsulaire, of
ete. Damaged by fire a couple
ears ago, it was eventually sold
AT, shipped down to Auckland,
completely reconditioned.

ATOES FAVOURITE
ROP

ures Show All Well With Citrus

OUGH the resources of the Cook Islands Department of Agriculture are concentrated ly on the citrus industry, the to crop is clearly top favourite growers.

e citrus crop proved disappoint- n the 1955-56 financial year, es for which are just avail-

e value of citrus exports fell 0,000 on the previous year, to 8. In comparison, tomato ex- jumped from 52,000 to 92,000 , and the value rose by almost 0 to a new high of £100,000. was achieved by reasonably shipping connections with NZ. ortunately, exports of Cook ds citrus are listed in the com- y meaningless term of "boxes' ead of in bushels or pound t, or some other comparative ure. There is no generally ted standard size in citrus In the Cooks the case ed for oranges is 1⅓ bushels, certain other citrus are ed in the 1-bushel tomato case. l citrus are lumped together Annual Report it is not pos- for interested readers to know y what quantity was exported. ana exports reflect the in- e announcement made during ear by Fruit Importers Ltd., ain New Zealand fruit import- rganisation, that they would or all bananas delivered to onga wharf when an export is in port, regardless of er or not there is space aboard ne actual export of the fruit. ty, of course, is given to

orts rose from 181 bushel worth £174, in the previous to 946 cases worth £906. above guarantee applies only rotonga at present, and as a plantings are likely to show dy expansion on that island. main virtue of tomatoes and as is that they are a quick- ng, cash crop, calling for a mall capital investment com- with the citrus scheme, and enting no great loss in the of blight or hurricane.

apple exports, mainly from aia and Aitutaki, fell from to 15,000 cases, and the value £19,000 to £13,000.

This crop is highly dependent upon shipping space at the critical times, and has no priority.

The Minister recently indicated that current policy was to discourage the growing of this perishable crop—but processing plans may alter that policy.

Copra production showed a decline to the lowest tonnage for a good many years—1,076 tons worth £72,000. In the previous year the value had been over £101,000, and the quantity 340 tons greater.

The output of mother-of-pearl shell declined from 290 to 242 tons, but prices were excellent and the financial yield rose by £18,000 to £92,000, highest since 1951.

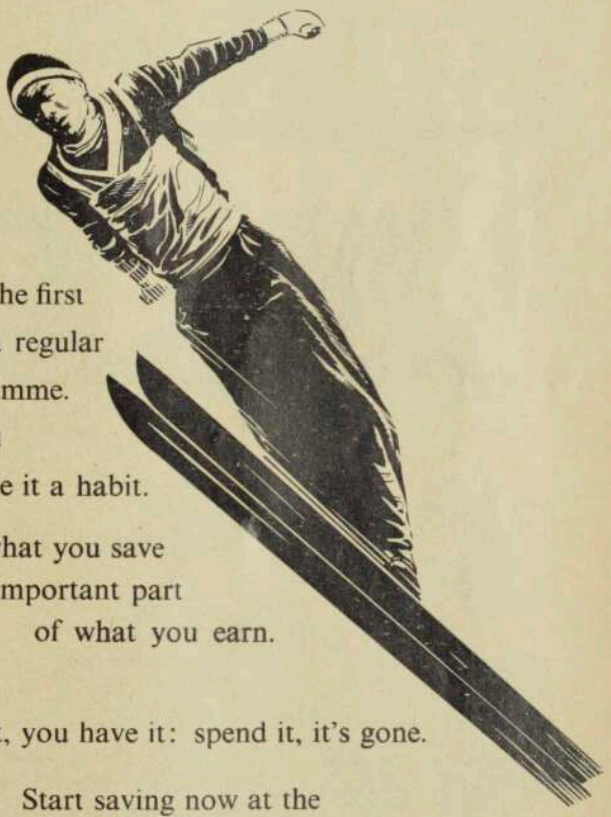
Due to the closing of the Manihiki lagoon during 1956, this item will show a serious decline in the current financial year, unless Suwarrow lagoon gives a phenomenal yield. Operations commenced there in June.

Mainly due to the tomato crop, the total yield from these main export items rose from £309,000 in the 1954-55 year to £333,000.

END OF ANOTHER DREAM

Food Exporters (NZ) Ltd., who were reported last month (July PIM), as being interested in buying CI tomatoes—to be paid for "on the beach"—have gone into reverse. Reason (according to the company): Lack of co-operation by the Administration or CI Shipping Committee in the matter of a vessel to pick up the tomatoes in August.

This takes practice



So does saving. The first step is to plan a regular saving programme. Then jump to it and make it a habit.

Remember that what you save is the most important part of what you earn.

Save it, you have it: spend it, it's gone.

Start saving now at the

BANK OF NEW SOUTH WALES

SAVINGS BANK

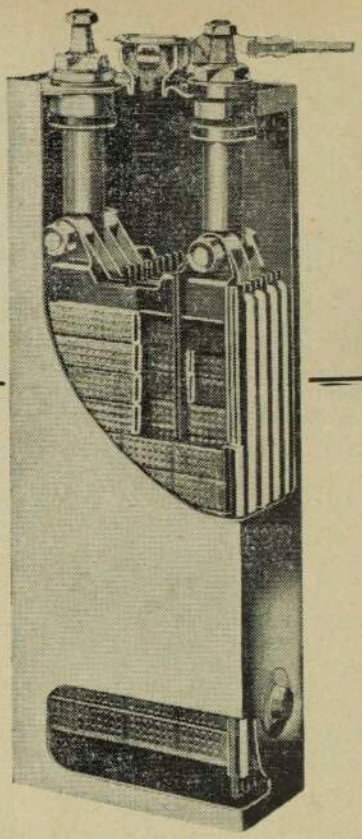
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The Month's News from Papua-New Guinea

(Continued from Page 43)

believed there were about 30 opean ex-PIR members living in Territory, and these were being acted immediately. Later, if the ciation was well supported, it is ed to contact potential members Australia.

he initial aims of the Association (a) to work within the framework of the RSL for the welfare and advancement of members and of the League; and (b) to assist native ex-servicemen throughout the Territory.

Meanwhile, the native ex-servicemen themselves have raised several hundred pounds and hope soon to start building their own clubhouse. The newly formed ex-PIR Association had promised its full support with this venture.

Pending enrolment of all known ex-PIR members in the Territory, Mr. Don Barrett is acting as Chairman, and Mr. Alan Hatherley as Secretary.

PIR INTO LINE WITH POLICE

Meanwhile serving native members of the Pacific Islands Regiment will receive substantial sums in







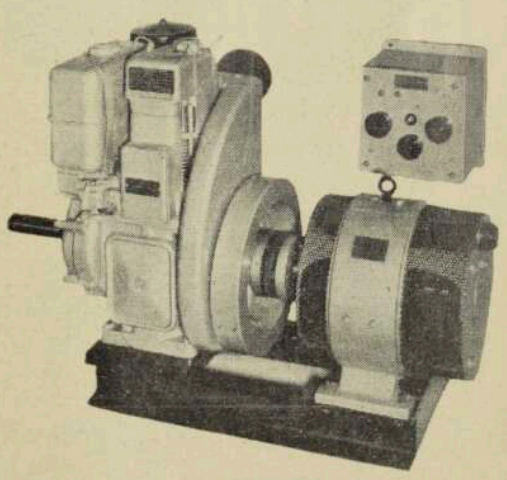
E RECENT WEDDINGS IN RABAUL: At t the Catholic Church on July 30, Miss d Loury was married to Mr. L. Enkera Rev. Father Dwyer. left to right: W. best man; groom and bride; Miss Mary , bridesmaid; Father Dwyer; Julie Anna, flowergirl. Centre: At the Methodist Church, Rabaul, recently, Miss Betty Chung was married to Mr. Peter Cheong by the Rev. John Su. left to right: Mr. Henry Cheong, best man; the Rev. John Su; groom and bride; Mr. Johnng Chung; Miss Lily Chung, bridesmaid. Right: Miss Philomena Na was married to Mr. Peter Seeto at the Catholic Church, Rabaul, recently. From left to right: Mr. August Chow, best man; the Rev. Father Franker; groom and bride; the Rev. Father Dwyer; Miss Emerline Seeto, bridesmaid. —Photos by C. H. Meen.

BB

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Braybon QUALITY DIESEL SETS

2 kVa 240 VOLT OR 110 VOLT A.C. SET .9P.F.



This plant is designed to give the utmost economy in peration and maintenance combined with simplicity f operation. The alternator is coupled to the Lister D, 3 HP, air cooled diesel engine running at 1500 .p.m. All standard domestic appliances can be perated from this plant within the alternator capacity s well as motors up to ½ HP capacitor start.

Vrite for further particulars on our diesel electric ets from 1 KVA to 60 KVA capacities.

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FROM O.S TO S.W

As any *Gilbeygirl will tell you, undue volume in eating or drinking is apt to have permanently inflationary effects on the waistline. According to the Gilbeytonian code based on sound liquid experience these unpleasant effects are avoided by a strict adherence to Gilbey principles. Internal economy is immediately arranged by a pleasant course of short or long Gilbey drinks containing no inflationary substances whatever. Gilbeygirls (and men) swear by this simple rule and cannot be lured away by any foreign fluids or Mrs. Beaton.

—for internal economy

Gilbey's Gin

* *Slim, healthy Lass*

3344B

back money as a result of pay ri
announced in Rabaul early July
the Minister for the Army, 1
Cramer.

The increases range up to
per cent. of current rates and
retrospective to June last y
except in the case of cert
specialists.

Mr. Cramer said the new p
rates would bring native Army p
sonnel in the Territory into
with native Police.

The new rates range from 6
to 100/- per month for privates w
several years service; with a ma
mum of 300/- a month in the c
of third-year sergeants.

(There seems something ex
ordinary about this business. If
new rates are retrospective to Ju
1955 (14 months ago), then eit
the PIR has been made to wait
too long for justice; or the M
ister is now leaning too far ba
wards to do the "right thing."

HOUSE-BUILDING LOANS C MORE

Increased interest rates for h
ing loans were announced e
July by the P-NG Commissioner
Housing, Mr. Reeve. From Jul
the new rate will by 5 per cent.
increase of ½ per cent.

The Commissioner said the e
of the increase would mean
the monthly repayment on
maximum loan of £2,750 for a pe
of 25 years would rise from £15
to £16/1/7. This works out at
a week.

Since the scheme got away
slow start three years ago, hou
loans totalling £135,000 have
granted.

148 MILLION ICE-CREAM COMING UP

Australians last year lic
148,000,000 ice-creams from wo
"spoons" and sticks made
Bulolo pine from the Golden R
Sawmilling Company.

As well, one Australian com
produced 33,000,000 battery
arators from the pine.

By using the Territory tim
Australia was thus saved thous
of dollars. The only other suit
timber for these goods is Ame
Douglas Fir.

ECONOMICS OF NATIVE CC

A P-NG Native Affairs of
believes that within ten y
native-grown cocoa in the G
Peninsula of New Britain wi
worth about £500,000 annually (
present price prevails).

Last year, more than 470 to
cocoa was produced in the
This alone was worth in the vi
of £100,000.

Native growers were re
granted permission to borrow
£80,000 from the Bank of NSW
so far have used £38,000 of the
to extend fermentaries, con
new buildings, and purchase
necessary equipment.

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hats at a Hatters' Party in Port Aviat Club at end of June—Miss Oriel nd partner.
—Photo by Papuan Prints.

would probably be a truer te of the position if the official hat production would be five more in 10 years. The price is an unknown quantity. Low are something native pro- have yet to get acquainted

STILL MORE EXPERTS

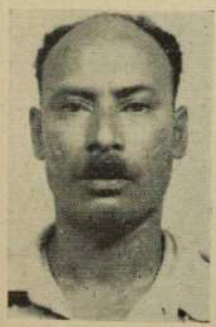
G, which is the happy hunt- round of every brand of t" and expert, was visited by ntatives of the well-known rld-famous American Summer te of Linguistics late July. will make a preliminary sur- the linguistic set-up in the ry.

leader of the three-man team, Pittman, says if all goes well, rs of the Institute will be to the Territory to study f the P-NG languages.

Pittman explained that the f the Institute were three-

To make a scientific study guages for Universities and pological Societies. (2) To

entral Dis- Papua has a Euro- and a n to the ct Ad- Council for t time. vera is the representa- Mr. John hown here, s the part- popu-



Papuan

prepare literacy material in the local vernacular for the teaching of English. (3) To translate the Bible into the local languages.

ATOM BOMBS OR SUN-SPOTS, THE RESULT IS THE SAME

Weather patterns all over the Southern Hemisphere continue to be reversed.

Little rain in most of the Morobe district, which is usually over-endowed, if anything, has in recent months made the area drier than "old-timers" can remember.

In the Finschhafen area, native crops have been seriously affected and the natives are finding it hard to get sufficient food for their needs. This same area usually supplies a big portion of the staple food sold in Lae.

In the Bulolo area, the Baiume Creek has less water than ever before, and the entire vast valley is parched.

Police in Lae spent two hours late July fighting a fierce grassfire which broke out in the area between Huon Taxis and the sawmill.

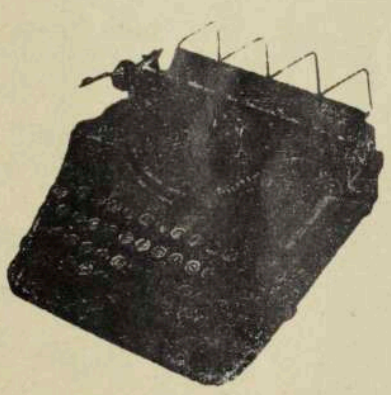
Fanned by a sea breeze, the fire was out of control within minutes of starting. Four European police and the crew of the DCA fire-tender fought hard to check the fire sweeping onto the taxi premises.

The fire had its sequel the following morning in the District Court, when a native was fined £2 for lighting a fire.

(Over)

— JUWEL —

The new German Portable Typewriter with all the latest improvements



Made in Germany.

FULL KEYBOARD—STRONGLY CONSTRUCTED—IDEAL FOR OFFICE WORK

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* ALL THE LATEST NEWS FROM Imperial Canned Meats

"MORAY PARK" Canned Fruits wi be in short supply — *ORDER NOW!*

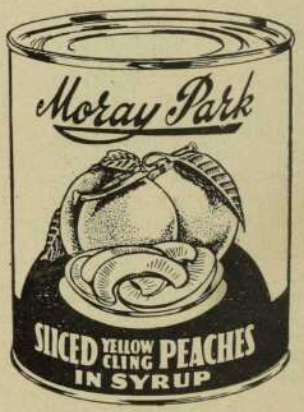


Summer desserts made with "Moray Park" Canned Fruits are really delicious! Unfortunately, due to growers not reaching their quotas, supplies will be short. While our stocks last we can offer a very comprehensive range of delightful "Moray Park" quality canned fruits.

These fruits, grown and processed in the lush irrigation area at Renmark, South Australia, contain all the natural sunny goodness of top quality Australian Canned Fruits.

The "Moray Park" range of delicious canned fruits now available is as follows:—

- **16 oz. Apricots**
- **30 oz. Apricots**
- **30 oz. Peaches**
- **30 oz. Grapes**
- **16 oz. Grapefruit Segments**



They are delightful when chilled and served topped with smooth "Tongala" cream in the double-size gold-lined can.

Be sure to specify "Moray Park" and "Tongala" homogenised cream. Keep a stock on hand and you'll be mighty glad.

STOP PRESS

Mr. Grocer

Please order early and stock up for Christmas orders. Supplies are not heavy but the range now is good — so don't be caught with future orders you cannot fill.

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F LINKS MURDERER HAS SENTENCE "RECORDED"

the P-NG Supreme Court, in ul, on July 30, a part-European, erick Phillip Smith, was found y of the murder of Adele Woo Leo Wattemeno, in Rabaul, in

sentence of death was "re- d" but not pronounced—which probably means that Smith will not hang. The Governor-General of Australia will make the final decision.

The body of Miss Woo was found on the Rabaul golf links on May 20. She had suffered head injuries. Wattemeno was found near by. He later died of his injuries.

Smith made a confession to local police officers. In court he retracted this—he said that he had made it only because he wanted to please the police, and was frightened of them. He said he had been in bed and had slept all night on the night of the murder.

The Chief Justice of P-NG, Sir Beaumont Phillips, who heard the case, described some of Smith's explanations to the Court as fantastic. He said that there was no doubt in his mind that Smith had committed the attacks that had led to the death of the victims.

os show, top to bottom, Leo emeno, Adele Woo and ick Smith.

ATIONISTS WILL WORK NG THE SOPHISTICATES

isation marches on! The on Army is to open a new f work—a Training Farm as matory for native delinquents Moresby area. A former nding Officer of the Army sbane, Major Baker, accom- by two other officers—one n a nurse—will leave Bris- or Moresby at the end of

r Baker said that the Army begin medical work later on. oubt the Army in the Terri- will have many supporters the native people—particularly if they bring with them their uniforms and their bands.

If they don't, and only bring themselves, they are certain to continue the good work they carry out in other parts of the world.

It is interesting to note that the Army's accent will be on welfare work—and not, apparently, to compete for souls in the overcrowded Highlands' area.

NEW AIRSTRIPS, NEW SERVICES

An important new airstrip in Papua which will shorten air operations into the Southern Highlands, is about to come into operation.

It is at Vaimuru, near Kikori, in the Gulf District.

Vaimuru will initially take aircraft up to and including Ansons, but later, DC'3's will be able to operate from it. This strip will save the Administration thousands of pounds annually in freight charges. Goods going to the Southern Highlands will now be shipped from Moresby to Vaimuru and then flown direct to the Highlands area. At present, everything consigned to the Southern Highlands goes to Madang and is then flown over the vast mountain ranges into Mendi or other strips in the district.

Mr. V. Rule, Regional P-NG Director of Civil Aviation, has announced that the Department is planning to reconstruct the airstrip at Daru. This is used mainly by light aircraft flying to and from the Territory from Australia.

The airstrip at Wau, once the busiest in the world, is still handling big quantities of goods, but instead

The UNITED Insurance Co. Ltd.

(Inc. in New South Wales.)

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FIRE, MARINE AND ACCIDENT INSURANCES EXPERTLY ARRANGED

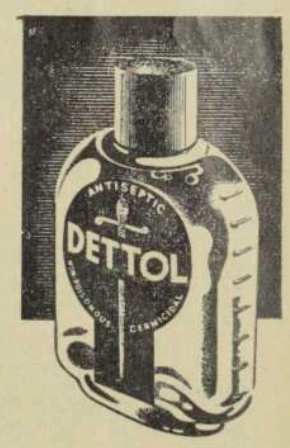
LAE, T.P.N.G.

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D. B. Killeen, Manager.

PAPUA, T.P.N.G.

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When you use Dettol you follow the example of most doctors, hospitals and nursing homes.

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DETTOL REGD

The Safe Way to Safety

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of being flown in they are being flown out.

For the six months ended June 30, more than 435,000 lb of vegetables alone were air-freighted from Wau, consigned to Moresby, Lae and Manus Island.

This figure, however, represents only a fraction of the total weight of goods flown into Wau from Salamaua in the middle thirties. In these "gold-rush" days, everything from the giant dredges to small handtools, had to be carried into the valley by air.

Now most heavy freight goes by the war-time-built road.

Two pilots and two engineers of World Wide Air Services based in Moresby will leave the Territory for training on Sikorsky S58 helicopters—three of which will be coming to the Territory early in the New Year.

In Melbourne, in July, the General Manager of APC, Mr. Pym, announced that following completion of the drilling sites at Kuru, Barakewa and Morehead, it was planned to continue exploration drilling in Papua in 1957 on the basis of two outfits operating continuously. These would be transported and served entirely by helicopters.

The Chief Pilot of World Wide, Mr. Frank Minjoy, says the Sikorsky is at present the largest helicopter licensed to be used commercially. It has a pay-load of slightly more than 4,000 lb weight, and when moving large objects, such as pipes and motors, carries them in a net slung underneath the aircraft.

The three Sikorsky's it is planned to bring to the Territory will be shipped to Port Moresby, assembled at the Company's heliport at Badili, and flown to the oil-drilling sites.

The Sikorsky's carry two pilots.

World Wide already operates H helicopters for APC in Papua a have made a notable contributi to Australian aviation. These w the first commercial helicopters Australia and it was this Compa that trained the first official of Department of Civil Aviation to

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elicopter. In its infancy, World e was an all-American personnel it. Now all its pilots and neers are Australians or New anders.

-DAY WEEK "COMPLETE LURE" IN CUSTOMS DEPT.

ie Port Moresby Town Advisory ncil is seeking the re-opening the Customs Office in Port sby for normal business on rday mornings—without the nent of overtime for duty rs by the public.

nen the 5-days week was intro- d in the Territory, the Customs e was to be opened on the pay- of the Duty Officer's overtime ie person or organisation which ed to transact business; but in ice this had not worked out. e Customs Department has that it will open only for gency business—and the De- nent says what constitutes nt business."

e TAC is in agreement that six months' trial of the five- week has proved a complete e as far as the Customs De- nent was concerned.

TORS—IF THERE ARE ANY AVAILABLE

P-NG Administration denies not enough is being done to t qualified doctors for service ie Territory—the Territory is e same situation as the rest ie world—there is a general age of doctors and very little e done about it.

its recent report, the 1956 d Nations Mission to New a commented on the shortage ctors in the Trust Territory uggested that the entire system cruitment be reviewed.

Administration official said ting was going on continuously ustralia and in the United om. As well, the Government ponsoring a unique Cadetship whereby medical students, completing their third-year- could have their fees paid eceive a salary on signing an nent to work in the Territory pecified periods after they ed.

ECORD-LENGTH PHONE NVERSATION LEADS TO ARREST

T work by Police and esence of mind on the part a European woman resulted Papuan being fined £20, in t 3 months imprisonment, for obscene language over the one early July.

woman, working in a by retail store, managed to the native talking in a non conversation for 45 s while the call was traced olice went to the office from he was phoning.

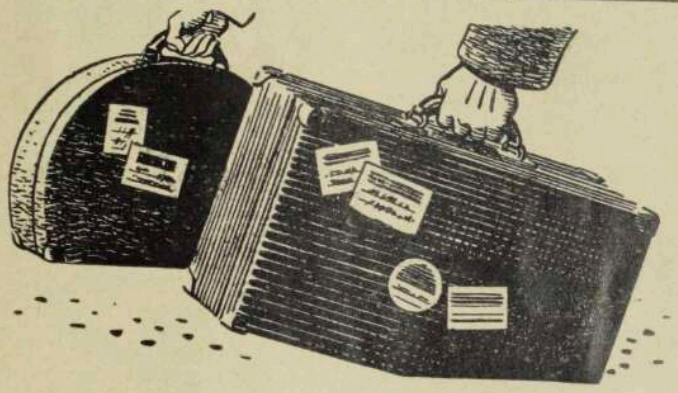
was the first case of its kind the introduction of the auto- exchange in Port Moresby.

JAP SALVAGE TEAM ARRIVES—AND DEPARTS

After all the preliminary controversy about Japanese examining the wrecks around Rabaul harbour with a view to salvage, the team of two experts arrived in the town unnoticed, went about their business, also virtually unnoticed, and departed within a few days for Sydney (July 10) en route to Tokio.

They made only one appearance in public—at the local picture theatre, where no-one recognised them.

The manager of Pacific Distribution Company, Mr. Csolle, who is the Rabaul representative of the Salvage Company, said in Rabaul it was not possible at present to evaluate the potentialities of the scheme to salvage the eyesore wrecks. The survey party will report to its Company in Japan, and if the scheme is commercially sound, further action and representation will be made.



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ne Finish . . .



left, Mr. and Mrs. L. E. Ternes at one of the many farewell-parties prior to their re from Port Moresby at the end of June. Mr. Ternes was officer-in-charge of Overseas munications in Port Moresby and has been transferred to Australia. At right: Mrs. Koch, who left Port Moresby at the end of June for Australia. She will be joined there Koch, of APC, and they will go to the United Kingdom. Mrs. Koch has been Associates at the Moresby Golf Club and she was suitably farewelled by the Club prior to her re.

—Photos by Papuan Prints.

et the Sun Heat Your Water

ERAL years ago PIM pub- hed an interesting article on very simple hot water system ng its heat from the sun. e then the CSIRO in Aus- has been doing a good deal ther research into such hot systems, and one to their s is now being produced ercially, though as yet only ited numbers.

unit consists of a blackened sheet to which are fixed tubes. Water circulates h the tubes to an insulated e tank. The copper heat er unit is faced with one or sheets of glass spaced an inch and the back of the unit is d with two inches of ing wool, fibre-glass, etc.

absorber unit's size depends e quantity of hot water d, and is calculated at one foot per gallon of water y. The unit may be installed roof, or as a sloped awning sunny side of the house.

reas of plenty of sunshine a ade installation will supply omestic requirements. For rial purposes a circulating is also required and some nal electric or fuel-firing may be called for.

CSIRO found that even in rne's climate the domestic upplied 60-70 per cent. of at required for a domestic tion.

installed price in Australia, ng storage tank, is about per square foot, which is probably a little more than the conventional types of heater. However, the subsequent saving is considerable, as the cost of running would be virtually nil.

Such a system should be very successful in many Island areas.



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THE PACIFIC MOP INDUSTRY

Some Regulations Need Revision

RECENTLY there was a curious and amusing demonstration of how the Cook Islands Pearl-Shell Fisheries Regulations work in actual practice.

One of the provisions is that no shell under 4½ inches wide at its maximum point may be fished, and that any person found in possession of such shell will be fined up to £20.

Last year, the Manihiki agents of two Rarotonga shell exporters were fined for this offence—but the value of the shell, which is no less on the world market because of its slightly smaller size, was far in excess of the fines. The fine in fact was no deterrent, as there appears to be no provision for confiscation of the shell in such cases.

Realising this there is little doubt that buying agents will take few pains to avoid small shell, which can in any case always be broken and mixed with larger shell. Overseas importers allow ten per cent. by weight of broken shell in their quotations.

The size limitation is of course designed to conserve the beds, as shell under 4½ inches is thought to be under the age of reproduct —though this has never b asecertained by research in case of Cook Islands shell. I evident, however, that the Re

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ons require revision, probably the direction of confiscation of ersized shell—a sure deterrent.

SUWARROW RESULTS DISAPPOINTING

post-war years mother-of-earl shell has become big usiness for the Cook Islands—00 worth was exported last —so there were high hopes Suwarrow atoll lagoon would e prolific when it was opened living recently. (PIM, July, 69).

sults in the first month are not ising.

out 80 people were taken to arrow from Manihiki in mid- to dive under contract to Mr. . Brown, of Rarotonga, who been awarded the licence to the lagoon until the end of year.

the latter part of June the *Inspire*, taking supplies to the found that only about five of shell had been accumulated.

was anticipated that quantities be low until good beds were d, but four diving suits and y skin-divers are operating. year the suit-divers at iki were reaping about 3½ per month each and they to have expected similar s at Suwarrow. However, r operations at Penrhyn atoll year have resulted in only one ton per month.

appointed at what they er very poor results—as red with Manihiki which is rarily closed to diving—a r of the skin-divers packed d left the island per *Inspire*, e remainder were said to be essimistic frame of mind as outlook.

NESIAN ASSN. RTAINS ISLANDS ORS IN SYDNEY

G June and July, the Polynesian ociation of Sydney entertained many and former Islands residents. Among ve been:

d Mrs. Jim Mathieson, who have now ck to Tonga. Mrs. Mathieson was Shiela Heenan, of Fagonahina, Tonga- th them were Margaret Shober, Mr. "Mac" McCorkill, and Vince Guerin, onga.

Brian Armstrong, now of Curl Curl, o was Ruth Framheim, of Takuvaine, . A Tahitian visitor was Captain lme, of Papeete, skipper of the little hip "Maria del Mar". The captain d with several Tahitian songs.

Fiji were Mrs. Waia Bovill, who was lloy, of Suva; trainee-nurses Jessie (Sigatoka), Elizabeth Gibson, of and Felicia Emberson, of Suva.

Hawaiian visitors were visiting wrestlers Don Beitleman and Alo Leilani, of Honolulu.

Former well-known residents of both Samoa (Apia) and New Guinea were Mr. and Mrs. Alf Lussick.

At the July gathering, members made a presentation to newly weds, Don and Mrs. Malcolm. The bride was Alma Young, of Norfolk Island, daughter of Mrs. Christine Young.

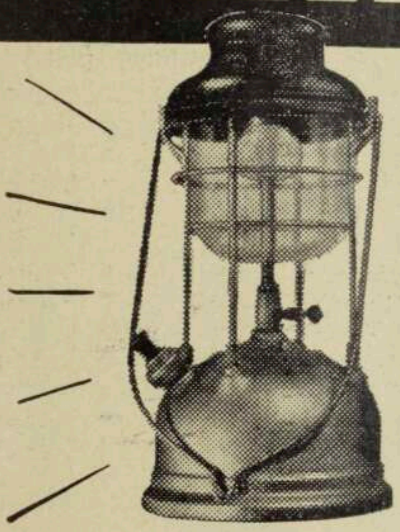
Continuing with their charitable work, the Association's concert party gave a recital of Polynesian dances and songs at a large gathering at Neutral Bay, this time for the benefit of the Fairbridge Farm Homes at Molong.

Mrs. J. Byron, hon. secretary of the Association, can be contacted at FY 3211 (evenings); Mr. L. Moran, president, on FW 4661 (evenings).

† Mr. K. R. Bain, who has been secretary to the Tongan Government for the past three years, has completed his tour of duty, and has left the Kingdom, accompanied by his wife and daughter, for leave in England. Mr. Bain wrote the book, *Royal Tour of Tonga*. His successor is Mr. R. Sanders.

† A branch of the Pan-Pacific Women's Association has been started in Nukualofa, with HM Queen Salote as President. This branch is affiliated with the Langa Fanua, an organisation of women who aim at better living conditions in the Tongan villages.

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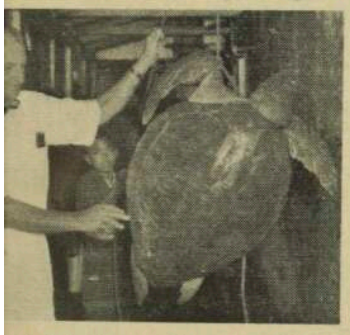
Comworks—Rabaul Rugby League Premiers, 1956

ther success-
Rugby football
has ended re-
in Rabaul with
rks team taking
onours. For the
me in three years
d final was neces-
to decide the
. The Army team
ad the coveted
in its keeping
last three years
time winning it
comfortable ease.
training, good
g and excellent
ork this year,
r, enabled Com-
to put an end
y's winning run
feating them in
and Final by 13
a hard and fast



graph of the victorious Com-
team shows, standing, left to right:
on (coach), P. Jarret, A. Richardson, D. Hillier, B. Kennedy, J. Crawford, M. Paget, B. Schulz, B. Smith (coach).
Front Row: K. Eldridge, J. McDonald (capt.), A. Seigers, P. Cheong, J. Lattu, N. Godbold. Not in photo is M. Jennings.
—Photo by C. H. Meen.

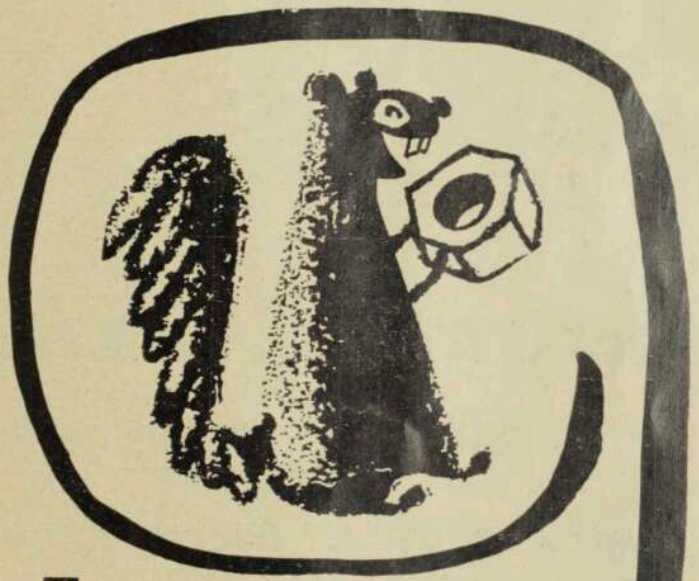
ual Catch for Fiji Angler



arl Corbett, a well-known angler of
own here, was fishing for small fish
12-ft. dinghy when he felt a power-
on his 35-lb nylon line. Sixty-five
later, after intricate manoeuvring of
motor, the "fish" surfaced. It was
turtle of ample proportions which,
affed and hauled aboard, promptly
Corbett's companion, Ted Raddock,
d, broke a glass rod, and turned
ines into "bird's nests". The turtle,
d snagged the hook into the base of
flipper, weighed in at 126 lb.
—Fiji PRO photo.

R. A. Colyer, of Colyer
Pty., Ltd., will leave Sydney
ugust 25 for Hong Kong,
Hawaii, the United States
he United Kingdom. He
s to spend some time in
to familiarise himself with
offee industry there. Mr.
expects to be back in
before Christmas.

dier D. M. Cleland, Admin-
of Papua New Guinea, who
en in Western Australia on
will return to Port Moresby
ust 15 to resume duty.



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RAROTONGA'S TEREORA COLLEGE

Higher Education—For Some

IN operation, but still being built and a long way from completion, is Rarotonga's new school for higher education—Tereora College. It is most attractively situated, with spacious grounds and modern houses for its teaching staff.

Some of the less wealthy European residents of the Cooks are discovering, however, that *their* children are not going to be educated there, at least in the foreseeable future. This arises from a ruling that pupils educated at the so-called Side School at Avarua are not eligible for entry to Tereora.

The Side School is a primary school where the standard of education is somewhat more advanced than other schools. It is designed for children who, usually through their better knowledge of the English language, are able to advance more rapidly than children brought up to speak only the Maori language. In effect, this means that the majority of Side School pupils are European or part-European.

Because Tereora College cannot cater for anything like all the applicants seeking entry, and because the parents of European children are more generally able to afford sending their children to New Zealand secondary schools, the above-mentioned ruling has been given by the Education Department.

It seems unfair, however, that the less wealthy Europeans who have made the Cooks their permanent home, are unable to give their children secondary education.

There are not many such cases, so those affected are hoping that something might be done by of exception, even if it inv some kind of means test.

¶ The Messageries Maritimes s *Godavery, Laos* and *Anadyr* reported to have been ref fresh water at Port Said rec due to a boycott by Egy workers of French ships in re for measures taken by Fr in Algeria—an interesting fac view of Colonel Nasser's even recent nationalisation of the Canal.

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w of "Suva" Keep Flag Flying

E SS Suva, well known in the Pacific tramping trade, and also n places as far apart as Ade- SA, and Kobe, Japan, has a of Fijians and Fiji-Indians.

e lads are good ambassadors heir country and to give them necessary esprit de corps, a all and Social Club was formed months ago. We are indebted ird Engineer Myles W. Morris his information:

s Club was formed as a means iting the crew in sporting and activities. Since its forma- it has rapidly progressed and has a very strong Rugby team. This team, under the ncy of the ship's Third Officer, olley, has played three first matches to date, being victori- of them.

first match was against the rsity of Sasebo, in Sasebo, and the *Suva* team won 6 to nil. The Japanese were by ans easy opponents, for what acked in size, they made up peed and agility.

months elapsed before the Fifteen again took the field, me facing defeat. The match ayed in Adelaide, South Aus- our opponents being West s Club. The Fijians put up a ight; however, lack of train- teamwork gave us too big a to carry. The final score points to 10 against us was effort.

again took the field on June Melbourne, against St. Kilda. ing a hard training pro- e after our Adelaide defeat; e chalked up a 13 points to ory against the St. Kilda

until the formation of the at least 60 per cent. of the boys had not played this f football. A thing very ble with these boys is the lay shown. After tackling an nt they always stop to help his feet, then with a pat on ck they are off again.

endeavour to keep everyone Club active, a Soccer team en formed and it has had atches to date. The first was played in Victoria, BC, a team from a British er, MV *Wheatley*.

team were victorous with a 5 points to 1. Another Soccer was played while the ship Adelaide—our opponents be- e British freighter *Rabone*. am proved too good for the y beating us 5 points to nil. anding players in the *Suva* team were: Nemaia Yara, Israel Sevrada, Josefa Sokia, Kelepi Roqica, Saula Qivi, Paul Barry, Muni Prasad, Gaya Prasad, Ram Gir, and Samisoni Batiyaka.

Preparations are now under way to field a cricket team for our coming visit to Rabaul, New Guinea.

The Club has been very active socially as we have a top-line Hawaiian Band and Vocal Group. We have played at many Clubs throughout New Guinea, principally Lae, Madang and Rabaul. Our last engagement was at the Norwood Football League Social in Adelaide.

A crowd of 400 people were present at this evening, and it was very pleasing to hear from the many people, both at this gathering and throughout our ports of call, what fine boys from Fiji are and how well they conduct themselves. This has been proved by the numerous requests for the boys' presence at social outings and in the homes of people in our ports of call.

¶ In his capacity as Chief Judicial Commission of the Western Pacific High Commissioner, Mr. Justice Hammett, Acting Chief Justice of Fiji, recently went to Tonga to hear a case of manslaughter involving a part-European. In Tonga the Tongan Court hears all cases against Tongans, but charges against Europeans or part-Europeans are heard in the High Commission Court.

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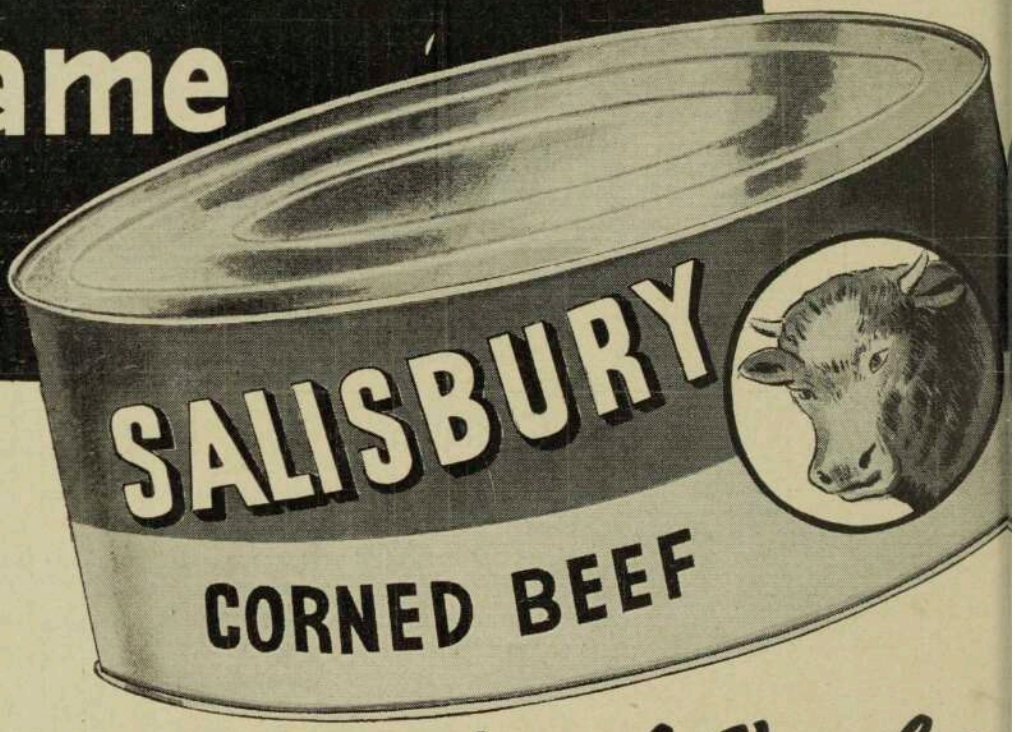
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Territories' Talk Talk

(Continued from Page 35)

y of preserving, it was said. resolution was passed that er attention be paid to "re- g desirable traditional ces."

s is good. When natives elves realise how speedily they sing touch with old lores and ns, it is surely time some- was done about it. The g was held at Hanuabada, a g example itself of the effect dern change to the detriment native.

TNG natives are said to be ing more of their Old Ways, ne notices many changes in and the dropping of old is amongst the Tolais, the s of the Gazelle Peninsula.

old characteristic greeting of k!" has long been discarded "Bona milana," or "Bona a," the equivalent of "Good g," and "Good evening."

tabu on mentioning your own has also disappeared. On a ast year, in vain did I try to from Matupians a tortoise- inger ring, inlaid with silver e-time plentiful product from sland; and the once-famous, woven baskets from the a area were also unobtain-

nder if the Bukas still make clay pipes and saucepans; hether "king spears" are for Buin?

many fathoms of the old money—made from the teeth "black-bokis"—still exist?

e should be at least one still reposing in London's Museum, for I sent it there over 40 years ago.

not a Society for the Preser- of P-NG Traditions? And consist solely of native mem- with no influence—or inter- —from long-haired Euro-

rd orcements

P-NG Public Service has sent SOS for more staff and tions have been called for 90 and 45 Education Officers. will mean (if the PS gets 135 more pay-envelopes, crambling for housing, more re, plumbing and what-have-

ould be interesting to know uch of the furnishings of the an Administration houses are d from the Technical Schools ive workmen.

ood and cane furniture could le locally—timber, rattan and ow are all available, to say g of the kapok for bedding. much of it is?

Talking Place

The move by the PS Institute in Moresby to hold classes in Police Motu and Pidgin (PIM, July, p. 111) is, as described, an excellent idea.

Back in the Thirties, a class of Europeans was formed in Rabaul to learn the Blanche Bay dialect.

For a while the class was popular and then, after a few months, enthusiasm waned. Some of the pupils got the idea that it wasn't "quaite naice" and a bit undignified to talk to a native in his own language.

Native respect increases for the European who knows the vernacular. The German Governor (Dr. Hahl) spoke the Tolai dialect like a native and became known to the natives as their *Patuan*—a term of the highest respect and honour.

For the most part we are a lazy race where languages are concerned and one of our oldest and biggest mistakes in TNG was not encouraging officials and others to learn the vernacular, or even to learn Pidgin efficiently.

Speed in the Courts

Some of the Legal Eagles in P-NG are complaining of long-drawn-out Court procedure owing to lack of court stenogaphers.

For many reasons, no doubt, the Judges themselves would be the first to support such a change when they think of the arduous task of recording evidence in long-hand. I have wondered how it was that the Judges in Rabaul did not suffer from writer's cramp during some of the more lengthy hearings there, but there is this to be said in favour of the present system: The Judge is also the Jury and is thus able to obtain a more comprehensive and

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personal knowledge of the fac
presented.

But more trying by far than
of stenographers, and a bigger
waster, is the need in some
cases for triple translations fr
local dialect to a group di
then to Pidgin and on into En
That is the most ticklish pa
court procedure where "J
must not only be done, but
appear to be done."

An official announcement o
matter of stenographers say
courts must wait until the n
have become proficient in this
of work. That will mean some
I should think, as court wor
quires 100 per cent. efficiency.

Murder in Rabaul

So far as I can remember, have been only two persons European, or part-European convicted of murder in TNG sentenced to death: Ludwig Sch tried in Rabaul in 1936, and young Fred Smith, found gui the golf links murder.

Schmidt's victims number least five up in the far reach the Sepik, while Smith's were two. Schmidt hanged; S sentence has, as yet, only "Recorded."

Coincidence: Both named and Fred, born the year Schmidt's trial and execution

A Military Look-See

In keeping with Aust appeasement policy with our North Neighbours an Indo Army Officer recently made of our Army "installations" in

This was loudly declaim many P-NG organisations.

Such protests appear quite in principle, but I don't suppo worthy Colonel saw anything of which he had not already ous full and detailed inform

Did he see the bow-and brigades at Mount Hagen? nuclear-weapon testing grou Goroka? Or the guided miss Mt. Balbi?

Then, why worry?

Joyita Hoax

An ancient, slime-covered buoy marked, "Joyita—Help, found washed up on the sho Botany Bay, near Sydney, fisherman on August 13.

Routine inquiries are beings but the occurrence is regarde hoax on the part of someon a warped sense of humour.

† Dr. K. F. Burke, an general practitioner, arriv Western Samoa by plane o 12 to join the staff of Apia G ment Hospital.

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Hebrides Jubilee Stamps in October

have received the following information
he Condominium Postmaster in Vila:
new postage stamps will be issued by
w Hebrides on October 20, 1956, to
norate the 50th anniversary of the
of the Convention establishing the
rench Condominium.
stamps, which will remain on sale for
d of not more than six months, will be
in the values: 5, 10, 20 and 50 gold
s in both series—i.e., one of each value
British series, and one of each value
French series.
designs will be used for the four
as follows—

5 and 10 centimes will feature a ship
rimposed over a map of the New
ides, with the caption "1606, Discovery
the New Hebrides" in English on the
sh series and in French on the French
s.

20 and 50 centimes will commemorate
"Entente Cordiale"—i.e., "France" and
tannia" with the Tricolour and the
n Jack.

tamps will be printed in single colour
ws: 5c. green; 10c. red; 20c. blue;
ple; with 50 stamps to the sheet, size
n. by 25.5 mm. perforation to perfora-
rinting will be by the photogravure
by Messrs. Harrison & Sons, of London.
lamps will be the first to commemorate
sion which is entirely New Hebridean.
cial Jubilee Cover will be placed on
the first day of issue of the stamps.
e of each cover will be the equivalent
gold centimes.
gs made at the General Post Office,
the first day of issue, of letters of
size and having their stamps affixed
ct position, will be impressed by an
c stamp-cancelling machine with the
—"First Day of Issue" or "Premier Jour
n" as appropriate.
lamps will have a "gold" value—100
times to 1 gold franc. To assist clients
s this value in terms of their own
the following exchange rates are

= 8.475 Gold francs; £A.1 = 6.78
ncs; US Dollar = 3.00 Gold francs.
remittance should accompany all orders
ps and while this can be in any
d form, Money Orders should be drawn
r of The Condominium Postmaster, pay-
Sydney, Australia. Bank transfers
e drawn on a Sydney, Australia, bank
erably on Comptoir National D'Escompte
Wynyard Street, Sydney.

IATED VALUE OF FIJI'S TOURIST INDUSTRY

tourist industry brought about
0,000 to Fiji last year, said Mr.
Howlett, Secretary of the Fiji
s' Bureau and Fiji Travel
tion, at a meeting of the
tion.
Howlett's figures are based
estimated daily expenditure
rist of £5. This means an
ted 50,000 tourists in 1955—
traordinary number for a
ountry like Fiji. However, in
ak-down of figures it was
that 18,000 were through air
gers, who spent an estimated
, 15,500 were through ship
gers, who spent an estimated
; and 9,000 were cruise-ship
gers (£10 per head)).

Trusteeship Mission Reports to UN on W. Samoa

THE report of the UN Trusteeship Council Mission on their visit to Western Samoa in May, 1956, contains nothing of a startling nature.

The Mission comments favourably on the rapid political advancement of the Territory and considers that full self-government should be achieved in 1960, keeping to the time-table proposed by the New Zealand Government.

The Mission also favours the maintenance of special relations with New Zealand to the mutual interest of the two countries.

Though the Mission would have welcomed the introduction of universal suffrage, it appreciates the attachment of the Samoan people to the *matai* system and accepts their contention that this system represents a form of family democracy. The Mission also shares the misgivings of the New Zealand Government concerning the proposals for the two heads of State and regrets the delay in determining the common domestic status of the inhabitants of the Territory.

¶ A son, Stephen John, was born to Mr. and Mrs. Stanley Smith, of Lae, NG, on July 6.

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es of Australian

oid Scare

OMISING RABAUL VENTURE TURNS FAILURE INTO A SUCCESS-STORY

Five years ago two young Australians discussed alternative business tures for Rabaul: — The establishment of a desiccated coconut ory—or a coconut-fibre industry. One was started and failed, ough circumstances beyond the control of the promoters. The other ow finding its financial feet.

young men were Mr. ichard Gault, formerly of delaide, SA, and Mr. Harry , then Rabaul manager of t Gillespie Pty. Ltd., and now ney director of the same firm. were then 29.

y weighed the pros and cons two projects carefully before deciding that the manufac- of desiccated coconut seemed more profitable. The coconut project then seemed too to launch. New machinery, l in Rabaul, would have cost 0, delivery in 18 months. In on, there were other heavy shment expenses.

is now history how the ated coconut venture failed e of a typhoid scare, which through Australia in t-September, 1953, although articular coconut was free of spect bacteria.

GAULT, encouraged by Mr. reen and other Robert illespie executives, started sing desiccated coconut in and soon the project was ning, Gillespie's were buying shipments from Mr. Gault six or eight weeks and it on the Australian market. the blow fell. A Victorian Health inspector declared he und a group of bacteria, very to typhoid bacteria, in a of desiccated coconut ctured in Papua.

Commonwealth Health ment stepped in and ordered all stocks of desiccated from P-NG be destroyed. r. Gault's product had from Rabaul (and most lesiccated came from Papua), reen asked a leading Sydney ologist to examine it. The ologist pronounced it to be f the bacteria. But the still had to be destroyed labelled "NG").

the Commonwealth did later, and allowed Gillespie's h it for coconut oil for use .

Green wrote to the Common- Health Department and f a stamp could be put on gs containing Mr. Gault's saying that the contents were fit for human consumption. The Commonwealth replied that while the coconut was free from bacteria, under the Health Act, its letter of advice could not be used "for any form of advertising" (which covered stamping the coconut bags).

So a promising industry folded up. Even now, with the prospect of a shortage of desiccated coconut in Australia because of import restrictions, the industry will not be started again—at least not by Mr. Gault. He has sold his machinery, and has pulled the factory down.

It is extremely doubtful if the industry could be started again because of public prejudice against New Guinea desiccated coconut.

WITH this bitter experience behind him Mr. Gault turned his attention to his other

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VG5A

enterprises—his cocoa plantatio Warenvula, where he lives, carrying business, and his buil business.

He and Mr. Green wrote other frequently, and often possibility of producing coc fibre commercially in Rabaul c into their letters.

Early in 1955 Mr. Green said he had come across a partly set of fibre making machi owned by John Lawler and Pty. Ltd., manufacturers of D Land innerspring mattresses.

Mr. Green, on behalf of Gault, told Mr. Geoffrey Armst managing director of Lawler's the possibility of establishin fibre factory in Rabaul, machinery could be secured reasonable price. The fibre w be of better quality than produced in Ceylon; it coul delivered more quickly—and it duty free.

Mr. Armstrong was attracte the prospect and agreed to the machinery. It was shippe Rabaul late last year.

Mr. Gault had his three enterprises to run, and he ha do something which he had n done before. Although buildi factory would not present difficulties, he knew nothing a installing machinery for a factory.

But with a native labour he and his wife (they were only Europeans on the job about the job, Mrs. Gault he her husband mix concrete fo bedding for the machines.

They made remarkable pro and in February this year, a six weeks after the factory completed in Rabaul, the first ment of coconut fibre arrive Sydney.

Production has been steppe steadily, the quality of the fi improving as the natives be familar with the various proc and there is a ready mark Australia. By the end of July Gault had shipped between 40 50 tons of the fibre to Gille for resale in Sydney.

Mr. Gault is gradually overco the "teething" troubles involv setting out on such a venture employs about 20 natives, and engage more as the bu expands.

FOOTNOTE: It is unlikely the desiccated coconut industr be started again in P-NG. the 1953 scare, stringent ordi have been introduced coverin manufacture of the coconut i Territory. Another leading S importer said that it woul impossible to produce desi coconut under such conditio a profit, although there certain to be a shortag desiccated coconut in Aus because of import restrictions

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MILLION
T BILL

Big Scope for Cattle Industry in Papua-New Guinea

The Territory of Papua-New Guinea, from the Sepik plain to the geri uplands, has a proming future for beef cattle raising—if some the mistakes that have already been made are speedily rectified.

S appears to be the opinion of Dalgety's Brisbane stud stock officer, Mr. Charles Lock, who d the Territory a short time

of the most interesting things Lock had to say when he re- d was that it was *regrettable o many herds on Government mental stations were com- of such nondescript cattle.*

speaking of the Erap experi- l station near Lae, he said cattle were of poor type and ills in use were no credit to dministration"—a fact to be ed when settlers naturally to the Administration for a n these matters.

has been said before, gh perhaps not so bluntly— e P-NG Department of Agri- e has refused to rise to the

Lock also had something to out what he called "tension" exists between Administra- nd settler. He quoted the f Mr. Mick Leahy, of Zenag, as established a herd of 450 Herefords. Before importing Mr. Leahy was assured by dministration that ticks would dicated from the area. This ot been successfully under- with the result that he had d serious stock losses from vater." He is claiming com- ion.

Lock felt also that the De- nt of Agriculture had over- the carrying capacity of a deal of the Territory and that ld be necessary to introduce rasses to some areas.

ety's will be shipping 1,000 of cattle to P-NG over the ew months. Cost of shipping our batches in a landing- from Cairns to Lae—will be

Plain Country for Cattle

lready reported in PIM, the on family has taken up a area for cattle around Gusap, e entrance to the Eastern nds.

as now been announced that acres have been bought from s in the Sepik District and astoral interests have already d for leases.

so-called Kunai country of the Sepik stretches from the Sepik River side of the Prince Alexander Ranges to the River.

The foothill country between plain and range carries a large native population.

A beef industry for this area was the dream of the late Mr. "Bill" MacGregor, who at the time of his death was in charge of the Administration cattle station in the Baiyer Valley.

MacGregor knew this Sepik country as few others did and was also an experienced cattle-man.

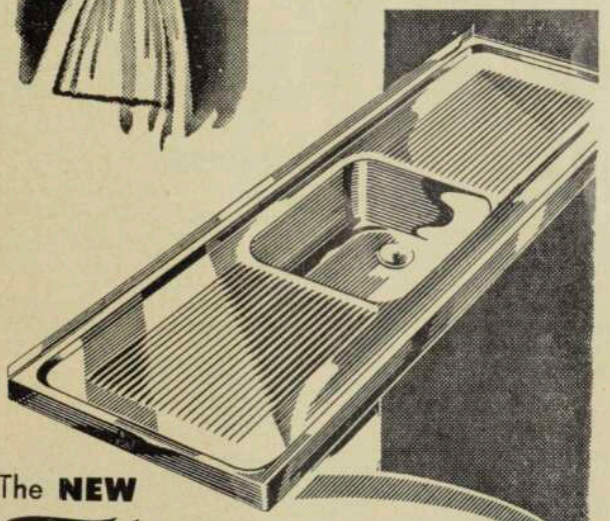
On the last occasion that he visited Sydney he spent some time with PIM extolling the virtues of this country—much of which was covered with Mitchell grass, he insisted—not kunai.

Last year, P-NG imported £A1½ million worth of frozen and canned meat—proof that the Territory could carry a local cattle industry.

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Qualifications.—Applicants must—
(a) have passed an Australian Leaving Certificate examination or equivalent, or
(b) be sitting for a Leaving Certificate or equivalent examination this year.
Preference given to matriculants. Applicants should be healthy and of good physique.
Training.—On appointment Cadets do a short induction course in Sydney. After completion of Cadetship of two years and a period of field work they undertake a longer course at the Australian School of Pacific Administration, Mosman, New South Wales.
Advancement.—As Patrol Officer Grade 1 £1,053-£1,413 p.a.

CADET EDUCATION OFFICER (19 positions, male and female).

Qualifications.—Applicants must—
(a) be sitting for an Australian matriculation examination this year; or
(b) have passed an Australian matriculation examination or equivalent examination recognised by an Australian University as being of matriculation standard.
Training.—Two years' course at a New South Wales Teachers' Training College. The course is especially designed for the Territories' requirements and includes lectures by staff of Australian School of Pacific Administration.
Advancement.—As Education Officer Grade 1 £1,053-£1,593 p.a. (male) or £899-£1,439 p.a. (female).

CADET AGRICULTURAL OFFICER (4 positions).

Qualifications.—Applicants must—
(a) be undergraduates in Agricultural Science at an Australian University; or
(b) have matriculated for an Agricultural Science Course at an Australian University; or
(c) be sitting for an appropriate Australian matriculation examination this year.
Training.—Completion of degree course with practical experience during vacations.
Advancement.—As Agricultural Officer, Grade 1 (£1,053-£1,593 p.a.).

CADET FIELD MEDICAL ASSISTANT (14 positions).

Qualifications.—Applicants must—
(a) have passed an Australian Leaving Certificate examination or equivalent recognised examination; or
(b) be sitting for the Leaving Certificate (or equivalent) examination this year.
Training.—On appointment Cadets do a short induction course at the Australian School of Pacific Administration, Mosman, New South Wales, followed by:—
(a) four and a half months medical and general training at Minj, New Guinea;
(b) eighteen months instruction and practical experience in a sub-district or district hospital.
Advancement.—As Field Medical Assistant (£1,053-£1,503 p.a.).

CADET VETERINARY OFFICER (one position).

Qualifications.—Applicants must—
(a) be undergraduates in Veterinary Science at an Australian University; or
(b) have matriculated for a Veterinary Science Course at an Australian University; or
(c) be sitting for an appropriate Australian matriculation examination this year.
Training.—Completion of degree course with practical experience during vacations.
Advancement.—As Veterinary Officer, Grade 1 (£1,413-£1,593 p.a.).

CADET FOREST OFFICER (two positions).

Qualifications.—Applicants must—
(a) be attending a Forestry Course at the Australian Forestry School or an Australian University; or
(b) have matriculated for a Forestry Course at an Australian University; or
(c) be sitting for an appropriate Australian Matriculation examination this year.
Training.—Two years Forestry Course at an Australian University followed by one year of field work in the Territory and two years at the Australian Forestry School, Canberra.
Advancement.—As Forestry Officer (£1,053-£1,593 p.a.).

CONDITIONS OF SERVICE:

Eligibility.—These cadetships are open to married male British subjects under the age 24 years at February 28, 1957. Applicants appointment as Cadet Patrol Officer and Cadet Medical Assistant must be at least 18 years age at the above date. Females are eligible apply for appointment as Cadet Education Off

Salaries (actual, including Territorial Allowa

	Male per annum	Female annu
	£	£
Under 18 years	507	507
At 18 years	657	620
At 19 years	769	695
At 20 years	880	747
At 21 years	945	791
At 22 years	945	791
At 23 years	963	809

Subsequent advancement during Cadetships maximum of £1,053 per annum (male) or per annum (female) is by annual increment £45.

Taxation.—Income derived by residents of Territory from sources within the Territory is at present taxable under Commonwealth legisla

Leave.—Three months after 21 months servi Territory. Three weeks annually while trainin Australia.

Contract of Service.—Cadets enter into an a ment that they will complete their cours training and remain in the Territory Service period of two to five years depending on length of Cadetship.

Advancement.—On satisfactory completion of ing Cadets advance to the positions shown each Cadetship. Opportunities for further adv ment are set out in the special Cadetship hand

Further Information.—Copies of the special C ship handbook on conditions of service in Public Service of Papua and New Guinea are able from any District Employment Office, Com wealth Public Service Inspector or from the D ment of Territories, Canberra or Sydney.

APPLICATIONS.—Special Cadetship application are available from any of the offices mentio in the paragraph above. Applications close t the Secretary, Department of Territories, Canb on Saturday, September 8, 1956.

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ji Isolated When Nadi Airport Closes

(Continued from Page 21)

has been stated that the work econstructing the intersection he two runways makes the g down of the Airport idable. The Fiji Public Works rtment will assist the New nd Public Works Department.

man Empire Airways Ltd. will run services from Suva ckland and return during the , will be able to offer 135 per week each way with space rgo and mails.

tourist-class seats will be ble.

se passengers who already onfirmed seats on the Hibiscus e flights from Nadi to and will be automatically erred to the nearest Suva-and Flying Boat Service.

BOOKINGS UPSET

Bob Howlett, Secretary of iji Visitors Bureau, said that result of the closing down of Airport, travel and hotel gs were "all upside down." l agencies and hotels also ed the same confusion.

short stop-over tours from ca would have to be led, Mr. Howlett said, as it scarcely be expected that can travellers would proceed ckland and go back to Suva there.

estimated that 135 seats per is inadequate for the traffic n Australia-New Zealand iji.

NADI—"LIMITED LIFE"

present hiatus has again vived the question of the imate usefulness of Nadi.

believed by many that Nadi e "out" as an international when Tafuna in Eastern is brought up to require- for the new jet age—the ans are planning to spend lion on it.

three big Pacific operators, s, PAA and CPAL, are ily interested in carrying gers between Australia (or nd the United States. The ediate haul, between Sydney adi or Auckland and Nadi, ice versa, represents a small n of their business.

, built during the war, "just ed to be there" and to date erved a useful purpose as point for these trans- air operators. With bigger, and longer-range aircraft y in production, it is ble that Nadi will ultimately -passed, as Noumea—once a link in the trans-Pacific —was by-passed years ago.

Unfortunately for Fiji, a vital part of its commercial life has now become orientated to the fact that it is on an important international air route; it will not be easy for the Colony to re-adjust itself if—or more probably, when—Nadi is found to be no longer necessary for the operations of the trans-Pacific airline companies.

The present crisis is sufficient indication that Fiji's convenience will receive scant attention. Nadi airport is operated under the direction of the Civil Aviation authorities of Australia, New Zealand and the United Kingdom. So far as they are concerned, Nadi was already there and in the right place. It could well have been that Mangaia, Swain's or Palmyra would have suited their purposes as well. Fiji has been fortunate—up to date—that these islands did not.

The first Qantas service out of Sydney on the temporary route was scheduled for August 14, and the first southbound service, out of San Francisco, for August 11.

Qantas time-tables from Sydney are unchanged. Planes leave Sydney at 11 a.m., arrive Auckland at 6 p.m., leave Auckland 7.15 p.m. and arrive at Canton Island at 5.15 a.m. next day.

PAA planes leave Sydney at 9.45 a.m., instead of 11.45 a.m. as previously, and will arrive at Auckland at 4.45 p.m. They leave

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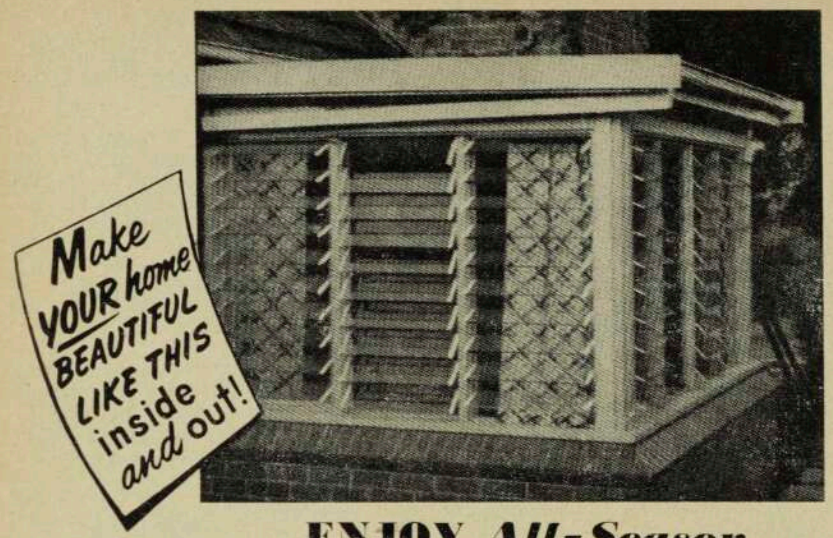
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Aircraft will leave Sydney 9.30 p.m. on Wednesdays, arriv Auckland at 4.30 a.m., next and leave Auckland at 5.30 for Honolulu, via Canton Islan

Inward aircraft will le Honolulu at 3.30 p.m. on Mono and will arrive at Auckland, Canton Island, at 6.45 a.m. Wednesdays. Departure Auckland is 7.45 a.m. Wednesdays, and arrival time Sydney is 11 a.m.

NG Women's Club Says "Thanks" to President

THE annual general meetin the New Guinea Women's C of Sydney, on July 19, ma the 10th anniversary of Mrs. M Foxcroft's term as president.

This must constitute some so record in social effort — Foxcroft is, if anything, more pop at the end of 10 years than was in 1946 when she took the over from the first president, H. H. Page, A remarkable wo —and a remarkable club. If thing has happened to ruffle surface of its harmony in th or 16 years of its existence have never heard of it an certainly has not been perm to show on the surface.

To mark her 10th anniversa president, members of the presented Mrs. Foxcroft wit travelling bag inscribed with initials. The presentation made by Lady McNicoll, the patroness of the Club.

All last year's office bearers re-elected in a block, in a m of seconds. "When we know have something good," said Page, "let's stick to it."

Mrs. J. Edwards, tireless w for the Club, is therefore Vice-president; Mrs. W. Johnston, Hon. secretary; and I. Carr, Hon. treasurer.

Mrs. A. A. Innes, who was able to attend the meeting, flowers to Mesdames Fox Edwards, Carr and Johnston.

† Danish author Hakon Mi who has been a visitor to parts of the Pacific over the gave a lecture at Union University of Sydney, in A describing the scientific expe of the *Galathea*, 1950-52.

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G "Reservoir" of Aust. Encephalitis

E mysterious disease ncephalitis, which has flared p periodically in Australia in last 40 years, may have its n in a New Guinea virus.

investigate this theory, Walter Eliza Hall researchers, Sir arlane Burnett and Dr. S. G. rson, journeyed to New Guinea id-July.

e theory is that this brain se is carried by mosquitoes hat the "reservoir" is in New ea. The assignment of Sir arlane and Dr. Anderson was llect the particular mosquito cted of being a carrier of the

e last important outbreak of halitis was in 1951—in the ay River area particularly. his time coincided with the luction of myxomatosis — also s carried by mosquitoes—which successfully rid Australia of ns of rabbits, there was a n amount of fear amongst n that the disease was le of being passed on from ls to humans.

ntists were certain that this mpossible.

view of the Walter and Eliza Institute's present research in the question is—is enceph- endemic in the Territory? e has ever suggested that it t perhaps amongst the other that have occurred there, ne has ever bothered to e this one.

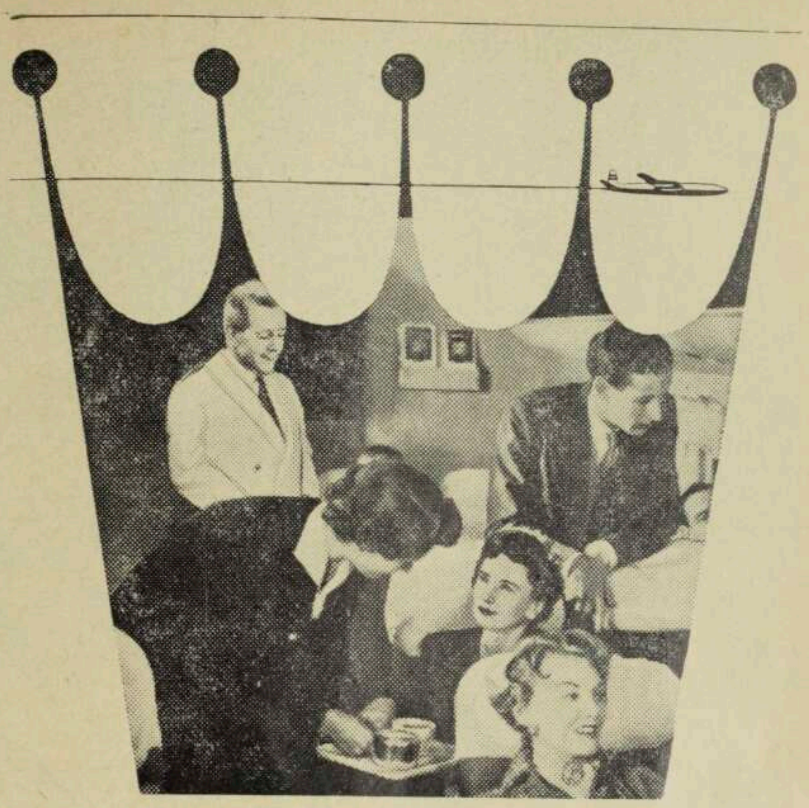
ua-New Guinea was, in the egarded as a minor Whiteman's . Modern drugs have, of , now removed almost all of ealth risk.

amoa Has Less Export Income In 1956

ORT figures published by e Western Samoan Govern- ent for the first six months of how an increase in quantity oa beans and bananas over me period for 1955, but an decrease in value owing to prices for cocoa and copra.

he period under review 2,008 f cocoa were exported with e of just over £Stg.400,609. e same period of 1955, only ons of cocoa were exported, was valued at £Stg.438,194.

a, 1956, 7,935 tons, £Stg.484, 955, 8,312 tons, £Stg.582,583. nas, 207,473 cases, and 5,137 in 1956; 203,451 cases 11,073 in 1955.



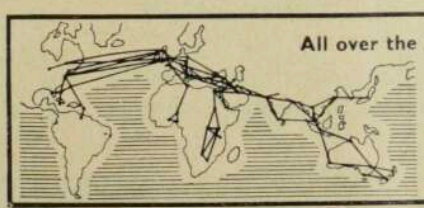
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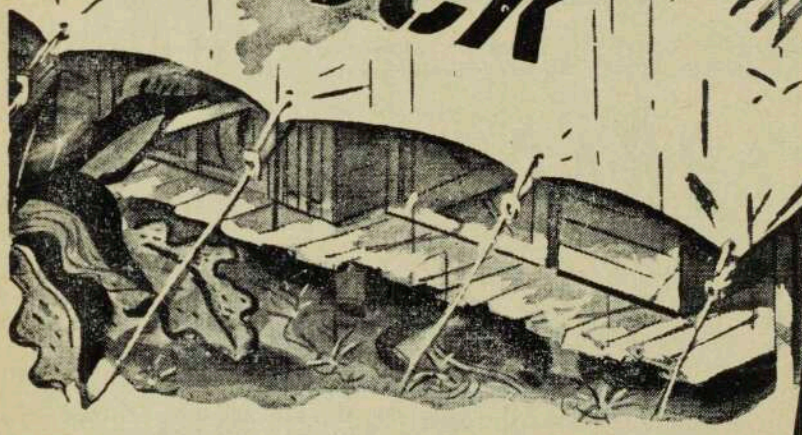
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NG BOOM
HE ISLANDS

n Knocks Out Australian Champion

e knocked out in the second ne in his boxing career, Alan illiams, light-heavyweight and weight champion of Australia, o go to Ba, a small town on orthern coast of Viti Levu, he was knocked out in the round by Laitia, light-weight champion of Fiji.
ustice to Williams, it should d that he had been in Fiji eeks and had four fights, also t in Queensland a few days his arrival in Fiji.
as a heavyweight, he usually at 13 st 4 lb. To meet Laitia l to reduce to 12 st 7 lb, tak-f 11 lb in very short time n fights by dieting, taking baths and vigorous training. ked thin when he entered the nd tired quickly.
rtheless this did not detract he merit of Laitia's win. He confidently throughout, and ne had Williams groggy with right he showed initiative owing up smartly with lefts hts.
a's victory has put Fijian on the map, particularly in view of the fact that the only other man to knock out Williams was Kitione Lava, now fighting in the UK.

In agreeing to fight Laitia at the lighter weight, Williams and his manager made a tactical error. The Fijians have been described as pocket battleships in that they have maximum strength with minimum



Allen Williams, Australian light-heavyweight and heavyweight boxing champion, beat Tom Hini, Fiji heavyweight champion, on points at the Lilac Theatre, Suva, on July 2, for the championship of the South Pacific. Williams weighed in at 12 st. 13 lb. and Hini at 12 st. 9 lb. It was a case of a fighter-boxer being too good for a straight-out fighter. The referee was Mr. J. Campbell, and the judges, Messrs T. Frost and G. Thompson. Photo (by Prasad) shows Williams (left) about to attack after being driven into the corner by Hini. —Prasad's Studios.

oday's Bestsellers

n

DE OF SPARROWS, by Rumer Godden. 17/- (post 11d.)

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weight. A light-heavyweight many middleweights, can hit ju hard, if not harder, than man stone Europeans, and William at a distinct disadvantag scaling down to his oppo weight.

Boxing is passing through a period in Fiji at present and are prospects that Johnny Ph Williams' manager, may be a bring some American fighte meet top-ranking Fijians.

NZ to Have New Su Deal

NEW ZEALAND expects to £2,000,000 sterling a year f years under an agre negotiated by the New Ze Prime Minister, Mr. S. G. Ho on his recent visit to London

The Dominion will buy sug world parity prices from th ginning of 1957, whereas un special arrangement, which v expire at the end of 1958 bought her sugar at a negotiated annually.

Previously, New Zealand b 75,000 tons of sugar each year Commonwealth sources — m a from Fiji and Australia. arrangement ends on Decem next.

Thereafter, for seven years Zealand has undertaken to and Commonwealth sugar exp to sell, a similar quantity of each year at prices based up world price of sugar.

New Zealand takes about £4, worth of raw sugar a year. I about £45 a ton at present, r because of high freight (The UK, which is much fa away from the source of supp her sugar landed there at £3

Mr. Holland said that an im ate benefit of the arrangem NZ consumers was that an wise inevitable increase in c retail prices would be avoided.. had been recent steep increa shipping freights on raw su New Zealand.

The general manager of th in Auckland, Mr. A. C. Isaac that because of world p fluctuating daily, and high rates, it was not possible a stage, to tell to what extent t tail price in New Zealand wo affected. However, he did no the decrease would be as m a penny a pound.

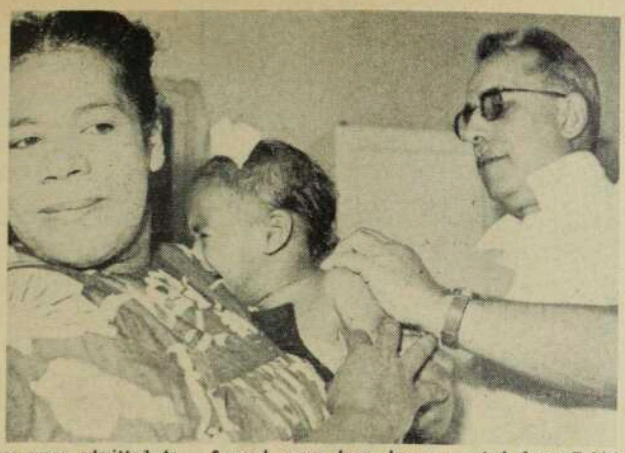
(World-parity price is ba Cuban price, but sugar ma is subject to so many agre and agreements within agre that it is almost impossib the layman to understand makes it work. The real w Mr. Holland's deal will be on how much the NZ house going to get out of it — apparently is not going to be

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won't

—

h! This infant
e Loyalty
New Caledonia,
to disagree
e got her first
Lepine anti-
cine in Noumea
The campaign
ing very little
p to the end
In the first
so only five
were taken for
vaccinations.
ber rose to 27
third week of
h. New Cale-
d an outbreak
in June; it
to die down
ut two other cases were admitted to
fter the middle of the month. Three
have died during the epidemic.



Several cases have been reported from Tahiti also.

—Photo by F. E. Dunn.

w Air Service for Chatham Islands

ZEALAND'S outlying Chat-
n Islands, in the far South
ific, will have a regular air
from Christchurch by the
this year.

was announced by Trans-
Airways Ltd., of Christchurch,
l-July. The company has been licensed to operate a fort-nightly or weekly service with Beechcraft planes which are on order from the United States.

The airline distance from Christchurch to the new 3,400 ft runway being completed in the Chathams, is about 550 miles, and from Wellington about 470 miles.

In recent years the Chathams have been served by a few summer flying-boat flights by TEAL. These were halted when TEAL disposed of its flying-boats for all but the Coral Route service. Last summer Ansett Airways, of Sydney, made a flying-boat charter flight from Wellington to the Chathams. The new airfield will make it possible for land-planes to maintain contact.

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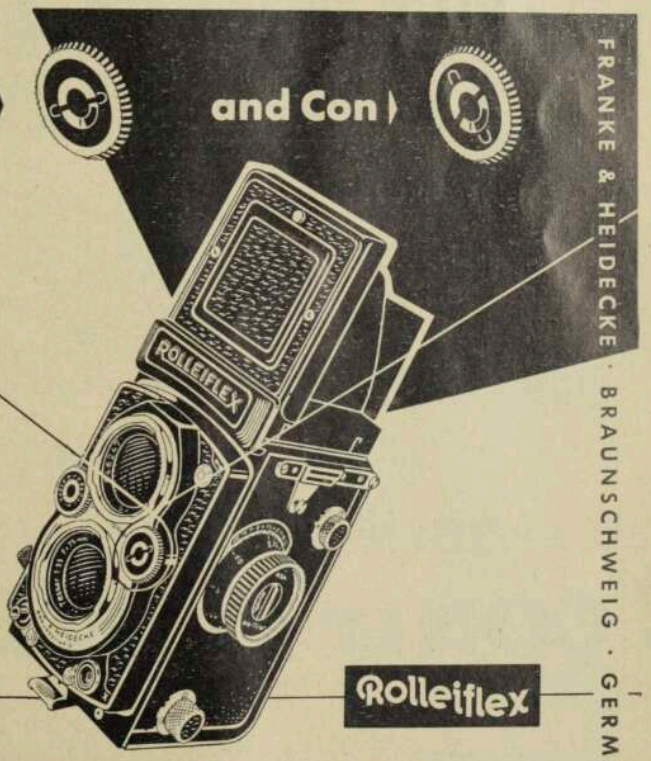
Light Value Pro) and Con)

frequent situation in everyday photography: Light
nditions remain practically constant for long periods
time, through, possibly, many exposures. However,
bject matter changes, sometimes from one minute to
next, requiring perhaps a higher shutter speed or a
erent lens aperture. In such cases the light value
pling simplifies the operational problem: one motion
y, and both speed and diaphragm are adjusted
le absolutely maintaining the same basic exposure.

e locking button on the diaphragm control wheel
ures maintenance of the selected light value.
utter speed and diaphragm scales remain coupled
oughout working range. Changing to another light
lue is possible simply by pressing the locking button.

wever, there are cases when the "old method"
s its advantages. When working with flash, for
tance, exposure changes with different distances and
s necessary to adjust diaphragm and shutter speed
parately. In this situation:

ss and turn the Rollei's locking button a quarter
n – the coupling is disengaged. Diaphragm and
utter speed controls may then be operated inde-
ndently of each other



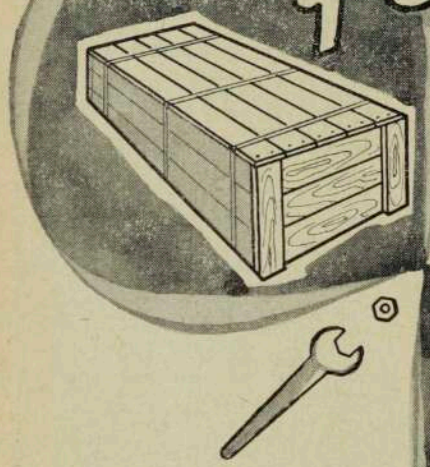
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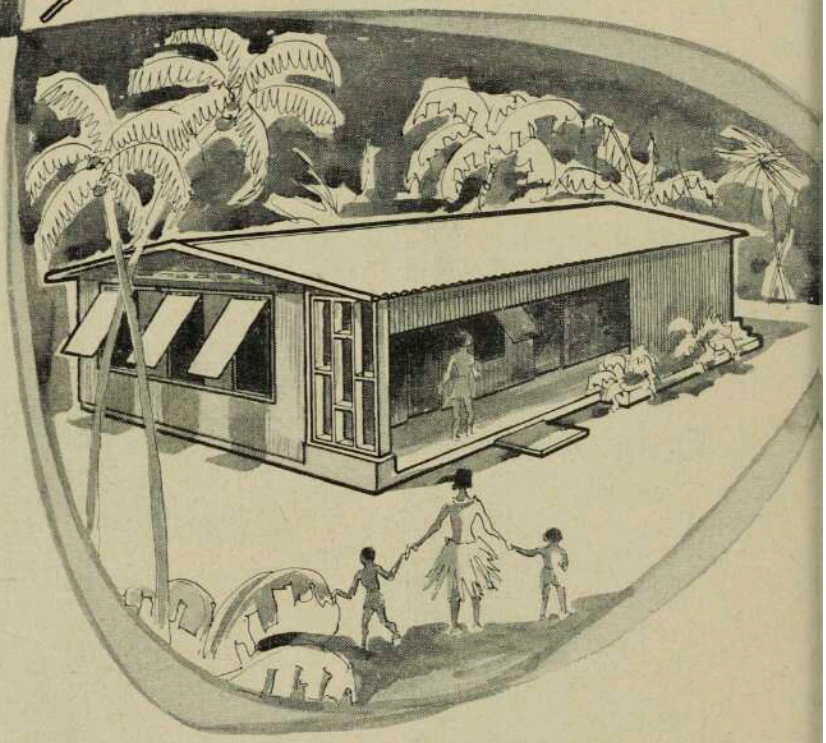
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Flurries in Pacific

O DANGERS—H-BOMBS AND WOMEN

IS for South Pacific Air Lines operate a flying-boat service m Honolulu to Papeete have ntly gone back into the melt- t since Britain decided to H-bombs in the vicinity of nas Island.

rding to an executive of the Company, which has the ling interest in SPAL, the npany had expended $100,000 istmas as a staging base be- ey had orders to get out.

Dollar spokesman said that ould claim compensation not r this expenditure but also cost of three flying-boats ng at Oaklands, California.

Honolulu report said that the nas Island base was to have AL about £200,000 when com-

does not sound as though now expects to get the ser- ing at all, although in July, Bryan Monkton, who had most of the promotion of was making inquiries about n as an alternative to nas.

yn is in the Northern Cooks. used as a US landplane base the war and the lagoon has ed by flying-boats. An RAF anded there last year when making a survey for an H- dropping base—and subse- Christmas Is. was chosen. of the base facilities now The lagoon has never been Penrhyn is about 400 miles f Christmas Is.

T OF THE CHRISTMAS H-BOMB

merican source reports that will spend about £190,000,000 Christmas Island base to it for the nuclear weapon

the "American source" got ormation is not stated. It a tremendous amount of it should be possible to island the size of Christmas ratch for that sum.

HONOLULU-PAPEETE CRUISES—MEN ONLY

OWING on a successful air se to French Oceania by a y of Honolulu business men five more flights have been d by the US civil aero- authorities.

rst of these is scheduled for 26, with the others follow- intervals of about a week, hartered DC4's, DC6's, or ations, depending on the ering.

The flights are organised by Richard K. Kimball, head of a company registered in Honolulu as Hawaii-Tahiti Air Cruises.

Mr. Kimball is also head of Palmyra Development Co., which financed the June flight, said to be successful. On that occasion the American plane flew to Bora Bora and connected with the local French Catalina for the last stage to Papeete.

Mr. Kimball is emphatic that, on these trips, as in the initial flight, no women will be carried to Tahiti —they are only a source of trouble, he says. In addition, all the women necessary are in Papeete. (Everyone knows this, but it seems to be putting it very bluntly).

The 42 men travelling on the June flight, mostly married men, were, however, tended by one stewardess in flight. They seemed to suffer no ill-effects.

Mr. Kimball said that flights cannot continue immediately; they await the arrival at Tahiti of a Catalina aircraft belonging to Transports Aeriens Intercontinentaux — the airline operating from Paris to Noumea, and a regional service between Noumea and New Hebrides.

This seems to suggest that TAI may be about to take over the local Transports Aeriens Interinsulaire service and perhaps base another Catalina at Papeete to aid the present single Catalina.

Passengers coming south by one Kimball fight will remain a week, then pick up the next flight back to Honolulu.

It will be interesting to see whether these schemes prosper, as almost every Honolulu-based scheme for air services in the South Pacific in post-war years has "flopped," for one reason or another. (Over)

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

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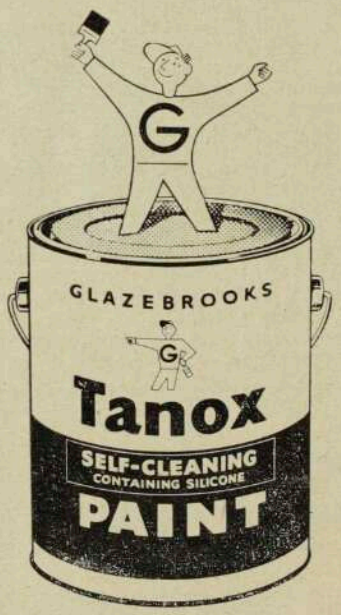
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Years ago similar charter-flii were planned, but only one made. Then came South Pacific Lines, with still no flights a several years of preparations.

Samoan Airlines was ano dream that faded out. Trapas Noumea, operated for a while—t a hurricane delivered the *coup grace* to their unsuitable airc Only New Zealand has manage operate efficient services thr Polynesia to date.

PAPEETE AIRFIELD NEARI

Mr. Walter J. Grand, presider the French Oceania Assem Territoriale, en route to France, in Honolulu recently that he w seek "about one-third" of the million Pacific francs necessar build the long-planned Papeete ternational airport.

Mr. Grand considered t prospects of receiving this am from the French metropolitan ernment for an immediate star the airport were good.

FIJI HAS THEM, TOO.

Institutes for Pacific Delinque

A SCHOOL for delinquent gi to be built at Nasinu, miles from Suva. The fact it will be situated half a mile the delinquent boys' school prom Mr. Vishnu Deo, in Legis Council, to ask whether there not some danger in "placing h combustible material so clos other highly combustible mate

Mr. Vishnu Deo, who mellowed with the years and often displays a dry sens humour in the House, was as that there would be no danger Acting Director of Education plained that the staff's qu would be downstairs and the would be quartered upstairs.

Like the boys' school, whi on the site of the old Agricu Demonstration Farm, the school will be attractively sit on a small hill overlooking ar of native bush. — *Suva* C *spondent.*

(This term, "delinquent," new one for the Pacific Islan institution for these hard-to-K youngsters is to be set up b Salvation Army in Port Mo (See "P-NG Diary," elsewher issue). It is a fine commento our Christian civilisation. If were "delinquents" in native the village or the clan or tri a way of dealing with them

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KET MOVES

Pacific Commerce And Industry

ENTERS INVESTMENT TRADING CO., his company incurred a loss of £22,952 year ended June 30 and for the first its 21-year history will not pay a vidend. Last year there was a profit 193. The parent company showed a f £6,721, compared with £15,862 last n interim dividend of 2 per cent. was quiring £3,000. Normal dividend rate per cent. The group loss was caused effect of flood conditions on Rainbow rigation Pty., Ltd., directors say. Other ies and the parent company earned

* * *

IS HEDSTROM, Ltd.: Net profit of Hedstrom, Ltd., planters and merchants, d by £19,815, or 15.9 per cent., at 0 for the year ended March 31 after provisions. The result is after tax, (down £6,386), depreciation £87,596 £31,446) and staff fund £17,241 (up Ordinary dividend is unchanged at last creased rate of 12½ per cent., absorb- ,050. The remainder of the profit rry forward to £503,072.

* * *

UA RUBBER ESTATES: Lolorua Rubber Ltd., earned £31,941 net profit for ended April 30, a rise of £17,884. as after charging £6,904 depreciation year, £6,392). Dividend, doubled from ent. to 20 per cent. required £20,000.

* * *

D GOLD DREDGING, LTD.: Production 2 months to May 31 dropped by about z fine gold. The total output was oz, compared with 60,001 oz. The dredged also dropped, from 14,176,650 to 11,339,200 in 1956. The respective n US dollars, were, 1955, 2,100,035; ,404,690. No. 7 Dredge sank and in its dredge pond at Bulolo after the ist shaft broke. Damage and standing were covered by insurance.

* * *

DEVELOPMENT: Placer Development, de 10,948,910 Canadian dollars profit ear ended April 30, a sharp increase previous year's profits of 2,036,149 The rise was mainly due to a large paid by a subsidiary, Canadian Ex- Ltd., which operates lead-zinc and mines in British Columbia.

* * *

COLES AND PENNEYS: G. J. Coles and paid £4,175,000 in shares and cash ys, Ltd., the retail subsidiary of Burns Co., Ltd. Coles paid 3,600,000 5/- shares, and £1,025,000 cash. On latest prices the share payment equals 0.

* * *

LDFIELDS: During June New Guinea , Ltd., production was as follows: den Ridges Mill, 1,130 oz fine gold, silver. Golden Ridges Alluvials, 109 old. Koranga Alluvials, 569 oz fine ibutes, 118 oz fine gold. Timber, uper feet.

* * *

LD AND PETROLEUM DEVELOPMENT: leum prospecting permit of Enterprise uinea Gold and Petroleum Development been extended to June 30, 1957. ne the company treated 12 tons of for 10.5 oz of gold.

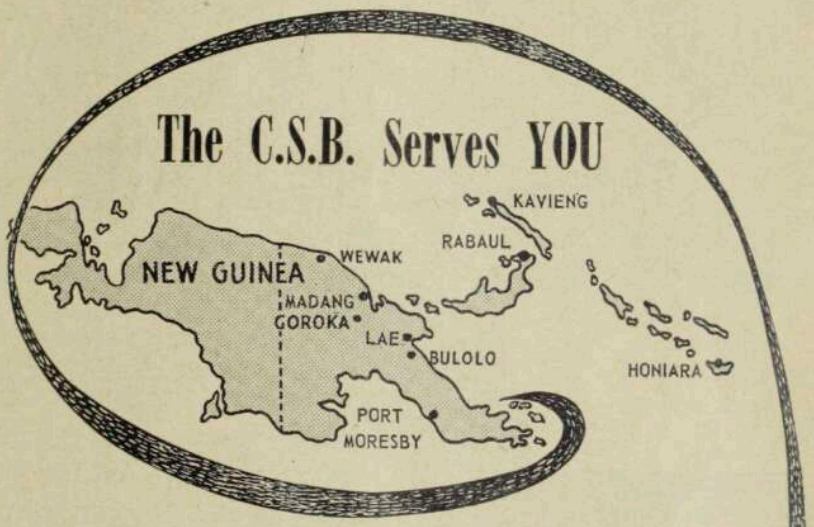
* * *

APINAIPI PETROLEUM: Papuan Petroleum Co., Ltd., plans a new issue olders and public, and also a link ociated Oilfields N.L. to develop the r oil on the company's permit area in Papua. The total issue could involve 4,000,000 5/- shares, or £1,000,000. The planned issue involved 3,000,000 5/- ordinary shares, a further 500,000 to be taken firm, fully paid, by Associated Australian Oilfields, and 500,000 for public subscription. In addition the directors reserve the right to accept applications for a further 1,000,000 shares. Associated Australian Oilfields, N.L., has agreed to sell plant to Papuan Apinaipi.

LOLOMA (FIJI): Loloma (Fiji) Gold Mines N.L. will take up 96,830 of the rights it is entitled to in the issue being made by Great Boulder Pty. Gold Mines, Ltd. This will make Loloma's holding in Great Boulder 825,000 stock units which numerically equal Loloma's own issued capital of 825,000 shares. The directors say they have made satisfactory

(Continued foot Col. 1, Page 153)

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The Commonwealth Savings Bank offers you every type of savings bank service at the following Islands Branches:—Port Moresby, Rabaul, Lae, Madang, Wewak, Bulolo, Goroka, Kavieng, Honiara and Norfolk Island.

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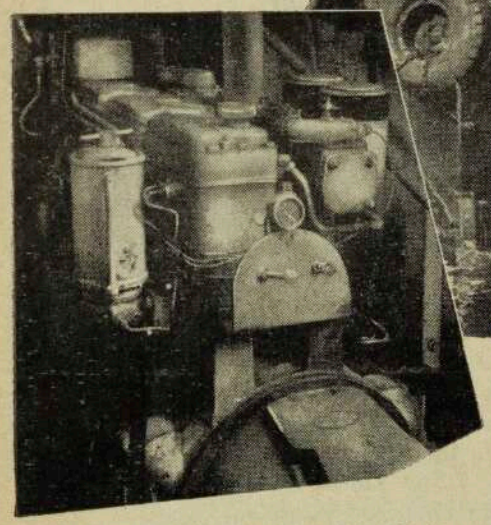
Save for the future with an account in the

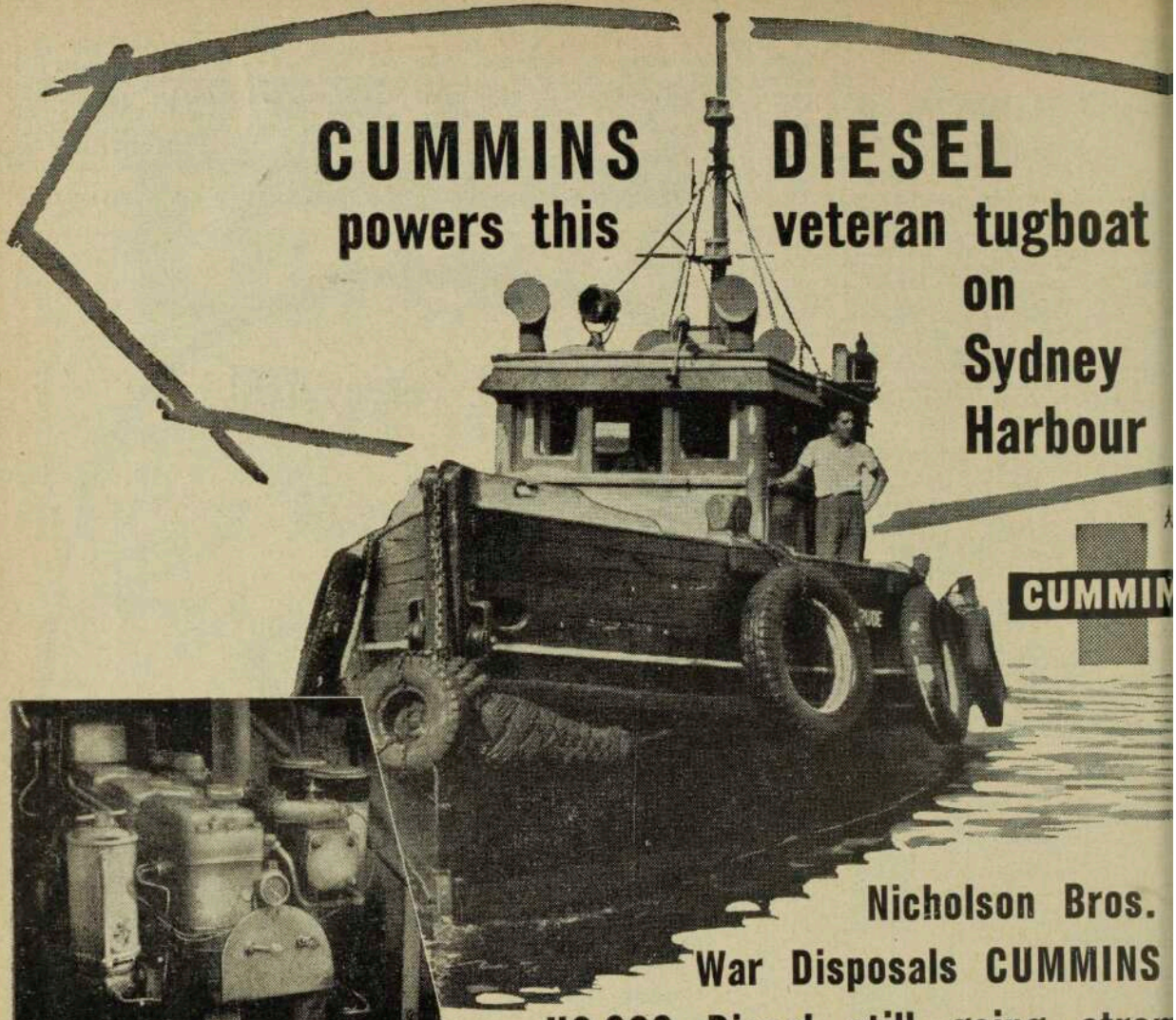
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Inset shows the Cummins HS 600 installed in the tugboat. Cummins Diesels are available in a wide range of models for marine work, industrial and automotive applications.

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utantes at Suva's Grand Bowling Ball

rs and their from NZ, Aus- and Norfolk visited Fiji to rt in a bowling ent in Suva, ne 23-30.

cocktail parties Grand Charity the Grand Hotel, were held the week. At 12 pretty debu- were presented Governor, Sir Garvey, and rvey. The girls pared for their y Lady Ragg, ented by Mrs. Roberts, whose was chairman all committee.

otograph shows s.; with Sir d Lady Garvey, entre.



Guinea Women of urne Meet

annual general meeting of New Guinea Women's n., of Melbourne, was held in Melbourne to hear the report of the president, Mrs. Pratt, and to receive also port on the New Guinea al Scholarship Trust.

scholarships, which have warded since 1948, went, in st instance, to children of uinea men who had lost ves during the war. With ard for the current year, gible children under this of the scholarship have tered for; the trustees of holarship fund must now future policy.

nitial amount of the Fund 0 raised by the New Guinea 's Assn. This was added to me to time, and a total of as finally contributed.

1952, the amount of the hip was £30 per annum for . It was then raised to annum. At the end of 1959, all scholarships so far granted will have terminated.

Those who had benefited under the scheme are:

1948, N. Ashby; 1950, L. Linggood, Ian G. Stanton-Crouch, and Nigel R. C. Cooper; 1951, William R. Bliss; 1952, J. L. Ashby, John C. Spensley; 1953, Gill. C. Spensley, Lois M. Atkins, Andrew W. B. Vial; 1954, Suzanne Thompson; 1955, James S. Whitehead; 1956, Eliz. Whitehead, Carolyn Vial.

† Inspector A. L. Philipp, of the Samoan Police, who is to be appointed Superintendent of Police in succession to Mr. A. D. Buchanan at the end of the present year, left Apia for New Zealand end of June to study police methods. Chief Detective Fell, of Auckland, is to return to Apia with Mr. Philipp to advise him on Police Administration.

Late Capt. R. Page Honoured

ONE of the streets of Duntroon —the Australian Military College near Canberra—has been named Page Street, after the late Captain R. Page, DSO.

Captain Page was the son of the late H. H. Page, Government Secretary of New Guinea at the time he was lost in the *Montevideo Maru* in 1942, and of Mrs. Page who now lives in Sydney.

Captain Page was engaged on secret raids on enemy shipping and installations in Japanese-held areas north of Australia. He and his small unit carried out a number of raids successfully—but from one of them they did not return.

merce and Industry

Continued from Page 151)

ts for disposal of the company's rights to the issue.

* * *

PETROLEUM AND ISLAND EXPLORA-ee Sikorsky 58 helicopters will be year to speed up the search for oil Mr. L. A. Pym, general manager of n Petroleum Co. Pty., Ltd., and loration Co. Pty., Ltd., said that the anies would operate continuously in following completion of three drilling u, Berikewa and Morehead. Early it was announced that provision was further capital raising by Aust. Pet- th a £5,000,000 increase in nominal £20,000,000.

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RABAUL . . . . A. Hopper.
BULOLO . . . . A. Carter.
GOROKA . . . . V. Cox.
MANUS ISLAND N. McKauge.
MADANG . . Madang Marine Workshops Ltd.

Insurances at Lloyd's and Companies

BY VOLKSWAGEN TO THE HIGHLANDS

Smaller and Sma All the Time

IT is unlikely that the lat lamented Adolf Hitler had Guinea or a rugged trip Lae to Goroka over unmade in mind when he promised German people a Volkswagen

Hitler's Germany never sa VW, of course—but this rugg unlovely, small car has now b well known in most parts c world.

Recently, Mr. Ken McCo Chimbu, NG Eastern High drove one home from Lae and to a friend in Lae, thus:

The trip was a complete su I am still amazed at the per ance of the Volkswagen, consi the rugged road and hard tions generally. It did wha four-wheel drive vehicle could

On top of that, we had a fu on board (1653 lbs), and d time, Lae to Chimbu, 246 mile 12 hours 55 minutes. We had delays, especially at the Umi where we had to wait some for the Kanakas to arrive t us across the river.

The Umi is really the Markham headwater, and was deep and swift. As it turne the VW went through und own power, with the wate over the tops of the wheels, an over the engine. On the climb the Markham Valley to Kai we struck one very bad hill; a one-in-one grade with a h turn half-way. This held us awhile, but we eventually m

This particular hill spells for all vehicles; a jeep wen the side of it some time ago the top of this first clim Kainantu, Goroka, and Chimb roads are quite good, though ing and winding, up and dow gullies and out again.

I reckon you wear out steering wheels than tyres up The whole trip was good, was a severe test for a brai vehicle—we left Lae with 6 miles on the speedo. The on of the trip was when a boulder than the rest rolled the front bumper-bar, and bent it underneath. Cann noticed unless pointed out happened in the Umi River.

The cars and light vehicl are tackling this trip are smaller all the time. It was that only a four-wheel drive could make it—then in Holden sedan was driven June, a Peugeot light lorry; German "baby."

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(Heated) to the Editor

VAN CAMPEN DECLARES SECOND AMERICAN WAR OF INDEPENDENCE

enjoy your magazine very ich up here, we really do. at furious little voice out last century, screeching and g against the inexorable of civilisation, is good for f laughs and we wouldn't out it.

pleasant to watch the bad nial system going down the l over the world—in Africa, south-east Asia, and your the Pacific—and it makes it ore pleasant to hear the l cries of the colonialists slide down the sump.

sh, however, to enter a against the abysmal e revealed in most of your g of events in Hawaii. h a bit removed from your , we are among the Islands" and it seems to it might behoove your staff uire a little elementary ge of conditions here, y as this is the only ago in the ocean that has l to rise above the battery hemical toilet, warm beer delevelopment.

immediate motivation of st is the stupid remark, in ent story on Hawaii-based nvestigations, to the effect ging by the names of the l on the research ships we aking thorough use of e know-how" in this work.

ersons to whom you refer Americans, born here or States, and whatever ow" they have was acquired can schools and universities you consider that it could en inherited from their ancestors, most of whom mers, not fishermen).

night with equal justice, stupidity, have remarked are making good use of "know-how" in our city ritorial governments, our rts, and our hospitals, as n our baseball teams. The that we are making good he industry, honesty, and that these people learned heir immigrant parents; other knowledge they s strictly American.

writers often dwell with the material richness of our blasted television our congested mass of les, our revoltingly g tourist business, our kets and stores filled with prices not too different se of Mainland cities.

Then the blighters will turn around and tell with horror how we have been overrun by Asiatic hordes, how we even have a "Jap" on our Supreme Court, how the poor Hawaiians have been crowded out of the picture. You have got to realise that these two pictures are just two sides of the same medal.

If you are going to hold down the working people in your territories, justifying yourselves with phony notions of racial superiority, you will hold yourselves back in the process, and eventually you will be kicked out, leaving only black ignorance and hatred behind.

I am, etc.,
W. G. VAN CAMPEN,

Ocean View,
Honolulu.
Aug. 2, 1956.

Editorially—if We May

Now that Mr. Van Campen, whoever he might be, has given his interpretation of how Abraham Lincoln freed the slaves, we would like to explain what it was that brought on all this fuss and fury.

It was a small paragraph—innocent we imagined—in the shipping section of the PIM. It concerned the activities of the US Fish and Wildlife research ships, some of the technical personnel of which are (let us whisper it) ethnologically Japanese. We said that about fishing they had "Japanese know-how." Mr. Van Campen says they aren't Japanese; they are Americans. Moreover, what they know about fish is what American universities and schools have taught them.

We don't propose to argue with Mr. Van Campen about what these Americans with the Japanese

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Ransomes

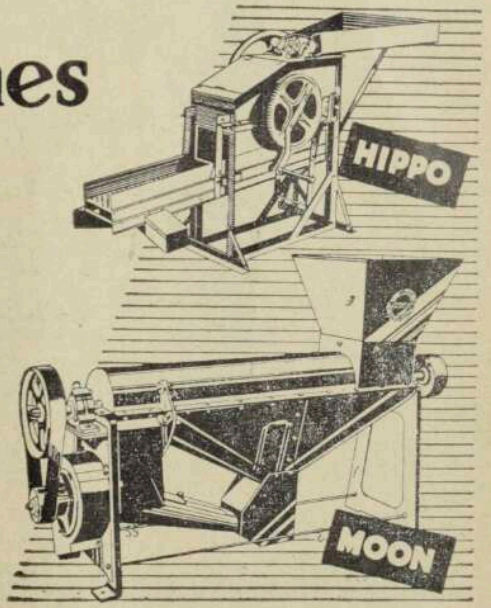
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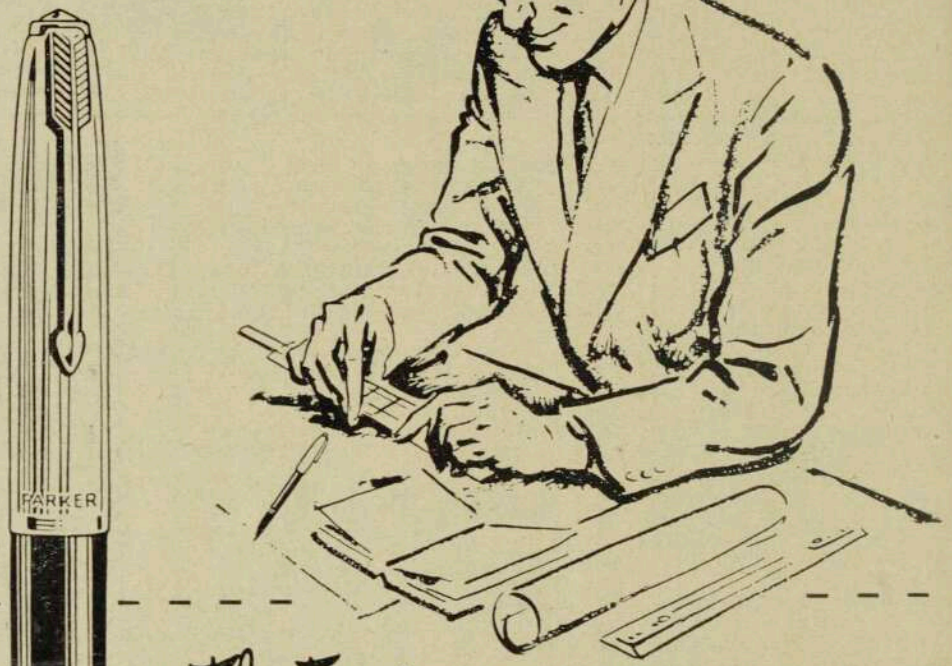
Illustrated literature of these and our peanut pickers and shellers will be sent on application.

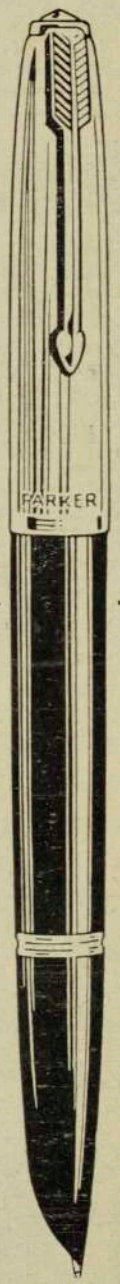
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know about fish—although
ould like to say that the
people with Japanese names
merican nationals) whom we
ncountered fishing about the
know more about the
y than the rest of the South
together, and they didn't
t in America.
most interesting thing about
ade has nothing to do with
course—it lies in its anti-
sentiment.
of us here in the South
feel nothing but friendship
mericans and the United
–so much so that we are apt
et that there is a solid block
erican opinion that does not
at same way about us.
nialism" is, of course,
ly the most popular whip
hich to flay our hides and
people will remember Mr.
utterances on the subject a
nths ago in Indonesia.
the end of World War II,
a has taken the lead in
Western policy. The
of this, in Asia, the Middle
frica and Europe may be
to the Van Campens.
are, however, many others
the light of events in
gust, 1956, are doing a lot
d re-aligning of thought,
an Campen's opinions don't
in the least—except that
ed a million times they
rovide that wedge that the
seph Stalin used to dream
ng between the British and
ericans.

s of NI Council Election

voting for the election of
mbers to the Norfolk Island
Council took place at the
July and resulted in two of
ng members being re-elected
llors W. M. Randall and
olloway).

members were beaten in
y and Mount Pitt Wards,
of which there were four
es.

was as follows:

ADE WARD: L. D. Hollo-
; T. B. Bailey, 44.

BAY WARD: G. G. F.
52; W. T. McCoy, 46; C. A.
17; J. Westwood, 17.

STON WARD: W. M.
79; W. N. S. Newbald, 40;
euchars, 5.

ITT WARD: N. C. Christian,
J. Needham, 28; A. B.
s, 19; W. W. Sanders, 11.

cess collected from native
copra growers under Fijian
ment Fund regulations
ed to £F589,915 at June 30.
Withdrawals for approved
ity projects this year have
ed to £F127,140.

Airways Fares

(Continued from Page 13)

FROM SYDNEY (Aust. Currency) TO—

	Single	Return	Table
Suva	81 3 0	141 19 0	1, 18
Auckland	52 10 0	94 10 0	12
Christchurch	52 10 0	94 10 0	13
Honolulu	252 5 0	454 1 0	1
S. Francisco	312 10 0	562 10 0	1
Vancouver	312 10 0	562 10 0	1
Nukualofa	92 9 0	165 19 0	1, 17
Apia	97 7 0	175 3 0	1, 16
Aitutaki	119 8 0	214 19 0	1, 16
Papeete	139 2 0	250 8 0	1, 16
Biak	90 0 0	162 0 0	4

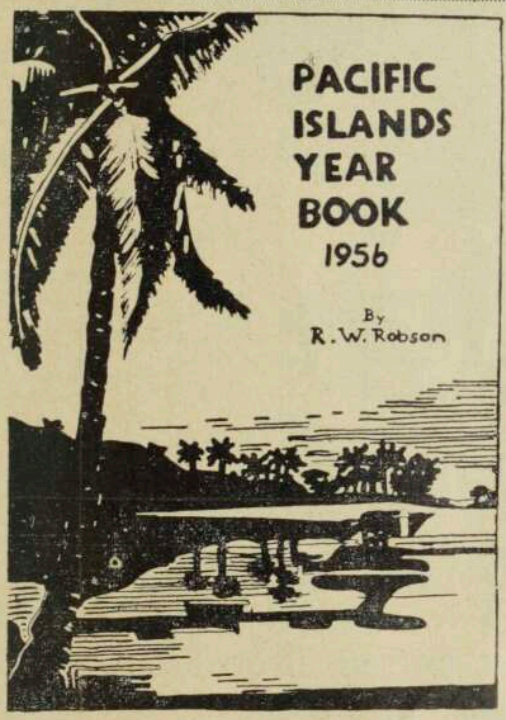
FROM AUCKLAND (NZ currency) TO—

Apia	53 0 0	95 8 0	15, 16
Aitutaki	77 14 0	139 18 0	15, 16
Nadi	39 7 0	70 17 0	15
Norfolk Is.	19 15 0	35 11 0	11
Papeete	97 0 0	174 12 0	15, 16

FROM SUVA (Fiji currency) TO—

Aitutaki	48 17 0	87 19 0	16
Apia	25 0 0	45 0 0	16
Nukualofa	17 1 0	30 14 0	17
Papeete	71 12 0	128 18 0	16

† An 8-ft seal was speared in the shallow lagoon water off Arorangi, Rarotonga, in June. It was the first recorded seal seen in Rarotonga. However, seals are by no means unknown in the tropics, and are common in the Galapagos Islands, on the equator, where the cold Humboldt Current circulates.



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PACIFIC ISLANDS YEAR BOOK, 1956

The Seventh Edition of the P.I. Year Book, the South Seas' most valued reference book, was published in June. Copies are now on sale at all the leading Booksellers in Australia and NZ, and at the main Pacific Islands stores; or copies may be obtained direct from the Publishers.

The 1956 (Seventh) Edition contains 480 pages and numerous maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics and lists of main Trading Firms), the new Year Book has a number of Special Sections, such as: Notable Developments in the 1945-56 period; Description of the Airline and Shipping Services in the Pacific; Radio Network in the South Seas; The Islands as a Resort for Tourists; Directory of Pacific Missions; Lists of Public Servants in each Territory; History and Chronology of the Pacific War (1941-45); Islands Port Facilities; General Subject Index and Detailed Index of Place Names in the South Seas, etc.

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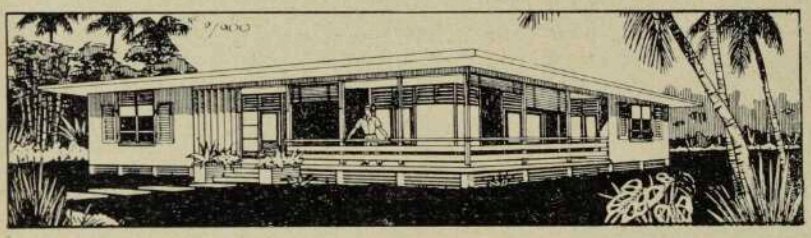
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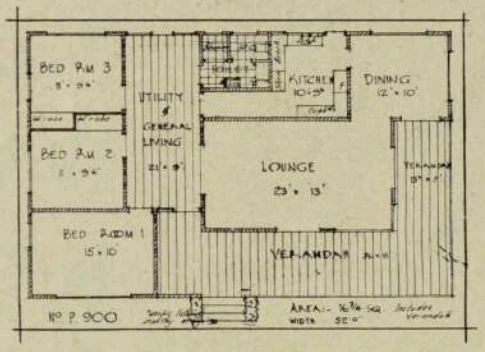
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DEATHS OF ISLAN PEOPLE

LADY MARAIA VOSAW

Lady Maraia Vosawale, v Ratu Sir Lala Sukuna, died Colonial War Memorial H Suva, on August 1, aged 53.

She was the only child of Tatawaqa of Bau and Uluibatiki of Viwa. She directly descended from the Levu, Pita Raori, whose y brother was Ratu Deve Toga ISO, for many years Roko T

She married Ratu Sir Sukuna at Bua in 1928, a has given her devoted ser good causes sponsored b husband and herself. She many years a member Board of Education and ser numerous social and committees, more particula Fijian Women's Committee now as the Soqosoqo Vakam which has branches through Colony. She was an active m of the Methodist Church.

For her war-work, she in 1945, a member of th Excellent Order of the Empire.

During her 1953 Coronati with Ratu Sir Lala Sukuna United Kingdom she was pr to the Queen at Buck Palace and later was rece the Queen Mother at the Party organised by the V Corona Club at Lambeth On this latter occasion s dressed in Fijian tra women's costume.

When Queen Elizabeth a Duke of Edinburgh visited 1953, Lady Maraia led the ce which began the Fijian cer welcome in Suva.

MR. FRED JOLLEY

The death occurred in Sy August 9, of Mr. Frederick R formerly a well-known resi New Guinea.

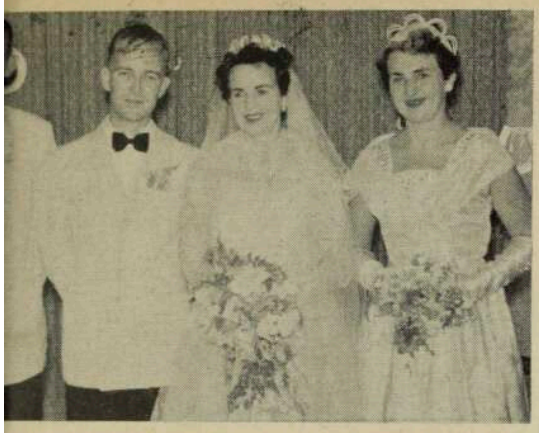
Details of Mr. Jolley's ca appear in the September PIM.

RUBY MAY WESTBRO

Mrs. Ruby May Westbro of the late John Alfred We died in Auckland on July 63 years.

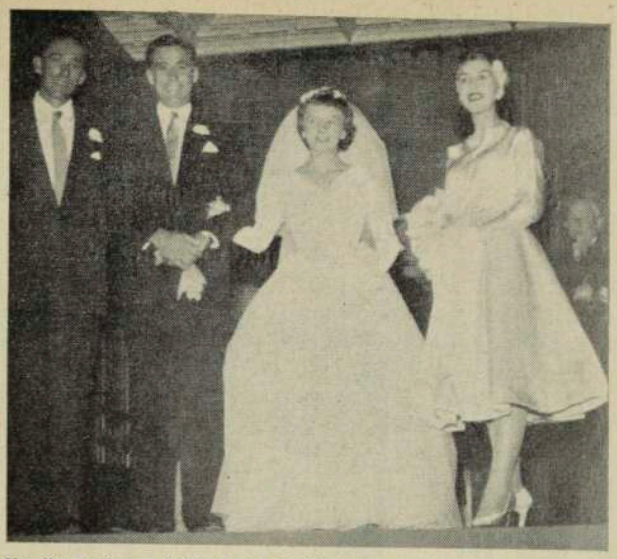
Member of a well known family, Mrs. Westbrook ar Tonga with her parents She was the youngest dau the late Captain Charles a Jury, who took up a plantati miles from Nukualofa. M married Mr. Jack Westbrook the late G. E. L. Westbr Apia, and they lived there f

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Two Weddings of Islands Interest

Mr. and Mrs. H. R. Gibson, with their attendants after their at Labasa, Fiji, on June 30. The bride, formerly Miss Gloria the eldest daughter of Mr. and Mrs. A. Shultz, of Matieri, NZ. She has been in Fiji since 1948, and has been Public ter at Ba and Ra and on Vuana Levu. She resigned in 1954 the United Kingdom. The groom is the second son of Mr. R. Gibson, of Havelock North, Hawke's Bay, NZ. He has abasa since June, 1953, where he is accountant in the Bank After a honeymoon at Suva and Dueba, the couple returned Miss Rona Shultz, a sister of the bride, was bridesmaid.



Mr. Harry Carey, of the Bank of NZ, Suva, was best man.

AT RIGHT: Two Port Moresby residents, Mr. Sid Monagle, and Miss Joan Scott, were married at St. Stephens, Sydney, on July 7. A reception was held later at the Hotel Australia. After a short honeymoon the couple returned to Port Moresby.

Our photograph shows the bridal party leaving the church.

and were very popular s. Later they shifted to d.

Westbrook is survived by aughters. A son was killed n in World War II and died recently.

† During 1955, Mr. Norman Wallis, of the BSIP, and a keen movie-camera enthusiast, toured the Protectorate making a colour film dealing with the economic and administrative development of the islands. The film also showed scenic attractions and the native way of life. Arrangements are now being made for the film to be distributed overseas through the Central Office of Information, London, and a copy has been received in the Protectorate.

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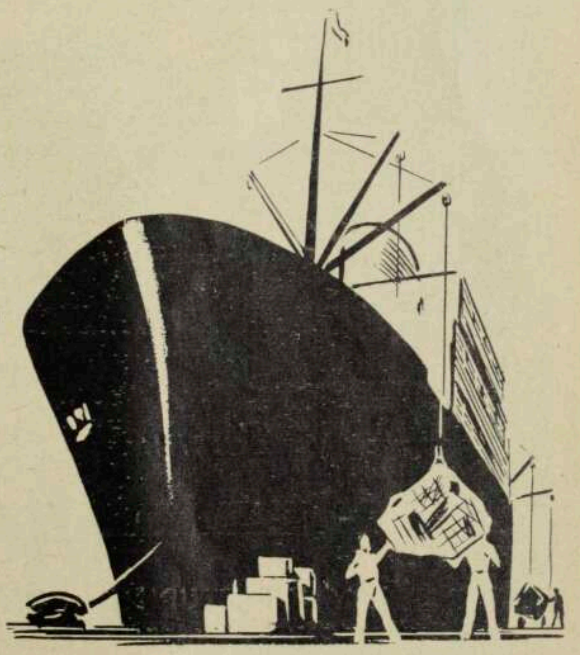
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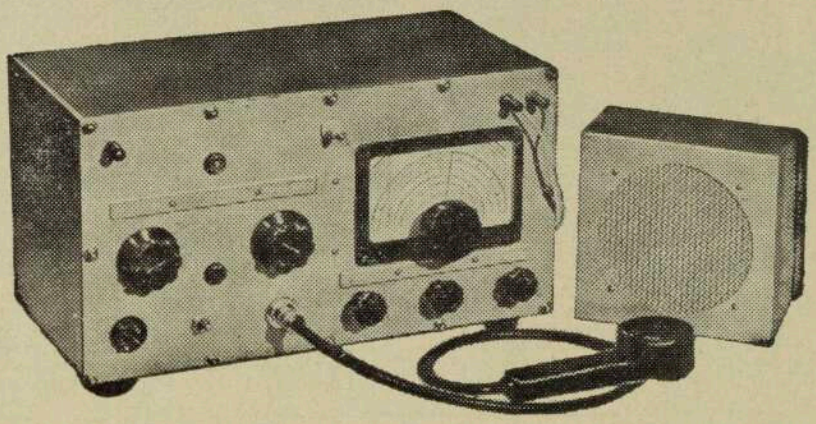


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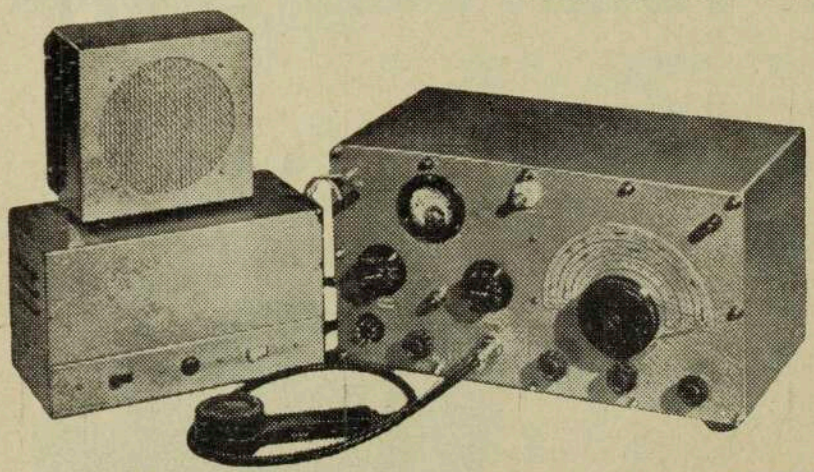


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lowing list of New Guinea Hams is from information kindly supplied by Inspector, Port Moresby, with some —the deletion of VK's 9 KC and

lieve there is also another Club t Rabaul, not shown here, and the named R. M. Harrison, c/o P.&T. oka but gave - sign. The all-sign was and may not

. B. Bunting, ox 38, Port y.

. J. Hum- s, Buin, ville Island.

rtable—A. B. t, c/o RAAF, , Manus.

A. Wittaker, C, Lae.

A. J. Taylor, C, Wewak.

P. O'Connor, Boroka, c/o x 84, Port

A. Sutherland, Central Ave., Rabaul,

H. Holland, c/o Rabaul Co., Rabaul,

H. Ewen, PO Box 56, Port Moresby.
. C. J. Patrick, Catholic Mission, i, Manus.
J. Spehr, Lutheran Mission, Madang.
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G. Taylor, Boroko, via Port Moresby.
S. Mullan, c/o Crowley Airways,

M. Nolan, c/o Station 9PA, Port

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M. Nolan, c/o Station 9PA, Port (portable).
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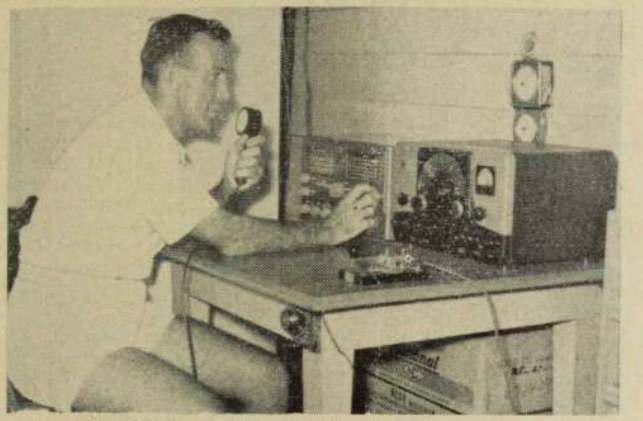
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cial WIA Station, c/o PO Box 107, resby.
K. Webster, c/o DCA, Port Moresby.

VK9WL—J. Widdup, c/o RTC, Sohana, Buka Passage.
VK9WP—W. A. P. Luke, c/o OTC, Rabaul, NB.
VK9YT—Rev. C. J. Zimmer, Catholic Mission, Lamasong, NI.
VK9YY—A. J. Smith, PO Box 13, Lae.
VK9ZAL—R. F. Lloyd, c/o Dept. of Works, Port Moresby.



Les Reid, ZM6AS of Apia, with his attractive set-up—a National NC98 receiver on the left, and a Johnson Viking Ranger transmitter on the right—and the time in three languages apparently, above.

From Apia Les, ZM6AS (see photo) reports that he will be returning to ZL in October, Ron, ZM6AR, will pull out in November, and Norm, ZM6AT, will follow about next January or February. So if the ranks are not meanwhile reinforced, Ernest, ZM6AL, will be the only senior ZM6 remaining.

(Over)

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422-428 Collins Street, Melbourne, Victoria, Australia.

However ZM6AF, Percy Rivers, may m comeback, and three other new men ar paring for action—Bruce Evatt and ex Dan Allen an ex VK, and Alan Gordon Ham Radio. Norm, ZM6AT, is currently on 14,160 kc/s, and ZM6AS is v 10/15/20-metre phone. Les is bound f Olympics and will reach Sydney per "Mo on November 10, according to present He will be there for six days—time enou the locals to collect their QSL's from

From Parry Island, Eniwetok Atoll, atomic Marshalls, William S. Thompso W6UFS, writes under date of May 21 that he expected to be on the air June as KX6BQ, and is keen to contact Hams. The QSL address is: c/o H. & 3116, APO 435, US Army, via H Hawaii.

Christmas Atoll, Pacific, has been the map in recent months by Chas., V charge of the radio set-up for South Airlines. It may be assumed that he w there much longer however, as the ne will have to be abandoned as a result London decision to hold atom-bomb t the vicinity.

Your scribe, under former call of came on again, for a while with 8 wat to a Type-A Mk. III, CW, on 7 mcs. May 5 and June 21. Nothing that c described as DX was worked, but the W's and KH's, a couple each of VK's, Z VE's, had some fun at least.

The rare (?) ZK-1-AC card has gon to every station contacted. Until next ZK-1 log-book has been replaced by th base ZL-1-AIK—same Type-A, Mk.-III, sa CW signal from the heart of Aucklan Though in Fiji for a while this winte was no time to dust off the VR2AK

Banking or the Se



Mr. Alan D who has bee to the Gove American Sa now become of the B American S Pago Pago.

Figures ar only interest Bigelow hov has his Mast and has Captain of t ment ship Tele" on a occasions.

—Photo American Pri

☆

Visited Paris



Grand-chief Leoula of Lifou, Loyalty Islands, New Caledonia, who was a guest of the French Government in Paris at this year's July 14 (Bastille) celebrations.

Photo: F. E. Dunn.

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U COLLEGE

Years Service to Tonga

LANDMARK in missionary hievement was reached July, 56, when the Free Wesleyan h in Tonga celebrated the nniversary of Tupou College, is the oldest secondary e in the Kingdom.

ou College was opened in with the late Rev. J. E. n as headmaster, for the e of training young men for inistry, and a selected few sitions in the Government.

first location was in lofa, then it removed to a in 1921, and in 1947 it nother move, this time to its present situation, some 12 from Nuku'alofa.

College has had a chequered since its establishment, but e distinction of having had f Tonga's most famous sons roll at one time or another. H. Prince Tungi and Prince ehake were students there going to Australia to finish ducation. More recent old ho have achieved academic ion are the Rev. Sione ke Havea, BD (USA), and li'uli Tupounui, B. Com.

u College has had a ion of brilliant Headmasters, st famous being its founder, t only translated both books Bible into Tongan, but also essary textbooks for use in hool; these included an history, Euclid, mathematics stronomy. Dr. Wood was aster for 14 years, and it im that the college owes its pre-eminence in Tongan on.

udents of Tupou College led government positions for ears, and a number are now magistrates, teachers and clerks.



Mrs. W. L. Tylor, Reuben, and Auckland per "Maui Pomare" early r Mangaia, Cook Islands, where Mr. agriculturalist, has been appointed gent.

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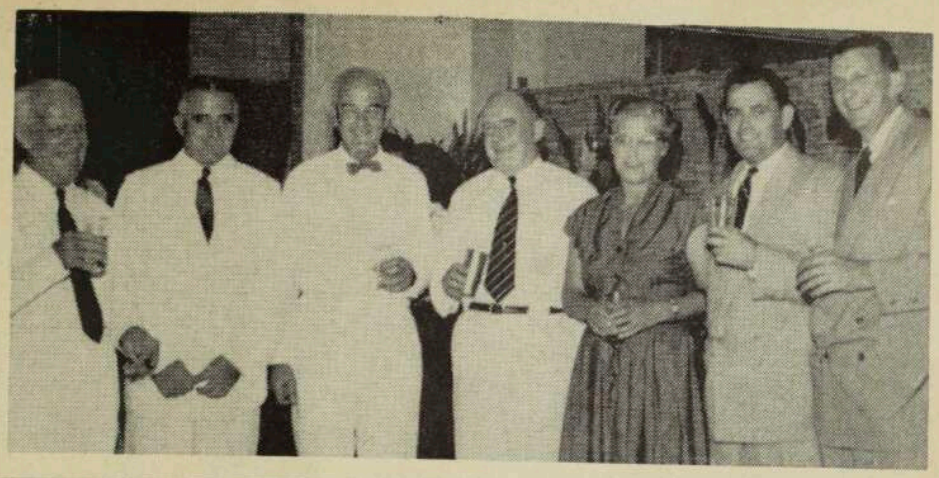
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Co. Executive in Samoa

tail party was given H. Gow, manager of ilp (SS), Ltd., Apia, 12, in honour of Mr. s, general manager of ho was visiting the Our photograph ft to right): Mr. Gow; V. N. Kelly; The NZ nissioner in W. Samoa, Powles; Mr. Roberts; les; Mr. T. Dunleavy; n Wisdom, TEAL n Suva.
by Edwards Studios.



New Grammar ools for Suva

NTS of pupils attending 's Grammar Schools were pleased to hear from Mr. lvey, MLC, in July, that a rs' Grammar School and a rls' Grammar School will ed in 1957 on the site of Brighton Park Racecourse. ite, recently purchased by vernment from the estate late Lady Barker, has a ocean view. The schools rected on the slopes above racecourse.

s were pleased to learn, t a long-standing request oard of Governors to con- two schools will be formed. oard will consist of one "old the Boys' School and one " from the Girls' School, nts to be nominated by the id School Association, one ative from the Govern- representative from the y Council and three other residents of standing.

FLAG INCIDENT IN PAPEETE

scar Nordman and friends, Tahiti, have written pro- ng against an incident ok place at Papeete on —American Independance ey want some publicity it.

ordman has occupied the Consulate building since osed down in 1948 and has vailable for the American ationed at Noumea, under jurisdiction the French area now falls, and who iti annually.

lding itself stands on land to the United States in y by Queen Pomare IV ccording to Mr. Nordman, Tahiti-born, of American parentage, but a naturalised French citizen.

It appears that the Papeete Police, acting under orders, instructed Mr. Nordman to haul down the American flag from the building's flagstaff shortly after he had hoisted it at 8 am on July 4. Mr. Nordman says that local Americans were greatly put out by the incident.

It is easy to be sympathetic with them—but it is probable that the French authorities were well within their rights, although the Governor and various high officials denied all association with the incident.

Assuming that the consulate building is still American property, the question seems to be whether flag-hoisting rights are attached to a building, or to a person. If the latter, the matter would be of some significance if the building were occupied by an officially accredited American Consul or Vice-Consul.

We know nothing more about it than what Mr. Nordman has told us. It appears, from this distance, to be a storm in a teacup. The local police seem to have been unnecessarily officious. At the same time, it is unlikely that the French officials intended any insult to the United States. It appears to us to be a matter that could quite well have been settled, on the spot, between Mr. Nordman and local officials.

A large number of American flags were flown in the big city of Sydney on the Glorious Fourth—although the day our Yankee friends were celebrating was the anniversary of their "freedom from Britain."

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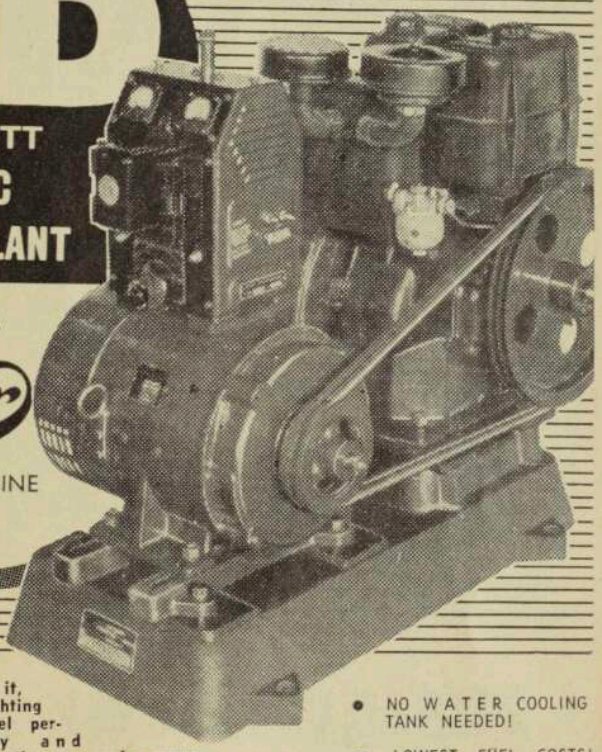
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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 140 Pac. Francs; $US 2.23.)

COPRA

Price negotiated between British Ministry of Food and British South Pacific Territories for 1956 was £Stg.58/10/- FOB main ports—a reduction of 10% on the 1955 price. Stabilisation funds and other charges reduce the actual prices to producers to those given below, per ton:

PAPUA - NEW GUINEA:—Hot Air £A62/10/-; FMS (Sun-dried) £A61/15/-; Smoked £A59.

FIJI:—Plantation £F57/5/6 for top grade; FMS £F57; moister grades £F55/18/- to £F54/2/- minimum.

W. SAMOA:—Basic price of £S36/14/4, which varies according to distance of producing district from Apia.

E. SAMOA:—Producers receive 5 cents lb. ($US112 or £A50 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

SOLOMONS:—Honiara/Gizo: Hot Air £A61/10/-; Mixed HA/FM £A57; FM £A52/10/-; Yandina: 5/- higher.

NEW HEBRIDES:—Buying price on June 1 fell from 7,000 Pac. francs (£A49) to 6,000 Pac. francs (£A42) delivered Vila/Santo; still at that rate early August.

FRENCH OCEANIA:—April: Top grade 8.36 Pac. francs per kilo (£A60/12/- per long ton) in store, Papeete; minimum price for lowest grade 5.35 Pac. francs (£A39 per long ton).

TONGA:—A Grade, £T52/5/-; B Grade, £T46/5/-.

COOK IS.:—Local price is based on £NZ58/14/4 (£Stg.58/10/-) per ton f.o.b., in bulk. Outer islands copra producers receive approx. 3¼d N.Z. per lb. equal to £N.Z.30 per ton.

COCOA:—Islands prices are based on the rate for Accra cocoa which on August 8 was £Stg.235, c.i.f.

P.-N.G.: Good grade, £A235, ex wharf Sydney.

W. SAM.: Aug. 9, £Stg.200, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grades 6/- lb. in store, Sydney; Fr. Oceania: 75 francs per kilo, unhusked

PEANUTS:—P.-N.G.: In shell, large, well cleaned, 1/7 per lb. del. Sydney; kernels, 1/4½ lb. del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on August 8 was: No. 1 RSS, spot, 104⅜ Straits cents (36.95d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reports that early supplies from the new crop are nominally quoted at: C.i.f. Sydney. Tahiti White and Yellow label, processed, standard packs, 60/, Green, 58/- per lb.

RICE (Australian):—Price adjusted May 1 each year. **P.-N.G.:** Dry brown and dressed, 112 lb. bags, 5 tons and over, £62 per ton, f.o.b.; under 5 tons £62/10/- per ton. Vitamized and enriched white, 112 lb. bags, 5 tons and over, £ per ton f.o.b.; under 5 tons, £69 p **Other Pac. Islands:** Dry, brown, et per ton. f.o.b. Sydney or Melbour

PEARL SHELL.—Prices betwee majority of the **Torres Strait** pr and Otto Gerdau Co. (USA) for 1 main as for 1955, i.e.: Sound £A736; D, £A390; E, £A300; EE, all f.o.b., Australian ports; m quotation by independent pearlers: £A860-920; D, £A600-650; E, £A EE, £A275-300. **Manihiki:** Lagoon **Tuamotus:** Approx. £A1,300, long raw shell on beach, Hikueru.

TROCHUS:—One Sydney agent on 8 quoted: **New Hebrides** £480-£500 £520; **and B.S.I.**, £520; "accor grade"; another quoted £470 to £

GREEN SNAIL:—Quote No. Pacific, in store Sydney, £475, to rejects; lower grades £400 Quote No. 2: £465-£480.

LONDON AND U.S. PRICES

Copra:—London, Aug. 8, Straits buyers, £Stg.63/10/-; Philippines $ c.i.f. Pac. Coast, del. weights.

Coconut Oil:—London, Aug. 8: in bulk, 1% FFA, £Stg.94/10/-, c. ton; Straits, bulk, 3½% £Stg.89/10/-, c.i.f., per ton.

Cocoa:—London, July 20: Accr in bond (buyers), Sept. 1, £Stg.2 ton.

Coffee:—London, July 20: Ugan busta, grade 10 (unwashed), Au shipment, £Stg.259 f.o.b. M Santos, extra prime, 510/- per 5 in bond London.

Rubber:—London, August 8: Spot Stg.31⅛d.

ISLANDS MINING SH

	Aug., '39	June, '55	Au
FIJI			
Emperor . . .	b9/11	s14/-	s9/
Loloma . . .	s25/6	b23/9	s26/
PAPUA-NEW GUINEA			
Bulolo . . .	b124/-	b47/-	b43
N.G.G. Ltd. .	b1/10	s1/9	b2/
Oil Search .	b3/11	s9/-	b16
Ent. of N.G. .		b3/-	s2/
Oriomo Oil .	b5/-	s4/6	b7/
Papuan Apin.	b4/11	s3/-	b3/
Placer Dev. .	b68/6	s295/-	b12
Sandy Creek .	b1/5	s9d	b2c

EXCHANGE RATES

FIJI.—Through BANK OF NSW BANK and BANK OF NZ. Austr Fiji, basis £100 Fiji: Buying, £A Selling, £A113. **Fiji-London,** bas London: B. £110/12/6; S. £112. basis £100 NZ: B. £111/11/9; S. £

SAMOA.—Through BANK OF N tralia on Samoa, basis £100 B. £A123/12/6; S. £A124/10/9. **London,** basis £100 London: B. £ S. £101/10/-. **Samoa-NZ,** basis £ B. £100; S. £100/10/-. **Samoa-Fi** £100 Samoa: B. £111; S. £110

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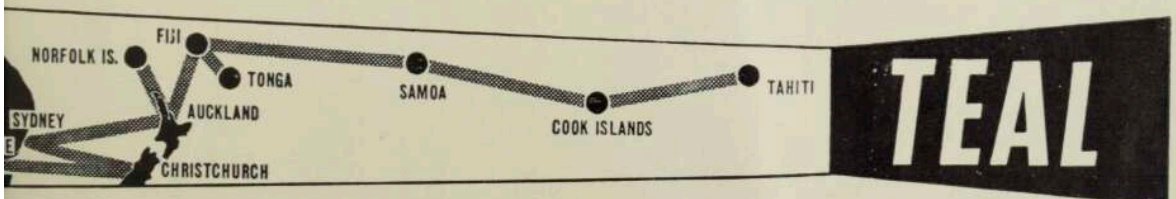
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