

Vol. XXVII, No. 4 (Nov. 1, 1956)

Date : 7/17/26, 8:02 AM

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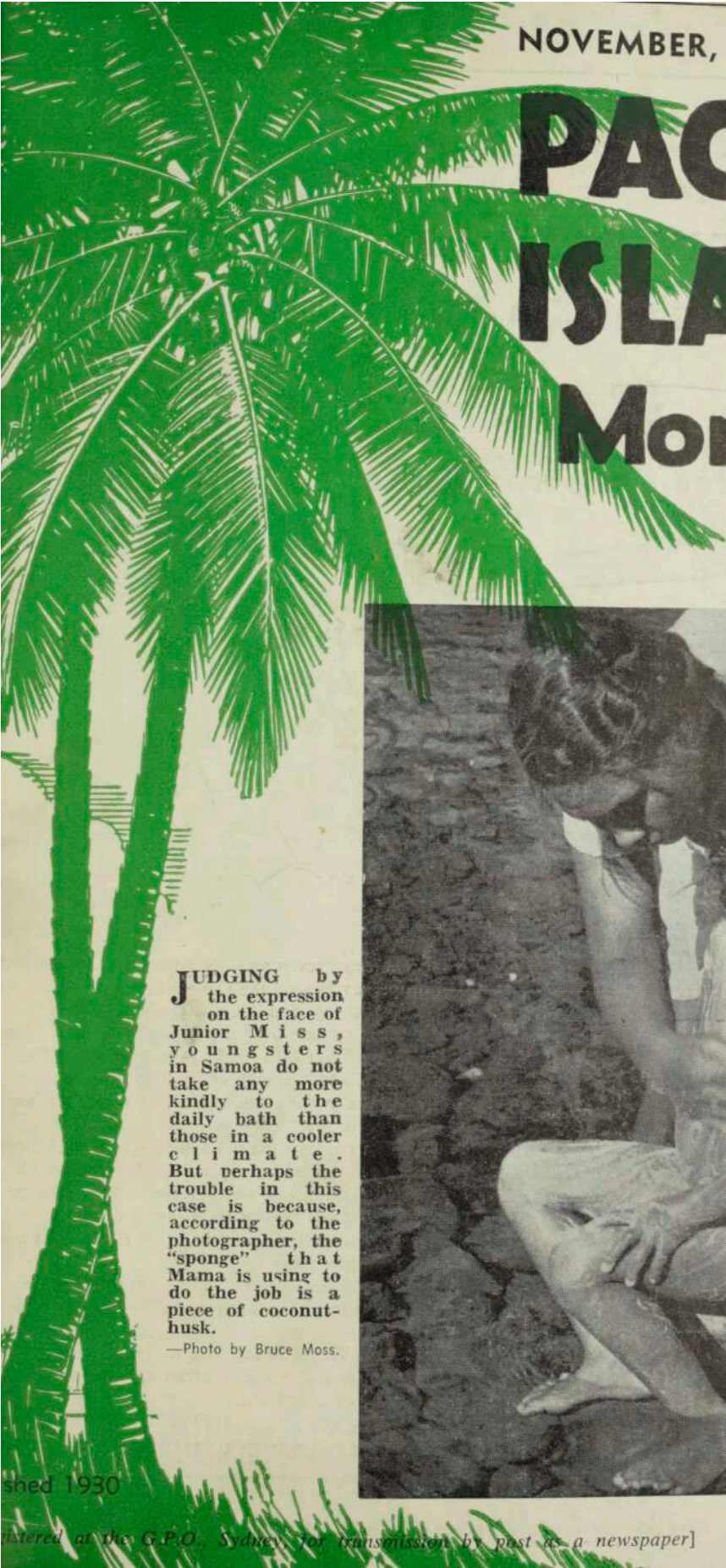
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NOVEMBER, 1956 Vol. XXVII. No. 4

PACIFIC ISLANDS Monthly



JUDGING by the expression on the face of Junior Miss, youngsters in Samoa do not take any more kindly to the daily bath than those in a cooler climate. But perhaps the trouble in this case is because, according to the photographer, the "sponge" that Mama is using to do the job is a piece of coconut-husk.

—Photo by Bruce Moss.



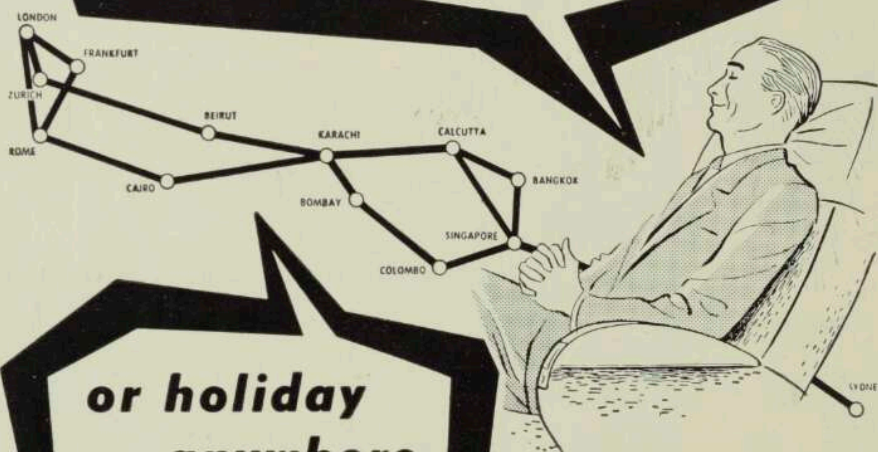
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FLY FAST TO **LONDON**



on the "Kangaroo" Route



or holiday
anywhere
on the way!

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, luxurious 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!

Fly the "Kangaroo" Route to London and Europe. You'll have time to *see* more and *do* more on the way, and when you get there.

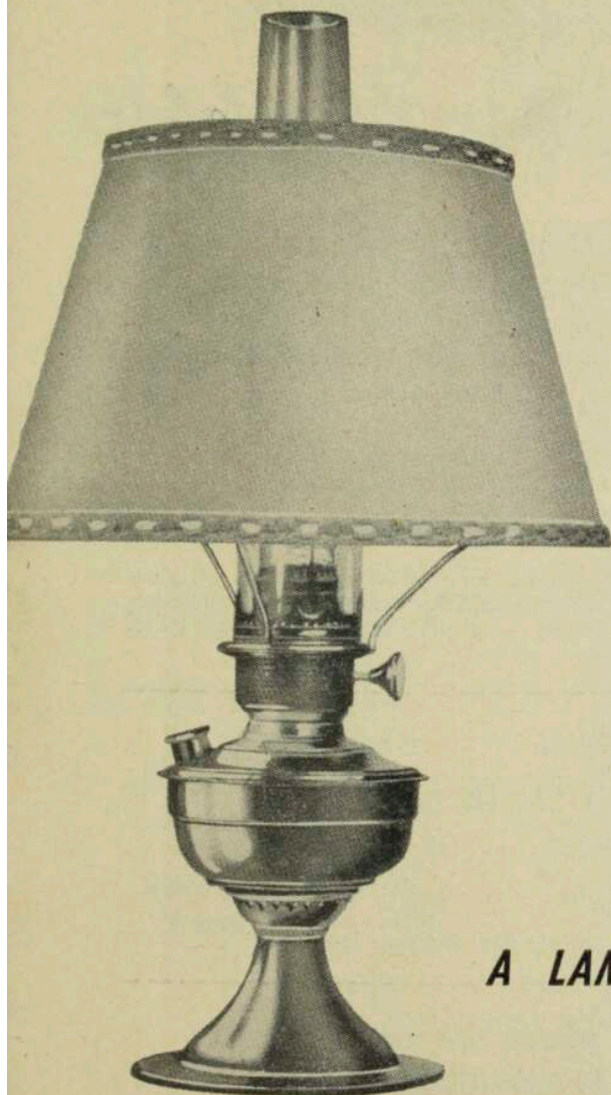
Talk to your Travel Agent. He will give you the facts and the figures and make all arrangements for you without cost or obligation.

QANTAS IN PARTNERSHIP WITH **B.O.A.C.**

QANTAS EMPIRE AIRWAYS LIMITED IN PARTNERSHIP WITH B.O.A.C.

Coleman

KERO-MAN TABLE LAMP



*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

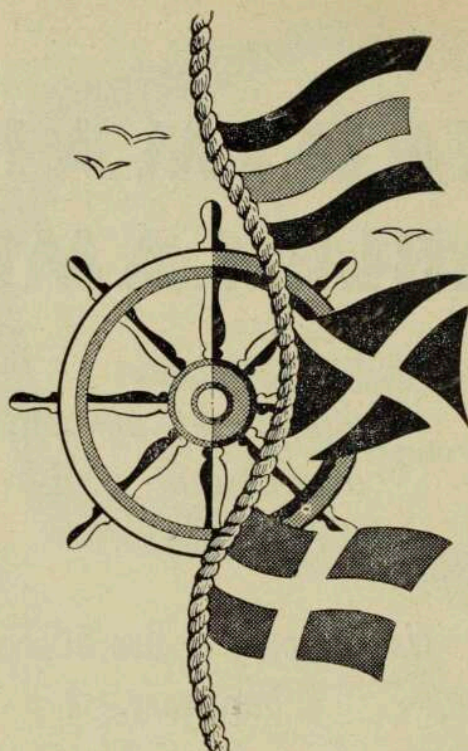
MADE IN ENGLAND

Representatives for Pacific Islands

111
a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS



Used by leading boatbuilders

Throughout Australia and New Guinea, Berger Group Finishes are used by all leading boat builders. You will get longer life and greater protection with these proven boat finishes.



For under the waterline

MERCURY anti-fouling paint

Designed especially for use on wooden vessels only. It gives lasting protection against seaweed, worms, barnacles and other marine growth, when applied over MERCURY PINK PRIMER.

For a lasting varnish finish

FLEET-SPAR VARNISH

Specially formulated for marine work for any surfaces where exceptional resistance to fresh or salt water is required. FLEET-SPAR VARNISH dries dust-free in four to five hours and hard in eighteen hours. FLEET-SPAR VARNISH is used extensively and proven the finest you can buy for your boat.



For Colour above the waterline

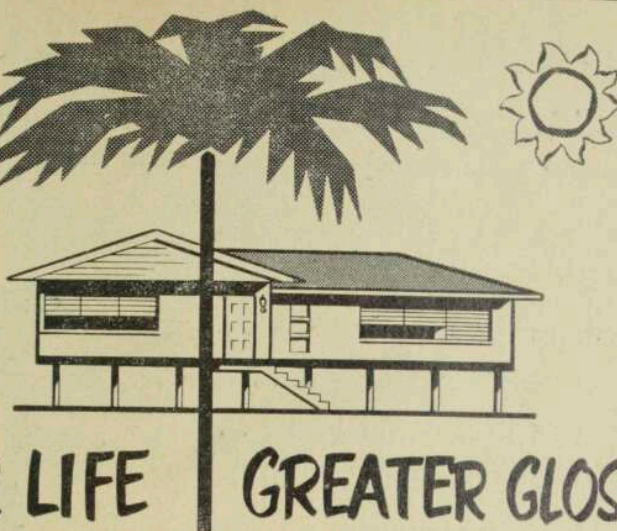
BERGERMASTER

Iron-hard BERGERMASTER defies sun and rain, and resists salt water longer than any other exterior paint. For a beautiful lasting Full Gloss Finish, use BERGERMASTER on your boat.

Available from your Berger or Sherwin-Williams Paint Stockist

MPI-83

*in the tropics
you get . . .*



LONGER LIFE | GREATER GLOSS

*with the new
Berger Lead-Free*

BP GLOSS OIL PAINT

For inside and outside use
BP Full Gloss, Lead-Free Oil Paint
is specially formulated to withstand
the rigours of tropical conditions.

**Special new mould-resist-
ant ingredients**

- ★ BP Oil Paint flows on so much easier.
- ★ BP is ready for use.
- ★ Lasting new popular colours.
- ★ Tropic-tested in the Berger World Laboratories.

*A new paint under a label
you know you can trust*



*Use Berger Pink Primer and
Berger Undercoats*

Since 1760 BERGER have made the World's Finest Paints

BP1.83

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.

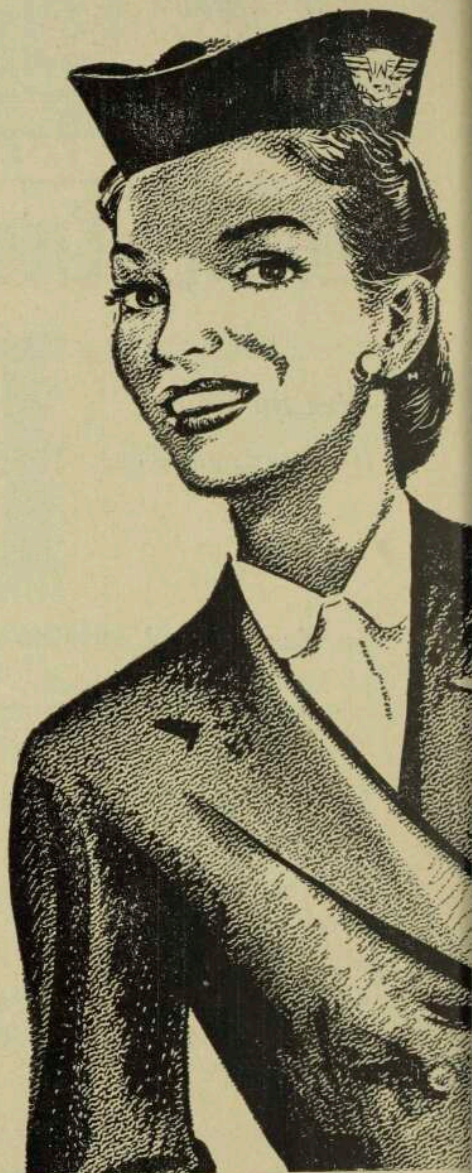
But it's a thousand miles from Bluff to
the Bay of Islands. And that's why
so many tourists fly—with N.A.C.,
of course: to save time, to travel in
armchair comfort, and to enjoy a bird's
eye view of beauty.

flyings 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 CORPORATION



A practical magazine for Pacific planters

SPC TECHNICAL PAPERS FOR PACIFIC PLANTERS

TITLE

- Cocoa Plantation Management in Western Samoa.
- Cocoa Growing in Fiji Islands.
- Cocoa Growing in Netherlands New Guinea.
- Coffee Growing in New Caledonia
- Cocoa Growing in Western Samoa.
- Cocoa Growing in New Hebrides
- The Management of Coconut Plantations in Western Samoa.
- The Pacific Islander and Modern Commerce.
- The Manufacture of Copra in the Pacific Islands. (6/- stg.)
- Western Samoa — An Economic Survey. (6/- stg.)

At where otherwise indicated, all prices listed above are priced at 2/- per copy. They are obtainable from addresses listed alongside, or free by surface mail from the South Pacific Commission, Box 5254, Sydney, Australia.

The **SPC Quarterly Bulletin**, published by the South Pacific Commission, is a magazine that provides expert practical guidance on a wide range of topics of special interest to Pacific planters. Advice is given on the growing of crops such as coconuts, coffee, cocoa, rice, bananas, castor and soft fibres. Other topics covered in recent issues include: the construction of copra kilns, fish farming, processing of coffee and cocoa beans, sponge culture, rhinoceros beetle control, rat control, and the catching and preservation of fish. Articles in the past three issues of special interest to planters include:

JANUARY 1956 ISSUE

Mechanisation of Coconut Growing — Bamboo Culture In The South Pacific — Cultivation of the Banana — Introduction of Edible Pond Fish from the Philippines — Pepper — a Promising Cash Crop for Pacific Planters — Trochus Study by a French Institute — Cocoa — a New Practical Handbook

It Affects the Manufacturer — A Survey of Subsistence Problems in the South Pacific — Cash Crops and Imported Foods in the South Pacific — Large-scale Cooking of Vegetables — Dairy Farm Successfully Established in Tahiti

APRIL 1956 ISSUE

Dryer for Preservation of Breadfruit — Curing Copra on Small-holdings in Indonesia — The Quality of Raw Cocoa as

JULY 1956 ISSUE

Rammed-earth Construction for Self-Help Building — How to Tan Nets, Sails and Lines — Better Copra from New Low-Cost Dryer — Oyster Farming — Crops Without Soil — Breadfruit Drying in the Reef Islands

QUARTERLY BULLETIN

SUBSCRIPTION RATES:

One year 8/- stg. (\$1.15)
Three years 20/- stg. (\$2.80)

(Post Free by Surface Mail)

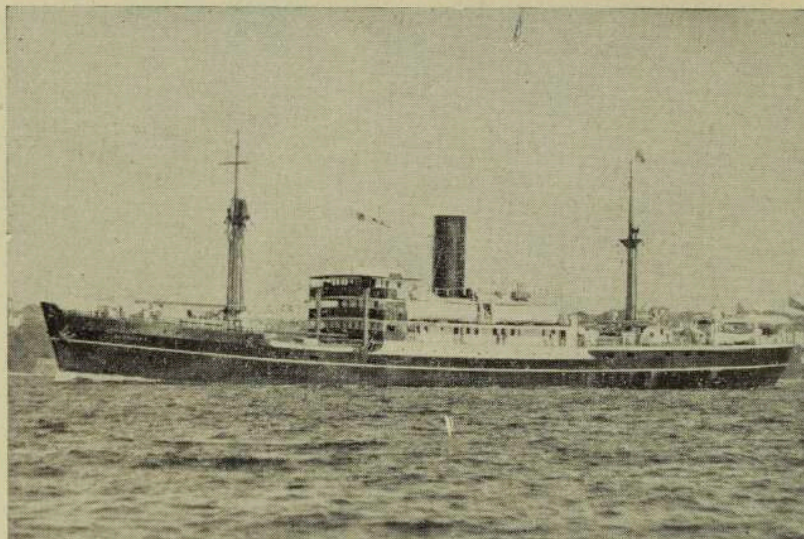
Copies of the SPC Quarterly Bulletin and subscriptions thereto, and copies of SPC Technical Papers, are obtainable from: PAPUA AND NEW GUINEA—Beadell's Bookshop, P.O. Box 107, Port Moresby; FIJI—Desai Bookshop, Suva; WESTERN SAMOA—Wesley Bookshop, Apia—OR direct post-free by surface mail from

SOUTH PACIFIC COMMISSION

G.P.O. Box 5254, Sydney, Australia.

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(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	}	Japan — Hongkong — Madang — Kavieng — Rabaul — Lae —
S.S. FENGNING		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: "Camohé".
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Wllgilsand.
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 & Yull Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 1712.
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

Sailing Time-Tables

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

Sydney-Papua-N. Guinea

Malaita sails from Sydney for Kavieng, Lombrum, Lorengau, Alexishafen, Madang, Lae, Sydney. Sydney sailing approx. Dec. 20. Lae sails from Melbourne for Pt. Moresby, Samarai, Rabaul, Lae, Pt. Moresby, Sydney, Melbourne. Next Sydney sailing late Dec. Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Samarai, Lae, Madang, Manus, Samarai, Moresby, Brisbane. Next Sydney sailing approx.

Madang, cargo only, sails from Brisbane, Pt. Moresby, Samarai, Lombrum, Madang, Lae, Pt. Brisbane, Sydney. Next sailing:

from Burns, Philp & Co. Ltd., 100 Bridge St., Sydney.

Bochoch. Departed Sydney Nov. 7. Brisbane, Pt. Moresby, Rabaul, Madang, Lae, thence to Hong-kong, returning to Sydney early Feb. Inkiang: Departs Sydney Nov. 27. Brisbane, Pt. Moresby, Samarai, Lae, Kavieng, Rabaul, Sydney. Mansi: Departs Sydney Nov. 24 for Pt. Moresby, Samarai. from Swire and Yull Pty. Ltd., 100 Bridge St., Sydney.

Sydney-Dutch N.G.

Six weeks service by MV's Sigli, Silin, Sibigo and Sinabang carry passengers and cargo from E. Australian Hollandia and Sorong, DNG (with

Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next sailings Sigli Nov. 28, Sinabang Dec. 23. 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 Fengning: Departs Japan Nov. 27. Kavieng Dec. 16, Madang Dec. 18, Rabaul Dec. 21, Lae Dec. 26, Port Moresby Jan. 2, Sydney Jan. 11. Next sailing about Jan. 17.

SS Funing: Departs Rabaul Nov. 24, Lae Nov. 29, Samarai Dec. 4, Port Moresby Dec. 5, Sydney Dec. 16. Next sailing Dec. 22.

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

The Australia-West Pacific Line motor

vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, and Melbourne, with bi-monthly calls at Honiara and Vanikoro.

Delos, southbound, due Rabaul Dec. 27, Lae Dec. 30. Aros, southbound, due Lae Jan. 8, Rabaul Jan. 11, Honiara Jan. 14, Vanikoro Jan. 17.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 63 Pitt St., Sydney, or Islands agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang; BSIP Trading 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. Next sailing from Auckland, Nov. 26.

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

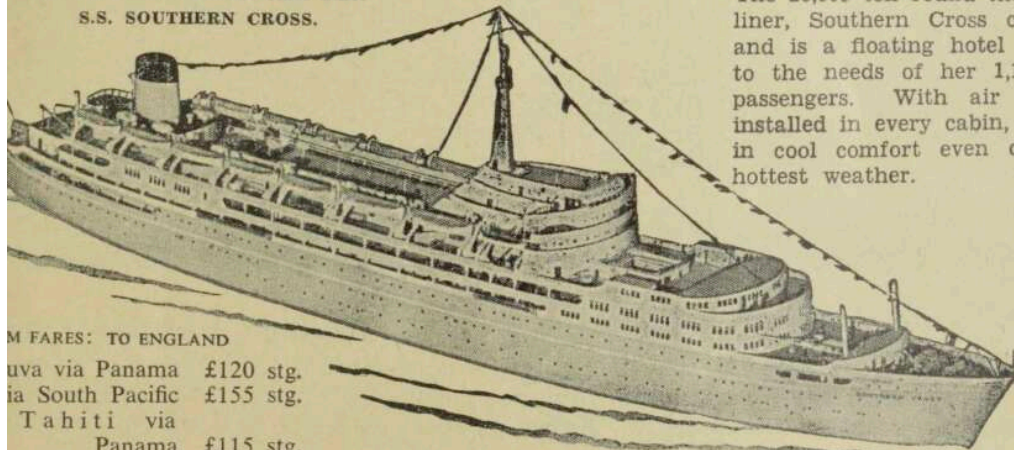
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1956-57.

		ORONSAY	ORSOVA	ORION
SYDNEY	depart	11 Dec.	25 Jan.	11 Mar.
AUCKLAND	arr/dep	14 Dec.	28 Jan.	15 Mar.
SUVA	arr/dep	17 Dec.	31 Jan.	19 Mar.
HONOLULU	arr/dep	22 Dec.	5 Feb.	25 Mar.
VANCOUVER	arrive	28 Dec.	11 Feb.	1 Apr.
	depart	29 Dec.	12 Feb.	2 Apr.
SAN FRANCISCO	arr	31 Dec.	14 Feb.	5 Apr.
	depart	1 Jan., '57	15 Feb.	6 Apr.
HONOLULU	arr/dep	5 Jan.	19 Feb.	10 Apr.
SUVA	arr/dep	12 Jan.	26 Feb.	18 Apr.
AUCKLAND	arr/dep	15 Jan.	1 Mar.	22 Apr.
SYDNEY	arrive	18 Jan.	4 Mar.	26 Apr.

Visiting 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.

FARES: TO ENGLAND

via Panama £120 stg.
via South Pacific £155 stg.
Tahiti via
Panama £115 stg.
via South Africa £182 stg.

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

return to Auckland. Next sailing from Auckland, Dec. 1.
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 Terri-

tories 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, Santo, Honiara, Lunga, Tenaru, Yandina, Loavie, Pepesala, Gizo, Bougainville ports, Rabaul, Sydney. Next Sydney sailing approx. Nov. 29. On re-

turn will, about Jan. 17, make a recruiting trip to Gilbert and Ellice Islands. MV Muliama, 8 passengers, leaves Sydney for British Solomon Islands, approximately monthly, ports vary with cargoes. Next sailing from Sydney late Dec.

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

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the messageries ships, Tahiti, Caledonien and Eclair. Next sailing from Sydney: Eclair, about Dec. 21.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger services between Sydney and Noumea via the New Hebrides. Next Sydney sailing Nov. 30.

Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

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

Shaw Savill's new one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two eastbound, then two east-bound, calling at Suva and Papeete every trip. Next voyage Due Tahiti Jan. 4, Suva Jan. 10.

N. America-Fiji-Hebrides,

Pacific Islands Transport Line's Thorsisle and Thorshall maintain regular service from Pacific Coast American ports, with sailings over 10 days. Some ports depend on cargo.

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 —
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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.

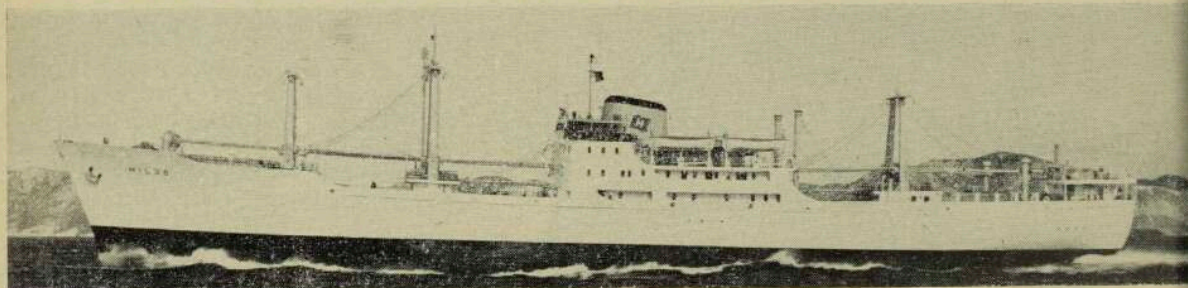
APIA—Morris Hedstrom Ltd.

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 Australia to Main Japanese Ports via Manila and Hong Kong. On the return voyage calls are made at Hong Kong, Manila, Sandakan, Rabaul, Lae, and thence to Brisbane, Sydney and 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 63. 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 Solomon Islands Trading Corporation.

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

Thorsisle: San Francisco Dec. 3-geles Dec. 9-10, Papeete Dec. 21-Pago Dec. 27-28, Apia Dec. 29-Jan. 3-5, Lautoka Jan. 6-8, an. 11-13, Vila Jan. 15-16, Santo, Lae Jan. 22-24, San Francisco Feb. 11. Thorshall: Now in due at Lautoka Nov. 22-24, Nov. 27-28, Townsville Dec. 1-5, cisco (inbound) Dec. 26, from General Steamships Cor- Ltd., 432 California St., San USA, and Island Agents.

North America, via Pacific Ports

our cargo vessels, Waihero, Waikawa, and Waitomo, owned ated by the Union Steam Ship NZ Ltd., maintain a monthly cross the Pacific, from Sydney over and USA ports, via Suva, Nukualofa, and Apia, as cargoes asional calls are made at Pan- id. They have limited passenger ation. Next sailings: Wairuna, Waikawa, late Jan.

Papeete-Pago Pago-NZ-Australia

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

Sydney-Fiji-Vancouver

Shipowners, Ltd., of Suva (sub- 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, mid-February, 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.

N. America-Hawaii-Fiji-Samoa-Tahiti-N. Zealand-Australia

Matson Line's Mariposa and Monterey make round passenger trips from Pacific North Coast American ports to Australia, via Pacific Islands ports and New Zealand. Mariposa: Sydney Nov. 21-24, Auckland Nov. 27, Suva Nov. 30, Pago Pago Dec. 1, Honolulu Dec. 6, San Francisco Dec. 11. Monterey: Sails San Francisco Jan. 8, Los Angeles Jan. 9, Honolulu Jan. 14.

LONDON-SUVA

FIJI DIRECT SERVICE

VIA PANAMA

For Sailings and Further Particulars Apply To:—

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

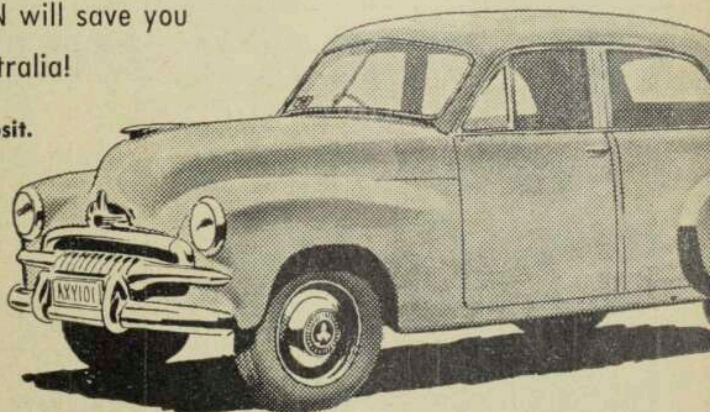
**BURNS PHILP (SOUTH SEA)
CO. LTD.,**
SUVA, FIJI

Own a Car on Your Holidays AND SAVE!

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

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

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



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Australia's Largest Used-car Organisation
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The Sales Manager,
Broadway Motors (N.S.W.) Pty. Ltd.

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

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ADDRESS _____

P.I.M.

Pago Pago Jan 19, Suva Jan. 22, Auckland Jan. 25-26, Sydney, Jan. 29-Feb. 1, Wellington Feb. 4, Papeete Feb. 8-10, Honolulu Feb. 15, Los Angeles Feb. 20, San Francisco, Feb. 21.
Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

AIRWAYS TIME-TABLES TRANS-PACIFIC SERVICES

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

Note: Services supplemented during Olympic Games, and for some weeks after.

(First and Tourist Class available all Services.)

BY PAN-AMERICAN AIRWAYS
(With Strato Clippers, using Sleeperettes and Berths*)

Sun., Thur.: Sydney, Nadi, Canton Is., Honolulu, San Francisco, Seattle, Portland.

Tue., Fri.: Sydney, Nadi, Canton Is., Honolulu, Los Angeles.

Mon., Thur.: San Francisco to Sydney (same route).

Tues., Sat.: Los Angeles to Sydney (same route).

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

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS
Tues., Wed., Fri.* and Sat.*: Sydney, Nadi (Fiji), Honolulu, San Francisco—with Sat. service extending to Vancouver.

SOUTHWARDS
Wed., Thur., Sat., Mon.*: San Francisco, Honolulu, Nadi (Fiji), Sydney. Monday's service begins at Vancouver on

Sunday. Note: Crosses date-line en route).

* TEAL DC6 services between Auckland and Nadi connect at Nadi Tues. and Fri. northwards; Wed. and Sat. southwards.

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

Every Wed.: Sydney, Nadi, Honolulu, Vancouver, Amsterdam.

Every Sun. leaves Vancouver for Sydney by same route.

Every Fri.: Auckland, Nadi, Honolulu, Vancouver, Amsterdam.

Every Tues. leave Vancouver for Auckland by same route. (Note: Crosses date-line en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
(Skymasters)

NORTHWARDS

Mon., Tues., Wed., Sat., Sun.

Depart: Sydney, 8.00 p.m. Brisbane, 10.45 p.m.

Brisbane, 11.45 p.m. Moresby, 6.35 a.m.
(Tues., Wed., Thur., Sun., Mon.)

Moresby, 7.35 a.m. Lae, 9.00 a.m.

Thurs.

Depart: Sydney, 8 p.m. Brisbane, 10.45 p.m.

Brisbane, 11.45 p.m. Townsville, 3.30 a.m.
(Friday)

Townsville, 4.15 a.m. Cairns, 5.30 a.m.

Cairns, 6.30 a.m. Moresby, 9.20 a.m.

Pt. Moresby, 10.20 a.m. Lae, 11.45 a.m.

SOUTHWARDS

Tues., Wed., Thur., Sun., Mon.

Depart: Lae, 10.30 a.m. Moresby, 12.00 noon

Moresby, 1.00 p.m. Brisbane, 7.35 p.m.

Brisbane, 9.00 p.m. Sydney, 11.45 p.m.

Sat.

Depart: Lae, 7.00 a.m. Moresby, 8.30 a.m.

Moresby, 9.30 a.m. Cairns, 12.20 p.m.

Cairns, 2.35 p.m. Townsville, 3.45 p.m.

Townsville, 4.30 p.m. Brisbane, 8.30 p.m.

Brisbane, 9.00 p.m. Sydney, 11.45 p.m.
Note: Wed. service ex Sydney; service ex Lae commence Nov. 21, respectively.

3. P-NG Internal Serv

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (November 28, Dec. 12, 26) Departs Lae 11.00 a.m., calls at Wewak, and arrives at Hollandia at 9.30 a.m., and, with Wewak and Madang, arrives at 3.20 p.m.

LAE-MANUS (DC3)

Alt. Wed. (Nov. 28, Dec. 12, 26, 1956) Dep. Lae, 8.00 a.m.: Finschhafen, Kavieng, arr. Manus 3.00 p.m. Every alt. Sat. (Dec. 1, 15, 29) departs Manus 8 a.m. and with Kavieng, Rabaul and Finschhafen arrives Lae at 2.55 p.m.

MORESBY-DARU (Catalina)

Via Yule Is., Kerema, Kikori, L. Alt. Fri. returning same day (Dec. 7, 21, etc.).

PORT MORESBY-RABAU (Catalina)

Alt. Tues. (Nov. 27, Dec. 11, 25) Pt. Moresby, Samarai, Esa'ala, Moewe Hbr., Talasea, Jacquin, Rabaul. Returning via same port except Losuia and Esa'ala optional Thurs. (Nov. 28, Dec. 12, 26, 1956)

NEW BRITAIN-BOUGAINVILLE (Catalina)

Alt. Wed.: Rabaul, Buka, Te Kietia, Buin (Nov. 28, Dec. 12, 26) Returning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang 7.35 a.m., Wewak, Manus, 1.30 p.m., Rabaul, arr. 3.40 p.m.
Tues.: Dep. Rabaul 6.30 a.m., d. Madang, arr. 9.10 a.m.
Thurs.: Dep. Lae 6.30 a.m., 1.30 p.m., Awar, Wewak, Manus, Kavieng, arr. 4.05 p.m.
Fri.: Dep. Rabaul 6.30 a.m., 1.30 p.m., Manus, Wewak, Madang, Lae 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Fridays: Lae (7.45 a.m.) to Wapenamunda calling at any of: Goroka, Bani, Banz, Minj, Mt. Hagen, Bani, Kainantu, Wapenamunda. Arrives at Lae dependent on stops.

LOWER HIGHLANDS (Beaver)

Fridays: Lae (7.30 a.m.) to Goroka calling at any of Nadzab, Kalapiti, Aiyura, Finintegu, Rintebu, Bani, Kainantu, Goroka, Arona. Arrives at Lae depends on stops made.

LAE-BULOLO-WAU (DC3)

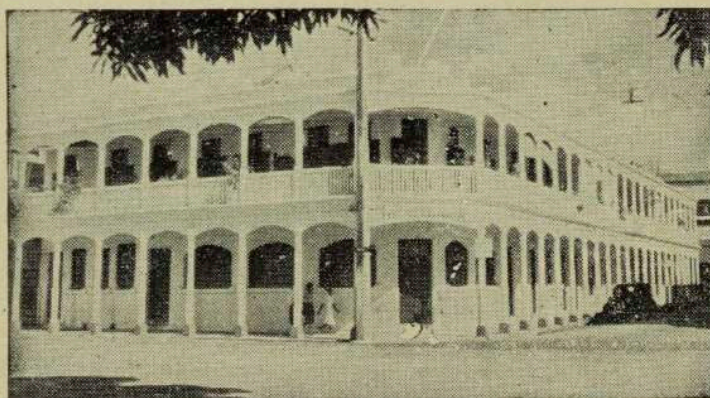
Dep. Lae: Mon. 7.30 a.m., Tues. 11.30 a.m., Fri. 2.00 p.m.
Dep. Wau: Mon. 9 a.m., Tues. 3.15 p.m., Wed. 1 p.m., Fri. 3.30 p.m. Excluded on return flights which minutes, Wau-Lae.

MADANG-GOROKA (DC3)

Tuesdays: Depart Madang 10 a.m. Goroka 10.35 a.m., returning same day depart Goroka 11 a.m., arr. 11.35 a.m.
Alt. Fridays (Nov. 30, Dec. 14, 28) Dep. Madang 8.00 a.m. arrive 8.35 a.m., returning same day Goroka 9 a.m., arrive Madang 9.30 a.m.

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hafen 1.45 p.m., arrive Rabaul 3.55

Depart Rabaul 10 a.m., direct
arr. 12.40 p.m.

Depart Lae 12 noon, Finschhafen
Rabaul 3.10 p.m.

Depart Rabaul 5.45 a.m., Finsch-
hafen 1.10 a.m., arrive Lae 8.45 a.m.

Days (Nov. 22, Dec. 6, 20, etc.):
Lae 8 a.m., Finschhafen,

Buka, Rabaul, arr. 2.55 p.m.

Days (Nov. 23, Dec. 7, 21, etc.):
Rabaul 8 a.m., Madang, Goroka,

arr. 1.10 p.m.

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a.m. for Goroka, Wau, Port Moresby,

Goroka, Lae.

Depart Rabaul at 6.30 a.m. for
Wewak, Madang, Goroka, Lae.

Depart Lae 7.30 a.m. for Goroka,
Port Moresby, Wau, Goroka, Lae.

Depart Lae at 7 a.m. for Madang,
Momote, Kavieng, Rabaul—

arriving overnight. Depart Lae 7.30
a.m. for Goroka, Wau, Port Moresby,

Goroka, Lae.

Depart Rabaul at 7 a.m. for
Momote, Wewak, Madang,

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depart 7 a.m.; Yandina, Vella

Buka, Rabaul, Lae, arriving
next day.

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a.m. Tuesday. (See table 11 below). (Over)

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dep. 11.30 p.m., arriving Tontouta, 7
a.m. Fri. (Nov. 30, Dec. 7, 14, 28, etc.).
Fri. Nov. 30, Dec. 7, 14, 28, Tontouta dep.
9.30 a.m., arriving Sydney, 2.20 p.m.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.
Wednesdays: Depart Tontouta 8 a.m.,
arrive Santo 11.10 a.m., arrive Vila
1.45 p.m., depart Vila 2.15 p.m., arrive
Tontouta 4.30 p.m.
Saturdays: Depart Tontouta 8 a.m., arrive
Vila 10.20 a.m., arrive Santo 12.5 p.m.,
depart Santo 1.30 p.m., arrive Tontouta
4.40 p.m.

11. Norfolk Is.-Auckland

TEAL, by Qantas (charter)
Alt. Sun.: Return flight Norfolk (dep. 7.45
a.m.) Auckland (arr. 11.30 a.m., dep.
1.15 p.m.) Norfolk (arr. 4.15 p.m.).
(See Table 8 above).

12. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft.
Thu., Fri., Mon.: Dep. Auckland 9.30 a.m.,
arr. Sydney 1.00 p.m.
Sun.: Dep. Auckland 4.15 p.m., arr.
Sydney 7.45 p.m.
Wed. only: Dep. Auckland 6.15 p.m., arr.
Sydney 9.45 p.m.
Tues., Sat.: Dep. Sydney 10.00 a.m.,
arr. Auckland 5.00 p.m.

Mon., Thu., Fri.: Dep. Sydney 3.00 p.m.,
arr. Auckland 10.00 p.m.

13. Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft.
Mon., Fri.: Dep. Christchurch 5.00 p.m.,
arr. Sydney 8.40 p.m.
Mon., Thurs.: Dep. Sydney 8.00 a.m.,
arr. Christchurch 3.10 p.m.

14. Christchurch-Melbourne

Tasman Empire Airways, with
DC6 aircraft.
Thurs.: Dep. Christchurch 5.00 p.m., arr.
Melbourne 9.30 p.m.
Fri.: Dep. Melbourne 7.30 a.m., arr.
Christchurch 3.00 p.m.

15. New Zealand-Fiji

Tasman Empire Airways, with
DC6 aircraft.
Tues., Fri.: Dep. Auckland 1.15 a.m., arr.
Nadi 6.15 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., arr.
Auckland 3.30 p.m.

16. Fiji-Tahiti

Tasman Empire Airways, with
Solent aircraft.
Service normally fortnightly, with extra
flights as required.
Departs Suva Friday 9 a.m., crosses date-
line, arrives Satapuala (W. Samoa)
Thur. 2 p.m., departs Fri. 2 a.m.,
arrives Aitutaki (Cook Is.) 7.30 a.m.,
departs 9.30 a.m., arrives Papeete
(Tahiti) 2 p.m. Departs Papeete Sun.
7.30 a.m., arrives Aitutaki 11 a.m.,
departs 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 Nov. 29, Dec. 13,
Leaves Papeete Dec. 5, 16, 23,

17. Fiji-Tonga

Tasman Empire Airways, with
Solent aircraft.
Irregular Service.
Dep. Suva 6.30 a.m., arr. Nukualofa
a.m., dep. Nukualofa 9.50 a.m.
Suva 4.55 p.m.
Next flights: Nov. 28, Dec. 20, Jan.

18. Fiji Internal Airwa

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Sun., one flight.
Suva-Nadi: Tues., Thurs., Sat. (ad-
to the above return flights).
Nadi-Suva: Wed., Fri., Sun.
Suva-Labasa-Suva: Daily except S
Suva-Taveuni-Suva: Mon., Wed.,
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Suva - Savusavu - Labasa - Sav
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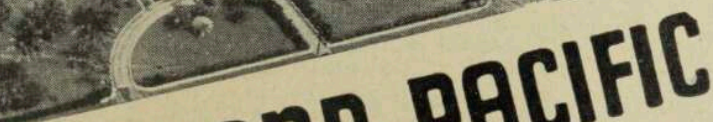


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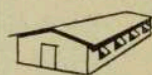
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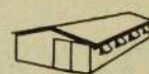
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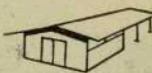
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Publisher:
W. ROBSON.

Editor:
UDY TUDOR.

Business Manager:
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ES: General Business.
Advertising, Subscriptions:
9197-8, MA 7101,
4369, MA 1395.
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Address for Telegrams,
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SCRIPTION RATES:

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ENTATIVE IN N.Z.:
combe, P.O. Box 5179,
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ENTATIVE IN U.K.:
13 Rood Lane, London,
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E OFFICE: Newspaper
47 Collins St.—Tel.:
Cent. 2053.

OFFICE IN FIJI:
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all main trading firms
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Publications Pty. Ltd.,
House, 29 Alberta St.,
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an Agent of THE FIJI
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Pacific Islands Monthly

No. 4 Vol. XXVII

NOVEMBER, 1956

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Editorial...

HISTORY'S 20 MOST SIGNIFICANT AND DRAMATIC DAYS

FROM, in modern history, have there been 20 more critical days than the last ten days of 1945 and the first ten of 1946.

The crisis is not yet over. Even as this is written, the great fleets of America are far out in the Pacific of the ocean, the great air forces of Russia are shuttling between the Mediterranean coasts. The majority of nations are fighting frantically to hold the peace but the danger of global war is very, very great.

The cause of the tension is the cause of the evil that is called Communism; but an understanding of why and how this has come about is not provided by a study of the events of the last two or three weeks—although they are set in sequence on the next page. To understand what is going on, and to get some idea of the future, it is necessary to survey the background of international relations since the end of World War

World peace should have been assured when the Allies in 1945 destroyed the power of the Berlin-Rome-Tokio Axis. We tried to do this because our enemy was an unholy one. We—Western nations, with an ideology based on social evolution taken into our camp and into confidence a powerful State economy (Communism) was utterly irreconcilable with ours. After the war over, we disarmed, and tried to restore to independence and freedom every country we had occupied.

Russia did not disarm; held in around slavery every country she had overrun (East Germany, Poland, Czechoslovakia, Rumania, Hungary, Austria, Bulgaria, Albania, Lithuania); and forced a Communist dictatorship upon each. Austria and Yugoslavia, she holds them as slave States.

Russia proceeded with plans to destroy our system, which is based upon individual freedom, so she might impose the Communist system upon us. Only the intervention by the United States of the Atomic Bomb—which Russia did not have—gave us time to re-arm, and protect ourselves. Otherwise, we should long have been enslaved by the Communists.

And in her immediate design,

Russia engaged in a long-range plan—namely, the gradual undermining and overthrow of the Western Powers, by attacking their economic structures, their social peace, their overseas markets, and especially their colonial organisations. Thus began the Cold War.

The Cold War has innumerable facets. The gentlemen who dig themselves into trade unions and cause strikes and go-slow; the agents who conduct whispering campaigns among illiterate people in our colonies and territories; the piebald journalists who distort the reports in newspapers, and put their own "slant" into news broadcasts in order to discredit responsible government; the tireless Planners who sneer at patriotism—all are as much a part of the Russian effort

as are the shaping of Red China and the encouragement of "student" rioting in Singapore.

THE success which has attended Russia in the Cold War has been phenomenal. Even here in the isolated and comparatively peaceful South Pacific one can see it in the slow rot in our economy (what we call the "inflationary spiral") and the gradual disappearance in the average individual of a sense of social responsibility.

And nowhere have we seen it more clearly than in the retreat of the countries whose economy was built, in the centuries, upon the control of colonies. In the case of Britain this was caused partly by the work of the Communist Planners, and partly by the "anti-colonialism" of America. Our future is based upon Anglo-American friendship and alliance. That was why we deferred too often and too deeply to the anti-colonial sentiment of American politicians and press.

Britain is the world's outstanding example of a successful coloniser. Count the countries (including USA) which began as British colonies and ended as powerful



NG PYGMY: "HERE, TRY A HAPPINESS-BEETLE."

(An anthropologist claims that certain NG pygmies are happy because they eat beetles that contain the happiness-inducing vitamin T.)

independent nations. It is British policy (as seen in Africa to-day) to train the people of her colonies to govern themselves, and then to give them complete national freedom. But it is a slow process and, if it is too quick, it can be disastrous.

The combination of American sentiment and Russian intrigue has forced Britain prematurely out of many of her territories and colonies in Southern Asia and the Middle East. Nations not yet capable of governing themselves—especially in relation to other nations—have been given complete freedom much too soon; and Britain's domestic economy, adjusted over a long time to provide for the administration and supply of those dependencies, has been severely disrupted.

When 1956 dawned, Britain's condition was precarious. Either the headlong retreat from her colonies and her markets must be halted; or a large proportion of Britain's industrial millions must change from export manufacturing to food production for themselves.

MEANWHILE, a problem of peculiar urgency had developed in the Middle East. Western Europe—and especially England—depends increasingly for fuel and power upon the great oilfields of Persia, Iraq, Arabia; upon the pipelines which run across the Middle East deserts into the ports of Syria, and Israel; upon the lines of tankers which run from Southwest Asia through the Suez Canal.

There, Russia saw her chance, years ago. As part of her Cold War policy of destroying or dislocating Western economy, she has directed a ceaseless campaign of political and industrial disruption upon the Arab States of the Middle East. Ostensibly, her agents were encouraging Arab nationalism against Britain and France; actually, she was tying the Arab States ever more closely to the Muscovite set-up, and so threatening the security of the West's major oil supply. Israel became a pawn in the game.

Britain and France were not blind to all this. When the arrogant Egyptian dictator Nasser, peeved by Western refusal to finance his Aswan Dam plan while he was accepting armaments from Russia, seized the Suez Canal in July, Britain knew she had reached the point of no further retreat. If she gave way again, on this, she would have lost the Middle East.

The rest is recent history. Britain and France mobilised on Cyprus, planning to check the aggressiveness of the Arab States and to keep the Canal out of Egyptian control. Screamed at by United States (fearful of upsetting the Presidential election), by the Afro-Asian neutralists and anti-colonialists, and by the Russians (as part of their Cold War), Britain

and France remained for weeks on Cyprus and argued, and it looked as if the Nasser Grab would become a *fait accompli*.

AND then, in those incredible twenty days, there came that series of events over which the world still is gasping.

The uprisings in Poland and Hungary, followed by demonstrations in Roumania and Albania, shook the Muscovites to their back teeth. While they still were shaking, Israel struck at Egypt. Before the Israelis could reach the Canal, Britain and France invaded Egypt. Before Britain and France could seize all the Canal, Russia threatened to come in. Before Russia could move, USA finished her Presidential election, and told Russia that if she moved in, so would USA.

Since November 6, when United States clearly indicated her position, and insisted that United Nations should take charge of the international situation, up to the moment of this writing, the whole world has been under greater tension than at any time since World War II ended. All depends on what Russia does.

FOR a week after the Anglo-French began their attack on Egypt, an hysterical and deafening clamour against the "madness" of Britain and France arose from political, newspaper and radio elements throughout the Western world. Mostly, it was the clamour of persons ignorant of the true history of the Cold War—persons apparently more inclined to put

their hope of future world peace in Red Russia than in "Capitalist" West.

But the noise died down quickly when (a) the full details of the horrible assassination of Hungary by Russia became known and (b) when it became clear that accumulating evidence that the swift action of Britain and France had stopped a conceivable move by the Nasser-led Arab States equipped and backed by Russia against all Western interests in the Middle East and North Africa.

THE picture still is not clear. It is possible that the seizure of the Middle East by Arab and Soviet forces (which must have precipitated World War III) was stopped by the intervention of Providence as well as by Anglo-French action.

It was providential—certainly more than coincidence—that Russia was deeply occupied with the fire up in Poland and Hungary, and threatened rebellion in other "satellites," just at the moment when Britain and France moved. Otherwise Russia surely would have moved in instantly to save long-cherished Middle East from disruption.

Moscow still is furious, snarling; savagely working off its rage in murdering defenceless Hungarians; still eager to ally itself with the Nasser-led Arabs but clearly deterred now by America's clear indication that such move by Russia will bring the United States, equipped and ready to put an end at last to the horrors of the 10-years-old Moscow inspired Cold War.—R.W.R.

How This World Crisis Developed

Oct. 18-25—Anglo-French protest against Egypt's seizure of Suez Canal being debated wearily and without result by United Nations.

Oct. 18-24—Increasing resistance to Poland's Communist Government (a Russian puppet) brought Krushev, Molotov, Mikoyan and other top Reds on a whirlwind visit to Warsaw. Rapid political moves threaten Poland with civil war; but a Communist Government was finally established under Gomulka, a rehabilitated "Tito-ist" (Reds had had him in gaol for five years), and uneasy calm restored. Russian troops partially withdrawn. Marshall Rokossovsky (Stalinist, who virtually ruled Poland for seven years) was sent away; but new Polish Government, while claiming considerable independence, is virtually subject to Moscow. (Poland's population, 27 m.).

Oct. 20—Jordan elects an anti-West (particularly anti-British) Government.

Oct. 23-Nov. 3—Sudden uprisings in Budapest against Communist Government develop rapidly and spontaneously into massive anti-Russian rebellion throughout Hungary (pop. 10,000,000). At first, it followed Polish pattern—Russians negotiated with insurgents, installed Imrie Nagy (rehabilitated "Tito-ist") as Premier, dismissed pro-Russian Red dictator Geroe, announced their armies were leaving capital. But as movement became intensely anti-Russian, appealing for independence and Western help, Russians threw great armies into Hungary, gaoled Nagy and his Ministers, suppressed the uprising with brutality which shocked Western world, and stirred United Nations to very strong protest.

Oct. 25—Egypt, Syria and Jordan establish unified Army command. Israel express alarm, begins mobilisation.

Oct. 25-28—Anti-Government riots in Cairo.

Oct. 25-26—Very serious anti-French riots in Morocco and Tunisia, in sympathy with rebellion in Algeria.

Oct. 26—Anti-Russian riots in Albania, fear expressed of similar riots in Germany.

Oct. 28—UN Security Council meets urgently to consider Russian actions in Hungary.

Oct. 29—Israel (pop. 1½ millions) suddenly invades Sinai section of Egypt (east of Suez). Full-scale war begins with Egypt (pop. 20 million).

Oct. 30—Britain and France issue ultimatum to Israel and Egypt that fighting must cease within 12 hours, and Israel-Egyptian forces retire 10 miles from Canal on each side, otherwise they will move in. Intense diplomatic activity everywhere. Britain moves in UN Security Council, which demands immediate cease-fire by all parties.

Oct. 31—United States, greatly embarrassed by imminence of Presidential election (Nixon and sudden illness of Foreign Secretary Dulles, angrily denounces Franco-British move—this is headlined throughout world as "Anglo-American Split"). Ultimatum expires, Britain and France begin air strikes on Egyptian airfields, from Cyprus. Israel rapidly overrun Sinai area, and capture 15,000 Egyptian prisoners and huge amount of equipment.

(Continued on Page 157)

G Assistant
Administratorship

R. MARSH MAY BE OUT OF THE RACE

The health of Mr. R. Marsh, regarded as heir-apparent for the post of Assistant Administrator of Papua-New Guinea, may be the announcement of an appointment to the post.

It was told by the Department of Territories in Canberra on November 9 that when the Assistant Administrator has been chosen, the Government will announce his name. A date has been set for making a decision. There is a doubt whether Mr. Marsh will be fit again for tropical service. He is at present on leave.

The post of Assistant Administrator fell vacant when Mr. R. W. Marshall announced, in August, that he would shortly take up another appointment in Australia. Applications were called for the vacancy; closed on August 18. In the meantime, the Department sent one of its senior men, Mr. Marsh, to Port Moresby to act as Assistant Administrator, pending permanent appointment. It was known that Mr. Marsh was an applicant for the job, and it was expected by most Territorians that his application was just a form of form in order to comply with Regulations and that Mr. Marsh had already been selected and would in due course be confirmed in the position. This, Territorians were no doubt

Marsh "acted" in the Territory about two months. In late September he and other applicants (Gunther, Mr. J. K. McCarthy, Mr. F. C. Henderson) were interviewed by a committee in Port Moresby. During this period Mr. Marsh sought medical advice and was told that he was suffering from overwork and exhaustion and should take leave immediately. His sudden departure has caused considerable local speculation, and the resignation seems to be that Marsh withdrew as gracefully as possible because it was found that he did not know as much about the Territory as some other applicants. It seems ridiculous. The Australian Government has made it abundantly clear in the past through long or intimate knowledge of the Island territories is not regarded as an essential requisite for a high Administrative post. Mr. Marsh knew nothing about P-NG, when he was appointed.

The Administratorship of Norfolk Island, which should be an ideal post for men who have given a lifetime of service to the Territories, usually goes to a retired politician or a superannuated soldier. Appointments to Nauru are decided in similar fashion.

It is unlikely, therefore, that the Commonwealth Government or the Department of Territories suddenly found itself in an embarrassing situation because some of the other applicants knew more about P-NG than Mr. Marsh; or that they got themselves out of it by working the old medical certificate racket.

PIM has always maintained that top Administrative jobs should go to men in the P-NG service; but we have no reason to believe that Mr. Marsh was suddenly found to fall so far short of requirements that he had to be whisked from

the scene. After all, he is a pretty well-tried departmental official with considerable tropical experience.

The fact that Mr. Marsh has become ill is, however, likely to embarrass the Government severely. Applications for the job closed on August 18, and if all Departmental hopes were pinned on Mr. Marsh, the Government may now find itself in the terrible position of having to choose one of the men in the New Guinea service.

This trouble might be got over, of course, by calling fresh applications. But it is going to cause the biggest horse-laugh of the year in P-NG if this is done.

Mr. S. A. Lonergan, P-NG Director of Civil Affairs, has been Acting Assistant Administrator since Mr. Marsh left Port Moresby on October 21. It is understood that he is not an applicant for the permanent position.

New Governor for American Samoa

Mr. Peter T. Coleman, right, who was recently appointed Governor of American Samoa in succession to Mr. Richard B. Lowe, who became Governor of Guam. Governor Coleman is the first person of Samoan blood to hold such a position. He was born in American Samoa 37 years ago of an American father and a Samoan mother.

Mr. and Mrs. Coleman have 10 children in their family, nine sons and one daughter, and are expecting an eleventh child this month. He was a commissioned officer in the US Army during World War II, took a law course in the US after the war and was admitted to the bar shortly after successfully completing his studies. He was employed in the Interior Department before going to American Samoa in 1952. He has practised law privately and with the government since.

In the photograph of the Coleman family, below, two of the children are not shown. Photos: Pan American Prints.



IN SPITE OF
WAR THREATS

Duke's P-NG Tour Goes to Plan

UP until PIM went to press (November 12), the Papua-New Guinea tour of the Duke of Edinburgh was going to plan—although against a background of war tension and calamity that threatens to make the holding of the Olympic Games (which the Duke will open on November 22 in Melbourne) a complete fiasco.

The Royal Yacht *Britannia* entered Port Moresby harbour early on November 10. Unfortunately, overcast skies after heavy overnight rain marred the strong blue and turquoise colours that Moresby harbour usually presents.

The Governor-General of Australia, Sir William Slim, Brigadier D. M. Cleland, Administrator of P-NG, and the Australian Minister for Territories, Mr. Paul Hasluck, welcomed the Duke.

Later that day he visited Bomana war cemetery, a rubber plantation at Sogeri, attended a dinner and reception at Government House that evening, and watched Papuan dancers.

On November 11 he flew to Lae, where he attended the Anzac Ceremonies at Lae War Cemetery and later he flew to Bulolo where he spent the night. On November 12 he returned to Lae by road and is expected to visit Rabaul and Manus on November 13 and 14.

On the afternoon of November 14, His Royal Highness will fly to Darwin.

(See article page 37 this issue.)

† Mr. Ronald Syme, who is well-known in Mangaia and elsewhere in the Cook Islands, has returned to Rarotonga. He has been living in New Zealand for some time.

More Taxation Planned in New Caledonia

NOUMEA, Oct. 20.

LAST year, New Caledonia budgeted for an expenditure of 729 million francs. This year, the Administration is asking the General Assembly to approve a budget of 875 million francs—an increase of 150 million francs, or £1 million Australian.

To meet this large increase in expenditure, the Administration proposes increased taxation—notably on liquor—and various new imposts, such as a tax on foreigners, and on firearms.

It is not as yet certain that the Assembly will agree to the budget, and the higher taxes.

BETTER BSIP COPRA SINCE NEW PRICE PLAN

SINCE the British Solomon Islands Government took the step last year of making a big differential in the price paid for the three grades of copra, there has been significant improvement in quality.

In the period January-August this year, percentages in the three grades have been, first-grade 21.5 per cent.; second-grade, 15 per cent.; and third-grade, 63.5 per cent.

This compares with 13 per cent., 9 per cent. and 78 per cent. for the same period in 1955.

The large proportion of third grade copra still produced, however, leaves considerable room for improvement.

Present price is: 1st grade, £61/10/-; 2nd grade, £57; and 3rd grade, £52/10/-.

Fiji's Olympic Team Arrives in Australia

(See photos below)

Fiji's Olympic hopes took the Sydney welcome (Nov. 10), with the aplomb of veterans, although they seemed a little puzzled by the whole performance. As they emerged from the customs inspection room at Mascot airport they were besieged by press photographers from Sydney's Sunday newspapers, asked to pose as a team, to pose individually, answer innumerable questions.

Discus thrower, Mesulame, stole the show, and also managed to get through customs somehow with a lei hanging round his neck. Leis are generally confiscated and destroyed lest they carry disease which is not wanted in Australia.

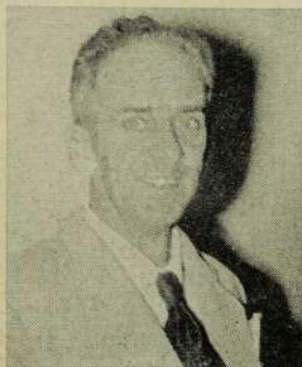
Genial Harry Charman, manager of the two boxers, Hector Hatch and Tommy Schuster, was quite confident that his boys would do well in Melbourne. He said both the boys had made remarkable strides in the last 12 months. Mr. Charman brought a touch of Fiji to the airport by carrying a yagona tanoa.

Mr. W. Ragg, manager of Mesulame, said that his charges had been throwing the discus around the 160 ft mark, and expected him to do better after a few days' practice in Melbourne.

The other two members of the team are yachtsmen J. O. Gillmore and N. C. Bentley. Bentley arrived in Australia some weeks ago, was waiting for Gillmore to join him in Melbourne.

TAHITI NUI LEAVES: The ship under the command of de Bisco left Papeete Harbour, 9 a.m., November 8. Destination Peru, thence back to Tahiti. (See Ship News).

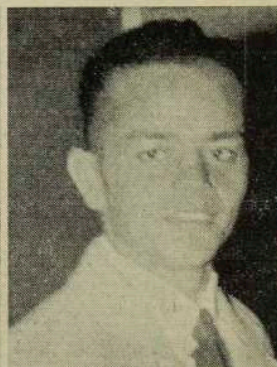
Some Games Representatives from Fiji . . .



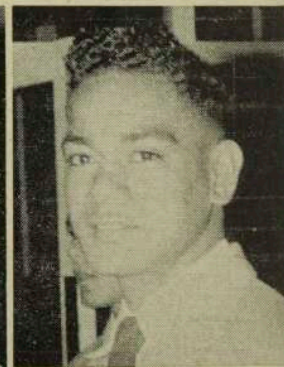
J. O. GILLMORE
(Yachtsman)



MESULAME
(Discus thrower)



HECTOR HATCH
(Boxer)



TOMMY SCHUSTER
(Boxer)

ear Left

STABILISING THE COPRA INDUSTRY AFTER 1957

The Papua-New Guinea Copra Stabilisation Fund now amounts to £2,500,000 — sufficient to pay a subsidy of £5 per ton on 90,000 tons of copra for five years, or £1 per ton for years—should the need ever arise.

WARD to administer this fund or when selling price falls low cost of production—was announced. Producers' representatives are in the majority and are:

REPRESENTATIVES OF THE COPRA PRODUCERS OF NEW GUINEA

B. Bailey, managing director of Coco-cts, Limited.

R. Wilson, vice-president of the Association of New Guinea.

REPRESENTATIVES OF THE COPRA PRODUCERS OF PAPUA

E. Fairfax-Ross, president of the Association of Papua.

OTHER MEMBERS

H. Reeve, Treasurer and Director of P-NG.

E. P. Dwyer, Director of Agriculture, Fisheries, P-NG.

tion of a fund for price tion of the copra industry in the Wardist regime in under National Security ions, and initially it was a £1 per ton, but this was in in great leaps and by 1948 was being compulsorily de- from the planter in respect ton of copra sold.

particular phase came to an the defeat of the Labour ment at the end of 1949. collected up to January 1, ounted to £780,000 and were the Commonwealth. Be- anuary 1, 1950, and October a somewhat different set- ted and the funds collected 0—were also held by the wealth. From November 1, der a Customs Tariff Ex- linance, a deduction of £2 was levied and the funds llected have been held in itory of P-NG.

nd result of all these three is that there is now a total hing like £2½ million avail- the Board to cushion the over any period of de- prices.

nd (or funds) were initially omed by planters, who took (particularly in the period t. Eddie Ward was Minister ories), that it was another ax from which they would neft.

9, the British Ministry of itered into a nine-years at with British copra pro- countries in the S. Pacific

and in the years immediately after- wards, planters in these territories found themselves in the position of selling copra to the UK at about half the world "free" price.

In the 1950-51 period there was much discontent in P-NG over the MOF price and over the stabilisation fund deduction. In regard to the latter, planters held that, in view of the MOF contract, no stabilisa- tion fund was necessary and that moreover, it had been for years col- lected illegally. At one period, NG planters contemplated taking their case for a return of the collections to the Australian High Court.

DO YOU REMEMBER?

THINGS looked good in the Pacific 20 years ago. Commodity prices were up, and planters, traders and the natives expected to benefit thereby, after years of belt-tighten- ing. There were, for the moment, no international crises. And the White Man still thought he should shoulder his Burden.

Here are some of the events that we reported in the issue of *PIM*, November, 1936:

Copra prices were the highest for many years: London price was £18.5 per ton for 1st grade. In terms of real money, that probably was as good a price for the planter as to-day's London free market price of £5.65. There was no one specific reason for the rise. Copra prices had risen slowly but steadily since the all-time low had been hit in April, 1934—£7.5 per ton.

The Western Samoa government denied officially the report that NZ Administration officials were recalled to NZ if they married Samoan or part-Samoan girls.

Sir Arthur Richards, with Lady Richards and their three small children, arrived in Suva to become the Colony's new Governor and High Commissioner for the Western Pacific.

James Larkin, a planter in the Manus area of NG, was released from gaol in NSW after serving half of a 10 years' sentence for the "murder" of a native servant. Larkin's sen- tence had been the subject of agitation for years—Territorians and the PIM holding that the offence was manslaughter, not murder, and the sentence excessive. (Larkin had ordered a native to be thrashed and the boy had later died of blood-poisoning). A petition bearing 600 signatures had been presented to the Ad-

The Australian Government man- aged, by one means or another, to retain the money collected and as a result the new Board now has £2½ millions at its disposal. Per- haps the planters of P-NG will, in time, come to believe that this is a good thing.

• But the planters cannot be said to have lost their battle over the Fund: The fund is at the disposal of a Board set up in the Territory and composed of Territorians, which is quite a different thing to seeing it become part of consolidated revenue—and that, judging by past experience, could quite easily have happened.

Last Year of the MOF Contract

IN the normal course of events— and events at this writing, November 6, cannot be called that—negotiations should shortly begin between South Pacific govern- ments and the UK Ministry of Food over the copra price for 1957. These

(Continued Next Page)

From *PIM* of 20 Years ago



ministrator of NG asking for a reconsideration of Larkin's case. What happened to Mr. Lar- kin when he got out of gaol is something of a mystery; PIM, at any rate, heard no more of him. Public opinion changes somewhat in 20 years. In those days Territorians held the quaint idea that it was fatal to European prestige for a European to be made an example of before natives. Democracy has marched on since then, and now it is held to be quite in order for a European woman to be put into gaol in the Territory for a civil offence.

In respect of affairs legal, Mr. J. C. Mullaly, of New Guinea, and the then editor of *PIM* crossed verbal swords on the subject of Chief Justice Wanliss. Mr. Mullaly was pro-Judge Wanliss, while the *PIM* cast a few doubts on the justice of some of his recent verdicts. Mr. Mullaly said that the editor "bounced in and out of New Guinea . . . with an air of pomposity". There was a whole lot more—but what the editor seemed to resent most of all was that pomposity!

Father Franz Kirschbaum, of the Catholic Mission, Alexishafen, NG, challenged Lord Moyne's "discovery" of pygmies in the Ramu River area. Fr. Kirschbaum said that he had discovered these people in 1926 and that sub- sequently other members of the mission had visited the pygmies many times.

The Union Company ships "Makura" and "Maunganui" were on their last voyages across the Pacific, Sydney-North America via Tahiti and Rarotonga. "Maunganui" was to go onto the trans-Tasman service and "Makura" had been sold to China. Thus ended a direct Sydney-Tahiti service. But, PIM remarked, the Messageries Maritimes vessels offered an attractive alternative—Noumea to Tahiti via the South Pacific Islands, for £87 return—with a connection every five or six weeks, Sydney-Noumea. The MM ships did not then end their voyage from Marseilles at Sydney.

negotiations, if they follow the pattern of recent years, will be protracted. It was not until the end of March that the price for 1956 was officially announced.

The average free market price of Straits copra in London over the past 12 months has been £Stg.65 and there has been little fluctuation throughout—peak price being in May. A survey over the past year shows:

	Stg. per ton
December 2, 1955	65.15
January 9, 1956	65.10
February 2	65
March 1	64.10
April 10	66.10
May 8	71.15
June 8	66.15
July 11	63
August 8	63.10
September 13	64
October 9	63.10
November 6	66.5

The MOF price for 1956 was based on £Stg.58/10/-, f.o.b. main Islands ports. Allowing £Stg.15 for freight, insurance, shrinkage, etc., between islands ports and London, the MOF has been paying £Stg.73 for its copra which could have been bought on the free market for an average of £Stg.65. It thus lost £Stg.8 per ton.

As in the early years of the contract, the MOF was making four or five times that per ton on the deal, it will still emerge at the end of 1957 on the right side of the ledger.

No doubt the MOF will again press for a reduction of 10 per cent. and if conditions are normal when final negotiations are made it will have a strong case in favour of some reduction, if not the full 10 per cent. permissible under the agreement. However, the confusion in the international situation is such, at this writing, as to make any reliable guess as to what will be the final 1957 copra price completely impossible.

In the first week of November free copra showed a rising tendency but this could not be attributed definitely to the Middle Eastern situation.

Copra is, of course, normally in strong demand during a war, but Pacific producers will remember that in the early years of World War II, before Japan had come into the conflict, they suffered an acute depression in the industry simply because there was insufficient shipping to lift it from the Pacific area.

Opinions Differ in Fiji

DURING the month the end of Agreement was exercising the minds of copra interests in Fiji, but there the degree of unity between individuals is much less than in the Territory of New Guinea, which has a strong planters' organisation. In Fiji, a large proportion of the copra is produced by Fijians.

(Continued on Page 141)

THE EDITORS' MAILBAG

No Luck With Our Gardener

The origin of the Pidgin word didimans, meaning gardener, has still not been solved. Mr. Hans Mannsfeld (who was in NG from 1912 to 1921 and again between 1928 and 1930) has written to say that he thinks we are on the wrong track. He says:

I was amused to see from your April number of PIM that the word "didimans" is still in use in New Guinea.

I don't think it has got anything to do with the name of a German gardener in prewar times. The two men in charge of the Botanical Gardens in Rabaul were Dr. Gehrman (Director), and Herr Rudolf (master gardener).

If I remember rightly we pronounced the word in the German time as "raddiman". I always took it that "radi" is just an abbreviation of "radish". To this came a reduplication of which the natives are so fond.

I shall pass your enquiry to the Hamburg Sudseestammtisch, the Club of the Oldtimers. Perhaps Consul H. R. Wahlen or Hermann Bolten can give some clue.

(Mr. Mannsfeld's address is: M. Gladbach-Rheindahlen 2, Postfach 28-14, Germany.)

The Bull Business

One of our "letters" during the month came in the form of the very attractive catalogue of the forthcoming auction of Santa Gertrudis bulls by the King Ranch, at "Risdon," near Warwick, Queensland.

Friday, November 16, is the date for the auction and this year 12 stud bulls will be offered, all of their names beginning with "B"—Risdon Banker, Risdon Broadcaster, Brilliant, Bandbox, etc. Last year all the bulls auctioned had names beginning with "A."

The catalogue, in its way, is just as glossy a production as the bulls, and tells the story of King Ranch and its Santa Gertrudis cattle now distributed all over the world from the home range in Texas to the Highlands of New Guinea. These animals, bred to produce good beef in a variety of climates, including the tropics, are now doing well in Fiji and New Guinea. King Ranch Australia Pty. Ltd. commenced operations in Australia in 1952, with a consignment of high quality Santa Gertrudis cattle from the King Ranch in Texas. Enthusiastic breeders are now scattered all over Australia from Northern Queensland

to Southern Victoria, and from NSW to Western Australia.

Pan American Airways, in conjunction with Australian National Airways is organising a cattle tour of America to study Santa Gertrudis on their home range May, 1957.

Mangaia is Not Amused

The indefatigable Mr. Edwin C. of Mangaia Island, in the Cook Group, has written to take up task for what he thinks is a disgusting story that appeared in *Australian Tropicalities*. It concerned some extraneous matter that, according to the story, had been found in a can of meat. We think it threatens to sue us—although we it has to do with Mr. Gold we not imagine.

He demands proof that the incident ever took place.

Well, Mr. Gold, there is no proof, because, so far as we know never really happened. It was you might call a shaggy-dog story although perhaps the mention of "dog" in connection with meat could also be taken amiss in Mangaia. Items that appear in *"Tropicalities"* are not meant to be taken very seriously, and this particular piece of nonsense certainly was not.

As to the origin of the story seem to remember that O. H. created the great-great-grand-dad of this one long years ago, with can of meat from a Chicago

Status of Polynesians

Fierce indignation is expressed by our old friend Oscar Nordman of Tahiti, who writes about New Zealand's refusal to grant an entry permit to Middle Germaine Lehart.

Germaine, an attractive lass, is well known in Papeete. In she went to New Zealand and employed in a clothing factory in Auckland. There she decided to marry another resident of the Mr. Harry Duane. They returned to Tahiti—Germaine in June and Harry a little later; then Duane went back to New Zealand and Germaine was to follow him that they might marry there.

But they planned without officialdom. In a letter dated September 19 (HO 92,476), Germaine was formally advised by the Secretary of Labour that "your cannot be approved."

No reason is given. Germaine acceptable to NZ in 1955; but

she is *non persona grata*. Mr. [unclear] knows of some queer folk Europe and Asia who have admitted to NZ under present migration laws, and he adds: "should the residents of these islands, who have so many contacts with New Zealand, be treated in this way?"

If race comes into it, Germany is entitled to classification as European—she is three-quarters European and one-quarter Polynesian." PIM has been trying for 25 years to understand officialdom's attitude on these entry applications, but no further forward. In fairness and justice, every resident of the Pacific Island, from Fiji eastward to French Oceania, should have the same status as Europeans applying for entry to Australia or New Zealand—There should be no discrimination. But try to convince officialdom of that!

During the first nine months of 1956, 719 motor vehicles were imported into New Caledonia. This represents a value of 128 million (£A896,000).

PUBLIC BLOOD-PRESSURE RISES WHEN:—

Apia Suffers Complete Electricity Blackout

WESTERN Samoa's Department of Works caused severe public displeasure in mid-October when there was a complete breakdown in the Apia electricity service.

The blackout was caused by two generators breaking down simultaneously. For several days in most parts of Apia, no current was supplied for residences and business-premises and as freezer goods had just been received from MV *Tofua* supplies of meats, fruits, ice cream, etc., quickly deteriorated and appreciable losses were suffered by importers.

The breakdown of the diesel generators is admitted by the Works Dept. to be caused by negligence in the maintenance of the generators.

New Papuans Become Newspaper Subscribers

It marches on! I did I dream when I first read the *Pacific Islands Monthly*, 26 years ago, that by November, 1956, we should be enjoying full-blooded Papuan natives as paid readers of the magazine. This is the case.

At the end of October there were in this office, from Western New Guinea, a dozen letters, nicely typed in business form, each enclosing a cheque and requesting that the letter be posted to a given address within five months. Each letter was signed by a native.

On the facts that the letters were in similar form, and that in each case the signatory is a Village Headman, we suspect the friendly hand of an Administration official.

None the less, the further we are that the journal would be paid for unless it were going to a man capable of reading it; and at the addresses of the twelve village councillors represent twelve villages in the western part of New Guinea.

It is a happy occasion. Illiteracy retards human development more than illiteracy. Illiteracy, ignorance, superstition, inability to plan and reach out after higher standards of life. Ever since Europeans took charge in Papua New Guinea, the greatest obstacle to real progress in that country has been difficulty in coming to terms with the natives; and the natives' inability to read.

There is nothing wrong with the IQ of the average Papuan. Let him once climb to the educational level where he may look through the printed word at a new and attractive world—a world which he is free to enter, if only he will acquire the necessary qualifications—and the social advancement of Papua and New Guinea will become increasingly rapid. It looks as if the patient Administration and missionary teachers of Papua at last are getting their charges up to that level.

I never thought I should live to see the day when our subscription clerk would be entering native Village Councillors upon our roll of subscribers. But there it is; and it is a pleasing sight. It means literacy—and literacy means progress. And only progress of this kind can help the South Pacific Islanders to hold their countries against Asia.

Welcome, Village Councillors Sesei Soroco (Parama); Jonn Tori (Torogori), Kaina-Daru (Kubira), Wena-Sa waiamo (Masingara), Gabitu-Kokomo (Tureture), Nobuo-Mapa (Sui), Dediamo-Pija (Saguane), Jawaci-Maru'u (Maguduan), Manu-Dadia (Mawata), Apuri-Makare (Katatai), Dau-Baira (Daru), Yaina-Segera (Sewerimagu), Nokora (Sepe Village), Imari (Koabu), and Bacari (Dameratamu).

—THE PUBLISHER.

SPC Meets in Noumea



The Sixteenth Session of the South Pacific Commission began in Noumea on October 18. These photographs show, top:

Mr. N. A. J. de Voogd (right), Senior Commissioner for the Netherlands, being met on arrival at Noumea by Dr. Ralph Clairon Bedell, Secretary-General of the South Pacific Commission. Mr. de Voogd was Chairman of the Sixteenth Session.

Lower: Two members of the New Zealand delegation, Mr. C. G. R. McKay, Senior Commissioner for New Zealand, and Mr. B. K. Edmonds, Adviser, arriving at Noumea.

CELEBRATING CHRISTMAS IN SYDNEY

THE New Guinea Women's Club of Sydney will hold two parties again this Christmas—one for children, when Santa Claus will be in attendance; and one for adults.

The children's party will be held on the afternoon of December 10. All children down from the Islands will be welcomed—but their names should be sent in to the Secretary of the Club (C/- Feminist Club, 77 King Street, Sydney), immediately.

A cocktail party for adult Territorians will be held at 77 King St., on Friday, December 14, at 6.30 p.m.

The Club held a successful card party on the afternoon of October 18, over 40 women were present; and £16/14/- was raised.

Sea Drama in
Gulf of Papua

YACHTSMAN PLUCKED FROM SEA BY CATALINA FLYING-BOAT

Real hero of the Danny Weil rescue, 150 miles from Port Moresby in the Gulf of Papua on October 25, was Captain Marshall Burgess, who put his Catalina down in the open sea to pick up Weil who was adrift in a rubber dinghy.

CONTRARY to the layman's belief that a flying-boat is safe to land on water, anywhere, these craft land in the open sea only in an emergency.

This was an emergency, and Captain Burgess and his crew carried out the rescue, according to Captain P. L. Oakley, who is in charge of Qantas flying boats in Port Moresby, "in a manner worthy of the highest praise as it was intelligently planned."

Weil, who was attempting to sail around the world single-handed, was in trouble off Port Moresby in mid-September when *Yasme's* engine failed in bad weather. Through the efforts of a Port Moresby radio-amateur, Mr. Frank Nolan, who picked up Weil's distress signals, a Department of Civil Aviation launch went out and towed the yacht into port.

Weil remained in Moresby for about five weeks and on October 23 left there on the next leg of his journey, destination Darwin. *Yasme* hit a reef about 9 p.m. on the 24th and for the next two hours Weil gave a dramatic account of his troubles to radio hams who again played a vital part in rescue operations. His last message, at 11.6 p.m., was "For God's sake, get an aircraft to drop a raft."

A Catalina from Port Moresby, piloted by Captain Oakley, set out at first light next morning and located *Yasme*, then high and dry on the reef. Weil appeared safe enough at that stage. However, as the tide rose he had to climb the mast and when a Lancaster bomber from Townsville arrived and dropped a rubber dinghy, Weil abandoned ship and swam for the dinghy.

Meanwhile, the Catalina, which had been circling the *Yasme* for hours, had to return to Moresby to re-fuel. It returned to the reef at 3.15 p.m., this time with Captain Marshall Burgess in command.

Captain Burgess knew that hope of a surface rescue that day had been abandoned, as ships' captains could not risk their boats in the uncharted area at night. At the time *Yasme* was completely submerged and Weil was drifting downwind in the rubber dinghy at six knots.

The chances of retaining contact

with him overnight were remote, and that of relocating the dinghy at daylight on October 26 were not good.

Captain Burgess, therefore, decided to land, using the lee of the reef as protection, and to endeavour to effect a rescue from the Catalina. Full ditching-drill was carried out and the aircraft was landed on the six-ft. south-east swell in open water.

Captain Burgess turned the aircraft north in open water until he was downwind of the rubber dinghy, then turned upward to the dinghy.

After he had picked Weil up, he taxied two miles to the lee of the reef, where he took off.

When he returned to Port Moresby, Weil reported that with *Yasme* he had lost everything as it was impossible to insure a ship undertaking a voyage of this character, and possessed only what he stood up in—a pair of ragged shorts and a clasp-knife. Extent of his loss has been variously reported at sums between £7,000 and £14,000.

Weil left Port Moresby for Sydney by air on October 29. The Red Cross paid his fare.

HE told *PIM* on the day after he arrived in Sydney that as soon as he could get another ketch he would move on—he was determined to be the first Englishman to sail round the world single-handed.

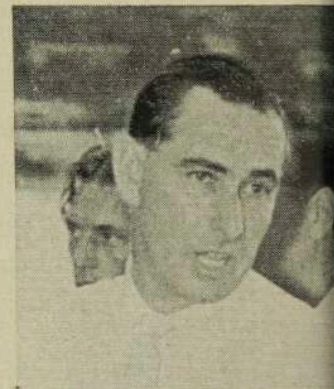
"I was chasing round with a yacht broker all day to-day, but I have not seen anything suitable," he said. "I am afraid I am a little biased and I may be hard to suit. When you have lived with a certain type of boat for a long time you become attached to it, and you never find anything to come quite up to it."

If he was unable to get a boat in Australia he would go on to the US to see if he could get anything suitable there. Should he be successful he will sail across the Pacific for a second time, but would follow a different route. On this voyage he went through Panama to Tahiti, then called at the Solomons and Port Moresby.

"Next time I will visit some of

the southern islands, such as and Tonga before going on to Zealand and then Australia," said.

"But should I be unable to get a boat anywhere in the States it mean that I will have to go to England for one, and that me



Captain P. L. Oakley.



Captain Marshall Burgess, who put Catalina down in the open sea to rescue Weil. He has logged a total of 3,625 hours as commander, and 1,833 as co-pilot.

A Qantas official said that he was three men in their service who knew nothing there was to know about a Catalina.

Captain Burgess has been with Qantas 1949, and this is his second tour of duty in New Guinea. On his first tour in 1951-52, he flew Catalinas on NG internal services, remained on flying-boats on return to New Guinea, flying Sandringhams on Qantas' routes.

He went back to Catalinas in New Guinea two years ago, and in January, 1955, was appointed Qantas captain in command of Catalinas.

Captain Burgess joined the RAAF in 1940, and served mainly in the Pacific. He flew a wide variety of aircraft during the war, ranging from Moths to Lincoln bombers, and was discharged in 1948 with the rank of flight-lieutenant. He is married and has a child.

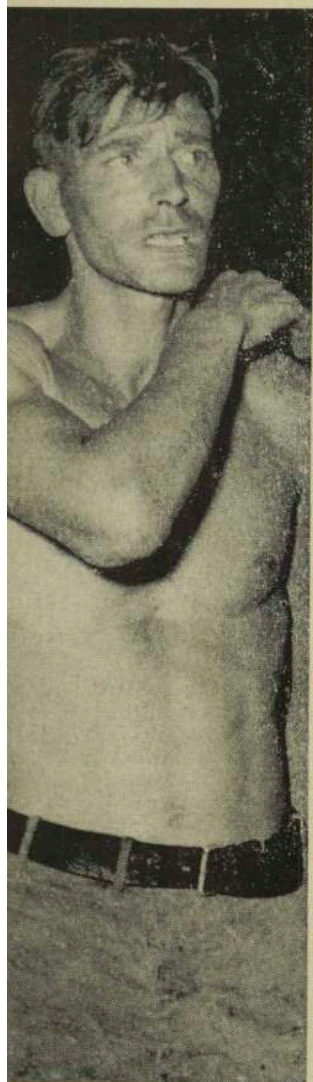
my world tour all over

aying for His Life

t Moresby, on October 30, Administration spokesman that Mr. Weil would be to pay some of the cost of e. Weil said that he would oy to do this but he had lugged 3d. piece and 4½d. to e.

antas spokesman in Sydney at the company had notho do with charging Weil for e—it was a matter entirely e Administration, which had e only means at its disposal ing Weil when he was in -that is, it had instructed o send a plane out to look

resumably the Administra- will have to pay Qantas for



WERE ALL HE POSSESSED. Danny he stepped ashore after being m the Gulf of Papua in October. —Photo by Papuan Prints.

the time involved in the rescue and no doubt the P-NG Treasurer takes the very reasonable view that if Mr. Weil can contemplate the replacement of the £7,000 (or £14,000) Yasme, he can very well pay the cost of having his life saved.

Mr. Weil said in Sydney later that the radio hams who were sponsoring his voyage would pay for a new boat. If they are prepared to do that, they probably will not

quibble at an extra £700 which was the cost of saving him from a watery grave.

The opinion amongst old-timers in Papua is that anyone who attempts to sail lone-handed in the Gulf of Papua at this time of the year is asking for trouble. All solo voyaging is, of course, foolhardy whether in the Gulf or elsewhere, and public opinion tolerates this and all such adventurous escapades, only so long as they are successful.

PAA Clipper In History's Most Spectacular Ditching Operation

ANOTHER and even more extraordinary sea-ditching feat than the rescue of Weil was carried out by another pilot during October when Captain Richard N. Ogg, of Pan American Airways, landed his giant Strato-Clipper in the sea midway between Honolulu and San Francisco and was thus instrumental in saving the lives of his 24 passengers and six crew.

The Clipper developed trouble in two engines on the last leg of its journey; at the time it was near the weather ship *November* and Captain Ogg had to decide whether to go on 1,000 miles to San Francisco and risk having to ditch far from aid before he made it; or stay near the weather-ship and ditch when it became daylight. He decided on the latter course.

In the hours before the ditching, the crew instructed the passengers in the routine and in calmness and without panic they went down onto the sea shortly after 8 a.m. on October 16 (Australian date). The whole tail assembly broke off on impact but within five minutes the weather ship was alongside, all passengers and crew were taken off safely, and within 20 minutes of the ditching the Clipper sank.

It was one of the most spectacular operations in trans-ocean commercial aviation—carried through successfully through the calmness and skill of the crew.

It was Captain Ogg's second emergency within six months. In April he was in command of the PAA Clipper which developed a defect in its automatic pilot between Suva and Canton Island and put the aircraft so far off course that an emergency landing on the little-used Faleolo airport in Western Samoa was necessary. The passengers were landed safely on that occasion also, although they were later taken off in a small aircraft while the crew flew the big Clipper on to Canton to pick them up.

Captain Ogg is described as a big, soft-spoken man who has flown across all major oceans many times, as well as commanding Pan Ameri-

can Clippers on the company's routes from the continental United States to Alaska.

He was born in Montana in November, 1913, and some of his early air experience was in that State flying specially-trained parachutists (known as "smoke jumpers") over forest fires. While Captain Ogg did not jump himself, his piloting skill enabled him to orbit his aircraft in the most advantageous spot for the mass jump of the fire fighters.

Captain Ogg joined PAA in 1941 and was with them less than a year when Pearl Harbour was attacked and the company went on a war-time basis, under contract to the US Navy.

After the war, he transferred to Pan American's Atlantic Division and flew across that ocean for nearly four years. He then returned to the company's Pacific-Alaska Division and made many Pacific crossings as commander of the big Strato Clippers. At the time of the ditching of *Sovereign of the Skies* he had logged more than 13,000 hours flying time.

Your Photographs Could Earn You £30

In PIM's current year (August, 1956, to July, 1957) we will award £15 for the best news photograph; and another £15 for the best cover-picture published in the magazine during the period.

Anyone may enter, amateur or professional, and there is no limit to the entries; or any special procedure. All photographs published during that period will be considered for the award at the end of the year—and anything published will, of course, be paid for at normal publication rates at the time of publication.

(For full particulars see page 61, September, 1956, issue.)

† Mr. and Mrs. Lee Taylor returned to New Zealand from Suva in the *Orcades* on November 6. Mr. Taylor is an officer of the Bank of New Zealand, who has been stationed three times in Fiji since 1926.

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Navy

NOUMEA TO REPLACE ON BASE

CH naval units formerly based on Saigon and known as EO (Forces Navale Extreme) are in the process of being moved to Noumea, the French General in Australia (Mr. J. F. de Montousse), told us this month.

that Vietnam has become independent we have no right to vessels there, so it has been to transfer them to," he said. "They will be Forces Navale d'Pacificque."

units based in Noumea will French possessions in the from time to time. An communique from Noumea states that the French naval the Pacific will be composed of certain ships and installation shore which will be properly augmented. Naval units composed of principally the Francis Garnier and Dumont. These sloops will later be by new units being coming in France. Other units be based at Noumea. Sea- will also form part of the based in Noumea.

THE GOLO AFFAIR

connection with the New an Naval base, an extra-situation arose in early in Noumea when the French landing barge *Golo* arrived on carrying amongst other planes and a military bus were originally provided by Americans for use against the Vietmin forces that attacking the French in Indo-

transfer of this equipment to caused friction between US authorities and the up- it was that *Golo*, late in left Noumea for France two planes and the bus board. It is understood they will be unloaded in where, if the horrible of early November are re- they might still be, as the wish, used against the

Japanese Antarctic Expedi- *Soya*, 2,600 GT, was to Japan on November 8 with a scientific party. She was involved with the 1,400-ton ship *Umitaka Maru* at Cape- The scientific base will be due south of Durban Prince Harald Coast, a.

TAI Plane For Noumea-Auckland Flight?

ALTHOUGH no announcement has been made in Sydney (beyond the fact that the French air line has applied to Australia and New Zealand for landing rights for a South Pacific service), it was reported in Noumea in October that the first flight of a TAI (Transports Aeriens Intercontinentaux) plane from New Caledonia to New Zealand would take place at the end of November.

It was stated that the TAI plane would arrive in Noumea on November 22; remain there 1½

hours; continue on to Auckland; remain in Auckland overnight; leave on November 23 for Noumea; and continue the flight to Paris after a short stop at Noumea.

† A Mandated Airlines Ltd. DC3 returned to Lae, New Guinea, on November 3 after having been in Sydney for some weeks for annual renewal of its certificate of airworthiness. On her return journey the aircraft carried the following passengers: Mr. W. O'Brien, for Madang, and Mrs. Gray, Mr. K. Baillie, Mr. A. Leask, from Cairns, and Mr. G. Heyan, all for Lae. Mr. Heyan is to join the pilot staff of Mandated Airlines Ltd.

CHANGE OF ADDRESS . . .

As from 23rd November, 1956, we will be located on the

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TERRITORIES TALK-TALK

By Tolala

Solo Yachtsmen

As a rule I am the last one to discourage the pioneer spirit, or dampen the ardour of an adventurer inspired to make some contribution to world knowledge.

But I fail to appreciate the actions of one—Danny Weil—a Londoner who is making an attempt to sail around the world alone in a yacht, whose dimensions appear to be somewhat uncertain. One Sydney paper claims it was a 40-ft craft, valued at £14,000; while another chops off 5 ft and says it was worth £7,000.

This is the same gentleman who had been rescued by a crash-boat after being tossed helplessly about for four days off the Papuan coast in mid-September. Some five weeks later he struck a spot of trouble in the Gulf of Papua and sent out SOS signals, which were fortunately picked up by various "hams" and a bomber and a Catalina were despatched to rescue him. Which they did at considerable risk.

Other than making headlines in Sydney papers and testing out several radio sets, I fail to see what useful purpose is served by this sort of adventurer striking out on his own into the Unknown, occasioning various air and Naval craft to rush to his assistance at considerable risk and equally considerable cost.

Isn't it about time that Harbour Masters and similar authorities clamped down on this sort of stunt in the interests of all?

Safety First

And Last

As a result of determined efforts on the part of paternal Administrations in the South Pacific, the once so-happy, carefree children of nature are gradually being made to shoulder the more serious responsibilities concomitant with maturity.

The intricacies of high finance come into the co-operative movement system; the varying communities of education crop up in village councils. But the highlight in mind is the tragedy that surrounded the G & E co-operative vessel *Arakarimoa* that drifted to the BSIP (*PIM*, Oct., p. 10).

One can visualise, without effort, how in the years to these native folk, becoming anxious to own their own auxiliary vessels, will be setting out on voyages in craft inadequately fitted for ventures, as are set down by usual precautionary marine regulations, and with tropical ca-



In mid-September two P-N-G Department of Agriculture officers and four native drove the coast near Lae to take 300 cattle and 10 donkeys up to 400 miles into the interior. The photograph shows the mob of cattle passing through Goroka, Eastern Highlands. Baiyer was the final destination.

Photo: Douglas

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ness, depending on the all-powerful engine and/or radio transmission which should at all times function—but doesn't.

The primitive does not always realise the margin of error in mechanical devices.

And, looking further afield in evolutionary era, the dangers arise from native-owned and piloted planes, zooming at hazardous speeds or attempting landings on unsuitable strips, and overloading.

Will that same paternal Administration be able to maintain discipline and ensure that adequate safety measures are observed by these people who know so little of shouldering responsibility and as little of discipline?

Native Rites

And Crafts

It is certainly heartening to (Editor's Mailbag, Oct., p. 18)

stic approach is being made
ourage the preservation of
arts and crafts and customs,
no less than Keith McCarthy,
advice should receive favour-
consideration, for he certainly
appreciation of the worth
old native links.

reference to stone carvings
pecially interesting. Back in
remember these carved
being brought out as some-
ery old and very sacred

upi hat, so well illustrated
P-NG 1d stamp, and which
time was a characteristic
the scenery in North
ville, is not, however, used
pressing the head (*PIM*, Oct.,
it is attached only to long
of the wearer's hair. As
is worn for several years
ever removed—it is natur-
outstanding for its hygienic
es. Back in '14 I had about
of *upis* working for me
qua plantation (Bougain-
and I periodically shot some
nder their headgear to
ct the *mus-mus* until an
came along one day and
d to me that I was inter-
with a part of the custom
tion. Apparently the un-
presence of the live-stock
the *upi* was part and
the tribal rite.

head-binding, referred to, is
of the *upi*. The only dis-
ere this is done—so far as
is in Talasea, where small
have their heads bound to
the cranium structure.
ertainly gives these natives
ome appearance. (Also on
oast of New Britain.—Ed.

hope the Society for the
ion of Native Traditions is
fair go, and that Keith
may be the liaison officer
to act between the Ad-
on and the natives them-
o, I feel sure, would wel-
h an institution.

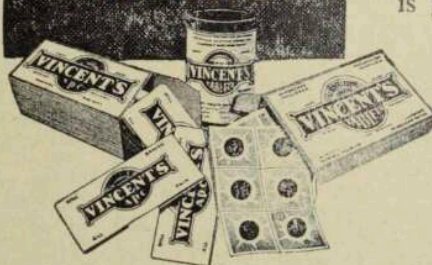
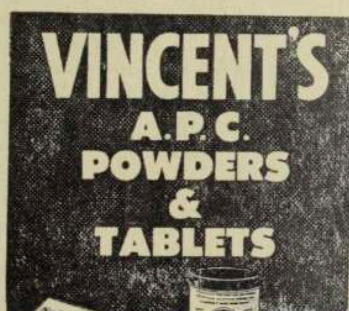
to I remember—and no
ith does, too—the ready
from natives in all dis-
en the native arts and
hibition was held in Rabaul
's, and the first time there
on show the very fine
s from the Mount Hagen
well as some fine looms for
from outlying islands.

he present, unfortunately,
exhibits of P-NG native
crafts are to be seen in
museums. It is up to the
ation to see that a com-
e collection is made and
a suitable building, in
ral locality. It would be
draw for tourists, if pro-
nised.

(Over)

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NERVOUS TENSION, HEAT
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The PRO Of P-NG

Stuart Inder has earned a big "Thank You" for his article (*PIM*, Oct., p. 20), in which he so ably puts the P-NG Public Relations Office on the spot, and emphasises the impenetrable iron curtain of silence surrounding events which occur in the Territory.

Publicity seems to be a bogey to the Administration; more particularly since War II, and yet, a good Press is one of the best assets that a young, striving country can have. Of the uphill task that a newspaper had in the TNG before the War, I can speak with some feeling, although the despotic attitude of the government was not nearly so strong as it is to-day.

This is due in my opinion, to the fact that Bureaucracy has increased its despotism, paying little regard to any opinion other than its own, while Press prestige (in many in-

stances) has declined, owing to facts at times being distorted for the purpose of sensationalism.

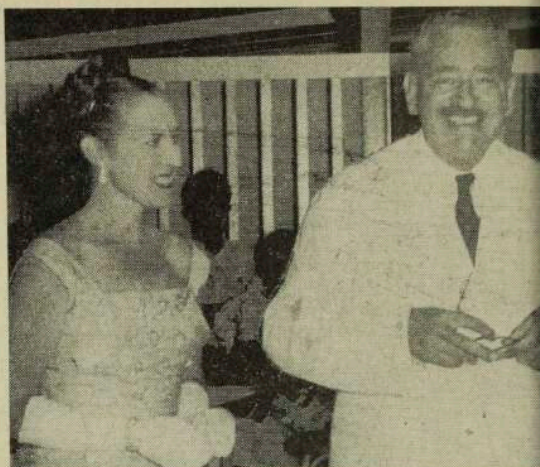
TNG, at least, published a Hansard of the Legislative Council proceedings, which apparently is not the case now. (See "Talk-Talk," March, 1956). In my remarks then I described my unsuccessful attempt to obtain Hansard from the

P-NG Government Printer.

Greatest publicity for the Territory in recent months has come from none other than Ister Hasluck himself. His

A successful mannequin parade was held at the Hotel Boroko, Port Moresby, on October 2, to raise money for the Administrator's Scout Appeal. Organiser Mrs. Eileen Webster, is shown with Mr. Ian MacDonald, who opened the show. Over £200 was raised.

Photo: Papuan Prints.



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ar Day Dinner, in Port Moresby,
20. Colonel Lynch, standing, tells a
y.

Photo: Papuan Prints.

Memorial Lecture was widely
ed, even occupying consid-
space in the *Sydney Bulletin*;
articles from his pen have
ought my eye in Sydney
ng papers and London
als. But the erudite de-
as and observations on P-NG
constitute topical news, or
the appetite of the general
ager to know what is hap-
in P-NG to-day, or what
appen to-morrow.

reminded of a remark, made
well-known London editor
addressing a meeting at the
mpire Society in Sydney not
ago: "One of my outstand-
ructions to correspondents,"
"is: 'Let me know the worst
a happen. The Government
ays tell me about the best.'"

TNG!

ardy annual demand that
a annex TNG has come up
t the Federal Congress of
, and this time it is Mr.
nting, President of the
in P-NG, who champions
me.

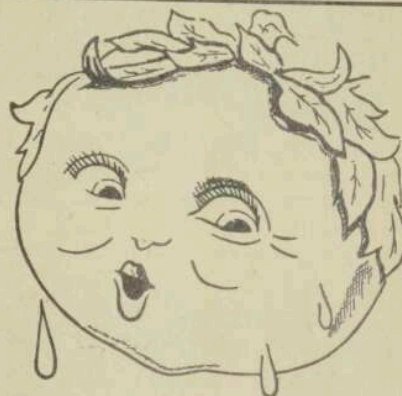
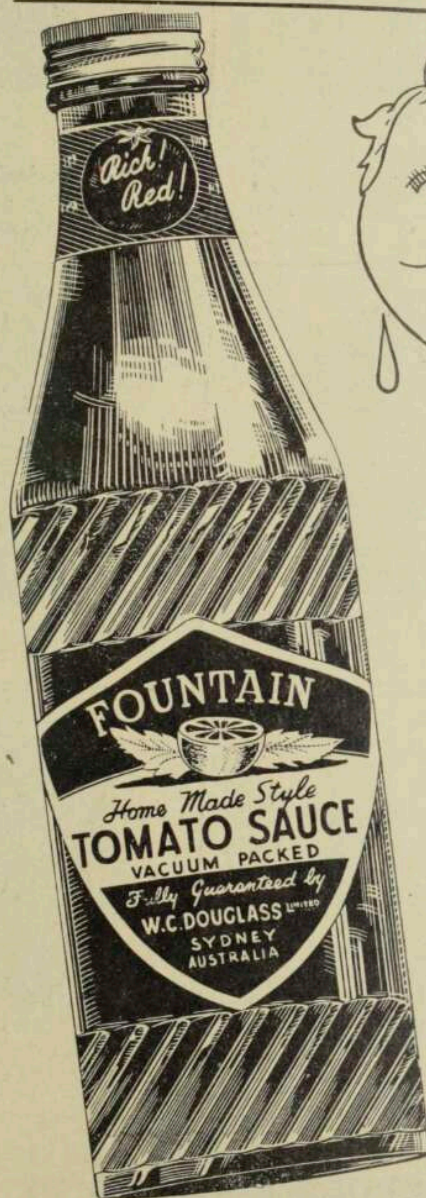
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e days of wholesale dis-
treaties, pacts and what-

continued on Page 133)



*Rich!
Red!*

**MAKES ALL
THE DIFFERENCE
IN FLAVOUR**

Fountain Brand Tomato Sauce adds extra flavour to every meal! Always keep Rich! Red! Fountain Brand Tomato Sauce on your table for breakfast, lunch and dinner. Whether the meal is hot or cold, you can be sure you'll enjoy it much more with the added flavour of Rich! Red! Fountain Brand Tomato Sauce! Rich! Red! Fountain Brand Tomato Sauce with the fresh, ripe tomato flavour, vacuum sealed for extra freshness!

Be sure you buy Rich! Red! Fountain Brand Tomato Sauce.

**PUT IT ON THE TABLE
FOR EVERY MEAL!**

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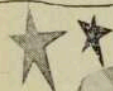
THIS CHRISTMAS — GO GIFT GIVING WITH THESE



Mac. Robertson's ½-lb. "Old Gold" — a feast of Christmas enjoyment featuring 24 chocolates, 17 different centres. Available also in 1-lb. and 2-lb. boxes.

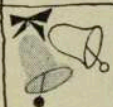


"Dolly Varden" — a wonderful ½-lb. selection fine milk chocolates individually wrapped in gold foil. 12 varieties, 24 chocolates.



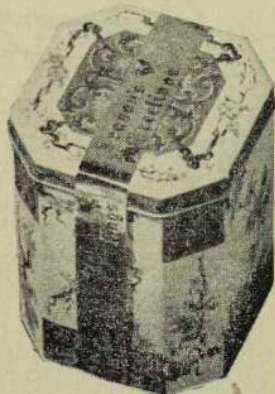
2-lb. tin

"Clematis" — a dark and milk chocolate assortment. Each piece is double-wrapped.

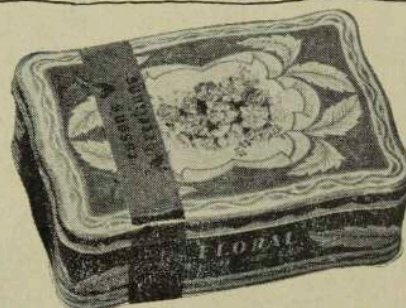


2-lb. tin

"Begonia" — a delicious Mac. Robertson chocolate assortment. Each piece is double-wrapped.



"Oriental" — an exciting 1-lb. assortment of Mac. Robertson toffees in a willow patterned caddy. An eye-catching gift. Each piece is wrapped.



"Floral" — another assortment of pleasing Mac. Robertson toffees in a gay floral pattern tin. Available in 1-lb. size. Each piece is wrapped.

IMPORTANT NOTE: "Double-wrapped" means each confectionery piece is wrapped in foil and "Cellophane".

RETAILERS: ORDER SUPPLIES OF CHRISTMAS-WRAPP

FESTIVE FAVOURITES by MAC. ROBERTSON

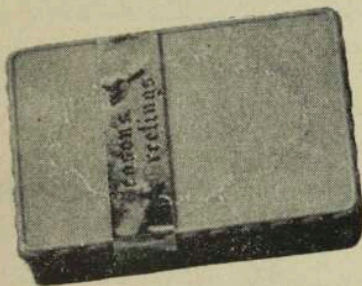


"Romance" — for those who prefer milk chocolates. This fine-quality milk chocolate assortment is available in ½-lb. and 1-lb. boxes.

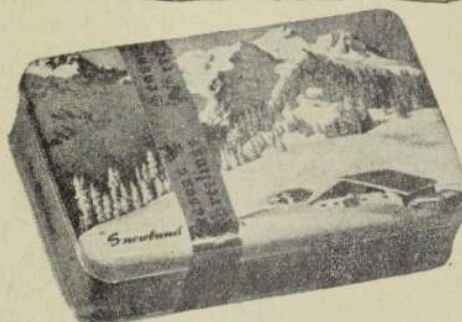
1-lb. tin



"Hibiscus" — chocolates and toffees in the one exotic assortment. Each piece is double-wrapped.



"Trinket Box" — a new Mac. Robertson treasure box. 24 milk chocolates in a dainty, colourful plastic case — with hinged lid.



"Snowland" — a delightful 1-lb. assortment of smooth toffees. Each piece is wrapped.



"Desert Flower" — dark and milk chocolates in a beautiful 1-lb. tin. Each piece is double-wrapped.

In 12-oz. and 2-lb. fancy boxes.



"Golden Gory" — a gift box of Mac. Robertson's famous chocolates.

CONFECTIONERY MADE BY *MacRobertson*

from
S. E. Tatham & Co. Pty. Ltd.,
178 Collins Street, Melbourne.

**MUCH ECLAT BUT
LITTLE PUBLICITY**

Jubilee Of The New Hebrides Condominium

ALTHOUGH the 50th anniversary of the establishment of the new Hebrides Anglo-French Condominium was celebrated with considerable eclat in Port Vila on October 20-21 and in Santo on October 22-23 and persons of high official distinction were present, the event attained very little publicity in overseas newspapers and radio broadcasts.

The reason probably was that although the Governments concerned made extensive preparations for the entertainment of the distinguished visitors, little provision—if any—was made for the accommodation of reporters. The proceedings, therefore, went unsung and, to a degree unhonoured.

Distinguished visitors included the Governor of Fiji (Sir Ronald Garvey); the French and British High Commissioners for the Western Pacific; the Australian Minister for Territories (Mr. Paul Hasluck); the respective Resident Commissioners

(French and British), in the New Hebrides; and their staffs. They all travelled between Port Vila and Santo; and returned to Vila via Pentecost by the Messageries passenger liner *Polynesie*, specially chartered for the occasion.

There were a series of cordial functions in Port Vila on October 20-21, and some notable sentiments were expressed, bearing upon the *Entente Cordiale*.

On October 20, a foundation stone of the new Cultural Centre—a museum and library—was laid by High Commissioners Gutch (British) and Grimald (French); native villages were visited and a banquet and ball were held that night. On Sunday, 21st, religious services at the

Paton Memorial Church and the Roman Catholic Church.

Speeches were made by High Commissioners Gutch and Grimald during the ceremonies at the proposed Cultural Centre; we have received



Mr. John Gutch, HCWP, and M. Aime Grimald, French High Commissioner, place a wreath on the war memorial.



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(FIJI) LTD.**

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Chambers, Suva, Fiji.

text of the former's speech but the latter's.

Gutch read messages of goodwill from the Queen and the Secretary of State for the Colonies. In his speech, Mr. Gutch spoke of the relations that had always existed between the French and the British in New Hebrides "in spite of the occasional differences of opinion and natural between friends and neighbours."

He noted that Mr. Gutch put emphasis on the fact that it is desired to establish an Advisory Council for the New Hebrides which will give the Resident Commissioner "means of obtaining the benefit of local experience."

Seedings and Decorations in Santo

On October 22 and 23, celebrations were held on Santo, New Hebrides, to commemorate the Dominion's 50th anniversary. Living in the form, Santo received rain during the better part of the days.

The Messageries Maritimes brought distinguished guests to the capital, Port Vila, where they had been entertained. The VIP's were the Governors of Fiji, New Caledonia, and the British High Commissioner from

the Solomons, Ministers and Senators from France, Australia and New Caledonia, with wives and staff—a total of about 30 visitors.

During the first day's visit to Santo, the wives of the High Commissioners dashed the usual champagne bottles (not one, but two!) against a new bridge, naming it Pont du Cinquantenaire. Still far from completion, the bridge, which lazily stretches over the Sarakata River, has been in the making, off and on, for more than 2 years.

The laying of the foundation stone for the new French hospital was another highlight of the morning's rounds.

Luncheon at the Santo Club followed, with some 75 guests. At the repast's end, both HC's delivered speeches. One closed with references to the important work carried on by colonists.

So rarely are the land-plodders remembered that the minor few

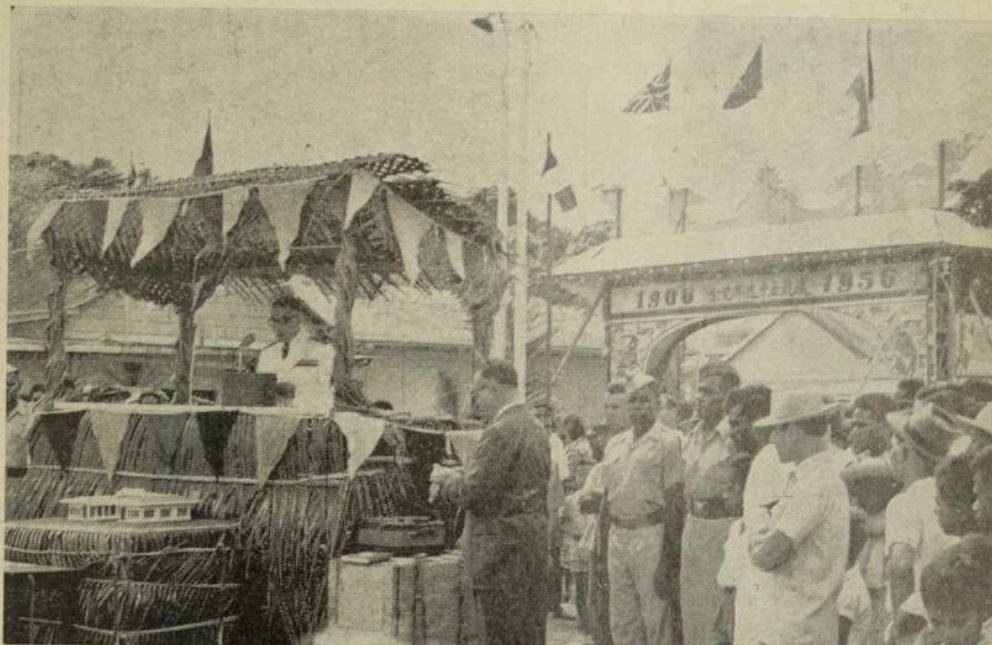
planters at the luncheon became, once again, more than proud of their pioneer forebears, without whose struggle and endurance New Hebrides would have stagnated.

Late in the afternoon a few French citizens assembled to witness distribution of decorations. Those honoured were:

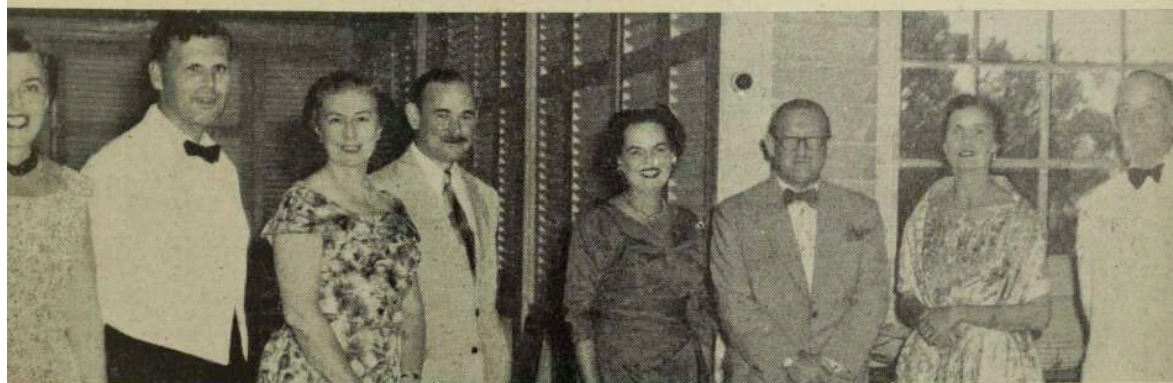
Madame veuve Bidal; Messrs. C. Graziani, F. Rossi, J. Ratard, C. Coulon and J-B. Douyere.

No reasons were given for these awards. So many deserving people were left out that it is assumed there were not enough medals to go round. Our few remaining British planters were among the forgotten.

The VIP's departed for their ship, to rest and change for the public ball at Daval's cinema at 9 p.m. At half-time, Wallis Islanders put on knife dances and a couple of Tahitians performed their noted belly-dance. Our ex-cannibals were not included in the evening's pro-



Aime Grimald, Commissioner for the Pacific, is at the laying of the foundation stone of the cultural centre seen in left hand, and decorations in right hand.



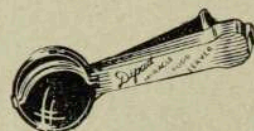
THE BRITISH GET TOGETHER: A photograph taken at the British Residency cocktail party: Left to right, Mrs. Rennie; Mr. J. S. Rennie, Commissioner (Br.) of NH; Mrs. Hasluck; Mr. Paul Hasluck, Australian Minister for Territories; Lady Garvey; Sir Ronald Garvey, Governor of Fiji; Mrs. Gutch; Mr. John Gutch, HCWP. Photos: Fung Kuei.

Save the LAN-CHOO LABEL

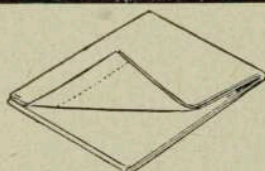


and get these useful presents...

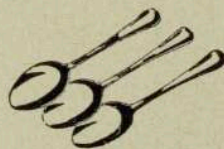
BONUS PRESENT No. 1
for 36 ½-lb. labels.
One finest quality IRISH LINEN
striped GLASS TOWEL, size 22"
x 32". Postage, 6d.



BONUS PRESENT No. 210
for 36 ½-lb. labels.
One DIPCUT MIRACLE FOOD
SERVER. A new convenience for
daintily serving mashed potatoes, rice,
salads, etc. Postage, 1/6.



BONUS PRESENT No. 197
for 40 ½-lb. labels.
One "HOSPITAL" specially selected
large HOUSEWIFE PILLOW CASE.
Highest quality, guaranteed five years'
wear. Postage, 6d.



BONUS PRESENT No. 6
for 60 ½-lb. labels.
Three "GROSVENOR PLATE"
E.P.N.S. A1 TEASPOONS. Postage,
6d.

There are over 300 presents to choose from
You are invited to write for full particulars to:
LAN-CHOO TEA COMPANY, 364-372 Kent St., Sydney
From the great variety of presents available, we
feel sure you will be able to make a suitable selection.

LAN-CHOO

Ceylon's Choicest Tea

gramme, but sat and wat (from the cinema's dress circle) more "cultured" performances.

The second day's events comprised native dances on Venue Is (BDA's settlement), the public invited to bring its own ham and canoes.

Farewell cocktails for the visit at Santo Club ended the programme. The VIP's boarded *Polynesie* en route for Pent Island, to visit a few more natives.

On Saturday, October 20, a special All Planters (British and French) gathering took place at the Rat Aore home, where in true Colonial style some 50 people spent a happy time commemorating the Jubilee.

*Dry Weather Costs W. Samoa Real Money**

EXCEPTIONALLY dry weather conditions in Western Samoa July-October, as well as falling cocoa prices, may result in a larger deficit in the Western Samoa budget than originally anticipated.

A secondary result is likely to be that New Zealand will be short of its favourite fruit, bananas.

Insufficient rainfall has had an adverse effect on Samoan food crops, banana exports and on coconut plantations.

Banana exports have dropped disastrously and the October 1956 loaded some 10,000 cases of bananas out of a quota of 17,000 cases.

The monthly export average for 1955 was nearly 40,000 cases per month, the average shipped during the best part of 1956 has been only 10 to 12,000 cases per month.

Cocoa exports during the first half of 1956 have also dropped considerably and the new crop, which depends entirely on weather conditions, will not be shipped before the beginning of 1957.

The cocoa price for Samoan grade cocoabeans has dropped further to £205 per ton f.o.b., the second grade is practically unsaleable. There is also a food shortage in many outside districts of the Territory owing to the dry spell, the failure of food crops like yams and bananas.

* Mr. W. V. C. Baker has been transferred to Northern Rhodesia. He formerly was District Commissioner, Northern Fiji. He had been in the Colony since 1939; his wife is a daughter of Mr. and Mrs. Caldwell, of Suva. The Baker family is at present in the United Kingdom on leave.

A-NEW GUINEA DIARY

Caring for The Visit :: Lucky Month for Those in Trouble :: Caring for Senior Territorians

Against a background of international alarms and tensions, Papua-New Guinea prepared, in October and early November, to welcome His Royal Highness, Prince Philip, Duke of Edinburgh. This is the Territory's first real Royal Visit, although the Duke of Gloucester visited there briefly during his Governor-Generalship of Australia in the war years.

BIG SPRING-CLEAN

It wouldn't have done for the Territory. Not that old Rouna Road. The Territorians have suffered it for years; lorries have sustained springs; cars have been and lives lost on it. Army have toiled up its narrow, way. General Sir Thomas and Sir William Slim have taken its tortuous route in the war years. It is Papua's major

ever decoration they can lay their hands on.

And they're cleaning up Old Koki. This floating shanty-town close to Moresby, of improvised shelters built on canoes, where families of natives are born, live and die, is being cleaned up. The beach, usually deep with all kinds of foul debris, is swept clean, and all rubbish has been removed.

At night, with lights twinkling on bobbing canoes, and the background of palms, Koki can look quite romantic; but by day—and at low tide—all illusions are shattered.

We can only hope that it is high tide when the Duke passes by.

The Commissioner of Police, Mr. C. Normoyle, has warned amateur photographers that action will be taken against them, and their

Now the Department of Finance has excelled itself (at quite a cost) into its budget—an estimated £8,000. Corners have been detected posts installed at the corners; bulldozers fitted with floodlights have worked at night. The result? A smooth run all the way to

you, your Royal Highness.

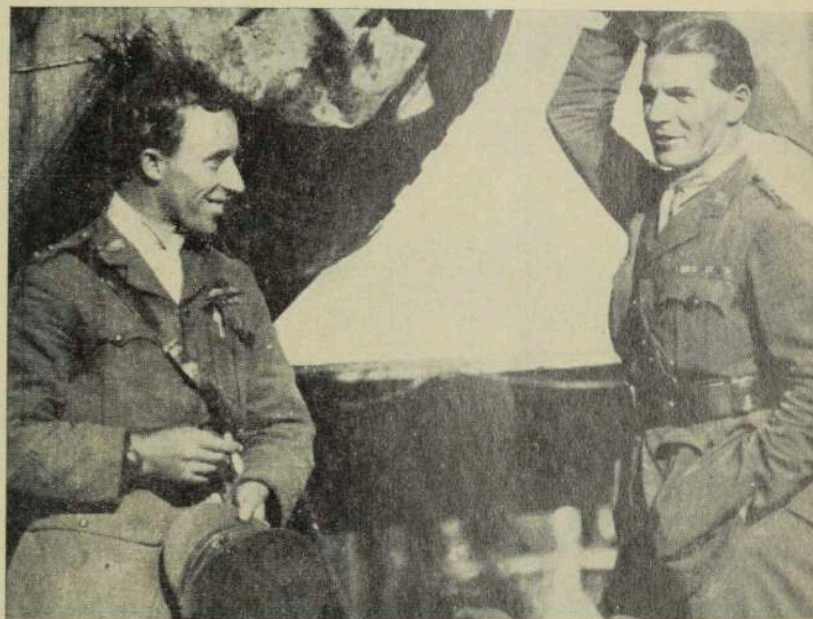
B-4 remarked. "I must go to Range the week-end the road will be good, I'll give my sister a visit." "Little Canberra" (Port Moresby), there are great fluttering dove-cotes. Matrons are expecting husbands' formal, and curtsies, and wondering anxiously if that special gown ordered from South will arrive

who work on Saturdays are about the holiday that has been declared for November 10. No work a five-day week have been done out of it; but all are busy checking and buying up supplies

the Duke's itinerary, which includes a trip to Bomana War and Sogeri, should be a bit of one. Bomana War will, as usual, present its difficulties for appearance, and the decorations at Sogeri will be a relief from Moresby's present

puan natives, always glad to see a sing-sing, will be Moresby by truck, canoe, on foot, and can be depended on to give a colourful display in their multicoloured tamams. Bird-of-Paradise coloured paper and what-

Guess Who?



On the left, our old New Guinea friend, Ray Parer, then Lieutenant R. J. Parer, AFC; and on the right, Lieut. J. C. McIntosh, AFC, with whom, in 1920, he made that extraordinary flight from England to Australia. This photograph was taken just after they had arrived at their destination. They flew an old De Havilland 9, which they picked up in England for £70, and they took seven months to complete the flight. They had few maps, almost no navigational aids and landed on any piece of ground that looked flat enough from the air to do so. They had no money and stunted their way along—McIntosh, the engineer, risking his life—by standing on a wing and climbing hand-over-hand from wing-tip to wing-tip. When they crossed the Timor Sea on the final leg of the journey they used inflated motor-tyres

spread with wire-netting underneath (as protection against sharks) to be used as dinghies if they had to land in the sea. When they landed in Darwin the old plane was literally tied together with wire. It is interesting to note that the men still wore Army uniforms, with the AIF rising-sun badge. The RAAF had not then been born.

And now 36 years on? We know that Ray is in smallships in New Guinea. But what of the handsome McIntosh? Parer still rates two inches in Australian "Who's Who", but there is no mention of McIntosh.

This photograph was used as a Shell Co. advertisement in the September issue of "Airways", a Qantas publication, and it is by courtesy of the Shell Co. that it is reproduced here.



- ①** *SOFT, FLEXIBLE, PRE-BUILT BORDERS WHICH CANNOT SAG OR BREAK DOWN WITH USE*
- ②** *ATTRACTIVE, UNIFORM BUTTON TUFTING*
- ③** *SPRING UNIT MANUFACTURED IN THE "LOTUSLAND FACTORY"*
- ④** *LOOK FOR THE "4© WINKER" LABEL*

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CABLES: "ROBERGILL"

confiscated, should they
nuisance or embarrassment
the Visit.

are asked not to go close
broadcasting positions or the
party.

formoyle said that everyone
given an opportunity to
his pictures in a quiet and
manner. He went on to ex-
at undue movements, sounds,
hing light bulbs could be
up by the microphone, and
ted broadcast result.

Governor-General, Sir
Slim, and the Minister for

Territories, Mr. Paul Hasluck, are
expected to arrive in Port Moresby
on the afternoon of November 9,
in the Governor-General's private
aircraft. They will welcome the
Duke officially the following morn-
ing.

Arrangements have been made
for about 20,000 natives to see the
Duke at Port Moresby. A Govern-
ment trawler has already brought
many dancers from as far afield as
Daru. Another feature of the
celebration plan is the arrival of
hereditary chieftain Mitikaka from
the Samarai area, with a group from

the Trobriands to look after the
Chieftian and act as a food taster.

Dances which have not been
witnessed before in Port
Moresby will be enacted at the
sing-sing, and although local resi-



Very modern shops were completed recently in Douglas St., Port Moresby, by Hornibrook
Company for Mr. W. Wyatt. The shops have since been occupied by Papuan Prints,
imported specially designed shop-fittings from Hongkong.



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Island Insurances.

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insured from drier to buyer—and
all other classes arranged at lowest
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Established Agencies throughout
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SUVA, FIJI

Colony of Fiji Branch Office:

W. R. Carpenter & Co. (Fiji), Ltd.,

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"Loyalty to the Spirit of Things Well Done"

dents can always be depended upon to turn up in force, it seems a pity that the organisers of the Duke's itinerary could not have arranged for him to have viewed this colourful display of native dancing—but it is not on the agenda.

The dancers will see the Duke (and be seen by him) as he motors along Ela Beach Road and around Koki corner after his visit to Ela Beach Oval in the morning, but only as bystanders.

The *RSA Goldranger*, supply vessel to the Royal Yacht *Britannia*, sailed from Port Moresby early November for a secret rendezvous with the *Britannia*.

Goldranger stayed in Port Moresby nearly a week, where she obtained supplies and fuel.

Goldranger is based at Hongkong.

CHEAPER TO DIE

Iron is slowly entering the souls of Territorians.

In four short years the introduction of stamp duty, payment for 'phone calls, compulsory Third Party Insurance, and customs duty on almost every import, have become extra burdens on this so-called tax-free country.

With the announcement on October 23 by Mr. W. C. Gee (Acting Director of Posts and Telegraphs) that new postal charges and 'phone rates would soon operate, they feel that that long-hovering spectre—

direct taxation—is just around the corner.

With hospital charges increased; beer and cigarette prices up, Mr. Hasluck's refusal of an increased subsidy for secondary school children, it looks like John Citizen will sooner or later be in line for the direct attack.

There is one consolation: you die and be buried fairly cheap here. The Administration does the latter job and charges £10.

SOME LIGHT IN ROUND DARKNESS

Reminiscent of Sydney's nerong of a few years ago, a

TASTE THE FRUIT FLAVOUR!

GOLD FRUTE Extract gives you a new taste thrill by concentrating the juice of real fresh sunripened fruit into an easy-to-use form. One bottle of Extract with syrup, makes 57 glasses of refreshing fruit drink. Six delicious flavours—Sweet ORANGE—Tangy LIMES—Fragrant Juicy PINEAPPLE/ORANGE—Thirst quenching LEMON—Rich flavoured RASPBERRY—and acid sweet GRAPEFRUIT. Packed also in large economy size.

GOLD FRUTE EXTRACTS

Manufactured by
CITRUS PRODUCTS LIMITED,
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Sole Agents Papua-New Guinea, Solomons

Docke & Co., Bremen—Bush Knives, Axes, Hatchets, Trade Beads, Spoons, Bellied Pots, etc.

Dominion Flour and Wheatmeal.

Sunnyside Canned Fruit—Pineapple Juice.

Rose Brand Issue Blankets.

Spanish Shotguns.

"Bright Knight" Fluorescent Lighting.

Webster's Biscuits, Cakes, Etc.

Piecegoods—Mosquito Nets—To
Palm Brilliantine.

Canned Fish (All Types).

Ashby Bicycles.

Northgate Axe Handles, Etc.

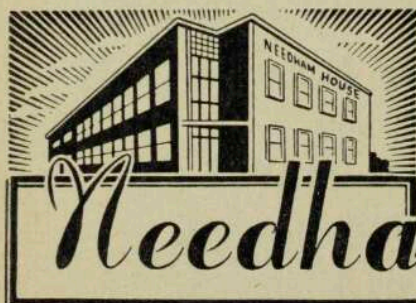
Inner Spring Mattresses, Pillows.

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CORNER LEICHHARDT AND ALLENBY STREETS

BRISBANE. G.P.O. Box

at announcements concern-
the Kone power-house, Port
y, with black-outs to follow.
the black-outs—announced
announced—arriving at meal
Moresby housewives are at
its-end trying to plan meals
will not be spoiled by the
art technique.

ver, a ray of light was seen
when an announcement was
y the Director of Works that
progress was being made on
una hydro-electric scheme."
aid that work was nearly
on the first of two stages.
mework of the power-house
e finished by November, and
mber it should be boosting
pply by 850 kw.

anticipated that the second
ould be completed at the
1959.

it has been a long time on
y. When it was first an-
l, it was to be functioning
—almost three years ago.

OF THE BLUE ZEPHYR
ld happen only in the Terri-

other day a Port Moresby
man dashed out of one of
es to where he had parked
a blue Zephyr. He jumped
aced off to keep an appoint-
somewhere on the Range."

ten minutes later, an Ad-
tion official, who also owns
Zephyr, proceeded more
from the store to find his
e.

natter was reported to the
nd they quickly set up a
ock.

while, at the scene of the
n identical blue Zephyr was
parked nearby. On exam-
of the glove box, a driver's
was found and the identity
owner, Mr. Bert Stubbs, was

some inquiries, Mr. Bert
was contacted and found to
ng the lost car.

an exchange of cars was
nd the mystery of the blue
marked down as solved by
ce.

understood that a similar
once occurred at Rabaul.

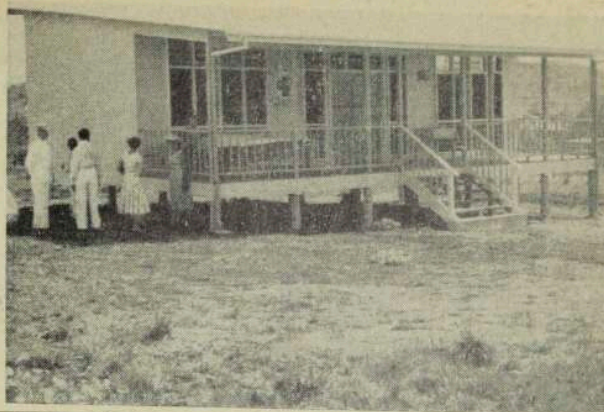
ISUL ON HORSEBACK

house party in Boroka (a
Moresby suburb), in late
held to raise funds for a
atholic School Hall and
the guest of honour was the
French Consul-General for
a, M. John de Montousse.
customary, the hostess had
the best chair for M. de
se, but he insisted on going
ut; joining in the games of
and chatting gaily with
countrywoman. In fact, the
General who had just re-
from a tour of French
in Papua—over 100 miles



Another new building
for Port Moresby's
growing suburb of
Boroko—the Red Cross
clinic which was
officially opened by the
Administrator on Sep-
tember 29.

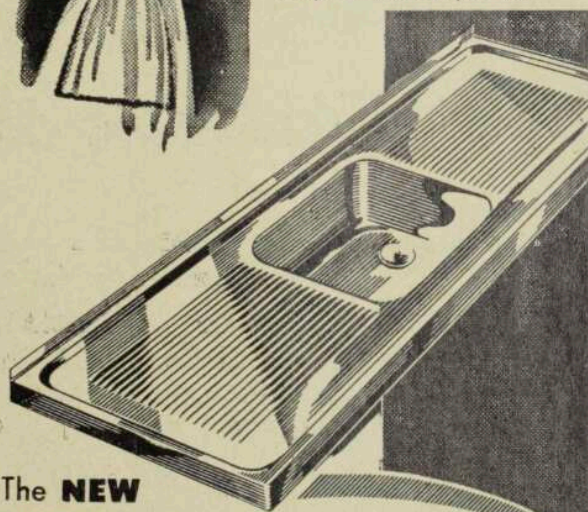
Photo: Papuan Prints.



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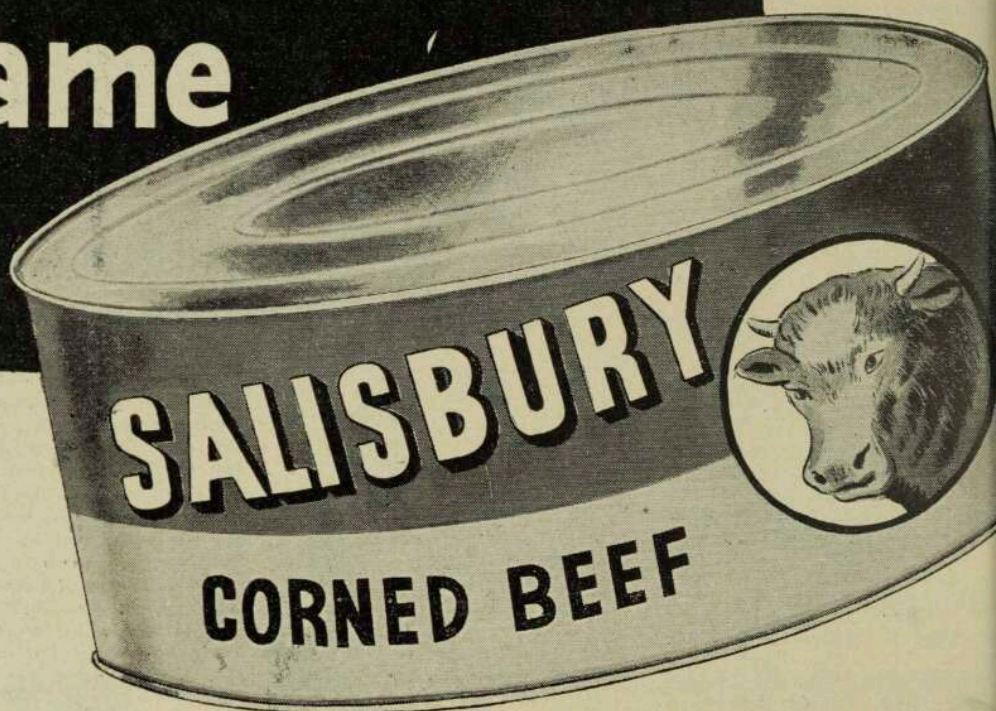
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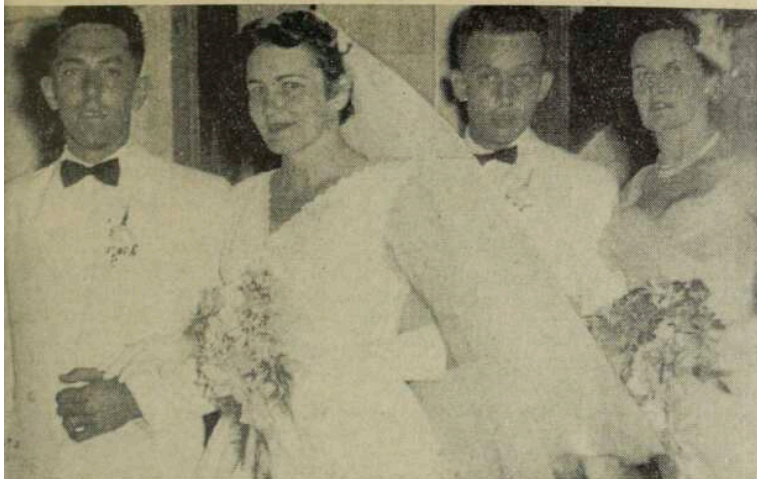
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October 5, Mr. M. Smith and Miss R. Tynan were married at the Roman Catholic Port Moresby. Bridesmaid, Miss M. Tynan, sister of the bride, and bestman, Mr. W. also shown.

Photo: Papuan Prints.

which he did on horseback—
NOT sit down.
During the tour, M. de Montousse
five French Missions in re-
ports of Papua, going by foot,
back, truck and launch. Dur-

ing one part of the journey, the
horse he was riding fell into a gully,
but neither horse nor rider was
hurt, and after extricating the horse
from the gully, the party went on
its way.

The almost unbelievable work
done by the missions in this in-
accessible country so impressed the
Consul-General that he has pro-
mised on his return to Australia to
enlist French Governmental aid,
and to arrange for a light aircraft
to be made available to the
Missions.

The function at Boroka raised
about £30 towards the new school,
which is expected to be ready for
occupation by the end of 1957.

THE LUMI AFFAIR

The world-headline story of the
Lumi massacre, Upper Sepik, in
August (which cost a woman news-
paper correspondent six weeks in
the Port Moresby Calaboose) is
drawing to an end.

Mr. A. Roberts, Director of Native
Affairs, last week announced that
five of the natives concerned have
been arrested. The attack is pre-
sumed to have been made by 44
natives, 32 of them actual killers.
These are hiding in hamlets and the
patrol searching for them antici-
pates their apprehension shortly.

BACK FROM BOMANA

Miss Pat Robertson, who occupied
a "private apartment" at Bomana

Continental R

SOLE AGENTS:—
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Honiara, B.S.I.; Apia, W. Samoa.

gaol over the Lumi affair is now back in circulation in Port Moresby and has settled down happily in a new job.

She expresses appreciation for the letters, gifts and messages of good-will that, during and after her temporary withdrawal from society, almost made the experience worthwhile.

When Miss Robertson was suspended from duty (Sept. PIM, page 19), three months recreation leave was due within six days. The Administration is therefore richer to the extent of somewhere around £200. Does this sum go back into consolidated revenue? Or will it be put towards some more specific and worthier cause? Building better and bigger "private apartments" at Bomana gaol for female Territorians, for instance?

LUCKY MONTH

October has been a month of lucky escapes and rescues.

Two aircraft have made forced landings without harm to the crews—one at Mount Hagen and the other, on October 29, at an old war-time strip near Gally Reach, in Papua.

Jackson's airstrip saw its first night-landing since the war when a DC3 brought in a 4-day-old child from Rabaul.

An Englishman sailing his yacht alone was twice rescued in Papuan

waters. (See elsewhere). A European couple, adrift all night near Rabaul harbour, were rescued—none the worse for the night in the open—by a DCA crash launch early on October 29.

And on October 23, the Skymaster from Sydney blew a tyre after landing at Lae on the usual run from Moresby. What could have been a very nasty accident was averted by skilful handling.

The forced landing at Roger airstrip (Galley Reach) was a Norseman, owned by Carsairs. The pilot, B. Everingham, notified his position at 3.10 p.m. and reported that he was losing height. DCA's Anson, another of the Company's

aircraft, and a World Wide copter (with Dr. Gunther aboard) were soon in the air. However, the pilot was unharmed and was picked up and flown back to Moresby; the plane was not badly damaged.

The Gibbes Sepik Airways Norseman plane which crash-landed at the Mount Hagen strip recently been repaired and flown back to Goroka.

Pilot John Downey, and a medical orderly, escaped death; the plane, after an engine failure, ploughed into the ground on the eastern end of the strip and was completely over. The aircraft left Tari and was bound for M

(Continued on Page 125)

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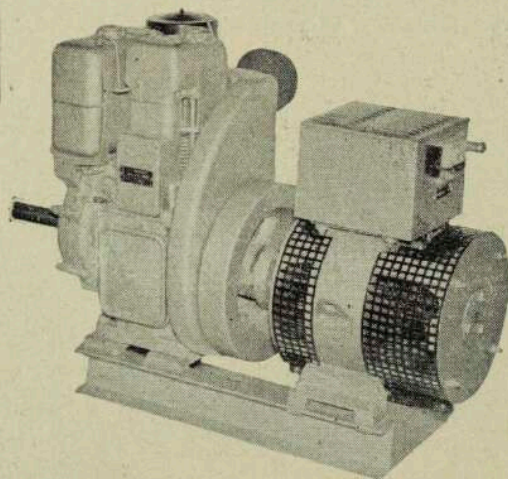
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PINESS BEETLES

Fiji's Fight Against Oryctes Rhinoceros Will Cost More

Unlike the New Guinea pygmies whose diet of beetles makes them, according to an anthropologist, Pacific copra planters see their rhinoceros beetles in quite another light. In Fiji rhinoceros beetles cost planters cold cash; in New Guinea there is no direct cash pay-out, only a tax on copra to plantations.

OTHER Fiji planters will be faced with a Coconut Pests and Diseases Board recommendation to increase the copra tax from 17/6 to 17/6 a ton is questionable. Whether the extra revenue will result in the destruction of more rhinoceros beetles is an even bigger question.

The board's recommendation is that it will become effective as from January 1, 1957.

The board, in a recent statement, had received a claim from the South Pacific Commission for Fiji's share of the Commission's research project on the rhinoceros beetle. To make it possible for the Board to meet this claim which was for 1955, and another claim for 1956, and to contribute towards completion of the work in 1957, members of the board "reluctantly but unanimously agreed that the rate should be 17/6 a ton in 1957, 15/- as earlier agreed to, and to reduce the scope of the campaign in the Colony, which would otherwise have been necessary."

The board, on September 24, reduced a tax of 15/- a ton during 1956 to meet the cost of the campaign, a rise of 5/- over the 1955 and 1956. The increase was necessary as the reserve fund depleted during 1954, when the tax of £2 a ton, was almost exhausted.

On October 26, the board agreed to increase the tax after receipt of the SPC report. The main object of the SPC project is to find parasites, predators or insecticides that can be used to establish biological control over the beetle.

Copra is taxed on around 30,000 tons a year, during 1957 should yield about £26,250—more than originally planned. It will still be a tidy amount left, even after paying the tax, and making provision for the 1956 claim.

New Guinea also has the rhinoceros beetle, but there is no "beetle" tax on copra, and little done about it. If NG makes a contribution to SPC research, the Australian Government probably foots the bill. NG faring any worse than New Guinea perhaps in Fiji, where the planters have to pay the tax, they

are more beetle-conscious—and there, of course, the main concern is to keep the beetle confined to Viti Levu, where there are no copra plantations, and not have it spread to Vanua Levu, Tavenui, the Lau Group, etc.

The first rhinoceros beetle was found in the Suva suburb of Lami in 1952. One school of thought was that the beetle had probably become established in Suva at least a couple of years earlier.

Immediate steps were taken to eradicate the pest, if possible, and failing that to prevent it spreading. A board was formed in May, 1953, with a fund of more than £20,000 from the UK. To finance the campaign a tax, initially £2, but later reduced to 10/-, was levied on each ton of copra produced.

Beetle tax collections totalled more than £F88,000 from March, 1953, to May, 1954, and the original grant was repaid to the UK. The board admitted in 1955 that attempts to eradicate the beetle in

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- **D.D.T.** — All percentages (General Purpose Spray).
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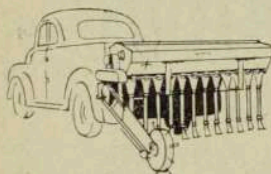
ALL AREA CULTIVATION

No matter the size of your land, you'll find a Howard agricultural implement for the job at hand.

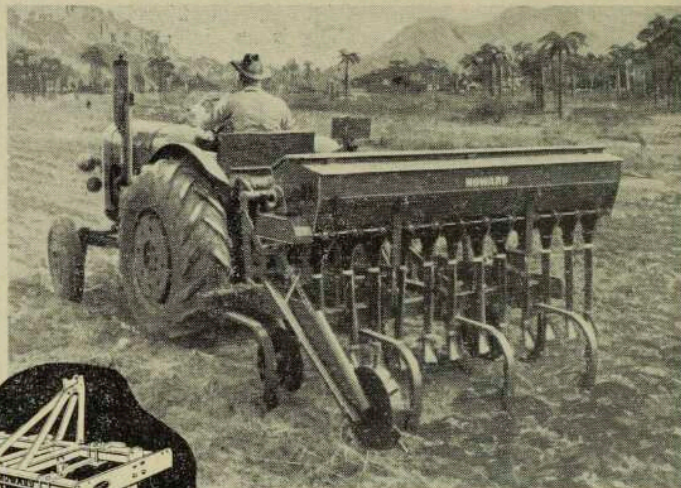
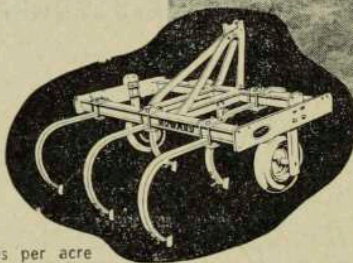
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Can be carried on most tillage implements or used independently of the tiller on trucks and tractors. Overseeding, sod seeding, drill sowing it will sow at any of 100 different rates per acre and at the same time drop fertilizer from 70 lb. to 600 lb. per acre.



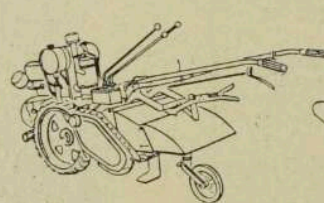
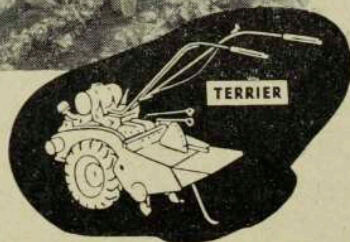
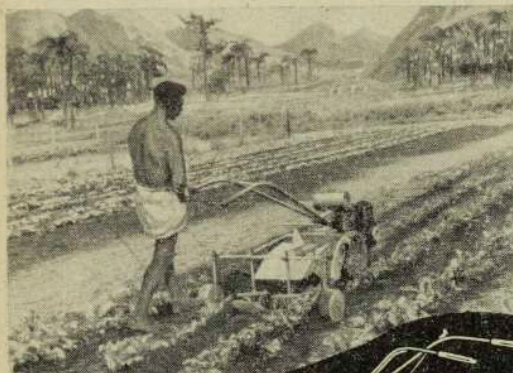
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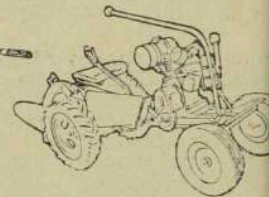
HOWARD Terrier Rotary Hoe

Adjustable depth, width of cut 14 in. Attachments include tool, trailer cart, 30 in. sickle bar, mower, spray outfit, duster, power take off belt pulley. Powered with a 4.2 b.h.p. engine.



HOWARD Junior Rotary Hoe

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Levu had failed, but claimed the measures taken had greatly reduced the numbers, and had at length held the pest to the Suva-Fakaua area.

Attention on control methods is divided as to efficacy. Methods of systematic hunting for and trapping of adult beetles, pupa and eggs, destruction of possible breeding places, dusting of coconuts with insecticide, and shipping regulations, and inspection of inter-island

trading of the palm crowns with insecticide is effective, but expensive, and exceedingly difficult on a large plantation. It was hoped that the SPC would devise an easier method, but that hope has not been realised.

and Mrs. C. E. Leembruggen arrived in Suva in the *Southern Cross* on October 30 and will stay in the Colony for about two months going on to the United Kingdom. Mr. Leembruggen, who retired from the post of Deputy-Comptroller of Customs in Fiji for more than 20 years, has two brothers in Suva, Mr. C. A. and G. H. Leembruggen.

SUVA CITY

BATHS

"Turn it Into Boxing-Stadium"

BECAUSE boxing is booming in Fiji, and swimming is not, it has been suggested that the Suva sea baths be turned into a boxing stadium.

The abolition of racial barriers at the baths does not appear to have made any appreciable change as far as takings are concerned.

On a recent hot Sunday afternoon, when formerly the baths would have been patronised by a number of European adults as well as juveniles, the baths contained only Indian and Fijian youngsters. The only Europeans who had attended were a couple of visitors who used the baths before breakfast.

The baths have not "caught on" yet with adult Indians or Fijians, and if patronage is confined merely to a crowd of noisy youngsters the baths will still continue to show a loss.

The suggestion that, if the baths continue to lose money, they be sold by tender to some person who could see possibilities in turning it into a boxing stadium, has some merit from the financial viewpoint; but

it would be odd if a place the size of Suva, which claims city status, has no swimming baths.

† Mr. Donald M. McLean, Sales Manager of the General Milk Co., Melbourne ("Carnation" and "Blue Cross" brands), recently paid a visit to French Oceania, where his company is building up increasing business.

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FIJI'S No. 2

POST

Mr. Stoddart Leaves Next March

MR. A. F. R. STODDART'S term of office as Colonial Secretary of Fiji will end in March next year when he goes on leave. He will be succeeded by Mr. P. D. Macdonald, who had previously served for three years in Fiji as Assistant Colonial Secretary (Development).

Mr. Stoddart has been Colonial Secretary since 1949, and has twice acted as Governor of the Colony. Previously he had served in Nigeria and Sierra Leone.

Mr. Macdonald left his previous Fiji appointment in 1949 to go to the Leeward Islands in the West Indies as Assistant Colonial Secretary (Administration). He has had other Colonial Service experience in the Pacific, in the Gilbert and Ellice Islands. From 1942 to 1946 he was Assistant Colonial Secretary in Trinidad.

Mr. J. W. Sykes, formerly an administrative officer in Fiji, has been appointed Colonial Secretary, Bermuda. He was transferred from

Fiji in 1954 to the trouble spot of Cyprus as Deputy Colonial Secretary and last year was promoted to the post of Administrative Secretary.

His wife is a daughter of Sir Hugh Ragg.

¶ Mr. John Ryan, who retired months ago from the position of Deputy Secretary-General of the South Pacific Commission, was reported in October to be serious in Sydney. Mr. Ryan, during his occupancy of a difficult job in Noumea, won many friends.

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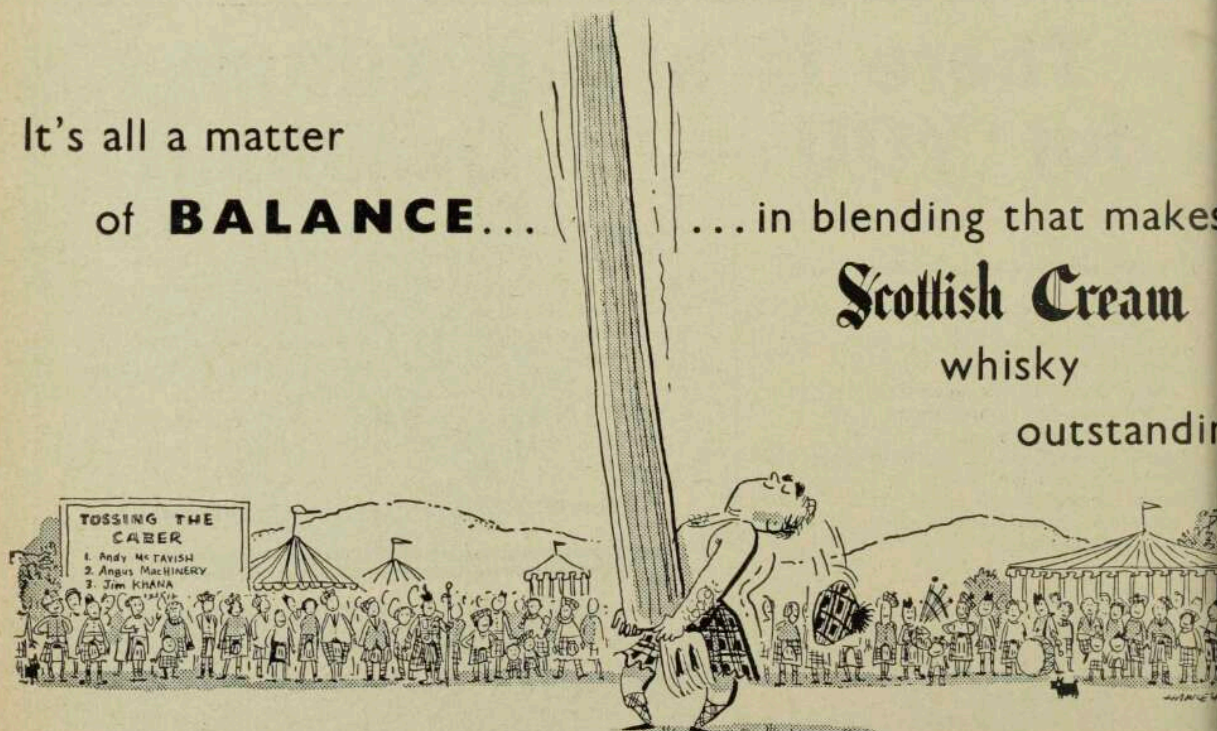
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in Analysis ports Shows

ONOMIC STRENGTH OF PAPUA AND NEW GUINEA

fact that Papua and New Guinea, together, in the year ended June 30 last, earned over £10 million from the sale of their produce (in addition to at least £10 million presented by Australia as a gift), and at least £2 million by the combined oil companies, the prosecution of their (or oil) has been well broad-

ers thus have been im- with the fact that at least £10 million has been made available for 17,000 Europeans, 3,000 and various commercial in- which, apart from 1½ million live upon the Territories. But, of course, are here the revenue-producers; but sports that are well in the now are rubber, gold, timber, tea, in that order. The gold on is shrinking, as the field is worked out; but its successor, plywood from the line, is coming up rapidly to place.

are a remarkable lot of er industries producing s for export from Papua and Guinea. These items are om statistics, just published, year ended June 30 last:

nuts	3,449 cwt	5,490
t pulp	3,457 lb	269
t juice	196,882 lb	37,274
is	383,036 lb	93,829
s	2,887,841 lb	360,864
cake	122,537 cwt	131,467
	366 gal.	204
skins	—	53,883
	3,443 cwt	23,336
	10,331 tons	1,326,806
	1,603,698 cwt	6,186,055
	7,487,539 lb	1,259,898
rap	1,008,285 lb	126,889
fer	201,703 sq. ft.	7,549
omfer	2,451,961 sq. ft.	54,522
er	3,663,549 sq. ft.	220,777
er non-	—	—
	210,826 sq. ft.	10,289
	4,723 lb	770
	645 lb	20
	—	10
scrap	93,092 cwt	67,237
	420 cwt	2,620
ore	568 cwt	540
scrap	803 cwt	5,535
	13,870 cwt	115,687
l shell	3,956 cwt	80,643
	293 cwt	2,594
ell	15,078 cwt	358,227
is	478 cwt	1,687
	—	720
bark	—	—
	5 cwt	5
ets	924,932 sq. ft.	9,440
	21,383,403 sq. ft.	749,179
n	—	1,073,116

tion to the plywood manu- res, new industries which are beginning to really themselves include passion-

fruit pulp and juice, and coffee beans, from the Highlands; coconut oil and copra oil cake, from Rabaul; the local beer, from Port Moresby, finding a market in Australia; and cutch, or mangrove bark extract, from the new industry in the Gulf of Papua.

It is worth noting, also that the products of the three shelling in-

dustries are getting up close to the half-million mark.

There are no Bird-of-Paradise plumes going out now, but crocodile skins still bulk healthily at over £50,000. A dribble of earnings from wool and from sisal hemp tells of once ambitious plans that have come to nothing.

It is interesting to note that, with the whole world yelling for metals, the manganese and copper deposits near Port Moresby are again earning real money.

There is some justice in the fact that well over £200,000 of the year's earnings came from scrap metal, salvaged from war wreckage.

There were over £1,000,000 worth of re-exports (over and above the



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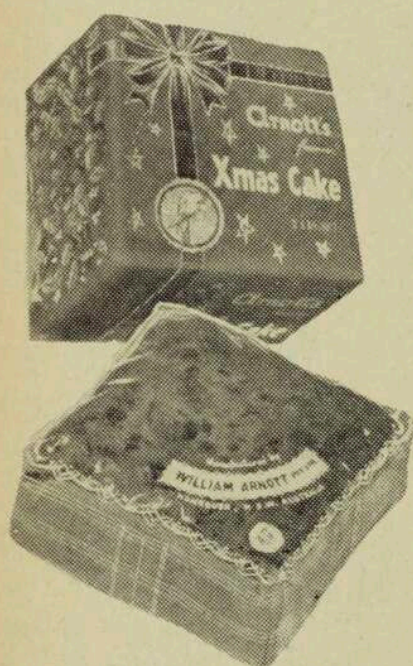
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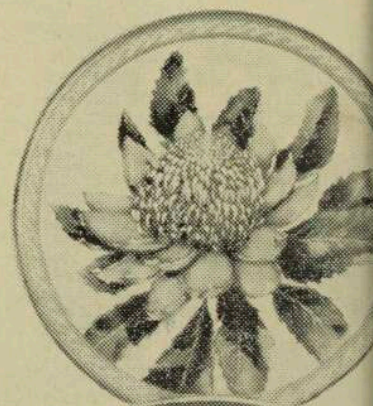
Arnott's famous high-quality, colour Xmas Cakes are again available in 2-lb. and 3-lb. sizes.

Buy also, and put aside, one of these cakes for Easter special occasions to come, while they are available over Xmas.

The 2-lb. size this year is a square cake packed in a transparent, heat-sealed bag and enclosed in a carton wrapped in a colourful Xmas display wrapper.



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lion of primary exports) and of that total is represented "cap." The balance was probably nearly 100,000 sacks and metal oil-drums "returned" by £66,000 worth of aircraft being sent out for repair; over 100 cars being shipped with leave-going Territorians; thirds of them from Port y.

is intrigued by the shipment of exactly £100 worth of "powers"; and of £20 worth of animals, numbering 5, from y and described as "not for

e is significance in this analysis of export figures, the ports concerned:

EXPORTS FROM PORTS		
Territory	Re-	Total
Produce	Exports	
£	£	£
5,326,647	262,711	5,326,648
2,277,620	297,342	2,574,962
994,969	68,704	1,063,673
742,349	8,322	750,671
136,132	24,218	160,350
4,029	5,290	9,319
1,892,505	385,906	2,278,411
1,073,054	13,070	1,086,124
12,186,005	1,064,153	13,250,158

UL, being at the centre of copra industry, naturally has the lion's share of exports but the strong position held by Lae and Madang is not to be overlooked.

Lae gets the output of the Bulolo Valley in timber and gold, of course; but Lae also challenges Madang strongly for shipment of the valuable and increasing produce of the Highlands.

It is shown, for example, that all the passionfruit pulp and juice, from the Cottee factory at Goroka, is flown to Lae for shipment, rather than Madang; but that the shipment of coffee beans (mostly Highlands produce) is equally divided between Lae and Madang.

Madang's figures mount steeply in relation to copra—Madang last year shipped 210,000 cwt., worth £804,453; whereas Lae shipped only £66,533 worth of copra.

Port Moresby ships a miscellaneous lot of stuff—rubber is the chief item. Samarai is a healthy little port—three-quarters of its export is copra, and shell contributes heavily.

FROM the bird's-eye view, it would be difficult to say which of the two big South Pacific Territories, in the variety and value of exports, shows the most economic strength—Papua-New Guinea or Fiji.

Fiji's sugar now is about equalled by P-NG's copra; their gold output is about the same; and P-NG's timber of all kinds now is coming close to the value of Fiji's copra.

P-NG has a strong economic

factor in its 1½ million natives, now coming slowly and steadily into a condition of "Europeanisation," and readiness to supply labour; but Fiji has a great advantage in its 165,000 Indians, who provide so many hard workers and shrewd traders, and a substantial home market.

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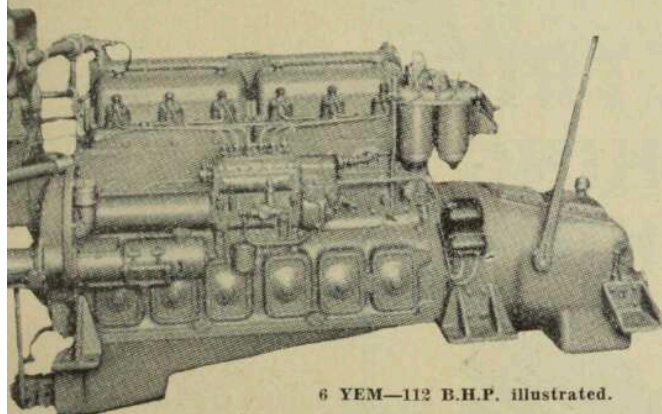
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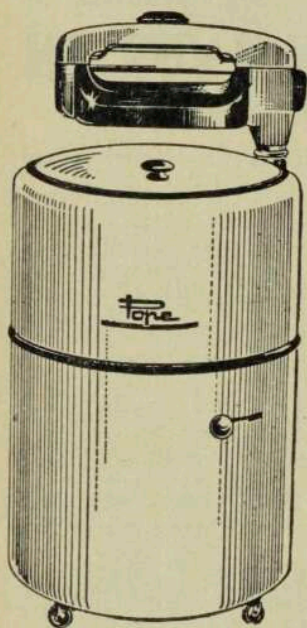
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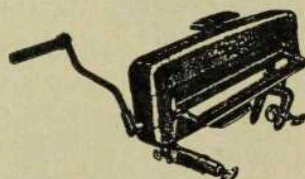
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**Japanese Know-How
Aids E. Samoa**

ANY mention of the establishment of a fishing industry based on the employment of Japanese fishermen raises a good deal of interest in some parts of the South Pacific. But in other parts, where a realistic attitude has been possible, such an industry has raised a good deal of money.

On the basis of a summary of tuna fishing results in American Samoa waters to date, it would be little wonder if some other territories are, secretly perhaps, looking with envy towards Pago Pago.

In 1953, the Eastern Samoa budget was dependent almost entirely upon copra. There was a fishing industry and the economy of the Territory was in poor shape.

In 1954, fishing commenced in the year, but 8,178 cases of canned tuna and 45,000 lbs of unprocessed fish worth \$109,287 were exported.

In 1955, the quantities were 10,000 cases and over 165 tons of unprocessed fish worth, in all, \$98,000. In the year just ending there was a tremendous increase—324,328 lbs of tuna and 3,301 tons of other fish valued at \$4,633,677. Copra exports last year were worth less than \$226,000.

Since fishing commenced in the Territory there have been no reports of accidents, either local or international, involving Japanese fishing vessels based on Pago Pago.

The fishing vessels came under short-term contracts and are on the basis of fish delivered to the American cannery.

All canned fish goes to the United States. Some of the other fish is sent to Japan.

**IN THE TRACK OF
SOLOMON'S SHIPS**

CLAIMS that he has followed the tracks of King Solomon's gold ships, which were supposed to go into some mysterious place in the South—the Solomon Islands—because they were supposed once to be the site of Solomon's mines—Joseph Haskins brought his 7-metres yacht *Lamerack* into Noumea on October 1, 1953, and expects to return there in 1962. He had presciently escaped a certain amount of political trouble in the Middle East.

ON
N

e Plans for Suva Hotel

THE South Seas Hotel is "on
gain"—or may be. Morris
Hedstrom Ltd. announced at
end of October that the com-
intended to apply for a
man's licence for the premises
corner of Gordon Street and
a Parade.

the destruction of the old
Hotel by the hurricane of
y 28, 1952, there have been
ed contradictory announce-
about the erection of a new

as announced in 1952 that a
storied "South Seas" hotel
be built at a cost of £F250,000.
actually started—and stopped
after an earthquake when
ound floor bar was complete.
building has remained in
ate ever since.

bar was operated under the
of the old Club Hotel—but
Licensing Court was
about this, operation of the
ng suspended at one period,
reatened with suspension at

The company announced that it
would proceed with the hotel on
a "modified plan"—but when it was
found that the modified version
would cost £F339,000, MH announced
in April, 1956, that they were call-
ing the whole thing off and would
not proceed.

The Licensing Court cancelled
the licence, and the Club Hotel
closed its door on June 30. The
eyesore of the creeper-covered,
barely-started building remained.

A MORRIS HEDSTROM spokes-
man was very cautious when
questioned about the new
application—based on a modifica-
tion of the modification. He said
it was hoped to build a 20-bedroom
hotel, but this plan might not be
proceeded with if the cost were
found to be too high.

He said: "The application results
from the fact that Morris Hedstrom
Ltd. have been reluctant to abandon
entirely its plans for a hotel in
Suva.

"The firm has therefore decided
to submit to the Court proposals
for a hotel on a more moderate
scale than that originally envisaged.
The proposed hotel will still be a
good hotel, but on a smaller scale
than we had hoped to provide in
our earlier plans."

The proposed plans would incor-
porate much of the design on the

unfinished buildings on the site of
the old Club Hotel. Much of this
design could still be incorporated in
the new hotel.

Pan American Airways are at pre-
sent using the old bar as temporary
offices

Apart from providing much-
needed accommodation, a new hotel

AUCKLAND New Zealand

MODERN HOMES—

all suburbs

FARMS

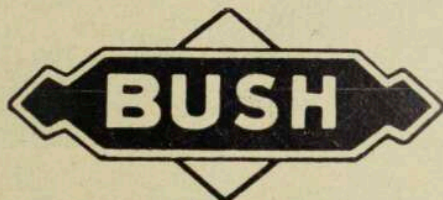
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there's nothing more
welcome than a long, cool
drink. And here's a
suggestion for something
refreshingly new that you
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finishing touch, add sugar, ice cubes or ice cream.

You're sure to have a tin of Nescafé in your
cupboard . . . so make yourself a long cool glass of
Iced Coffee now.



NESCAFÉ

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do something to improve the "pig swill" drinking condition. The old Club Hotel catered to the large bar trade—possibly the largest in Suva. When it closed, the owners took their business and moved to the other four hotels, in each of which public bar space is somewhat inadequate; it is little more than the remaining two.

A. F. Bailey, of Manly, Sydney, will leave for Rabaul next week to spend a two months' holiday with her son, Mr. C. B. Bailey, managing director of Coconut Products. Mrs. Bailey is a sister of the late Walter Carpenter.

IT WILL BE IN THE BAG

New NG Method of Transporting Petrol

IN conjunction with Mandated Airlines, the Vacuum Oil Company Pty. Ltd. will shortly inaugurate a new system of transporting petroleum products in New Guinea: They will be flown in from Lae, on the coast, to the Eastern Highlands. DC3 aircraft will be fitted with four 200-gallon bags. They are self-sealing and vented and when full will take up the entire floor space

of the plane. When empty they are folded to a minimum flat size and stowed in the aircraft, making way for the back-loading of primary produce to the coasts.

The Administrator, Brigadier D. M. Cleland, Vacuum Oil Co.'s Deputy Chairman, Mr. J. D. Rogers, and District Commissioner of Morobe, Mr. H. Niall, will be at the inauguration of the service on December 13.



New Type Church in Suva

An architect's drawing of the Church of Jesus Christ of the Latter Day Saints which is now in course of erection in Des Voeux Road, Suva, Fiji.

—Photo by Stinsons.

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*Samples are
available for
manufacturers*

"Arakarimoa" Hero Gets BEM

THE Queen has approved the immediate award of the British Empire Medal to Ioteba Mataro, 38, a Gilbertese from Abaiang Island, in recognition of his gallantry and endurance at the time of the Arakarimoa disaster.

When Arakarimoa struck on a reef off Guadalcanal at the end of February, 1956, after drifting disabled from the Gilbert Islands, for 64 days, it seemed that the only hope for those with any strength left was to try to reach the shore by swimming through the shark-infested sea. When dawn came several people took to the water, including Ioteba, another member of the crew, named Teata, and a woman carrying a one-year-old baby. Ioteba took the baby in one arm and swam with the other. After some hours in the water only Ioteba Mataro, with the baby, and Teata were swimming together.

The others were either drowned or eaten by sharks. About mid-afternoon, Teata said he could not last any longer. Ioteba told him to place his arm around his (Ioteba's) neck from behind and, while supporting Teata and still holding the baby, he continued to

fight his way through the heavy seas.

At sunset they reached the line of the breakers, but the baby died. Ioteba took Teata on his shoulders and struggled through the rough surf to the shore.

The citation read:

He landed (completely exhausted)

at sunset on the same day, so have been in the water for 12 hours. It must be remembered, too, that this remarkable feat of endurance was performed after privations of more than two months adrift in the Pacific, for the two weeks of which they had practically without food.

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LETTER TO THE EDITOR:

Copra Down-Grading Cost Milne Bay £20,000, Claims Planter

SAMARAI, main port for the whole of the Milne Bay District of Papua, from Baibara on the Coast to Rossell Island in the east, and to Baniara on the west coast, had its usual serenity shattered in mid-July.

It started with the arrival of a Copra Inspector, and continued as a crisis which transcended international matters as the Suez Canal, because of its immediate effect on the whole

of Samarai depends for 90 per cent. of its income on the copra trade. The new inspector's standards were so high that over a short period rejections and down-gradings reached the start-ling figure of 50 per cent. of copra received.

In the long term, the figure was a little under 20 per cent., but this figure did not give a true picture of the position as there were being much less copra submitted towards the end of the inspector's stay with us.

A grower sent his rejected copra to Port Moresby, where it was examined and accepted. The standard given by the inspector was the one used by the same inspector during litigation over re-jected copra in Rabaul some time ago. He claimed that the copra had dried out during the journey from Samarai to Port Moresby.

Samarai's case was taken up by the District Advisory Council, which considered the seriousness of the position and reported to Port Moresby; as a consequence, some inspectors visited Samarai and examined the copra. The result could be described as negative, so far as the producers were concerned, but probably a slight white-washing of the inspector by his fellow public servants.

Fairfax Ross then took the matter up in the Legislative Council in September and gave some figures which were interesting:

Between June, 1955, and March, 1956, 12 separate shipments of copra from Samarai in Bank line vessels only two earned the bare con-cessional price and the others earned a substantial premium. A very large proportion of Samarai copra is sold to the Australian market and there have been no complaints from buyers there."

The question was answered by Mr. R. E. P.

Dwyer, P-NG Director of Agriculture, who has undoubtedly learned that words can be used to conceal the real issue as well as to explain it. Mr. Dwyer seemed to us to imply that Samarai growers wanted a lower standard than other centres.

This is so far from the truth that it is ridiculous. All Samarai producers wanted was the same

standard as that which operated in other centres.

Several more shipments were forwarded to Port Moresby after first being submitted and rejected by the Samarai inspector and all were accepted there immediately and one was upgraded from the grower's grading. The grower had marked the shipment by what he knew of the Samarai standard.

All of this proved that the standard required by the inspector in Samarai was too high compared to other centres. But the inspector refused to alter his grading and the situation remained serious.

Various planters came into Samarai and interviewed the in-

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makers of the famous TROPIC-MATIC WATCH, specially made for moist, humid climates, have pleasure in introducing the

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in order to try to under-
his grading and the standards
quired

as been estimated that dur-
is period the loss to the
has been between £20,000
,000. Local shipping has been
mised, owing to having to
e copra back to the planta-
Samarai is so small that
s no storage space available
from what the local stores
are in their own buildings,
ere were no facilities for re-
oning copra.

turnover in some local retail
has dropped as much as 50
nt. Many native producers
opped making copra and the
Native Co-operative had so
ejected copra that the share-
were quite bewildered.

some of the rejections and
rading were well warranted
will deny But during the
mentioned by Mr. Ross, when
marai copra was shipped to
ited Kingdom, rejections and
rading averaged about 2
at., and there were no com-
about it.

Dwyer suggested that we have
e to Law. But the Rabaul
mentioned previously and in
the same inspector was in-
showed that the only per-
suffer would be producers.
being granted leave in Aus-

tralia, the Rabaul inspector was
transferred to Samarai.

Samarai has no Legal Eagles re-
sident and any court action neces-
itates considerable expense.

Copra is the only cash crop the
natives have in this district but so
far we have seen no expert from
the Agriculture Department de-
tailed to instruct the natives in
making better copra. All that has
been done in the way of agricultural
instruction, so far as I am aware,
is the distribution of coffee-plants
in some areas in batches of fifty;
some pocket-handkerchief-sized
plots of rice have also been grown
and some natives have been given a
course of training at the local Agri-
cultural station near Samarai and
turned loose on their fellow men.

Due to the siting of the wharf,
when a copra ship is loading in
Samarai no copra can be accepted
by the Copra Marketing Board.
Sometimes boats have had to wait
for over a week to unload. But
Samarai has been lucky in the staff
of the board, which has been
courteous, co-operative and efficient.
This has helped minimise any
troubles which have arisen prior to
this last blitz

The Inspector has now been
transferred—again—and a new one
is in office. But there is still the
loss of thousands of pounds and
working hours to be made up, if

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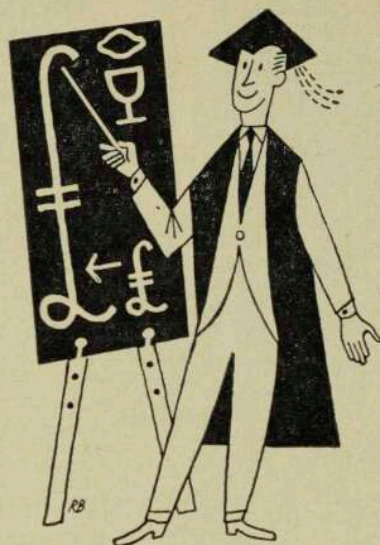
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-for the Perfectly Balanced Budget

Gilbey's Gin

**Astute Economist*

3346

possible. Bureaucracy has won and the private citizen suffers.

It is very evident that standard of grading of copra necessary for the whole territory and that individual copra inspection, at present, varies quite a lot. The inspector's job, though as it is, is a very important one on which the future of the industry rests to a great extent.

I am, etc.,

J. D. WILKINSON

Sideia Is.,
Via Samarai,
PAPUA.

Norfolk Island Notes

From Our Own Correspondent

October, 27, 1956

THE last of the old-hand operators at the Cable Station, Mr. Baxendale, departs in a few days for New Zealand. Baxendale died some months ago and now Mr. Baxendale has his property and will live with his son in Te Kuiti.

When the Shell Company announced that it would install pumps at several of the island shops in a drive for more business the rumour went around that prices were to come down. This week the price of petrol went up—by 2d. to 5/9 per gallon.

The whaling company's quota of 150 whales was attained this year. It is very satisfactory to all residents to see a new company operating smoothly as this one. The wages paid out to local workers mean a lot to the economy of the island. The Australian staff of the cannery and the factory have been patrons of local shops and the enterprise is generally proving a great asset to Norfolk Island. Whale oil is now available for stock feed fertiliser—140 lb bags cost only 10/- which is a great saving on imported manures.

Income Tax for French Oceania?

OUR Tahiti correspondent reports that it is expected that the French Oceania Assembly will accept income tax at its next session, as the solution to the financial deficit.

The deficit is put at about 100 million francs in the Estimates for the next financial year.

† Total staff of New Zealand Island Territories Department for the 1955-56 financial year numbered 46, of whom 15 were employed in the Islands. Of those in New Zealand, five were Islanders.

Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

OPENED ONE NOVEMBER the morning of November 20, the 238-ton Nantucket whaler Captain George Pollard, Jr., under doom 1,260 miles east of the Marquesas when it was attacked by a maddened whale. The extraordinary story has been told many times. It formed the inspiration for Herman Melville's *Moby Dick*.

The whaler had come up to a school of whales, and three boats, manned respectively by the Captain, Mate Owen Chase, and Mate Mather Joy, had been sent out. The Mate got fast to a whale, which stove in his boat, but he managed to get back to the ship by cutting the whale's back. A few minutes later the whale charged the ship, stove her, and she quickly foundered. However, there was time for the Mate to launch a spare boat and take aboard some biscuits and clothes, which had been picked up at the Galapagos.

Though the Marquesas were the nearest land, the Captain decided it would be safer to head west and east in search of some land rather than face the

Marquesan cannibals. So commenced a terrible voyage.

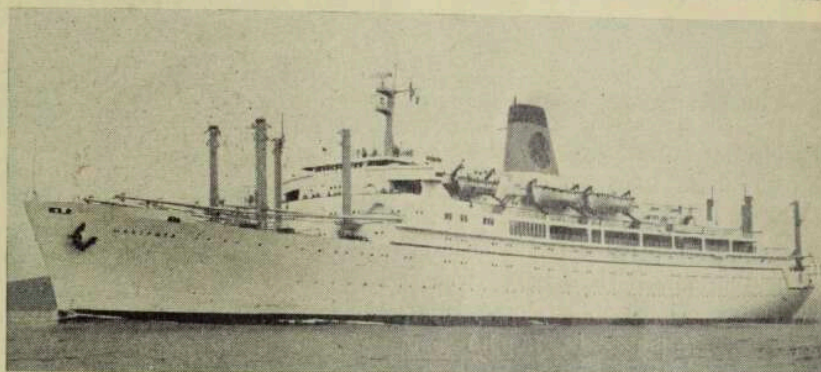
A month later, on December 20, the three boats, which had managed to keep together, reached Henderson Island, east of Pitcairn, 1,480 miles from the starting point. There was water there, but little else, so it was then decided to head for Easter Island, where there was a better chance of being picked up. Three men could not face a further

ordeal at sea. They remained—and were picked up by the British ship *Surrey* 101 days later and landed in Sydney.

The other 17 men put to sea on December 27. The Second Mate died in his boat on January 10, and on January 12 this boat was separated from the others in bad weather.

On the 81st day after the *Essex* sank, Seaman Isaac Cole died in the Mate's boat, and at the Mate's suggestion the body was divided and eaten as were three others up to January 29, when the two remaining boats became separated.

Of those eaten, three died of natural deaths, and the last,



Matson Line's elegant new 20,000 tons "Mariposa" which is due in Melbourne on November 19, Sydney November 21, at the end of her maiden voyage, San Francisco-Sydney via Pacific Islands ports.

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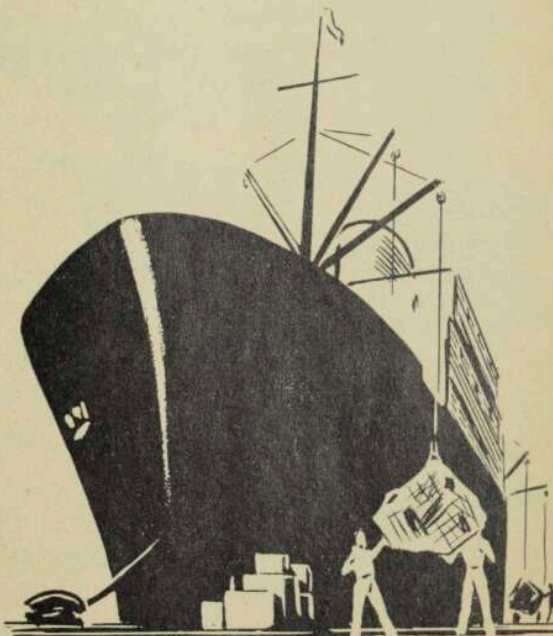


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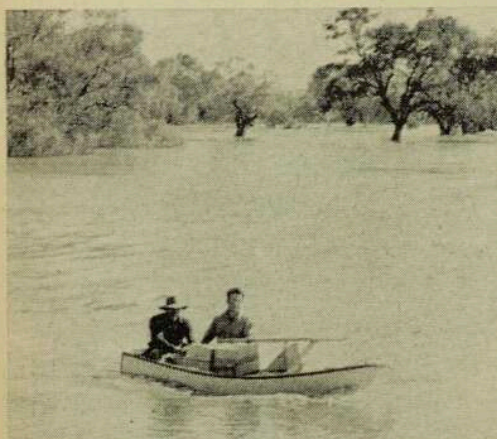
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The pictures on this page — which were taken in the flooded Bourke District of N.S.W. — show 34 cases of oranges being transported to Bourke three miles away against a 10-15 m.p.h. current. The boat when loaded traversed the three mile journey upstream in approx. 20 minutes (9 m.p.h.) and, when empty, returned in approximately 7 minutes (26 m.p.h.). This motor, which was fitted to a 13 ft. fibreglass boat, was also used to transport 2200 stranded sheep during the peak of the flood. By tying their feet it was possible to carry 15 head per trip. The motor operated continuously throughout the six months duration of the floods.

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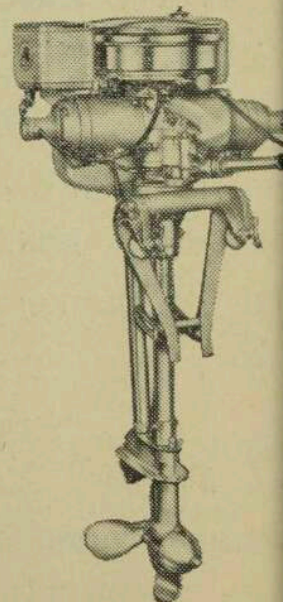
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"ANG" IN SYDNEY: Clio, Poo the hound, Mrs. Smeeton and Pwe the cat, John Guzzwell and Mr. Miles Smeeton. (See story page 106).

boy Owen Coffin, nephew of captain, was shot and eaten the men had drawn lots to who was to be killed and was to do the killing.

On February 17, the Mate and two other survivors were picked up by the London brig *Indian*, and on February 23, Captain Pollard and Charles Ramsdell, only sur-

vivors in the Captain's boat, were picked up by the Nantucket whaler *Dauphin*.

Both boats were then in the vicinity of the Juan Fernandez Islands. Nothing was ever heard of the Second Mate's boat. The survivors had sailed about 4,600 miles.

On landing at Valparaiso, the Captain arranged for the English ship *Surrey* to call at Henderson for the three men left there.

It has been suggested that human bones lying until recently in a cave at Henderson were those of the three men of the *Essex* but it can be shown conclusively that this could not be the case, though it has never been satisfactorily explained whose bones these are.

MELVA AWAY

The 243-ton coaster *Melva*, outfitted for the Cook Island inter-island trade by Mr. Hugh Williams, cleared Wellington, NZ, on October 18 for Rarotonga under command

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of Captain Neil, of the Holm Shipping Co., Wellington, and with Mr. D. K. Matheson, of Auckland, as Mate and Mr. Williams as Second Mate.

Mr. Jim Price, proprietor of the Rarotonga motor garage, travelled back as Chief Engineer, with Mr. Les Livingstone as Second.

In the Cooks, Mr. Williams will assume command and Mr. Livingstone, who has been associated with Mr. Williams in his earlier ships, will take charge below.

ELIMINATING COMPETITION IN FR. OCEANIA

Under a Government plan to limit excessive competition on trade routes within French Oceania, it has been decreed that the 532-ton American-built wooden vessel *Orohena*, largest vessel in the local trade, owned by Andre Blouin & Cie, of Papeete, shall operate on the Papeete Raiatea-Huahine-Bora Bora circuit; and that the 233-ton *Benecia*, presently undergoing fire-damage repairs estimated to cost two million francs, will be transferred to another circuit when re-commissioned. This vessel is registered in the name of Miss Ah Tong Wong.

ANOTHER PEARL

The New York owners of *Sea Pearl* (ex *Maria Ines*), which took

a cargo of Cook Islands tomatoes to Wellington in September, have purchased the 679-ton, 35-year-old New Zealand coaster *Holmdale* and renamed her *Pacific Pearl*.

The transaction was completed in Wellington by Miss Doris Bettauer, attractive representative of the company, whose ships are flying

flags of convenience—*Sea Pearl* registered owners are Victor International Corporation of Panama and *Pacific Pearl's* owners are as Crescent Corporation of Monrovia, Liberia.

Both vessels were loading steel metal for Japan late October. Japan, *Pacific Pearl* will under-

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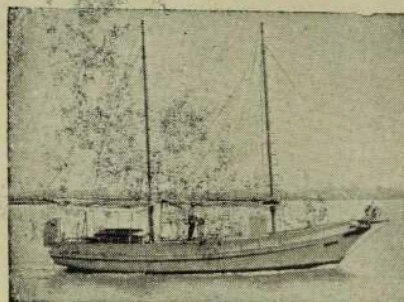
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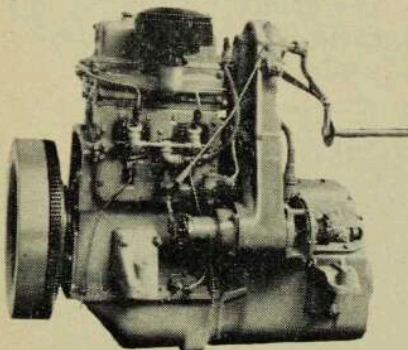
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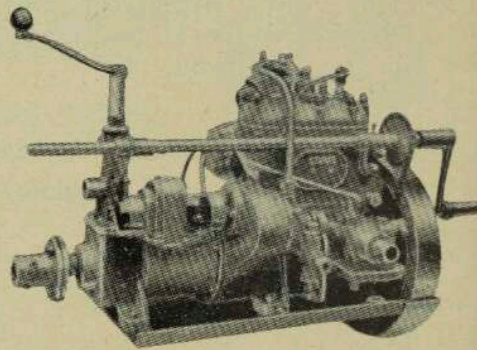
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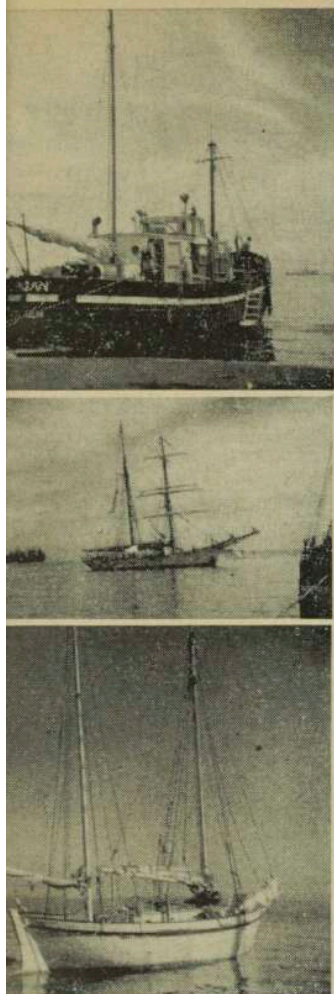


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in the news (top to bottom): The fishing vessel "Pagan", to be sold at the Papeete Harbour. The yacht "Albatross" and the yacht "Meridian".

—Photos by Oscar G. Nordman.

ons for a trade not disclosed Wellington. The refrigerated arl had been held in Well- in the hope of arranging a beef cargo for Honolulu but d not eventuate.

TER-ISLAND FLEETS

annual trade reports of Fiji ench Oceania, recently pub- give a picture of the ship- erating within these Groups. Fiji fleet at the end of 1955 d of 104 vessels of two tons d upwards, totalling in all ons net. Of these the Fiji ment owned 10, totalling 283

one vessel was steam- 1. Fifty vessels fell within 0-ton bracket, 20 were 10-20 were 20-30 tons, 7 were 30- , 4 were 50-80 tons, 8 were

80-150 tons, and 3 above 150 tons net. The combined net tonnage of these latter three was only 579 tons.

In addition, there were 8 barges without means of propulsion total- ling 353 tons. Sail was used to some extent by 61 vessels. The total tonnage of the fleet, including barges, at 112 craft of 3,092 tons, was below that of 1954 (91 craft of 3,382 tons) and 1953 (96 craft of 3,712 tons) in tonnage, though the actual number of vessels shows a steady increase in post-war years.

French Oceania statistics show the net tonnage only in the case of vessels greater than 25 tons. In this bracket there are 27 vessels totalling 2,355 net tons and 3,922 gross tons. In the smaller classes there are 116

vessels of under 10 tons gross, and 30 of 10-25 tons gross. In these categories are included 22 pleasure craft and a further 81 registered fishing vessels, 75 of which are be- low 10 tons gross. Thus the total number of registered cargo carriers at the end of 1955 was 70, but the total tonnage is not available.

Largest vessel on the Papeete register was the *Orohena*, of 532 tons gross and 278 tons net. There were no steam-powered craft. Ten of the vessels above 25 tons net employed sail with motor power.

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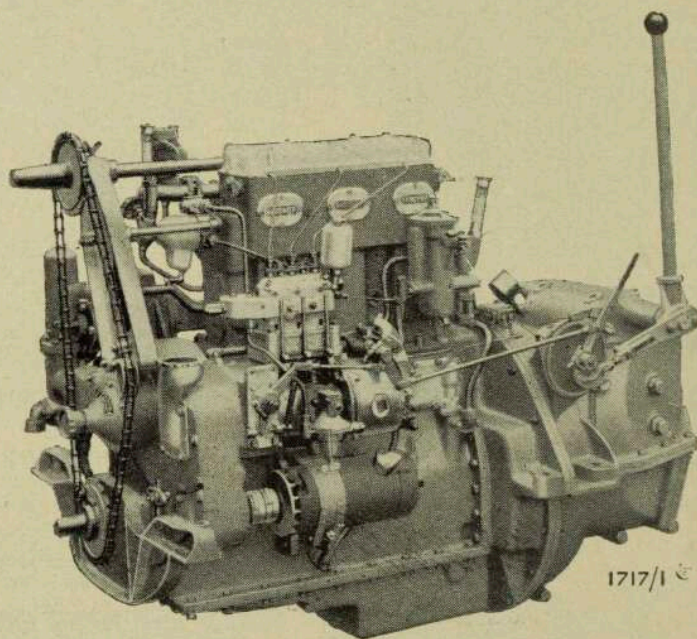
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to clear up misunderstandings, wrote in recent months to several in Japan and the United States for information on some of Japanese South Pacific operations.

The leading question was: Do the Japanese fishing fleets, working to an official plan, proceed to some designated area each year to fish; or do the vessels wander afield as their individual skippers wish, with no control by a fleet commander and without his knowledge of where they are working at any particular moment?

Although there has been ample opportunity for replies to these letters, they had not been acknowledged by the addressees.

INSPIRE RETURNED AFTER JOY-RIDE

It seemed as though it might be another exciting Pacific shipping adventure, fizzled out damply on October 10, when the Cook Islands schooner *Inspire* was returned to Rarotonga, after having been stolen by misguided youths.

Two Islanders were charged with stealing the 53-ton auxiliary fishing ketch from the Avarua Pass, Rarotonga, on October 9, and each received nine months' gaol.

They were persuaded to put back the third and older man who was involved but was not implicated, and

the vessel returned to port 3½ days later, still fully laden with cargo but somewhat less in fuel and food.

The ship-stealers were heading for New Zealand, apparently for no particular reason. The return of the vessel caused excitement on the Rarotonga waterfront and a police escort was at hand to conduct the erstwhile heroes to gaol. (See story page 109).

PINPRICKING LIFE OF A WHALE

Whales that venture near land in the course of their north-south migrations are looking for trouble these days.

As well as the new whaling land-stations at Norfolk and Auckland this season, scientists have been very busy firing 10-inch marker-darts at the passing giants in Fiji and New Zealand waters.

Fifty whales were tagged in a single week in October in Foveaux Strait at the southern end of New Zealand, as they headed back towards the Antarctic from tropical waters.

The whales move north from May to late August, and south again from mid-September to the end of October or later. The whaling season for killing sperm whales extends from April 1 to November 30, and for other varieties from May 1 to October 31.

CRAFT FOR SALE

With five Australians aboard, the sturdy English motor fishing vessel *Pagan* arrived at Papeete September 30, and was to come on to Auckland and be put up for sale in November.

Of 47.67 gross tons, measuring 61

RID STOMACH OF ULCERS

Proven Continental Formula

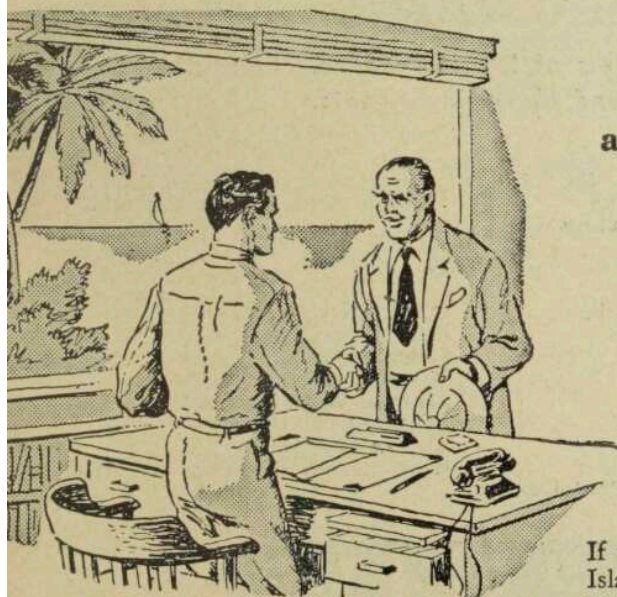
Medical science has proved that gastric, peptic or duodenal ulcers, indigestion or dyspepsia are invariably associated with hyperacidity and it is this condition which causes you so much pain and internal discomfort.

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Bank of New Zealand

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ft x 18 ft x 7½ ft and owned by Mr. E. R. Barker, *Pagan* is a standard type built for the Admiralty during the war. This one was built at Lowestoft in 1942 and is now registered in London as a yacht.

The vessel cleared Falmouth June 23, 1956, and went direct from Balboa to Papeete. A Kelvin 88-hp diesel drove her along at 7 knots cruising speed at a consumption of 2½ gallons per hour.

Pagan has a cubic capacity of about 50 tons in her fore hold and about 17 tons aft. She was purchased and extensively overhauled with the intention of selling her at the end of the voyage. The Australian crew are all working their way home.

Prior to leaving England, news despatches referred to this vessel as *Wambat*, so evidently the name was changed, or was to be changed.

NEW LOOK FOR PAPEETE

Plans for the establishment of a bulk oil terminal at Fare Ute Point at the eastern end of Papeete Harbour call for considerable reclamation there and for the removal of some old landmarks. One of these is Walker's shipyard which has already been vacated to make way for the project. Many vessels of the inter-island fleet have been

launched in the past from this yard, which has also carried out much repair work.

It is understood that there will be a tanker berth established in this area.

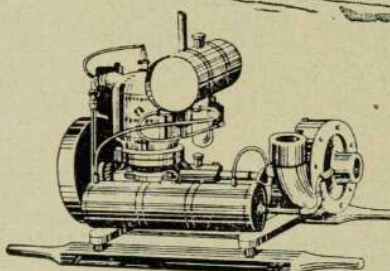
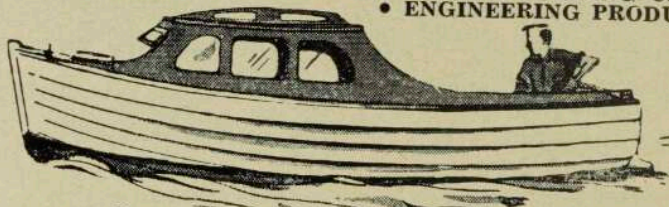
Other changes at Papeete are less visible. For several years the main

Papeete Pass has been undergoing widening and deepening, and it is now considered that Masters of the largest vessels trading to the port such as the 20,000-ton *South Cross*, need have no fears on entering and leaving.

(Continued on Page 101)

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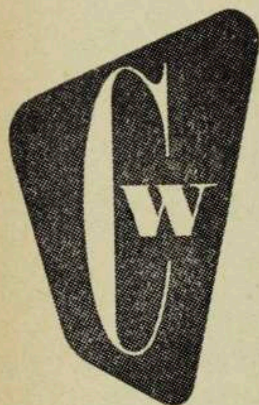


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IN PRAISE FOR NEW GUINEA'S "MEN IN THE FIELD"

We are indebted to Mr. G. W. L. Townsend for a summary of report of the recent UN Visiting Mission to New Guinea. Though it is too long to print here in full, some extracts and Mr. Townsend's comments, which appear below, are of interest. Mr. Townsend, a District Officer in New Guinea before the war, has for a number of years been attached to the United Nations establishment in New York. He has just recently returned to live permanently in Queensland.

New Britain the Mission was brought to its attention the thoroughly impressed with the situation which had bedevilled the District from the beginning, that the Government-owned cocoa farms and eligible fermentary and was used by the Administration the cocoa produced by the people was competing more favourably with that from the plantations, at times even giving a premium on the current price.

ing with Public Health, the Mission found the Native Hospital at Bulolo "highly unsatisfactory". It was only a Japanese prison camp, and its use as a hospital was dictated solely by the exigencies of immediate post-war conditions. The present decaying group of buildings was considered by the Mission to be "totally unsuited for its purpose and quite unworthy of the Administration."

At Bulolo the Mission visited the rubber factory, the enterprise of a public company formed by the Commonwealth of Australia and Bulolo Gold Dredging Co., the latter holding 51 per cent. of the shares.

The large reforestation programme, in order to ensure a steady supply of timber for milling and which is not conducted by the Government, but by the Department of Lands.

In view of the fact that the rubber company was operating for profit the Administration was bearing the expense of reforestation, the Mission was interested in learning the specific benefits the Territory derived from the enterprise. Those who seemed to be that some of the men had learned new skills; there was secondary development in the area and the Company assisted in the upkeep of the Lae-Wau road. The most tangible benefit was the payment of a royalty of £5 per acre at present amounting to £100 per annum.

The Mission pursued the matter at Bulolo and was informed that the rubber had not been any great source of profit so far.

The Mission spent eight days in the Sepik District, the largest and most diverse geographically of the Districts. Since the early days it has been the main source of labour for employment in other parts of the Territory. The Mission

is, that workers who left the District did not bring back their wages with them.

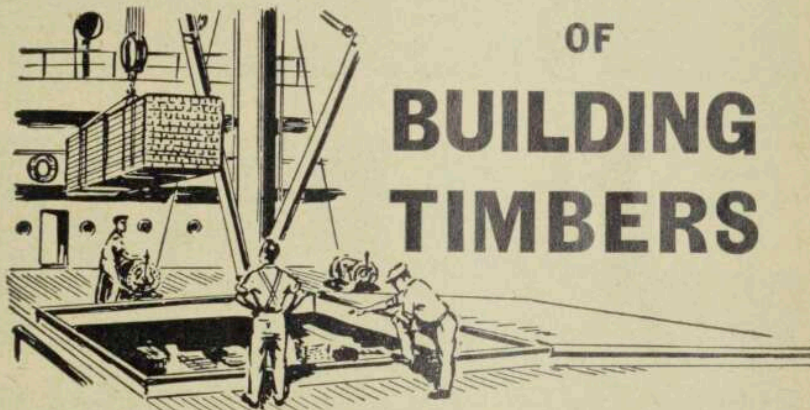
They went away agreeing to receive the deferred part of their wages on their return, but many applied to the Court and had the agreement changed in order to receive deferred wages at their places of employment. This, in some cases was spent unwisely, and in others articles were purchased for which large excess baggage fees had to be paid on aircraft. The labourers returning without cash caused dissension among their people who had been expecting assistance from them.

The Mission contented itself with drawing attention to the problem,

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the Administration has for the past 30 years.

Newak the Mission visited the Hospital, where it found the people to be poor and badly needing improvement. The new Community Hospital and Infant Welfare Centre, with modern appliances and equipment, was found particularly attractive; and the Mission was surprised to learn the indigenous people had the money for its construction. It also learned that recently new hospitals at Vanimo and Ambunti were built by the people and that the Maprik had voluntarily contributed £1200 as part payment for a hospital there.

The Mission descended the Sepik for 200 miles by boat and found that "The populous areas along the Sepik form one chief economically depressed in the Territory. . . . the people are aware of the progress which is being made elsewhere and are frustrated because they are lagging in it. At Timbunke, it was reported more major work had been committed than anywhere in the Territory, the Mission heard the best expressions of dissatisfaction it met with anywhere in the Territory. The manner in

which the people voiced their feelings indicated the pressure which was being built up in their sense of grievance."

The Mission went on to add: "The Mission is aware of the fact that the development of the Sepik River area poses one of the major problems of the Territory, and it realises that the Administration generally is trying to develop areas where a potential is believed to exist, and where immediate progress can be made, before turning to the more difficult ones."

The part of the Mission's recommendation which was seized on (with varying results) by Australian newspapers when the report was released in June, was that dealing with the desirability of "the international community" assisting Australia in solving the problems of administration.

Commenting on this Mr. Townsend says:

"This recommendation is based on the understanding, which is not fully realised in some quarters, that Australia is a voluntary member of the largest Co-operative in the world, the United Nations.

"At the present moment there are at least 18 Australians, all recognised as world experts in their particular fields, who are scattered

over the world, sharing their skills with people who have applied for assistance under the Expanded Technical Assistance Programme. Have we some false pride which allows us to give assistance but

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which will not permit us to receive it when needed?

"The Report makes it clear that the personnel problem in New Guinea is acute; and it is significant that everywhere in the Territory that the Mission went, it found itself in agreement with the officers who were doing the job in the field."

Mr. Townsend concludes his comment:

"No person with knowledge of present conditions in New Guinea could fail to be impressed with the way in which the Visiting Mission of 1956 went about its task; and no one reading the Report could fail to grasp its four main points.

"These are firstly, the achievements of an Australian administration in New Guinea after it had been a major battlefield; and secondly, the tremendous task which still lies ahead of an Administration which is deplorably understaffed. Thirdly, the appreciation of the work of the officers in the field, and the support of their expressed aims and ideas; and lastly, the enthusiasm for and goodwill toward the Australian Administration on the part of the New Guineans.

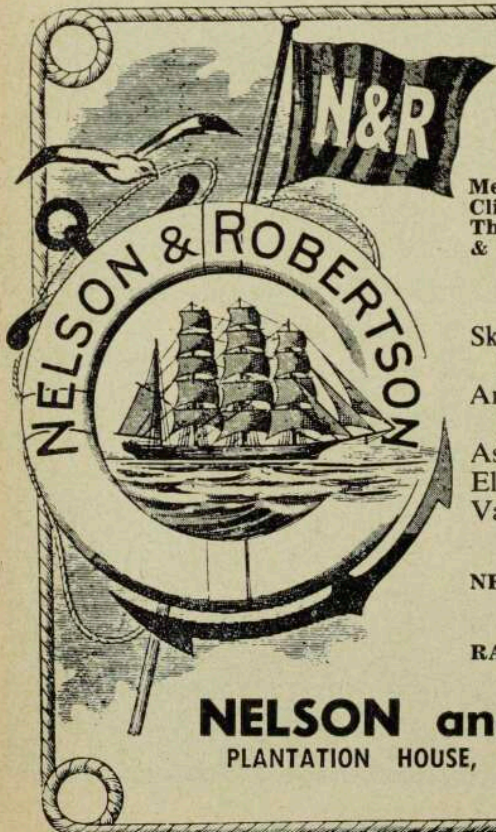
"That the support accorded to the Field Staff of all Departments by the Mission's report might, in some cases, be construed by

Canberra as criticism of the Territory's affairs, is not surprising. It is no secret that the Administration and Canberra do not always see 'eye-to-eye'; and the degree of 'remote control' exercised by Canberra has long been a sore

point with New Guinea's able experienced officers.

"It is very pleasing to have belief confirmed by such authority as the Chairman of Visiting Mission that we have right men in New Guinea."

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IO-ACTIVE FALL-OUT MAY EVENTUALLY HELP PACIFIC FISHERIES

Even radio-active fall-out has its uses, as is shown by an interesting despatch on "Operation Equapac" from the University of California's Scripps Institution of Oceanography.

Operation Equapac was the first joint American-Japanese-French oceanographic survey of Pacific tropical waters by research vessels. It was timed to follow the recent United States atomic bomb tests in the Marshall

Islands. Of course, already well known uses of the most valuable uses of atomic energy is the production of radio-active isotopes for medical use. Centres of activity in the human body can be traced by injecting into the stream minute quantities of radioactive substances, and tracing their movements through the circulatory system by means of a counter.

In the same way, the course of oceanic currents can be traced.

For the first time, oceanic movements are being traced by similar means. Naturally, a small amount of radio-active tracer is required for a study on a large scale, and, of course, a great deal of such material was available as a by-product of the Marshall Islands atom-bomb tests.

Research vessels took water samples at numerous depths. A study of radio-activity, temperature, and chemical constituents of these samples is now under way at the stations, and it is expected that much new and valuable information, of use to navigators, climatologists, and practical fishermen, will result.

Not only will the direction, speed, and extent of movement of the radioactive water be determined, but circulation in a vertical column will be indicated. Water may have been on the surface, sprinkled with radio-active dust, might later have dipped and backtracked, to well up again at some point miles away, as part of a vertical circulation of currents, which not only turn clockwise or left when they meet a mass, but also turn down-

ward. Pacific fishermen are particularly interested in areas of up-welling. These areas are generally rich in fish and all kinds of marine life and are therefore the best fishing areas.

Operation Equapac should also provide a great deal of information as to

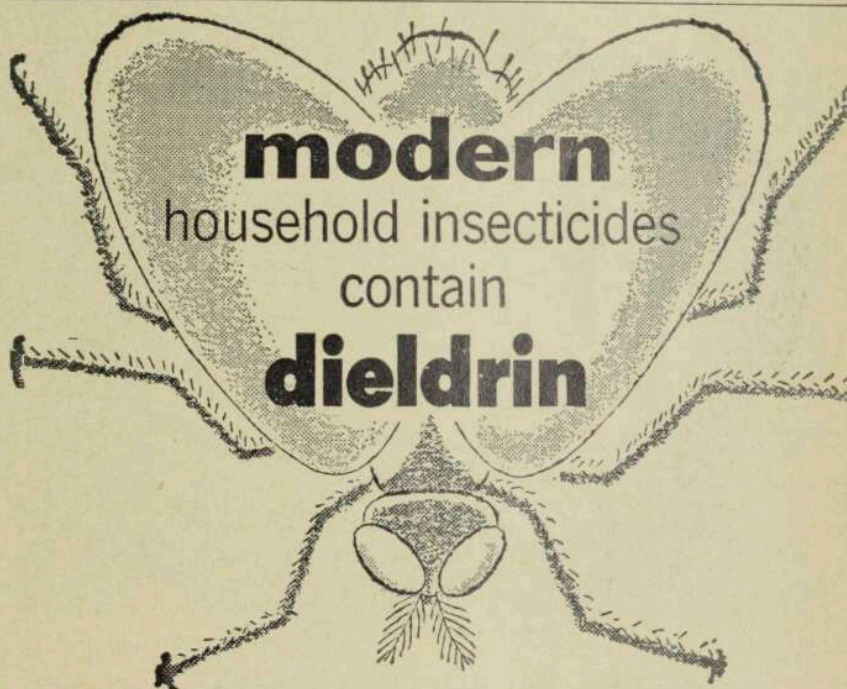
the implications of nuclear tests at points far distant.

It will be remembered that Japanese scientists reported in 1954 that tuna caught near New Britain and in the Coral Sea in September-October, 1954, following the March, 1954, bomb tests at Bikini-Eniwetok,

were dangerously radio-active and had to be dumped.

This is a subject that will be to the fore again next year, with further British tests planned at Christmas Island or in that general area. The Phoenix, Ellice, and Gilbert Islands will be in the main line of ocean current from that area.

† Mr. H. A. Allen, general manager of Nut Foods Pty., Ltd., Sydney, left Sydney October 13 for a business trip to New Guinea to try to encourage the growing of more peanuts in the Territory. He returned to Sydney in November.



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Dieldrin is specially recommended by C.S.I.R.O. for control of Argentine Ants.

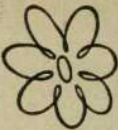
Dieldrin has long been used with telling effectiveness in public health work and on farms the world over. It is a thoroughly established insecticide one that deserves a permanent place in your own home.

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150 Years Since the "Duff"

This monument, recently unveiled at Point Venus, Tahiti, commemorates the arrival of the English missionary ship "Duff", commanded by Captain James Wilson, with the first London Missionary Society missionaries in 1797.

The ladies in the photo are the Milles, Lehartel, daughters of one of Tahiti's pioneer French families.

In December, 1936, a memorial was unveiled at Mahina, Tahiti, marking the graves of the two first missionaries of this group to die, Thomas Lewis and John Jefferson.

Photo: Oscar Nordman.

Juice Galore!

TARAWA RESIDENTS URGED TO USE MORE ELECTRICITY

RESIDENTS in the majority of Pacific territories where a chronic shortage of electricity is the order of the day, would surely have rubbed their eyes at an official notice which recently appeared at Tarawa, Gilbert and Ellice Is. It read as follows:

"In order to encourage persons to use electricity (a greater load being required for the efficient operation of the new generators), the new 240-volt electric light bulbs will be initially supplied free to (Government) officers when they move into their houses. . . . It is hoped that consumers will increase the use of electrical appliances, such as kettles, irons, hot water jugs, etc."

PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea, Suva, Lautoka, Nukualofa, Apia, Aitutaki, Rarotonga, Papeete, Moorea, Kermadecs. Also Rabaul, Port Moresby, Lae.
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Maxwell Family's 100 Years of Service



This is Dr. Richard W. D. Maxwell, who has become Deputy Director of Health in Western Samoa, after 22 years in the Fiji Medical Service, latterly as Deputy Director.

Dr. Maxwell's family has a long record of Colonial Service. His great-grandfather, Sir Peter Benson Maxwell (1816-93), went to the Crimea in the winter of 1854-55, travelling with Florence Nightingale as a member of a Commission to enquire into the conditions of the military hospitals. He later became the first Chief Justice of the new Colony of Straits Settlements. He retired in 1871.

His son, Dr. Maxwell's grandfather, Sir

William Edward Maxwell, KCMG (1846-97), had a long career in the Colonies and in 1895 was appointed Governor of the Gold Coast Colony. He died at sea of blackwater fever in 1897 while on his way back to England.

His son, Dr. Maxwell's father, Gerald Verner Maxwell, CMG, was appointed to the Colonial Service as a Cadet in the service of the Government of Fiji in 1898. He finally became Chairman of the Native Lands Com-

mission and in 1917 he acted as Secretary of Native Affairs. He was a member of the Legislative Council in 1910 and again in 1917 to 1919. In 1921 he was transferred to British East Africa as Chief Native Commissioner, Kenya. He retired in 1931 still living in Australia.

Dr. Maxwell was born in Fiji and came to the Colony in 1934 after graduation in medicine at Otago University, New

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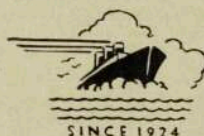
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Kiwi puts a gleam on your
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an Poet Looks

Guinea

D-SHAPED ISLAND"

Guinea-dwellers will find of ular interest a volume of ns just published by an an poet of growing fame s intimate links with this

McAuley is well known s Senior Lecturer at the of Pacific Administration. frequently visited the Terri- d some of the poems in this n draw their inspiration experiences in New Guinea. them are several lyrics, and orial written to those who in the Lamington disaster. of the most interesting of up is the poem entitled uinea, which was written he death of Archbishop e Boismenu, MSC, of the land Mission. The first

ped island, with secretive voices, of apocalypse where the h dances, untains speak, the doors of spirit open, en are shaken by obscure ces, volume is dedicated to Therese Noblet, Ancilla Marie-Therese Noblet Frenchwoman who founded egation of native Sisters as the Handmaids of Our

course of one of his visits tekeo District, Mr. McAuley Kubuna, where she lived heroic years in Papua and 1930. The story of her e a profound impression on

McAuley is a convert who ceived into the Roman Church some years ago. gh few of these poems specifically religious theme, le work is religious in the sense, and gives evidence re spiritual insight. James is not a poet of surface ons. His poetry is prettly intellectual, dense with though never lost in a words or tangled thoughts. for a corresponding in- effort on the part of the His whole care is to tend a greater clarity of ex- and he rejects by his own a in "An Art of Poetry" e calls an "individual, and self-expressive art." is a wide variety of poetic the 69 pages of this col- ranging from brief lyrics, delicacy of Chinese porce- the long final poem, "A To John Dryden," which

consists of 10½ pages of heroic couplets, sometimes witty, often biting, but always revealing an underlying earnestness and the utter sincerity that is one of the characteristic features of James McAuley's work. It is this quality of sincerity and the emotional and intellectual maturity manifested throughout that gives these poems their strength.

In the "Letter To John Dryden," the poet hits out mightily at most of the prevailing modern ills—social, political, philosophical and theological. The result is some vigorous satire in the modern idiom. In no uncertain tone he denounces the moral bankruptcy of our age:

The people speak for God? Then little wonder

What God has joined the voters put asunder.

Marriage, holy estate, has dwindled till

It seems more like a tenancy at will.

And again, very much in the manner of Dryden, he inveighs against evil:—

Even the law of murder can be changed:

Say "therapeutic" and the thing's arranged.

In a world dominated by materialism he proclaims the primacy of the spirit:

We live by spirit; by the flesh we die.

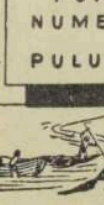
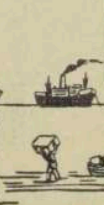
The law of Moses said it very clearly:

(Over)

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NEW ZEALAND

*Man cannot live by Oslo lunches merely,
But by a word formed in the intellect. . .*

Nevertheless, although he strikes, it is in order to heal. He is not sitting apart in some Ivory Tower hurling insults at an unthinking mob. His burning desire is to show his fellows what he has seen, and for him the answer is Christ. "Christ is what men have in common," and he wants to show this, especially to the "half-way-decent simple stunted souls" who are the principal object of his concern.

It would be difficult indeed to read these poems and remain unmoved. The sheer sincerity of the man compels attention. There have been many accounts of conversions written, many spiritual testimonies.

Seldom is the inexpressible so simply yet tellingly uttered as in the autobiographical lines of some of the poems in this volume, notably in the "Celebration of Divine Love." Yet the self-revelation is never adolescent. It is rather an indication of poise and balance and a deep quiet humility. James McAuley's spiritual affinities are with the 17th Century poets, to whom he is instinctively drawn, particularly the metaphysical poets.

The book takes its title, "A Vision of Ceremony," from a long

classical poem, "Prometheus," for several voices and chorus. The underlying meaning of this section, a group of poems under the heading, "The Hero and the Hydra," is less immediately obvious. But the individual poems can stand on their own merit apart from any allegorical significance.

Here in fact is a poet with something to say, and endeavouring to say it in an intelligible manner. He deserves a hearing.—A PAPUAN FRIEND.

† Burns Philp's *Tulagi* is scheduled to sail from Sydney about Jan 17 on her next recruiting voyage to the Line Islands via the Gilbert Islands. The saloon passenger fare is £13/5/-, and the first class £16/10/- to the Line Islands for goods cargo.

† Monsieur Jean Fournier, of Sydney, has been empowered to act as Consul-General of France in respect of the Cook and Ellice Islands Colony.

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Million Tons of Vegetable Oil

RES published in September United Nations Food and Agriculture Organisation (FAO), e that world vegetable oil s will increase by 150,000 to tons this year. The 1956 s likely to be 14½ million tons, excluding production in SSR, for which no reliable are available.

1956 rate of annual increase lower than in recent years, reduced supplies of olive and ed oil.

ll be seen from the following ry that coconut oil produc- estimated to be about 30,000 tons higher this year than

n below are the 1956 es of world vegetable oil pro- in metric tons, with the 1955 production in brackets.

Oils: Soyabean, 2,470,000 (2,470,000); groundnut, 1,890,000 (1,890,000); rape and mustard seed, 1,657,000 (1,657,000); cottonseed, 1,482,000 (1,482,000); olive, 830,000 (830,000); sesame, 600,000 (641,000); er, 470,000 (359,000).

Oils: Coconut, 1,920,000 (1,920,000); p a l m, 1,130,000 (1,130,000); palm kernel, 430,000 (430,000); babassu, 35,000 (37,000).

ing and Technical Oils: Lin- 940,000 (820,000); castor, (190,000); tung, 110,000 (110,000); oiticica, 11,000 (13,000).

1 totals, excluding USSR: 00 (14,300,000).

at US Flying-ats in Production

has on several past occasions ed the Martin P6M Sea- experimental jet flyingboat, many aviation authorities r may shadow the return of Commercial flyingboat with nomical and usually vastly onvenient landing facilities. eamaster passed its stringent a August and the Glen L. Co. of Baltimore has now ven an order for 18 of these oh. flyingboats, worth over lion each.

military versions will have a of 30,000 lbs and a cruising of 40,000 ft.

engagement has been an- d of Mr. David Ian Purvis, of a Plantation, Kokopo, New to Miss Averil M. Gault, h Australia.

. Doble, manager of Kokopo ions, New Guinea Co., is at on leave in New South -He will return to the Terri- out the end of December.

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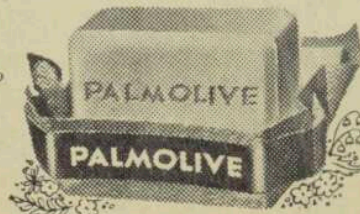
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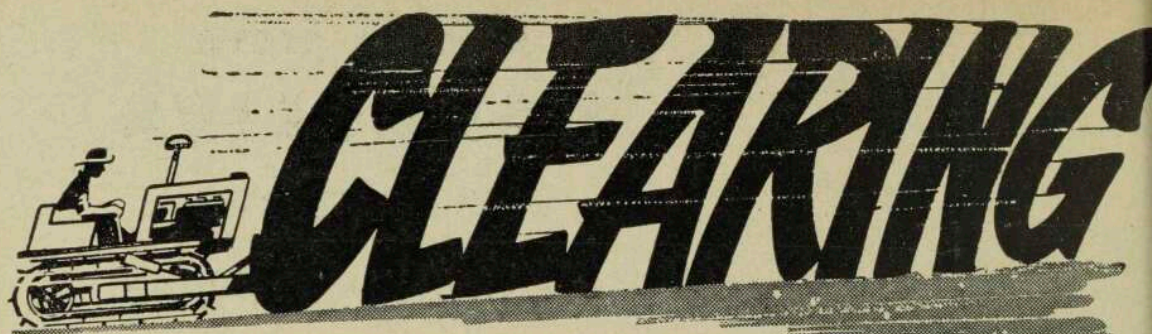
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MAGAZINE SECTION

Tropicalities

ARE THEY GOING TO DO FOR THE WORKERS?

THEY'S Communist Tribune was having more than its usual rush of Red blood to the in its issue of October 3. The es of New Guinea, Fiji and islands were being exploited there was the danger of the mination of the natives by the ialists and colonisers, said rib.

ustralia was urged to extend tific and cultural aid."

Guinea, said the paper, g like mad and pounding its y chest, is being run by the es Government as a paradise xploiters. Natives get only quivalent of the weekly NSW wage for a full year's work. olo Gold Dredging came in for ticular hate-session—probably se "it is the specially-favoured of the Menzies government which took BGD into ership with it in the recently d Commonwealth New Guinea ers whose first year's exploita- of Bulolo forests brought a profit of £169,000."

we remember correctly, onwealth New Guinea rs was formed during the last ment of Labour PM Chifley that would probably be ed as a mere quibble, w. The article ends phantly with a quotation that well-known prophet, Marx: *Labour in a white an never be free while in a skin it is branded.*

ERN ANGERED THE PENGUINS

ES McAULEY, whose latest llection of verse is reviewed ewhere in this issue, is half Ern Malley" who, in 1944, sfully pulled off Australia's successful literary debunking. the time there existed in ide, SA, a very-literary ine called *Angry Penguins*. day the co-editors received a Miss Ethel Malley, a e of MS—she said that it was roduct of her brother, Ern , a garage mechanic and nce salesman, who had met ic end at the age of 25. She ht they were poems; what *Angry Penguins* think?

Angry Penguins thought they had merit; they published them special Ern Malley com- rative issue which described et as one of the two giants

of contemporary Australian literature (the second giant unspecified). The lecturer in Australian Literature at the Adelaide University spoke well of the poems, and one or two of them were published in an Anthology in the United States.

A sample, from a poem called *Sybilline*:

*That rabbit's foot I carried in my
left pocket
Has worn a haemorrhage in the
lining.
The bunch of keys I carry with it
Jingles like fate in my omophagic
ear.*

Then came the pay-off. When the prestige of Ern was at its

zenith amongst Australia's literary impressionists, two Sydneysiders, James McAuley and another young man named Stewart, confessed that they had produced the whole of Ern Malley's tragic life's-work in one afternoon by opening books at random, choosing a word, phrase or sentence haphazardly and combining them into nonsensical sentences.

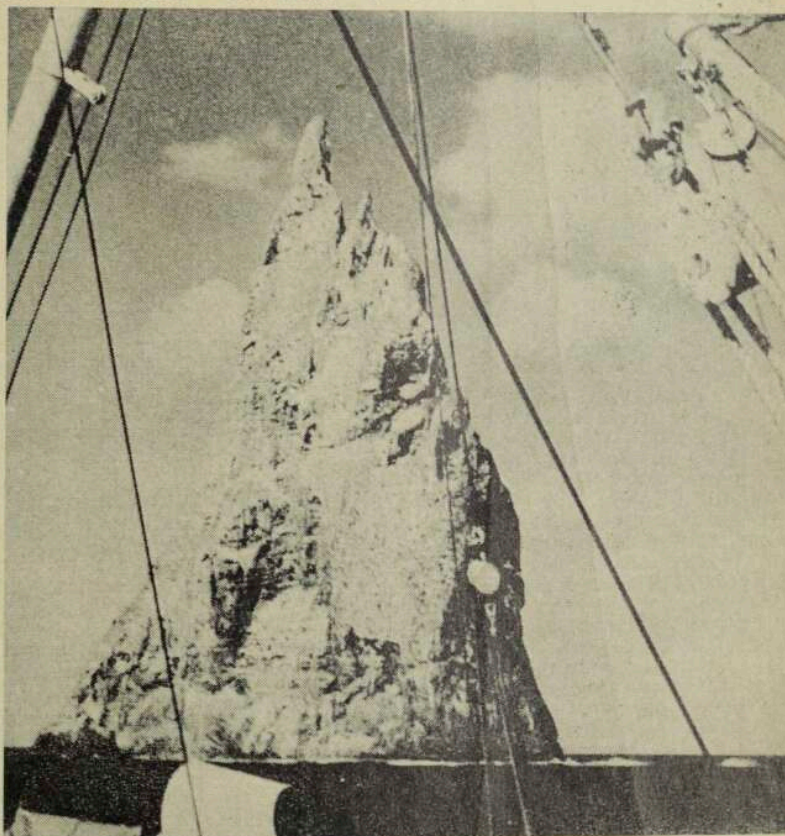
The hoax was a deliberate protest against what they claimed was "a gradual decay in meaning and craftsmanship in poetry."

They made their point: Circulation of the Ern Malley issue of *Angry Penguins* soared—over-night it became a collector's piece—then the publication submerged once more beneath the murky waters of Australian "culture." We do not know if it is still in publication.

COALS TO NEWCASTLE DEPT.

ANYONE who said that the copra-producing Territory of French Oceania was an importer of copra would probably not be believed—yet this is a fact, as shown in the trade statistics for 1955 just to hand. (Over)

South Pacific Sentinel . . .



This 1,800-ft. pinnacle of rock, known as Ball's Pyramid, stands remote and alone in the South Pacific, 14 miles from Lord Howe Is. Recently it was the subject of a 21-minute documentary film called "Fisherman's Castle" made by Alasdair Lock of London. It was shot during a fishing expedition between Lord Howe and the Pyramid, when the quarry was gamefish and sharks. This is the fourth documentary made by Mr. Lock during a visit to Australia some time ago. Editing and commentary was made in London. This photograph was taken by Captain Brett Hilder from the bridge of the "Tulagi".

The explanation is that a Tahiti business man leases the British islands of Flint and Caroline, selling the copra in Papeete. It thus becomes a foreign import. Last year 131 metric tons, worth 932,000 Pacific francs (estg. 5,260 approximately) was so imported.

The statistics show this as all coming from Flint and none from Caroline, but that may be only a statistical arrangement.

LEADER IN HIS COMMUNITY

WONG YOU is one of the most popular, prosperous and hard-working men on Bougainville, TNG. He was born in 1891 in the Toi San district of China, up-country from Canton, and went to New Guinea in 1912, during the German era.

Wong worked first in the hotel at Rabaul and later at Kavieng, which may account for the almost professional ease of his hospitality.



After the Australian occupation of New Guinea, in 1914, he went to work on Inus plantation, and in 1921 set up in business as a general trader.

He had a large store at Kieta when the Japanese arrived in 1942. After a taste of Japanese imprisonment, Wong escaped into the bush and lived off the land for the rest of the war. After the war was over he received War Compensation for the loss of his store, and has since rebuilt his trading business and other commercial interests.

His headquarters are at Chinatown, Buka Passage, with a branch store at Kieta. He has one plantation property and two small vessels, *Anna* and *Chebu*, which trade around Bougainville and the neighbouring islands.

Wong married in 1934, and has 4 sons and 3 daughters. The eldest is now 19, while the three youngest are at school at Toowoomba. Although Wong is not a Catholic himself, his children are, and he

is a very old friend of Bishop Thomas Wade, of the Marist Mission. In 1953, Wong You was honoured by being chosen to go to Cairns with other representatives of New Guinea to meet Her Majesty the Queen during her Australian tour.—**BRETT HILDER.**

NEWS OF THE FRISBIE COWBOYS

NEWs of three of the late Robert Dean Frisbie's "cowboys" comes to us from our favourite news-sheet, *Cook Islands News*—or as it now calls itself, in a brand-new masthead in Gothic type, *Cook Islands Daily Press*.

The Frisbie girls, Johnny, Elaine and Nga, have travelled some distance since they played on the beaches of Pukapuka and weathered the hurricane that swept Suvarrow in 1942. The Frisbies—Papa, the three girls and Jakey—had been marooned on the latter atoll waiting for a schooner and saved themselves by lashing themselves to the tops of the tallest trees.

People who read the Frisbie stories and felt they knew the whole family intimately will be glad to know that the three girls have carved their own niche in far-away Hawaii.

Johnny was married in July radio and television entertainer Carl Hebenstreit; she is star dancer at Don Beachcomber night club Honolulu, where she had been since she returned from two years' service with the US forces in Japan. Elaine and Nga are also Honolulu night-club entertainers—Nga tours the United States and Europe with a team of Hawaiian dancers early next year.

Papa Frisbie would be pleased with the enterprise of his cowboys who have put to good use their knowledge of dancing, absorbed from babyhood on Pukapuka Manihiki.

† The monthly newspaper, *Cook Islands Review* will in future be purely educational in character, will be distributed free to Cook Islanders through their schools. Formerly, although Government-run, it was sold at 6d and was signed for public appeal. It is now in the care of a newly-formed department of Social Development. Former editor, Mr. Gordon Russell has resigned owing to the clash of his other duties, and this position, honorary job has been taken over by Mr. W. H. Percival.

PIM CROSSQUIZ NO. 80

Solution on Page 88.

ACROSS

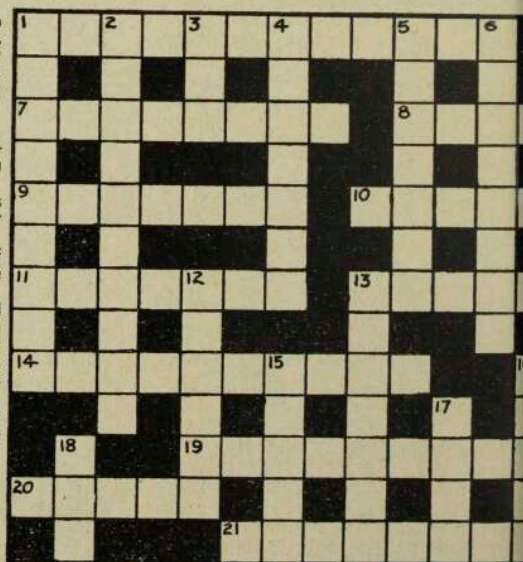
- 1.—Which Polish-born writer of sea stories was the author of "Lord Jim" and "Typhoon"?
- 7.—The life story of which English explorer was told in Ernestine Hill's "My Love Must Wait"?
- 8.—What metal is associated with Germany's highest military medal?
- 9.—What term is applied to a person devoted to pleasures and the luxuries of the table?
- 10.—Which wood, of extreme hardness and darkness, is used in the manufacture of the black piano keys?
- 11.—Of which line of reigning British monarchs was Queen Anne the last?
- 13.—After what birds was Western Australia's main river named?
- 14.—What was the name of the "orange girl" who became the favourite of Charles II?
- 19.—The name of what bird has become synonymous with people who stay up very late?
- 20.—What type of head-dress is worn by English paratroopers?
- 21.—What is the ancient Turkish city of Constantinople now called?

DOWN

- 1.—Which US president drew up the Declaration of Independence?
- 2.—What is the name given to Negro melodies which are spontaneously created?
- 3.—What is the thick-skinned under-surface of the toes of a lion called?
- 4.—With what product are the names of Wilton and Kidderminster associated?
- 5.—What colour effect is caused by re-

fraction and reflection of sunlight in air raindrops?

- 6.—How did Lord Kitchener meet his death?
- 12.—What name is given to a person who rules in place of a sovereign?
- 13.—Who won the 1953 Academy Award for the best supporting actor?
- 15.—Which Hindu ascetics stay for



- 16.—Which Swiss city is famous for missionary enterprises?
- 17.—What is given to a racehorse to improve its performance?
- 18.—"How doth the little busy bee improve each shining hour"?

nson in the South Seas

EVEN THE CABIN-BOY WROTE A BOOK

By H.E.M.

ETHER sick or in health, Robert Louis Stevenson not only wrote unceasingly himself for the six years he spent in the Pacific; but inspired everyone around him to write as well.

The result has been a spate of books by each of the members of the Vailima household—by his wife Fanny; his mother (who wrote *My Mother's Story*); his stepson, Lloyd Osbourne; his stepdaughter, Isobel Strong (Mrs. Field), covering one of his three voyages on the *Equator* and the *Nicoll*, or the four years in Samoa itself.

Not only his immediate family but the infection—for such is the power of his penmen as ship's captains and island traders scribbled enthusiastically under Stevenson's influence, though perhaps fortunately not all of them persevered in their tasks. Many did, however, and some of the published ones are astonishingly good: even the cabin boy on the *Equator* wrote a successful book of reminiscences. This material, and much more, has recently been gathered together by an American historian, W. Ellison, and fused into a wonderfully readable account of the period of Stevenson's life, his departure from San Francisco on his first Pacific voyage in 1878, to his death at Vailima in 1894. ("Tusitala of the South Seas. The Story of Robert Stevenson's Life in the South Seas." Published by Hastings, New York).

Ellison has succeeded in bringing something of the carefree buoyant spirit of RLS himself to this Indian summer of his life, his far his happiest as well as his most creative years, and as a result he has given the general reader not only an interesting and philosophical account, but the best introduction to Stevenson's own work on the islands. Few of us

nowadays can comprehend the many references to forgotten people and obscure events in say, "Vailima Letters" or "A Footnote to History," without a commentary.

It is a pity that what must surely be the last contemporary narrative of Vailima life to come to light, Fanny Stevenson's diary, was apparently not known to Dr. Ellison, for it would have enabled him to add many fascinating domestic anecdotes to his account of the patriarchal household. This has now been published, interspersed with explanatory extracts from Stevenson's own works, and turns out to be quite a remarkable document in its own right. ("Our Samoan Adventure," edited by Charles Neider and published by Weidenfeld and Nicholson).

The astonishing thing is that it has not been published before, but apparently it was forgotten when Mrs. Stevenson left Vailima after her husband's death and eventually came into the possession of an Englishwoman, who in returning it to the family, remarked, "Of course, I have not read it!"

From it we get a vivid picture; not so much of Stevenson, but of Fanny herself: the capable, practical, dominant woman who kept him alive and provided him with the domestic milieu in which he produced his best work.

It is a chronicle of small happenings in a limited circle: the concerns of their little host of retainers, with their Stuart tartan lava-lavas, and the endless vicissitudes caused by their often unpredictable behaviour; or their relations with the local society, European and native, which in Apia, the home of beach conspiracies, was nothing if not exhilarating.

Above all, it reveals Fanny as the green-fingered gardener, with the "soul of a peasant," as Louis once described her, happily

engaged in a daily round of clearing, weeding and planting, and the care of her horses, pigs and other livestock.

Portions of the MS had been blacked out at a later date and had to be deciphered with the aid of infra-red and ultra-violet photography. The ethics of this procedure were questioned in *PIM* (May, 1955), but the demur there was based on the erroneous supposition that it was Fanny herself who had inked them over.

As we can now see, however, these passages are some of the most moving in the book and, though admittedly they often deal with minor domestic tiffs between Fanny and her husband, they serve to show both as human, and consequently fallible—certainly there is nothing that either would feel ashamed at becoming known.

Other entries, disclosing differences with H. J. Moors and Joe Strong (Fanny's son-in-law), which one would have expected to worry the unknown censor even more, have inexplicably been left intact.

This book will be enjoyed by many readers who have struggled with island gardens and untrained but enthusiastic domestic staff, even if they are not particularly interested in the Stevensons themselves.

ADMIRAL WITH A FAMOUS NAME

Admiral Toulouse Lautrec Montfa, new commander of French Naval Forces in the Pacific, arrived in Noumea by TAI plane on October 11.

He was received aboard the sloop *Dumont d'Urville*, which immediately set sail for Saigon, Indo-China.

Here he will represent France at the celebrations of the 1st anniversary of the Sud Viet Nam Republic. Three days of celebrations are planned.

The new constitution of South Viet Nam was proclaimed October 26—Noumea's local paper calls it "Constitution à la Américaine."

Five countries sent warships to the celebrations, France, England, USA, Philippines and Thailand.

Admiral Toulouse Lautrec Montfa is a great nephew of the celebrated painter Toulouse Lautrec, whose life-story was made into a movie a couple of years ago (*Moulin Rouge*).



They all wrote books—Mrs. RLS (Fanny); RLS himself; Mrs. Isobel Strong, Mrs. RLS's daughter; and Mrs. Stevenson, Stevenson's mother. This photograph was taken during their famous visit to Sydney, nearly 70 years ago.

Miss Nga Tariau, who has been a Sister at St. Helen's Hospital, Auckland, NZ, recently married a fellow-Cook Islander living in Auckland, Mr. A. Roberts. They were married by the Rev. R. Challis, well-known minister of the Islands Congregational Church, Auckland, and the ceremony was followed by a wedding breakfast attended by a large gathering of Islanders.



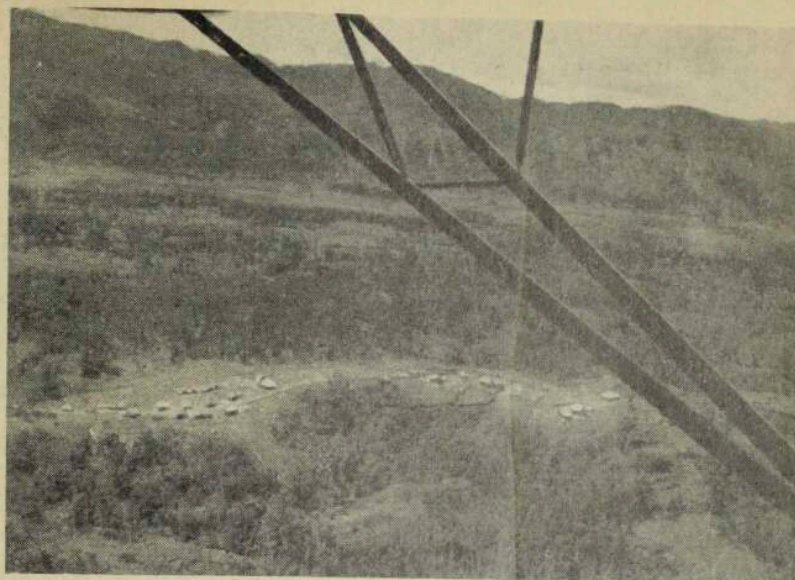
They Called It Shangri-La . .



IN 1954, the "discovery" of the valley of Lavani in the Southern Highlands district of Papua, caused a newspaper sensation. The inhabitants, it was said, were seven feet tall, and about 20,000 of them lived within their valley, which was described as a paradise, or a Shangri-La.

Probably no one knows more about these people





their valley than ADO J. P. Sinclair, now on patrol in Australia. He has been into the valley—last occasion at the end of last year—and is based at Koroba, a new patrol post that was established only in 1955 and is the furthest-out base in what is known as the Duna sub-district. The Lavani people are similar to other Duna folk—are probably around 5 ft 3 in. or 4 in. tall; the valley is certainly no paradise. The population is only a fraction of that as first stated—because many of the local pig-houses were at first mistaken for dwellings—the climate is cold, and wet; and a lot of the valley is marshy and grows only inferior potatoes, which are the staple diet. Sinclair took these photographs while he was

on patrol in the Duna-Lavani area and has kindly made them available to PIM.

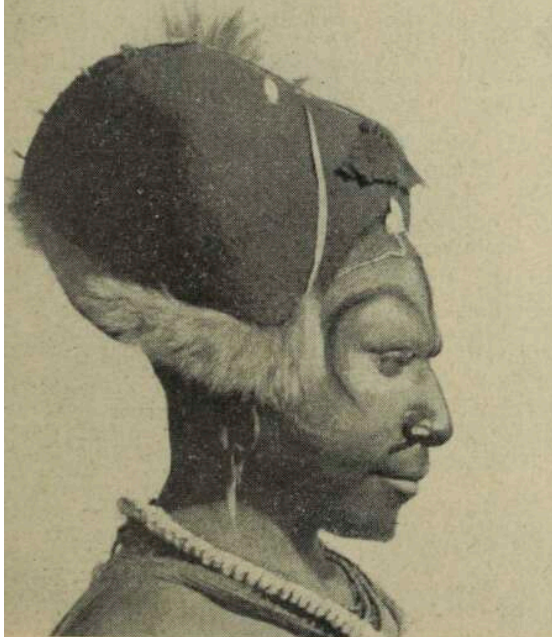
They show, across the top of the page: Sinclair's patrol passing over the swampy ground of Lavani Valley. At extreme left the native carriers and right, Corporal Yagi, of the Royal P-NG Native Constabulary, with two Lavani natives. The Corporal is only 5 ft 2 in.—the Lavanis only slightly more.

The right half of this photograph shows the northern sweep of Lavani valley with local people approaching warily. The womenfolk are seen indistinctly in the background; Sinclair could get no close shots of the women, and this photograph was taken with a telephoto-lens from a distance. The mountains in the background rise 1,250 feet above the valley floor, which is at 7,200 feet above sea-level. The extreme right, top photograph is of Koroba base-camp, taken during an air drop of supplies.

Across the bottom of the page we have some of the gentlemen of the Duna-Lavani area. From left to right:

- The stone adze and the bow and arrows are the

(Continued foot Col. 1, Page 86)



A German Visionary Planned
Progress in the Bainings

NO SNAKES IN HERBERTSHOEHE

ONE of PIM's recent visitors was a gentleman by the name of F. H. M. von Ploennies. Mr. von Ploennies has spent a great deal of his life in Germany, but it is perhaps not too far-fetched to say that he is the human manifestation of the Anglo-German influence that once wrote history in that part of the world we now call the Territory of Papua and New Guinea.

He is a son of Friedrich Wilhelm von Ploennies, who arrived in Australia towards the end of last century and became German Consul in Queensland. In the early part of this century von Ploennies Snr. devoted almost all of his activities towards forming what he called the German-Australian New Guinea Company and in obtaining from the German Government a large concession of land in the Bainings district of New Britain. He proposed to subdivide this land into small blocks and encourage settlers to develop them by establishing "plantations, mining and saw-milling."

The plan came to nothing, because von Ploennies died in the Bainings of fever, in 1906, before it could be brought to fruition. (It is interesting to note that the Bainings, while still retaining the "marvellous potentialities" that von

(Continued from Page 85)

only weapons known to the Lavani, and this man carries an adze slung through a string-bag of native grass, a traditional article worn almost without exception by the Lavani men. The bows and arrows are made locally but the adzes are traded down from other parts of the Territory. His hair is decorated with everlasting-daisies and feathers. Head decoration of flowers, fur, leaves and feathers are everyday wear—not just for ceremonial.

- A 30-35-years old Lavani warrior, decorated in the fashion of the Duna people, smokes a bamboo pipe.

- A portrait of a Duna youth wearing the initiation ceremonial wig. The hair of which it is made probably belonged to one of his ancestors; it is closely cropped and trimmed with opossum fur and cassowary feathers.

- A character study of a young Duna fighter from Middle Tumbudu River. The Lavani people have no chieftainship system, and their fighting is usually clan against clan. In battle a recognised warrior may give directions but for the most part they are without leaders.

Ploennies spoke about, is still one of the least developed parts of New Britain, although geographically so close to the well settled areas of the Gazelle Peninsula.)

Our visitor's mother was, before her marriage to von Ploennies Snr., Mary, only daughter of John M. Macrossan, a member of the McIlwraith government of Queensland which was concerned in the 1883 incident when H. M. Chester, a magistrate of Thursday Island, was instructed to raise the British flag at Port Moresby and take possession in the name of the Crown.

Through a French priest at Yule Island, John Macrossan had gained the information that Germany intended to annex New Guinea, and had passed the hint on to Sir Thomas McIlwraith.

It is a matter of his history that Britain repudiated this annexation on the grounds that Germany had no intention of annexing any territory in that quarter. A few months later, Germany confounded the English quidnuncs by annexing that part of New Guinea which is now generally covered by the Trusteeship Territory.

The Australian States were furious; but it was too late. Britain followed belatedly by annexing that part of New Guinea which had not been taken by the Dutch and the Germans—what is now known as Papua.

Macrossan is still, of course, an important name in Queensland, particularly in legal circles. The Macrossan Memorial Lectures are a memorial to the first John M.

IN 1902, Mary went with her husband, then actively engaged on his scheme to settle the Bainings, to sample the life in this New Guinea no-man's land, taking with her her infant daughter. It is evident from the diary that Mary has left that she went worth rather in the spirit of a guinea-pig; to see what dire effects the place would have on female settlers.

Her adventure was to be for six weeks only—a stay-over between the visit of one German Lloyd ship and the next, before the family then carried on to Singapore, en-route to Europe.

But it was plain that the idea of going to New Guinea was regarded as about as foolhardy an escapade in 1902 as a trip to the moon would appear to-day. But Mary was young, lively, intelligent

(Continued on Page 97)

Your World of Stamps—IV

LEARNING FROM EXHIBITIONS

A column for New Stamp Collectors
Conducted by KN

ALTHOUGH it is taken granted that most keen stamp collectors handle their stamps with special care, using tweezers and not sticky or greasy fingers to examine their specimens, always be wary when you "show off" your collection to admiring friends!

Make sure that they have clean hands, otherwise some valuable stamp could easily be ruined. And what's more they can look without fingering them.

Similarly, here's a point with loose stamps in a mint condition tend to become moist and sticky in humid or damp weather. Should your specimens be contained in envelopes, sprinkle a little or boracic powder on them.

Now, there are many methods which you can house your stamps—especially those you have exchanging with friends. You can file them away loosely in drawers or put them into clearly identified matchboxes or cardboard containers.

Many collectors use small wooden, indexed filing cabinets placing their stamps into ordinary or cellophane envelopes, in the countries or subjects.

Should additional information be required, regarding new previously-issued stamps, note those of New Zealand and Australia, this can be secured from the philatelic divisions conducted by the postal authorities in the countries. Details as to design, how they originated, stamp numbers, colours, variations, background data to the event being honoured, are readily provided. This greatly assists the collector to become familiar with the stamps in his selection.

Every opportunity should be taken to improve your philatelic knowledge. One way towards this is to attend the numerous Stamp exhibitions staged in towns and cities in most countries throughout the world; and another is to visit public stamp displays in the possession of government and semi-government bodies.

Here you will see how carefully the various stamps are exhibited and arranged, and how the relevant information concerning them is set out.

In Sydney, Australia, I recall that the Taronga Park Zoological Gardens has a collection of "Z" stamps. So has the Australian Museum, in Sydney, with the historic Mitchell Wing of the New Public Library, containing a collection of early colonial issues.



denominations in the new stamps issued New Hebrides to mark the Jubilee of dominium in October. The stamps are values, 5, 10, 20, and 50 gold, and there are two stamps in each line for the British and one for the French. The 5 and 10 centimes values show representing the discovery of New in 1606; and the 20 and 50 centimes represent the Entente Cordiale—i.e. and "Britannia".

Island specimens are also on in the Australian Museum.

Some Interesting Issues

Now those who collect relating to the Olympic, being staged this year in Rome, should have a fine collection. San Marino, Italy, Czechoslovakia, the Saar, Holland, Sweden, Germany, Persia have produced stamps of the same time.

At the same time an announcement has recently been made to effect that Britain will print stamps in 1958 to celebrate the holding of the Empire Games—the first time that this festival has been recognised.

The theme on which countries divide political differences can be the one opinion is *Children's* which has been this year kept by China, Formosa, Brazil, Sahara, and Japan. Most have depicted boys and at play, the Spanish series native plants.

Ever since King Albert, of Belgium, visited the republic of in 1920 and was greeted with a special stamp to mark the visits of Royalty to other have often been recognised. A short time ago Turkey issued an issue to honour the here of the Shah and Queen Persia, portraying the Royal The Shah wed for the time in 1951, choosing a 19

This Month's New Reading

Pearls for Everywoman

LIVES of great men all have a basic similarity in their pattern: log-cabin to White House, news-boy to business tycoon—or noodle-peddler to pearl king. The essential ingredient is perhaps, persistence; the refusal to accept defeat.

The Pearl King is the success-story of the fabulous Mikimoto of Japan, written by Robert Eunson, with the co-operation of the descendants of the pearl maker.

Mikimoto, like most great men, was an eccentric, an individualistic, a free thinker and very much a law unto himself. He was an old man when the Pacific war broke out, but he refused to co-operate. He locked up his factories, refused to hand over the keys and retired to his laboratories.

The militarists retorted by sending him a short sword and suggesting that he commit *hara-kari*. He threw the sword aside contemptuously, lived almost 10 years after the coming of peace and re-established his pearl-culture industry before he died, at 96, in 1954.

In the seaport town of Toba, Kokichi Mikimoto was born in January of 1858—just five years after Commander Perry had come knocking at the closed door of secluded Japan demanding that she open her ports for trade.

This so-called Meiji Restoration was an auspicious time for a prospective millionaire to be born and Mikimoto took full benefit of the spirit of the times: Under the shoguns of the past it had been impossible to break the strict class system. Son of a noodle-maker remained a noodle-maker. But now, intelligence and enterprise were permitted to have their just reward.

The way was hard. As the eldest of a large brood, and with an ailing father, it was commonplace for Mikimoto to spend anything up to 20 hours of the 24 in complete drudgery even before he had entered his teens. A great deal of his boyhood was spent on the streets of Toba selling one thing or another—always noodles, from the family noodle shop; and frequently other things as well.

But the young Kokichi prospered and eventually entered local politics. When he married in 1881 he was already in the seed-pearl and oyster business but it was only in the next

year old bride Soroya. The 1954 Empire Tour of Queen Elizabeth II brought along new issues of stamps. In the Pacific we had special stamps from Fiji, New Zealand and Australia, with Tongan authorities planning, but never issuing, a similar issue.

decade that he began seriously to work on the problem of why some oysters had pearls, and how they could be induced to have pearls even if they would not normally do so.

In 1890, he discussed the subject with a marine biologist and from that time henceforth until his death, the culture of pearls was never very far from the mind of Mikimoto.

At first the oysters refused to co-operate, spitting out the kernels that were inserted into them by the inquiring and hopeful Kokichi. In 1893 came partial success. After trying everything in the way of a kernel, only to have them regurgitated or ignored, pieces of pearl were tried—and the oysters obligingly covered them with nacre, and produced the first cultured pearls. But the pearls were only half-round, or button shaped. Mikimoto's ambition was to produce perfect, spherical pearls. The secret of this, he knew, was in the method in which the kernel was placed, and—more important—where it was placed. Real success did not come for another 12 years. In 1905 he found the first round, perfect pearl—it had been grown from a kernel that had been completely wrapped in living tissue and placed close to the hinge of the oyster shells.

Pestilence, plagues of natural enemies of the oyster, loss of face with his neighbours—who thought he was crazy—beset the King before the kingdom was firmly established.

Mikimoto was not only a man of genius in introducing the oysters to produce his pearls, he was a super salesman for his wares and travelled the world publicising the gems.

But perhaps the world will remember Mikimoto as he was in his later years—the small figure in the dark kimono and bowler hat and the long bamboo staff—a man secure enough in his position to indulge in the whimsies of eccentricity.

Mikimoto gave Japan a million-dollar industry—and put real pearls around the throat of Mrs. Average Woman. Born in humble circumstances in a Japanese fishing community he became international in outlook. He deserves his niche in international history.

(Published by Angus and Robertson, Ltd. Australian price, 18/9.)

Whose Baby Was That?

THIS book more than fulfils the Colonel's own recipe: comedy-fantasy with marine, biological and religious overtones. *Of Trees and the Sea*, (by Edgar Mittelholzer), is about Barbados and comes well within the requirements of

those readers who believe that a book about the West Indies should have an element of, shall we say, the peculiar.

The slight touch of voodoo and the religious overtones are supplied by the darker-hued Barbadians; the marine and vegetable life are *in situ*; and the principal characters—81-years-old Mr. Drencher, a coloured-gentleman of some erudition; the newly-arrived from England, young marrieds, Patricia and Roger; and the daughters of the poor-white Sedge family—supply the fantastic, full measure and running over.

The story is concerned largely with the business of procreation, with which Mr. Drencher is more than ordinarily involved; as he says himself, he always had been handy with his extremities.

It probably requires the puckish mind of a Mittelholzer raised in the West Indies to get away with a story of this variety, and certainly to conceive the extraordinary if enlightening ending.

Not to be taken seriously, but if you like the bizarre you will likely get your money's worth in this. Mittelholzer is of Swiss descent although born in British Guiana. He has lived around the West Indies all his life—except for a few years in London—and his knowledge and description of stratified Caribbean society, descending from white through all shades of coffee to purest black, is a gem of satire and intimate knowledge.

(Published by Secker and Warburg. Australian price, 17/-.)

Back Home To Die

EXTRAORDINARY in another fashion is *Home From the Sea*, by Jean Reverzy, medical practitioner of Lyons, France, who "likes to travel, particularly in the East and Oceania." It cannot, however, be called a comedy.

It is the story of a man dying of an incurable disease, much of it told in retrospect by the doctor who shared some of his earlier adventures in French Oceania, and was with him at the end of his illness in France. It is the story of Palabaud, a Frenchman, who kept a ramshackle, islands hotel at Raiatea but who went home to France with his Tahitian mistress to die.

Simple in its conception, the story and his presentation is a piece of literary craftsmanship that surprisingly loses nothing in its translation (by Edward Hyams) into English from its original French. It is stark, sordid, holding the attention by the sheer quality of the narrative.

Through the story of the dying Palabaud are woven the threads of his earlier life: Palabaud, the pre-

cocious schoolboy expelled by the priests from their school for his too-early interest in what they called "sin"—to wit, pornographic literature and a particular street-girl; Palabaud, the proprietor of the South Seas Hotel; and always, of course, the Palabaud of the enlarged liver, the man who had "come home to die," the medical curiosity.

How much the author has travelled in Oceania it is hard to say—but certainly sufficiently to portray successfully the underlying dissolution of the typical life of the South Seas drifter, who without any natural, strong principles at the outset, finds these islands of *laissez faire* and easy women, no climate in which to cultivate virtues. There was no particular harm in Palabaud; no particular good, either.

Knowledge of Tahiti was necessary, also, for the description of Palabaud's last mistress, Vaiti, and her transformation when she reached France; and for the other Polynesian women who preceded Vaiti, coming into his life without preliminaries; staying their due time and departing with little more than a nod from either side.

One of the incidental points of interest in this book are the passages dealing with Alain Gerbault, who Palabaud was supposed to have met while Gerbault was permanently anchored at Borabora. Gerbault, still regarded in some quarters as a cult, is presented as a poseur of the worst kind, a homosexual, and a crank—some of which is already known to those who have struggled through his writings.

Reverzy writes: "The old men (Polynesians) who were Gerbault's hosts knew nothing of homosexuality . . . and they were puzzled by their guest's indifference to the *oeillades* he received from the island girls. . . . He wrote, laboriously, the books which gained him his livelihood. His relations with young native boys, often disturbed by violent quarrels, sometimes left him absent-minded and melancholy. Liking to talk . . . he discovered in Palabaud the ideal listener always silent and attentive to his diatribes against the modern world."

Gerbault sailed away from French Oceania at last and died in Timor in 1941. But the memory of Gerbault, dirty, emaciated, in his ragged pareu, came back to Palabaud amongst a host of visions as his own end approached.

(Published by Secker and Warburg, Ltd. Australian price, 18/9.)

The Canberra Strangle-hold on P-NG

ANYTHING that is published under the auspices of the Australian Institute of International Affairs and the Institute of Pacific Relations does not come

into the category of entertainment but for a complete—and readable—account of Australia's interest in New Guinea and the islands adjacent, J. D. Legge's *Australian Colonial Policy*, makes a valuable contribution to the history of the area.

The account—from the immediate pre-annexation days of Papua to 1953—is unbiased and Dr. Legge rides no particular hobby-horse. He contents himself with giving a straight account of the achievements of Australia in the New Guinea territories, as well as shortcomings.

About 4/5ths of the book taken up with the history of two territories (as they then were) up to the time of the Pacific War. Only a comparatively short account is given of the post-war period, possibly because the author feels that there has, as yet, been nothing more in the historical sense than "trends"—the ultimate result of which he feels to be in some doubt.

The "New Deal" for P-NG, says, has proved more difficult to translate into the practicalities of day-to-day administration than allowed for in the optimistic atmosphere of 1945—more was required than mere benevolence; the magic touch of Ministerial decision—but he allows that the post-war record has not been altogether negligible.

He remarks on the "unobstrusiveness" towards the centralization of P-NG administration in Canberra . . . "for the most part, noticed, this development . . . on such a scale as to constitute a silent revolution in the system of Government of the Territories." He thinks that the beginning of the revolution began at the death of Sir Hubert Murray and with the reduction in rank of Papua's chief executive officer. Sir William McGregor and Sir Hubert were Lieutenant-Governors and as such

Solution to Crossquiz from page 82

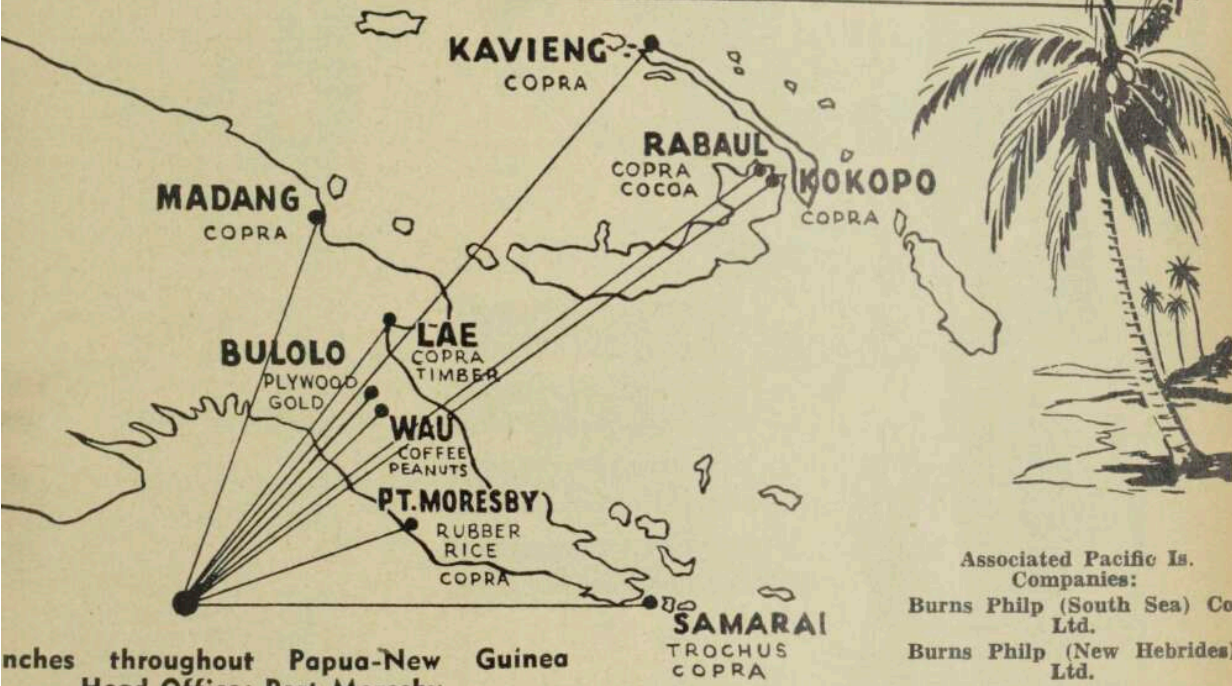
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PACIFIC ISLANDS MONTHLY—NOVEMBER, 1956

89

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exercised considerable power and suffered little interference from higher authority in Australia. When Sir Hubert died, his successor was called "Administrator," and as the years have passed so has the authority of succeeding administrators.

This change in status, and the rule of Canberra bureaucracy in place of the administration of the man on the spot, has not gone unnoticed as Dr. Legge seems to think. There has, in fact, been several moves to have the title of Lieutenant-Governor restored—as the result has been nil. Public opinion in the Territory have not been made aware of Canberra control, or the evils thereof, but, under the present political set-up are quite powerless to defeat it.

Dr. Legge says with much truth "If one were to compare P-NG with any of the British colonies where the constitution is similar, one might be tempted to ask whether New Guinea has a Government at all in the sense that the British colonies have one, whether the Administration is simply the lower and local extension of the Department of Territories in its outer office, so to say."

Dr. Legge seems to incline towards the idea that the purpose behind this deliberate plan of Canberra control is the ultimate integration of P-NG into the Australian political system.

The book has an extensive bibliography and is well indexed.

(Published by Angus and Robertson, Australian price, 25/-.)

For the Youngsters

FOR sub-teens readers *The Brown Land Was Green*, Mavis Thorpe Clark, will supply Christmas holiday reading.

This is a story of a family in Victoria's Western District in the pioneering 1840's—with all the thrills of wild blackfellow bullock waggons and bushfires seen through the eyes of a lively bunch of children lately arrived from rural England.

Upright and honest Papa, poor Aunt Belinda and the wicked station manager take care of the adult roles.

(Published by William Heinemann, Australian price, 13/6.)

† The Governor of Fiji (Sir Ronald Garvey), and Lady Garvey returned to Fiji by RNZAF flying-boat on November 2 from Noumea, where the Governor attended a session of the South Pacific Commission, after having previously been present at the celebrations in Vila to mark the golden jubilee of the New Hebrides Condominium.

TROCHUS EARNS GOOD MONEY FOR FIJI

Fiji trade statistics for 1955, just published, give no indication of the quantity or value of exports of finished or partly finished trochus shell products (tons) but they do show that as a good year for trochus shell exports, with prices averaging about 6 f.o.b. Suva.

The quantity exported, 337 tons, is not a record, but the total earnings were £F102,988, a post-war and probably all-time peak. In 1954, 267 tons worth £F52,763 were exported, and in the previous year the average price was 10 pence per ton, though 382 tons were exported.

Since 1951, French buyers have shown increasing interest in Fiji trochus and they were again the principal clients last year, taking 100 tons worth £F52,571. Other nations were Western Germany (57 tons), Hongkong (50 tons), Australia (36 tons), Japan (15 tons), and New Caledonia (8 tons). Fiji also exported ten tons of mother-of-pearl and sundry shells worth £F2,131.

United Nations Broadcasts

ISLANDS residents may be interested in listening directly to the proceedings of the UN Security Council during the present tense international situation.

When the Security Council is in session, direct broadcasts are made through the facilities of the Voice of America. In October-November the sessions usually commenced at 2100 GMT—7 a.m. in New Guinea and 9 a.m. in Fiji—and were broad-

cast direct from New York on 9.675 and 9.685 mc/s in the 31-metre band. They were relayed from the V.o.A relay base at Tangiers on 9.615 mc/s in the 31-metre band, and on 15.405 mc/s in the 19-metre band.

On most occasions the last-mentioned of all these frequencies was usually best received in Auckland and probably in the Islands, through the 19-metre frequency direct from New York was also well received at times.



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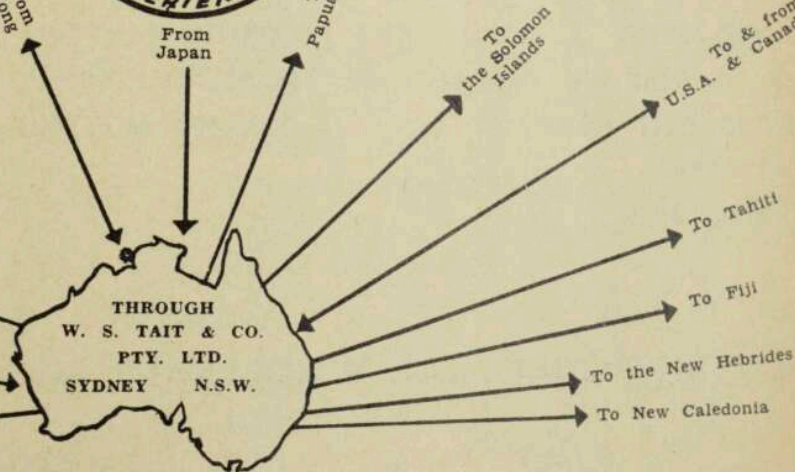
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Geologists Examine BSIP Volcano

ON top of the recent announcement of the discovery of more thermal springs on Guadalcanal, the geological report on Savo, issued in October, made it clear that there is a lot besides hot springs bottled up in BSIP.

Norman Fisher, Chief Geologist to the Australian Bureau of Mineral Resources, and Mr. Jack Thompson, Senior geologist of New Guinea, who recently made a brief visit to the Protectorate, investigated Savo with Solomons geologist Mr. Grover on August 25.

The party found coastal beaches higher than atmospheric temperatures, steaming waterfalls, mud mud fountains, and thermal springs where temperatures of 215 degrees Fahrenheit were recorded.

The visit confirmed that Savo, 10 miles NW of Honiara, is an active volcano, though at present quiescent.

Whilst stating that there is no immediate danger of eruption, Mr. Grover said that eruptions of glowing-cloud type could occur in the future.

During his stay in Honiara, Dr.

Fisher lectured the British Solomon Islands Society on this type of explosion, which gives little warning in its final stages and consists of the release of super-heated gases which eject particles with incredible force in all directions.

Evidence of two previous glowing-cloud eruptions was found on Savo, bearing out native legends which tell of the destruction of the population long ago. Savo was active during Mendana's visit and the last known eruption was in the 1840's.

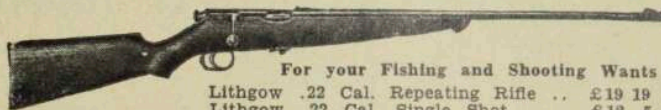
In a Pidgin broadcast from Honiara on September 5, Mr. Grover called on the native population of Savo and adjacent island groups to give information on any signs of unusual activity so that early warning may be given of an impending eruption. Mr. Grover concluded his talk by stating that geologists had "good reasons to take Savo seriously at this stage" but added that the effects of a glowing-cloud type eruption will be

limited to Savo, and will not affect the mainland of Guadalcanal in any way. Government is to make evacuation-plans for evacuation of Savo's all native population, and the Geological Survey team will train natives to observe significant phenomena. — *Honiara Correspondent.*

† Dr. M. G. Candau, Director-General of the World Health Organisation, and Dr. I. C. Fang, Regional Director of WHO, Western Pacific Region, visited Sydney in October. En route from America they stopped two days in Fiji and visited the CMS at Suva, where WHO has two lecturers—one in biology and one in physiology.

† The radio station at Nukulaelae Island, Ellice Islands, has, since August 10, been available for general public traffic. The station formerly handled only official radio traffic.

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MORE HEAD-COUNTING IN POLYNESIA

A DRIFT of population from the outer islands to Rarotonga is evident from early returns of the census taken in the Cook Is. in September. (A census was made in W. Samoa and Fiji that month, too).

Provisional figures shows a population increase of 1,648 for the whole Group since the September, 1951 census.

The 1956 total is put at 16,727. There are decreased populations on at least five islands. The returns from three others were not complete. Rarotonga's population increased by 1,032 to 7,080, including Europeans and non-Maoris. Males exceeded females by 320 at this island.

Aitutaki's population increased by 149 to 2,545, and Mangaia's by 143 to 1,973—some of the latter increase could be accounted for by the return of labourers from Makatea phosphate workings, French Oceania, since last census. Greatest increase percentage of population was recorded at Rakahanga, where the total rose by 80 to 341. The increase for the Group was about 9.86 per cent.

TONGA ALSO HAD A CENSUS

First figures from Tonga for the September 26 census give the population of the main island, Tongatapu, as 31,185, but this included the 57 persons aboard the overseas

freighter *Loganbank* in port at the time. Including these, the population of Nukualofa, the capital, was 9,280.

Total population of the Group not yet available. Last census was in 1938.

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French Oceania ends Dollars Does Not Earn

FRENCH Oceania's unfavourable trade balance—particularly with the United States—has been emphasised by recent release of figures. For the 8th year in succession, the Colony failed to balance trade.

One of the most surprising aspects of the situation is the fact that the currency United States supplies the bulk of the French possession's exports and takes very little in exchange—224 million francs worth of pearls and only 22 million francs of copra sold.

Copra was French Oceania's best export, followed by Japan (mostly phosphate from Makatea) and Germany (31 million francs worth of mother-of-pearl and 3 million francs of vanilla).

Generally, 1955 was a bad year for French Oceania. The tonnage of copra exported was 400 tons to 21,900 tons, but the overall value was only 42 million francs. Phosphate exports were lower by 2,000 tons to 12 million francs, and vanilla exports less by 7 tons and 42 million francs, the price of this latter commodity declining heavily.

Mother-of-pearl shell exports decreased by 15 tons, but the overall value of this item was greater by 1 million francs.

There has been an adverse though fluctuating French Oceania trade balance ever since 1949, the worst deficit being 312 million francs in 1952, and the least, 48 million francs in 1954.

Water Rationing In Thirst-Stricken Cooks

A crazy-weather pattern experienced in the Pacific in the last 12 months has extended to Northern Cooks.

For the 7 months up to the end of September very little rain had fallen on the northern atolls. At Rarotonga and Rakahanga, drinking water was rationed at a daily allowance of 4 gallons per family and obtained from the Administration tanks. Brackish well water was used for laundering and bathing purposes.

Rakahanga, in mid-September, had only 2,500 gallons of drinking water left. The fish pond, which contains the prolific breed of *tilapia mossambica*, introduced by Mr. Van Pel, fisheries officer of

the SPC, was very shallow and registered 105 deg. Fahr. The fish, which are not supposed to be able to survive at a water temperature of over 90 deg., were still alive, with the exception of a few dead found at the edges of the pond.

Rainfall figures for the northern islands are incomplete and appear to vary greatly at different atolls. From May to August, inclusive, Pukapuka received 20.90 inches; but during the same period only 9.14 inches fell at Palmerston. Penrhyn and Suvarrow are also suffering from scarcity of drinking water, but at most of these islands sufficient water for laundering and bathing is obtained from the wells.—W.H.P.

† Mr. R. W. Paine, who was formerly entomologist in Fiji, and who has been living in Scotland for the last 20 years, visited the Colony again last month on a contract appointment to find a parasite for the banana scab moth. He left for P-NG after three weeks in Fiji, and proposes to spend 12 to 18 months in the Territory investigating scab moth parasites and parasites for coconut pests.

† Rima Kurariki, 26, found guilty of the murder of Mrs. Elao Browne, at Rarotonga, in mid-September and sentenced to death at Rarotonga late October has been granted leave to appeal.



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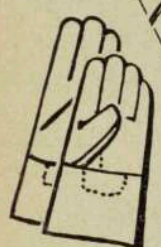
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FIJI, SAMOA, TONGA: Morris Hedstrom Ltd., Suva, Fiji.
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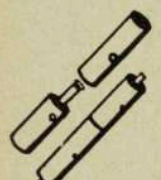
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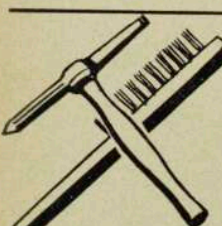
Gloves.



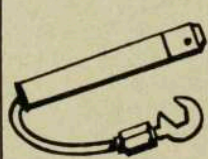
Connectors



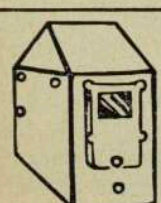
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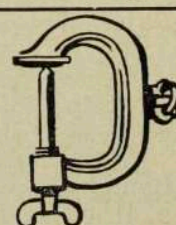
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Snakes In Herbertshoehe

(Continued from Page 86)

not too far removed from her
ering Queenslanders and
is triumphantly at the end
stay:

did not see a snake, nor have
bitten by a spider, although
eve they exist. The cannibals
not attempted to make a meal
although I have met many
have dined off a Missionary—
st, so I was told. I was also
that alligators surround the
of Matupi and often snatch
own piccaninny while it is
ing or playing on the beach.
e say it was one of the usual
ories told to new chums . . .
sorry to leave . . . but had
had the constant dread of
ia ever before me I should
been much happier. It was
at triumph that, in spite of
nhealthy reputation borne by
nment House, neither baby
had an attack of malaria
our six weeks' visit—a fact
made His Excellency very
because it bore out his
n that the position was a
y one."

y did not venture into the
Bainings—but remained at
rtshoehe, which present-
ation Territorians call Kokopo.
Germans had not then made
their capital; it was known
atupi, and was apparently

the private preserve of an
anonymous gentleman whom Mary
called the "Sultan of Matupi. He
had, she said, the best cook in the
archipelago.

Mary writes about their arrival
at Herbertshoehe:

"For miles before we came to
Herbertshoehe itself, the land was
planted with palms reaching in
many places down to the shore and
forming part of the copra planta-
tions of the New Guinea Company
and others . . . There are few
soils around the world like the
virgin soil of New Guinea, damped
by copious rains, mellowed by heat
and nourished by ages of decayed
animal and vegetable life. The
principal cultivation for export is
copra. The coconut palms grow
very easily, but it takes seven years
before they bear fruit and during
that time the waiting is very
tedious for those of limited means.
Kapok is also grown and exported
in small quantities; coffee, sugar
cane, tobacco and rubber are also
cultivated to a small extent."

The Queenslanders came to the
fore when she wrote: "Cattle are
very scarce owing to the country
having been visited, like most others
at some time or other, by ticks.
Nearly all had succumbed to the
fever and consequently it was almost
impossible to obtain fresh milk.
However, the settlers are not
disheartened and have already
commenced to strengthen their
herds by the importation from Java

... on the table
and in the kitchen



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of funny looking cattle with a hump on the neck."

Herbertshoehe appeared as an immense botanical gardens with large white buildings scattered here and there: The government offices and those of the New Guinea company; the Hotel Fuerst Bismarck; the stores of Forsayth and Co.; and the residence of Queen Emma (Mrs. Kolbe) . . . "the first settler who came over from Samoa and took possession of the country."

These were on the foreshore and on three separate hills behind were, respectively, Government House, and the houses of the doctor and the judge. "There is no harbour, the passengers having to go ashore in small boats rowed by natives, and landing at a small jetty."

But in some respects New Guinea has not changed very much and Mary gives this account of the life tropical:

"Soon after dropping anchor, and before we had had breakfast, the residents began to come aboard, where they stayed practically until the departure of the steamer three days later. All suffered more or less from 'malaria'—that is what they called it but it was probably an attack of having consumed too much iced beer. In Herbertshoehe there is no ice, all drinks being warm. The residents, after recovering from the departure of one steamer eagerly look forward

to the arrival of the next in six weeks time."

The development of international aviation has, of course, now removed most of the acute pleasures of "boat-day" from life in the larger Islands centres.

The Governor sent Mary a "beautiful black maid" who was

dressed in a lava-lava and "short chemise" and who v strings of trade beads and d teeth, with shell bracelets on arms, plus feathers and a wood comb in her hair—and "sp herself with a hat."

Our diarist records that it astonishing the respect natives

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hat and that it was not mon for a man to be seen ng little more than what he orn in, and a bowler hat."

is one aberration of esian-European culture-clash has, fortunately, died out— ed natives now being as rare eed-Europeans.

aps some of our oldest n readers can remember the o called Herbertshoehe, of Mary writes; or the von ies' scheme for Bainings settlement?

On Fanning Island



ry young Ellice Islander, Maliani. of Corporal Esela, who is stationed ng Is., shown wearing a special skirt made from the leaf of the tree and coloured. The baby she is Vicki, only daughter of Mr. and Easson. Mr. Easson is an employee nd Wireless, Ltd., at Fanning Island. —Photo by Ray Youie.

WHALERS HEAD SOUTH FOR THE 1956-57 SEASON

A NEW crop of "mystery vessel" sightings in the Western Pacific may be anticipated as Japanese whaling expeditions move south in preparation for the Antarctic season which opens on January 2.

The first of five Japanese whaling fleets, which will comprise in all about 100 vessels, sailed on October 29. As is usual, it will probably engage in sperm whaling in the tropics prior to the baleen whaling which comes under different regulations as to season and allowable catch.

The first Japanese fleet consists of the 16,811 gross ton factory ship *Nisshin Maru*, a freezer vessel for the transport of whale-meat back to Japan, and eight chaser vessels. This fleet is owned by the Taiyo Fisheries Co., which has operated tuna fishing fleets in the South Pacific in recent years.

Also included in the Japanese whaling operations this year will be the former Aristotle Onassis-owned *Olympic Challenger* and chasers which caused an international incident in Peruvian waters in November, 1954. A Japanese company recently purchased the fleet and has renamed the vessels with the usual "maru" suffix.

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Pacific Shipping and Cruising Yachts

(Continued from Page 68)

HUSKIES WORE LEIS

The recently purchased New Antarctic Expedition ship *Endeavour* (ex *John*), 900 tons, cleared Papeete, New Zealand after a short break in the trans-Pacific passage, even huskies being carried on deck decorated with flower leis by the crew.

To beat the heat, and the leis, were said to be whimpering with regret at leaving.

VITA CHAPTER ENDS

The subject of last year's marine disaster, has known completely separate phases of existence—as a yacht, a naval craft, and as a fishing vessel. The last acts of this third phase were in Suva in mid-October, articles salvaged from the wreck were put up for sale in a barge shed.

While *Joyita* prepares for her new phase, as an inter-island vessel.

A 100 GT, 75 ft vessel has been

stripped of her refrigerated-hold insulation and has been undergoing a very strict and thorough survey by Fiji Marine Board authorities. New owner David Simpson had intended shifting the engines aft but it is understood that this was not approved by the surveyors. It is assumed that when the conversion is completed the vessel will be given a new name.

CHECKING THE FASTENINGS

Also undergoing strict survey in Suva in October was another vessel with a very distinct place in the maritime history of the Pacific.

This is *Tovata*, ex *Purple Sea*, ex SC-671, in which Ronald Johnson drifted from near Hawaii to near Fiji and was posted missing for many months some years ago.

The construction of this ex-sub-chaser is understood to be similar in some ways to that of the late lamented *Vasu*, which foundered at sea recently. *Tovata's* present survey is concentrated on the ferrous fastenings employed in construction.

UNDER PRIVATE MANAGEMENT

There has recently been an interesting development in relation to Fiji Government vessels. These are

now being managed and operated for the Government by a non-Government shipping agency—Hurley's Agency, headed by Mr. Jim Hurley.

FOR SALE AGAIN

The clipper-bowed 39-ton, 54-ft single-screw trading vessel *Melanesia*, at present operating in the Fiji inter-island trade, is likely to again come on the market. The present owner, who acquired the vessel from Mr. H. M. Frewen two years ago, may leave Fiji due to ill-health.

The vessel was built in Sydney by W. M. Ford, of Berry's Bay, in 1917, and was a unit of the Seventh Day Adventist Mission fleet for some years. She changed hands about 1950 in a deal whereby the Mission took over Mr. Frewen's *Viking Ahoy* and he took over *Melanesia*, both craft being better suited to the other purposes.

FIJI MISSIONS TO SEAMEN

A site has been allocated and the Fiji Government has agreed to subsidise pound for pound to a maximum of £5,000, the building of a Missions to Seamen hall in Suva.

The plan has been mooted for some time and it is now expected

HOW TO SAVE TIME..

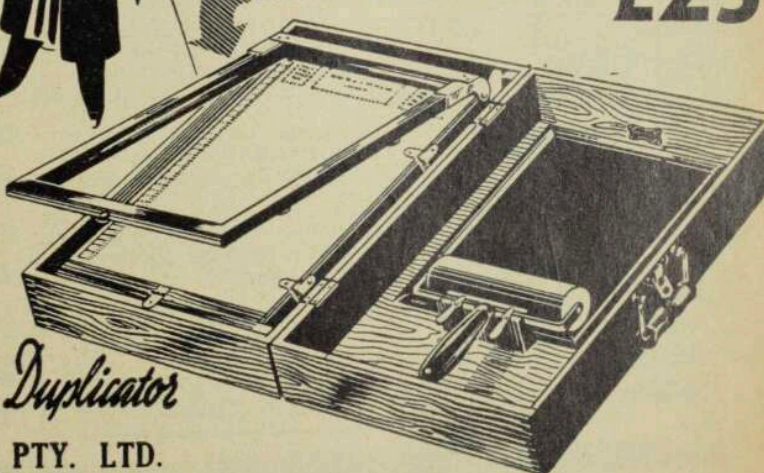
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that construction will commence without further delay.

TAHITI NUI COMPLETES TRIALS

By the time this appears, the bamboo raft *Tahiti Nui*, with Captain Eric de Bisschop and companions aboard, should have cleared Papeete for Peru. The raft underwent sea trials early October, then returned to Papeete for final preparations. Mrs. de Bisschop, returning to Honolulu from Papeete, reported there that the voyage should commence about November 8.

PHOTOS WANTED

Captain Fred K. Klebingat, of 873 22nd Street, San Pedro, California, is keen to contact anyone who may have any photos of the schooner *Expansion*, wrecked on the east side of Suva main passage in the early 1920's and a prominent figure there on the reef for some time.

He also seeks a photo of the American schooner *Melrose* entering Suva Harbour at about the same period. Captain Klebingat was master of the latter vessel from 1919-1925 when she was trading south to Fiji and Tonga. Later he was master of Zane Grey's *Fisherman*, meeting and marrying a New Zealand girl as a result of a cruise in that vessel. *Fisherman*, originally the rum-runner *Marshal Foch*,

was later sold by Zane Grey to Father Rougier of Christmas Island.

ITALIAN LINER COMING

Not often is the Italian merchant marine flag seen in Suva or Papeete, but it will be worn there next

January-February by a particularly attractive and interesting vessel, the one-class liner *Castel Felice*, of the Societa Italiana Traghetti Marittimi (Sitmar Line for short) of Milan.

Castel Felice will spend 12

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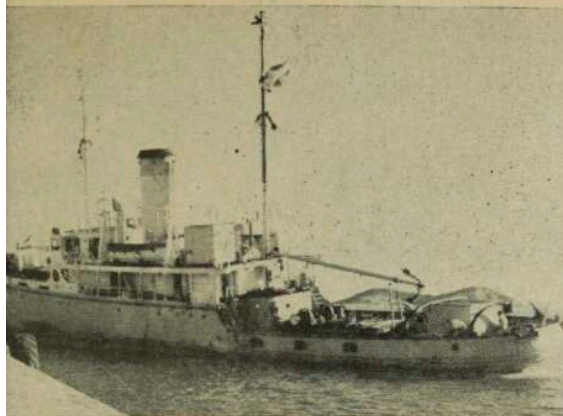
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...t, above, "Oliver Mac" arriving at
see story page 107); and right, the
Japanese motor vessel "Atago Maru",
cargo at Noumea.

—Photos by F. E. Dunn.

... and 25 hours in Papeete en
from Auckland to Panama,
o, Madeira, Lisbon and
mpton.

12,150-ton tourist class vessel,
the attractive profile common
umber of Italian liners, was
ely modernised some time
d has appointments equal to
t of the tourist class liners.
ould certainly not be picked
vessel built in 1930, and
story must lurk behind the
formation of her bewilder-
ne-changes.

as *Kenya* in 1930, she be-
aren in 1949, and before that
as out she was again named

In 1950 she became *Fair-*
and in the following year
Kenya, and, believe it or
the following year we
er again with *Karen* on
vs.

he time being she has settled
with her present name—one
vessels of widely varying
wned by the company and
e prefix *Castel*, the others
Bianco, *Nevo*, *Verde*, and
the latter, latest addition to
et, having once been the
aircraft carrier *Attacker*.

her white hull, and buff
with big blue V, *Castel Felice*
an interesting visitor.

ngers are being sought and
es from Auckland to South-
range from £NZ108-

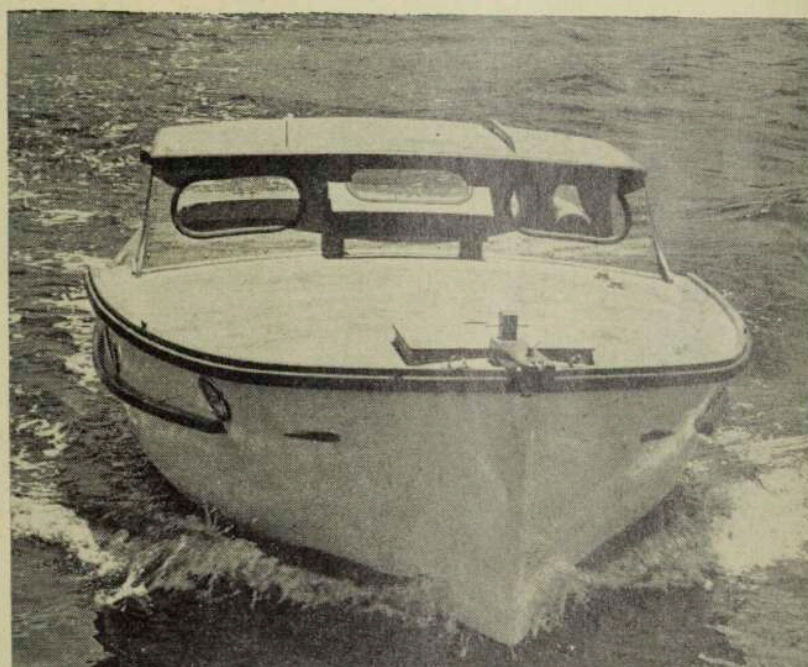
She clears for Suva on
7 22.

BUSINESS AS USUAL

Auckland yacht *Glennis*,
ard bound from Noumea to
id, passed close to a Jap-
ishing vessel about mid-way
Norfolk Island and North
7 in October.

(Over)

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NOVEMBER, 1956 — PACIFIC ISLANDS MONTHLY

ing operations were in full aboard the Japanese craft the yacht passed sufficiently to take photos and to see a tuna being landed on deck.

surprise was expressed in and that the fishing vessel be so far south, but Japanese authorities have earlier retaking good hauls of tuna central Tasman between and Sydney several miles further south.

is made a good 8-day run Noumea to Whangaroa.

ODISTS WIN THE LEPER SHIP BALLOT

first of three small ships be- provided by the New Zealand Trust Board for leprosy re- in the south-west Pacific e launched at Auckland the end of the year, reports per Man," Mr. P. J. Twomey, stchurch.

Anglican, Catholic and ist churches will each receive the £20,000 ships. The erian Church asked for, and eive, a cottage hospital in a vessel.

lot was held to decide the of delivery. The Methodist will be the first to receive The Anglicans will get the and the Catholics the third. e will be in commission next

NEWS OF CRUISING YACHTS

• *Albatross*, which arrived at Papeete, September 29, flying the Panamanian flag, is the most interesting vessel to report this month. Formerly a Dutch pilot schooner, built at Rotterdam in 1921, she was purchased by her present owner, Mr. Ernest K. Gann, writer of the best-sellers, *High and Mighty*, *Soldiers of Fortune*, etc., and brought to San Francisco. There she was converted to brigantine rig. Of 96 tons gross she measures 117 ft x 21 ft x 11 ft and is powered with a M.A.N. diesel. With 13 persons aboard, the yacht cleared San Francisco, August 8, calling at Honolulu. She will probably be seen in Suva and Rotuma before again heading north. She was to clear Papeete for the Tuamotus on October 10.

• *Diana*, of England, and *Zonda II*, of Buenos Aires, both cleared Suva for New Zealand in mid-October. Both have been previously reported in this column.

• *Solace*, of England, 31 days out of Auckland, entered at Rarotonga October 16 en route to Palmerston Island.

• *Little Bear*, of San Francisco, was reported at Brisbane October 2.

• *White Hart*, of Victoria, BC, arrived at Auckland October 10.

• *Glennis*, of Auckland, arrived back there from an Island cruise

following the Auckland-Suva Yacht Race, early October.

• *Taihoa*, of Auckland, which arrived at Papeete, via Rarotonga and Aitutaki, cleared again for Auckland via Island ports on October 6.

• *Fiesta*, of Honolulu, cleared Papeete September 27 homeward bound after a lengthy period in French Oceania and Cook Islands waters. The original plan to cruise round the world has been abandoned.

• *Nani*, of Honolulu, owned by Dr. John E. Randall and family, in French Oceania waters since February 18, is now for sale at Papeete. This 37 ft ketch was built by Dr. Randall in California about 1950. The price mentioned seems attractive and interested persons could obtain details from Mr. Oscar Nordman, Papeete.

• *Quest*, one of the Los Angeles-Papeete Race entrants, after a false start on the run home, finally cleared again September 26 following engine repairs. An engine part, flown to Tahiti, was there mislaid and was the object of a general search by the Papeete populace following a local radio appeal.

• *Ranginui*, of Auckland, arrived at Port Moresby from Noumea. The crew have obtained employment and the yacht may remain there for some time.

• *Tahiti*, of Honolulu, 44 days out



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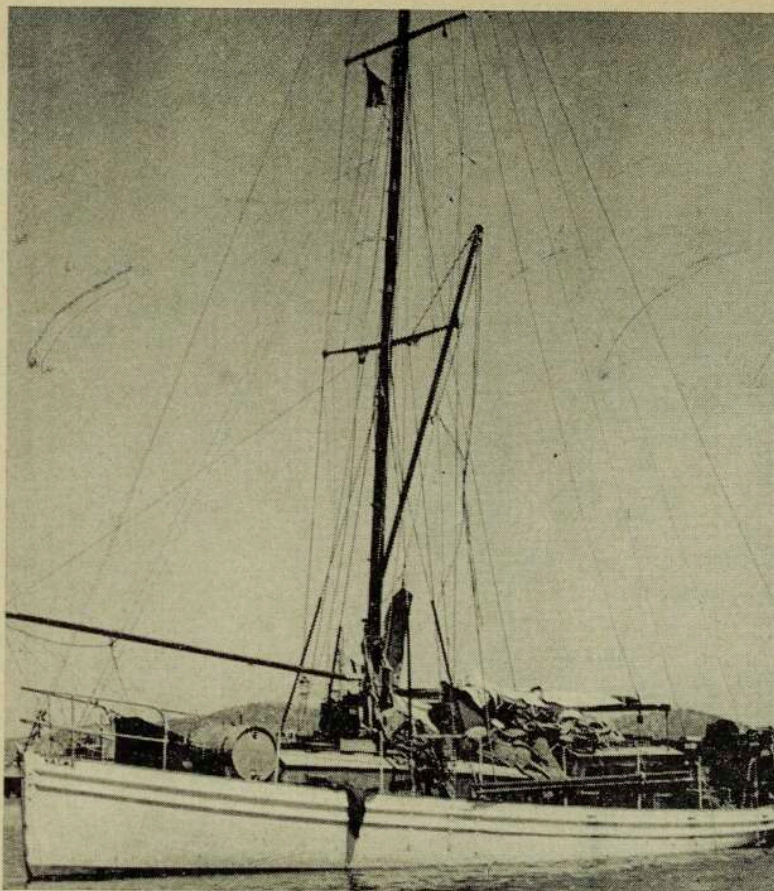
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"Yasme", shown here in Moresby after the September rescue, ended her existence on a Papuan reef in October—see story elsewhere.

Photo: Papuan Prints.

of Auckland, arrived at Papeete October 12.

• *Yasme*: Danny Weil, wandering yachtsman-radio ham was rescued again, for the second time within five weeks, in Papuan waters on October 25. But *Yasme* was lost. (See story elsewhere this issue).

• *Tzu Hang*: To be in a yacht in mid-ocean, well off the usual shipping lanes and to sight another yacht is unusual. When the crews of the two yachts are known to each other, and have not met for months it stretches coincidence to its limits.

This happened in the Pacific last month about 300 miles north of North Cape, NZ, when former Brigadier Miles Smeeton, on the 45-ft ketch, *Tzu Hang*, met Tony and Bridget Reeves on the 44-ft Canadian ketch, *White Hart*. The Smeeton and Reeves families knew each other in Vancouver. When the yachts met, Mr. and Mrs. Reeves put out a dinghy and rowed across to have a cup of tea with Mr. Smeeton, his wife, Beryl, and 15-years-old daughter Clio.

Mr. Smeeton related this story

when he arrived in Sydney on October 23, after arrival from NZ.

When the yachts met Mr. and Mrs. Reeves were just completing a leisurely cruise from Canada to NZ. *Tzu Hang* was making for Sydney.

The Smeetons left Vancouver in October, 1955, for NZ and Australia. On their way they stopped in Hawaii (four months), Johnston Island (one month), Pago and Tonga, before their arrival at Russell, in the Bay of Islands, NZ, in June. After a few weeks in Russell they moved on to Auckland and Tauranga, and then back to Russell, which they left for Sydney, on October 1. The *Tzu Hang* trip took 23 days and was made via Norfolk and Lord Howe Islands.

In NZ they were joined by an Englishman now resident in Canada, John Guzzwell, who sailed lone-landed from Vancouver to NZ in his 20-ft yawl, *Treka*. In Sydney, *Tzu Hang* went on to slips for repainting and cleaning.

They all then left Sydney for Melbourne for the Olympic Games at which John has an assignment for a New Zealand newspaper. John will leave the Smeetons at the games end and will return to NZ for *Treka*, which he will take back to Vancouver. But it is a question mark for the Smeetons. They will return to Canada eventually, but have not yet decided whether it will be via land.

Tzu Hang's crew is supplemented by a Portuguese tiler, Poopa, and a Siamese cat, both are seasoned sailors.

Mr. Smeeton bought *Tzu Hang* in England in 1951. The ketch, built in 1939 in Hongkong, shipped to England just before outbreak of war. With his wife and Clio he sailed her from

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25 FT. x 9 FT. 6 IN. WORK LAUNCH, 21 H.P. Lister Marine diesel, launched 4 years. £1,800.

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to Vancouver, via Panama
built his yawl himself in
to a Laurent Giles design.
flows more head space below

Smeeton is a retired Indian
officer, and during the war
in the Western Desert and
He recalls having met
Lieutenant-General Sir Leslie
Head, commander of the 9th
Indian Division during the
fight at El Alamein.

"I would not remember me
," he said, "I was a very
officer."

Ma III, of Argentina, and
of England, arrived at
Suva from Suva, October 28.
The former will cruise the New
Zealand coast for two months be-
fore continuing to Australia and
Africa, and owner N. E.
of the latter yacht, has no
plans.

Ma, 56-year-old, 40-ft cutter,
built by New Zealanders Joe
Channing-Pearce, Charles
Hodgson, and Bill Hodgson, cleared
the Channel Islands, Pacific-
Islands, October 19. Mr. Channing-
Hodgson, 27, is a merchant navy
officer by profession. The
yacht left Southend, England, four
days ago.

PLIES FOR CHRISTMAS ISLAND

Royal Fleet Auxiliary vessel
Beauharnois, 7,253 gross tons,
left Wellington, N.Z., on Oc-
tober 31 direct from Christmas
Island base for the British 1957
hydro-bomb tests.

On dry-docking, the vessel was
loaded with a full cargo of foodstuffs
for the Christmas Island garrison.

EXIT MANUNDA

Australian coastal passenger
Manunda arrived in Noumea
under her new name of *Hakone*
on October 9. Before leaving
Suva, her new home, she loaded
up at a coastal port.

Manunda will ultimately go
on the Tokyo-San Francisco service
for new Japanese owners.

EXIT OLIVER MAC?

W. R. Carpenter 500-tonner
Mac, which has been tied-up
in a harbour for the last couple
of years may end her career where
she began it—in the Far East.

Mac has been purchased by M.
Hagen, of Noumea, former
owner of *Neo Hebrides Mark I* and
Mark II, who will use her shortly
as another small vessel, *Loyaute*,
built with scrap iron, from Noumea
at Ngakong.

Noumea correspondent says:
Following the delivery of the tug
(*Mac*) and its tow, the
crew of 25 will be repatri-

ated by air." It seems therefore,
that *O. Mac* is to stay in the East
also—although this is not par-
ticularly clear.

Oliver Mac has had a very patchy
career. She was built by the Japs
in 1940 as *Hotu Maru* and captured
in New Guinea waters in 1944; her
name was changed to *Manam* and
she later was assigned to W. R.
Carpenter and Co. as war reparations.

She had a lengthy stay in Sydney
and then was sent to Fiji for use
in the company's inter-island trade
in 1952. There she was given the
Fijian name *Ai Sokula* with great
Fijian ceremony. She remained in
service for a couple of years and

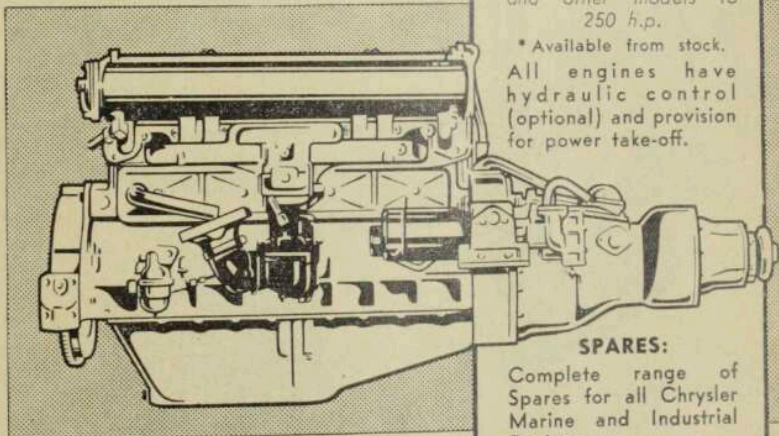
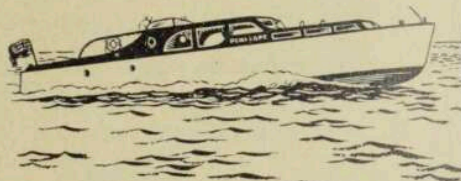
then it was announced by the com-
pany that another vessel, *Hong Ann*,
was arriving from Singapore and
would take over the Fijian-given
name *Ai Sokula*, while the original
Ai Sokula would be named *Oliver
Mac* (after Carpenter's marine
superintendent, Mr. Oliver Mac-
Roberts.) Since then *Oliver Mac*
has spent most of her time tied-up
in Suva.

The trouble with *Oliver Mac*, so
far as the Islands trade is concerned,
anyway, is that she is a coal burner.
Tenders were to be called in Suva
at the beginning of 1954 to convert
her to oil burning—but apparently
the project was never proceeded
with. Another trouble was that,

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because of her Japanese design, had such low deck-head on her decks that even men of average height had to stoop. She is 556 and is sufficiently powered to be used as a tug.

ANOTHER "K" CLASS SHIP STC

Bjarne Halvorsen Ltd. has its first 60-ft copra scow to the Shipping Trading Company, of Moresby. Named *Kuku*, she should leave Sydney under the command of Captain George E. Langley about November 20.

The 60-ft scow is identical to the well-known 56-ft Halvorsen model—except that it is 4 ft longer of course, and consequently has more cargo capacity.

Captain Langley is the buccannery mid-wife in the South Pacific; he left NSW with the Melanesian Mission's *Baddeley* on her delivery voyage to BSIP in September; and even more recently brought back from Norfolk Island the whale chaser that has been there during the brief whaling season.

SUWARROW FOR THE SEA-BIRDS AGAIN.

MOP Divers Withdrawn To Manihiki

It is apparent that the attempt to fish Suvarrow for mother-of-pearl has not been successful.

It was reported from Rarotonga in October that the party of divers working at Suvarrow atoll since mid-June under contract to D. C. Brown, were all to be evacuated and returned to Manihiki.

Mr. Brown's license to the fishery rights expires on December 31, and he would doubtless have been successful tenderer when applications were again called by the Administration.

For the number of people engaged—initially about 80—and the number of licensed diving suits in use (4), the harvest had not been good up to mid-September. No doubt with the possibility of the Manihiki lagoon again being opened to diving operations in 1957, the divers at Suvarrow feel that they can better for themselves back at home.

Reports from Suvarrow seem to suggest that most of the shellfish far located has been in deep water and that the lagoon is therefore a purely "machine (suit) diving" proposition.

To mid-September, 11 tons of shell had been taken in all.

cal Spree in the Cooks

STOLEN—ONE BRIXHAM TRAWLER

By GORDON RUSSELL

About 730 p.m., on Saturday evening, October 6, the well-known Cook Islands inter-island vessel *Inspire* stole out of Aitutaki's pocket harbour of bound goodness-knows-

"e" is the word, for her motor men started and her moorings by some persons unknown—time.

Age-old surge that courses in the veins of all true men, moorings and away," had at that time and place, and and adventure was on.

owly dawned upon the few oted this departure that it very silent affair, lacking the garlanded background of r, tears, chitchat and down-baldry.

born, the horrible suspicion from mouth to mouth and, ly enough, brought the police scene.

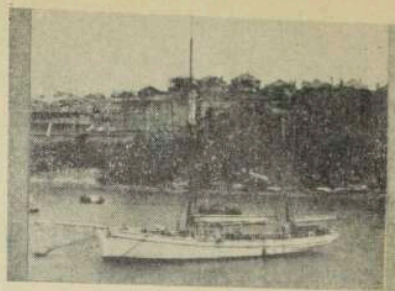
members, whooping it up ay-night style in favoured were peremptorily interro- Three of the crew, familiar e vessel, but weak on navi-

gation and mechanical knowledge, were found to be missing.

Outrigger fishermen, dreaming on the end of tuna lines, had reported that the vessel passed them bound north-east, no lights showing, and under—they thought—one motor only. There had been talk on board the same day, it was said, of making a private trip to Aitutaki, for which island the vessel was all ready loaded and due to depart, officially, the following day. Maybe the "boys" just wanted to hurry things along for the owner.

Were their girls on board? As it is impossible to trace the movements of all single, foot-loose, starry-eyed maidens in Rarotonga, the question remained unanswered. Those who secretly envied these lusty young ship-stealers felt that there *should* be girls on board. Things would be more comfortable that way.

There was much coming and going that night. Known facts were flashed to Island Territories, Wellington. The *Wairuna*, due in Rarotonga the following morning for tomatoes, was alerted and for some hours scanned the inky waters for



"Inspire".

a radar reflection of a 70-ft wooden hull; no reflection.

John Harrington's little steel-hulled *Manu* arrived from Aitutaki the following day; nothing sighted. The *Charlotte Donald*, then at

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eye open and reached Raro-
Sunday evening; no news.

ent Agents at Lower Group
also alerted by radio, had
to communicate.

his time the stolen *Inspire*
lef headline news in New
papers and all ships in the
new the story, amongst them
Endeavour, the NZ Ant-
Expedition ship, south bound
Tahiti. The RNZAF Search
rescue organisation at Suva,
rted from Wellington, spoke
e kept informed. They were.
ay, as it happened, was
ation Day in the Cook
rounding off a long week-
which rumour held full sway
e weather, fine and settled
ight to moderate north-
es, suggested that, if that
topped, as was likely, in in-
ced hands, *Inspire* would
ake Aitutaki, or much east-
where.

ay, with the *Charlotte* and
andy for surface operations,
the right moment to seri-
onsider a call upon the Fiji-
AR aircraft and appropriate
were despatched.

evening the British freighter
s, bound for New Zealand,
sighting a small craft
sail about 300 miles ENE
tonga, making westward. A
with Tahiti revealed no pri-

vate yachts or balsa rafts bound
this way, to their knowledge. It was
a "possible," and Fiji Search and
Rescue were duly informed.

But at 11 a.m. on Wednesday, a
sail was sighted to the southwest
of Rarotonga and lookouts soon
confirmed that it was the good old
Inspire beating up to her home port
in a moderate easterly.

Bundling in to the Union Com-
pany's lighter launch, the police
were soon up with her, to arrest the
three culprits—one sailor, one
greaser, one cook—and allow the
legitimate captain and engineer to
bring her in and tie her up snug in
her old possie.

The nautical spree was over, and
the outside world advised.

Never has the *Inspire* received
such a welcome. Delighted crowds
hailed the trio—heroes all—as they
came ashore, spruced up in clean
attire, hair groomed, modest about
the acclamation, and in safe custody.

And the little ship? Quite ship-
shape; stores untouched; Her
Majesty's mails intact; everything
"as was."

THE age-old urge referred to,
aforesaid, was, in this instance,
stimulated by a goodly potion
of local brew, on that pleasant
Saturday evening.

The initial act was perpetrated by
the two more irresponsible citizens,
while the third (and unwilling)

party was sleeping it off. The fol-
lowing morning, No. 3 took over,
tried to make Aitutaki, was set to
leeward, and had to beat back home
again to Rarotonga, with inter-
mittent help from one engine.

Number three is now a free
citizen, reinstated. The other two
languish in Rarotonga's spacious
new gaol, with lots of time to dream
about going down to the sea in
ships.

So ended an interesting and ex-
tended week-end, stimulating to all.
Officials kept their heads and acted
wisely and well, when and where it
mattered most. But the outcome
could have been very different—
another tragedy to add to the recent

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CORK TIPPED OR PLAIN



spate of smallship disasters in the South Pacific.

Folk hereabouts say there were extenuating circumstances in the *Inspire* affair. There is never any lack of labour as crew for inter-island craft in the Cook Group and some local shipowners take full advantage of the abundant supply of young bloods only too happy to go places for an occasional square meal.

And, some add, Hollywood points the way with its visual-aid education, dispensed at three local cinemas any night in the week. Here, at 1/6 a seat, nothing is sacred, and all the finer points of sin, including piracy, are there, in technicolor.

There is likely a moral here, but why point it, and so mar the distinctive flavour of life in the "Cooks?"

† Under the direction of M. Munier, work on the construction of a new bridge across the Fautaua River, Tahiti, was completed in October by the firm of Jean Bres & Co. The bridge replaces an old structure.

† Formation of an average unsealed 20-ft road in Western Samoa costs £2,000 per mile; and tar sealing costs a further £3,000 per mile

MOCK RAID OVER RABAU

A JET plane which swooped and dived low over Rabaul early November caused no consternation.

The plane, from the carrier HMAS *Melbourne*, was carrying out a mock raid and the people had been warned.

The carrier, in company *Tobruk* and *Quadrant*, were Naval exercises in Territory waters.

At Lorengau, in the Manus, the landing of a Naval helicopter on the Reserve caused great excitement and a crowd quickly gathered.

The helicopter was flown by a Officer, who arrived to return on the District Commissioner.

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THE SENATOR
OT

e Facts About P-NG ative Labour Costs

Parliamentary warblings of the inimitable Australian Senator O'Byrne on the sub-Papua and New Guinea are off the beam that they are by most Territorians. But, for the reason, they have got the skin of that tough old Territorian, sawmill-owner Tom He has let go in a series of significant broadcasts to the *Pacific Post* and *Pacific Monthly*.

Flower, of course, is quite convinced that the wretched New Guinea native is being cruelly exploited by the ruthless white man. And his like writhe whenever they visit the Islands and learn that the labourers do not receive the ordinary rates of wages paid in Australia. Nothing will convince them that (a) Australian wages are high in relation to world standards, that they have got the Australian economy tied in a more permanent knot; and (b) that very few Islands labourers are worth one-quarter the value of an Australian worker, anyway.

Flower makes the foregoing point clearly enough—but neither a different bureaucrat, nor the different politician, nor the ignorant Island voter is going to take the slightest notice. It has been going like this for 25 years, to our knowledge.

Flower supplies some interesting information, however. There is a story of what the natives did with a new International KB6 6-cylinder truck, for example. It cost

a native driver said he wanted a truck of oil for it. I gave it to him. That night he came to my house and stated that the truck had broken down along the road.

I drove out to inspect the truck, and the engine a complete mess. He admitted that he had poured oil to another native.

I had to replace the engine-block after 6 months, I got it on the main. A few days later another driver was driving the truck through bush mill into town. He heard a noise at the back, turned over and looked out the back door. Thus, he let the truck wheel go, and ran off the road and on into a tree. The driver was a complete write-off. In the morning I got £700, and I got £400 and back."

A letter to *South Pacific Post*, Flower makes a comparison

between the running of a sawmill in a white-labour country, and in Papua. He wrote:

"In Australia, a Twin Canadian sawmill with No. 1 bench and a docking saw can be operated from the forest to the sawn product with eight Europeans. These men would average £70 a month each, a total of £560 and should produce 4,000 super feet of sawn timber each day, or 500 super feet for each man employed in the organisation.

"In Papua, to operate the same mill, five Europeans are required at £85 to £90 a month, plus plane fares from Australia, quarters, vehicle, etc., which would bring it up to £100 per man, or £500 a month. In addition, at least 30 natives are re-

quired and their wages range from £2 to £10 a month plus ration issues, plane fare, medical expenses, etc. A reasonable average price would be £10 a month per native, or £300 which, on top of the £500 for the Europeans, makes the monthly cost of running the mill £800.

"That is not all. Any employer of labour knows that in this country all that can reasonably be expected from a European is 75 per cent. of what he would do in Australia. Which means that instead of 4,000 super feet per day being produced, this now drops to 3,000. If there are 20 working days in a month a mill in Australia produces 80,000 super feet at a cost of £560 for labour. In this country it costs £800 for labour

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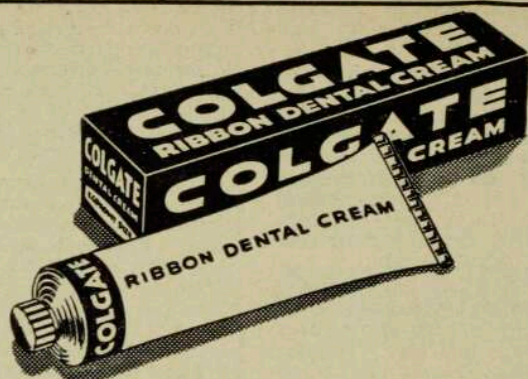
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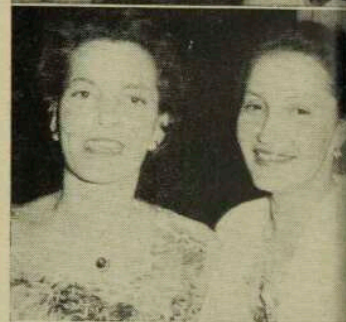
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These are the facts that
O'Byrnes consistently ignore,
making their summaries
South.

Islanders in Sydney



Among those who attended a recent gathering of the Polynesian Association in Sydney were:

Mrs. Waya Bovill, formerly Miss of Suva, with Mrs. Nancy McQuillen.

The Association's popular social season Mrs. Ann Griffen, who was welcomed back holiday in Suva, with Mrs. Rodney Kiri formerly of Suva.

Two young ladies ex Rotuma and Suva Mary Olsen and Miss Evelyn Compain.

† Ansett Airways flying boats, charter to the New Zealand Department of Island Territories, operate flights from Wellington to the Chatham Islands in December, January and February. An airfield is now being built in the Chatham Islands for land craft and this should be operational for land planes by next summer. A private New Zealand company has already applied for license to maintain a service with Beechcraft aircraft now on order in the United States.

Doctors off Duty in American Samoa



Dr. Julia Lagarejos and Dr. N. J. French, of American Samoa. Dr. Lagarejos is of Filipino-Samoan descent and 16 years ago went to Manila with her father, where she graduated from the medical school. She is the first woman of Samoan blood to receive her medical degree. She returned recently to join the staff of the Pago Pago hospital. Dr. French has been Chief Surgeon in American Samoa but leaves in November. He is an American citizen but was born in Malta. He has given fine service.—Pan-Am. Prints.

as in transit to the Gilberts an Island are now required prior arrangements regard-commodation before they can passage to Ocean. Due to shortages at the island they strictly limited as to the of their stay.

se of a general collapse in th, the Rev. H. J. E. Short, own in Papua because of a of devoted missionary

service, has been ordered to "go South." After a period of treatment in the European hospital in Port Moresby, Mr. Short (accompanied by Mrs. Short) will travel to Adelaide, where they will reside in future. Mr. Short retired from the Mission field some little time ago and settled down in a small plantation home on the north-east coast of Papua—a property he has disposed of with very much regret.

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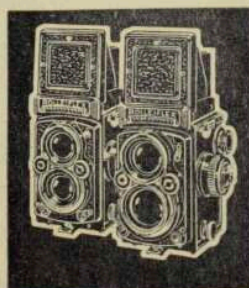
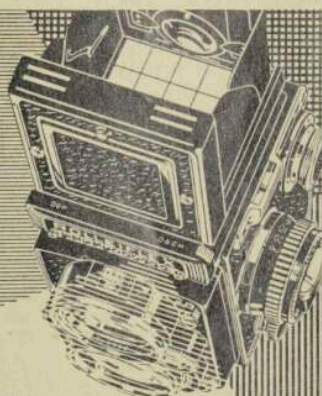
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A Hydroseal repair is a permanent repair! Get Hydroseal for fixing leaks in metal, stone or wood. A scientific blend of asphalts, black Hydroseal is easy to apply with knife or trowel. For large holes sandwich it under and over a calico or canvas patch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

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

PABCO Products are obtainable at island stores.

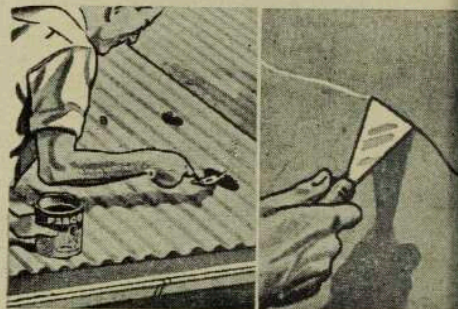
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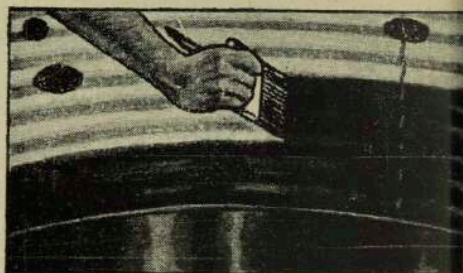
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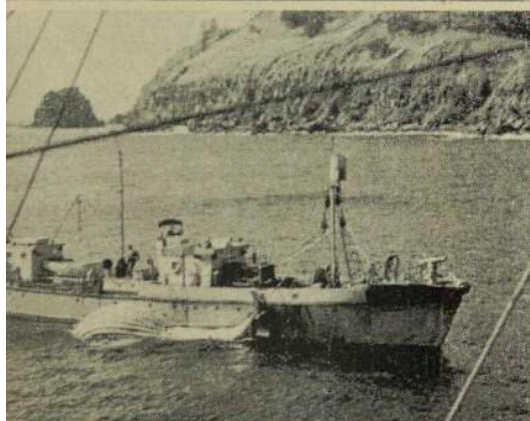
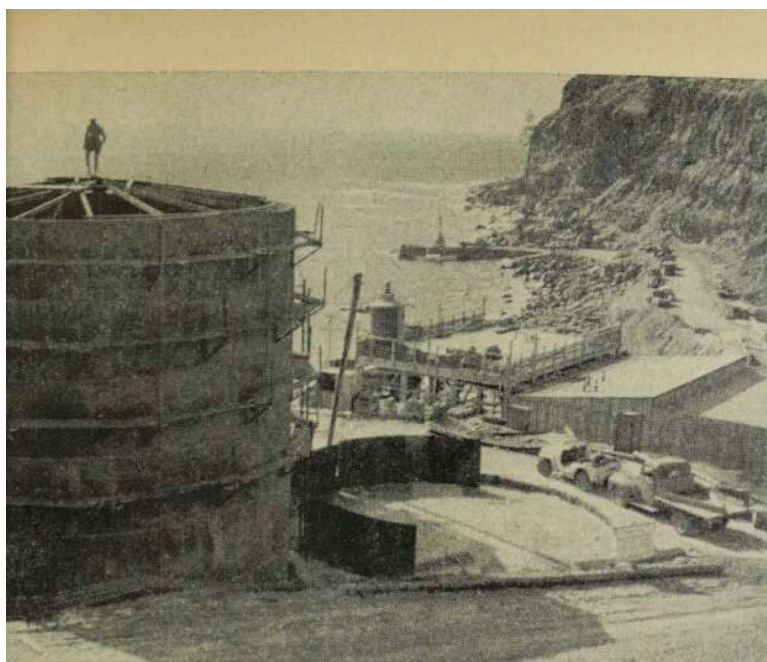
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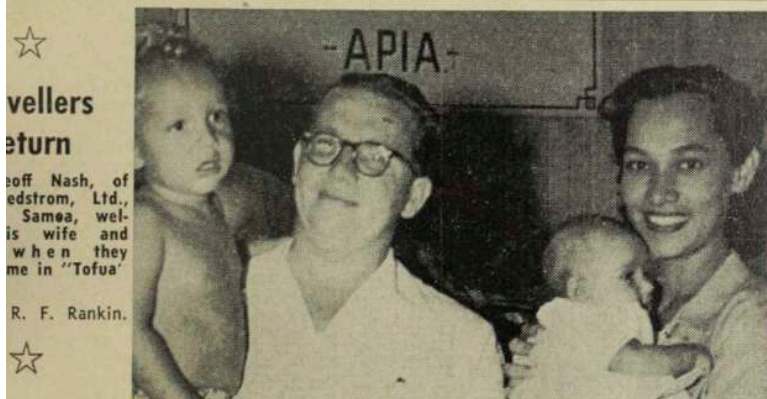


Brushable Hydroseal preserves and protects metal against corrosion and cracks — concrete and asbestos, too! Remember, Hydroseal does not contaminate water.



Norfolk Is. Whaling

Above, the whaling station at Norfolk Is., showing installations that are capable of holding 1,500 tons of whale oil. And lower, the converted Fairmile whale-chaser, "Byron I", with a whale alongside. The station caught its quota of 150 whales by end of October.



vellers return

Jeff Nash, of Edstrom, Ltd., Samea, well-known wife and when they came in "Tofua"

R. F. Rankin.

carried 598 persons to Samoa, and 675 airers away from the territory last financial year.

Senior P-NG Administration Mr. J. K. McCarthy, is holding exhibition of paintings, Nos. 3 and 4, in Port Moresby Christmas funds for the

patients at Gemmo Hospital. Native artists will also exhibit their work, and about forty paintings are expected at the showing.

Mr. and Mrs. E. A. James, of Port Moresby, stopped off in Brisbane on their way to the Olympic Games, in November. Mr. James is MLC for Papuan mainland.

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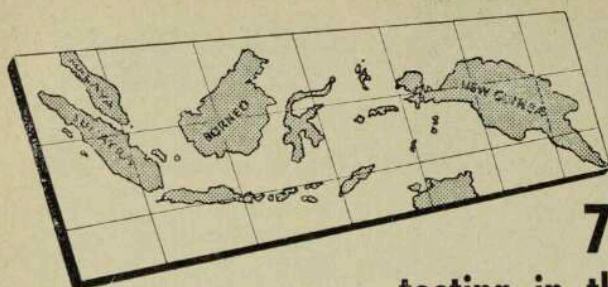
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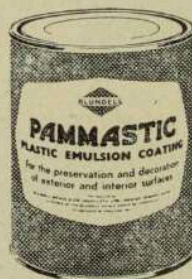


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Letter to the Editor

MEETING THE TB PROBLEM IN THE COOK ISLANDS

MR. W. H. PERCIVAL, an employee of the Cook Islands Administration, presented official "authorised version" of Cook Islands TB situation in letter to PIM.

The facts and figures presented in my July article were supplied by the field officers most closely associated with the anti-TB campaign in those islands. Without disputing Mr. Percival's figures, I repeat as of June these officers were saying the least, highly critical of measures and methods for meeting the situation. These were limited by available funds.

My July suggestion was that a very great deal could be done to improve the deplorable health situation—the facts on it are well documented in a number of medical reports of recent years—by utilising a portion of the present £1,000 allocated annually by New Zealand to the Colombo Plan. My suggestion was that New Zealand's own island territories should have first priority on any such funds.

The TB situation could be rapidly brought under control in the Cooks, as it has been in New Zealand, by isolating all active cases as a first priority. While they are in treatment, which may or may not arrive, the medical records show that they are continuing to infect other healthy members of usually overcrowded households. This presents the rate of infection almost certainly a good deal higher than the rate of cure.

No elaborate and expensive buildings and skilled staff would be called for. The very simplest open barracks, constructed as a community effort on each island from mainly local materials, would suffice. Only surgical patients, those on special treatment who go to the Rarotonga sanatorium.

Treatment and care of all others would not call for any skilled staff.

The ideal situation may be a bed rest; but patients held under the supervision of a few capable male and female nursing aides in such isolation barracks, while certainly obtaining a great deal more rest than they would ever obtain at home, would fend for themselves to a great extent. This is standard practice in most sanatoria.

They would rise for their meals and toilet; the fitter patients would sweep out the quarters, prepare vegetables and food for the ill, cook, and generally assist the skeleton staff of medical aids. This would have to be selected mainly

ability to maintain order and line.

of the funds would be expended on certain fortifying food-like full-cream milk powder, on the necessary drugs for rent. A staff of half-a-dozen but unskilled Islanders easily be able to care for hundreds of a hundred patients.

without anything like full most patients would im- through a regular diet, and— important—they would not be others.

will be remarkable indeed if situation in the Cook Islands ought under control on the of present annual expenditure mainly home treatment.

comparatively heavy expenditure a comparatively few years prove far less costly in the un. Certainly lives would be which are going to be lost the present programme, and others would be saved from on.

ainly, too, the general health on in the Cook Islands, as d in reports which have re- sistant publicity, is far more than a reading of the Cook Annual Report or Mr. l's October article would s believe.

I am, etc.,

J. P. SHORTALL.

nd, NZ,
r 31, 1956.

MISS FOR RNZAF HASTINGS AIRCRAFT

LEAK accident almost caused aster to a RNZAF Hastings ntransport aircraft at Campbell far south of NZ recently.

aircraft was on a supply- ing mission from Auckland— eing no airfield at mountain- campbell, and no sheltered for a flying-boat.

lies were being dropped by ute in metal containers. After canisters had gone, one in the turbulent slipstream, k the aircraft's tailplane, which the parachute fouled. l of the aircraft was sud- dered as it adopted a e-motion.

aircraft immediately headed v Zealand. A RNZAF flying- which was at the Chatham , to the north, was alerted d by for rescue operations. Hastings began to lose alti- lowly, as preparations were o saw a hole in the side of craft well aft, in the hope odging the obstruction. ver, after about 20 minutes anister and its parachute clear and all was well.

Islands Residents Meet in Sydney



Recent visitors to the Pacific Islands Association, Sydney, were (left to right): David Permezel and Jack Baker, currently in Sydney studying Pacific Administration, with Mary Young of Suva, Mrs. Eric Emberson, Jessie Sun of Sigatoka, Fiji, Eric Emberson and Maafu Williams of Suva.

—Photo by Bayside Studio.



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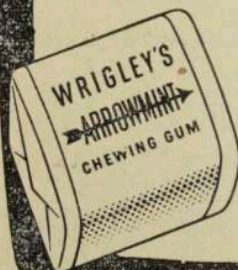
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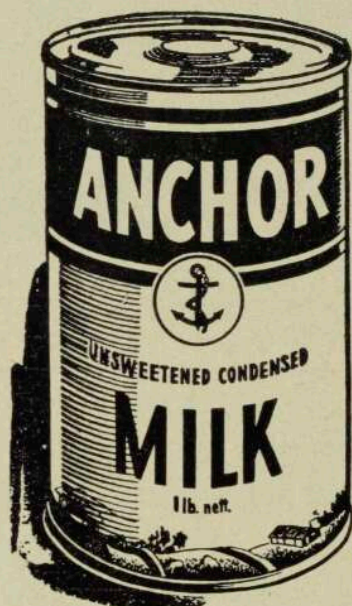
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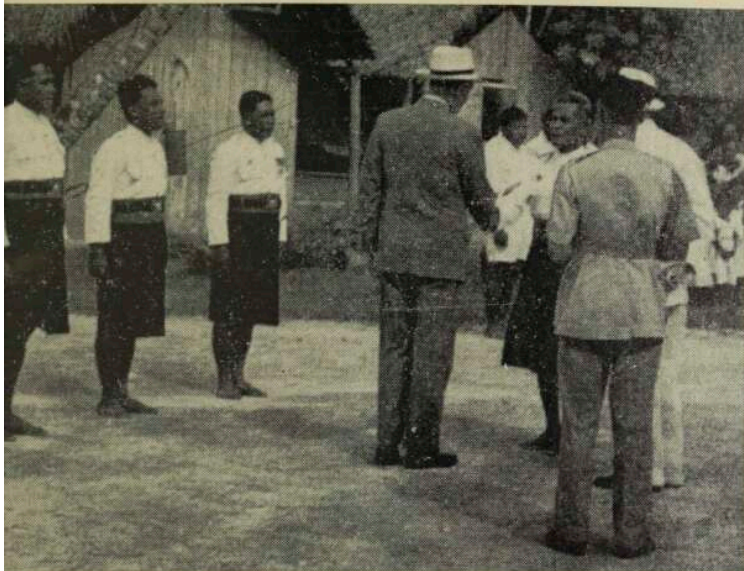
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Make a Force . . .



have a police force of four on remote Fanning Island, whose commercial life revolves around the cable station and copra plantation. This photo was taken during the visit of Mr. Esela, High Commissioner for the Western Pacific, in July. He is speaking to Sgt. Esela. —Photo by R. H. Youie.

Governor cules ombo Plan

long ago, an interesting press on Burma was given members of the Royal Society in London by Sir Rance, who was the last Governor of Burma.

Hubert made no reference to Colombo Plan—that idealistic plan brought into operation 1950, under which United Kingdom, Canada and the South British Commonwealth are spending many millions of pounds per annum in providing assistance to Asian countries with free financial help and equipment, in the hope that the Asians thereby persuaded into a friendly attitude towards us.

Mr Hubert was asked whether, in his opinion, the operation of the Colombo Plan had made any difference in the attitude of the Asians towards us.

Hubert replied: "Not the slightest!"

He was asked whether he did not think that more publicity should be given to the benefits which the Colombo Plan conferred on certain Asian countries.

Hubert (an experienced politician) ridiculed the Colombo Plan, and its effect upon the Asian countries.

Pacific Islands Monthly, for

several years, has been insisting that all this Australian expenditure on the Colombo Plan (£4,675,000 in 1955-56, and a similar amount proposed in 1956-57) could be used to far better purpose within Australia, or at least within Australian Territories. A lot could be done with £9,000,000, which is what Australia alone is giving away to wholly unappreciative Asians within two years!]

† Mr. A. H. de Tourettes, who was on the staff of the Bank of NZ in Suva in the 1920's, visited Fiji this month with his wife. Mr. de Tourettes is now manager of the West End branch of the bank in Wellington.

† The largest herd of cattle to be sold for some time is being put up for sale by the Papua-New Guinea Administration. The 37 to be sold include 21 2-year-old steers and 16 yearling steers from Baiyer River. Twenty-one sheep from Erap are to be sold also.

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a century of
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HINI-WILLIAMS FIGHT—

Pacific Is. Boxer Cannot Fight Again in NZ

SOUTH Pacific heavyweight boxing champion, Tom Hini, will not be able to fight in NZ again because the NZ Boxing Council has revoked his licence over an alleged "arranged" fight.

His opponent, Australian heavyweight champion, Alan Williams, has had his NZ licence cancelled, and both boxers lost their shares of the purse.

The fight was staged at Hastings, on October 17. Referee George Gordon called the fight off in the third round, and later reported to the Hawke's Bay Boxing Association, which promoted the fight, that he had become convinced that both men were pulling their punches.

The promoting association upheld Gordon's "no decision," and withheld the purse pending a final decision by the national body.

Gordon's report said: "To have allowed the farce to continue would have done irreparable harm to boxing. It must be made plain to the public that the association would not allow the public to be taken down."

As early as the first round the fight had all the appearances of a poor exhibition. Gordon told both men he wanted them to fight, and Williams then appeared to put more weight into his blows, but Gordon remained unconvinced that the Australian was doing his best.

Hini continued merely to paw at

his opponent, and in Gordon's opinion did not strike one good blow.

Gordon said he spoke to the trainer at the end of the first round, telling him that his boxer was not punching. At the end of the second round he had said to the trainer that a "no con-

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AE15/2048



be declared if Hini did not
er.

atched both men carefully
the next round, and as the
went on I became convinced
had been arranged," Gordon
d. "Although Williams still
d to be putting some weight
is blows I was convinced
was pulling them, and he
ade no attempt to block or
he feeble blows that Hini,
s supposed to be a knock-
n, was throwing.

It certain an arrangement
en entered into between the

I had no option but to
it a 'no fight.'

ms, back in Sydney, giving
ion of the fight, claimed he
ne "nothing crooked."

didn't get any money for
ht," he said. "I am not
about that so much as about
utation and people perhaps
I went to New Zealand to
stew.

ight have all started from
that Hini and I flew from
d to Hastings in the same

I didn't sit near him in
ne, nor speak to him. Our
g together was the fault
Boxing Council, not ours.

n a slow starter. I had
Hini before and beaten him
uts at Suva. I knew how
e was. He had a record of
k-outs in 34 fights. I was
to a plan. I would have
otent to win on points.

comes in with his head
You can't keep hitting him
head and break your hands.
haken him with a couple of
in the third round when
ree stopped the fight. The
patted me on the back and
'You'll be all right, son.'

referee admitted after-
that he had been a bit

ugust, 1955, Williams and
ager, Johnny Phillips, were
d of having conspired to
the public of money at
(in northern New South

harge concerned the alleged
n" of Sydney heavyweight,
Dempsey, as Queensland
eight champion, Cec.
h, in a fight with Williams.
sey and trainer, William
ld Lawrence, faced similar
All four were acquitted.

ms knocked Dempsey out
fourth round in the In-
ght.

J. Whiteman, Nutritionist of
th Pacific Health Service,
at Tonga late September to
wo months advising on in-
d general nutrition.

¶ The Rev. Fr. E. Choblet has now
entered his 51st year of service with
Catholic Mission in the Gilbert
Islands, and on January 3, 1957, he
will be 80. Father Choblet has been
stationed at Beru, and was for a
time at Mokogai, the South Pacific
leper colony. His headquarters now
are at Tarawa.

† A well-known Port Moresby re-
sident, Mr. J. Annan (aged 75
years) died in the European Hos-
pital in October last. He went to
the Territory with the Department
of Works shortly after World War
II. He built the first European
Hospital and other local landmarks.
He is survived by his widow.

FOIL the demon of tooth decay



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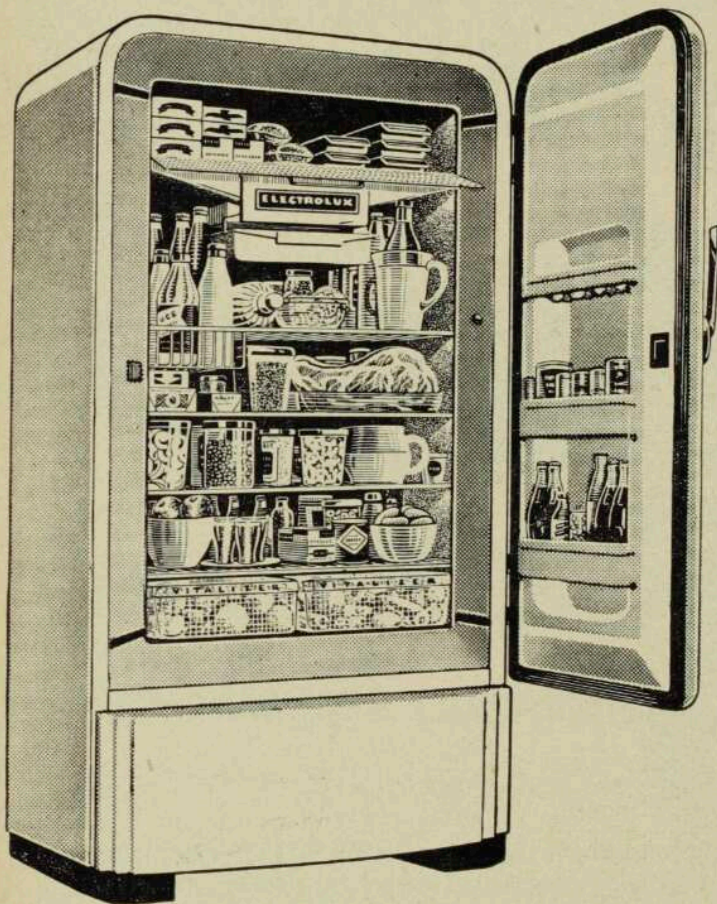
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tests have shown that Ipana with chlorophyll stops
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Overall width 30 7/8"
Overall depth without hardware 27 3/4"
Depth with door open 55 5/8"
Width with door open 33 1/2"
Depth without door 24 5/8"

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Guinea Diary

(Continued from Page 44)

MERCY FLIGHT

sound of a Catalina over Moresby at night is not unlike the pilots often practise night

But on October 24, alert heard a different engine and inquiries were directed to

being told that the plane was about to land at Jackson's, many motorists sped there with their headlights in case electric flare system was not working. However, all went well, the plane—with a seriously ill 7-year-old baby—made a perfect landing in the first civil night on at Jackson's since the war. As first intended to fly the who was suffering from an air blockage, to Cairns for attention. But on arrival Moresby, at about 9 p.m., child was examined by the Superintendent who decided adequate attention could be at Port Moresby hospital.

Chartered plane, flown by Crampton, left Lae for where the child was picked up flight of about 7½ hours approximately £525 for the

ough all air-strips in the are equipped with electric they are used only in emerg-

AN NATIVES STRIKE ON POINT OF HONOUR

ice truck which, by coincidence, happened to be in the line of behind a Steamships Trading Company's vehicle, which re-natives to the compound finishing work on the Port wharf, on October 18, the spark that led to Port's first native "strike."

native, apparently with a conscience, on seeing the truck following the lorry, and threw a parcel of to the road.

suspicious act caused the to inquire further, and after the native compound con-goods believed to have been from the wharf.

Following morning, the labour about 300 natives, downed and refused to work wharves, and Customs sheds.

ed by their Councillor, the appealed to the District sioner, who, after a parley two hours, persuaded them to work.

natives, mostly Gosiagos, have working overtime and earning they.

they are due to return to villages shortly, they have buying goods to take back them. Unfortunately, the

majority of trade stores do not issue receipts, so ownership of the goods could not be proved.

OVER THE BORDER THEY'RE CALLED AUTOCHTHONES

In little more than a year—wars and other errors and omissions permitting—the Dutch will be sending one of the largest and best equipped expeditions ever into their New Guinea territory. The country to be explored is the almost unknown area of the Sterrengebergte (Star Mountains), very close to where the three borders—Papua, Dutch NG, and the Trusteeship Territory—meet.

An effort will be made to find the source of the Digul River and the team of 70 men hopes to locate

minerals, and what the Dutch call "valuable beechwood."

A Mr. Schoorl, of the DNG Administration, has already done some preliminary exploration in the area; leader of the expedition, Dr. L. Brongersma, and technical leader, Lieut.-Commander G. F. Venema, have also had NG experience. Light aircraft and helicopters will be used extensively to supply the party once it gets away from base which will be Tanah Merah on the Digul River.

A platoon of Royal Netherlands Marines will accompany the 6-months, £100,000 expedition of 10 scientists, 10 assistants, a DNG administration officer, a doctor, and various other personnel—or, as the official handout on the foray states:

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If you have never heard the term autochthons used in that way before—and we certainly have not—it here means "sons of the soil."

Of all the modern circumlocutions to get over the difficulty of using that rude word, "native," that one just about takes the prize.

DCA OFFICIAL IN PORT MORESBY

Mr. H. A. Ellam, Controller of Supply and Transport for the Department of Civil Aviation, arrived in Port Moresby, on October 11, on an inspection of departmental stores in the Territory.

His tour will take in Lae, Madang, Goroka, Wewak, Bulolo and Wau.

Mr. Ellam later went to Rabaul at the invitation of the Shell Company for the opening of the Shell bulk fuel installation there by the Administrator.

CUP FEVER

"Melbourne Cup Fever," which usually strikes Australians everywhere at this time of the year, showed its symptoms in Port Moresby.

Sweeps filled and Committees busily arranged Cup Day parties.

Mrs. D. M. Cleland, wife of the Administrator, attended a party at the Red Cross Hall on November 6. It was arranged by members

of the Pre-school Management Committee to provide funds for toys and equipment for the Kindergarten.

HELP FOR SENIOR TERRITORIANS

Mr. Henry Eekhoff went to Lae to settle with his family in 1928. At

that time there was very little of Lae than a dot on the map of New Guinea. However, a kunai shack soon appeared and a small store was set up. Over the next 10 years, Henry Eekhoff put his own particular hand in shaping the present-day New Guinea, but

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of helping people to get their
and stores together in order
ure forth seeking fortune in
is.

as the Eekhoff family who
for and was granted the
ence for a hotel at Lae, and
in a temporary building.
a short time they decided to
d the property was pur-
by Mrs. Flora Stewart. It
ite of the present-day Hotel

years slipped by all too
war came, and after it, the
s were amongst the first to
o Lae. Then Henry decided
ut of business on his own
but remained at Lae, and
position with Buntings.

their family married, Mr.
s. Eekhoff looked like living
arby and Joan life quietly
e sands of time ran out.
t, the changing economy of
ld wrecked that plan, and
d Mrs. Eekhoff decided to
ae and go to live in Aus-

50 people gathered at the
ecil to say a final Bon-
to Henry in early October—
khoff had preceded him to
nd had purchased a small
a readiness for the move.
ple gathered were all pre-
dents of New Guinea, and
ad lived in Lae and had
he Eekhoff family in those
All were sorry to see them
in Henry's own words, "he
g to find security." He said,
unkly, that by going to live
s he and his wife would be
to an old-age pension, and
ould be allowed to earn a
ount in excess of this, he
they would be able to live
etly without being a burden
e.

Territorians are beginning
that it is high time that
y in New Guinea spent a
ime and thought on the
of the aged. There are not
them—there might never
—but why should a gentle
and his kindly wife have
the home, the friends and
or which they have worked,
they can no longer carry
of work and remain in-
at?

Dwyer advised the Rabaul
visory Council at a recent
that a Committee had been
there to aid destitute

that representations made
dministration had resulted
ance being given to people
to help themselves.

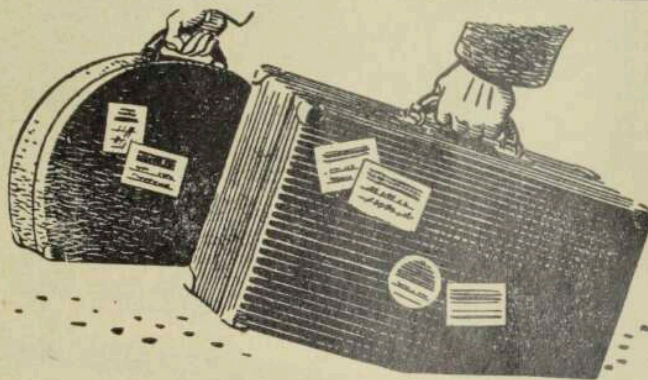
probably right enough as
goes—but it would prob-
better all round if assist-
e available to these people
they became actually

LAE BASKETBALL BOOMS

The Lae Basketball Association held its first Annual Dinner at the Hotel Cecil on October 26. About 40 representatives of the various teams attended. The premiership shield went to the "Banks" team. A trophy for the highest aggregate score was presented to Mr. Tony Normoyle. Chairman for the evening was Mr. Brian Bretag, of the Lae team, and

opportunity was taken to say cheerio to several members of the Voco team who will be proceeding South on transfer and will not be playing during the next season. It was decided unanimously that the standard of Basketball in Lae had advanced considerably and that the future of the game looked very rosy indeed; a visit to Port Moresby may be made later.

For her continued generosity in



Going places?

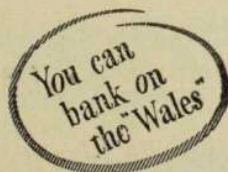
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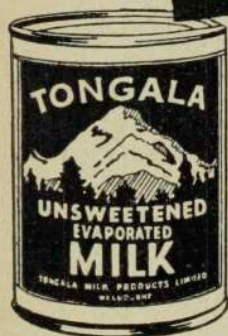
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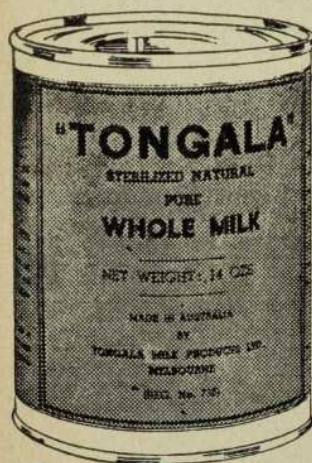
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stops waste. Ideal for picnics, boating, camping. Keeps for a long period—stays fresh.
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g the Association the use of
t Hall, both for practice and
ekly competitions, a vote of
to Mrs. Flora Stewart was

NOW PLAY AUSTRALIAN RULES

le over a year ago, Australian
Football was only a name in

an Education Officer at
a Technical Training Centre,
ck Tong, himself a former

Launceston Grammar School rep-
resentative, taught his native
students the game.

Later, a committee of Europeans
was formed to play in a competi-
tion.

Their first match was played at
Boroka, where the Administrator,
Brigadier D. M. Cleland, bounced
the ball, and the native students
from Idubada and Sogeri schools
played the curtain-raiser to the
match.

In September this year a Rules
team visited
Cairns, where
they were victori-
ous.

Their successful
season culmin-
ated in a "Ball
of the Year," held
November 2 at
the RSL Club,
Port Moresby.

Look out Mel-
bourne, here we
come! (Over)



On October 13, Mr.
W. D'Arcey of Depart-
ment of Works, and
Sister E. Jack of the
European Hospital were
married at the Roman
Catholic Church, Port
Moresby.

Photo: Papuan Prints.

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and you'll notice
the difference

OLD WARRIOR DIES

A great old policeman, Sgt. Major Foginau, of the Royal Papua-New Guinea Constabulary, was buried with full Police honours in Port Moresby in late October.

Sgt. Major Foginau's record as a policeboy goes back to 1926, and he could, of course, remember the German administration.

He received an American citation for the part he played in the task force landing at Manus in 1944, and was recommended five times for other decorations.

He was awarded the Police Valour Badge—a rare honour, as this is awarded only where risk of life by way of duty is incurred. It is a civil VC.

BOP SERVICE SIX TIMES A WEEK

With the Territory's ever-increasing population, the demand for plane seats is so great that it is sometimes necessary to book weeks ahead on southbound planes.

Qantas has met the emergency by putting additional Skymaster on the Bird of Paradise run, Sydney-Lae service, from November 21. This means that a Skymaster will be arriving in the Territory six days a week—Sunday, Monday, Tuesday, Wednesday, Thursday and Friday.

The usual extra services to shuttle schoolchildren back to the Territory from schools in Australia will commence early in December.

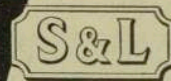
TAIL PIECE

When Judge Gore returned to Port Moresby, end of October, he made it the first occasion for five months that all four judges were in the Territory at the same time.

† Group Captain A. S. A. officer commanding the RN base at Laucala Bay, Fiji, spent a week in New Zealand recently at a conference of RNZAF station commanders.

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ER STRIKE!

an Wharfies Demand Dalo

dalo, no work," was the slogan of the Fijian wharf labourers in Suva on October 18. They had strongly complained about the shortage of dalo—taro to the rest of the island—and they were promised it would have it next day.

At 5.45 a.m. there was no breakfast the day shift men for their meal before start-work sat down and refused to eat what was put before them to work. At 7 a.m., when the night shift came off they also refused the food.

They sat down quietly, drank and sang or talked.

A conference was held between the wharf parties and a Labour Department representative and the men were given meal money until it could be obtained for the evening.

In addition to the fact that dalo is in short supply since the war it has also increased in price. So much so that many in Suva accustomed to eating dalo now eating imported potatoes. The wharfies, even although they prefer dalo.

The manager of the Fijian Co-operative Marketing Association said that on account of the high price of dalo his Association was making no attempt to sell it at its present price but was offering it instead.

Foreigners" in New Caledonia

NOUMEA, Oct. 20. The local Assembly has decided that non-French persons wishing to trade in New Caledonia shall be accorded the same facilities as are given to New Caledonian citizens in the French country.

A point arose recently when it was announced that South Viet Nam, formerly a member of the French Indo-China Empire and virtually independent, had declared that certain Viet Nam and professions would not be open to foreigners, and that non-nationals would be regarded as foreigners. New Caledonia, however, made a direct inquiry and was assured by Viet Nam that New Caledonian citizens would not be treated there as foreigners. Viet Nam claims to be still a member of the French Union, but its status is at present clear.

SUPERSEDING PRIVATE ENTERPRISE

SUVA Chamber of Commerce has strongly criticised the Government's plan to import its own food stocks.

It is claimed that the Government should not encroach on the activities of private enterprise.

Formerly the gaol, which makes bread for itself and Government institutions, has imported its own flour, and that activity now seems to have spread to the importation of other food supplies for Govern-

ment vessels, lighthouses and other Government uses in addition to the schools and hospitals.

Reserve supplies were also kept at the gaol for use in any emergency, such as hurricanes or floods, where food would be urgently required. The accounting was done by the Government Storekeeper.

Government's proposal to transfer the whole of this importing to the Stores Department is visualised as a general Government scheme for importing its food supplies. It is estimated that the plan will involve the building of a special store of 6,000 square feet.

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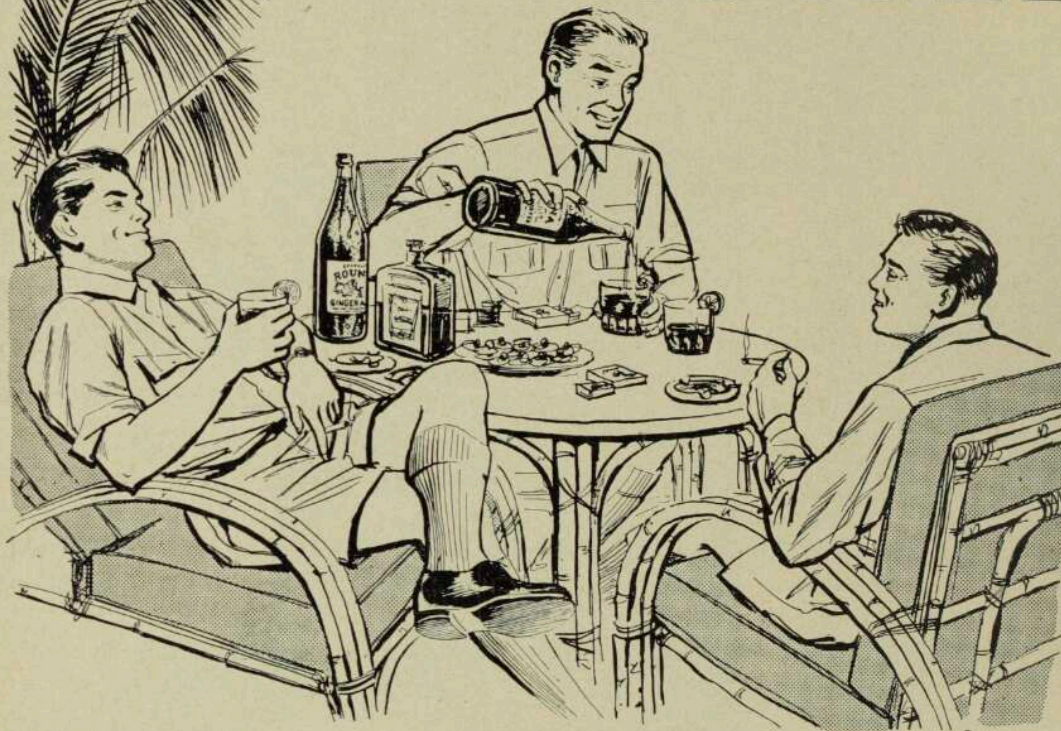
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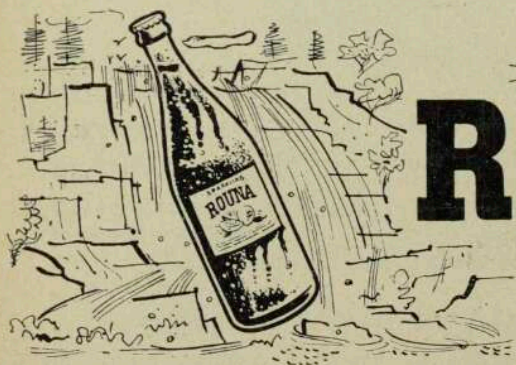
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SOFT DRINKS

LEMONADE • SPECIAL ORANGE • SPECIAL LEMON • KOLA
SARSAPARILLA • GINGER BEER • SODA WATER • GINGER ALE

Territories' Talk-Talk

(Continued from Page 31)

NG, on account of its "potentialities" (glorious and its lebensraum is a shot for our over-crowded neighbours.

Tongues—

od

's Consul-General to Aus-
onsieur J.F. Mountousse, re-
publicity on his return from
o P-NG where he visited
missionaries of the Roman
mission of the Sacred

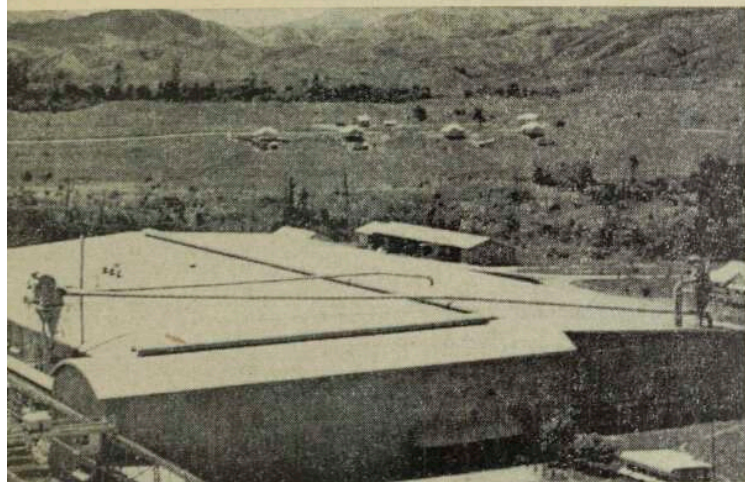
The Buin Show

From a recently received issue of *Rabaul News* (which is becoming more newsy than ever and has just celebrated its tenth anniversary), I see where the Buin district, down Bougainville way, has held its fourth Annual Show, with 46 sections of exhibits. These included native arts and crafts and work in bamboo, cane and (of course), the famed Buin Baskets, which they will still refer to as "Buka Baskets."

Buin has always been proud of its plaited cane-work and it is good to see this old-time crafts-
manship being encouraged by the Missions and the Administration.

Buin, according to *Rabaul News*,

was the first district to hold such shows and for this it must be congratulated on taking such a lead in the preservation of New Guinealana. (Spell it how you like. You know what I mean). (Over)



With New Guinea Timbers plywood mill at Bulolo, New Guinea, which the Duke of Edinburgh visited on November 12.

Photo: N. Brady.

th headquarters at Samarai.
roadcast he enumerated his
ces and told of the natives
net who, "fifteen or twenty
go were all fighting, but
happy."

ission started, incidentally,
years ago. He added there
any nationalities in the

That was the point which
d me and I noticed, when
to records, that in 1952
rticular Mission had 132
of ten different national-
he majority were French
en came Australian (45);
by Swiss (16), and others
us European origin.

past—and it may occur
the future (one never
there has arisen a certain
of embarrassment in NG
rs break out, because of the
status of some of the
ries. So far as the Roman
s are concerned, would it
more simple if they were
onals of Vatican City, a
ed neutral independent
Or is there a catch some-



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"Quality with Economy"

and to bring out
the full flavour . . .

"THE GOOD COMPANIONS"

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H52/QP

A By-product

Last month I mentioned a possible use for volcanic lava. This month a by-product worth investigating is coconut milk. A Yankee scientist reckons that substances extracted from milk, especially coconut milk, are most potent in promoting plant growth. Best response is with root crops. Bits of carrot root immersed in coconut milk increased in size several hundred-fold.

Dr. F. C. Steward, of Cornell University, is the man. Over to you, Larry Dwyer.

The Wheel

Turns

Extracts from the *Rabaul News*:

"A meeting of all native ex-servicemen will be held on September 22 in the Council House of the Rabaul Native Local Government Council at 3 p.m. The president of the NESLONG, Raymond Martin, wants all native ex-servicemen to be present to discuss the erection of a club house. The RSL in Australia has contributed £300 to assist in its construction.

"During this month two Scouts in this Territory will receive the Queen's Scout Badge. This is the first occasion on which the Scouting award has been presented in the Territory. The two Scouts are

Alan Tsang, of the First Rabaul Group and Julius Powesue, of the Second Lorengau Group. . ."

"At the September meeting of the Vunamami Local Government Council it was decided to spend £150, raised for the installation of electric light in the Council House, on completing the construction of a

dormitory for the local Education Centre. The installation was postponed year. . ."

Bits And Pieces

Harold Bell, skipper of BE catchers in TNG back in the

WANTED

New Guinea Walnut Logs or Flitches

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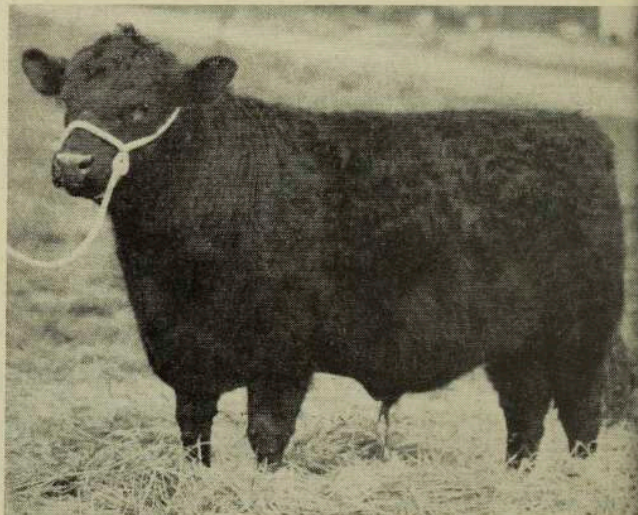
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For further particulars apply to:

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Photograph—top sire "TERINALLUM EUTAW" (imported in Ute).

Purchased R.A.S. sales 1954 for 2,500 guineas.

Bald Blair Rowa Champion Brisbane Show.



Completed Police Station at Bulolo,
Photo: N. Brady.

of the Waratah Hotel, at has been making front- of late over his allega- riberly in Sydney Council . Critics do not appear asiastic about the NG : Into Paradise. . . P-NG ation is advertising for 24 officers and an unspecified of Education Officers. . . ief Guide, Lady Baden- ill visit P-NG early in The B. B. Perrimans be- dparents on October 14. to Bob and Val. . . Mrs. ssell, well known pre-war entity, died in Brisbane of October . . . Anyone re John McVae (formerly) is hanging out? K. BNZ, George St., Sydney, for him. . . Koitaki Para states Ltd. has raised its from 30 p.c. to 35 p.c. ear ending June 30. Net e by 43 p.c. . . Gilbert How Are You Mate") has rom his fifth visit to the since the War. . . A. H. with wife and daughter, strathnaver at the end of Expects to be away a years. He hopes.

POINTMENT

"Smithy" Man for Suva Post

ON pioneer John Stannage come manager of the Fiji casting Commission early and will replace Mr. K. G. hose term of service has

lins will return to New and will take up an appont- nanager of the New Zea- casting Service in Napier. he developed adminis- ents in the radio world, age flew as radio operator ate Sir Charles Kingsford- the first crossing of the lantic from London to

New York, and on the first complete circumnavigation of the globe by air.

He made five crossings of the Tasman in the days when such a flight was still a matter of banner headlines, and flew on a number of other pioneering ventures with the redoubtable "Smithy." He holds eight international flying awards and gold medals, including the Sea-grave Medal.

Before taking up an appointment as manager of Radio 3ZB, in Christchurch, NZ, Mr. Stannage was manager of Kingsford-Smith Air Services Ltd., in Sydney. He held the 3ZB position for 15 years before becoming managing director of

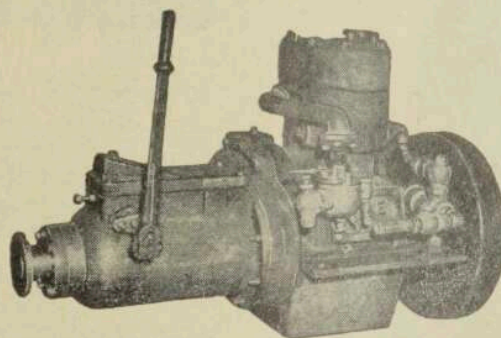
Restar (South Island) Ltd., Christchurch.

Mr. Stannage has had broadcast- ing experience in England, Australia, and the United States, as well as New Zealand, in all phases of pre- sentation and administration.

Organisations of which he is a member in Christchurch are the Christchurch Businessmen's Club, the Aged Peoples' Welfare Council, and the Christchurch Rotary Club. He had nominated for a seat on the City Council, but withdrew this when he accepted the Fiji appoint- ment.

Mr. and Mrs. Stannage are ex- pected to arrive in Suva about the middle of January.

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EST. 1

EAD

Still Plans Papeete-Honolulu Service

RDING to a Honolulu source, the Pacific Air Lines, which for years been trying to get a Honolulu-Papeete flying-service, is not out of the running, although Britain has taken Christmas Island for next year's tests.

Christmas Island was to have been an important mid-way staging point for SPAL. It was within weeks of being complete when the UK announced its intention of moving in. It has been hinted that SPAL may have reached some interim agreement with the UK whereby they can use the island as until next April by which time the company could have a notification to put onto the

a Super-Constellation, direct from Honolulu to Bora Bora could be made. There would, however, still be the difficulty of carrying passengers from Bora Bora to Papeete—although if the company could establish the service it would not be in a favourable position for the international airport is at Papeete. This could not be done in three or four years under favourable conditions, and so we know Bora Bora is not going to Super-Constellation.

Pacific Air Lines came into being in Hawaii when it re-applied to the Civil Aeronautics Board in Washington for a licence on the charter flights of the Pan American Airlines of Honolulu. The Board was seeking permission for SPAL in September to make charter flights on behalf of Tahiti Air Cruises, an organization headed by Mr. Richard K. Kinnear, manager of Halekulani. The flights applied for were to be at weekly intervals commencing on October 10 from Hilo to Bora Bora using DC4 aircraft. The rate per trip was fixed at \$1,000 return, and passengers pay \$1,000 fare to the islands.

The charterers would, in addition, pay the expense of chartering a Catalina for the Bora Bora-Honolulu connection. The application was supported by the Honolulu Chamber of Commerce, the Hawaii Island Chamber of Commerce, and the Big Island service clubs.

Considers Abandoning Coral Route Service

PAN Empire Airways "Coral Route," from a financial point of view, was "bad business," and

should be abandoned, NZ Minister in Charge of Civil Aviation (Mr. T. P. Shand), said in the NZ House of Representatives recently.

Speaking during the debate on the Civil Aviation Estimates, he said that the route had lost a lot of money last year, and would lose more this year. TEAL had extended the service to Tahiti in an attempt to make it pay, but it was still a "very poor risk financially."

Mr. Shand said the service cost the taxpayer a considerable amount of money although the Island Territories Department had come to rely on the service, which served islands which were New Zealand responsibilities.

The Government would have to make up its mind whether it would try to improve the service, and make it pay; or whether it would abandon it.

"But, because of our responsibilities, a decision to abandon the service cannot be taken lightly," he said. "However, I still doubt whether the cost of continuing it is worthwhile."

Air Service to Christmas Is.

The British military authorities are preparing facilities at Christmas Island for nuclear bomb tests next year are now operating a regular weekly air mail service between the island and Honolulu.

The aircraft flies north on Thursdays and departs from Honolulu again the following day.

† A mobile clinic in the Sepik District of NG, recently returned to Wewak after visiting over 2,000 native patients in 28 villages. With Dr. Rolfe and a Nursing Sister, the

clinic traversed miles of treacherous roads and tracks to reach patients. On one occasion during the trip, where the road was a quagmire, the clinic had to be hauled out by winch. In the meantime, the natives went to work on the road and when the clinic returned, the road was in good condition.

† C. Sullivan (Export) Pty. Ltd., will move from their premises, 379 Kent Street, Sydney, to Wales House (formerly Sydney Morning Herald offices), 66 Pitt Street, Sydney, on November 23. The firm had its offices in Kent Street, for more than 20 years.

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N. CALEDONIAN

IRON ORE

Proposed New Industry for NSW

IT may be years before proposals by French industrial organisations to build a big new steel-works at Port Stephens, north of Newcastle, NSW, come to anything (see Oct. PIM).

A French trade authority said in Sydney early in November that the French interests were waiting to see if they could get the finance.

"France is not in a position to find the money for a project like that," he said. "We can bring the iron ore in from New Caledonia, and possibly the equipment, but we can't get the £100,000,000 sterling which is the amount of money required."

He said that American organisations would probably be interested in the project if the Australian Government would make a clear statement about the proposal. BHP would have to make its position clear about accepting competition.

"The Queensland and New South Wales Governments are interested," he said.

"We have the iron ore in New Caledonia. We are close to Australia and it is cheaper to carry the

iron ore from there to Newcastle than it is to carry it from Western Australia. But first many problems, including the ones I mentioned, have to be overcome in Australia."

The Australian steel industry at present is unable to satisfy the local demand for steel. And apart from the desirability of stepping up

supplies, another steel plant revive the coal mining industry in NSW, which is in a state of stagnation.

† Mr. Cyril Miller, British Consul representative in Fiji, returned Mrs. Miller to Suva in October and will leave in the United Kingdom.



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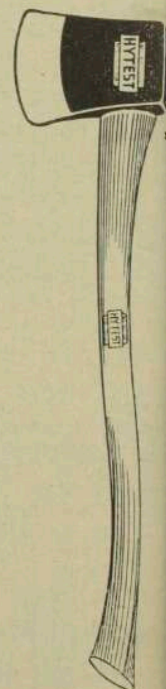
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Pacific Commerce and Industry

GOLD DREDGING, LTD.—Mr. Albert has been appointed general manager Bulolo Gold Dredging, Ltd., and with New Guinea Timbers, Ltd. He is Mr. Lars W. Bergstrand, who has been appointed with the two to take up special duties for them in Australia Development, Ltd., in Australia.

AIRWAYS, LTD.—This company will hold a bonus issue and make the of a bonus issue to both ordinary and preference shareholders. The holding company will offer 12 of its ordinary 5/- shares now held—the equivalent of a bonus. It will offer preference shares nine of its ordinary shares for preference share. Directors expect a 10 per cent. dividend on the new interim half-year preference and dividend of 5 per cent. (last year 10 per cent., final 7½ per cent.) is due on November 22.

PARA RUBBER ESTATES, LTD.—The (Mr. P. Pring) said at annual meeting production of kenaf in New Guinea. Eriama Estates (Holdings), Ltd., Kaitaki subscribed, has decided to sell. Eriama had insufficient funds, and the Government would give no additional.

(FIJI) GOLD MINES NL.—A steady dividend of 1/- (including 10d tax free), payable on December 18, has been declared. The distribution in July was also 1/-.

GOLD ICE CREAM CO.—This subsidiary of the NZ firm of Frozen Products, Ltd., has a contract with the Seiaute Ice Cream Co. of Western Samoa to supply all the ice cream consumed in the island. The Seiaute consists of 22 to 25 principal Western Samoa. The Seiaute Ice Cream Co. has arranged complete local supply with O. F. Nelson, Ltd., and the Dairy Company, owners of the only ice cream freezers in the islands. The company has been supplying Western Samoa since 1930.

NEW GUINEA GOLDFIELDS, LTD.—A capital dividend of 6d a share will be made on November 30. The return: Golden Ridges Mill treated 1,003 oz fine gold and silver. Golden Ridges Alluvials produced 139 oz fine gold and tributaries 139 oz. produced was 158,801 super. ft.

COOK ISLAND AND BYRON BAY WHALING—The general manager, Mr. T. Hamilton, announced that the company caught its 150 whales for its first Norfolk season with five days to spare. "A very good season," he commented. The 150 shares were to be split into 5/- shares in the middle of this month and listed soon afterwards.

APINAIFI PETROLEUM CO., LTD.—The good support given to the current executives of the company went to the month for field consultations with geologist, Mr. R. T. Matthews. The company are Mr. A. E. Prince, deputy manager, Mr. R. R. Ritcher, drilling superintendent, Mr. D. M. Traves, geologist, Mr. G. Traves, operations manager, and Mr. Traves. Issue of 3,000,000 5/- shares issued on October 31.

PLACER DEVELOPMENT, LTD.—Interim dividend of 50 cents (Canadian currency) per share became due on November 16, and will be paid from all offices of the company on December 7. Payment from the Sydney office will be made in Australian currency, calculated on the rate of exchange ruling on November 16. Dividends to non-residents of Canada will be subject to Canada absentee tax of 15 per cent.

SOLOMON ISLANDS RUBBER PLANTATIONS, LTD.—Profit for the year ended July 31, 1956, after depreciation and Australian and Solomon Islands taxation was £1,369. A dividend of 10 per cent. on preference shares absorbs £990.

A resolution that the company be wound up voluntarily will be discussed at an extraordinary general meeting in Brisbane on November 30.

UNILEVER (AUST.), LTD.—The company has made an offer for the preference and preferred

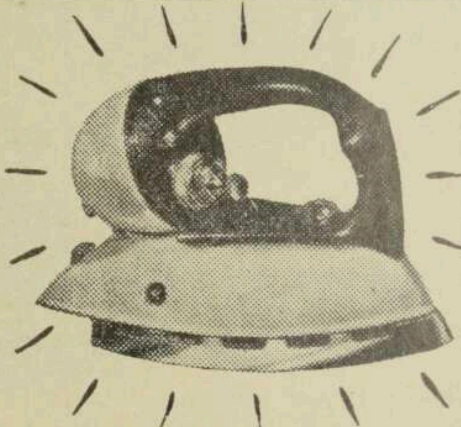
ordinary shares of W. H. Burford and Co., Ltd., Adelaide soap maker. The offer is 18/- for each 5 per cent. cum. pref., 25/- for the 7 per cent. cum. prefs., and 35/- for the 10 per cent. cum. preference ordinaries, and is worth £177,500. Unilever (Aust.) already holds all the £90,000 issued ordinary capital.

† Ratu Edward Cakobau was in Noumea early November to assist the UK delegation at the 16th session of the South Pacific Commission. Sir Ronald Garvey, who attended the first part of the session, had to leave for Suva before it was finished.

† Current Papua-New Guinea stamps will be overprinted to meet the recent rise in postal rates.

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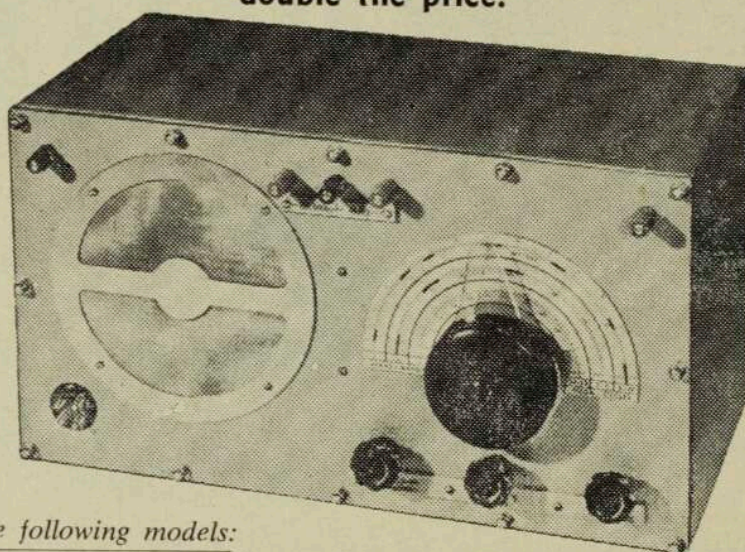
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Steamship Trading Co.,
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BRITISH SOLOMON ISLANDS:
Fairymead Sugar Co.,
Yandina.

Market After 1957

(continued from Page 22)

Fiji opinion is divided whether it would be better, if the Agreements ends, to sell copra to the crushers or to export the

argue that for convenience, the sake of the local market, it is better to sell to the crushers. Others, that as the Island Industries Ltd., is a company of W. R. Carpenter and which amalgamated last year Morris Hedstrom Ltd., this company only Burns Philp and Co. and Chinese merchants available to buy copra when buying to private interests.

people say that these re-buyers will offer little return to the competition of the crushers and that if the crushers of the copra, it is unlikely that ships will call for the amount of copra that is left. That happens, they ask, if the copra export trade were the crushing mills caught were burnt out? Or for reason the crushers decided they could take no more copra. If, however, one market and no other would lead to strangling the planters."

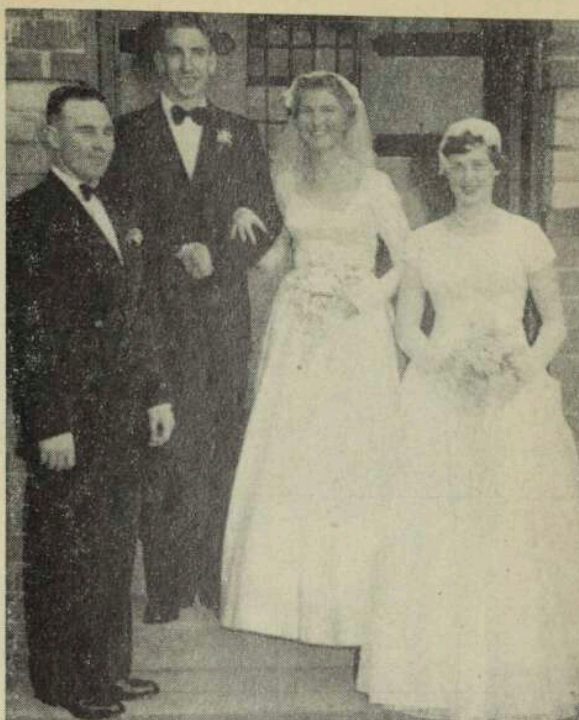
ent Fiji exports about 4,000 tons of copra per annum; about 30,000 tons go to local

Hickling-Johnson Wedding

The wedding took place at the Presbyterian Church, Otahuhu, N.Z., on August 11 of Miss Wendy Judith Hickling to Mr. Peter Stanford Johnson, of Tauranga.

The bride is the daughter of Mr. and Mrs. Hugh Hickling, Mangere East, and formerly well-known residents of the Cook Islands. The bridesmaid was Miss Janice Fraser and Mr. Norrie Stone was bestman. A reception followed the wedding and later guests were entertained at the home of the bride.

Guests included: Mr. and Mrs. W. Tailby, Mr. and Mrs. Wes. Graham, Mr. and Mrs. George Robinson, Mrs. Sam Bennett and Miss Dorothy Bennett (all ex-residents of the Cook Islands); and Mr. and Mrs. Lloyd Ambler (ex-residents of Fiji and Gilbert & Ellice Islands).



Board that he had discussed with the Colonial Secretary the likely future of the Board itself after the

end of the Ministry of Food agreement and he had informed the Colonial Secretary of the views of

meeting in October the Fiji Board discussed claims by the United Kingdom of Food on account of exports of copra from Fiji were below the recognised level of FMS and, in a few instances, of low quality.

Low quality was in evidence in consignments of copra from

was lengthy discussion at the meeting because of the concern of members that claims might be made because of low quality oil, since the copra from Fiji hitherto exported as first grade is now coming into Suva for inspection at Savusavu. It seems have so far been recognised on account of low-grade oil. It is probably because even the copra is of low-grade, deterioration is arrested by washing. If the copra is washed as copra, it continues to deteriorate in storage and during transport overseas.

The Board briefly discussed the matter to grading proposals, as they were by correspondence in the past and reports from meet-state producers. The Board unanimously recommended legislation to Government. Members were still firmly of the view that grading is necessary. The Chairman informed the



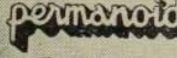
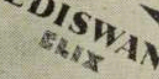
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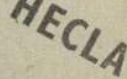















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some producing interests the marketing organisation should set up to carry on the work. Government had come to the conclusion that it was not within the scope of the present Board to decide on such a matter as the had been set up only for the purpose of carrying out the terms of the agreement with the MOF. The Government had accordingly decided to offer to discuss arrangements with representatives to be appointed by producers.

THEY CAUSED SENSATIONS

Well-Known Samoan Before Court

TWO Court cases heard recently in Apia High Court before Judge C. C. Marsack created much local comment.

In the first case, the Chairman of the Fono of Faipule (The Samoan District Parliament), Faalavaau Galu, who has been trading for Apia firm of I. H. Carruthers at the village of Falelatai, charged with failure to account for goods valued at £431.

Allegedly, the proceeds from missing goods had been used to accused to build a new house, though he claimed that they consisted of uncollected trade debts.

Faalavaau, a prominent Samoan political leader, was convicted and sentenced to six months' imprisonment. But, during the afternoon of the trial, full restitution of the amount owing, was made on behalf of the accused before the Court. The Chief Judge then commuted the prison sentence and imposed a fine of only £15 as punishment.

The second case to cause a sensation in Apia, was a charge against a well-known Samoan Catholic priest, Father Felise, of Apia, having forged marriage papers for the name of a Samoan, Alaiso Pago Pago, and a Samoan woman of Apia, Maletina Pule.

The accused was sentenced to eight months' imprisonment. The other Samoan priest, Father Lala, and the woman concerned, were each fined £5 as being accessories.

Mr. Fred Archer, owner of the Plantation, Buka Passage, Guinea, has been in Brisbane for another strenuous session with the medical profession. He has happily through a surgical patch up; and plans to return to Guinea in December after a stay in Tasmania.

Passengers from Sydney . . .



Passengers on the "Shansi" which sailed from Sydney on October 17 included (left to right): Mr. F. C. Hill of the Customs and Marine Department, Port Moresby, who had just completed three months' leave in Sydney.

Inspector Paddy Larkin, of the Royal P-N-G Constabulary, with sons Kevin (eight years) and Michael (nine years). Inspector Larkin has been on leave in Sydney; Mrs. Larkin remains in Sydney with their youngest son, who is receiving medical treatment.

Bruce Strange, whose destination was Rabaul where she will join her husband who is assistant manager of Vilupai Plantation. Ailsa Rumble, who will be married on her arrival in Moresby after three months leave in West Australia. She has been an employee of the P-N-G Crown Law Department for two years, and will marry Mr. Gregory Sheehan, also of Moresby.

A. L. Jacobsen, who bought the Aroana Timber Co., three years ago. Mrs. Jacobsen had been on holiday in Australia.

DO IT

of Civic Spirit in Suva

Europeans of standing reluctant to take on civic duties in Suva, the Indian community shows a great eagerness.

The inevitable result will, no doubt, be a much heartburning to that section of the populace who, at present, prefers to attend to their private business.

European interest in civic duties was complained of by a member of the Suva City Council who recently returned unimpressed from his ward.

Two European members re-nominated were Mr A. D. Leys, Mayor, and Mr. W. E. Goodsir, Deputy Mayor.

The same two wards, in the electoral district, two candidates were running for each ward. Much interest in the affairs of the Council is shown by all classes of the Indian community.

A usual excuse offered by Europeans of standing is that they are too busy—overlooking the fact that Mr. Leys and Mr. Goodsir are very busy men.

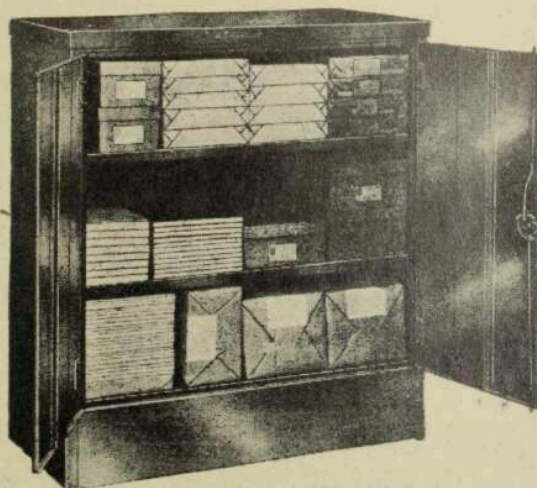
Goodsir stated that if someone would come forward he would stand. He has had several offices as Chairman of the Council, a very heavy job in attempting to catch up so much work left undone by the Municipality, and with financial difficulties.

Goodsir said he would have a respite from Council duties as nobody came forward to go back again.

Tarawa in the Gilbert and Ellice Islands Colony, to take out the Resident Commissioner, Mr. M. L. Bernacchi, who was seriously ill. Flt.-Lieut.

Simpson was in charge of the flight and RNZAF Nursing Sister J. Fitzgerald, attended Mr. Bernacchi on the journey back to Suva.

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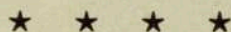
RNZAF Sunderland from Suva, made on November 1, an emergency flight to

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the natural way with . . .

NACO SUN SASH LOUVRE WINDOWS

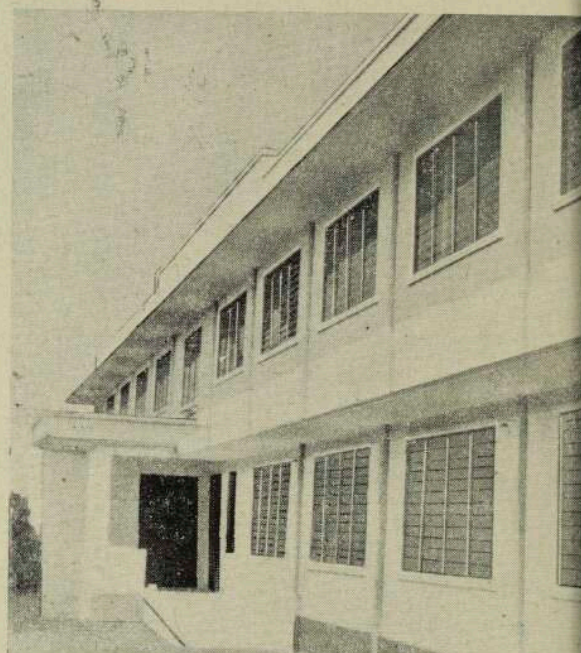
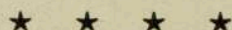
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NACO-SUNSASH THE WORLD'S LARGEST SELLING LOUVRE WINDOW!

the Editor

to Mr. Howard f Unilever

reply to the "friendly"
of the Unilever executive,
Howard, in August *PIM*?
in hospital, without my
maybe I made a mistake
e of the Savu Savu meet-
Mr. Howard knows which
referred to.

nters who spoke at that
ould not number ten, yet
d says they were in the
There were at least 20
nothing to say, but went
sten.

ussions, as I said, were
gs which had been dis-
in and again. That was
k advantage of a lull to
estions.

vers given by Mr. Howard
ainly that during the last
more years, all the fancy
argarine, etc., were made,
ill being made from this
poor-quality copra. Mr.
ys the forceful comments
ner planters left him in
hat I, the questioner, was
n regarding the intention
proving quality, etc., and
(Mr. Howard) was wasting

ot say there was no in-
f improving quality, in
y area. I told him that
nment, and the Depart-
griculture, had been try-
et planters to improve
uring the last 30 years;
d improved a lot; but it
e at least another 30
ring it up to the quality
d desired.

had put my questions to
d, I sat down and received
ound of applause from
sent, which I think in-
it was Mr. Howard who
s own. Those who took
ed to the Club were few,
s only to show him Savu-
l known hospitality; not
ey agreed with him.

ter all, neither Mr.
or our local crushers have
my last question—viz.:
ut the price of copra has
per cent. during the last
why have they not made
on in the products they
re, during that period? I
y return to Fiji that dur-
osence the Savusavu and
Planters have met and
nst the copra-grading bill
sent form. But this does
that they won't try to
uality

lanter for over 30 years
ways made, and advocated
a good-quality product,
copra and other exports.



A New Brother

Monsieur Maitre
Lejeune, notary public
of Papeete, and Madame
Lejeune recently an-
nounced the birth of a
son, Herve, with a
card which carried this
attractive photograph of
their other two
children, Jean - Francois
and Odile, admiring
their baby brother.

The MOF contract has been in
existence for nearly eight years; but
it is only since May of this year
that copra has become one of the
leading articles in the local paper
and the *PIM*. Perhaps some of our
readers could make a guess as to
the reasons for this.

I am,

JACK PRICE.

Savusavu, Fiji.

NEW PICTORIAL STAMPS HELP BSIP REVENUE

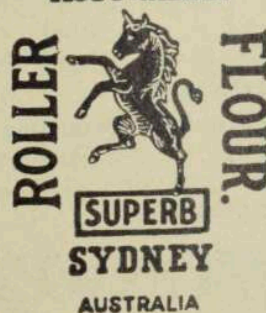
A NEW pictorial issue of BSIP
postage stamps, issued earlier
this year, has proved popular
with stamp-collectors.

Up to the end of August, sales
had reached £33,000.

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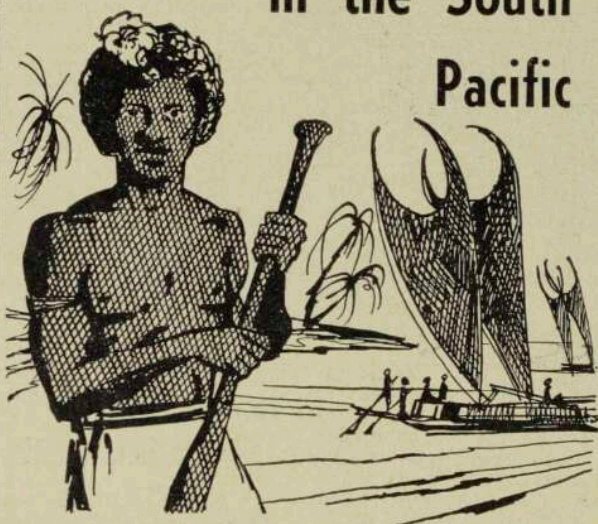


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Goroka	Kavieng	Lae
Madang	Wewak	Norfolk Island
	Honiara	

In addition, 57 agencies operate throughout Papua-New Guinea, 5 agencies in the Solomon Islands, and others at Fanning Island, Lord Howe Island, Nauru and Vila (New Hebrides).

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BSIP LABOUR REFORMS

But Don't Expect Too Much

MODIFICATIONS to existing labour legislation in the Protectorate were forecast by the High Commissioner, Mr. John Gutch, at the October meeting of the Council in Honiara.

He said that it was hoped the unsatisfactory labour conditions in the Protectorate would be proved thereby—but he warned that such modifications must be in conformity with the principles of the International Labour Convention to which the British Government was a party.

Mr. Gutch did not say when the reforms would take effect, and in any event, it is unlikely that employers will be expecting very much.

The old indenture system, with its penal clauses is now no longer in use. Labour is hired under a 12-month contract which appears to place the obligation on the employer, not on the employee. If the employee walks out, there is nothing the employer can do except sue him in civil court. As the native worker has no cash, this is a complete end of time.

Shell Bulk Installation

A NEW bulk petroleum storage installation at Rabaul, was opened, on October 27, by the Administrator of P-NG, Mr. D. M. Cleland.

The installation enables Shell to store and more efficient distribution of lower operating costs.

Mr. R. W. Woodcock, Shell's representative in the company of Australia Limited, Operations Manager, and Mr. Webb, the Company's Islands Manager, attended the ceremony.

The installation cost £160,000, is part of Shell's £50,000,000 war investment programme in Australia and the Pacific Islands. It has been built on the site of the original depot which was built during the war.

It has a total storage capacity of 3,500,000 gallons, and will store aviation gasoline, motor household kerosene, diesel fuel.

† Tenders are being called for the construction of a large residence and garage in Noumea for the Australian Consul in New Caledonia. It will be near the Consulate. The Australian Consulate offices will remain in the building in Noumea.

DEATHS OF ISLANDS PEOPLE

F. D. PALMER

Fredrick David Palmer, one of the oldest and best known of the islands, died at his home on 1, aged 84. He was born in Fiji, Levuka.

From some time in Rotuma, he spent most of his working life in the employ of Morris Ltd., at Levuka. When in school he learned the boat trade from his father, Mr. Palmer.

For many years many visitors to the islands were guests of Mr. and Mrs. Palmer at their home at Oniviro.

He was survived by his widow, two sons, of Suva, and Fred., of Suva, and two daughters, and Marion, both of Suva.

ANNIE STEVENSON

Annie Stevenson who died at Suva, on October 6, lived in the Colony since 1871, except for a period in Australia and New Zealand.

When only a few weeks old she arrived in the Colony with her mother, Mr. and Mrs. Rennie, two sisters and

she married Mr. T. M. Stevenson and then lived in Aus-

tralia and New Zealand for some years.

They returned to Fiji in 1908, shortly before Mr. Stevenson died. Mrs. Stevenson lived in Suva until a few months ago, when she entered Lautoka Hospital.

She was always an enthusiastic worker for the Red Cross, particularly during the two World Wars.

Mrs. Stevenson is survived by her two sons, Colonel T. I. Stevenson, now living in Kent, England, and Mr. J. R. Stevenson, of Lautoka. There are four grandchildren.

DR. W. WORGER

Dr. W. Worger, whose death occurred at Levuka on September 22, had unbroken service in the Fiji Medical Service since 1929, and in length of service was the senior medical man in Fiji. He was 67.

He served in World War I with the Somerset Light Infantry in Mesopotamia and at Gallipoli, attaining the rank of Captain.

After the war he finished his studies at Bristol University and was for two years house-surgeon at Bristol Infirmary, where he obtained much surgical experience. His medical friends said of him that for a big man he was remarkably

quick in his work, and was regarded as a very fine surgeon.

At one period he was District Commissioner and Magistrate at Levuka in addition to carrying out his duties as DMO. He was quiet, but liked company, and had a deep sense of solid humour.

He was a Past-Master of the Polynesian Masonic Lodge, and a keen stamp collector. His wife, Mrs. Biddy Worger, is well known as a successful novelist and the author of many short stories.

MRS ANN ELIZABETH MORAN

The death occurred in August of Mrs. Ann Elizabeth Moran, mother of Mr. Leonard Moran, of the Sydney Polynesian Society. She was in her 88th year, and was the eldest of the 13 children of David Peterson, of Gothenburg, Sweden, and his wife Mary, who was a Ryan of Tipperary. Both of Mrs. Moran's parents went to Australia well over a century ago.

Mrs. Moran had no knowledge of Polynesia, nor of its languages, but her kind heart surmounted these obstacles and her house was home to Polynesian people for more than 30 years. The Polynesian Association of Sydney was founded there in her presence and with her approval. Many Islands and Maori people will regret the passing of their "Mama ruau," as the Tahitians always called her.

(Over)

Christmas Gift Suggestions . . .

INTO VICTORY, by Field-Marshal Sir
Slim. 32/9 (post 1/8)

TO ADVENTURE, by Noel Monkman.
His world of nature. 25/- (post 9d.)

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Humorous drawings. 37/3 (post 1/6)

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TONIGHT, by D. E. Charlwood. A story
of Force. 16/- (post 9d.)

TRALIAN BLOODHORSE, by Douglas M.
£6/6/- (post 2/-)

THE HEART HAS ITS REASONS, by the Duchess
of Windsor. 37/3 (post 1/6)

THE COUNTRY UPSTAIRS, by Colin Simpson,
author of the famous "Adam" books. 25/- (post 11d.)

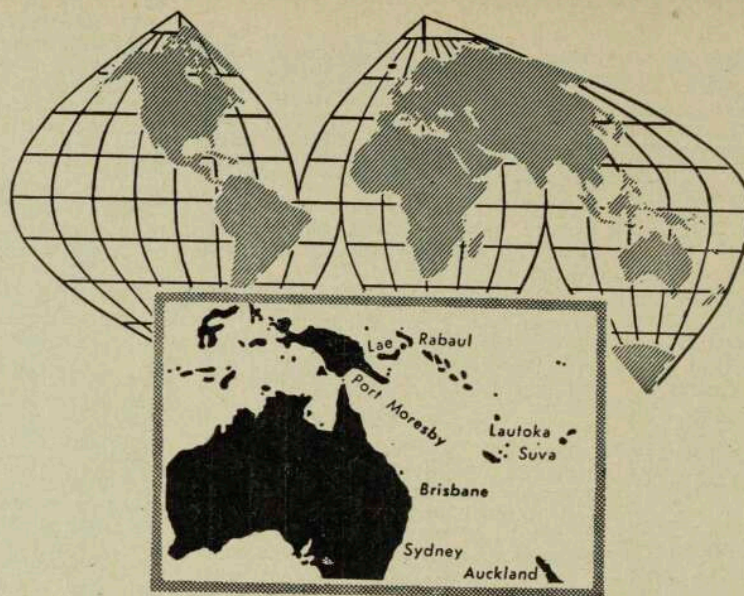
THE PEARL KING, by Robert Eunsun. How
Mikimoto 'cultured' pearls. 18/9 (post 11d.)

ADVENTURES IN PARADISE, by Willard Price.
Polynesia as it is to-day. 26/- (post 1/2)

THE TREE OF MAN, by Patrick White. A brilliant
Australian novel. 22/6 (post 1/6)

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C. C. OLDHAM: Manager, Rabaul Branch
A. A. WATTS: Manager, Lae Branch

ANZ.241.24

TAIN H. DRYDEN

Huntley Dryden, for some years of the old *Tojua* in the Islands trade, died at recently in his 73rd year.

born in England, and New Zealand in 1904, joined the Steamship Co. shortly

years he has acted as surveyor in Auckland for the Sugar Refining Co.

H. R. GREENING

known personality in Suva, and a popular member of the Staff of Morris Ltd., Mr. H. R. Greening, died on October 21.

Greening joined the firm in 1914 was appointed at Levuka and also a member of the company, holding the position for many years.

joined to the Suva office in 1940. After retirement continued to reside in Suva for many years, but eventually died to live.

Greening was a keen player in the Suva Bowling Club, and took part in all social activities.

born in November, 1882, and Miss Goddard, of Sydney, had two children, Mr. and Mrs. of Sydney, and Mrs. of Levuka.

E. M. BUCKNELL

death occurred at Dudley, September 4, of Mrs. E. M. Bucknell, on old resident of was 83.

Bucknell was born in South Australia and went to Fiji at the

She lived there for 55 years, turning to live in Australia at eight years ago.

MR. GEORGE HARNESS

Mr. George Harness, a pioneer settler in the Tailevu district of Fiji, died on October 27, aged 62. He took up land in the area after he returned from active service in the first World War.

When it was announced that a contingent would be sent from Fiji he was one of the first to enlist, and when the troopship sailed he was the youngest man in the force. This force was ultimately attached to the King's Royal Rifles, and Mr. Harness retained his interest in this regiment throughout his life. Recently he presented to the Defence Club in Suva two caricatures, one concerning the KRR, and the other one Hudson's horse.

He is survived by his two brothers, Suva Harbour-master Captain E. Harness and Mr. M. Harness, of Tailevu. Also by three sisters, Mrs. Agnew, of Auckland, Mrs. J. Speedy, now living in Australia, and Mrs. R. Speight of Tailevu.

DR. ERIC OSBALDISTON POCKLEY

The death occurred in Sydney on November 11, of Dr. Eric Osbaldiston Pockley. He was 80 and had been in ill-health for some time.

By profession Dr. Pockley was an ophthalmic surgeon with offices in Macquarie Street; but he was, as well, something of an explorer and, in his younger years, much interested in sport.

He was well-known in New Guinea and was for 26 years a partner of Mr. A. L. Bayliss in Dogowan and Bagabag Plantations in the Madang district. At one time he accompanied Government anthropologist Chinnery up the Fly River and over the Kokoda trail—before it was known as that. He

was the first European to climb Mt. Obree, finishing the last three days with only a dog for company, the carriers having refused to go further. He was an uncle of Dr. Brian Antill Pockley, the first Australian killed in New Guinea when the Australians landed in the then German territory in 1914.

But perhaps Dr. Eric Pockley was best known in New Guinea for the *Montoro* incident of the late 20's. The doctor had gone ashore at Maty Island expecting the ship to sail at 2 p.m. It sailed at noon—and Dr. Pockley became the involuntary guest of Mr. Fred Archer (now of Jame Plantation, in Bougainville) for five months. The incident caused a stir at the time.

Dr. Pockley was a graduate of Sydney University and later studied at Oxford and Vienna; he travelled on motor-cycle on the Continent with the late Anthony Wilding (one of Australasia's first Davis Cup champions) who was killed in the First World War and was imprisoned with him in Bulgaria as a "suspicious character."

In the pre-World War I period he won several tennis titles in Europe, with Wilding and others. Later he won State championships in NSW and Queensland. At one time he went big-game shooting in East Africa.

Dr. Pockley served in the First World War, and as a plane spotter during the Second World War.

Mr. H. A. Henlen, arrived in Suva, Fiji, in October to take over the management of the Bank of New South Wales. He succeeds Mr. F. C. Thomas, who goes to Head Office, Sydney, as Assistant Manager. Mr. Henlen, who was accompanied by Mrs. Henlen, was a Sub-Inspector in the Bank in Western Australia.



New Copra Drier

Photo taken recently in Western Samoa to demonstrate W. R. Carpenter & Co.'s "Perfect 50" copra drier (background). The drier is designed for small plantations doing only about 50 tons of copra annually.

Photo: Edwards Studio.

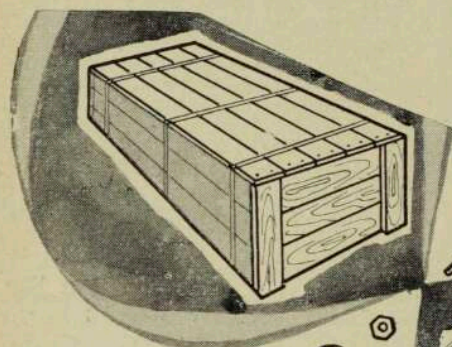


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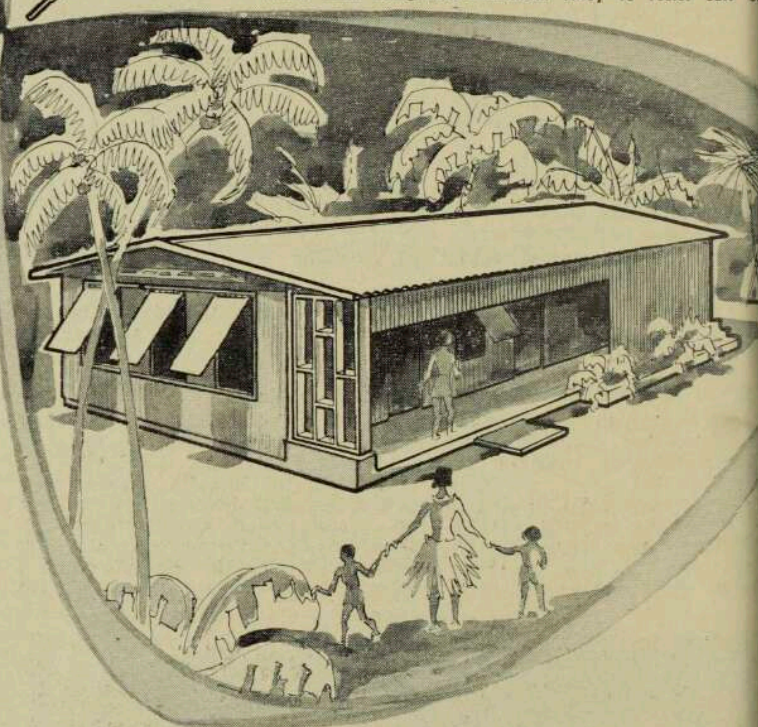
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- Require Little Maintenance.



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IBABLE TRIPE

y Reporter is Loose in Papua

ladies and gentlemen, is ample of the indescribable which Australian newspapers, with Pacific Islands so often serve up for the on of their readers. This the Sydney Daily Tele- of November 9 and it is d, "By Michael Fitz- Daily Telegraph special tative, who will report e's visit to New Guinea":

MORESBY, Thurs.—The of Edinburgh won't have el before King Metakaka and to-day Government ere are sighing with re-

Metakaka, 65-year-old chief of the Trobriand e only king in all New pua—has sent the word resby by drumbeat across of sea and gnarled that he would welcome on his arrival here on morning.

ent officials were worried. women, and children on their knees in King presence.

n only stand when the gal stately figure, stands above their head level.

nt the Duke, too ernment official was ent to the Trobriands.

to the King, explained like the Duke, was a or to New Guinea and he King should not in- malities that the Duke not insist on.

King Metakaka thought it over. Now he has sent drumbeat word that he agrees, and that he, his 13 wives, his jester, and his food-taster will attend the Government House reception provided "the food is tasted by my taster first."

Mr. D. M. Cleland, the Territories Administrator, told me:

"The King is very wise. It looked sticky for a bit, but now everything is all right"

No doubt it was written by Mr. Fitzgerald as a silly spoof. It is silly enough; but there are hundreds who might think it true.

Residents of Papua need no assurances; but for the information of readers elsewhere it should be said that there is no "king" in the Trobriand Islands; that, if there is a hereditary chief there, he almost certainly is a well-informed and courteous man; and not the kind of African jungle freak that is described in the imaginative reporter; that communication between the Trobriands—a partly-Polynesian "pocket" just off the Papuan coast —is regularly maintained by the usual radio and not by drum-beat; and that the description of the Trobriand chief's party is so silly as to be libellous.

Why do these half-fledged reporters, visiting the South Pacific Islands for the first time, so often try to maintain the fallacy that conditions there to-day are as they might have been in Darkest Africa a century ago?

† Mr. Peter Brooks, well known English resident of Tahiti and former proprietor of the Teva Hotel, Papeari District, recently travelled to New Zealand. It is understood that he does not intend returning to Tahiti.

S. PACIFIC COMMISSION'S OCTOBER SESSION

THE October Session of the South Pacific Commission, which began in Noumea in mid-October, and was interrupted in order that some of the high official personages connected therewith could attend the Jubilee Celebrations in the New Hebrides, was proceeding at the end of October.

Strong efforts were made behind the scenes, in some of the Member countries, prior to October, to ensure that the Commission would make a far-reaching revision of its objectives, activities and organisation, in the light of the experiences of the last 4 or 5 years; but there had been no indication, up to the end of October, that any important reformatory move was under way.

A visitor to Noumea at the end of October reported:

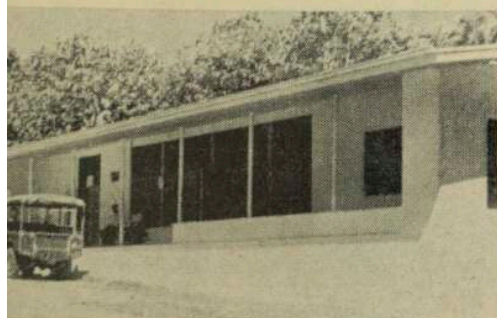
"This Session of the Commission is proceeding smoothly and rather better than usual.

"Dr. Bedell (the Secretary-General) seems to have brought a new sense of unity to the Commission by giving greater responsibility to the three executive officers in charge of the work programme, and by dividing up the functions of the Deputy Secretary-General among several officers.

"The delegations seem to have been well chosen and the contributions are effective."

† Mr. S. R. Warman, London, manager of Morris Hedstrom Ltd., arrived in Sydney by PAA from Fiji on November 2. He left next day for New Guinea, where he expected to stay for about three weeks, before setting out on his return to London, via Singapore.

ildings at Aitutaki . . .

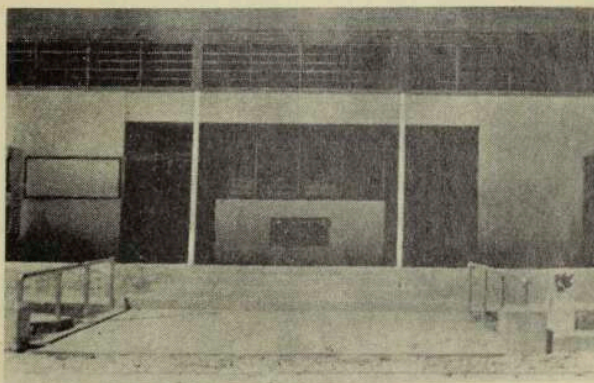


ministration building at Aitutaki icially opened on September 6 ill, Cook Islands Resident Com-

40 ft. coral-lime building con- office, mail-sorting office, radio ice, police office, liquor bond

and courtroom. Behind the building is a small prison cell.

Last year Aitutaki's eight-bed, coral-lime hospital (left) was opened. Located nearby are the CIMP's house of 1,250 sq. ft., and the Dental Clinic. The hospital laundry and bulk store rooms are still in course of construction,



and are sited near a pump room which contains a deep, natural well which never runs dry. Water from the pump room is piped down to the communal laundry near the beach. Mr. Frank Borrell, PWD foreman in charge of the work, is at present erecting a new citrus fruit gassing room.

Photos: W. H. Percival.

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V METHODS UCED

Police Under New Commissioner

Police force has taken on a new look under the guidance of Commissioner R. H. T. Beaumont, who arrived in the capital last April. At the time Beaumont took over, morale in the force was low—probably as low as it ever been.

There had been two Royal Commissions of inquiry into various aspects of the police organisation in the 12 months before Mr. Beaumont's arrival.

Though working quietly and unobtrusively, Mr. Beaumont did much to make his presence felt within the first month of his appointment. He had visited personally every police station in the

capital, presiding over ceremonial passing-out ceremonies for newly-sworn-in constables. Ceremonial parades and are always a morale-booster for the Fijians.

In the early stages of taking over, Mr. Beaumont was not inclined to make public statements, even matters affecting the public. But a few weeks ago came in criticism from the local press. But he showed himself willing to accept constructive criticism and to acknowledge the need of good relations between the police and the public.

Relations between press and police in Suva is now good, and the result the public is kept well informed of police activities. The police always will have confidence and co-operation of the public, when the public see that action is being taken to suppress crime and outbreaks of disorder.

The Police Station will shortly become a "nerve" centre. This station, among others, is the reorganisation project which Mr. Beaumont has been working out.

The centre, on receipt of a message, will radio a car and a motorcycle to proceed to the scene. There will operate 24 hours a day. It will be linked with all police cars and motor cycles with radio.

The equipment has been improved by the arrival of eight motor waggons, two of which are in Suva. There are, also a motor carrier seating 16 men, and a new radio-equipped motor-

cycle for stepping up traffic in Suva, the machines will be used for long distance patrols in the Viti Levu. No longer will

it be a case of "out of Suva, out of sight."

A fingerprint expert has also arrived in Suva, and is attached to the CID, which has become a separate department.

Another of Mr. Beaumont's proposals, which will shortly become effective, is the erection of a number of police call-boxes around the city, connected directly with the central control-room at the police station. They will not be locked, and the public will be able to use them to call the police.

The control-room will also be able to use these boxes to get in touch with police on the beat. By pushing a button a light on top of the pillar winks and continues to do so until a policeman sees it and answers the telephone.

A drive is also to be made to obtain a better class of recruit, and more opportunities for promotion will be available to Fijian and Indian constables. They may rise to Assistant Superintendent status, provided they maintain officer standards.

A few months ago, on Mr. Beaumont's orders, more uniformed men were sent on patrol work in the streets during the day. Another reform which Mr. Beaumont introduced was that all detectives were put into plain clothes. For many years Fiji detective officers wore uniform, a practice out of line with modern police methods elsewhere.

† The Agricultural Department of P-N-G is negotiating for the purchase of native land in the Central District of Papua for further experiments in pond fishing. A fresh water pond of about one acre for mullet is already under way at

Bomana. The lagoon at Bomana, where an experiment with Tilapia was made some time ago, is now swarming with thousands of these fish, some of which have already grown to 11½ inches. The world record length is about 12 inches.

† It was officially reported in Noumea last month that the recent visit of General de Gaulle to New Caledonia cost 14 million francs, or about £8,500 Australian.

† As from last July 1 fares in British Phosphate Commission vessels operating between Nauru and Ocean Island and Australia and New Zealand, were increased 50 per cent.

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

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154

NOVEMBER, 1956—PACIFIC ISLANDS MONTHLY

HORRORS OF PEACE

And The World's ut Economy

example of the kind of
ning by "experts"—especi-
economists—in which the
world has got itself en-
we commend a section of
ntly published Report on
opra Production, by Mr.
Howard (a well-known
man).

Howard's report was sum-
in August *PIM*. In this full
on, Mr. Howard recites the
facts, but, significantly
comment.

ears that some time in re-
ers, the United Nations set
ood and Agriculture Organ-
generally known as FAO.

unctions in Rome (why
as not been explained),
headquarters staff numbers
han 1,000 people of many
ties, and it has about 800
experts out in the field.

as an "Economics Division,"
rector is responsible to the
ector-General. "Economics
has a "Commodities
"Commodities Branch"
ats and Oils Section."

s of resolutions passed at
st International Coconut
ce," held in Manila in
1955 (see references in *PIM*
ter months of 1955), asked
come into the coconut pic-
make a survey of the world
iustry, with a view to im-
production and suggesting
to marketing problems.

resolutions appear to have
AO in Rome early in 1956;
as there decided that "the
ommittee on Commodity
" should, in June, 1956, be-
begin a study of "The
coconut Economy," with par-
attention to "Production
tilisation of Coconuts,"
Copra and Coconut Oil
," and "Other Coconut
,"

Committee, upon study and
ion, agreed that further
warranted, the matter was
efore the Second Inter-
Coconut Conference, to be
Colombo in February, 1957.
decision will be taken on
or not to set up an "inter-
ental study group" to con-
problems raised, in greater

noted that, when an FAO
tion concerning olive oil
this stage, the subsequent
ags occupied 18 months, in
se of which a number of
"experts" had to undergo
of residence in the pleasant
the Mediterranean.)

It is unlikely that the FAO in-
quiry into "The World Coconut
Economy" ever will achieve any-
thing beyond a vast pile of pigeon-
holed reports. The foregoing de-
tails are published merely as a
horrible example of how a world,
with too much money to spend,
amuses itself with the countless tribe
of Planners. Innumerable off-
shoots of UNO, and Plans, and
Commissions—theoretically praise-
worthy but practically useless—are
all in the same category. One some-
times wonders whether the wasteful-
ness of war really is greater than
the extravagances of peace.—RWR.

† Qantas Noumea office in October
reported that it had one hundred
New Caledonian bookings for Aus-
tralia during the Olympic Games
period. They are being handled
by the normal service.

NEW APIA SEISMOLOGICAL OBSERVATORY

EVER since German times, an
important seismological station
has been maintained at the
Apia observatory on the Mulinuu
peninsula on the west side of Apia
Harbour. A new observatory is now
being established at Afiamalu, near
the 2AP broadcasting transmitter
high in the mountains behind Apia.

The new site is considered better
for the purpose and the change has
been initiated by impending work
during the Geophysical Year.

The Mulinuu station will continue
to be the meteorological centre and
administrative headquarters, and
will also be the scene of geomagnetic
and oceanographic research observa-
tions during the July, 1957-
December, 1958 world-wide research
period.

Travellers to Papua-New Guinea



"Soochow" travellers, who left Sydney recently, included (left to right):
ADO A. T. Carey, of Aitape, NG, who returned to the Territory with Mrs. Carey and daughter,
Vivienne, after four months leave in Sydney.

Mrs. V. Wallace-Brown, who was the first white woman to walk across Bougainville Island
some years ago. She runs a guest house at Kieta and her husband has a customs agency there.
She has spent two months in Sydney on business.

Part-owner of Rabaul's Cosmopolitan Hotel, Mrs. M. Valentine, who has been a resident of
P-NG since 1929. She had had five months holiday in Australia.

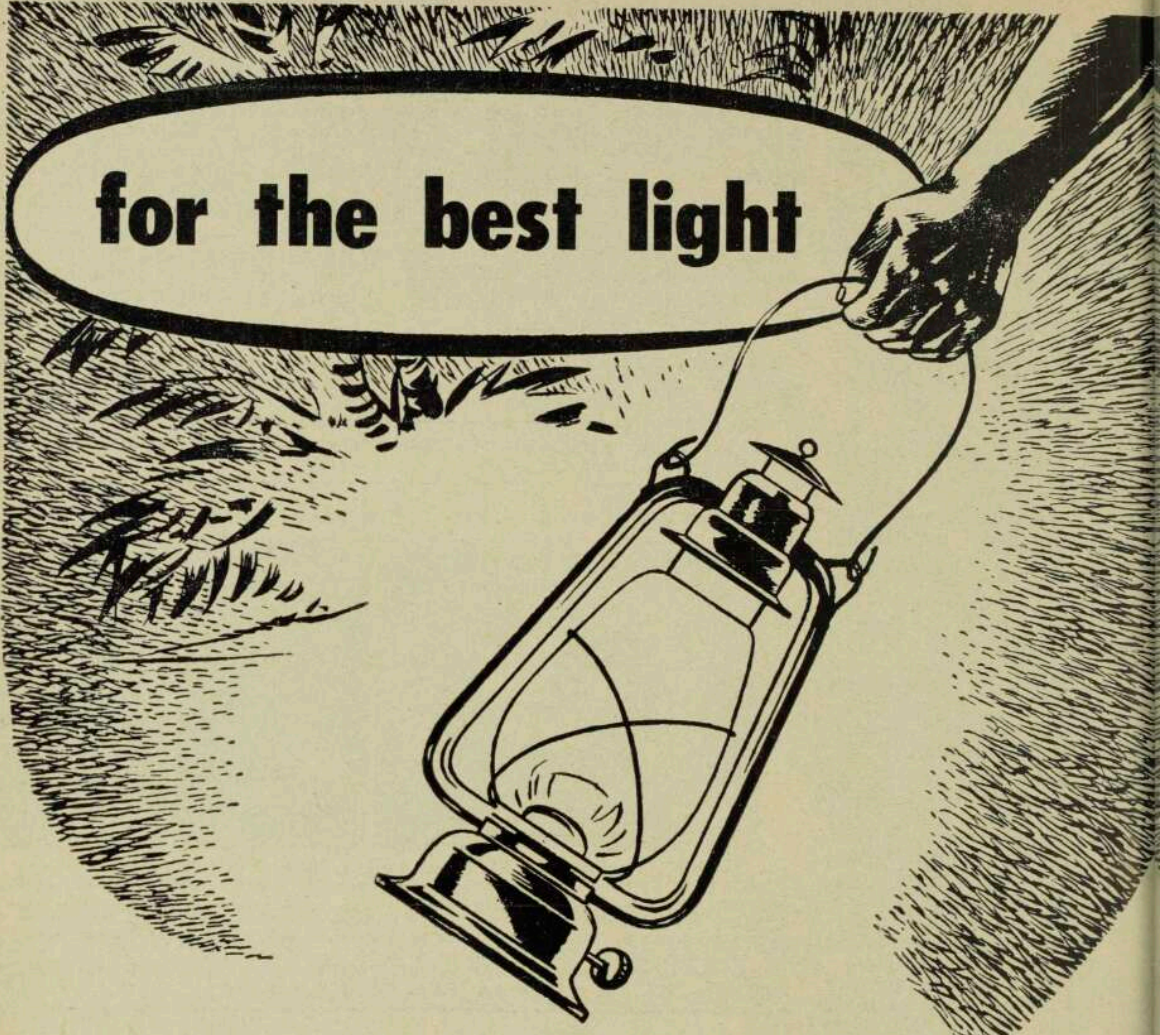
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IRSE
SED

for the Pacific Islanders

NOUMEA, Oct. 30.

Y-FIVE students, from
ath Pacific Territories, are
semble in Noumea in No-
undergo a course of in-
in deep-sea fishing—where
r fish, how to catch them,
varieties to seek for, how
he fish when caught, how
ute or market them.

course of study has been
by the Food and Agri-
organisation of UNO and
Pacific Commission; and
nts an important, positive
e application of knowledge
by experts under the direc-
the Commission in recent
begins on November 19
ast three months:

e who knows the Islands
e importance of fish food
n to native health and
onomics; but not many
at large and valuable re-
fish food remain untapped
f the Islanders' lack of

anned that this data on
w tabulated and arranged,
read out among the South

"Cold War" Heating Up

(Continued from Page 18)

Nov. 4—Britain and France continue attacks on
Egyptian airfields, preparatory to occupying
Suez Canal area. Intense political clamour
throughout world, mostly denouncing Anglo-
French action.

Nov. 4—World shocked by details of ruthless
Russian slaughter of insurgents in Hungary.

Nov. 5—Arab States do not declare war; but
many reports of destruction of oilfields and
oil-lines installations.

Nov. 5-6—Anglo-French air and sea forces
occupy Port Said, Port Fuad and 20 miles
of Canal.

Nov. 5—Russia warns that unless Britain and
France cease attack on Egypt immediately
and withdraw, she will intervene with
military force.

Pacific Islands through instruction
given to successive classes of native
students.

The course is under the direction
of Mr. Van Pel, the SPC's fisheries
officer.

COOK ISLANDS STUDENTS

Mr. Ronald Powell, of Rarotonga,
and Mr. Ioba Marsters, of Palmer-
ston Island, are to fly to Noumea
in October to attend the fisheries
course.

On his return, Mr. Powell will
assist the CIA as a part-time
Fisheries Officer, and Ioba Marsters
will work full-time on fisheries
work under Rarotonga's Agricul-
tural Department.

Nov. 6—United States re-elects Eisenhower to
Presidency. Eisenhower announces that United
States will not allow Russia to intervene
with force, as threatened and denounces
Russia's brutality in Hungary; but United
States now puts great pressure upon Britain
and France to withdraw and hand over
Egyptian-Israel-Canal situation to a United
Nations "police force" now being hurriedly
organised.

Nov. 6—Britain and France agree to with-
draw immediately, provided that UN force
of sufficient strength takes over, prevents
further hostilities and assists in bringing
Canal (now completely blocked by ships sunk
for that purpose by Egyptians) back into use.

Nov. 7-9—Tension in world, while terms of
Anglo-French withdrawal, UN "police force"
and future Canal control, are discussed.
Israel announces she will not withdraw from
Sinai section of Egypt, which she has occu-
pied. United States Navy puts to sea, to
avoid risk of atomic attack. Large Russian
air fleet reported to have flown over Turkey
towards Syria.

Nov. 15—Position to-day is that Britain, France
and Israel are standing-to in their positions
in Egypt, awaiting arrival of UN "police
force", slowly assembling in Italy; Egyptian
troops are massing in Central Suez area. and
threatening Anglo-French; Russia and Red
China are reported to be enrolling "volun-
teers" to go to the aid of Egypt; whole
non-Communist world is expressing increas-
ing horror and anger at the brutal "murder"
of Hungary by Russia; Russia is sending
train-loads of Hungarian "rebels" away,
presumably to Siberia; Egypt is belligerently
insisting that UN policing shall be limited
to Egypt-Israeli frontier; Britain and France
that the UN control they accepted was on
the conditions stated on Nov. 6; blocking of
Canal and wrecking of Arabian oil installa-
tions threaten dislocation of world's oil-
supply organisation.

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YES OR NO

A WHARF SHED

**C of C and Cust
Chief Disagree**

SUVA Chamber of Commerce and the Fiji Customs Department are still at loggerheads over the provision of additional shed space at the present wharf. The new Suva wharf was to start before 1958 at the earliest, but it will be 1962 or 1963 before construction is complete.

Shippers and importers could not attack the Customs Department over its refusal to support a request for additional shed facilities at the existing wharf.

Three months ago representatives of the shippers and merchants met the Comptroller of Customs (Mr. Emery) and the Senior Collector of the wharf, but were unable to reach their fixed opinion that a new shed was unnecessary.

On October 24, the merchants and shippers paid a visit to the wharves, and found Nos. 1 and 2 sheds stacked to the roof in places with bulk stacks. It was an untimely visit for the merchants to make home their arguments as the *Tambua* had just arrived from Australia and had not started discharging. A UK ship was due two days later, and the *Waitomo* from Australia on November 2.

There was little hope of clearing the sheds before these latter ships arrived. It was expected that the UK ship's cargo would go into the cement shed, as one merchant remarked, was a very good place for general cargo.

Merchants said that they would have to be paid to clear crowded sheds. It would thus cost about £93 to move 30 tons of cargo—more than three times as much as usual.

Commercial men want a shed which will hold at least 100 tons of cargo.

In reply, Customs officials said that there might be 18 weeks a year when such conditions are to occur and that the recent increase was caused by four Australian ships that had come in in quick succession, with another due on November 2. In addition, in 1955 there had been two UK ships. Under such conditions congestion in the sheds was inevitable.

Mr. Emery has produced figures showing that of the 100,000 tons imported in 1955, 85,950 tons were not stored in the sheds. 31,978 tons were stored for brief periods, and not dutiable they need not have been stored in the sheds at all. He left 84,190 tons, or 231 tons a day. The total shed space is 100,000 tons.

Comptroller believes that the shed congestion is due to the fact that the wharves are not clearing their goods quickly enough. The wharves are particularly small and the goods are piled up who did not have space. Instead they used the sheds for that purpose. It is believed that the erection of more sheds will only encourage the wharf owners to keep their goods on the wharf, particularly as they are not charged rent for the use of the sheds as is done in some other parts of the world.

According to the Comptroller, Mr. Aidney, Secretary of the Chamber of Commerce, it was contrary to the wishes of the wharf owners to keep their goods on the wharf sheds. He said that the goods and duty had to be paid for, and that the wharf owners were not keeping the money they had tied up idly on the wharf. While on the wharf the goods were, moreover, subject to pilferage.

It was pointed out that the congestion of trucking cargo from a shed further along the wharf would double handling costs, and that those trucks were filling up the spaces in the shed and were unable to get their goods out, which contributed to the congestion in the sheds.

The Chamber agreed that as it was no further with the wishes of Customs it would be the Government's direct.

A Fiji correspondent reported that a school of thought believes that the wharves at a cost of millions of pounds were not adequate at present. If the future is to crush the bulk of the cargo in Fiji there will be fewer ships calling. Similarly there will be fewer boats for sugar, if, as is predicted for a long time, the Nausori mill, closes. New accommodation to see the cargo through the next 20 to 25 years would probably meet the need.

The respondent says that it is on occasions that the wharf is occupied by three large ships which is enough to use all the space; there are very few in the year when there is a dinghy tied up alongside. It is rare to see vessels in the stream for more than a day, yet in overseas ports vessels have to wait their turn.

The Governor-General of Australia, William Slim, on November 10, in Port Moresby, presented the ceremonial Kukhri knife to the 7th Gurkha Rifles to the 2nd Battalion. The two battalions were affiliated a couple of years ago.

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can
paint
well
with . . .**

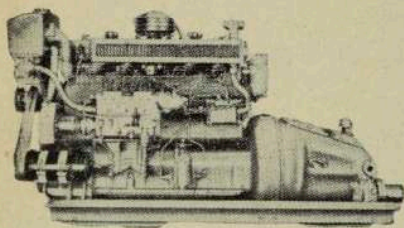
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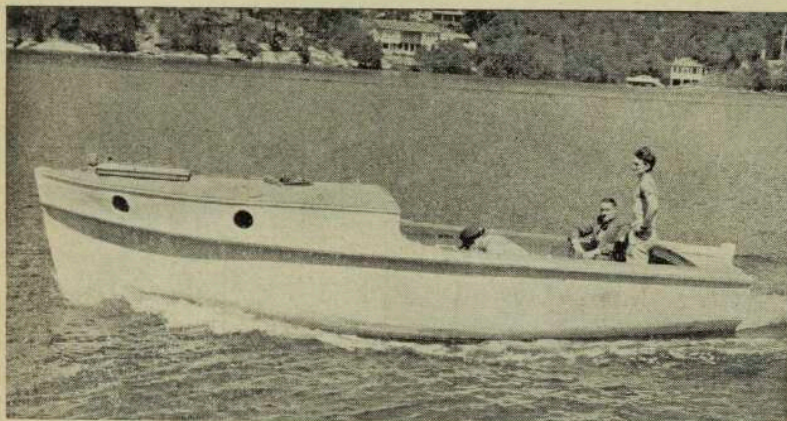
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30 H
80 H
100 H
132 H
150 H



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NAVIGATION LAMPS

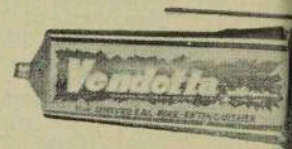
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PROJECT

Planting Pearl Shell

RAROTONGA, Sept. 20. Mr. Van Pel, Fisheries Officer of the SPC, visited the Islands last year he reported that pearl shell had been found from Manihiki to the Rakahanga and Pukarua in order to extend the industry to those islands.

Difficulties delayed the project but in September, Mr. Powell, of Rarotonga, returned north on the *Charlotte* and successfully effected the project with the help of Ioba of Palmerston Island.

Manihiki Island Council saw the shell was ready waiting in shallow water, 380 shells were taken to the island and planted in depths of 6-10 fathoms.

They found that the shell planted in that locality on Pel had grown satisfactorily some being about 6 in. in diameter. A dead shell was discovered. Several hundred shells were collected from Manihiki lagoon to the *Donald* in 22-gallon containers and were then packed into

OUT OF THE TALK— MAYBE ACTION

Overdue Plans for Modernising Nadi Airport Announced

In an effort to retain Nadi as the "main staging point on the air route between Honolulu and Australasia" the South Pacific Air Transport Council will do some extensive building and installing of new equipment at the airport.

THIS was announced in Australia after the October meeting in Melbourne of the SPATC.

Meanwhile, in American Samoa, the retiring governor turned the first official sod on the new Tafuna airport on October 5. The Americans plan to spend about \$1½ million there, bringing it up to jet standard. Maybe Nadi will not have it all its own way.

At Nadi, according to the SPATC, strengthening of existing runways and taxiways will be undertaken; likewise, the strengthening and extension of the aprons, construction of a new terminal building and a new control tower and the

acquisition of land to permit the extension of the runways.

There will be improvements of air navigation and communication facilities, which will incorporate a new transmitting and receiving station, ILC (instrument landing system) and VOR (visual omni range) is also planned.

"Rawin" equipment for wind observation at high level by balloon-borne radar targets will be installed and a high power, non-directional beacon at Funafuti, in the Gilbert and Ellice Islands Group, about half-way between Nadi and Canton Island and close to the Nadi-Honolulu route, will be set-up.

Those who have Fiji's aviation interests at heart, hope that the Council has not left its activity too late. For years, the airport at Nadi has been the SPATC's main concern, and so far nothing much has been done but talk.

DRY REPLY TO STORMY WEATHER

DUNLOP WATERPROOF FOOTWEAR



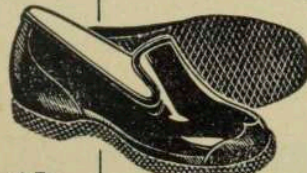
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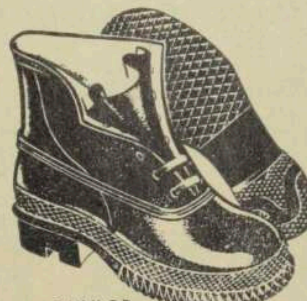
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Flutters With Cook Is. Fruit

apple crop of Mangaia, Islands—which the ers have gone ahead and in the face of Adminis- scouragement—was dis- mid-October when the visited by NZ officials. ing of the annual session ook Islands Legislative s postponed from October er 23 to permit the visit. he winter, Mangaia was

Mr. H. Wattie, of H. nneries Ltd., a leading and food-processing organ- r. Wattie later said that vourably impressed and ompany would probably fruit and vegetable pro- nt in the Cook Islands, at a satisfactory agree- be reached with growers. ere was a report that an pineapple crop might in New Zealand by the is season. A processing d take some considerable tablish in the Cooks.

a satisfactory price be negotiated, or the ganisation had changed as it was reported from September that Watties be processing the 1956-57

This left two alternatives to the growers: to accept a price offer from Fruit Distributors Ltd., the organisation which has the sole rights of importing citrus fruit into New Zealand, or of shipping the fruit "on consignment" to let it fetch what it might in the open market. The latter can be very successful—or very unsuccessful—depending largely on the condition of the fruit on arrival.

The Administration has tried to persuade Mangaian growers to divert their efforts to a less risky crop, as it is not always possible to arrange shipping at the critical times of ripening. However, the Mangaians have gone ahead and substantially increased their plantings in recent years and there are indications that the Administration is accepting this situation and is making every effort to see that the crop is marketed.

The refrigerated vessel *Viti* has again been chartered for several voyages, and she will be held in the Cooks for short periods so that the interval between *Maui Pomare* loadings is served.

The official party visiting Mangaia in October included Mr. G. A. Walsh MP., representing the New Zealand Government at the Legislative Council session, Secretary of Island Territories, Mr. J. B. Wright, and the Resident Commissioner of the Cooks, Mr. G. Nevill.

FIRST PINEAPPLES

Maui Pomare brought the season's first consignment of pineapples from Mangaia, Cook Islands, to Auckland on October 28.

The 3,000 cases were distributed throughout the North Island.

A comparatively large consignment of mangoes, 315 boxes, was also received from the Cooks.

It appears probable that tomato exports from the Cook Islands will reach an all-time record this year, thanks to good shipping outlets. Little, if any, of the crop has been lost through absence of shipping. The season is now almost ended.

RISE IN OVERSEAS

PRICE OF PEANUTS

QUOTATIONS for crusher-grade groundnuts—or peanuts as they are better known in this part of the world—rose sharply by as much as £Stg. 2 per long ton during the last week in October, East African nuts being quoted at from £Stg.72 to £Stg. 75 c.i.f. per long ton, or 7½d to 8d per lb approximately, for kernels.

Nuts in shell were quoted at around £Stg.51 or 5½d. per lb.

Top grade kernels, not intended for crushing (oil extraction), were not quoted, but no doubt rose proportionately.

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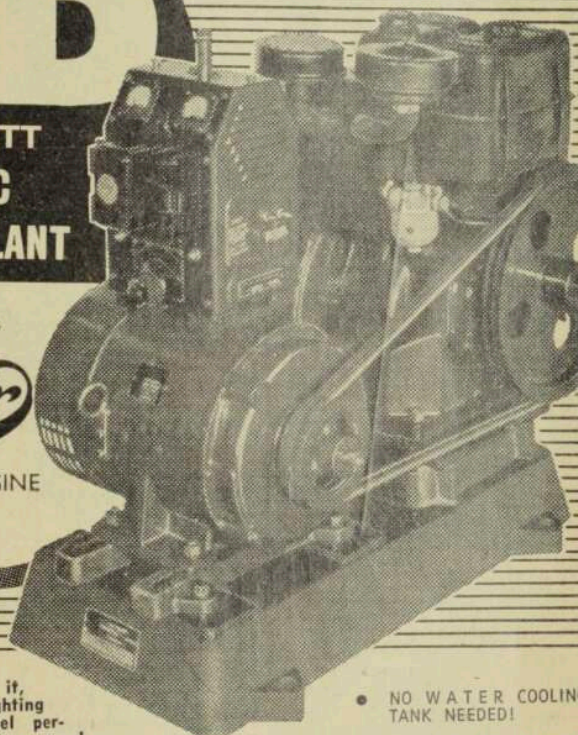
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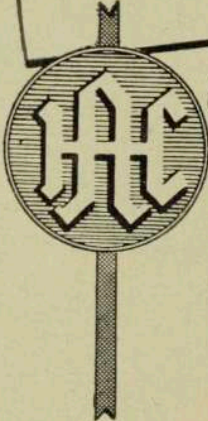
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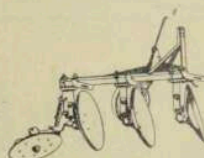
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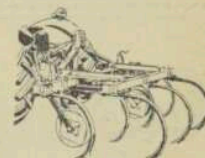
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FRENCH OCEANIA:—Oct. 20. Top grade 10.50 Pac. francs per kilo (£A62/15/- per long ton) f.o.b., Papeete; minimum price for lowest grade 5.35 Pac. francs (£A39 per long ton).

TONGA:—A Grade, £T52/5/-; B Grade, £T46/5/-.

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W. SAM.: Oct. 28: £Stg.200, f.o.b. Apia. COFFEE:—P.-N.G.: Top grades 6/6 lb. in store, Sydney; Fr. Oceania: 75 francs per kilo, unhusked.

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RUBBER:—P.-N.G. price is based on Singapore rate, which on Nov. 7, was: No. RSS, spot, 98 3/4 Straits cents (34.93d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Nov. 8 supplies from the new crop were available and quoted at: C.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 64/-, Green, 60/- per lb. A French Oceania source quoted 825 Pac. francs per kilo (£A22/9 per lb) f.o.b. Papeete.

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. Vitaminized and enriched white, 112 lb. bags, 5 tons and over, £68/10/- per ton f.o.b.; under 5 tons, £69 per ton. Other Pac. Islands: Dry, brown, etc., £70 per ton, f.o.b. Sydney or Melbourne.

PEARL SHELL:—Prices between the majority of the Torres Strait producers and Otto Gerdau Co. (USA) for 1956, remain as for 1955, i.e.: Sound grades, £A736; D, £A390; E, £A300; EE, £A225;

all f.o.b., Australian ports; Oceania quotation by independent Sound £A875; D, £A625; E, £A285. Cook Is.: No trade. Manihiki: Lagoon closed. Tuamotu 185 Pac. francs per kilo (£A1,000 per long ton) f.o.b. Papeete.

TROCHUS:—One Sydney agent 8, quoted, in store, N. Heb., £N.G., £A530-540; and B.S.I., £f.a.q.; another quoted N.G. London: Sept. 20: Singapore Sandakan £Stg.575 per long ton; Singapore, £Stg.600; Singapore, £Stg.555; Mergui, £Stg.520.

GREEN SNAIL:—Quote No. Pacific, in store, Sydney, £A500 to rejects; lower grades £A41. Quote No. 2: £465-£480. London: 20: Singapore £Stg.595 c.i.f.

LONDON AND U.S. PRICES

Copra:—London, November 6: Malaya c.i.f. European continent weights, Nov.-Dec. £Stg.66/15/- New York, Nov. 5: Philippines, Pacific Coast ports, \$US155 (nominal).

Coconut Oil:—London, Nov. 7: crude, c.i.f., bulk, Nov.-Dec. £Stg.20 (seller), on old freight basis. Nov. 6: Ceylon, in bulk, c.i.f. Northern European ports, £Stg.97 (seller). New York, Straits, crude, c.i.f., bulk, £Stg.90 per ton (seller).

Cocoa:—London, Oct. 20: Accra Dec. shipment in bond (buyers), long ton.

Coffee:—London, October 20: (unwashed native robusta) f.a. shipment £Stg.256; Nov. £Stg.255; Dec. £Stg.255; all per ton f.o.b. Mombasa, £Stg.528, c.i.f., London.

Rubber:—London, Nov. 7: Spot £Stg.29/4d.

ISLANDS MINING SHARES

FIJI

Aug., '39 June, '55 N. Emperor . . . b9/11 s14/- s8 Loloma . . . s25/6 b23/9 b2

PAPUA-NEW GUINEA

Bulolo . . . b124/- b47/- b N.G.G. Ltd. . . b1/10 s1/9 b Oil Search . . b3/11 s9/- b Ent. of N.G. . . b3/- b Oriomo Oil . . b5/- s4/6 b Papuan Apin. b4/11 s3/- b Placer Dev. . . b68/6 s295/- b Sandy Creek . . b1/5 s9d b

EXCHANGE RATES

FIJI.—Through BANK OF NEW BANK AND BANK OF NZ. Aust. Fiji, basis £100 Fiji: Buying, £Selling, £A113. Fiji-London, basis London: B, £110/15/-; S, £112. basis £100 NZ: B, £111/11/9; S, £112.

SAMOA.—Through BANK OF AUSTRALIA 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-Fiji, £100 Samoa: B, £111; S, £110.

PAPUA - NG.—COMMONWEALTH BANK (Port Moresby, Lae, Rabaul, Madang, Wewak). BANK OF (branches: Port Moresby, Lae, Rabaul, Madang, Samarai, agencies: Wau, Boroko, Kokopo) BANK (Port Moresby) quote rate Australia-Papua-NG: 10/- per

BSI.—COMMONWEALTH BANK at Honiara) quotes exchange rate tralia-BSI: 10/- per £A100.

FR. PACIFIC COLONIES.—Pacific most valuable of the three francs in French Union, are used in New donia, New Hebrides, and Fr.

FRENCH BANK (Comptoir D'Escompte de Paris) in Sydney: Selling 140 Pac. fr. to £Aust.: fr. to £Stg.; 63 Pac. fr. to US \$1

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