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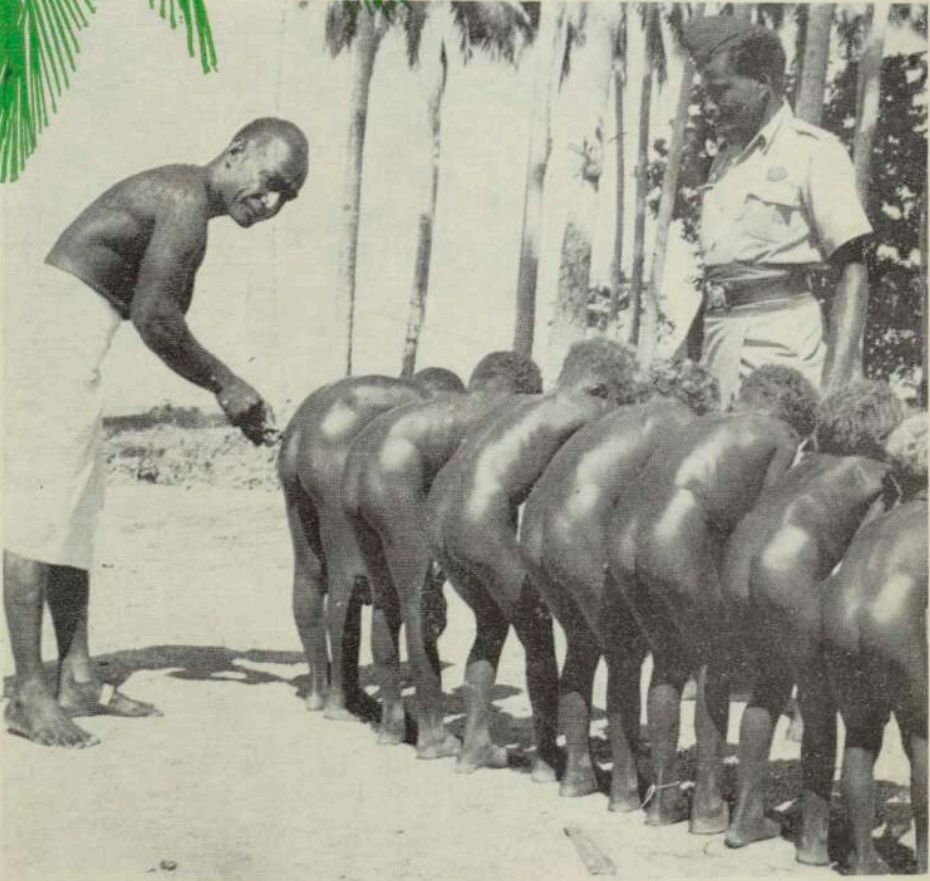
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JANUARY, 1957 Vol. XXVII. No. 6

PACIFIC ISLANDS Monthly



THIS is a back view of the anti-yaws campaign which is in full swing in the British Solomon Islands. The village small-fry line-up; a medical orderly prepares the injection; while a native constable keeps order.

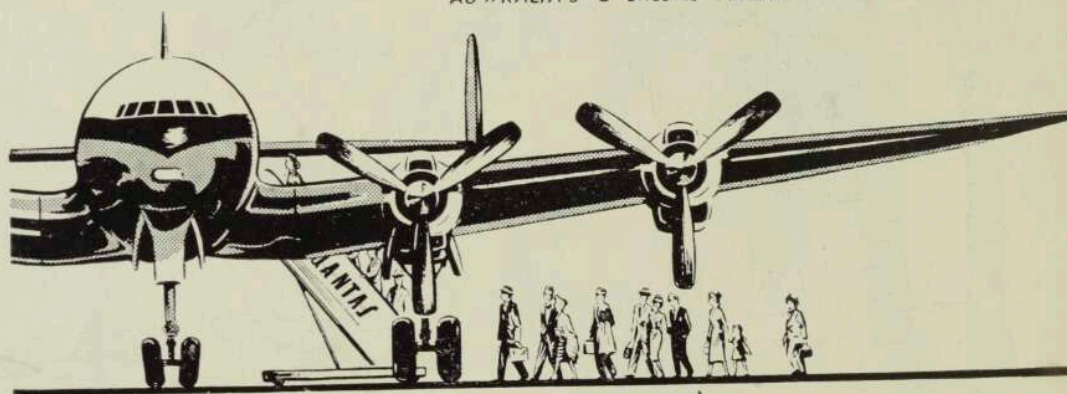
—Photo by Margery E. Short.

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Sky tour the world under the friendly wing of **QANTAS**

AUSTRALIA'S OVERSEAS AIRLINE



*Right around
the world in
complete comfort at
an amazingly
low fare!*

QANTAS will issue one Tourist ticket that will take you right around the world at a saving of over 20% on First-Class air fare. Qantas Tourist travel is completely comfortable, and includes adjustable seats, inviting complimentary meals, bar service and courteous individual attention.

Wherever you go, Qantas offices or accredited agents will give you a friendly welcome and supply information about local attractions, currency, side-trips, shopping and entertainment. Qantas looks after you all the way!

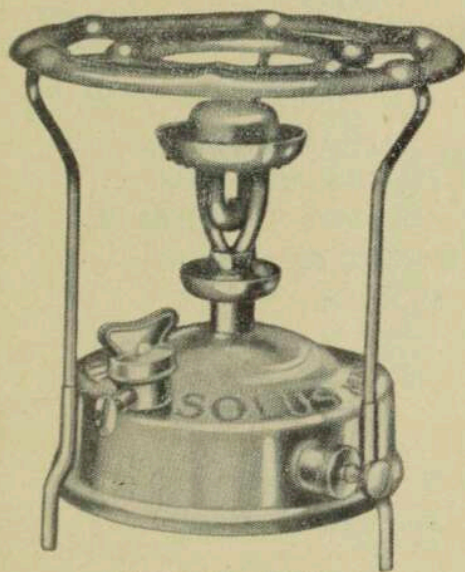
QANTAS

AUSTRALIA'S OVERSEAS AIRLINE

QANTAS EMPIRE AIRWAYS LIMITED IN ASSOCIATION WITH B.O.A.C. AND

PACIFIC ISLANDS MONTHLY — JANUARY, 1957

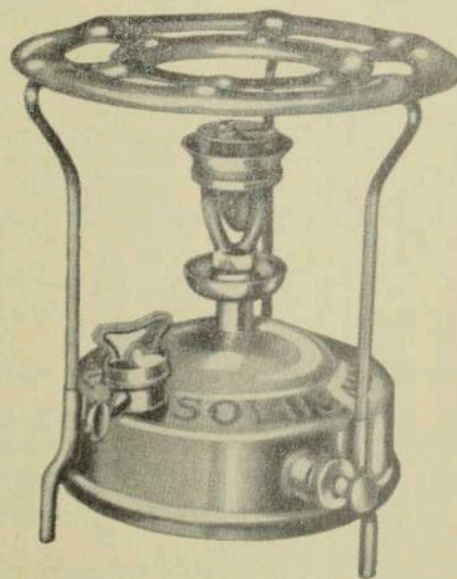
Coleman *Solus* STOVES MADE IN ENGLAND



Model No. 532E
SILENT TYPE

1. Full-Size Fount with Filler Plug of wing type.
2. Air release on side of Filler Plug.
3. Heavy Brass pressure-tested Tanks.
4. Fount and Burner firmly soldered together.
5. European-type pump.
6. Grate and Grate Supports detachable to reduce shipping space.
7. Spare parts interchangeable with similar European Stoves.

Representatives for the Pacific Islands:

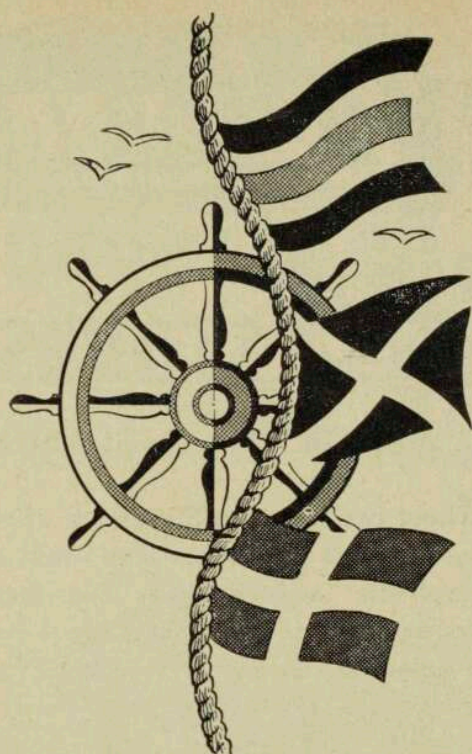


Model No. 531E
ROARER TYPE

54a 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

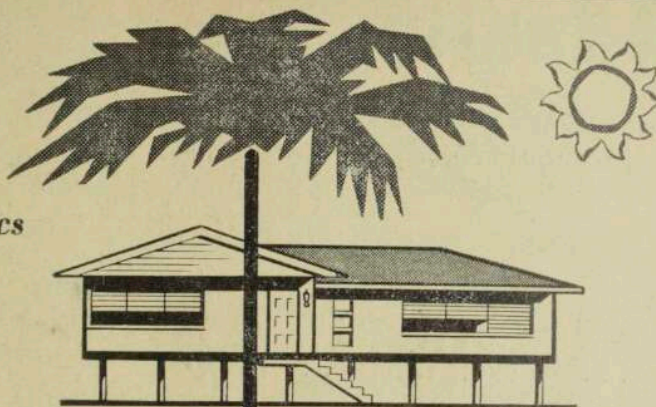
BERGERMASTER

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 mould-resistant 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

BPI.83

when touring NEW ZEALAND—

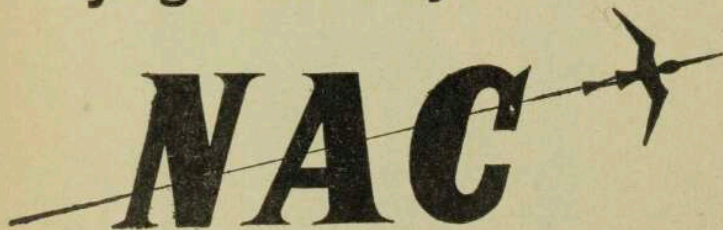
A holiday in New Zealand is an adventure in superlatives, with all the scenic wonders of the world encompassed by two small islands.

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.

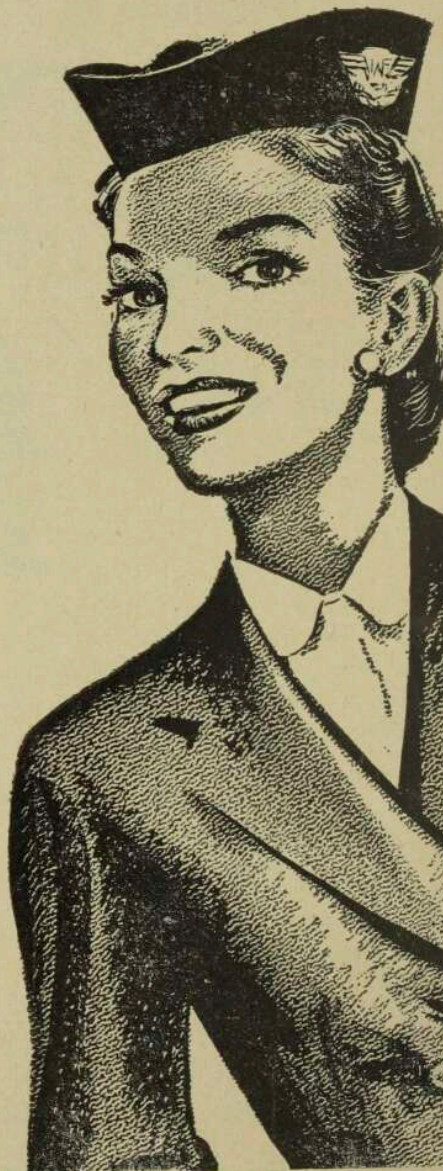
But it's a thousand miles from Bluff to
the Bay of Islands. And that's why
so many tourists fly—with N.A.C.,
of course: to save time, to travel in
armchair comfort, and to enjoy a bird's
eye view of beauty.

flying's the way to travel

NAC



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



NEW ZEALAND NATIONAL



AIRWAYS CORPORATION

4 x 4 | International Trucks

FOUR-WHEEL DRIVE FOR ALL WORKING CONDITIONS!



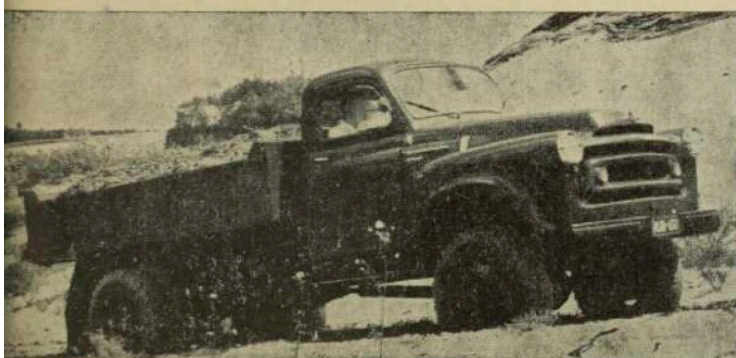
International ASW-160 with a 4-yard all-steel drop-side body.

When off-the-road going gets tough and traction is the big problem, International ASW-160 4-wheel drive trucks get through. And for speed on the highway they perform equally as well with the front axle disengaged.

International ASW-160 trucks are available with a choice of petrol or diesel engines and 154" or 172" wheelbases. They have a 4-speed transmission which is combined with a 2-speed transfer case to make 8 forward speeds and 2 reverse.

All-truck, heavy-duty construction, driver comfort, all-round visibility and greater safety make the International 4 x 4 an unequalled combination of values.

Your nearest distributor will give you full information.



Coming Soon! ASW-120

These trucks, rated at 25 cwt. are now being extensively tested. They have the famous ABD-220 engine, 134" W.B. and a 4-speed synchromesh gear box with a 2-speed transfer case.

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

"AS" LINE TRUCKS ARE
MADE IN AUSTRALIA.

690.32

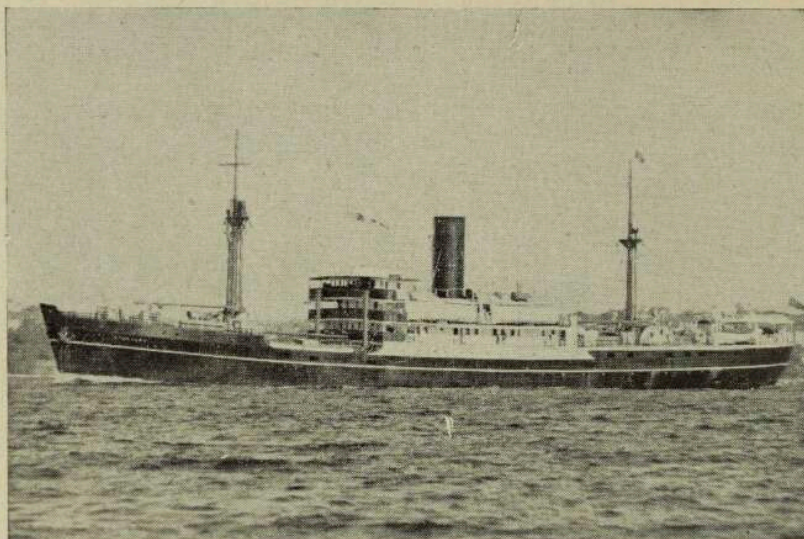
INTERNATIONAL HARVESTER

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.
District Sales Offices in Capital Cities. Works: Dandenong and Geelong, Victoria.



THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)



NEW GUINEA AUSTRALIA LINE

Passenger and Cargo Liners

Regular Services between AUSTRALIA and NEW GUINEA

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

JAPAN — HONGKONG — NEW GUINEA

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

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

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

Calls at Samarai subject to inducement.

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

For further details please apply to agents, or refer to the weekly advertisement in the South Pacific Post

AGENTS

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: Steamships.
NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Rabaul. Cable: Colyeram. New Guinea Co. Ltd., Kavieng. Cable: "Camohe".
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Wilgilsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
JAPAN: Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.
GENERAL AGENTS AUSTRALASIA: Swire & Yull Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 1712
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

Shipping Time-Tables

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

Sydney-Papua-N. Guinea

Malaita sails from Sydney for
d, Kavieng, Lombrum, Lorengau,
k, Alexishafen, Madang, Lae, Sydney.
Sydney sailings approx. Feb. 9,
23.

Malekula sails from Melbourne for
y, Pt. Moresby, Samarai, Rabaul,
ag, Lae, Pt. Moresby, Sydney, Mel-
e. Next Sydney sailing Feb. 15.

Bulolo, modern liner, sails about
six weeks: Sydney, Brisbane,
by, Samarai, Lae, Madang, Manus,
d, Samarai, Moresby, Brisbane,
y. Next Sydney sailing approx.
30.

Mangola, cargo only, sails from
y for Brisbane, Pt. Moresby, Samarai,
l, Madang, Lae, Bougainville, Bris-
Sydney. Next sailing: Mar. 15.
sails from Burns, Philp & Co. Ltd.,
dge Street, Sydney.

Sinkiang: Departed Sydney Jan. 11
Brisbane, Pt. Moresby, Samarai,
pine Is. and Hong Kong, where
will be docked. Next sailing from
y for Papua-NG: approx. early

Shansi: Departs Sydney Jan. 29 for
ne, Pt. Moresby, Samarai. Next
s: Feb. 5, Mar. 19.

Soochow: Departs Sydney Feb. 15
Brisbane, Pt. Moresby, Rabaul,
ag, Madang, Lae, thence to Hong-

sails from Swire and Yulll Pty. Ltd.,
dge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silin-
doeng, Sibigo and Sinabang carry pas-
sengers and cargo from E. Australian
ports to Hollandia and Sorong, DNG (with
Biak and/or Manokwari if inducement),
thence Borneo, Bangkok, Singapore, thence
Australia direct. Next sailings: Sibigo
Feb. 6, Sigli Mar. 4, Sinabang Mar. 22,
Silindoeng April 16.

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

Far East-S.W. Pacific- Australia

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

SS Fengning: Arrives Sydney Jan. 28,
departs for Japan Feb. 12; sails from
Japan Mar. 4, Kavieng (opt.) Apr. 10,
Rabaul Apr. 12, Lae Apr. 17, Pt. Moresby
Apr. 21, Sydney Apr. 29.

SS Funing: Departs Japan Feb. 10,
Madang Feb. 27, Rabaul Mar. 4, Lae

Mar. 8, Samarai (opt.) Mar. 12, Pt.
Moresby Mar. 13, Sydney Mar. 23.

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

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

Milos, southbound, due Rabaul Feb. 4,
Lae Feb. 7, Sydney Feb. 15.

Delos, southbound, due Rabaul Mar.
26, Lae Mar. 30, Sydney Apr. 6.

Aros, southbound, omits Islands ports
on March trip.

Citos, southbound, due Rabaul Apr. 15,
Lae Apr. 18, Sydney Apr. 25.

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

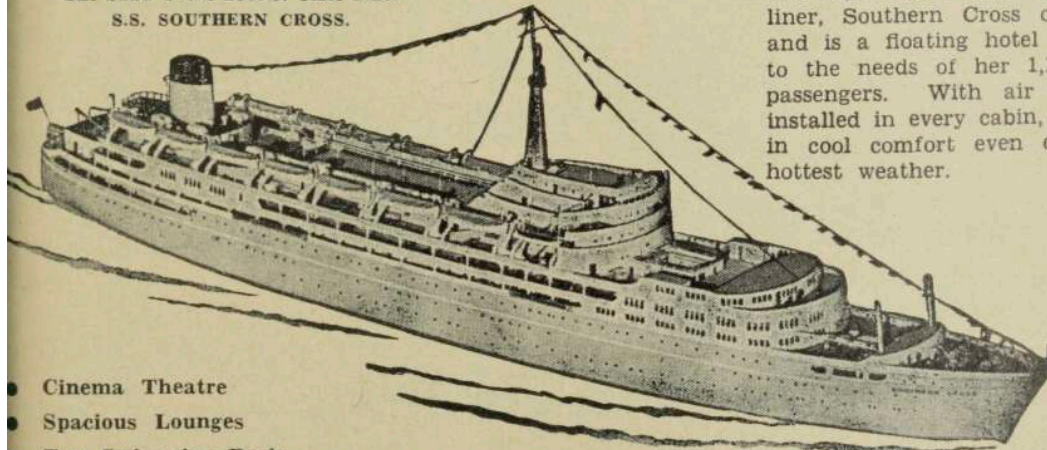
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORSOVA	ORION	ORCADES
SYDNEY	depart	Jan. 25	Mar. 12	Apr. 30
AUCKLAND	arr/dep	Jan. 28	Mar. 16	May 3
SUVA	arr/dep	Jan. 31	Mar. 20	May 6
HONOLULU	arr/dep	Feb. 5	Mar. 26	May 11
VANCOUVER	arrive	Feb. 11	Apr. 2	May 17
	depart	Feb. 12	Apr. 2	May 18
SAN FRANCISCO	arr	Feb. 14	Apr. 5	May 20
	depart	Feb. 15	Apr. 6	May 21
HONOLULU	arr/dep	Feb. 19	Apr. 11	May 25
SUVA	arr/dep	Feb. 26	Apr. 19	June 1
AUCKLAND	arr/dep	Mar. 1	Apr. 22	June 4
SYDNEY	arrive	Mar. 4	Apr. 26	June 7

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

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



- Cinema Theatre
- Spacious Lounges
- Two Swimming Pools
- Unencumbered Sports Decks

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

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 sailings from Auckland: Feb. 19, Mar. 19.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailings from Auckland, Feb. 7, Mar. 7.

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

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands (Rarotonga, Aitutaki and Mangaia).

Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ Ltd.

Sydney-New Hebrides-Rabaul, Etc.

MV Tulagi, 10 passengers, usual the Norfolk, Vila, Santo, Honiara, Tenaru, Yandina, Loavie, Pepesala Bougainville ports, Rabaul, Sydney left Sydney on a special recruit to Gilbert and Ellice Is. and Line on Jan. 17. She will resume her run from Sydney on April 5.

MV Mullama, 8 passengers, Sydney for British Solomon Island approximately monthly, ports with cargoes. Next sailings from Jan. 25, Mar. 1.

Details from Burns, Philp & Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes coming from Marseilles, via West and Panama, call about every six at Papeete, Vila (New Hebrides), and Sydney, and return by same. At present on this run are the ships, Tahitien, Caledonien and gent. Next sailings from Sydney donien Feb. 9, Tahitien Mar. 27, gent May 10.

MV Polynesie (Messageries Maritimes) maintains about monthly passengerings between Sydney and Noumea the New Hebrides. Next Sydney Feb. 8, Mar. 8.

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

Sydney-S. Africa-UK-Pac

Ports-Sydney

Shaw Savill's new one-class all-passenger liner Southern Cross makes four the-world voyages per year, two bound, then two east-bound, call Suva and Papeete every trip. Next

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "Thorsisle" and "Thorshall"

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

and

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

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

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

PAPEETE—Etablissements Donald Tahiti.

SUVA—Morris Hedstrom Ltd.

PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

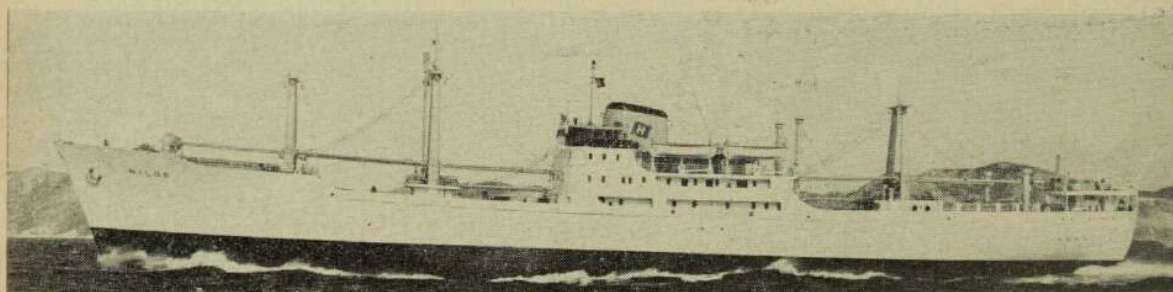
APIA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

LAE—Burns Philp (New Guinea) Ltd.

SYDNEY—Birt & Co. (Pty.) Ltd.

AUSTRALIA - WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET now comprises the modern Swedish Motor Vessels "Aros", "Cito", "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 1111. 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.

Mar. 29-30, Suva Apr. 4; following
Suva July 16, Tahiti July 20-21.

America-Fiji-Hebrides, etc.

Pacific Islands Transport Line's vessels
le and Thorshall maintain a
r service from Pacific Coast North
can ports, with sailings over 35-40
Some ports depend on cargoes offering.
rshall: Dep. San Francisco Jan. 25,
angeles Jan. 27-28, Papeete Feb. 8-10,
lofa Feb. 15-17, Pago Pago Feb.
Apla Feb. 21-22, Suva 25-26,
a Mar. 3-6, Vila Mar. 10-16, San
sco (inbound) Apr. 5.
siste, due reach San Francisco on
24 (inbound from Pacific), leaves
again Mar. 13 for Los Angeles
15-16, Papeete Mar. 27-29, Nukualofa
Pago Pago Apr. 3, Apla Apr. 4-5,
Apr. 8-9, Lautoka (opt.), Noumea
2-14, Honiara Apr. 18-19, Lae Apr.
San Francisco May 14.
ills from General Steamships Cor-
on Ltd., 432 California St., San
sco, USA, and Island Agents.

Sydney-(or NZ)-North America

four cargo vessels, Waihemu,
aa, Walkawa, and Waitomo, owned
perated by the Union Steam Ship
f NZ Ltd., maintain a monthly
across the Pacific, from Sydney
ncouver and USA ports, via Suva,
a, Nukualofa, and Apla, as cargoes
Occasional calls are made at Fan-
aland. They have limited passenger
modation. Next sailings: Walkawa,
b; Waihemu, mid-Mar. The
nata, from NZ ports, makes 3-4
early to Vancouver, via Rarotonga
Papeete. Next sailing: mid-Feb.
Dunedin).

US-Tahiti-Pago Pago-Fiji- Australia

Matson-Oceanic Line of San Francisco
operates a regular five-weeks passenger-
cargo service from Los Angeles with the
Ventura, Alameda, Sierra and Sonoma.
Southern terminal ports vary with cargoes
offering. Vessels call at Papeete, Pago
Pago and Suva, depending on cargoes.
Next sailings from Sydney: Sierra Jan.
29 (approx.), Ventura Mar. 14 (approx.).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (sub-

sidiary of W. R. Carpenter & Co.) operate
a service three times yearly with the
10,000 ton, 98-passenger vessel Lakemba
along the above route. Accommodation
is entirely First Class, two-berth cabins.
Next sailing from Sydney, late February,
with calls at Suva, Lautoka and Honolulu.
Details from American Trading & Ship-
ping Co. Pty., Ltd., 19 Bridge St., Sydney.

Honolulu-Papeete

The 242-ton auxiliary schooner Te Vega,
American-owned, operates a luxury pas-
senger service to a regular schedule, with
calls at Marquesas and Line Islands as
required. Details from Darr Lines, c/o

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

**BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA)
138 LEADENHALL ST., CO. LTD.,
LONDON, E.C.3. SUVA, FIJI**

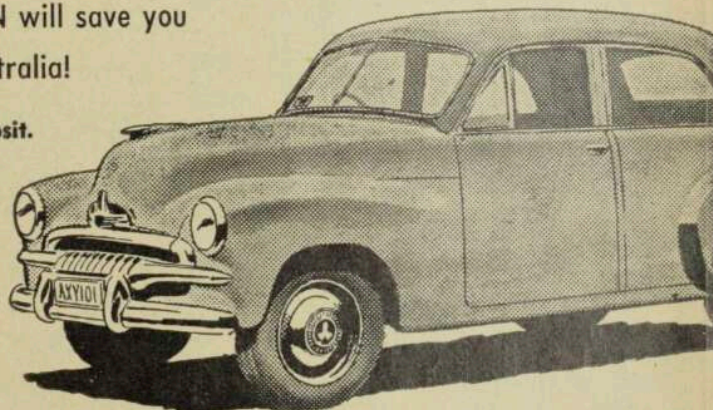
Own a Car on Your Holidays AND SAVE!

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

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

from over 100 guaranteed cars. See more
to more . . . pack more fun into your holiday
a good used car from Sydney's famous Broad-
Motors. So simple! You select your car . . .
ash or, if you wish, make a small down pay-
If you buy on terms the monthly payments

be reduced to the absolute minimum to leave you the maximum
ing money. When your holiday is finished Broadway Motors buy it
and finalise all outstanding money. This gives you the use of a good
or WAY UNDER ordinary hiring rates. What's more, each car is
ed by a written 30-day new-car guarantee for your protection.



BROADWAY MOTORS (N.S.W.) PTY. LTD.
Australia's Largest Used-car Organisation
1-200 BROADWAY, SYDNEY, N.S.W., AUSTRALIA

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

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

NAME _____
ADDRESS _____

P.I.M.

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: Dep. San Francisco Feb. 2, Los Angeles Feb. 3, Honolulu Feb. 8, Papeete Feb. 13-15, Wellington Feb. 21, Melbourne Feb. 25, Sydney Feb. 27-Mar. 1, Auckland Mar. 4, Suva Mar. 7, Pago Pago Mar. 8, Honolulu Mar. 13, San Francisco Mar. 18.

Monterey: Dep. San Francisco Feb. 26, Los Angeles Feb. 27, Honolulu Mar. 4, Pago Pago Mar. 9, Suva Mar. 12, Auckland Mar. 15-16, Sydney Mar. 19-22, Wellington Mar. 25, Papeete Mar. 29-31,

Honolulu Apr. 5, Los Angeles Apr. 10, San Francisco Apr. 11.
Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

AIRWAYS TIME-TABLES TRANS-PACIFIC SERVICES

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

(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, Port-
land.

Tues., Fri.: Sydney, Nadi, Canton Is.,

Honolulu, Los Angeles.
Mon., Thur.: San Francisco to
(same route).

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

* DC4 from Auckland connects.
Nadi Sun., Tues., Thur., depart
Tues., Thur., Sun. DC4 shuttle
every three weeks connects Na
Tafuna (American Samoa).

BY QANTAS EMPIRE AIRW.
(Super Constellation Service
NORTHWARDS

Tues., Wed., Fri. and Sat.:
Nadi (Fiji), Honolulu, San Fra
with Sat. service extending t
couver.

SOUTHWARDS

Wed., Thur., Sat., Mon.: San Fr
Honolulu, Nadi (Fiji), Sydney
day's service begins at Vanc
Sunday. (Note: Crosses date-
route).

* TEAL DC6 services between A
and Nadi connect at Nadi Tues.
northwards; Wed. and Sat. south

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

Every Wed.: Sydney, Auckland
Honolulu, Vancouver, Amsterdam
Every Sun.: Leaves Vancouver fo
land and Sydney by same rou
(Note: Crosses date-line en rou

SECTIONAL SERVICES PACIFIC

2. Sydney-New Guin

Service by Qantas Empire Air
(Skymasters)

NORTHWARDS

Mon., Tues., Wed., Sat., Su
Depart: Ar
Sydney, 8.00 p.m. Brisbane, 10
Brisbane, 11.45 p.m. Moresby, 6
(Tues., Wed., Thur., Su
Moresby, 7.35 a.m. Lae, 8

Thurs.

Depart: Ar
Sydney, 8 p.m. Brisbane, 10
Brisbane, 11.45 p.m. Townsville, 1
(Frid
Townsville, 4.15 a.m. Cairns, 4
Cairns, 6.30 a.m. Moresby, 1
Pt. Moresby, 10.20 a.m. Lae, 1

SOUTHWARDS

Tues., Wed., Thur., Sun., M
Depart: Ar
Lae, 10.30 a.m. Moresby, 12
Moresby, 1.00 p.m. Brisbane, 1
Brisbane, 9.00 p.m. Sydney, 1

Sat.

Depart: Ar
Lae, 7.00 a.m. Moresby, 1
Moresby, 9.30 a.m. Cairns, 1
Cairns, 2.35 p.m. Townsville, 1
Townsville, 4.30 p.m. Brisbane, 1
Brisbane, 9.00 p.m. Sydney, 1

3. P-NG Internal Serv

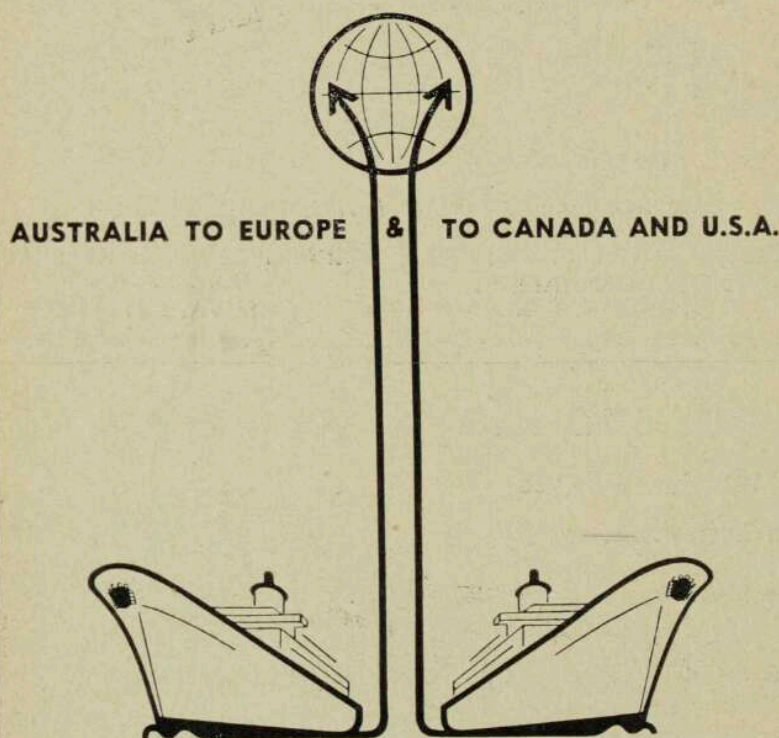
Operated by Qantas
LAH-HOLLANDIA (Dutch New
(DC3)

Alt. Wed. (Feb. 6, 20, Mar.
Departs Lae 11.00 a.m., calls at
and Wewak, and arrives at 1
3.30 p.m. Every alternate
(Feb. 7, 21, Mar. 7, etc.).
Hollandia at 9.30 a.m., and, v
at Wewak and Madang, arrive
3.20 p.m.

LAH-MANUS (DC3)

Alt. Wed. (Feb. 6, 20, Mar. 6,
Dep. Lae, 8.00 a.m.: Finschhafen,
Kavieng, arr. Manus 3.00 p.m.
Every alt. Sat. (Feb. 9, 23, Mar.
departs Manus 8 a.m. and with
Kavieng, Rabaul and Fins
arrives Lae at 2.55 p.m.

MORESBY-DARU (Catalina)
Via Yule Is., Kerema, Kikori, L.



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ORIENT STEAM NAVIGATION COMPANY LIMITED, INCORPORATED IN ENGLAND

Fri. returning same day (Feb. 1, Mar. 1, etc.).

PORT MORESBY-RABAU
(Catalina)

Tues. (Feb. 5, 19, Mar. 5, etc.)
Moresby, Samarai, Esa'ala, Losuia,
ewe Hbr., Talasea, Jacquinot Bay,
baul. Returning via same ports (ex-
t Losuia and Esa'ala optional) alt.
urs. (Feb. 7, 21, Mar. 7, etc.).

NEW BRITAIN-BOUGAINVILLE
(Catalina)

Wed. (Feb. 6, 20, Mar. 6, etc.):
baul, Buka, Teopasino, Kieta, Buin.
turning same day.

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

Dep. Lae 6.30 a.m., Madang arr.
5 a.m. Wewak, Manus, Kavieng,
baul, arr. 5.40 p.m.
Dep. Rabaul 6.30 a.m., direct to
adang, arr. 9.10 a.m.
Dep. Lae 6.30 a.m., Madang,
ar, Wewak, Manus, Kavieng, Rabaul,
t. 4.05 p.m.
Dep. Rabaul 6.30 a.m. Kavieng,
anus, Wewak, Madang, Lae, arr.
5 p.m.

CENTRAL HIGHLANDS
(DC3)

ys: Lae (7.45 a.m.) to Wapenamunda,
lling at any of: Goroka, Nondugl,
nz, Minj, Mt. Hagen, Baiyer R.,
inantu, Wapenamunda. Arrival back
Lae dependent on stops.

LOWER HIGHLANDS
(Beaver)

ys: Lae (7.30 a.m.) to Goroka, call-
at any of Nadzab, Kalapit, Gusap,
ura, Finintegu, Rintebe, Bena Bena,
inantu, Goroka, Arona. Arrival back
Lae depends on stops made.

LAKE-BULOLO-WAU (DC3)

Lae: Mon. 7.30 a.m., Tues. 2 p.m.,
ed. 11.30 a.m., Fri. 2.00 p.m.
Wau: Mon. 9 a.m., Tues. 3.30 p.m.,
ed. 1 p.m., Fri. 3.30 p.m. Bulolo is
itted on return flights which take 35
utes, Wau-Lae.

MADANG-GOROKA (DC3)

ays: Depart Madang 10 a.m., arrive
roka 10.35 a.m., returning same day;
part Goroka 11 a.m., arr. Madang
35 a.m.

Fridays (Feb. 8, 22, Mar. 8, etc.).
Madang 8.00 a.m. arrive Goroka
5 a.m., returning same day; depart
roka 9 a.m., arrive Madang 9.35 a.m.

**NEW GUINEA-NEW BRITAIN-
BOUGAINVILLE**
(DC3)

ys: Depart Lae 12.55 p.m., Finsch-
fen 1.45 p.m., arrive Rabaul 3.55
n.

days: Depart Rabaul 10 a.m., direct
Lae, arr. 12.40 p.m.

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

days: Depart Rabaul 5.45 a.m., Finsch-
fen 8.10 a.m., arrive Lae 8.45 a.m.

Thurs. (Jan 31, Feb. 7, 21, etc.).
p. Lae 8 a.m., Finschhafen,
baul, Buka, Rabaul, arr. 2.55 p.m.

Thurs. (Feb. 7, 21, Mar. 7, etc.).
p. Lae 12 noon, Finschhafen,
baul arr. 3.05 p.m.

Fri. (Feb. 8, 22, Mar. 8, etc.). Dep.
baul 8 a.m., Madang, Goroka,
e arr. 1.10 p.m.

Fri. (Feb. 1, Feb. 8, 22, etc.).
p. Rabaul 8 a.m., Madang, Goroka,
e, arr. 1.10 p.m.

VICES BY MANDATED AIRLINES

Scheduled Flights with DC3 Aircraft

: Depart Lae at 7.30 a.m. for Goroka,
adang, Wewak, Madang, Rabaul—
maining overnight. Depart Lae 8
m. for Goroka, Wau, Port Moresby,
au, Goroka, Lae.

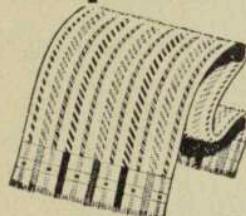
: Depart Rabaul at 6.30 a.m. for
adang, Wewak, Madang, Goroka, Lae.

: Depart Lae 7.30 a.m. for Goroka;

Save the LAN-CHOO Label

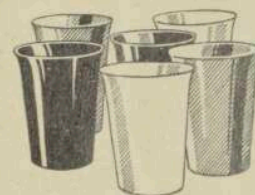


and get these
useful presents...



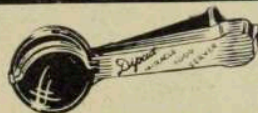
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TOWEL, "SUPER-TEX" Brand, size
18" x 36", in assorted colours.
Postage, 9d.



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assorted bright colours. Postage, 1/-.

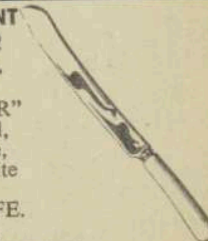


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salads, etc. Postage, 1/6.

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grained xylonite
handle
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Wau, Port Moresby, Wau, Goroka, Lae.
Fri.: Depart Lae at 7 a.m. for Madang,
Wewak, Momote, Kavieng, Rabaul —
remaining overnight. Depart Lae 7.30
a.m. for Goroka, Wau, Port Moresby,
Wau, Goroka, Lae.
Sat.: Depart Rabaul at 7 a.m. for
Kavieng, Momote, Wewak, Madang,
Goroka, Lae.

4. Aust-Dutch N. Guinea

By KLM Royal Dutch Airlines.
(Super Constellation Service)

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Amsterdam with a call at Biak (DNG)
and Manila (Philippines).

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Sorong, Merauke, Tenah Merah, Manok-
wari, Noemfoer, Ransiki, Genjem, and
Kokonao.

5. N. Guinea-Solomons

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

Mon. (Feb. 4, 11, 25, etc.) Lae
dep. 6 a.m.: Finschhafen, Rabaul,
Buka, Vella Lavella, Yandina, Honiara
(BSI), arriving 5.25 p.m.

Tuesday (Feb. 5, 12, 26, etc.)
Honiara dep. 7 a.m.: Yandina, Vella
Lavella, Buka, Rabaul, Lae, arriving
3.35 p.m.

6. Paris-Saigon-Noumea

By Transports Aeriens Intercontinentaux.
DC6B aircraft depart Paris every 2 weeks
(Feb. 11, 25, Mar. 11, etc.) for Athens
Karachi, Saigon, Darwin, Noumea.
Leave Noumea on return Feb 15, Mar.
1, 15, etc.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

By Qantas, with Skymasters
Alt. Sat.: Dep. Sydney 11.30 p.m., arr.
NI 6.15 a.m. Sunday; dep. NI 5.30
p.m. same day for Sydney, arr. 9.30
p.m. Alt. weeks makes NI-Auckland-
NI flight. (See table 11 below).

9. Sydney-Noumea

By Qantas, with Skymasters
(Three flights every four weeks)
Thur. (Feb. 7, 21, 28, etc.) Sydney
dep. 11.30 p.m., arriving Tontouta, 7
a.m. Fri. (Feb. 8, 22, Mar. 1, etc.)
Fri. (Feb. 8, 22, Mar. 1, etc.) Tontouta
dep. 8.30 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.
Daily, except Sat.: Dep. Auckland
a.m., arr. Sydney 1.00 p.m.
Wed.: Dep. Auckland 6.15 p.m.
Sydney 9.45 p.m.
Sat. only: Dep. Auckland 11.30 a.m.
Sydney 3.00 p.m.
Sat.: Dep. Sydney 10.00 a.m., arr.
land 5.00 p.m.
Daily, except Sat.: Dep. Sydney 3.00
arr. Auckland 10.00 p.m.
Tues.: Dep. Sydney 12.30 a.m., arr.
land 7.30 a.m.

13. Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft.
Sun./Fri.: Dep. Christchurch 5.00
arr. Sydney 8.40 p.m.
Mon.: Dep. Christchurch 7 p.m.
Sydney 10.40 p.m.
Sun., Thurs.: Dep. Sydney 8.00
arr. Christchurch 3.10 p.m.
Mon.: Dep. Sydney 10.00 a.m., arr.
church 5.10 p.m.

14. Christchurch-Melbourne

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

15. New Zealand-Fiji

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

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16. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.
Normally fortnightly, with extra flights as required.
Suva Friday 9 a.m., crosses date-line, arrives Satapuala (W. Samoa) Sat. 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. 10 a.m., arrives Aitutaki 11 a.m., departs 1 p.m., arrives Satapuala 5.30 a.m., departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m.
Suva Feb. 1, 8, 15, 22, Mar. 15, 22, arrives Papeete Feb. 3, 10, 17, 24, Mar. 7, 24.

17. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.
Irregular Service.
Suva 6.30 a.m., arr Nukualofa 9.50 a.m., dep Nukualofa 9.50 a.m., arr Suva 4.55 p.m.
Flight: Feb. 21.

18. Fiji Internal Airways

Fiji Airways, Ltd., Drovier Aircraft.
Nadi-Suva: Mon., Tues., two flights daily; Wed., three flights; Thurs., one flight; Fri., two flights; Sat., three flights; Sun., one flight.
Nadi: Tues., Thurs., Fri. (additional the above return flights).
Suva: Wed., Fri., Sat.
Labasa-Suva: Daily except Sun.
Taveuni-Suva: Fri., Sun.
Taveuni-Savusavu-Suva: Wed.
Savusavu-Taveuni-Suva: Thurs.
Labasa - Savusavu - Labasa - Suva: Tues., Thurs.
Labasa-Taveuni-Labasa-Suva: Fri.
Savusavu-Suva: Mon., Tues.

Suva - Savusavu - Labasa - Savusavu - Suva: Sat., Sun.

19. French Oceania Inter-Island Service

Regie Aerienn Interinsulaire (RAI), with Amphibious Catalina
Twice weekly service to the Leeward Group.
Wednesday: Papeete, Raiatea, Bora Bora, Raiatea, Papeete.
Friday: Papeete, Huahine, Raiatea, Papeete.
Booking agents in Papeete: Messageries Maritimes.

20. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Rapide aircraft.
Noumea (Magenta), Lifou (Chepenhe), Noumea: Tues. a.m.
Noumea, Mare (Tadine), Noumea: Tues. p.m.
Noumea, Mare, Lifou, Noumea, or Noumea, Lifou, Mare, Noumea, alternatively, Thurs. a.m.
Noumea, Koumac, Noumea (with conditional call at Plaine des Gaiacs): Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Poindimie, Noumea (with conditional call at Houailou): Fri. p.m.
Noumea, Ile des Pins, Noumea: Saturday and Sunday afternoons.

21. Micronesia

Trans Ocean Airlines.
Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of

Micronesia on behalf of the US Government. Details from Trans Ocean Airlines, Agana, Guam.

Approximate Airways Fares

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

	FROM SYDNEY (Aust. currency) TO—			
	Single	Return	Table	No.
	£ s. d.	£ s. d.		
Moresby	46 11 0	83 16 0	2	
Lae	55 7 0	99 13 0	2	
Rabaul	64 19 0	116 19 0	2, 3	
Noumea	48 15 0	85 15 0	9, 10	
Honolulu	80 7 0	144 13 0	2, 5	
Norfolk Is. . . .	27 10 0	49 10 0	8	
Lord Howe	12 15 0	25 10 0	7	
Nadi	76 0 0	136 16 0	1	
Suva	81 3 0	141 19 0	1, 18	
Auckland	52 10 0	94 10 0	12	
Christchurch	52 10 0	94 10 0	13	
Honolulu	252 5 0	454 1 0	1	
S. Francisco	312 10 0	562 10 0	1	
Vancouver	312 10 0	562 10 0	1	
Nukualofa	92 9 0	165 19 0	1, 17	
Apia	97 7 0	175 3 0	1, 18	
Papeete	139 2 0	250 8 0	1, 16	
Aitutaki	119 8 0	214 19 0	1, 16	
Blak	90 0 0	162 0 0	4	

FROM AUCKLAND (NZ currency) TO—			
Apia	53 0 0	95 8 0	15, 16
Aitutaki	77 14 0	139 18 0	15, 16
Nadi	39 7 0	70 17 0	15
Norfolk Is. . . .	19 15 0	35 11 0	11
Papeete	97 0 0	174 12 0	15, 16
Apia	25 0 0	45 0 0	16

FROM SUVA (Fiji currency) TO—			
Aitutaki	48 17 0	87 19 0	16
Nukualofa	17 1 0	30 14 0	17
Papeete	71 12 0	128 18 0	16

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SUVA stay at



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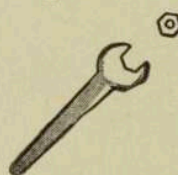
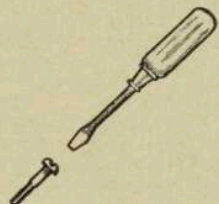
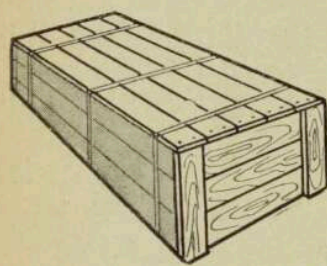
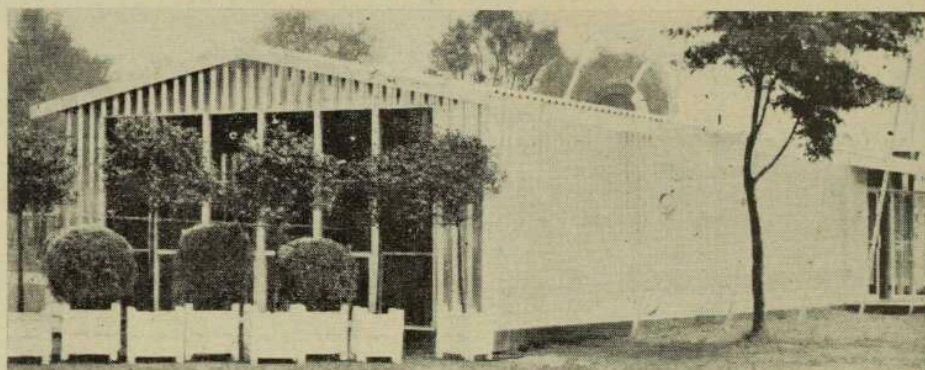
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Hebrides.
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Trust Territory: W. New Guinea.

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Pacific Islands Monthly

No. 6 Vol. XXVII

JANUARY, 1957

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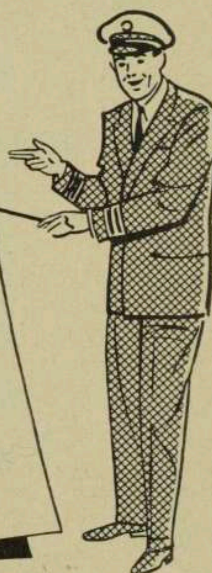
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ditorial...

INTERNATIONAL FUMBLING, RE-STALINIZATION, PRESENT A SORRY PICTURE

state of international affairs is so extraordinary, and the fate of the South Pacific countries closely bound up with what ensues as between East and West in other words, between Capitalism and Communism, or between Individualism and Red Totalitarianism) that this PIM review it necessary to report developments from month to month.

ing suffered under ten years American anti-colonial dictation world affairs, Britain and France revolted against the trend the United States had permitted in the Middle East, and militarily backed the Nasser-led Arab States. trouble was focussed on the Canal.

ited States panicked, and in- on Britain and France going reverse. In an attempt to save Westerners' face, the Americans ht their ridiculous straw-man on (UNO) into action. Britain France withdrew on condition a United Nations force assumed and of Suez and the Middle situation.

at move deceived no one—and only not the anti-British Arab Asian States.

ce then, Nasser has been strut- across the stage like a victor, at by United States while he d demands and insults at m and France, and while his thing Wogs destroyed the De ps statue and the Anzac orial. India's Nehru could not al his delight.

tain and France have been y humiliated in the eyes of the ; but the immediate threat of has been averted, and the Western trading corporations cially those centred in North ica) go on to bigger and better s. There, we have right before a illustration of the very ugly of Western Capitalism, the de- tion of which is ostensibly the purpose of Muscovite Com- sm.

ANWHILE, there have been breath-taking changes in the structure and apparent purpose world Communism, as directed presented by Moscow.

ill about July, Moscow was ancing Stalin and wooing the with honeyed words to the that East and West could together in amity, each adher- to its own politico-social system. en came revolts in practically

every one of the "satellite" countries—that is, the formerly independent nations which were overrun by Russians during World War II, and which have been held for ten years in a condition of Communist slavery. Even as we watched, Russia's international attitude changed from back-slapping good-fellowship to class-conscious savagery.

While Nasser, under Russian in- spiration and control, was directing the Arab States' campaign against Britain (thus precipitating the Suez crisis), Russia was pouring troops into the satellite countries, and massacring the Hungarians in a way that disclosed to the whole world the true character of the Moscow gang that calls itself the USSR.

The international situation which boiled up in November-December— Britain and France discredited and humiliated; United States trying frantically to make UNO work, but failing dismally; the Suez Canal blocked and the Middle East oil installations partially wrecked; the pro-Nasser Arab States on the point of going to war against Britain, but being restrained by Iraq, Turkey and Persia; Washington trying to prop up the Western alliance, now likely to collapse because of Wash- ington's desertion of Britain and France in the Suez crisis; Russia,

her teeth bared savagely, openly returning from de-Stalinization to re-Stalinization—was a situation that clearly confused and scared even the world's experts in inter- national affairs.

A NEW danger to the world now become apparent, and real, and terrifying.

The events in the Middle East and in the satellite countries, ex- posing and defeating the Cold War plans of Russia, suggest that Russian influence is waning. In the opinion of the most sober observers, there now is a grave possibility that the Moscow Gang, recognising and facing this threat to the Red Empire they have built so painfully, will decide to put all to the hazard, and launch a nuclear war. This risk has suddenly become widely recog- nised.

In no other way can anyone ex- plain the astonishing gyrations and contortions of United States diplomacy.

Washington, influenced since 1945 by rabid anti-colonialists, drove Britain and France out of Asia and the Dutch out of Indonesia (and, incidentally, let loose on the inter- national scene a host of yapping little "nations" which, because of their UNO status, are an increas- ing embarrassment). American diplomacy—or lack of it—created the Middle East situation which, in turn, drove the Anglo-French to action in Suez. American diplomacy then compelled the Anglo-French to leave Suez; kowtowed to Mr. Nasser; and insisted that the whole Suez-Middle East situation be handed over for control to a puny, piebald force from UNO.

And then, literally overnight,

One Year to Go!



Washington decided that the Middle East—because of Communist penetration—is a danger to world peace; and now plans to take all measures necessary whereby *United States* (not *United Nations*) forces may go in and police the whole area. The reasons given by Eisenhower are: (1) Russia plans to get control there and thus menace Africa; (2) more than half of the West's oil supply comes from the Middle East; (3) the holy places of three great religions are in the Middle East, and must always be freely accessible.

MEASURE OF OUR HUMILIATION

Early January: Mr. Nasser said he would not speak again to Britain and France until their Prime Ministers had resigned.

January 9: Sir Anthony Eden resigned. (At another time, under other conditions, he could have been a very distinguished Prime Minister of Britain; his resignation was generally accepted as "inevitable", if ill-timed).

Sir Anthony produced certificates from four medical men to say his health did not permit him to longer occupy the Prime Ministership.

There literally is no one in sight competent to lead Britain in this very difficult period. The new PM, Mr. Harold MacMillan, by his choice of Eden men in his cabinet has signified that the British Govt. stands by its recent M.E. policy. This has, of course, infuriated the pacifists.

FOOTNOTE: Now, M. Guy Mollet, it is over to you. Nasser has spoken!

THE hypocrisy of it! These are the things that British writers have been pointing out with increasing urgency for several years. It was the failure of *United States* (and its useless creation, *UNO*) to take any action at all in relation to Moscow's Middle East plan (then being rapidly developed through Nasser and his Arab States) which forced that unhappy action upon Britain and France.

According to the record, *USA* forced Britain and France out of Suez because Russia threatened, if they did not go, Russia would enter a shooting war on the side of Egypt and Syria, so as to prevent Anglo-French control of the Middle East. Now America herself moves in to keep Russia out of the Middle East. Russia's reaction—announced as this is written—is ugly and violent.

Washington could have achieved exactly the same thing—probably at less risk of nuclear war—by supporting the Anglo-French policy and action in October-November.

WASHINGTON'S bumble-footed diplomacy has partially wrecked the Western Alliance, caused

THE EDITORS' MAILBAG

Who Had That £50 Conscience?

The following is from the "*Sydney Morning Herald*" of December 29, 1956:

CONSCIENCE MONEY FROM ABROAD

The Commonwealth Treasury Department has received £50 in a registered letter posted at Kogarah as conscience money.

The anonymous sender indicated that the money was "due to the War Damage Section of the Treasury", and was sent at the request of persons living outside Australia.

This "SMH" clipping came to us with the letter which follows:

I strongly suspect that the "persons" referred to in the news clipping are natives of Papua-New Guinea.

I am, etc.,
BRETT HILDER.

Castlecrag,
Sydney.
January 9, 1956.

For readers outside New Guinea, perhaps we had better explain that as well as the £12,000,000 or so paid out to Europeans for war damage in P-NG (out of a fund contributed to by all Australian property-holders), more millions, quite unsolicited, were paid out to natives on account of alleged havoc amongst the pig-pens; or for damage to village property. The methods of assessing native war damage, and the distribution of this largess have always been regarded as a joke.

Does NI Really Pay its Way?

The generally-held opinion that Australia, by annual grant, maintains the economy of Norfolk Island, is challenged by an Islands

enormous economic dislocation and loss in Western Europe, left Mr. Nasser (crowing loudly) in charge of the vital Suez Canal, and infuriated Mr. Krushchev to the point where that irresponsible dipsomaniac may at any moment "start something" with nuclear weapons.

About the only good thing that the blundering of the Eisenhower-Dulles combination has achieved is the exposure of the uselessness of the United Nations Organisation. Surely it is time that that prematurely-born concept of our tame idealists was folded up and put away in mothballs, to await the time when the human race is sufficiently far advanced to outlaw armaments and war. In about two hundred years!

Meanwhile, we of the South Pacific, directly menaced by one thousand million growingly-arrogant Asians, can only look on helplessly while our defences—and our future—are directed and shaped by the fumbling hands of the now confused and bemused West.

resident who has been studying the matter:

"NI itself exports its own produce to the value of £15,000 p.a. Y add to that at least £100, private incomes transmitted non-Australian countries to residents. That explains how quite apart from Australian can import £120,000 worth of annually.

"By hidden taxes—ship freights and charges made of ments, etc.—Australia gets at from £30,000 to £40,000 per from that trade. In addition tralia takes at least £20,000 the Islanders in direct tax. Therefore, even after Australia paid £25,000 p.a. to maintain absurdly expensive Administration on NI, and made a special of some £35,000 p.a. for work, and so forth, Australia well on the right side of the

"Now, with the new enterprise established there tralia is going to get more in direct and indirect taxat that industry.

"Don't tell me that Canberra producing any race of thropists, so far as NI is concerned.

Our Friends the Indonesians!

With most of Sumatra in revolt, and rebels still in of the Moluccas, the *PIM* years-old prophecy of the collapse of "the Republic of Indonesia" coming true.

The Indonesians, already after the Asian-African conference in Bandoeng in 1955, became tolerably arrogant after States supported Nasser Britain and France in November and cannot longer conceal hatred of all Europeans. Here extracts from a letter written November to the editor of a British woman who had just Java after three years' residence there:

"We had a very exciting time in Djakarta. We happened visiting the British Embassy, it was attacked by thousands of anti-Anglo-French demons. It was rather terrifying and lasted, because the mob so violent—bottles, bullets and were hurled at the building they finally set fire to on. Fortunately, we were able some help from the police fired on the demonstrators, mob then moved on to attack French Embassy. We had to inside the Embassy for several hours. . . All our heavy

(Continued on page 137)

Biggest
Bang

H-BOMB ACTIVITIES IN AUSTRALIA AND CHRISTMAS IS.

Although the Pacific Islands have now more or less accepted the fact that a British H-bomb (or bombs) will be exploded around Christmas Island sometime this year, Australian newspapers are just now becoming warmed up to the event.

A pink Melbourne *Argus*, basing its facts on a "freelance Fiji newspaperman" feels that the drawing near for the big bang states, in capitals, that the bomb may be taken to Christmas ISLAND. Also in capitals, is on to voice the fear that the bomb MIGHT ALREADY BE SOUTH AUSTRALIA.

Before the reader has had time to mentally quite the bomb, sizz-ing away where in South Australia," paper wails: OUR FEDERAL GOVERNMENT—AS USUAL—HAS US NOTHING.

The whole operation from Christmas has been shrouded in, at quite ridiculous mystery, it likely that anyone is going to down sufficiently at this to tell the *Argus* anything.

We understand it, Christmas will be the base from which bombs will be flown out over Pacific and exploded. A release from the UK Ministry of Supply in mid-December stated 25 miles of roads have been constructed, a 7,000-ft airstrip built, thousands of tons of heavy equipment and stores landed. One does that accommodation for Pacific and technical personnel so been built.

It is unlikely, therefore, unless one makes a bad mistake, that Christmas Is. will be "sunk by the bomb," as some enterprising island journalist has it.

There is also much activity at Hurlingham Airfield, South Australia, which is the rear base of the operation, and where 300 personnel have been gathered together—including a RAF detachment equipped with Canberra jet bombers which will be used in preliminary tests around Christmas Is. The actual bomb will be dropped by a Valiant jet bomber.

Jet aircraft begin a shuttle service between the South Australian rear-base and Christmas Is. in February, possibly via Nadi, Fiji. It is expected that the tests will begin in April and that the whole Christmas H-Bomb operation will last four months.

NEW YEAR HONOURS

THE following were New Year Honours awarded to residents of Fiji and Tonga:

CBE (Military Division): Colonel T. C. Campbell, DSO, MC, who recently returned to New Zealand after three years in Fiji as Commander of the Fiji Military Forces.

OBE (Civil Division): Dr. R. W. D. Maxwell, Deputy Director of Health in Western Samoa and until recently Deputy Director of Medical Services in Fiji.

OBE (Honorary): Havea Tui'iha'ateiho, Deputy-Premier of Tonga.

MBE (Civil Division): Mr. A. L. Baker, Establishment Officer, Fiji Government; Miss I. E. Foulcher, Principal of Annesley Girls' School, Suva.

BEM: Ramnath Badlu, Field Officer, Department of Agriculture.

CERTIFICATES OF HONOUR: Leone Batigai; Mr. Jagessar Chaudhary; and Ratu Isimeli Mocevakaca.

Honours in W. Samoa

CBE: — High Chief Tupua Tamasese; High Chief Malietoa Tanumafili II.

These two paramount chiefs of Western Samoa, referred to as the Fautua, will in time assume the office of joint Heads of State when Western Samoa gains complete self-government.

† The Association of the French in North Africa has written to New Caledonian authorities about the possibility of settling. Most of the people are from French families who now have no future in Morocco, Tunisia and Algeria. A list of the settlers has been supplied and every effort is to be made to find a place for them in New Caledonia.

GOLD RIDGE

Clutha Withdraws For The Wet Season

WHETHER or not Guadalcanal's Gold Ridge deposits will provide the BSIP with a much-needed industry still remains the Protectorate's 64-dollar question.

The answer is probably locked up somewhere in the minds, if not the records, of the men who run the Clutha Development Co. (a subsidiary of Placer Development), but so far as the company's Sydney office is concerned, no one is talking. Not by so much as a whisper.

Recently, the company's New Guinea vessel, *Mubo*, arrived at Honiara to take off the personnel who have been testing at Gold Ridge; 25 native labourers who last year were taken in from New Guinea also were repatriated. Official explanation for the withdrawal is that operations will be suspended for four or five months during the wet season. Secretary for the company in Sydney had no comment to make on either the withdrawal or progress to date.

Asked whether the Company intended to resume prospecting operations after the Wet he could not say, but said it would depend on a number of factors. Asked whether the company was satisfied with progress up to date, he said that he could not say anything about that, either.

New "Fiji Times" Executive



Mr. L. G. Usher, who formally took up his new duties as Executive Director of the Fiji Times on January 2. He was formerly Fiji Public Relations Officer. (See page 22, Dec. PIM).

Another Adventure

UNSINKABLE JOYITA SPENDS TWO DAYS ON HORSESHOE REEF

The Islands vessel *Joyita* has refused to oblige headline writers by ending her days on a Fiji reef, but sometime during the night of Jan. 9-10, floated off unaided after being on the notorious Horseshoe Reef for two days. She was towed to Levuka.

THE *Joyita* was on a trading run when one engine broke down off the Taveuni coast; she was continuing the voyage on one engine when she went aground on Horseshoe Reef. The Burns Philp vessel *Yanawai* was diverted to her aid and picked up her passengers and crew who had taken to the boats and were sheltering behind the reef.

A salvage ship *Kadavulevu* took on a load of drums to go to *Joyita's* aid but she was delayed by heavy weather.

When *Kadavulevu* reached Horseshoe Reef on January 10, she found *Joyita* floating clear of the reef in spite of a hole in her starboard side near the keel. About 50 drums were put in her

hold to aid buoyancy, and the tow commenced.

Kadavulevu handed over to *Adi Kevu* when the tow-line began to part, and returned to Levuka for another line. *Kadavulevu* later resuming the tow.

It is believed in Suva that *Joyita* carried little insurance.

In the unlikely event of any reader not already knowing it:—*Joyita* caused a world sensation over a year ago when she was missing for six weeks on a short run between Apia and the Tokelaus and was later found abandoned and waterlogged north of Fiji. Fate of the 25 people on board her has never been solved. *Joyita* was salvaged, sold at auction to a Fiji planter, Mr. David Simpson,

and is now used in inter-trading. Captain David Ellis her present master.

Horseshoe Reef is a submerged ring of coral about a mile in diameter and 12 miles NE of Wakaya Light. The reef is completely unlighted although it brought disaster to a number of ships and is regarded as one of the most dangerous reefs in the Pacific. In 1934 *Hoegh* went up there; and it was closed later that the reef was a mile NW of its charted position. In 1949 an island auxiliary *Island Queen Lailai* went onto the reef and sank in 15 minutes. In 1950, after catching fire in the ocean between Panama and *Ivor Jenny* added to her troubles by running on Horseshoe. She was refloated and gone to Suva where claims arising from two mishaps kept insurance companies and consignees busy for years.

Other Ships Have Reef Trouble

THE 1957 season of stormy cyclones in the South Pacific already producing the crop of maritime adventures, other ships were in trouble the same time as *Joyita*.

In New Caledonia waters, a 40-ton Panamanian freighter *Antonio*, bound for Japan from Zealand with scrap iron, lost her propeller, and in cyclonic weather was, on January 7, driven onto the reef 100 miles NW of Noumea. The crew was taken off by the Navy vessel *Vulcan* on January 10 and flown to Sydney by a Qantas airliner.

A representative of the agents in Sydney flew over to *Antonio*; he said on his return to Sydney that she was holed fast on the reef and "can't come off."

The Burns Philp ketch *M* of 80 tons was refloated on January 7 after three days on a reef at Moturiki, Fiji. She was semi-submerged to Levuka, where she was to be examined.

P-NG's Assistant Administrator

TERRITORIES Department in Canberra, did not (in January) expect any announcement of the name of a successful candidate for the Assistant Administratorship of New Guinea "for some weeks."

It is understood that an announcement will be made due course, by the Minister for Territories. In mid-January Hasluck was making a brief visit to Cocos Island (Indian Ocean).



IS THIS WHERE WE CAME IN? Reminiscent of 1955 photos of "*Joyita*"—only this time she is on Horseshoe Reef. "*Yanawai*" top left of photo.

CESSFULLY
GOTIATED

French Airline tends to NZ

AFTER many months of backing and filling, the New Zealand Department of Civil Aviation, in January, gave permission for French airline, Transports Intercontinentaux, to extend its present Paris-Noumea service to Auckland.

The first flight on the new extended route will leave Paris on February 4 and, after calling at Lyons, Karachi, Saigon and Dar-es-Salaam, will reach Noumea on February 7; at 1400 hours, on February 7, will leave for Auckland, NZ, commencing the return flight over the same route on February 8.

The service will be fortnightly.

The present DC6b aircraft are used, but the use of DC8 jetliners is already being considered by the company. This would cut the flying time between Auckland and Paris to 24 hours.

The use of jets on the route is, however, something for the future. More they could be used the air traffic at Tontouta, New Caledonia, would have to be brought up to jet standard, which would mean virtual reconstruction.

SURVEY TO WALLIS

The TAI DC3, which is based on Noumea and operates the Noumea-Santo service, made a survey trip to Wallis Island, via Nadi, in December.

It is understood that the company is considering the extension of its service to Wallis. (Wallis, which is administered from Noumea, is a very much blown-away part of the colony of New Caledonia. It is much closer to Fiji and Samoa than to NC).

More Airport Talks

R. WALTER GRAND, President of the Territorial Assembly of French Oceania, left Papeete by TEAL, en route to Auckland on December 23 in a further attempt to produce some action on an international airport for Papeete. It is understood, however, that Grand has a new plan regarding the location of the airport.

Up till now the location most favoured was at Faaa, west of Papeete and quite close to and from the Hotel Tropiques. It involved the reclamation of a low-water area of the reef between the small island of Motu and the shore, and called for much filling with spoil, but

looked like being an ideal location for a land and sea airport.

The new plan—which has also been considered and rejected in the past—is for an airport on the flat lands of Atimaono sugar plantation on the south coast of Tahiti-nui.

The drive down to this area, some 20 miles from the city, is very attractive, but at the end of a long flight tourists are not always in a receptive mood for long scenic drives. There are also obvious administrative disadvantages.

The fact that this site is even being considered indicates that an international airport for Tahiti is still a long way from realisation.

† The announcement by the Health Department of French Oceania in July that a minor epidemic of poliomyelitis existed in Tahiti caused a financial loss to some business people. Shipmasters were warned to take on provisions at their own discretion and some heeded the warning. However, in November the chief of the Health Board, Lieutenant-Colonel Bousquier, announced that the danger was over and shipping companies were advised accordingly.

COPRA PRICE
FOR 1957

Negotiations Still Proceeding

NEGOTIATIONS are proceeding in London between representatives of the South Pacific copra producing governments and the British Ministry of Food, but up until mid-January no indication had been given as to what will be the price for 1957.

This is the last year of the nine years Copra Agreement and producers are hoping that in view of the great advantage the MOF enjoyed in the early years of the Agreement, the price will not this year fall the full 10 per cent. permissible.

Since the Suez crisis the London free market price of copra has tended to rise—but not spectacularly. On January 10 it was £Stg.69. The 1956 price under the MOF Agreement was based on a London c.i.f. price of £Stg.58.10.

DO YOU REMEMBER?

From PIM of
20 Years ago



THE lot of the Pacific planter had improved considerably by the beginning of 1937. Top grade copra was bringing £24/2/6 in London; rubber was 1/2 per lb; top grade trochus was £108 per ton—and good Rangoon rice could be bought at £13/10/- per ton f.o.b. Sydney; Australian rice £3 higher.

Clouds on the international horizon were provided by Hitler and Mussolini—clouds that rapidly grew larger in the following 2½ years.

Here are some other extracts from PIM of January, 1937:

The Papuan area of Tarifuroro was to remain an uncontrolled area, the Government decided and was likely to remain so until police-posts were established "probably in two years." (The area had been discovered by Mr. Jack Hides who later resigned from the Administration; when in July, 1936, he announced that he would lead a prospecting party to the area it was declared an uncontrolled area. In the event, the police posts were not established for many years—1950-51. The district is now known as the Southern Highlands, and Mendi and Tari are the patrol-posts).

Tenders were called by the Commonwealth Department of Defence (no Dept. of Civil Aviation then) for an air service over the route Sydney-Brisbane-Rockhampton-Townsville-Cairns - Cooktown - Thursday Is.-Wau-Salamaua. Separate tenders were called for an alternative service—presumably over the same route—but terminating at Rabaul. The planes were required to be capable of carrying six passengers, mails and freight; they were to be multi-engined, capable of a speed of 140

miles an hour with a range of 500 miles. Time has marched on since then.

G. M. C. Ffrost, 24, plantation overseer, was charged at the Central Court, Sydney, on Jan. 11, 1937, with having at Meto Pltn., New Guinea, on October 28, 1936, unlawfully killed a native. His defence was that another party had been convicted of the offence and he was allowed out on £100 bail.

The United States had put in a claim for Christmas Island (which 20 years later is to be the base for British H-Bomb experiments). The matter, we said in 1937, was being argued in gentlemanly fashion between the British and American governments. This must have been one US-British argument that Britain won.

Cook Islands residents were complaining bitterly at the cost of fares on the new Union Company vessel "Matua". Return fare from Rarotonga to New Zealand was £40.

There were 53,000 Samoans at the end of 1936—an increase of 45 per cent. over the figures at the end of 1926 when the Territory had not recovered from the disastrous post-World War I influenza epidemic which killed thousands of Western Samoans. (The population in 1957 is approaching 100,000).

The patrol led by Mr. Ivan Champion into unknown western and central Papua had returned to Port Moresby after being away since April, 1936. The patrol was into what is now the Southern Highlands of New Guinea and for several months before its return, no news had been heard of it.

Patrol Officer Thomas Hough died from arrow wounds he received when he was ambushed in semi-controlled country near the Leron River, in the Markham Valley, New Guinea.

The Long Process of Civilisation

D-NG NATIVES SHOW DISPLEASURE, HACK PLANE AND MISSIONARIES TO PIECES

Full details of the killing in early December of two missionaries in the Wissel Lakes area of Dutch New Guinea, and the destruction of the plane in which they had flown in from the coast, were still not available on January 7.

NEWS reached Port Moresby early in December that a Cessna aircraft owned by the Christian Mission Alliance (an American organisation which operates in Australian and Dutch New Guinea on behalf of certain of the Protestant Missions) had flown into the Wissel Lakes carrying, as well as the pilot, one European missionary and two native missionaries. At its destination, the European missionary and the pilot had gone to the mission-house, half an hour's walk away, leaving the aircraft in charge of the native missionaries. On their return, they found that the missionaries had been murdered and the plane hacked about.

The report could not be confirmed in Port Moresby—as the event took place outside Australian territory (although the Civil Aviation Department must have certain jurisdiction over the aircraft operated therein by the Christian Mission Alliance).

Reports later from the Hague confirmed the destruction of the aircraft, and stated also that mission-houses had been burnt and indicated that more than two missionaries had been killed.

The report said that police and Dutch Navy men had been flown in to take charge of the situation.

Official sources attribute the trouble to resentment against the Administration and missions for their interference with barbaric native customs such as killing wives suspected of adultery or shooting widows to death with arrows. There has, also, been an outbreak of disease amongst local native pigs—which is also blamed on the Dutch.

Freedom Fighters, Say the Indos.

Indonesians claimed on December 4 that Dutch troops had killed "seven fighters for independence" in West New Guinea. It was said that they had surrendered to the Dutch after an uprising during which four other "freedom fighters" were killed; and that those who surrendered had later been shot.

No other details were given and whether there is any connection between this Djakarta story and the above story from DNG is not known. The so-called freedom fighters may be Indonesians who in recent years have made several nuisance-raids on the West

NG territory; Djakarta could, on the other hand, be referring to the primitive natives of the Wissel Lakes who may be freedom fighters, but not in the sense implied by the Indonesians.

Nickel Man Sounds Warning

PRESENT boom in the New Caledonian nickel industry may not last more than another couple of years, according to Mr. Henry Dewey, of the Nickel Company who was visiting Noumea in December.

He said that the present world shortage of nickel allowed New Caledonia to export at a price formerly undreamed-of. He believed that in the next two years increased production in Canada, USA, Cuba and New Caledonia will result in world demand being satisfied.

It will not then be possible to produce New Caledonian nickel profitably under existing processes and hence the accent must be on the construction of the £10,000,000 Yate dam project.

1957 Sugar Price

Fiji Farmers Get More For Their Cane

COMMONWEALTH sugar producing countries will, in receive £Stg42/3/4 per ton for sugar delivered under the Commonwealth Sugar Agreement. The £Stg.1/8/4 more than last year.

Under the Commonwealth Agreement, Fiji may sell up to 1,000 tons of raw sugar at this price, the rest of her production—any up to 70,000 tons—she sells on the open market. The new price therefore means another year of prosperity for Fiji.

Under an agreement which the CSR Company has with local producers, the price paid for rises or falls in relation to the price of raw sugar.

This year, cane farmers will be getting about 2/9 per ton more for their cane—about 73/9 per ton.

In recent months, the market price—that is, the Cuban price—has been almost as high as the Commonwealth Agreement price. This was due to the Suez crisis.

The Commonwealth price is maintained each year and is made cost of production and not on fluctuations in the world market.

Under the Agreement, the United Kingdom undertakes to pay a fair and reasonable price to "effective producers" within the Commonwealth; the cost of producing in all Commonwealth sugar-producing countries is therefore taken into consideration.

"One bottle of beer, please . . ."



Although several attempts have been made to reform liquor control in Western Samoa, they have always been defeated, and the Territory retains its system whereby liquor is issued on a permit "for medical reasons." The above photo shows part of the crush at the bond store just before Christmas when it took up to 1½ hours to get a bottle of beer. An Apia resident writes:

"The crush was so great that the Xmas spirit evaporated and fights broke out on several occasions. The system of liquor distribution has long been a target of criticism by the public and M.L.A.s alike but never have its shortcomings been so obvious as over

the last holiday period.

"Customers first pay for their purchase at the Customs building where clerks also import and export duties, electric light and income tax payments. Then they go to the liquor store where they wait for the rain or sunshine until they can pay their receipt and collect their liquor. "Perhaps one day a proper liquor house with available brands on display will be built, or perhaps the local firms, which the liquor is ordered, will be required to distribute it themselves and so save agency fees."

Photo: R. F.

R to Close
Nausori Mill

GENERAL FARMING WILL REPLACE CANE

The Colonial Sugar Company's mill at Nausori in Fiji is to close at the end of the 1959 crushing season. The company's chief manager in Fiji (Mr. Clive Elliott) announced this on January 10, two days before he was due to leave the Colony on retirement.

The announcement did not come altogether as a surprise as this mill has been running at a loss. A few years ago the company issued a warning that the use of the unprofitable nature of the Nausori enterprise such a closure would become necessary.

The mill is designed to crush a total of 170,000 tons of cane in a season, but it is many years since a crop of that size has been grown. In the last 10 years the average crop has been only 88,540 tons.

Mr. Elliott said that the company's other four mills in Fiji could have the capacity to crush sufficient cane to make Fiji's export quota of raw sugar, and that they were being taken to secure extra cane at those mills.

Thus Fiji will not lose out economically, but other areas of the country will gain at the expense of the Suva-Rewa area.

The announcement has come in the time for the Government to plan for the changeover from sugar to other crops of agriculture.

Mr. Elliott gave a firm assurance on behalf of the CSR that the company would provide worthwhile employment to deal with the problems facing the future of those now engaged in the sugar industry on the Rewa.

"We are investigating other agricultural uses for the lands now growing cane," he said. "The company will work with the growers, with the Government, and with local authorities to make the transition as easy as possible."

"A special officer is being appointed to co-ordinate this work, and the services of company officers will continue to be available for some time after cane growing has ceased, to advise and assist as may be appropriate."

The Colonial Secretary, Mr. A. F. R. Stoddart, said that the Government was fully alive to the need for making the transition of the district's economy as smooth as possible. The Government would work in with all interested parties to that end.

Rewa Valley farmers interviewed after the announcement were somewhat apprehensive about the future. They agreed that various crops could be grown, that bananas and dairying would provide valuable monthly payments.

But an adjustment of native leases to provide larger areas, where necessary, and drainage, were essential requirements in planning for the future.

One cane grower suggested that the Government should use the sugar stabilisation fund, or part of it, to

assist sugar producers at Nausori.

Nausori township is likely to suffer a check.

Its progress of recent years is likely to come to a standstill until the changeover is completed, and the economic return from food production catches up with that previously received from sugar cane.

One Indian businessman, who had a building half erected, said that had he known the mill was to close he would have modified his plans considerably.

P-NG Public Servants May Have Longer Week

PUBLIC servants in Port Moresby, Rabaul and Lae, NG, may lose the 5-day week they have enjoyed since 1955, if an application by the Administration is granted.

In their application for rescission of the five-day working week for Administration officers, lodged with the Registrar of the P-NG Supreme Court on December 18, Brigadier D. M. Cleland, and the Public Service Commissioner, have pointed out that the primary consideration of the Administration must be the welfare of the natives.

In support of the application, they have placed before the Public Service Arbitrator the following reasons why the present five-day working week affects the native population, who at present work a five-and-a-half-day week:

- Natives employed by the Administration have requested a five-day working week, and regard their retention on the former working hours as unjustifiable discrimination.

- If natives employed by the Administration were given a five-day week then the area of discontent would be shifted to natives employed by private enterprise, i.e., business firms, plantations, etc., and the situation aggravated still further.

It is an accepted industrial principle that the arrangement of working hours for employees is a matter for determination by the employing authority.

Other considerations are the additional cost to the Administration, and the effect of a five-day week on the business community and the general public.

The 5-day week was introduced in 1955 for a trial period. The ruling did not apply to native employees, who have continued to work a 5½-day week.



The mill on the Rewa River at Nausori.

BRUTAL MURDER OF SECOND RABAU COUPLE

FOR the second time in eight months, Rabaul, NG, has been shocked by the murder of a young couple.

On Saturday, January 12, the battered and slashed bodies of Carole Wright, 17, and Daniel Ng, 23, were discovered in thick scrub on the outskirts of Rabaul. Miss Wright, was an Australian girl; and Mr. Ng, Chinese.

Miss Wright, whose father is a Government employee, had spent some years at school in Rabaul, and Daniel Ng had lived most of his life there.

Police believe that the killer used a bush knife and a length of iron rod on his victims after creeping up on them while they sat beneath a tree.

Double relays of police are combing Rabaul's half-caste quarter, searching island trading vessels in the harbour, and questioning ships' crews in an endeavour to track down the murderer.

Last year, 20-year-old Frederick Smith was convicted of the murder of a young couple who were battered to death on Rabaul golf links in May. He appealed against the conviction in the Australian High Court in Sydney in November. The result of the appeal is still awaited.

FROM NG AND
N. CALEDONIA

Islands Respond to Plight of Hungarians

DONATIONS were still pouring in to the Hungarian Relief Fund in Port Moresby up to the end of December and at that time the total was over £3,000.

One of the donations accepted on behalf of the Fund, and described by the Committee as a "prize contribution" was a sum of £1/19/6 received from the children of the small leper colony at Gemmo, on the other side of Moresby harbour.

The teacher, himself a leper, described how the children had decided to do something to help after hearing of the plight of the Hungarian children.

The fine effort of these afflicted people touched the hearts of everyone, and a move has now been made to donate a movie projector to the Colony so that the patients will have some entertainment.

Another £20 was raised for the fund by Mr. John E. Johnstone, who showed his own film, *Gold From the Sea*, which is a record of how £2,500,000 worth of gold bullion,

Minister of State Visits Honiara

MR. JOHN MACLAY, UK Minister of State for the Colonies, paid a two-days visit to the Solomon Islands early in December.

Mr. Maclay, who was accompanied by his private Secretary, Mr. Armitage Smith, arrived from Vila in a RNZAF Sunderland flying boat, landing at Tulagi. He crossed to Honiara aboard the MV *Melanesian* latest addition to the Protectorate fleet.

During his brief visit the Minister had discussions with the Government concerning future projects and also met members of all communities in the Protectorate. In the course of a rapid tour of the Honiara area he visited Government departments and later inspected Henderson Field.

Mr. Maclay's visit to the Western Pacific territories was made in the course of his journey from New York—where he had attended the UNO General Assembly—to the annual South East Asia conference being held at Singapore, and at which he will represent the UK Government.

weighing 8½ tons, was salvaged from the sunken liner *Niagara*, which was sunk off the New Zealand coast in 1940.

In New Caledonia, sympathisers have raised nearly half a million francs for the Appeal. This is nearly £3,500.

NOT A HAPPY
XMAS FOR SOME

Much Damage in Papeete

A FIRE which broke out in a copra store at 3 a.m. on December 22 caused considerable damage to a business in the centre of Papeete, Tahiti.

When the alarm was given fire, which seems to have originated from spontaneous combustion of the copra, already had a strong hold and police and army were called out to assist the fire brigade.

Businesses destroyed before the blaze was brought under control included Moulin Rouge, Etablissements Aline (a leather department store), Henri Jacquard, drug store, Bopp-du Pont store, and Leboucher's Bar. The buildings were partly insured and were mainly owned by Bambridge Sr. and Emile M.

Sir Arthur Grimble De-

The death of Sir Arthur Grimble occurred in the United Kingdom on December 13. Sir Arthur was former Resident Commissioner of the Gilbert and Ellice Islands better known perhaps in recent years as the author of the popular book, *Pattern of Islands*. He was engaged on a sequel at the time of his death.



For Study in NZ

Every year young people leave Samoa for higher education or specialised training in New Zealand. Our photo shows youngsters who this year have won scholarships, or young teachers who will go to training colleges. Top: (Back row 1 to 5): Tamatoa Penaia, Jack Meredith, Sale Anesi, Tavuga Siolo, Fuaia Leauga. Front Row: Patricia Netzler, Roseanne Ryan, Luaiufu Tone.

Lower: (back row): Ronnie Dunn, Allan Aspinall, Poloaiga Ima, Aitken Fruean. Front row: Rudolf Oti, Sianaua Anac, Faafao Esara.

Photo: H. Forsgren.



NOTES BY THE WAYSIDE

oroughly Practical Mission Lady

Among the "odd bods" on a solo round trip recently there was an overseas missionary woman, who collected empty bottles. She said she took the devil out and put in "salvation"—in other words, she collected written exhortations against drinking into the bottles, and cast them aboard. Apparently, she had been in the growing literacy of New Guinea's coastal natives. The barman, pledged to return the empty bottles, viewed the lady's activities with acute disfavour; but he routed him.

"Why do you stay here, dissuading this devil's drink to people?" he demanded. "A man like you could do a mighty job, working for the Lord!"

He met well-known Oldtimer Hammond Thompson, of Numana, aboard on one of his solo round trips. After two or three conversations with the former Bougainville magnate, she promised to pray for him, every time she saw them in Madang, and a friend Thompson and the barman were looking cautiously around them before going on their ways. They felt that, if they risked another meeting with the formidable lady, they might be obliged to alter the course of their lives.

the NG Story: Cattle, Education And Settlement

I have three outstanding stories to tell about Papua and New Guinea, in early issues of this magazine. They are—

The introduction of a suitable breed of cattle, and the development of pastures whereby these may be sustained—a series of steps likely to greatly affect the economy of this Territory.

The shaping of an education policy probably unique in this world—the creation of a teaching organisation through which the children of a million natives, speaking over a dozen different languages, may become capable of receiving instruction and acquiring literacy in one language.

The way in which the Administration is handling its responsibility for settling an adequate number of Europeans in P-NG—in a great island placed by Nature to be a barrier between Asia and Australia.

The facts as I have found them in New Guinea call for praise for the remarkable achievements. They also give ground for some criticism of official blindness, stub-

bornness and stupidity, especially in relation to land settlement.

Whence Came The Swarming Pigs?

As I motored with DC Seale along the Downs Road, from Goroka over into the Chimbu country, small native pigs scuttled out of our way like rabbits in Australia.

The DC said they were part of the native supply of protein, and attempts were being made to produce a meatier animal—Berkshire boars were being introduced in the villages.

"Where did these things come from?" I asked. "One used to see the same sort of slab-sided, long-headed bush pig in New Zealand, and they were called 'Captain Cookers,' because it was believed that Cook introduced them to the Maoris."

"Oh, these fellows are much older than that," said Mr. Seale. "According to native lore, the pigs and the kaukau came into these valleys with a wave of invaders, from the Sepik country, a very long time ago."

Pig and kaukau represent so much of the natives' staple diet that one wonders what the pre-invasion folk lived on. I was told that in this Highlands region there are between 30 and 40 varieties of the kaukau, or sweet potato—some more popular than others, according to the district.

The Papuan IQ

Sinabada, being wise and experienced, always kept her supply of tea and sugar in a locked cupboard.

From R. W. Robson in Papua-N. Guinea

Taubada, home unexpectedly, decided he would have a cup of tea. But the cupboard key was missing. Taubada brought a screw-driver, and prepared to unscrew the hinges.

The houseboy was helpful. "No, no, Taubada," he said. "Not that way. Wardrobe key, 'e unlock 'im."

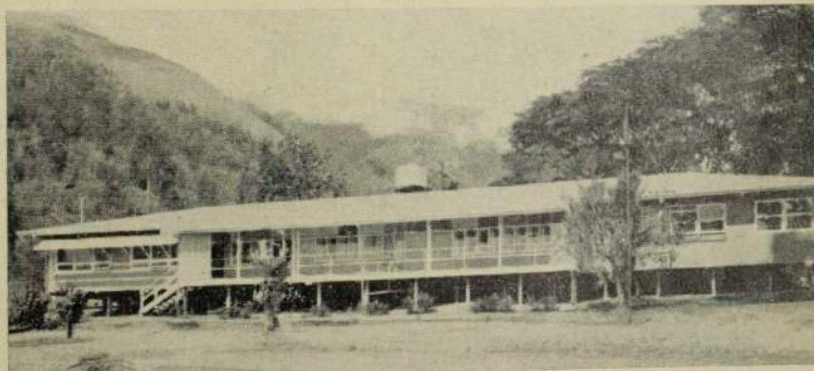
Land For Wau—Mr. McAdam Permitting

The establishment of an agricultural community in the Upper Bulolo Valley is the hope and ambition of the small number of Europeans settled there. In an impressive exhibition of the district's products, assembled at Wau on December 2, they showed what the Valley could do, in spite of a minor drought.

In most parts of the Territory, Europeans requiring land have to fight a grim bureaucracy, fanatical on the subject of native land rights. Not so in the Bulolo Valley—apart from jungle Kukukukus, there are no native villages anywhere near the Valley.

Enemy No. 1, in the view of Wau, is a gentleman named McAdam—the stubborn and implacable Director of Forests. Many interests seeking a chance to establish themselves in New Guinea have fallen foul of Mr. McAdam—rightly or wrongly, he is regarded as a man who (a) wants to keep timber-cutting generally in Administration hands; (b) wants to carry on afforestation wherever a tree can be planted; and (c) has hypnotised Minister and Administrator into acceptance of his ideas. (over)

£80,000 Worth of Hospital for Wau



The residents of Wau, New Guinea, didn't ask for it, but this is what they got:—a hospital which cost £80,000 to build and equip and which (they say) is far too big for their requirements. Probably someone in Canberra with a crystal-ball is planning for that day when there will be a European population of 150,000 in the Territory—that is, according to a Port Moresby town-planning committee, round about 1977.

Photo: Papuan Prints.

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A very large proportion of the land in the Upper Bulolo Valley, beside the forests, is classed as forestry reserve. If that land were made available to European settlers, for agriculture purposes, Wau could become the centre of a flourishing mining area. So far, every attempt to get the afforestation reservation removed from those desirable areas around Wau (the Wau people fairly argue that there are enormous areas elsewhere available for afforestation, if needed) has been successfully resisted by the Forestry Department.

At the opening of the Wau Show, the Administrator Cleland said he personally was satisfied that considerable areas on the eastern side of Bulolo should be made available for agriculture, "and there will be an announcement in a few weeks."

The Wau audience applauded—the older hands said: "We've heard all that before. Wait until you see McAdam!"

A few days later, I met Mr. McAdam on an airfield, and told him what the Administrator had said. The famous McAdam jaw dropped, and he said, "Well, I am used to that." The incident convinced much of what I had been hearing about Mr. McAdam and his forestry policies.

The next move is now awaited with interest.

Who Will Replace These Old-Timers?



A snapshot on the roof of the hotel of Mr. W. H. Chapman, his wife Elizabeth, and their only grandson, on the eve of their departure for Victoria. Originally the goldfields, they have been mining their plantation at Singawa, of Lae, for many years; but sold out in November, and bought a small sheepfarm in Victoria.

Considering climatic and other

conditions, it is natural that the old-timers should eventually leave the Territory, to which they have given so much of their lives. The disturbing thing is that their places are not being taken by the plantation-building, pioneering type.

I blame Canberra for that. There are plenty of suitable young men available, eager to go in and establish themselves. But Canberra, plagued by native welfare dreams, and generally hostile to the idea of settling "small" men who might need monetary help, is doing little to replace the outgoing veterans.

Unless Canberra policies change, the future of New Guinea belongs to the big corporations and the Chinese.

Peter and Dick

Two old friends from Tahiti, Peter Huret and Dick Greatrix, who made their home in the pleasant Wau Valley a few years ago, have shown what can be done in horticulture and agriculture, with the Wau soil and climate.

Peter suffered a stroke some time ago, and now must depend upon the devoted Dick for locomotion aid. No social function is considered complete in that community without "Peter and Dick."

Growing Strength Of Rabaul Chinese

I foresee the day when the Rabaul end of New Guinea, first, and the remainder of New Guinea after-

wards, will belong to the New Guinea-born Chinese. The growth of the Rabaul Chinese, in numbers as in economic strength, is a little startling.

The post-war Chinatown—a horrible double-line of shanties on the Matupi side of Rabaul—has practically disappeared. It has been absorbed in a building frenzy, wherein at least 80 houses and stores (most of them with modern bathrooms) are now under construction. I am told that the value of new Chinese buildings, in Rabaul town and in this new suburb, is not less than £400,000—and the Chinese have financed it all themselves.

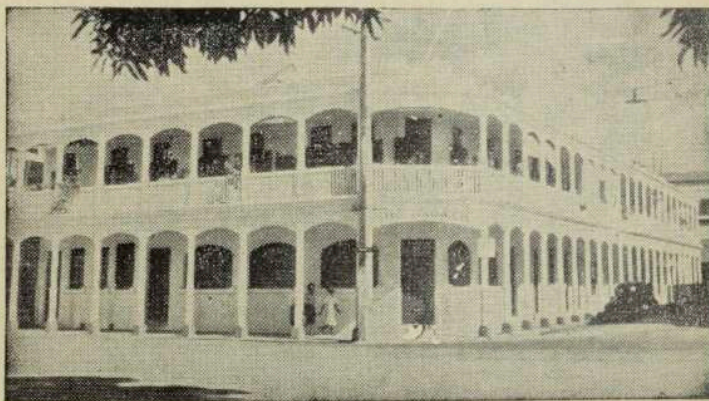
Rabaul Chinese recently have bought various plantation properties, and a cinema worth about £70,000. Chinese community growth in Lae is on a smaller scale, but just as definite. There are no Chinese yet in the Highlands, or in Papua; but Time is on their side.

Hard work, extreme thrift, and some panic money from the Far East seeking a refuge from Communism, have created these conditions in New Guinea.

But (one asks, as one regards the new generation of very Westernised Chinese youth), will the expansion of this community continue at so fast a rate? Too many giggling girls in high-heeled shoes, and far too many slinky youths in decorative Hawaiian shirts going South into Australia to seek degrees in Medicine and Law. And a quite perceptible movement towards limitation of families. (over)

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Anyone Seen A Leaping Snail?

I was having a drink in the Lae Hotel with Theo Mason, and we became confidential.

"One sees some mighty queer specimens in this country," I remarked.

I was thinking of men (and some women) and their social habits; but Theo rolled on me an eye that was suspicious, with a hint of belligerence. "Ho, someone's been telling you about my snail," he said.

"Your snail! What kind of snail?" I asked.

"A leaping snail—and it has been named after me," answered Theo; and then he told me the story.

He says he came upon the thing in the region behind Aitape, and it is a shellback snail that under conditions of urgency, progresses in short leaps. He wouldn't believe it at first, and went back and had a look at the label on his bottle. But he finally convinced himself that the snail was real. He captured some specimens, he says, and sent them to Mr. Cheeseman, at the Sydney Museum; and, as it was a new species, Mr. Cheeseman incorporated Mason in the name by which the creature was scientifically labelled.

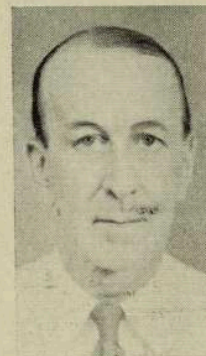
I don't doubt Theo for a moment, of course—but has anyone in the Sepik district ever seen a leaping snail?

Nominated As Assistant Administrator

I found "Steve" Lonergan in his office at Konedobu, just returned from a brief sojourn South, and busily sorting out the interminable files.

"It is freely rumoured in this capital city that you are likely to become the Assistant Administrator," said I.

"The jade probably is lying, as usual," said he. I haven't applied for the job. I'm here, if they want me."



S. A. Lonergan.

"Got a decent studio photograph?" I asked. "We may need something for our columns."

"Haven't been photographed since I was young and beautiful," said the Director of Civil Affairs—remaining civil, but with one

harassed eye on the files.

So I persuaded him to stand up and face the kodak, while I tried an indoor "shot." This is the result. It is not a photograph to boast about; but it shows what the Assistant Administrator Elect is like, when he is faced with a pile of clamorous files, and tries still to be courteous.

More and More Leahy Around Lae

Few of the old New Guinea families which have made fortunes in New Guinea have "ploughed it back into the soil" as the Leahy family has done.

Originally, there were four Leahys on the Morobe goldfields—Mick, Paddy, Jim and Dan. All did well,

and three made their permanent home there—Mick at Zenag (at the Markham); Jim, at Gorabai; and Dan, at Mount Hagen.

But it has not stopped there. The younger generation is coming along, and there now are nine members of the Leahy tribe established in NG—the three seniors, namely one Frater and 5 "Colinses."

And when schooling is over the attractive family of Mr. Mrs. Michael J. Leahy (I think them coming like a high-speed avalanche off the Christmas peak at Lae), four more desirable Leahys will join in the job of developing this lovely country for the United Nations.

Incidentally, why should not the name of the premier pioneer family be incorporated in the name of the Territory's future capital? Should Lae not be spelled Leahy?

Reflections on the Markham Bridge

So far as Territory Top Brass concerned, I never can see Lae spelled Leahy. The forthright Michael Leahy has been too long of a pain in the Canberra neck.

Remember the Markham Bridge. The Bulolo-Lae war-time road was built along the southern bank of the turbulent Markham River, and, at the river's mouth, vehicles were taken across to Lae (on the northern bank) by vehicular ferry. So it was decided to bridge the Markham.

"Mick" Leahy was interested in that road—when it emerges from the Bulolo area, on its way to Lae, it passes "Mick's big cattle pen" on the high country above Markham. It is his direct contribution with Lae.

"Mick" pointed out that the new road of the future, from Lae into the Highlands, would necessarily go for 60 or 70 miles along the northern bank of the Markham, and then must be taken over the Markham by bridge. He said one bridge could serve the roads. The roads would branch crossing the river—one going north and south into the Bulolo area, one west across the Markham Divide into the Highlands.

But the haughty engineers and gentlemen of the Administration scorned the amateur. They scorned the bridge for the Bulolo road down near the mouth of the Markham.

About that time Mr. Leahy was invited to join the Morobe Advisory Council. As soon as he took his seat, he asked if the Council could be supplied with the engineering reasons why the Bridge was not near the Markham's mouth, in the valley of much higher up the Valley. Information was forthcoming from "Mick" with a few choice words tired from the Council.

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ow, the Administration is press-
on with its Lae-Highlands road.
spending much of Australia's
money in building bridges
ss the Markham's upper
utaries. "Mick" Leahy doesn't
much—beyond pointing out that
he bridge had been built where
suggested, it would not have
a necessary to maintain two
is, one on either bank of the
kham—one would have sufficed,
n Lae up to the bridge.
eanwhile, M. J. Leahy blames
Administration for the introduc-
of cattle-tick to his formerly
-free ranch at Zenag; and his
nal, legal claim for £10,000
ages is to come before the courts
day now.
nyway, Lae will always be pro-
nounced Leahy—Top Brass cannot
vent that.

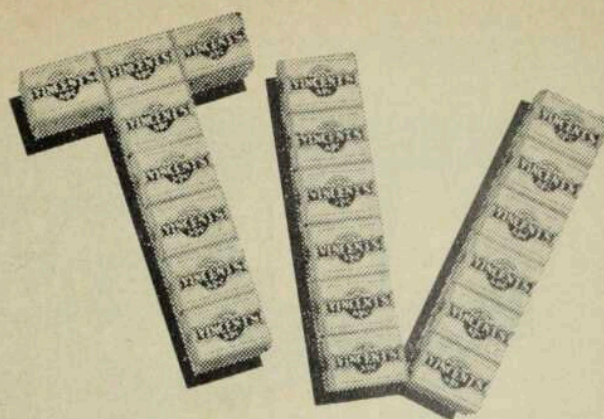
Chinese in the Solomons

BSI resident whom I met on
Lae-Honiara plane told me that
there are now at least 400 Chinese
residents in the Solomons, and be-
tween 40 and 50 Chinese trade
res within comfortable taxi-ing
distance of Honiara.
Taking a survey of the South
Pacific Islands, to note the various
in implantations, one is in-
clined to overlook the Solomons.
There were a few Chinese traders
before the war; but, during
the war, they disappeared and, one
supposed, they had "gone finish."
That definitely is not so. They
will come back and, in the
majority of cases, they have Chinese
wives. Some already are rich, and
some are on the road to riches.
Under British administration (tax-
ation of incomes and no assistance to
traders) no European progress is be-
ing made in the Solomons. But if
the BSI Chinese can repeat the
successes of the Rabaul Chinese—and
there is evidence that they may—
the rich and undeveloped Solomon
Islands may yet become the West's
big gift to Cathay's Four Hundred.
The only large Territory in the
South Pacific which now has not
an established Asian community
is Samoa. (The NZ Socialist Gov-
ernment deported the Chinese from
Samoa in the mid-Thirties.)

Cocoa Men In the Markham

Motoring around with "Mick"
Leahy, I found D. M. Eden
formerly head of NZ Reparations
claims in Western Samoa) over-
sighting in Lae; and, on an in-
tervention, we picked him up and
took him out to the new Mac-
bertson enterprise in the Mark-
ham Valley—Wanaru cocoa planta-
tion now being managed by Keith
Leahy.

(over)



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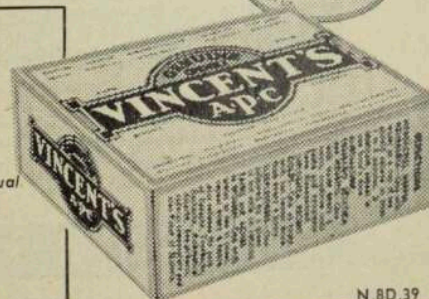
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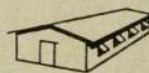
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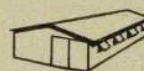
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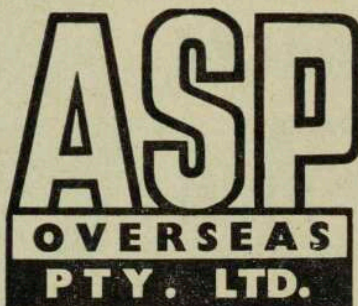
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AUSTRALIAN STEEL PREFABRICATIONS

hunch was right. Keith ed the world-famous cocoa-er as if he were God; and they off around the plantation, deep he science of producing the table berry, while "Mick" and nd other diversions. (Pictured: on left, Noblet on right). ith Noblet, aided by a mighty



anical installation from Mac-rtson's, has revolutioned that Edwards plantation. He has d out the old and unprofit-trees; lifted a large quantity of jungle off new country; and planted up no less than 300 —nearly half the area. en was deeply interested in the and conditions thereabouts—he heard the argument that Mark-Valley is not good cocoa try. energy and mechanisation for anything, that Mac-rtson plantation will become

one of the show places of the Mark-ham Valley.

Cargo Broached In Any Language!

Rabaul wharf-labourers are acquiring the blessings of Western civilisation, just like their brothers and cousins in less strenuous occupations.

Some importers complain that it is difficult to get a case of whisky ashore, intact. It is difficult to tell, by external examination; but when the case is opened, it may be three or four bottles short. The wharf-workers deny all knowledge of the theft; but in due course, if one is observant, one may see a few "coons" in a drunken condition, and the smell on their breath does not come from drinking coconuts.

It is the same here as everywhere—the worst of European practices, like thieving, disease, prostitution, drunkenness, are most readily acquired by those primitive people in close contact with the crews of ships.

In the Highlands, there are no social troubles of that kind because the natives remain completely unsophisticated and no ships make contact there. There has been some methylated-spirit drinking lately, however—traced to some rather poor types brought in on building and construction jobs.

¶ Mr. Keith Ransom, manager of the soap factory operated in Western Samoa by Western Samoan Industries Ltd., was in Sydney late December. He told reporters that Samoans were amongst the cleanest people in the world—they used 50 tons of soap per month—a large amount for less than 100,000 of population.

† New Caledonia will soon have a law forbidding the consumption of alcoholic drink in public streets. It is said that European and native wine and beer parties in the public square have "become quite a scandal."

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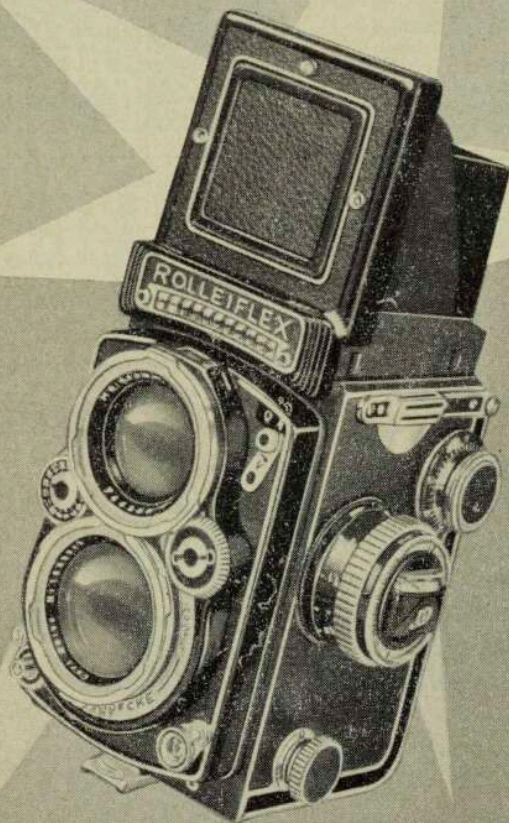
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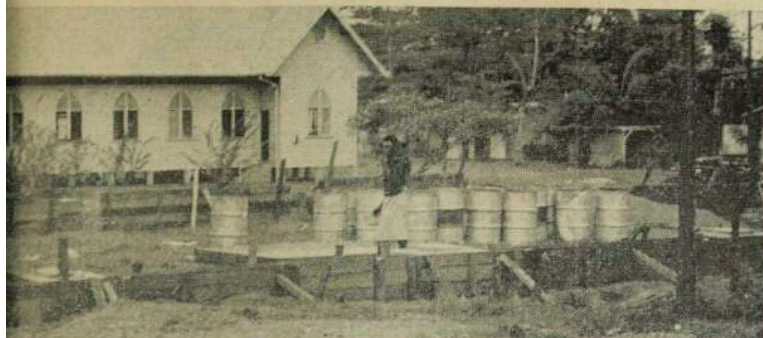
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New Newspaper Building for Rabaul



This photograph shows two labourers at work on a block wall alongside the church, in Mangoie, Rabaul, early in December; the lines of concrete they were laying in were stated to be the foundations of a building for a paper and printing enterprise, owned by a Kokopo-Rabaul group. It has been under consideration for at least two years.

Meanwhile, the South Pacific Post, of Port Moresby, has announced that it will begin publishing the Rabaul Times in January. The trial for the weekly will be printed in Rabaul and sent by air to Port Moresby, and the news-

paper will be set up and printed in Port Moresby and flown back to Rabaul for distribution.

The original Rabaul Times was established about 40 years ago, by Messrs. Hamilton and Moulton, and edited by well known Gordon Thomas; but it—like the Papuan Courier, of Port Moresby, and the Morobe News, of Lae—was a Japanese invasion casualty in 1942, and was not revived.

† Mr. R. Angeloni, Administrative officer, New Hebrides, left Vila on six months' vacation leave in mid-December.

TONGA HAS A GOOD COPRA YEAR

FIGURES covering 1955 exports from Tonga show a very substantial increase in copra production for the year.

Tonnage exported was 21,325 tons, as compared with only 14,223 tons in the previous year, 12,600 tons in 1953, and 16,519 tons in 1952. F.o.b. value of the 1955 copra exports was £A1,750,362.

The Tonga banana crop has also shown a steady increase of the four years under review. Quantities and values have been as follows: 1952: 30,894 cases worth £29,824; 1953: 86,775 cases worth £84,124; 1954: 115,250 cases worth £116,962; and 1955: 139,709 cases worth £144,426.

Watermelons, pineapples, and sundry other fruits yielded £18,829—about £1,500 less than in the previous year.

¶ Another shrinkage in the ranks of New Guinea's useful old-timers is seen in the imminent departure of Mr. George Whittaker, MLC. He already has closed up his opticians' shop in Lae, and has gone to live a spell with his son in the Highlands, before retiring southwards. He will be missed on the Legislative Council.



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NORTHERN HOTELS LTD.?

New Move In Suva Hotels' Prob

THE announcement that application was being made by Max Lovell for the issue of a liquor license for the old Club Hotel to be held in the partially-derelict premises of the South Seas Hotel at the corner of Victoria Park and Gordon Street, Suva, has attracted considerable interest in Fiji recently.

Mr. Lovell is the manager of the Nadi Hotel, one of the string of country hotels owned and operated by Northern Hotels Limited; and it is assumed that the move by Lovell means that Northern Hotels at long last, are moving into the Suva area.

Sir Hugh Ragg, chairman of Northern Hotels Ltd., would have no statement. It is presumed that if any statement is forthcoming it will be made jointly by Northern Hotels Ltd. and Morris Hedstrom Ltd.

In order to increase Suva's accommodation, Morris Hedstrom Ltd., a few years ago, made plans for a large, modern hotel on the corner site indicated, and building operations commenced. The estimated cost was around £250,000.

A hurricane put the old Club Hotel and McDonald's Hotel out of commission, and both were destroyed. This left Suva with only the Pacific, Melbourne, Garriks, Metropole Hotels—not enough to take care of normal traffic alone the growing flow of tourists from all over the world.

With the permission of the licensing authority, the Club Hotel bar and license were moved to the ground floor of the new South Seas Hotel, as soon as construction permitted it.

Then, in 1954, came the earthquake, which shook Suva in a way never before known.

Messrs. Morris Hedstrom immediately ceased building the South Seas Hotel—the plans did not provide for earthquake conditions and had to be re-drawn. Meanwhile building costs had soared so high in Fiji as elsewhere, that Morris Hedstrom not go on with the building. The plans were redrawn—the enormous capital cost, it was stated, made profitable operation of a residential hotel impossible.

The licensing authority, in the meantime, suspended the Club Hotel license and the bar was closed up. (It has been occupied as a temporary office by Pan American Airways.)

NORTHERN HOTELS LTD. has been watching these developments with interest. The profitable operation of the Northern Hotels (Lautoka, Nadi, Korolevu, Sigatoka, Ba, Tavua and Raki Raki) is noted by the Suva accommodation bottleneck. All tourists wish to visit Fiji; so, of course, no more tourists can tour Fiji than can be handled through Suva.

Northern Hotels Ltd., naturally, would like to operate its own hotel in Suva; but that Co. is similarly discouraged by the enormous cost of building a new establishment. Morris Hedstrom Ltd. recently indicated that plans now are being prepared for a South Seas Hotel of about 20 bedrooms, with first-class amenities; and the presumption is that some arrangement has been made between Morris Hedstrom Ltd. and Northern Hotels Ltd., under which the shaped and overgrown building of concrete at the corner of Victoria Parade will be restored to and completed as the South Seas Hotel, and that Northern Hotels Ltd. will lease and operate the hotel.

It is supposed that, in the meantime, as soon as construction is resumed, and the licensing authority gives the OK, Northern Hotels Ltd. will reopen the liquor bar in the ground floor of the new hotel building, with a renewal of the old Club Hotel license.

Twenty more bedrooms will not contribute very much to the solution of Suva's hotel problem; but it will do something—and the entry of Northern Hotels into this field will be welcomed, because Northern Hotels, more than any other Fiji hotel proprietor, is interested in the encouragement and development of the tourist business.

The closing of the Grand Pacific Hotel for one month, in January-February, has emphasised Suva's shortage of hotel accommodation. This is the tourist "off" season—but there always is a stream of travellers moving through Suva; and they are pressing hard on the few remaining hotels.

Islander Graduates from NZ University

SOLOMON Islander has passed the final of the Bachelor of Arts degree at University College, Christchurch, NZ.

He is Francis Talasasa, son of District headman Milton Talasasa, of Roviana.

Talasasa received his early education at Mission schools in the Protectorate and later spent two years at the Queen Victoria school in Fiji. He will remain at the University College for a further year, after which he will sit for an honours degree.

Talasasa is the first Solomon

VACUUM OIL OFFERS SCHOLARSHIPS TO P-NG STUDENTS

ANOTHER incentive towards higher education for Territory children was given by the Deputy Chairman of Vacuum Oil Company Pty. Ltd., Mr. J. D. Rogers, when he was at Goroka, New Guinea, for the inauguration of operation "oil-lift" early in December. (See elsewhere.)

Mr. Rogers announced that his company would provide two Educational Scholarships of £50 each, both for a period of six years, for a boy and a girl, provided the re-

Islander to achieve such academic distinction and his return to the Protectorate is awaited with great interest.

cipient continued with his or her education. One scholarship would be granted to a European pupil, and the other would be awarded to an Asian or Mixed Race pupil.

There are no High Schools in the Territory, and although the Administration contributes a sum of £145 a year towards expenses, parents who want their children to obtain a higher education are faced with a big monetary outlay when equipping them for boarding schools.

¶ The usual Governor's bounty of £15 has been granted to Nunia Lilamona, wife of Kemueli Busa, after the birth of triplets at Navatu, Wainunu, Fiji, on November 1. One of the triplets has since died, but a boy and a girl survive. The bounty will be presented in traditional Fijian fashion.

There are more fish...



There are more fish in the ocean than ever came out of it, but you can't have money in the bank unless you put it there. A little money saved every week soon grows into a comfortable balance. Start saving now, with —

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of the
Governor-General's
visit to Lae
July 1956*



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your storekeeper in 28 export varieties.

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There is no Substitute for Quality.

Attractive Apia Schoolmistresses Farewell a Colleague



infant teachers recently gathered at home of the senior Samoan mistress, L. Phineas, to farewell one of their teachers, Mrs. A. Reed, who would shortly leave for New Zealand. Shown here (left to right):

Front row:—Tupou, Mareta, Masa, Setaisu, Lagi.
Second Row:—Nora Setu, Tifa'i, Maraea, Mrs. Reed, Mrs. L. Phineas, Fa'anunu, Demaima, Penina, Pisi.
Third Row:—Lili, Moli Allen, Mrs. Ah

Wong, Suluga, Fiatagata, La'amauga, Tuilagi, N. Samu, Siaumau, Mesepa, Mrs. Ah Kiau.
Back Row:—Fuatia, Ali'itasi, Tafa, Malu, Vaelua, Pinafoa.

Photo: R. F. Rankin.

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HAIR OF
THE DOG . . .

STRANGE REQUEST OF SAMOAN FONO

THE Fono of Faipule (Samoan Parliament), which was in session in Apia in December, recommended that the chairman of the Fono, Fa'avala'au, should be appointed Samoan Judge of the High Court of Apia.

Only some weeks ago Fa'avala'au, who is employed as a trader by an Apia firm, was convicted and sentenced to a term of imprisonment by the Apia High Court for the theft of a large amount of cash entrusted to him. The sentence was later changed to a fine on payment by him of the amount of money missing.

To recommend a man with such a record for appointment as Judge shows lack of judgment, or ignorance, on the part of the members of the Fono. The High Commissioner (Mr. G. R. Powles) rightly vetoed the appointment. —*Apia Correspondent.*

† Mr. Charles H. Cornish has been appointed Fiji manager of the United Insurance Co. Ltd., and with his wife and son will proceed there from Sydney on the *Orsova* to take up his new duties on February 1.

Mr. Cornish is a New South Welshman and since joining the company in 1949 he has worked in branches in Sydney and Melbourne. He is a keen sportsman.

† A native student, Titus Tiso, aged 16, who had just returned from Geelong Grammar School to spend his holidays in his village near

Samarai, Papua, was fatally mangled by a shark whilst swimming with friends at the beach on December 20. The boy, a brilliant student and the only Papuan ever to sit at the school, was to return in February to begin working towards matriculation. A week later another native boy was taken by a shark in the same locality.

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Smart people shine daily
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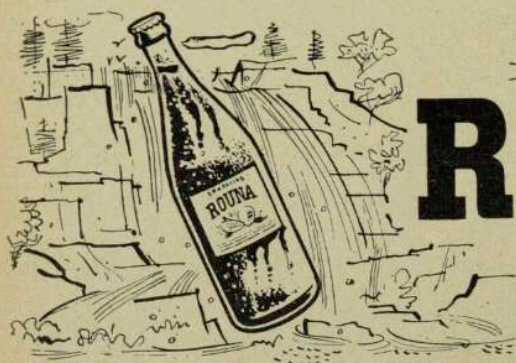
A black and white photograph showing a group of people, including a woman in a white dress and several men in suits, standing on a large, patterned rug or tapestry spread out on the floor of a room. The room has high ceilings and large windows.

In this flight-conscious country, the airplane is the strongest link



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Native Built his Bridge

vidence of native
prise is shown in
picture of a bridge
the Porou River,
the Buin District,
Guinea. There are
100 miles of roads
in, some of which
recently been
ed. A local native
this one. He
ed some old Army
bridging material
40 miles away.
ismantled it, trans-
d it by truck, and
erected it across
river.

the bridge is about
iles inland from
Government station
angu.
photo: A. H. Voyce.



communication; even to the
ve population, the airstrip is of
importance.

the close liaison between the
Administration and the Department
Civil Aviation is enabling many
war-time strips to be recon-
nected and new ones constructed.
pro prospective sites have to be
ected by DCA before the Ad-
ministration commences construc-

ORE STRIFE IN THE SEPIK DISTRICT

report in early December, by
ative from Enaru village, in the
meri River area of the Sepik,
a man, his wife and his son
been killed in an attack by the
to people caused a proposed
by a patrol in January to be
anced.

the patrol, led by Patrol Officer

R. J. Daugherty, left Angoram, on
the Sepik River, for the area, which
has a scattered population. An in-
vestigation of the report will be
made.

The timid and easily started
Enaru people have been contacted
previously by the Administration
and a number of them visited
Angoram some time ago. They
were very friendly, stayed two weeks,
and before returning home asked
that village officials be appointed
and a village census-book issued.

The patrol will carry out a census
of the Enaru people as requested,
as well as investigate the reported
murder.

Early in January, a report was
released of 10 other tribal murders
in the Sepik area—this time from
New Guinea's biggest trouble-spot,
Telefomin.

For thousands of years ritualistic

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Smiling couple are Mr. and Mrs. Frank Parsons who were married at the Roman Catholic Church, Port Moresby, on November 24, 1956. Both are employees of the Department of Civil Aviation and intend settling in Port Moresby for some time. Mrs. Parsons before her marriage was Miss Muriel Collier.

Photo: Papuan Prints.
murder has been part of the culture of these people and they have not yet been persuaded by the sporadic Government patrols that go through their country to see the error of their ways. When a permanent patrol-post can be established they no doubt will finally be convinced that civilisation is best.

In the recent trouble, the head-seekers walked for about two days over mountainous country before they arrived at the village of their selected victims. They then loosed a shower of arrows on the village, killing 19.

THE LUMI AFFAIR

The Director of Native Affairs, Mr. A. A. Roberts, in early De-

cember, paid tribute to the of concerned in the patrols for men wanted in connection with Yellow River massacre. (See Sept, p. 166).

About 40 suspects and witnesses have now been brought in.

In his statement, Mr. Roberts said: "The arrest of all suspects in this case, in such a short

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ular employee of A.P.C., Miss J. r, made a charming bride when she married to Mr. J. Jenkins at St. John's can Church, Port Moresby, on December Photo: Papuan Prints

time, and considering the ex-
tremely difficult nature of the
ntry, is an outstanding example
excellent field work by the
ols."

The massacre occurred last
ust).

ower Court hearings of the
rges against the accused will
n as soon as all investigations
e been completed. Close atten-
will continue to be given to the
River area.

ORE LIKE SYDNEY EVERY DAY

nce you were unlucky if your
seboy got away with a cake of
o, a stray shirt, or an odd pound

ow they are getting bolder. Dur-
the year many natives were
enced for more serious crimes,
n as breaking into stores and
aging on the wharves; on one
asion one tried his hand at bag-
atching.

atest misdemeanour is robbing

ort Moresby Police in early De-
ber issued a warning to motorists
lock their cars, especially when
out all night. Goods to the
e of £250 were reported stolen
n cars at Moresby and Boroka
he last weeks of 1956.

LANT TANKER IN MORESBY

ort Moresby motorists need not
r a petrol shortage, for a while
any rate.

on December 8, one of the biggest
kers seen in the harbour for
e time steamed in with a load
19,000 tons of fuel aboard. She
s the Dutch tanker *Sarrah*, direct
m Singapore.

fter discharging 4,000 tons of fuel
Moresby, the tanker will go on
Gladstone, Brisbane and Suva.

The *Sarrah* is a sister ship to the
Sarratan, recently sold by the com-
pany.

All ships of the line carry a white
star on their blue funnels and are
named after a constellation.

She is 572-ft long and has a gross
tonnage of 30,000 tons.

THEY WERE RACING—IN RABAU, BUT NOT MORESBY

All roads led to the Vulcan Race-
course early December when a crowd
of 1,400 people attended the in-
augural fixture of the Rabaul
Amateur Turf Club.

The six-event programme was
held in fine weather.

The District Commissioner, Mr.
Foldi, complimented the hard work
and enthusiasm of club members,
and congratulated the Club on its
progress in bringing its first post-
war meeting to a successful con-
clusion.

The club repeated the perform-
ance, again successfully, on Boxing
Day.

In Port Moresby, the Papua Turf
Club advised in mid-December that
the race meeting which was to have
been held at the Boroka Recreation
Reserve on December 31, had to be

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MULTIFORT
Superautomatic

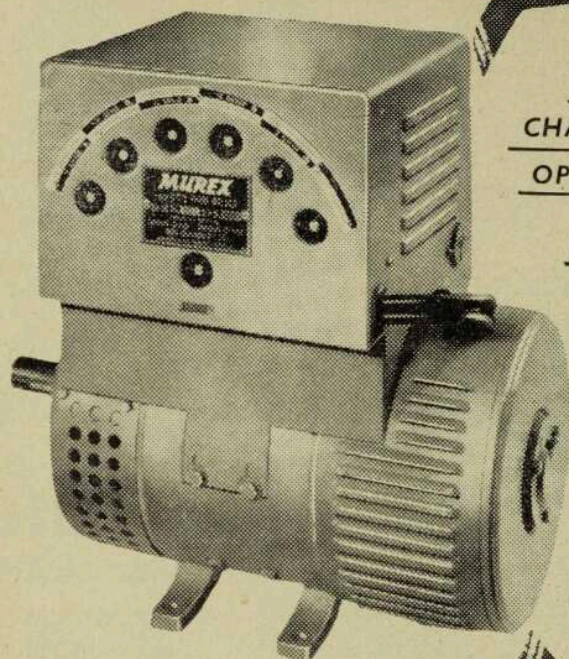
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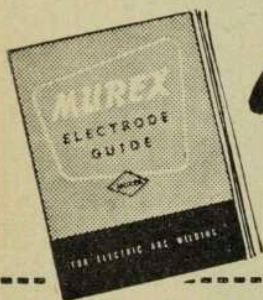


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race track
not available.

THE WET ARRIVES

t the end of
sailing season,
with the
t" just around
corner, all
little VS's and
resby Class
os had their
s dried out,
were laid up
gly until next
son.

heir bigger
ers in the
bour — which
etimes fish,
mostly just
around—have
en taken
and to their
t-season

brings at Ela Beach to escape
norwester—and none too soon;
first Guba struck Port Moresby
mid-December.

he "wet" came down steadily for
e nights. Dozens of cars were
nded on Ela Beach Road and
ing the day gangs of native
urers were busy clearing roads
gutters.



Mr. and Mrs. N. R. East who were married recently at Rabaul
by the District Commissioner, Mr. J. R. Foldi. The bride was
formerly Miss A. Rundell, of the Post and Telegraphs Department.
Mr. East is in the Government Stores branch, Rabaul.

Photo: C. H. Meen.

It was Moresby's wettest De-
cember for 39 years. Other centres
have also received their share of
December rain. Three inches of
rain were recorded in Madang up to
December 21; and in Lae an elec-
tric storm produced two inches of
rain, which did something to re-
store the town's usual lush green
after a long period of what is re-
garded locally as a drought. (over)

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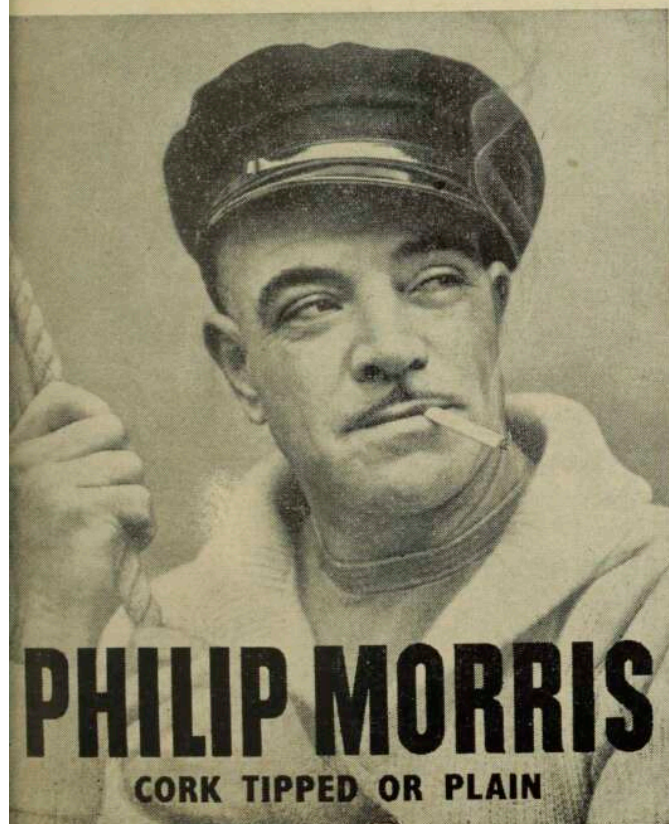
- Aerosol Fly Spray
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- Drummer
Pine Disinfectant RW 5
- Drummer Air Freshener
- Drummer Dyes
- Vertroy
D.D.T. Insect Powder



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been missing from
your smoking —
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full satisfaction.

In the new snap-
open pack.



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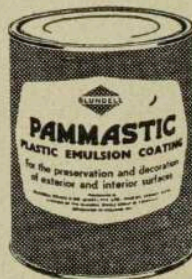


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- PAMMASTIC** can be applied with brush, spray or roller.
- PAMMASTIC** dries in 20 minutes.
- PAMMASTIC** can be scrubbed and washed.
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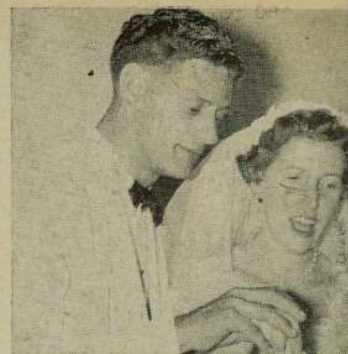
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Mr. and Mrs. D. G. Watkins after wedding recently in the Rabaul Church, England. Mr. A. Richardson was best man and Miss. J. Convery was bridesmaid.

BAGS OF OIL

Natives working in the field of the Australasian Petroleum Company have always been intrigued with the drilling operations. They associate oil with the drums which it comes, they have not been able to work out how the drums are to be got down the hole to be filled.

The revolutionary method of delivering oil in rubber bags, put into operation between Lae and Goroka in December, will, no doubt, be more difficult for them to understand.

When District Commissioner Niall pulled a switch at the auguration of the Air Transport Scheme at Lae, on December 1st, it was the culmination of an idea conceived in 1954.

The Administrator, Brigadier D. M. Cleland, in his speech at the official opening, said:

"It is an important event—in it is historic. It is the first in the Southern Hemisphere, at least, that such an air transport scheme has been inaugurated and operated on a commercial scale."

"I congratulate the Vacuum Oil Company on its initiative and progressive ideas, and, with the Vacuum Oil Company, all those others who have been so particularly concerned in developing the scheme, bring it to technical perfection. A practical conclusion, namely the Rubber Company, ANA, MAL, the Department of Civil Aviation. Each of them had their part to play and all of them together participated in an excellent achievement."

Two hundred gallons of oil, packed in rubber bags, and occupying the entire floor space of a Dakota, can be transported to Goroka where it is emptied into an underground reservoir. The bags are folded away ready for further use. The reduction in cost of transport for petroleum products to inaccessible areas in New Guinea is enormous.

Goroka has already had a welcome reduction of 1/3 per gallon on petrol.

LEARNING TO SPEAK THE NATIVE LANGUAGE

The first classes for pure Motu conducted by the Public Service Institute in Port Moresby are to commence early in the New Year. The Institute hopes that the native language will be recognised as a matriculation subject eventually, and then accepted as part of degree course. The classes will be limited to Administration personnel. Police Motu, which is a sort of pidgin version of the Motu language, is used by most pre-war Papua residents. Most post-war residents (of both Territories) get along with pidgin which they fondly imagine to be Pidgin. It is the policy of the Education Department that all natives will in time speak straight English; therefore the ability to speak pure Motu will likely never be more than an academic distinction, except for a few officials whose work takes them among Motuan-speaking natives.

OLD BRITISH GUN CAUSES LAE MAN'S DEATH

For some people in the South Pacific, the war is not yet over. In Lae, on December 8, Ashley



Native students from the Lae Technical Training Centre, New Guinea, pointing out shattered gun barrel which caused the death of Ashley Philip Blevin at Lae in December.

Philip Blevin was using an acetylene torch to cut up an anti-aircraft gun for scrap metal when the gun exploded, killing him.

Mr. Blevin, a married man with two children, was employed by Lae scrap metal merchant, Mr. Jim Pollard. He was working on the barrel of the gun when, it is believed, heat from the torch ignited a shell which had remained in the gun since last used. The charge blew back and threw him

12-ft into a pit around the base of the gun which he and four native helpers had dug. The four natives had a miraculous escape from injury.

The gun which caused Blevin's death was a replica of one which was recently dug up and later presented to the Lae Technical Training Centre. The guns are believed to be British guns captured by the Japanese in Singapore and brought to Lae during the Pacific war.



The anti-aircraft gun which was dug up recently in Lae, New Guinea, and presented to the Technical Training Centre. Gun is replica of one which exploded and killed Blevin.

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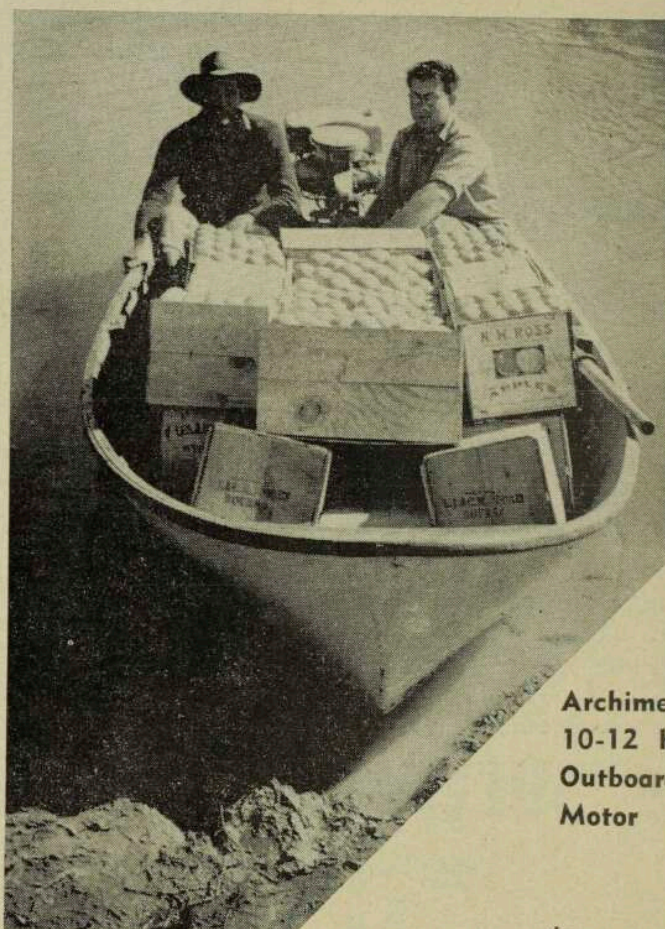
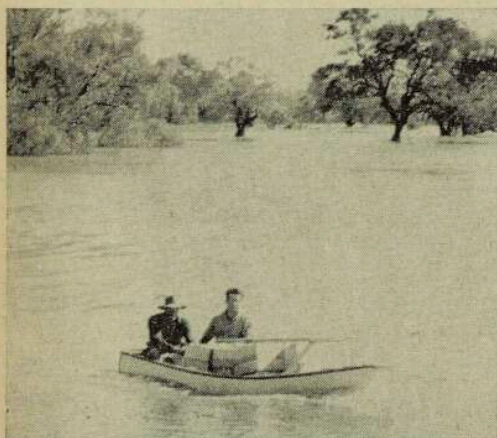
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In all 30 motors were purchased for this work.

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.

These statistics prove the quality and superiority of the ARCHIMEDES which is already well-known throughout the Pacific.



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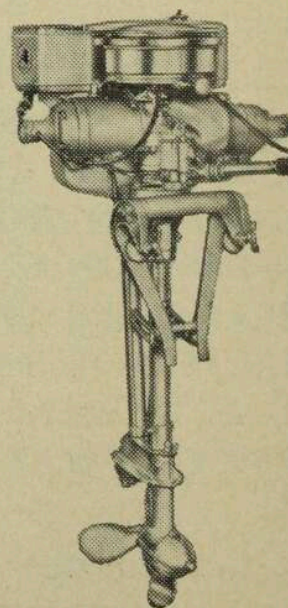
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Fijian Voice is Heard in

Land

IRRING UP A FEW ADMINISTRATIVE ORNETS

JIAN unofficial members asserted themselves in no uncertain manner during the debate in the Fiji Legislative Council in November.

For many years it has been only the prerogative of the Indian members to raise thorny problems which made the official members arm.

Ratu Edward Cakobau set the rolling when he said he was able to fathom why the Government transferred Fijian chiefs from their own people to become Rokos in other areas.

He said that two chiefs, Ratu George Cakobau (Tailevu) and Ratu George Tui Sewau (Rewa) had been transferred to Sigatoka and Ba respectively—right away from their own people.

They were to be followed shortly by Ratu K. K. T. Mara, now District Officer Maritime, covering Lau, Tavu and Lomaiviti, who will go to Ba as District Officer.

It is generally conceded that Ratu

Mara has done an excellent job in his present post, and has been responsible for raising the value of copra production by many thousands of pounds.

Ratu Edward said that the Tailevu and Rewa people had lost their natural leaders, and Sigatoka and Ba people now had leaders not natural to them.

He told the Government bluntly: "You have created a disturbance of the natural order."

Speaking outside the Chamber and quoting an example to strengthen his case, Ratu Edward said that Ratu Penaia Ganilau, who was now among his own people in Cakaudrove on Vanua Levu, had been responsible for a tremendous increase in copra production, and had the undivided loyalty of his people.

Mr. Maurice Scott and Semesa Sikivou, master at Queen Victoria School and newest Fijian member in Legco, gave Ratu Edward full support.

Mr. Scott summed up the position in a nutshell when he said: "If a person is transferred to another district he might get allegiance, but he won't get the same co-operation he would get from his own people."

Colonial Secretary (Mr. A. F. R. Stoddart), and Secretary for Fijian Affairs (Mr G. K. Roth), replied on behalf of the Government.

Mr. Stoddart said that Ratu

Mara was being posted to the most populous area in the Colony, outside the urban area of Suva.

Ba had a diversified rural and agricultural population.

He may have dropped a hint that there was a high post in the offing for Ratu Mara when he said:

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officers diversified experience if they are to be good officers and servants of the Colony when they reach the higher posts."

Mr. Roth said that the decision relating to Ratu George Cakobau and Ratu George Tui Sewau had not been taken lightly.

In 1944, when a revised form of Fijian administration was framed, it was explained to the Council of Chiefs that the policy was "to select for the responsibility of administering provinces only those who were specially qualified to do so through status and education."

It was because no leaders with the special qualifications could be found at the time in Ba, and Nadroga and Navosa (Sigatoka), that the Fijian Affairs Board recommended to the Government the appointment of two high chiefs from other provinces.

Ratu Edward and Mr. Scott remained unconvinced.

They said outside the Chamber that the changes should not have been made at the present stage of Fijian development.

Ratu Penaia, did not speak on this subject, but he caused some eyes to pop when he said that from the Fijian point of view copra grading was essential.

He said he believed results would be better if grading came in.

Ratu Penaia also challenged a statement that Fijian copra generally was poorer than estate copra.

In his own area, Fijian copra was not poor, when compared with estate copra.

Semesa Sikivou, in an impressive

maiden speech, made education main theme.

He was critical of many matters relating to education and made very strong attack on the salaries paid to teachers.

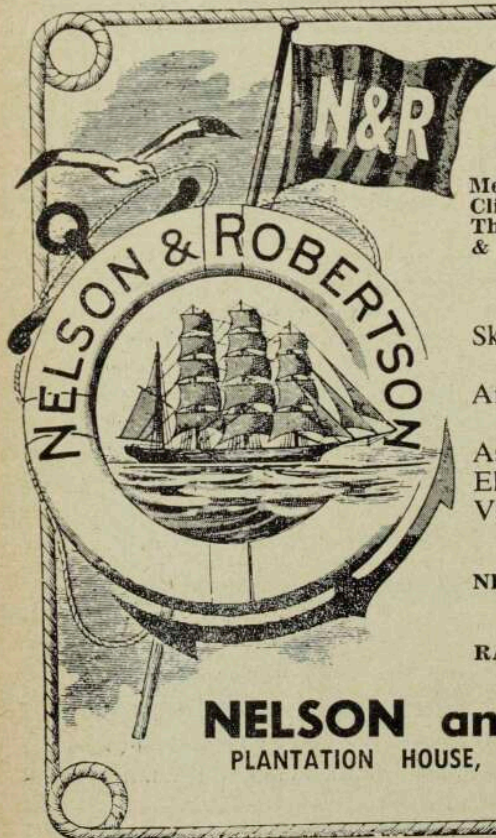
It was noticeable that

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Director of Education (Mr. W. W. Lewis-Jones), when replying, was effective in most of his answers, he did not mention salaries. Ratu Edward's cold logic, Ratu Sema's insight into matters affecting Fijians, and Semesa's national background, with sound support from Ratu George Cakobau and Ratu Mara, will ensure that the Government's point of view is well represented in the present Council.

RATU EDWARD came up, in the dying moments of the session, with a motion on bus licences which won the full support of the Government.

He wants Fijians to be able to have bus licences to operate in village areas when new buses are opened up.

Present Indians have a virtual monopoly on bus transport in Fiji. Ratu Edward's motion was early drawn up, and although backed by two Indian members, it was claimed it was a racial slur, it contained every safeguard to protect present operators. Mr. Scott closed the debate on the subject with the cryptic remark: "Why shouldn't the Fijians

have bus licences? It is their country."

The Government will now have to bring down a bill to give effect to Ratu Edward's motion.

1957 MORRIS HEDSTROM SCHOLARSHIP

THE 1957 Morris Hedstrom Limited Scholarship has been awarded to Meli Vakarewaka.

Meli Vakarewaka, who is a pure blooded Fijian, was born at Naduruloulou, Naitasiri, in

March, 1936, and was educated at the Ratu Kadavulevu School and Queen Victoria School, Fiji, and at Wanganui Technical College, NZ.

He intends to study Medicine at Otago University College, NZ.

The Selection Committee consisted of Mr. W. W. Lewis-Jones, Director of Education, Mr. Robert Munro and Mr. J. M. Hedstrom.

† The High Commissioner of Western Samoa, Mr. G. R. Powles, in early January left the Territory on official business in Wellington, New Zealand. He is expected to return to Samoa by air on February 14.

Decorated Territorian Meets Duke



Recognised as the most decorated man in the Territory, Mr. John W. Cox, of Madang, Guinea, has every reason to be proud. Wearing his five decorations—DCM, MM and Mons Star and Croix de Guerre—he was called out for presentation to HRH the Duke of Edinburgh during his recent tour of Papua-Guinea.

The Duke asked Mr. Cox many questions about when and where he had won his decorations, remarking, "I am told you did good work with guerillas against the Japanese in 1945."

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Lucky Escape When Car Topples Over Cliff



An Indian couple and their six children, who live in a tin shanty perched on the edge of a cliff near Samabua, Fiji, received a severe shock one night in November when an un-expected caller knocked heavily on their door and shifted their house six inches nearer the edge. A utility truck driven by Mr. C. L. Naidu, of Narain Construction Co., had toppled feet over the embankment, and coming to rest against the house, averted a further fall about 40 feet into a creek below. The Indian householder said he thought it was a bomb. Naidu was unhurt and when pulled out of the wreck was able to walk away.

Mr. Naidu had brief visits by two destroyers of the Royal Navy's Pacific Squadron. HMS Cockade

arrived on December 30 and left on January 1, and HMS Consort paid a visit from January 5 to January 7.

THE VIETNAMESE

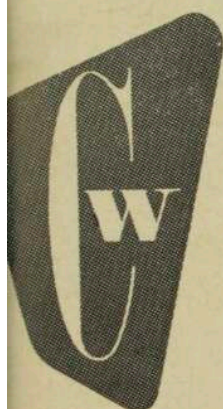
New Caledonians Demand Repatriation

THE campaign against the Vietnamese in New Caledonia continues although the Government saw to it that no incidents involving these Asians, occurred on December 19. (This date is the anniversary of the massacre of the French, men, women and children, that took place in Hanoi 10 years ago).

Reasons for anti-Vietnamese feeling are both economic and patriotic. It is pointed out with some asperity that although there were 97 of them holding shopkeepers' licences in 1947, these have now increased to 391. The fact that some of the children topped examination lists in the 1956 tests is also taken amiss.

The French volunteers who fought in Indo-China find the presence of the Vietnamese in New Caledonia "intolerable." They have given the Government three months in which to draw up some plan of repatriation.

The Government is trying to hold the balance of power, as it has the unenviable job of removing these 5,000 Asians who are not wanted anywhere, not even in Indo-China.



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NG Women's Club

DONATIONS TO SYDNEY
CHRISTMAS PARTY FUND

About 100 children and 85 adults were entertained by the New Guinea Women's Club of Sydney on December 10 when the annual Children's Christmas Party was held.

The following donations were received by the club from well-wishers to help them buy gifts for the children:

Mrs. E. Laird	1	0	0
Returned Servicemen, Lae	10	10	0
Mrs. M. Costello	2	2	0
Pacific Publications Pty., Ltd.	2	2	0
New Guinea Co., Ltd.	5	5	0
Burns Philp & Co., Ltd.	3	3	0
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Mrs. B. Mears	10	0	0
Mr. V. B. Pennefather	5	5	0
Mrs. J. G. Duncan	2	0	0
Mrs. H. H. Page	1	1	0
Mrs. J. Dunbar-Reid	2	2	0
Mrs. J. Bell	1	0	0
Mrs. J. R. Keenan	1	0	0
N.G. Ex-Servicemen's Club	5	2	2
Mrs. E. B. Roberts	5	0	0
Mrs. B. Parry	2	2	0
Mrs. R. Brennan	10	0	0
Mr. W. C. Groves	1	0	0
Mrs. Bellhouse	18	0	0
Mrs. Wanliss	1	0	0
Mrs. B. B. Perriman	5	5	0
Mrs. Burn	10	0	0
Mrs. E. Wauchope	2	2	0

Mrs. E. Laws	2	2	0	Mrs. F. Stewart	2
Capt. E. McFadyen	1	1	0	Mrs. R. Pye	1
Mrs. J. Green	2	2	0	Mrs. Hopkins	1
Mrs. P. Muller	10	0	0	J. T. Allen, Esq.	5
Mrs. K. Bennie	1	1	0	Mrs. Woolnough	1
Mrs. L. Northan	1	5	0	Mrs. Draffin	1
Mrs. Holden	5	0	0	Kokopo Sports Club	5
Mrs. A. Innis	3	3	0	New Guinea Club, Rabaul	5
W. R. Carpenter & Co., Ltd.	3	3	0		
G. B. Edgell, Esq.	3	0	0		
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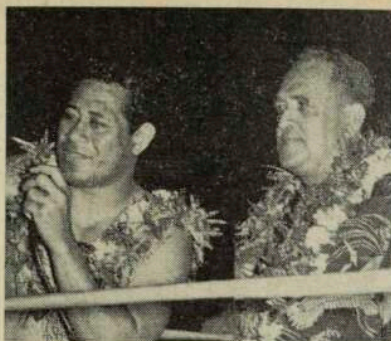
SUPERINTENDENT GEORGE LEAVES FIJI POLICE FORCE

The Fiji Police Force lost one of its most colourful members on December 31 when Assistant Superintendent George Suguturaga went on pre-retirement leave. Assistant Superintendent Suguturaga and Inspector Uraia Moku, who is at present in and doing a police course, were probably the most photographed members of the force. A career extending over 18 years, Assistant Superintendent Suguturaga served in parts of the Colony, in many roles, as police prosecutor in the Suva District Court. He is commonly and affectionately known as George, is only 36, and would probably have had many more years of useful service if not for him. But he wants to get back to his home on the land.



During his career he has been honorary deputy-camp to the Governor, Sir Ronald Macdonald; he was one of Fiji's representatives at the Queen's Coronation in 1953; and was in the thick of trouble in 1943 in Ba when cane-farmers throughout the western area were on strike. George joined the police force by accident. He met a friend in Suva who coaxed him to join with him. When interviewed by the then Police Commissioner (Colonel Workman) he told them: 'I am on learning. Whoever finds that he has nothing else to learn in the police-force should not consider himself worthy of his position as a constable'. George says that throughout his police career he always remembered those words. He always sought to improve his knowledge, and in fact, he did so well that promotion has been rapid for him over the last six years. His crowning achievement in learning was when he passed the police law examinations in 1950, after having taken correspondence courses in Suva and Suva in particular, will miss the Assistant Superintendent George, who was ever ready to lend a helping hand beyond the call of duty, often at great personal inconvenience to himself.

Mrs. H. T. Allan, a well known New Guinea resident, now of Port Moresby, Northern New South Wales, was in hospital at Gloucester Hospital, Sydney, in early January.

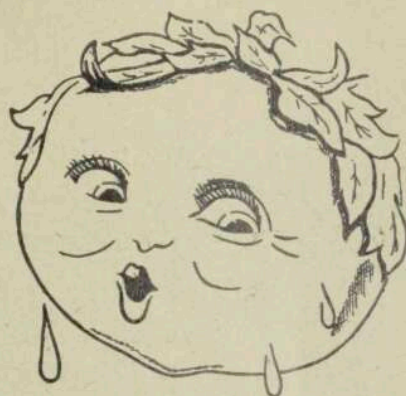


Wrestling Comes to Western Samoa

Professional wrestling was introduced into Western Samoa for the first time when three contests were arranged in Apia in December between Alo Leilani of Samoa, and Al Costello, the Australian champion.

Our picture shows Leilani speaking to the crowd in the Tivoli Theatre where he received a tumultuous welcome by fellow Samoans. It was Leilani's first visit to Samoa since he left for Hawaii at the age of 9.

Photo: G. Edwards.



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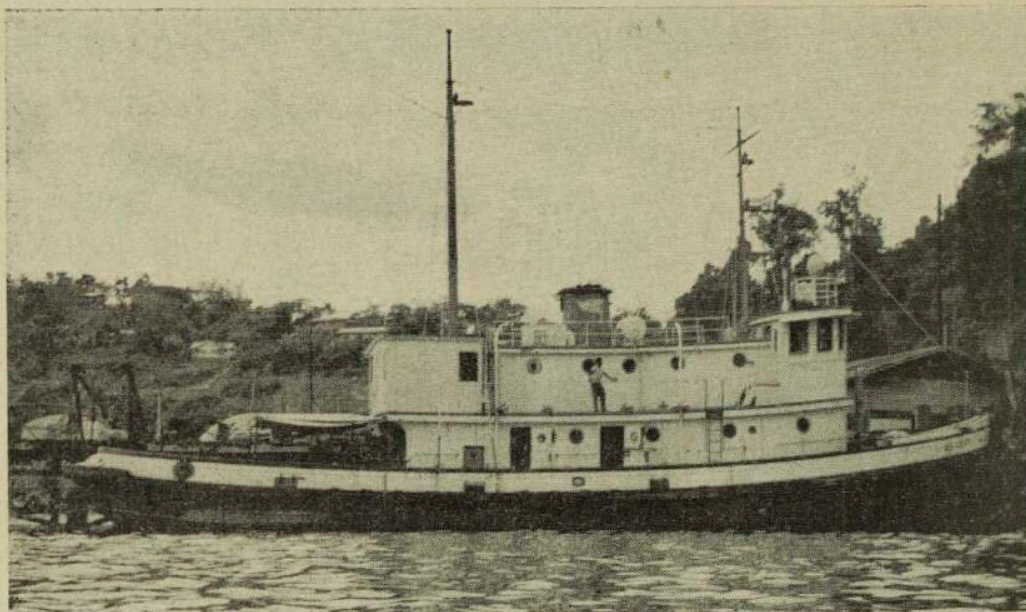
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Builders Machinery: Cooper Bessemer.

Dimensions: Length o.a.: 96 ft. 8 ins. Length b.p.: 91 ft. 2 ins. Breadth: 25 ft. 6 ins. Depth: 11 ft.

Draft: Loaded: 10 ft. 3 ins., forward; 12 ft. 0 in. aft.

Speed: 10 Knots without tow.

Tonnage: Gross: 203.48. Nett.: 101.90.

Tank Capacity: Total 12 tons water.

Fuel: Total 32 tons fuel.

Main Engine: Number: 1 Cooper Bessemer JSSDR. BHP 675, revs.: 450.

Steering Gear: Hydraulic.

Aux. Dynamo Driven by Main Engine: 110 Volt—15 KW D.C. General Electric.

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is Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

FANNY WAS OFF HER BEAT "Joyita" and "Arakarimoa," have promoted recent discussion on pages that went amiss, another recently came to our notice is worth mentioning, as the incident opened at this time of the year in 1905.

The story is recorded in the archives of the French Consul in Auckland, in the form of a letter from the Resident Commissioner of the Cook Islands, dated February 24, 1905, which reads as follows:

Sir, I have the honour to report that the French three-masted schooner *Fanny*, Captain Boutmy, arrived at Rotonga on the morning of the 20th inst. from Aitutaki in charge of Captain Jonassen pilot.

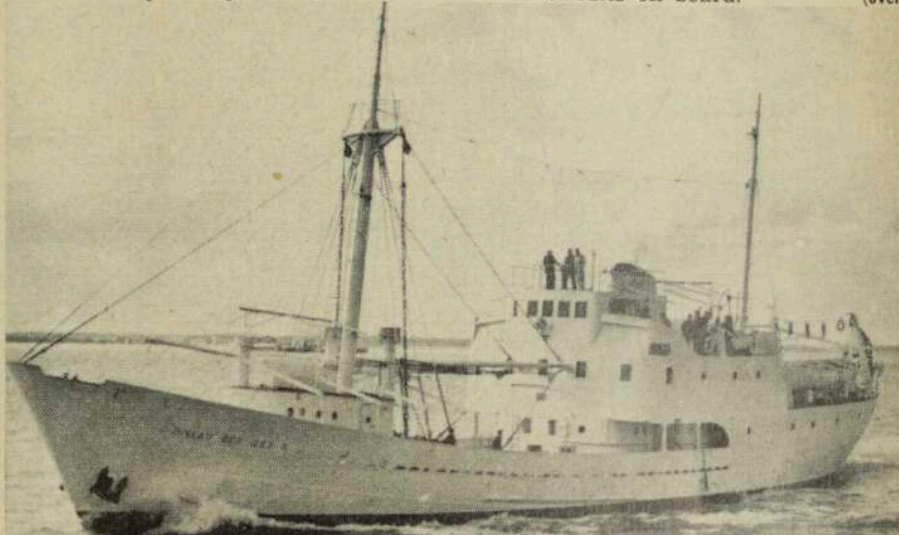
It appears the vessel left Sydney, Australia, for Noumea on December 30 last. According to the statements made by the crew, immediately the ship left Sydney the Captain took to drink and remained in a semi-drunken state for 20 days. It was not until the ship was over three weeks

out that land was seen, and the Captain was apparently unable to say what the land was.

Land was again sighted and was seen for a few days but each night the ship was put about. Then land

was lost and it was not until February 12 that an island was seen which the Captain then said was Huon or Surprise Island to the north of New Caledonia.

On the island being reached it was found to be Manuae, one of the Cook Group, the vessel being thus some two thousand miles out of her course. By this time the ship was almost out of provisions, there remaining only some four tins of biscuits on board. (over)



Compagnie Francaise des Phosphates de l'Océanie's new "Oiseau des Iles II" for Papeete-Makatea Island supply duties. Photo: J. Morillon.

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During the trip the Captain made, or pretended to make, observations and told the crew that they might see land at any moment. At Manuae the ship procured a small amount of provisions and Mr. Gosset, who is in charge of the island, advised the Captain to proceed to Aitutaki, where a Government Officer was resident and who might deal with the complaints the crew were making concerning the incapacity of the Captain.

Aitutaki was reached and the crew then refused to proceed further in the vessel unless there were another Master. It was then arranged by Mr. Cameron, the Government Agent, with the consent of the Captain, that Captain Jonassen should pilot the ship to Rarotonga, where she arrived as above stated.

Shortly after the arrival of the vessel at Rarotonga I received two letters signed by the crew, copies of which I enclose. As there were two British subjects in the crew I deemed it my duty to hold an informal enquiry into the complaints made against the Captain, although, of course, as I pointed out, I had no jurisdiction to interfere as between the men and the Captain, the ship being under the French flag.

At this enquiry, at which the Captain was present, the men reiterated the statements made by them in the letters, which were, of course, denied by the Captain.

As the men absolutely refused to proceed further unless another navigator were on board (the Mate being unable to navigate), I recommended the Captain to engage the services of Captain Jonassen as a matter of necessity to pilot the vessel to Noumea. This Captain Boutmy has done, the fee payable to Captain Jonassen being fixed at

£50 and a passage back to Rarotonga.

The vessel has obtained provisions here for which the Captain given drafts on the Agent in Noumea for the owners. Captain Jonassen has a similar draft for fee (£20) for piloting the vessel from Aitutaki.

I am informed that the vessel

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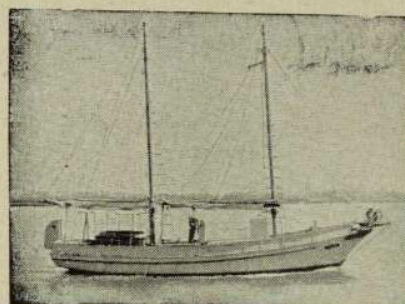
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25 ton gross.

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Speed 8½
Knots.

770 cu. ft. in
Hold.



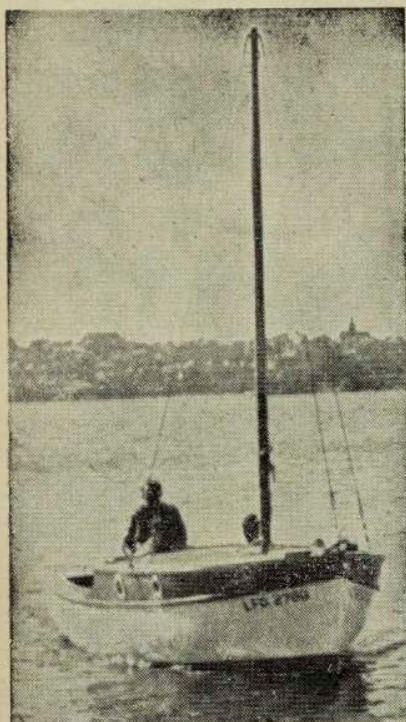
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This photo of Captain Eric de Bisschop, decked with leis, was taken just prior to departure from Papeete for South America November 8 in command of the bamboo "Tahiti Nui" (see page 97). In mid-December the raft, with its five men, was still in the vicinity of the Australs, struggling slowly south to pick up the westerly winds which should waft it on its way. Earlier the raft put into Port Phaeton, northern Tahiti, for final adjustment to the lashings.

Photo: A. Sylvain.

the vessel are Messrs. Ballande of Noumea, and that the Sydney Agent is Mr. M. Seguir, Pitt Street, Sydney. As I have no reason to believe that the Captain has not communicated with the owners or the Agent from here I also have not done so, preferring that the information as to the vessel's whereabouts should go officially through them.

The vessel has sailed this morning for Noumea with a fair wind, and I hope will reach her destination safely. I have sent in care of Captain Jonassen a report of this matter to the British Consul at Noumea for the information of the authorities there.

I have the honour to be Sir, your obedient servant, W. E. Judgeon, Resident Commissioner, Cook Islands.

NOW FEAST, NOW FAMINE

In 1955, a wealthy American in the advertising business, who appeared in the Cook Islands in his well-found 72-ft schooner-yacht *ordlys*, noticed that the Group was short of shipping and that there appeared to be some possibilities in the mother-of-pearl industry, and mentioned that he would be back with a vessel suitable for the inter-island trade.

As others had been before him and said the same things, but had

never been seen again, no one took much notice at the time.

But in mid-December, Walter S. Johnson, Jr., the American in question, suddenly appeared on the scene with as handsome a trading craft as is to be seen in the South Pacific to-day—a 104-ft, 121-gross tons staysail schooner named *Tiare Maori*, flying the British flag and registered at Nassau, Bahamas, under the ownership of a company styled South Pacific Trading Co. Ltd.

There appeared to be only one thing wrong. Since Mr. Johnson was last on the scene, the shipping situation in the Cooks has changed radically, and even prior to his

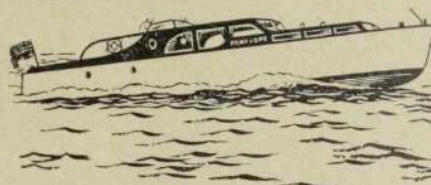
arrival with *Tiare Maori* cargoes were in short supply for the vessels on hand—a 300-tonner, a 240-tonner, another of 125 tons, and a fourth of 70 tons. The 240-tonner and the 125-tonner are recent arrivals. Competition in the Group will be healthy and services may improve, but it seems unlikely that five vessels of this size will be able to operate profitably for long.

Meanwhile *Tiare Maori* cleared inwards at Rarotonga from Newport Beach, California, with a cargo of building materials for Penrhyn Island, where Mr. Johnson is apparently setting up base. The schooner was then listed to clear again for Papeete—possibly for dry-

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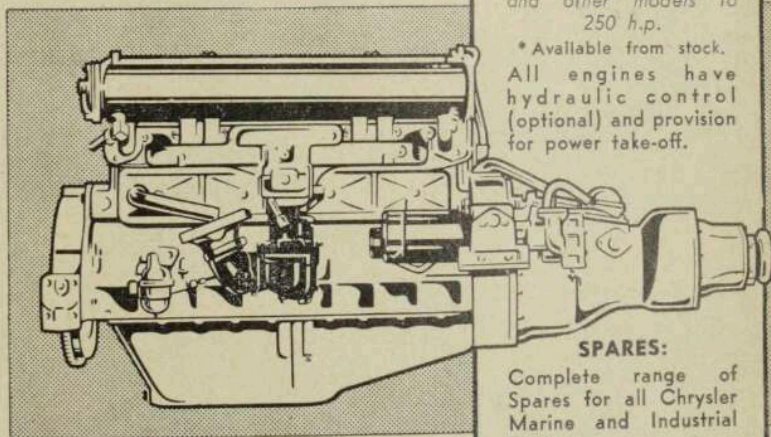
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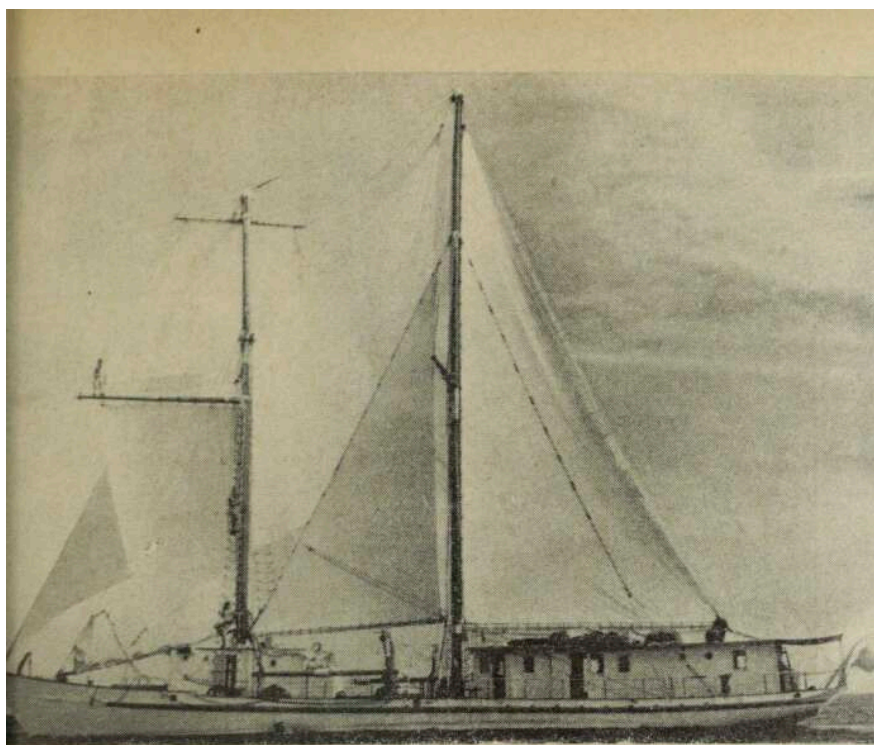
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JANUARY, 1957 — PACIFIC ISLANDS MONTH



Walter S. Johnson, Jr.'s, 121-ton staysail schooner "Tiare Maori", for the Cook Islands trade. The American-built vessel is registered at Nassau, Bahamas.

—Photo by courtesy of Walter S. Johnson.

checking—as intentions are definitely even as "going into inter-island transport in Cook Is." in our detachment from Mr. Johnson.

Tiare Maori had a crew of 14 aboard when she arrived at Papeete from Newport Beach. The schooner, said to be Californian built, carries

a considerable spread of canvas, including a big square-sail and square topsail on the fore, making her a sort of brigantine schooner. We have no details of her engines.

DAVEY JONES HELD THANKSGIVING

Because of a breakdown in her refrigeration, USS *Nespeken*, supply ship to the US Deepfreeze Antarctic Expedition, had to dump all her Thanksgiving Day turkeys in mid-Pacific. The vessel made a call at Papeete to replenish her larder—but turkeys were one commodity that the island could not supply.

LOITERING WITH INTENT

There were all the makings of another *Joyita* incident—and a lesson, too—in events between Papeete and Auckland last November, which received no headlines at all.

The London-registered, Australian-owned 61ft motor fishing vessel *Pagan* cleared Papeete, October 27, on the last leg of her voyage from England, with seven men aboard. Nine days later the single-diesel motor was stopped for a routine check and could not be restarted. The vessel had a radio transmitter but it had never been

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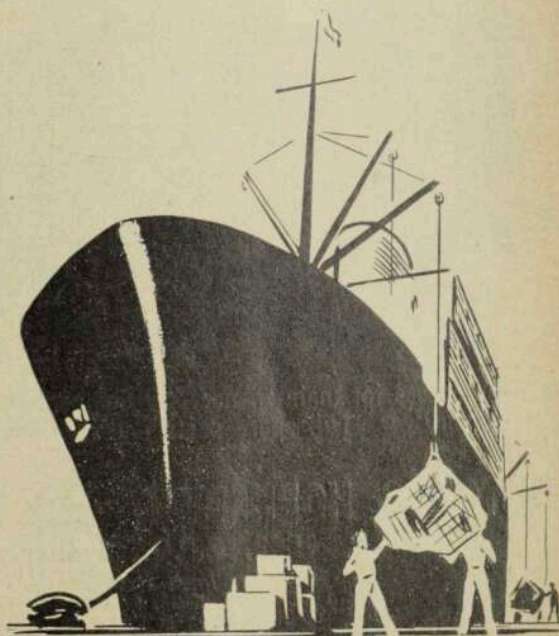


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used on the voyage and was unserviceable. A small spread of canvas was set and *Pagan* edged towards New Zealand while the engineer worked on the motor. Then came a heavy blow south-west of the Kermadecs, one of the two sails being lost. A course was laid back for the Kermadecs which had been passed far away ten days earlier. Then came calms, with the vessel blowing back and forth across the international date line in a bewildering succession of date-changes. It was estimated then that the voyage to New Zealand might take 50 days, so a daily ration of 3 ozs of rice and 2 ozs of flour was fixed—almost all other food had been eaten.

Then suddenly, when the situation was looking grim, the motor came to life and ran like a clock all the way in to Auckland. There, no one had been expecting the vessel, so no alarm had been given, and *Pagan* might well have drifted for many more weeks before relatives of the men aboard had instituted inquiries from overseas.

Pagan, a very useful type of vessel, suitable for the Islands trade, is now for sale in Auckland. The fault with the motor was insignificant but spares were lacking at sea.

The navigator for the voyage from London was Mr. Graham Gain, former war-time pilot of RAF

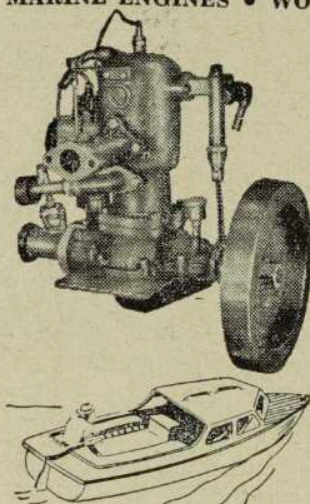
pathfinder aircraft. Last year he was hired as navigator of an identical craft, *Richard & John*, on delivery from England to New Zealand. Now he may return to take another out to California. *Pagan's* owner, E. R. Barker, will probably return to London (where he founded the Down Under Club), when the vessel is sold.

GOLD IS WHERE YOU FIND

And it seems that at the mention of a treasure-hunt of gold can be found to finance an expedition. In 1954, a syndicate headed by a Mr. W. J. Havens, England in a small vessel named *Absit Omen* to claim the *Ge Grant* treasure in the Auckland

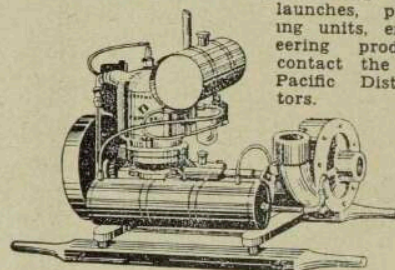
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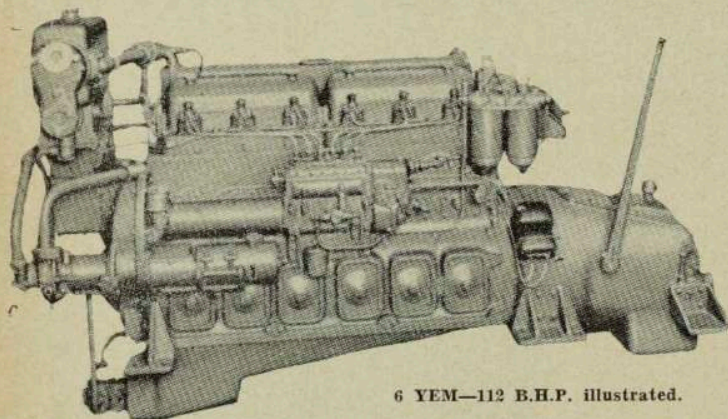
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lands south of New Zealand. The syndicate lost a substantial sum when the vessel was wrecked in the Red Sea a few months later. But there was plenty more money forthcoming to finance a second expedition, which is now on the way in an MFB—a vessel identical to the *Pagan* and *Richard & John* mentioned above—with Mr. Havens in command.

No one in New Zealand with any knowledge of the *General Grant* wreck, the storm-swept Auckland Islands, and the history of past expeditions, is optimistic as to the results of the present *Gold Seeker* expedition. Still, they may yet have to eat their words.

Mr. Havens, variously described in the press as a retired English mining engineer and an adventurer from a Sydney suburb, is said to be winning his faith on under-water television equipment—but he will have to work fast to get the job over before this summer ends, as gold-finding expeditions have a habit of withering in the winter as the members come to loggerheads and the funds diminish.

LEIS TO LOUIS

With twenty years of accident-free service as a Papeete pilot behind him, Captain Louis Carlson took up his cap in December and handed over the job to Captain Louis Albert Le Caill, 34-year-old local-born master mariner and member of a Tahiti family long associated with maritime affairs. Senior Louis the First will be missed. An excellent speaker of English, he is remembered by master mariners all over the world who have entrusted their ships to his care.

CHANGING THE GUARD

Captain Henry Simpson, of Fiji, handed over command of Mr. Dick Brown's Cook Islands trader *aveuni* to Mr. Joe McNamara, of Hull, England, in December. Captain Simpson delivered the vessel from Suva last year when she was purchased from Burns Philp (SS) Ltd. Mr. McNamara came out to New Zealand as a deck officer in the Union Co. vessel *Kaitoa* two years ago and has since been in coastal vessels. He travelled north to Rarotonga in the Canadian fishing vessel *White Hart*, which left Auckland December 21.

White Hart's owner, Englishman Tony Reeves, was seeking passage-ports to Rarotonga or Papeete to bolster the one-man crew, but though wide publicity was given to the opportunity afforded, the only comers were two ladies, who were ruled out for technical reasons—at least that was what Tony said to the PIM representative in front of Mrs. Tony, who

was remaining for the present at Auckland with young Michael.

Usually a yacht heading for the Islands from Auckland is flooded with applicants to join the crew.

WANTED—A WEATHER FORECAST

Though the New Zealand Meteorological Service, with its South Pacific network of observation stations and its regional forecasting headquarters at Nadi, Fiji, provides an unbeatable service to most of its clients, there is still one important group for which it does not adequately cater—the South Pacific yachtsman and the smaller trading vessel which does not carry a radio operator capable of receiving the

existing marine weather broadcasts in morse.

There are, of course, regional voice weather broadcasts, for Fiji, Samoa, etc., but they provide information of value only in those coastal waters. Vessels operating inter-Group, or on trans-Pacific voyages—and there are a good

(Continued on Page 97)

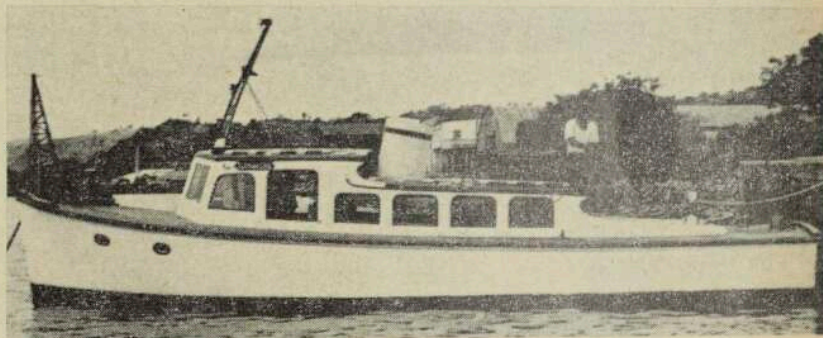
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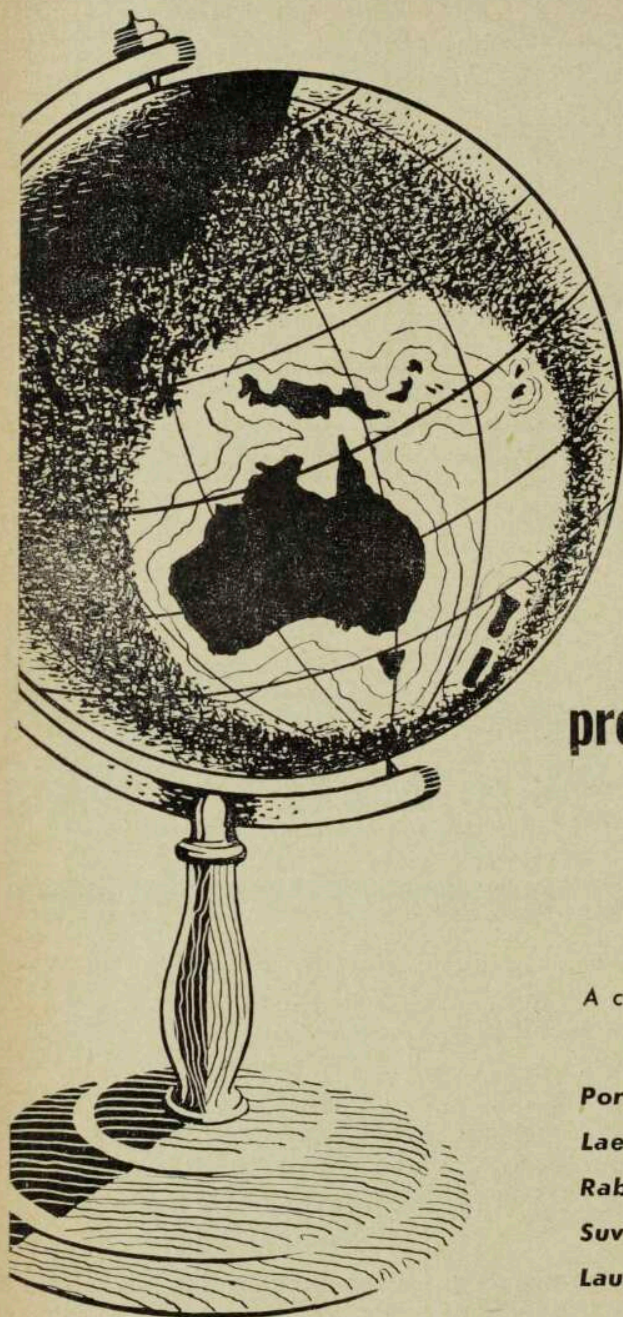
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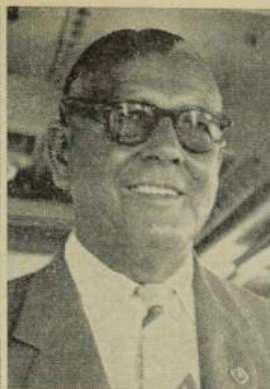
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Malaita Passengers in December



Amongst passengers sailing aboard "Malaita" when she cleared Sydney for P-NG on December 17 were (left to right): Mrs. V. O'Donaghue and daughter Molly (left) who, bound for Lae, were farewelled by another daughter,



Shela (right).

Mr. F. L. Doble, manager of the NG Company at Kokopo, who returned to the Territory.

Mr. and Mrs. M. V. Neal and son, Phillip



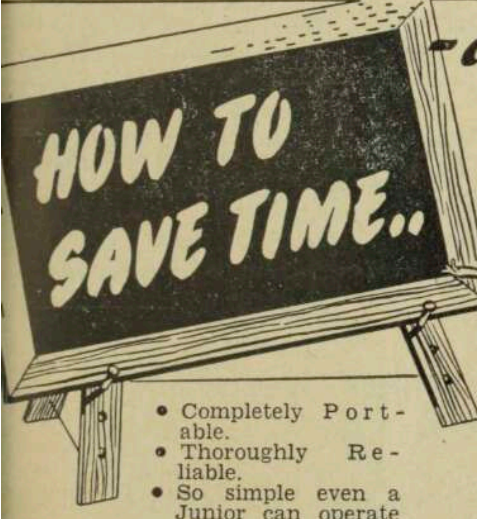
(7 months), who were going back to Chuave, in the Highlands, where Mr. Neal has been a patrol-officer for five years. Mrs. Neal was formerly a nurse at the European Hospital, Madang.

Mr. H. Stone, President of the Church of Latter Day Saints' Samoan Mission and a popular resident of Apia, W. Samoa, is to return with his wife and family to the United States in February, 1957. His successor will be Mr. Charles L. Sampson, who is expected to arrive in January.

† Samples of manganese—the favourite Islands commercial mineral of the moment—have been sent out to Government offices throughout Tonga so that local people can see what the stuff looks like. The people are asked to bring in specimens that they think resemble the samples. The official

notice says that it is possible that manganese deposits exist in Tonga.

† One hundred and sixty motor vehicles of French origin were landed in New Caledonia during the month of December.



HOW TO SAVE TIME..

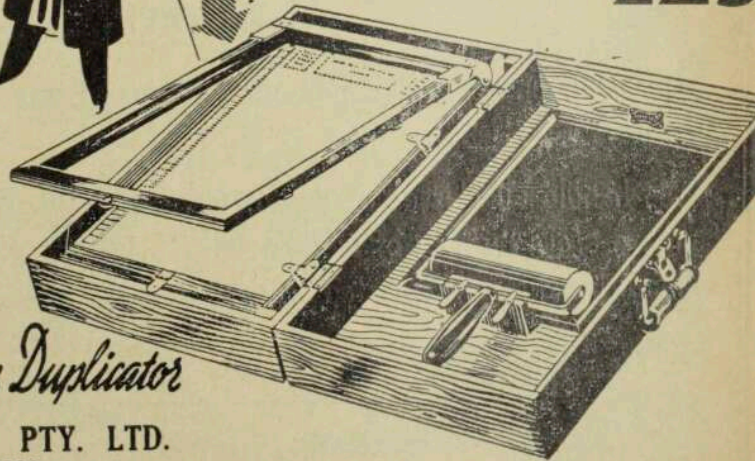
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Rise in E. Samoa Wages Forecast

MR. NORRIS SACHAROFF, of the Wages and Labour Division of the Department of Labour, Washington, DC, conferred in early November with commercial and American Samoan government authorities to obtain preliminary information on labour conditions in American Samoa.

In the US and most of its possessions, there is a minimum wage of \$1 per hour; in American Samoa the present minimum is 25 cents. for the same period.

Mr. Sacharoff said a six-man committee will be formed, three from the US and three locals. Two of the teams are to be representative employers, two employees and the remaining two disinterested members. They are to conduct hearings in American Samoa and draw up plans and recommendations involving adjustment of salary rates.

It is believed that the local minimum wage may be increased to at least 40 cents. per hour.

† The Japanese ship *Eiko Maru*, which had been loading nickel at Kouarou, New Caledonia, in December, lost her anchor and chain shortly after leaving her moorings. Another ship of the same line was

endeavouring to recover them. The *Kentyu Maru* towed two tugs from Japan. The tugs will be used by the Lafleur and Pentecote group of mines to tow lighters loading nickel ore.

‡ Mr. M. J. Bay, an Education Officer from Fiji, is being seconded to the New Hebrides for three

months at the request of the H. Commissioner for the West Pacific to advise the British Resident Commissioner on education development in the Condominium. Mr. Bay, who for the past three years has been Principal of R. Kadavulevu School, will act as Chief Inspector of Schools on return from the New Hebrides.

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o Gloom in the Shell Trade

PACIFIC SHELL CONTINUES TO BUTTON THE WORLD'S BEST SHIRTS

IN post-war years the export of marine shells, trochus and mother-of-pearl, has become an industry of increasing importance in most South Pacific territories. Many fishermen are engaged full-time in this work, but a substantial proportion of the shell is fished by men engaged also in the copra industry, labour being diverted to fishing especially during the rainy season when conditions hamper copra production.

Some planters are probably making as much from trochus as from copra in the New Hebrides-Solomons-Trust Territory of New Guinea islands areas.

Ever since the war, the purchasers of marine shells and those most closely associated with the button manufacturers—who absorb probably 90 per cent. of the Pacific shell production—have constantly warned that the sellers' market must inevitably collapse if prices continue to rise. Yet prices have continued to go on up and, throughout 1956, it is continued to be a sellers' market. One New York shell buyer and broker who has been very much concerned with Pacific shell during these years is Mr. Paul A. Rie. He deals directly with the button manufacturers and is naturally very much concerned with market trends and requirements.

His comments, made in December, 1956, should be of considerable interest to producers, and we quote part from a long and interesting letter replying to various specific questions:

It must be admitted that, price-wise, the producers of MOP shell, whether black-edged or white, have had nothing to complain of during the post-war years. You are quite correct in your observation that buyers are forever raising the spectre of synthetics to threaten the producers with early extinction—and yet, there seems to be an unending demand for the genuine MOP shells at steadily advancing prices.

I wish I could give a clear-cut sensible explanation of the apparent paradox—but even though I spend my entire business life in the atmosphere of the MOP shell and pearl button trade, I cannot supply a wholly satisfactory explanation even to myself.

There are a number of factors that bear upon the case, each of which contributes something to the situation. I shall try to summarise them, but I caution you in advance

that they are only the expression of my personal opinion and observation, which may easily differ from those of other qualified specialists.

There is no doubt that synthetics have proved themselves a keen competitor. (How keen, is seen by three sample buttons sent by Mr. Rie. The difference in appearance is only evident on close examination. In size they are each 18 "lignes," or fortieths of an inch, in diameter. The "per gross" wholesale price of

the genuine MOP button is \$2.00, the Polyester button price is \$0.70, and the Acrylic button price \$0.45.)

The acrylics, the cheapest, are not completely heat-resistant, inasmuch as they tend to stick to a hot iron when the garment is pressed, and this is, of course, a deterrent factor for manufacturers of better grade garments. However, their competitive price-appeal is such that they find an excellent market among makers of cheaper clothing. The polyester type of material which contains some admixture of fish-scale essence, gives a very satisfactory imitation of MOP shell, and has the advantage of being totally heat resistant. You will note that its price is still considerably lower than the MOP price.

One redeeming feature of the

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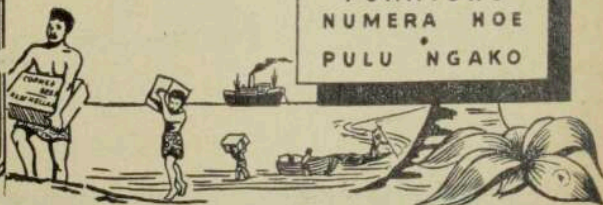
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situation is that, so far, no synthetic applies a satisfactory substitute for the pearly appearance of genuine MOP shell buttons in sizes above 30 ligne (1-in.) diameter, and no synthetic supplies a wholly adequate imitation of the true black-edged MOP shell button. This feature accounts entirely for the way in which the black-edged MOP shell market has maintained itself at such high levels in recent years, aided and abetted by the essentially important factor that the fashion for certain types of women's coats and suits in Europe and USA has emphasised the trim tailored look, which is especially complemented by the use of black or grey pearl buttons in the larger sizes where synthetics cannot interfere.

We have noticed over several years the popularity among women, particularly business women and students, of the camel-hair coat (or equivalent), sometimes referred to as polo coat, usually cut on a double-breasted pattern, and carrying six or eight large smoky buttons of approximately 60 ligne diameter. This style alone, considering the world-wide demand, has been largely responsible for the strong demand for Tahiti (Tuamotu) MOP, and even though Manihiki MOP is less well suited to the large size of 60 ligne (being too small and thin for efficient use in this size) it has

enjoyed an almost parallel demand through the overflow of buyers' needs in other sizes of black buttons.

It is hard to guess how long this situation will endure. When I was in Papeete in April, 1955, I found that USA buyers were completely shut out of the market by the enthusiastic demands from Europe... with prices in the vicinity of £Stg560 per ton. While there I witnessed a flood of cables from Europe, which drove the price approximately 20 per cent. higher in a very short time—by small lots of 5 to 10 tons, each of which was eagerly bid for by German, French, and Italian buyers.

During the early part of 1956, when the Hikuera (Tuamotu), season opened, prices attained record heights—probably in excess of £Stg.1120. Since then the market there has simmered down by about 20 per cent., but there are currently (December 3) no available supplies, and it's anybody's guess what the price will be when the new season opens early in 1957.

The white shell price situation cannot be explained so readily, and, in total value of the respective productions, it represents a far greater sum than the combined values of the Tahiti and Cook Islands black shell production. And when I loosely use the term white shell, I think I should include

trochus in the same category, since trochus is used as a substitute for the more expensive and better appearing white MOP shell.

It is particularly in the field of the so-called white shell button that the synthetics have exerted their greatest competitive force, and

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particularly so in the small sizes of buttons, up to 24 ligne in diameter, the greatest proportion of which are used on men's shirts.

Why then have the synthetics, with their great price advantage, their uniformity of pattern and colour, their ready availability in almost any quantity, in any pattern, at any time, not done a more thorough job of displacing the buttons of small shirt-button sizes made of MOP shell?

I think we must first consider the fact that standards of masculine living have greatly improved since the end of World War II in most of the countries of the world where men wear shirts with buttons down the front.

These same countries have also enjoyed substantial population growth. If this premise is correct, we have to contend with an overall increased demand for shirt buttons, of all materials combined. In the face of this increased demand, the supply of MOP and trochus combined, is rather less than the pre-World War II total—and the costs of producing this smaller supply have greatly increased—to such an extent that there is, even at current record-breaking prices, very little incentive to tempt new ventures into what everyone concedes to be a difficult and risky business.

So it would appear that there

still is sufficient demand for the luxury type of men's shirt, employing genuine ocean pearl buttons, to keep the article in demand at current high prices, relative to the competing products that still do not quite manage to convey that sense of genuine high-quality and texture of material that high-class manu-

facturers take pride in placing their more expensive garments thereby, perhaps, making a special appeal to a certain section of the trade.

Here in the USA, the Ocean Pearl Button Manufacturers' Association has been spending a great deal of money, year after year, to in-

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shirt makers to specify in their public advertising that they use genuine Ocean Pearl Buttons," and his campaign has, on the whole, been quite successful I think, in making both manufacturers and consumers feel that a shirt with the Ocean Pearl button on it is undoubtedly a better shirt than one which cannot brag about its buttons even though there may be no other difference between the two garments.

All MOP button manufacturers are paying 1 cent. per lb. on every pound of shell that they consume, to help finance this work, and we feel that it has been money well spent so far.

As regards white MOP buttons, sizes other than shirt button sizes, we have approximately the same fashion considerations as applying to black-edged MOP—and I we can hope is that fashion long continues to favour this industry, and that the general condition of overall full employment in most countries will continue indefinitely. As long as this is so, MOP is likely to continue as a desirable semi-luxury commodity, and may be spared for some further time from the fate of genuine ivory, tortoise shell, cattle horn and kindred products, use of which has dwindled most to vanishing point, as compared to their former status in world trade.

From Mr. Rie's above observations it would therefore seem that the outlook for the black-lipped MOP shell of French Oceania and the Cook Islands is somewhat better assured than that for trochus and white MOP shell, and that so long as there is relative peace in the world, the market outlook is far from gloomy.

At Sogeri, Papua, 21 native agriculture trainees have completed the first 12-months course with flying colours. Previously the course was of 4-months. The students come from New Ireland, New Britain, and the Gulf and Milne Bay districts. At Lae Technical School, 8 per cent. of the native trainees obtained passes at their yearly exams, while at Rabaul, 96 candidates trained by Roman Catholic Missions gained passes at recent Administration examinations for native trainee-teachers. Officials described the complete pass as an outstanding performance.

Measles and dysentery reached epidemic proportions in Port Moresby and Lae in December. The Nursery of the European Hospital at Port Moresby was accommodating small sufferers from dysentery, while at Lae, over 100 cases of measles were reported up to the second week in December. Schools were closed early in Lae.

Whale on the Tongan Menu

ACCORDING to a report from Tonga there was no shortage of fresh meat at Nukualofa in October—11 whales were successfully harpooned and landed during that month.

Whaling in Tonga for a good many years past has been carried out purely to satisfy the fresh-meat market. The blubber is not rendered for oil. The whales are taken outside Nukualofa port from open boats, in the good old Moby Dick style, towed in to the beach, and sold in convenient size pieces to the public, which takes delivery direct from the carcass. The

unused portions are then towed across the lagoon to become shark bait—and as the sharks are killed the public are waiting to take delivery of them too, at very satisfactory prices.

It is reported that Prince Tungi has been investigating the possibility of establishing a real whaling station in Tonga, similar to that at Norfolk, although perhaps on a smaller scale.

Tongan whaling has for many years been carried out mainly by the Cook family.

† After loading 7,000 tons of iron ore at Prony Bay, New Caledonia, the Nickel ship *Caronte* was on her way to Newcastle, NSW, in December.

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All Angoram Turned Out For First Wedding

ANGORAM, on the Sepik River, New Guinea, had its first wedding on October 22, when Mr. Alwyn Davies, of the Public Works Department, married Miss Barbara Wilson, at Our Lady of Fatima Church.

Organisation of the wedding was community effort. Mrs. Yeoman, wife of ADO S. H. Yeoman (who gave the bride away), decorated the church. Mr. and Mrs. Peter England of England's Hotel gave the reception and all the women of the township provided the wedding breakfast. Mrs. "Sepik" Bobbie made the three-tiered wedding-cake.

On the great day, the whole population attended the ceremony, which was performed by the Rev. Fr. O'Reilly.

The bride, who is a Sydney girl, arrived at Angoram a few weeks before her marriage.

CI MURDER APPEAL DISMISSED

AT a sitting of the Full Supreme Court in Auckland on December 13, an appeal against a conviction for murder brought by the High Court in the Cook Islands against Rima Kurariki, 26-year-old labourer, was dismissed and the death-sentence was upheld.

Kurariki had been found guilty of murdering a 27-year-old married woman, Moeroa Eiao Browne, at Arorangi village, Rarotonga, on September 10. Motive for the murder was alleged to be that Mrs. Browne

had been instrumental in preventing accused from marrying another person.

Mr. Jack Tong, of the Technical Training School, Lae, New Guinea, arrived in Australia on leave in December. He will visit his parents in Tasmania, and spend the remainder of his holiday in NSW.



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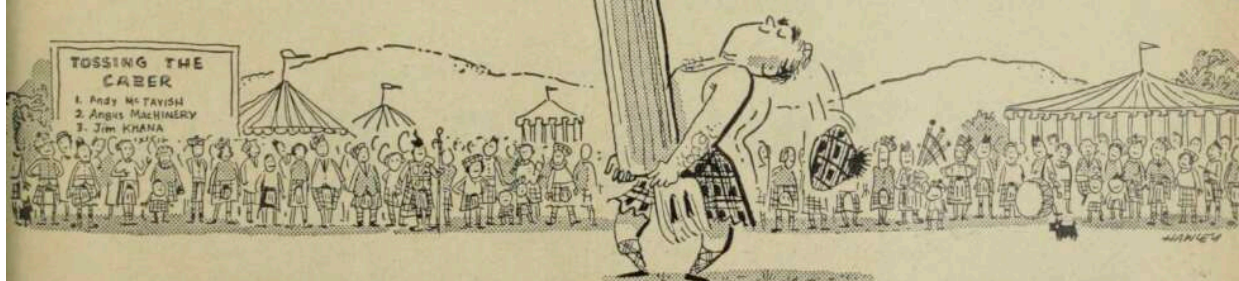
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More Power for Samoan Executive Ccl.

CERTAIN powers previously left to the sole discretion of the High Commissioner of Western Samoa, now pass to the Executive Council, which he is bound to consult.

This is one result of the Samoan Amendment Act (No. 2) 1956, which was recently passed by the New Zealand Parliament.

The matters upon which the High Commissioner must consult the Council are:

The appointment of accessors of the High Court. Pardon and remission of sentences. Prosecution of claims by or against the Crown. All dealings affecting Crown Lands vested in the Samoan Government. Approval of salaries of officers of the Public Service exceeding £1,450 a year. Nomination of the member of the Public Service Board of Appeal. Approval of regulations made by the Public Service Commissioner.

New regulations in connection with the supply and sale of intoxicating liquor in Samoa (which were also passed), follow mainly the

recommendations of the Commission of Inquiry made two years ago. A new Liquor Board is to be constituted for the purpose of controlling the sale and consumption of liquor, but the prohibition on the general sale of liquor remains unchanged. (In the Territory, one may purchase liquor only on a medical permit).

The Amendment Act also establishes the Western Samoa Trust Corporation to administer the assets of the New Zealand Reparation Estates for the benefit of the people of Western Samoa. The Corpora-

tion will assume control on Mar 31, 1957.

The Amendment Act also contains some minor amendments to existing legislation.

† The small Australian minesweeper Wagga and her crew were gunned in Port Moresby in December when she refuelled. She was on her way to the Solomons and was expected to return to Port Moresby later to make her base there for about three months. Her previous visit was about two-years ago.

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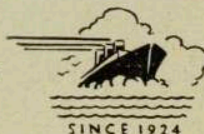
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MASS OF BAUXITE
CAPE YORK

Aluminium Industry and Papua's Rivers

THE announcement in December that the existence of huge quantities of bauxite had been proved in the Cape York Peninsula of Australia is of importance to the Australian Territory of Papua.

The development of a plan to harness the great rivers which flow from Central New Guinea into the Gulf of Papua, so as to provide massive quantities of hydro-electric power, has been going on for years. Engineers are working on it now, under the direction of the Commonwealth Government and British aluminium interests.

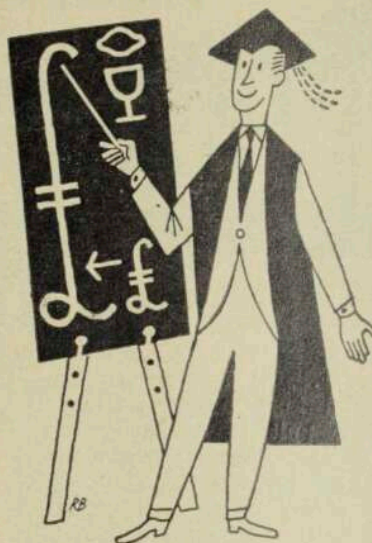
The production of aluminium, on an economic basis, calls for huge production of hydro-electric power, under conditions which give an limited fall of water in a country suited for close settlement. The harnessing of rivers in this way, in the western part of Canada, was the foundation of the aluminium industry there.

It had been intended, originally, to bring the ore (bauxite) to the Papuan Gulf from Australia's Northern Territory; but that scheme seems to have been modified because of Australia's high wage rates, and the last announcement is that the bauxite would come from Borneo.

But if there is this mass of bauxite in Cape York (across Torres Strait, almost within sight of the Gulf of Papua) it would seem that all the factors now are present for the establishment of the Papuan aluminium industry. However, Cape York is still Australian territory; and Australia's fantastic wage rates rule in Cape York as in the Northern Territory. That could be a dislocating factor in an otherwise perfect set-up.

COCOA PEST IN NEW GUINEA

A PEST called simply "the cocoa beetle" is giving cocoa planters along the Madang coast and at Lae a lot of trouble. It is a small brown thing which creeps in the green vegetation, and attacks the young cocoa. Planters have been keeping it under control by spraying with a Shell Co. product called Dieldrin, with a detergent added "to make it stick"; but this is not completely effective. The Department of Agriculture is helping by making an entomologist available, to study the pest.



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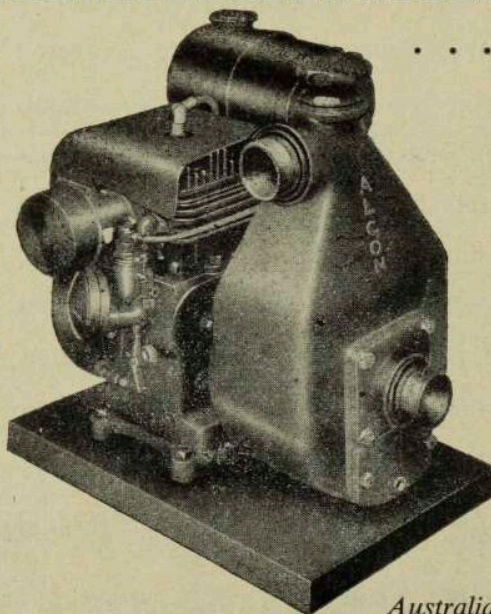
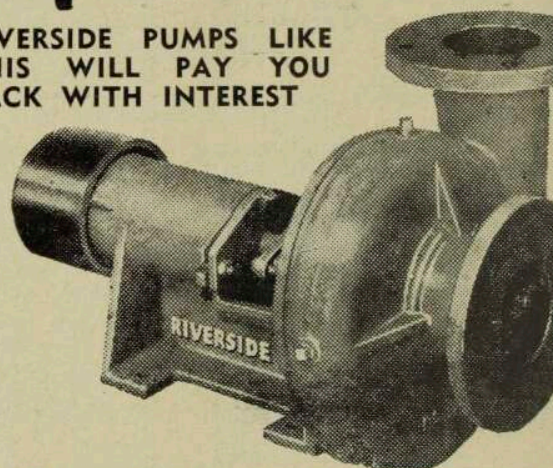
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MAGAZINE SECTION

Tropicalities

TRANSLATOR OF PARKINSON

MR. NOEL C. BARRY, who has been a planter and trader in the Rabaul district of New Guinea in recent years, has sold out his interests there, and leaves Rabaul this month on an extended holiday.

Before World War II, Mr. Barry was a member of the staff of the New Guinea Supreme Court, and associated with Sir Beaumont Phillips.

In the late 'Thirties, Mr. Barry made a translation (from the German) of *Thirty Years In the South Seas*, a famous book by the late R. H. R. Parkinson (who died in 1907). He handed it over to Mrs. Phoebe Parkinson, who died in New Ireland, in 1943, during the Japanese occupation. The translation was lost for some years, but was recovered. It is of considerable interest to South Pacific scientists and historians, but has never been published.

TALE OF A PORT MORESBY DOG

A HIGH P-NG official sat among friends in Sydney recently and spoke affectionately of his ancient "houseboy."

"We can come away South and leave the old chap in charge, quite safely," he said. "He writes me regularly to assure us that all is well. Got a letter from him this morning, as a matter of fact."

"Yes, but it is very hard to understand," complained his wife.

"He is proud of his knowledge of English," said the official. "He keeps adding English words to his Pidgin, but it rather complicates his meaning."

"Why don't you tell him to stick to Pidgin?" demanded his wife. "I cannot tell from to-day's letter whether our dog is dead or is going to have pups!"

"Got to encourage the use of English," said the high official, a little sheepishly.

The official? Direction of Education "Bill" Groves, who seems to be still Canberra's favourite cock-shy whenever Canberra begins to dream up plans for making the multiple-language Territory literate and self-governing within the lifetime of the Trusteeship Council.

A TEST FOR THOSE OF LITTLE FAITH

THE Christmas Card crop appears again to have been a bumper one, and during December greeting cards from all corners of the world as well as from the Pacific Islands have been arriving in *PIM*'s Sydney office. They range from the conventional reindeer and snow to the frankly ingenious, and it is obvious that the manufacturers have now entered the Islands field and are producing cards to fit local conditions.

Some of our cards are shown in the small photograph right.

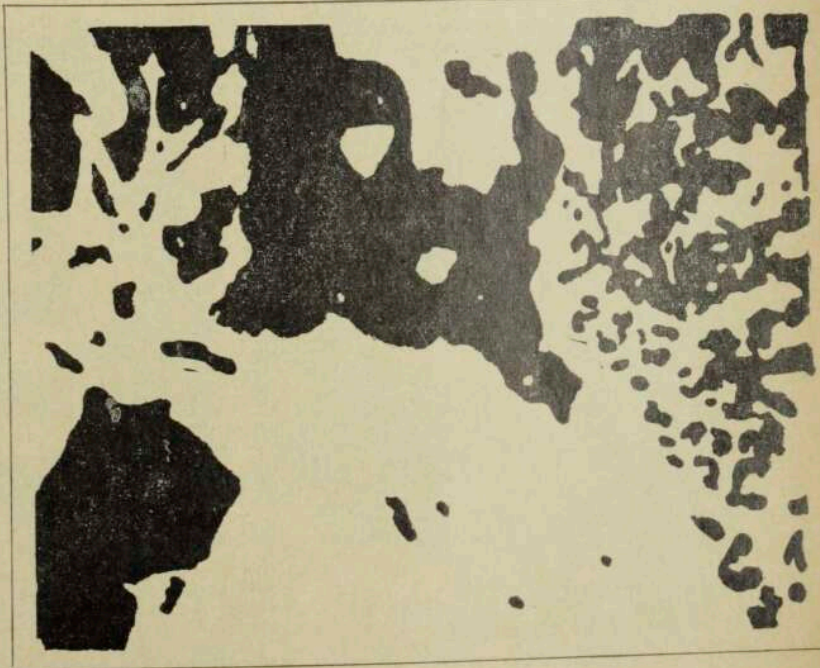
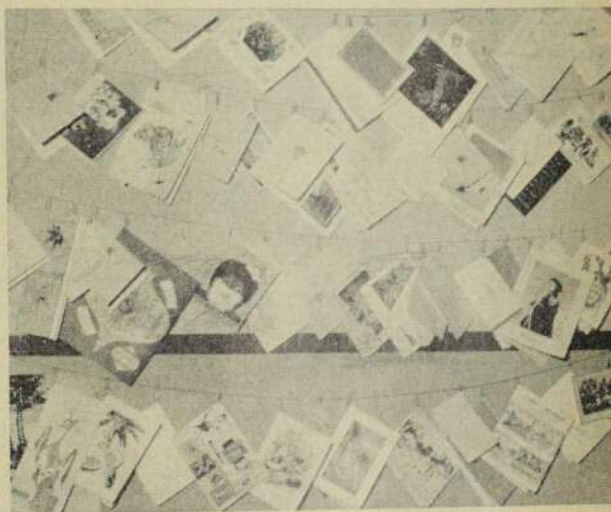
The most unusual card of all, however, is reproduced below and came from Mrs. Ruth Kempthorne, wife of

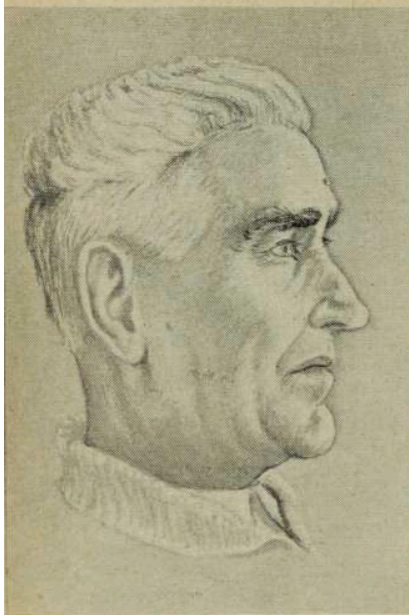
the Bishop in Polynesia. We are by no means sure that we have printed it the right way up, but the story that goes with it is this:

A Chinese photographer, deeply troubled religiously, took a picture of the melting snow with black earth showing through. When he developed it, he was amazed to see in it the face of Christ, full of tenderness and love, and he became a Christian. The story goes on to say that it may take you a long time to see the face, but that, perhaps, is symbolical.

We have been assured that there is no trick in this, and that there is a face—but the first person who can show it to the Editor is hereby offered a six months' extension to his (or her) *PIM* subscription.

(Over)





MATT WELLS, OF MALO, has been a well-known character in the New Hebrides for over 50 years. He was born in Sydney in 1884, his family hailing from Northern Ireland, but having a share of Scottish Highland ancestors in remoter times. By the time he was 16, Mathew George Wells was a big husky boy, and succeeded in enlisting for the Boer War. On his return in 1902 he went to the New Hebrides and settled on Malo Island near Santo. His copra plantation "Sanawoa", is a property of 1,100 acres, of which 400 acres are now planted with coconuts, cocoa and coffee.

After 1906 Matt was joined by his father Samuel, and his elder brother Samuel Ezekiel. The latter had a plantation called "Venai" at Baldwin Cove, which he worked until his death at the age of 74. Matt's mother had died a few months after his birth, and his father later re-married (he died in Sydney about 1926).

During his 50 years in the Group, Matt Wells has been noted for his criticism of the Condominium Government, which was instituted in 1907—but that is only natural for one of his Irish blood. His rugged constitution enabled him, at the age of 65, to still look 45, but a stroke subsequently forced him to Sydney for a period of convalescence. He is now at Norfolk Island rapidly regaining his old form, while the plantation is being ably managed by his son John.—**BRETT HILDER.**

NOW, WHO THOUGHT OF THIS ONE?

One of the screwiest notions ever cooked-up in the sacred name of publicity, is the "Win An Island" contest recently announced by Metro-Goldwyn-Mayer and an American firm of baggage manufacturers. Main idea behind the stunt is to advertise a MGM film, *The Little Hut*, and the Fiji authorities, aided and abetted by the local Visitors' Bureau, have played ball to the extent of providing the island.

To win the island, contestants have to supply the last line of a limerick. A million entry forms will be distributed in the United States and Canada. Thousands of good dollars are to be spent to advertise the contest through the mediums of radio, television and newspapers.

The prize island is Yawalo, which is about a half-mile off-shore near Lautoka, Viti Levu. It is, we are informed, four acres in extent; has 60 coconuts growing thereon, is partially fringed by mangroves but also has a piece of beach of white coral sand, and a piece of coral reef.

The island is freehold, but will be bought by the Fijian Affairs Board and leased by the Board to the winner at 1/- per year—reverting to the local Fijians when the winner dies or surrenders the island. Fijians retain the fishing rights.

The island was selected by the Fiji Visitors' Bureau.

So, doubtless in due time, some ingenious Yank or Canadian will supply the winning limerick, and, complete with light-weight baggage supplied by one of the sponsors, and supplied with a free passage to Fiji, and other accessories, by other kings of North American commerce, will proceed to Yawalo

and sit amongst his 60 coconuts

And then what?

Sorry, boys—but from where are sitting at present (and no doubt soured by long years of dealing with things Pacific) this idea of "selling" the South Seas appears completely daft.

AUSTRALIA DAY IN FIJI

AROUND Melbourne Cup time Fiji usually forgets that it is a British Crown Colony, and Australia is allowed to predominate. A large proportion of the flutter on the event are made by the Indian community; but this year the big Pustakalaya consultation, with a first prize of £1,000, was won by a Fijian—a policeman, no less.

This fact produced a good deal of good natured banter, as the consultation was advertised extensively as being "drawn in the presence of a Police Officer."

The Police Officer in question had the pleasure of seeing Constable Vono, No. 481, of Suva Police Headquarters, gather in the prize, but apart from that it was almost strictly an Indian affair. One syndicate which drew a horse was called "God Blessed." God did, as it happened, but not to any great extent—the horse was unplaced and only £6 was the reward.

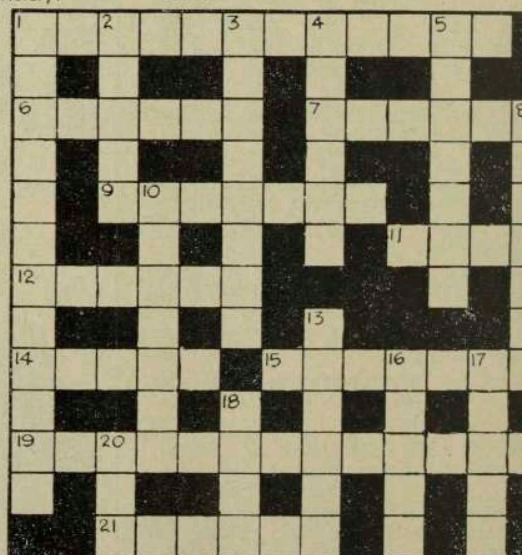
PIM CROSSQUIZ NO. 82

Solution on Page 83.

ACROSS

- 1.—Which legendary figure is doomed to walk the earth until Judgment Day?
- 6.—What is the second largest city in Pakistan?
- 7.—What is an alloy of tin and lead?
- 9.—Who is the hero of Homer's *Odyssey*?
- 11.—Who is the goddess of victory?
- 12.—What is the Spanish word for tomorrow?
- 14.—"On, Stanley, On!" Were I in Stanley's place, 'twould bring a tear to every face!
- 15.—Where was Napoleon born?
- 19.—What was the famous correspondence supposed to be between Bothwell and Mary Stuart?
- 21.—What was the fore-runner of the piano?

- 13.—What divides the Isle of Wight from the mainland?
- 16.—Turn dates upside down and you have had more than enough?
- 17.—What body of troops has two or more divisions?
- 18.—Which famous school is near Windsor Castle?



DOWN

- 1.—Who was "Lord Haw Haw"?
- 2.—Which Indian statesman was educated at Harrow and Cambridge?
- 3.—What is used to vary the resistance in an electrical circuit?
- 4.—Who invented logarithms?
- 5.—Of which country is Tallin the capital?
- 8.—In which book by Daphne Du Maurier did the character speaking in the first person have no name?
- 10.—Who wrote "Literary Lapses"?

- 20.—What is signified by three dots, three dashes and three dots?

Suva Lets its Back-Hair Down With—

THE MISSES HIBISCUS AND BULA SHIRTS

FROM A STAFF CORRESPONDENT

THAT babe in swaddling clothes, the Suva Junior Chamber of Commerce, brought uninhibited gaiety to Fiji's capital for two days in the middle of December, when it staged the "Hibiscus Festival, 1956."

The year was included in the title, not because it is an annual event—but because it will be.

The Jaycees decided that Fiji should have something similar to Honolulu's Miss Aloha Month, which happens in October and is designed to attract tourists in the off-season.

If the first Fiji festival was an indication, future events will be something that will be talked about from one side of the Pacific to the other.

The spirit of the festival crept up on the city gradually in the last few days preceding the event, and as people made their way to work on Friday, December 14, they noticed that many more men than usual were wearing bula shirts.

This display of daring was infectious, and soon caught on. By the afternoon more men were wearing bula shirts. On Saturday morning one out of every two in the streets wore one.

Some firms and Government departments had issued orders that employees were to wear usual dress to work, and this set a lot of men

back in the contest for the best shirt, as the judges were looking out for a likely winner for two days. It is hoped that in future years such conservatism at the top will go by the board. This year the Governor (Sir Ronald Garvey) defied tradition and showed the way by appearing in public on Saturday night wearing a gaily-coloured shirt.

Highlight of the festival was, of course, the Miss Hibiscus festival in which 22 girls of all races in the Colony entered.

For a couple of days beforehand all talk was centred on the likely winner. Enterprising individuals soon had sweepstakes running on the outcome.

Competition was so

even that the judges decided to have a preliminary look at the girls, before making their final decision on the Saturday night.

Winner was Liebling Hoeflich, 18, telephone operator in a big Suva store.

For her there is a free air trip to Sydney early in February, many gifts of cash and clothing, and the honour of being the most talked about girl in Suva.

There was a touch of humour about the award of second place.

It went to Miss Susan Curtis, and the prize was a free trip round Viti Levu on White's Travel Service.

Susan, as it happens, is a hostess on White's Travel Service and does the trip round Viti Levu three times a week.

Other competitions which attracted interest during the festival were a soap-box derby down Cakobau Hill, and a wheelbarrow race along Victoria Parade from Government Buildings to the Town Hall.

There were spills galore, but nobody was seriously hurt, and everybody enjoyed the fun.

Stalls in the Town Hall attracted good business, but when it was all over, and the Jaycees came to tally up accounts, if any, it found

(Continued foot Column 1, Page 80)

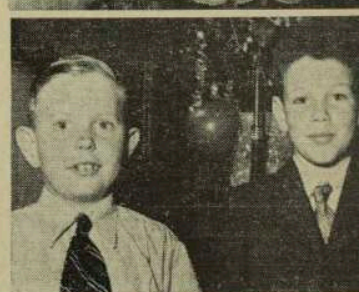


THE CHAMP. Tevita Koniu, whose winning shirt featured hibiscus, maps of the Pacific, palm-trees, kangaroos—the lot. It is much to be regretted that it cannot be reproduced in full Technicolour.



At left, Miss Hoeflich, the winner; and, right, the runners-up (left to right), Misses Lydia Pickering, Susan Curtis and Lois Bish.

—Caines Studio



It Was Xmas For Junior Territorians

THE New Guinea Women's Club in Sydney again this year gave a Christmas party for the children of ex or actual Territorians who were in the city for the occasion. The function, which included Father Christmas and presents, dancing-girls and party cakes, was held in the Feminist Club, 77 King St., on December 10. A PIM photographer took these photographs during the afternoon:

ACROSS THE TOP OF THE

PAGE, left to right: Diana Clifford, Helen Cullenward and Beverley Yates; Malcolm Fletcher and Innes McLaren; David Chambers, Debbie Chambers, Jenny Moore and Adrienne Chambers.

IMMEDIATELY ABOVE: Regarded by the young guests as "Hostesses with the Mostest, 1956," the committee-women who organised the party, left to right: Mrs. A. Green, Mrs. C. Bennie, Mrs. J. Whiteman, Mrs. Harry Johnston (secretary), Mrs. N. Laws, Mrs. A. Hornby, Mrs. M. Foxcroft (president), Mrs. J. Edward (vice-president), and (partly obscured), Mrs. I. Carr (treasurer).

Continued from page 79

it had incurred a small loss on the whole enterprise.

But these enterprising youngsters are not in the least concerned.

They showed that with a little "go" Suva can be turned into a really bright place in the "off" season.

Already they are turning their thoughts to 1957, and something bigger and better.

They plan to hold next year's festival at Albert Park so that more people can see what goes on.

DOWN THE PAGE, right: Jill Wright, Dawn Irwin, Wendy Cullenward, Jean McAlister; Peter Bourke, Roger Hinton, and Peter Cheney; Browyn Jones, Peter Jones, Sally Moore, and Ian Dunbar Reid; Bill Hornby with Bill Johnston.

ON PAGE 81: Jimmy and Jenny Lang, who recently arrived from Daru area, where their father is a Patrol Officer, with Adrian Keenan; Jeanette Doyle and Madeleine Whit-



eld; Peter Harvard-Jones with
awn Dunbar-Reid; Julie Ann
annan; Mrs. F. S. Stewart, of the
otel Cecil, Lae, with grand-
daughter Deborah, who is the
daughter of Mr. and Mrs. Bowman,
Port Moresby.

POSTMEN DON'T ALWAYS KNOCK TWICE

By PETER ENGLAND

WELL, the New Guinea wet season is with us again, the airstrip is closed, and the chances of the weekly mail-plane getting through on Friday look distinctly doubtful.

Reminds me of the last time we had an extended hold-up of the mails.

It was a few years ago. The North-West had come in with a week's steady, soaking rain by which time the airstrip was awash and closed indefinitely.

It went on raining. After four mail-less weeks, and with no sign of the weather letting up, officialdom was reluctantly prevailed upon to re-inaugurate the old runner service.

It is five days by easy stages from Angoram to Wewak, and runners despatched from each end meet after two and a half days at the back of Kaup. Here they exchange mail and parcels, and return to their own bases.

Of late years there had been a more-or-less regular service by air, and the drill had grown a bit rusty; it took a couple of radio conversations with Wewak to get the project properly teed up, but at last we saw our precious outward mail depart in two mailbags carried by ten "calabooses" (it would take at least that many to bring back our accumulated inward mail), escorted by a trusted native Corporal of Police. Just like old times!

We counted the days—five, four, three, two, one! Then, right on the dot, Nicky sang out, as he hurried past our bungalow:

"Mail's in!"

We didn't waste any time, but by the time we got down to the post-office, the rest of our tiny population was already there with its elbows on the counter waiting eagerly for the sorting to begin.

The Patrol Officer was tipping the mail-bags out. The ADO was congratulating the Corporal on a smart job of work.

"Very good, Corporal; you're right on time! How were the roads?"

The roads, said the Corporal, were very bad.

"And the Wewak people—they were on time when you met them?"

Yes-sir, said the Corporal, the Wewak people were on time; they were already at the meeting-place when he arrived.

"And then you exchanged cargoes and came straight back?"

Well, no-sir, said the Corporal, not exactly, because the Wewak people had not brought any cargo. They had just come to say that they

would send the mail out by the very first plane.

"But—but—" spluttered the ADO, a horrible thought entering his head as he waved a hand at the Patrol Officer sitting on the floor and examining bundles of letters with an increasingly puzzled expression, "but—what's this?"

Well, sir, said the Corporal, the Wewak people hadn't brought *him* any cargo, so he didn't give them any of ours. He had brought it back.

After that we just naturally knocked off work for the day and, when we'd got over the first bitter half-hour, we had a very good afternoon's session at the Club.



TIME OUT FOR REFRESHMENT: All dressed up for the visit of the Duke of Edinburgh to Lae in November, this native woman steps out of the dancing-line for a minute to nurse her baby.

Photo: D. Stewart.

† Mr. John Harrington, well known Aitutaki business man, paid a visit to Papeete in November.

A Tale of Old Rotuma

WHEN SAM SPOILT THE SCONES

By KATHERINE E. COWIE

IT was a roasting day; even the broad verandah of the Residency, shaded as it was by tropical creepers and shrubs of poinsettias, failed to shut out the dancing reflections of the sea on the white walls of the building.

But the deck-chair looked very inviting, so I just settled down and gave way to what might be called a partial frame of mind.

The sun shone through the scarlet poinsettia and the starry gardenias, whose fragrance acted like a fairy charm to my senses, and made me eager to go hand and hand with the Muses. Feeling that I should write down my ideas at once, I seized my notebook. But, alas, visions of "I come to pluck your berries harsh and crude", came upon me with double force. The berries were indeed crude, for they had not even blossomed. With a sense of disappointment, I realised the Muse had flown, and my efforts were a "poem without words."

I was startled from my reverie by a soft voice—"Gagaga" (chief).

It was my little maid, Clara. I had promised to initiate her into the mysteries of scone-making. Enoki, the cook, had gone away for the day with the house party,

and I was in charge of the Residency, with Clara and Sam.

Now Sam was one of the Government boat's crew, and a Solomon Islander, but the Commissioner had left him in charge of the grounds.

There was a wedding feast being held at Noatau, the village near-by, and the sounds of revelry had, alas, attracted Sam's ears; and in idle curiosity he had left his work and gone. For, on reaching the cool stone kitchen, looking from the window into the kitchen garden, I saw at once that Sam was missing. Clara's face wore an exceedingly solemn expression at thus being deserted.

"Oh, well, Rotuma, we need not be afraid on Rotuma, there is no one to hurt us. But the Commissioner will be angry; Sam has disobeyed his orders."

"Eau, Gagaga, but Sam may get drunk with green kava at the wedding, and it is spoken of among the people that a great madness comes over him," softly spoke the little dark-eyed maiden.

"Well, Clara, then he will sleep."

"Ah, no, Gagaga, green kava is not like white man's kava, they but fall asleep like fools; our green kava makes them dance and go mad."

"Nonsense, girl," I said sharply. "I have often seen men drink green kava—chewed too—and it does not affect them more than the root."

The kitchen was built apart from the Residency, as is the tropical fashion. It had one door and two windows.

"Yes, two cups of flour, Clara, this is the baking-powder."

But an uneasy feeling crept into my mind, for I remembered a sailor off a British warship, Onapu, who, not so long before, went completely mad after drinking green kava combined with tobacco juice, which some jealous natives had put in the otherwise harmless beverage. And when Sir H—, commanding officer, came to the poor mad fellow, he had actually struck the officer, and had to be overpowered and tied in the back of his hands.

But surely no one would put such a trick on poor Sam.

"Roll lightly, Clara, a little more flour, now shape like—"

"Oh, chief, look!" whispered Clara.

There at the door stood Sam, his hair, always a foot long, standing round his face, looking a yard longer to me in my horror. His eyes were like burning coals, they were going round and round in his head.

It is etiquette for a native to crouch at the door and say "Gagaga" when in the presence of a white person. But Sam knew no etiquette. For a minute or two he stood at the door, then he threw from his shoulder a basket of food from the wedding feast. Then he strode forward to the shelf where he kept his garden knives—some of them five or six feet long.

What was I to do, a mere woman with a still more frightened Commissioner to protect? I remembered that the Commissioner had told me never to run away from a native, but to be calm.

Calm! With one eye on the scones, which I arranged with trembling fingers, and the other eye on the dark form to my left, I reached the knife rack, I lived an agony. Which knife would the wretched select?

Clara moved to the door.

"Stay," I commanded in an angry whisper.

"What do you want, Sam?" demanded.

"Matches — matches — pipe," muttered. And then, thank God, he went out; but when he reached the verandah of the Residency sang an insolent meke song, which he suddenly changed into a Solomon eating song, which made him intensely excited. Indeed, I could almost imagine him tearing his wretched victims to pieces, as he gesticulated, he greedily ate at a piece of fat pork which he had brought from the wedding feast.

It's a Good Life !



This young man does not intend to get high blood-pressure: He follows the golden-rule of "never stand if you can sit; and never sit if you can lie". It's smoke-o on Suva wharf. A tarpaulin and a battered carton marked "Handle With Care" provide the resting place. As well as a gift for relaxing, Fijians have a reputation for handling ships' cargo faster than anyone else in the Pacific. Christopher B. Venning took the photo.

He gnashed his great yellow teeth viciously, and came staggering towards us. This was too much! I went rapidly across the covered way leading to the house verandah, with Clara clinging to me. The scones lay forgotten, baked upon their tray.

"Open all the French windows, Clara," I said quickly, while I got my rifle ready. My numbed brain clung to an idea that it was safer to have plenty of doors to escape by.

A wild "Ya ya" came to us from the front. I was praying wildly for a native to go by; but not only the brilliant sunshine and the roar of the surf on the reef, with occasional yell from Sam.

Clara was crying frantically, as she interpreted the Solomon eating bug, which came nearer and nearer. I could stand it no longer. Better death than this suspense. I walked to the northern end of the wide verandah and

aced the mad, dancing native with my rifle covering him the while. He had divested himself of most of his clothing. Over his wild

blood-smear face (which he had evidently scratched for the occasion), stole a look of surprise.

Then, with a wild guttural cry, he darted into his native hut.

We felt sure he would return with a club, and then!

"Go Clara, to the village. Get help, quick!"

"No, no chief, and leave you?" "Hist!" I said, grass by the path end was shaking.

"Tis but the baby turkeys, my."

"Clara," I sobbed, "we are so young to die." The brown girl put her arms round me, and we wept together. New courage was born

us, refreshed by tears. For two hours longer we kept watch, then Clara bravely crept down to the native hut, only to find Sam an

ert heap, in a drunken sleep. The Commissioner came back

with his police as the tropical night rapidly closed in. Sam knew nothing of what he had tried

to do, he wore an air of injured innocence. But, as a result of his

old carousal, he was degraded to a drunken boy. And in his heart the

Commissioner knew how very near we were to an untimely end, and, needless to say, we were not again

subject to the tender mercies of Sam.

Mr. Percy Jensen, Education Officer with the Administration in Papua, in December, was holidaying with his wife in Brisbane. Mrs.

Jensen is mistress in charge of the five teachers' training scheme at Popondetta. Popondetta, in the Northern District, has a population

of 46,000, and Mr. Jensen's educational district covers 15,000 square miles. He visits its 150 schools by

craft and canoe, and on foot.

Your World of Stamps.—VI

Post-marks Are Worth Collecting Also

A column for new stamp collectors, conducted by K.N.

A PART from the many stamps marking all manner of personalities, events or occasions, you will find that nowadays greater use is being made of illustrated postmark cancellations. Some postmarks carry important messages and reminders, while a number relate to anniversaries, national festivals and celebrations and important conferences.

From France, Switzerland, Holland, Germany, Austria, etc., have come some delightful pictorial postmarks publicising outstanding tourist landmarks. In some instances postmarks have been issued to coincide with the first day issue of stamps, bearing reproductions of the stamps themselves.

At the same time, a lot of interest can be created by seeking out unusual postmark names. There are in almost every country, odd names whose origins cause comment. The acquisition of postmarks bearing such names widens our knowledge of the world and satisfies one's curiosity regarding the origin of places in many lands.

Many collectors like to secure postmarks from out-of-the-way parts of the globe: from the South Pole; the North Polar regions; from the furthest north post office in Canada; the highest, hottest and most isolated localities, etc. This Christmas (1956) special efforts were being made by the Australian postal authorities on behalf of philatelists—they made arrangements to collect mail from a special box at the highest point in Australia, Mt. Kosciuszko.

Some Recent Issues

IT is strange how often stamps on the same subject come from widely-separated countries. The Philippines recently issued two stamps, showing a Nurse with two bewildered children amid the ruins of their homes, to commemorate the 50th anniversary of the local Red Cross organisation.

Two stamps from Colombia have also publicised the national body, featuring portraits of Jean Henri Dunant, the Swiss banker and philanthropist who founded the international Red Cross organisation in 1864, and Santiago Brush, founder in 1902 of the Colombian Society.

And again, a nurse teaching first-aid to children and assisting in a textile factory appeared on

the two Russian Red Cross issues. The stamps carried the inscriptions, "Acquire the sanitary learning", and "Safeguard the working-masses health."

North Borneo has issued stamps to mark the 75th anniversary of the founding of the old Chartered Company of North Borneo. The 50th anniversary of the body having been celebrated in 1931, with eight special stamps, the new series will show a native prahu; the 13,455 foot high Mt. Kinabalu, sacred to the Dyaks; the arms of the old company; the Borneo railway service in 1902 and a portrait of Queen Elizabeth II.

One of the few countries to bring out Christmas Stamps regularly since 1951, has been Cuba. To capture the spirit of the season, attractive designs have been used on the "charity" stamps, which sell at a premium to benefit the Anti-TB Funds. These stamps have included representations of Christmas floral emblems, including poinsettia; a Christmas Tree, surrounded by decorated bells; the smiling features of a Santa Claus, and a fat Turkey!

The Song of New Guinea

Hurry, hurry, hurry!
There is money all around—
We cut it from the forests—
We take it from the ground.
The Hasluck sneer is growing,
The Fadden has a plan;
The golden days are passing—
So grab it while you can.
The Aussie gift is priceless—
Eight million quid a year!
Three millions from the oil men—
They're spending it right here.
The Bomb may come tomorrow,
The Asians any day—
So hurry, hurry, hurry,
And grab it while you may.

Solution to Crossquiz from page 78.

W	A	N	D	E	R	I	N	G	J	E	W
I	E	H	A	S							
L	A	H	O	R	E	P	E	W	T	E	R
L	R	O	I	O	E						
I	U	L	Y	S	S	E	S	N	B		
A	E	T	R	N	I	K	E				
M	A	N	A	N	A	A	C				
J	C	T	S								
O	N	I	O	N	C	O	R	S	I	C	A
Y	C	E	L	A	O						
C	A	S	K	E	T	L	E	T	T	E	R
E	O	O	N	E	P						
S	P	I	N	E	T	D	S				

This Month's New Reading

Silver Spoons and Rolls Royces

LIVES of great men all remind us that the majority of them can be exceedingly boring and pompous when they write about themselves.

Lord Brabazon is not an exception; the title of his autobiography, *The Brabazon Story*, sets the pace for the egotistical narrative which follows. It is possible that Lord Brabazon is not an egotistical man at all, but all life-stories in which the writer calls Prime Ministers, Princes of the Blood Royal, and world-famous business tycoons by their first names must suffer from this disability. It is doubtful if such reminiscences serve any purpose, designed as they appear to be, for the vicarious snobbishness of the Sunday-newspaper variety of reader.

This story has no particular message; there is nothing of the log-cabin to White House about it. It recounts the passage from Harrow to the House of Lords via car-racing, winter-sports at St. Moritz, flying, golfing and yachting (at all of which the writer excelled).

No doubt Lord Brabazon is well enough known in the United Kingdom; but most Antipodeans will associate the name only with another post-war British plane that somehow did not quite jell. However, there is more to him than that. After the First World War, he decided to "go into politics" and, fortunately knowing the right people, the matter was suitably arranged. In the Second World War, Brabazon was, first, Minister of Transport and later Minister for Aircraft Production. His House of Commons career came to a close when he was misguided enough to say in an after-dinner speech something that was construed as meaning that it was a fine thing that the Russians and Germans were fighting it out—and that when they had annihilated each other, we would be undisputed victors in Europe. It was a sentiment to which many of us subscribed, but at the time it was regarded as a Ministerial gaffe; a cabinet-reshuffle followed and Brabazon was given a Barony and promoted out of sight.

Apart from its clichés ("I say this without fear of contradiction"), and its jottings on the doings of those in the social register, the book has some high-lights—such as Churchill meeting his war Ministers and departmental heads after his afternoon nap, and in the vilest of tempers, sinking his teeth into all

and sundry like a "bullying school-master."

But in this reviewer's estimation, the well-bred Englishman should not undertake a literary task of this sort. His inner belief that all upper-class Englishmen are half-brothers of the Almighty, linked with some misplaced, insincere Public School notion that a little deprecation is called for, results in a self-conscious and superficial exercise in reducing contemporary history and historical figures to—as the American advertisements have it—convenient, bite-sized pieces. It is probable that Brabazon's achievements have been considerable—but his adherence to traditional understatement, coupled with a plentiful use of names from high places, is likely to give the reader the idea that his career has been a pre-ordained push-over.

However, if you like reading about your betters, this is it. It will cost you 31/- in Australian currency.

(Published by William Heinemann, Ltd.)

Wheel Chairs and Public Service

COVERING the same period—if in a socially minor key and for almost half the price—is the personal story of Sir Brunel Cohen—*Count Your Blessings*.

The reduction in price can perhaps be attributed to the lack of photographs, rather than to the fact that at the end of a career of public service Sir Brunel was given a knighthood, while our other friend was elevated to the peerage.

The Cohen family was "in Trade," in Liverpool, Manchester and Birmingham, but, oddly enough, both Brunel's parents were Australians, their parents having emigrated to Australia in the 1830's and both fathers having become members of the New South Wales Parliament. Brunel's father had been sent to England when he was 13, travelling overland by Suez before the canal was cut; and his mother arrived when she was 20, having been sent "home" to recover from an unsuitable love affair.

The family business was a prosperous one and provided the necessary advantages—good schools and foreign travel before the young men of the family entered the retail establishments, and the young women made suitable marriages. And later, when Brunel had become a double-amputee, it continued to provide generously, thus allowing

him to live a full and useful life in another sphere.

It was the third battle of Ypres in July, 1917, that set Brunel Cohen apart from other men. In it he received serious wounds that necessitated the amputation of both legs. This tragedy was not regarded as the end of life by the victim but opened for him avenues of considerable public service for similarly afflicted.

From 1918 to 1931 he was Member of Parliament and there he regarded as the champion ex-servicemen, particularly disabled ex-servicemen. He was founding member of the British Legion and an executive member of that organisation for 25 years. He has been on the executive of almost every committee and organisation set up to deal with problems of disabled, civilian and service; member of numerous hospital boards; and Chairman of Remembrance the organisation which is devoted to finding work for the disabled.

The two stories, that of Lord Brabazon and that of Sir Brunel Cohen, follow parallel courses, are very different: *Count Your Blessings* is a much more moving story than *The Brabazon Story*. The average Englishman, who cherishes a profound respect for graduations of aristocracy, notated or hereditary, will probably mutter: "And so it should be."

A simple tale of an era, now departed, as well as an account of the triumph of the spirit over affliction.

(Published by Wm. Heinemann, Ltd. Australian price, 18/9.)

Thrillers—Mysterious and Otherwise

FOR the reader of Thrillers there are four offerings this month with locales in Australia, New Zealand and the UK. Just take your choice.

A book a year is regarded as fair average for the best-selling writer, but Arthur Upfield is turning out a Napoleon Bonaparte detective story every few months. Upfield's plots usually border on the slight, his strength being his extraordinary ability to recapture the atmosphere of the Australian scene. The plot of *Man of Tribes* is even slighter than that and could be called far-fetched: the description of Bony's life in the guise of a dingo-trapper in thousands of square miles of inhabited Nullarbor Plain in South Australia makes up for it.

Bony sets out to look for Thomas, who has disappeared. The Trans-Continental express is nothing but a nightdress, leaving no clue to her fate. He is finally thrown into a cave with

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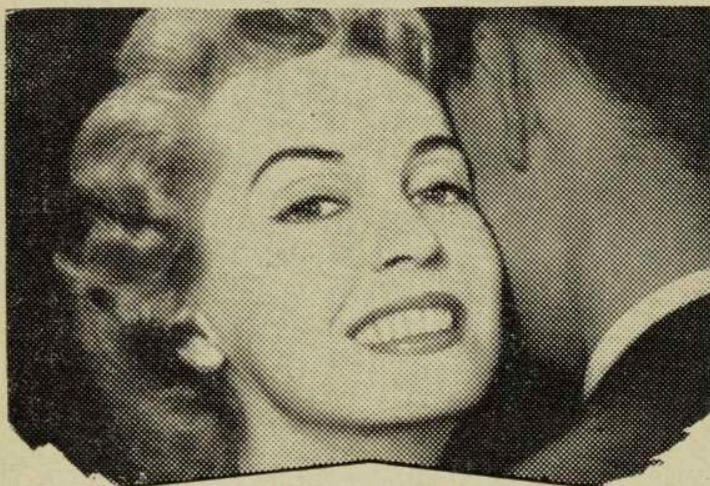
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PACIFIC ISLANDS MONTHLY—JANUARY, 1957

85

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murderers, a murderess and of body, and how he manages to extricate himself and how Mr. Upfield manages to get some logic into a otherwise screwy situation are both works of some ingenuity.

(Published by Heinemann. Australian price 13/6.)

* * *

Dewey Death (by Charity Blackstock) takes its title from the fact that most of the action, and the murders, take place in a semi-Governmental reference library that uses the Dewey decimal classification of indexing. This is not much a mystery as a suspense novel; not so much a question of guess who did it, as who is next to be done; and why. Suspense admirably sustained and characterisation excellent—the latter, so far as we are concerned, being a fair requirement of an A-grade Whodunnit. This one passes.

(Published by Heinemann. Australian price 16/6.)

* * *

Inspector Spearpoint, of Suva, has joined the mighty company of super-sleuths, headed by Henri Poir, Inspector Alleyn, Perry Mason and a dozen others, whose exploits in crime detection are followed by countless millions of Whodunnit readers.

Spearpoint is the creation of Frank Arthur, who was a young clerk in Fiji a long time ago. Later he travelled widely; and then he returned to Suva with his wife and lived there for many years. He now is a public servant in London.

His first book, in which the indefatigable Spearpoint was introduced, was *The Suva Harbour Mystery*; and it had a big sale in its Penguin edition. Now we have *Another Mystery In Suva*, published by William Heinemann.

The whole action takes place in Suva; and Suva's well known streets, hotels, stores and institutions (accurately described) are in with the strange murder of a merchant. Inspector Spearpoint, assisted by a couple of bright and tenacious Indian police sergeants, assembles his clues skilfully, holds the reader's breathless attention while he arranges a trap, and brings the murderer to bay in a live shooting match among banana trees at the foot of a cliff.

A satisfying 15/6 worth. We hope to hear more of Frank Arthur and his busy Fiji detective.

* * *

Set in West Cornwall, with its beginning in a London pub, *The Devil*, by Frank Baker, 216 pages of confusion worse confounded.

Written in the first person, by a person who presumably is so sort of blown-away Roman Catholic

concerns Black Magic, Devil worship, and associated jiggery-okery quite outside the orbit of the normal individual. There are also a couple of mysterious deaths, which are never explained.

We presume that this story is supposed to be a thriller of some kind but there is so much high-toned conversation in it, so much re-occupation with the Triumph of Good over Evil, one seriously wonders if the message is supposed to be evangelical, although the narrator does not seem to be sure which path he will take.

We presume, also, that it is supposed to be something of a spine-chiller. So far as we are concerned there was not even a good healthy shudder in it.

If we Anglo-Saxons are judged by the books we write about ourselves, it is little wonder that we are regarded so badly by other races. A good book, like a good movie, is such a rarity these days that one wonders seriously if the whole literary tribe has not become written out."

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

Reviewed Briefly . . .

THE SNAKES OF AUSTRALIA, by J. R. Kinghorn, of the Australian Museum, Sydney. This is a reprint of an earlier edition (1929), but it has been modernised and a great many new illustrations, in full colour, have been added. The book lists every snake known in Australia; there are photographs of most of them; and there is, in

addition, other information relative to snakes—for example, what to do if one bites you.

(Published by Angus and Robertson, Ltd. Australian price, 25/-.)

AUSTRALIA—THE GREAT SOUTH LAND, a picture-book by Jaroslav Novak-Niemela, who is a Czech-New Australian. The book tells, mostly in pictures, what it is like to live in the Commonwealth

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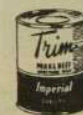
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-day. It would be of particular interest to overseas readers or incoming migrants as it is presented by a migrant who highlights aspects of the Australian way of life that have grown commonplace to old Australians.

(Published by Angus and Robertson, Ltd. Australian price, 15/-.)

BIRDS OF NEW GUINEA, by Iredale, should soon be available from Georgian House Pty Ltd., 6 Beaconsfield Parade, Middle Park, Victoria. A prospectus describing the event was received in December. The work—it could scarcely be called anything else—is in two volumes, uniform with *Birds of Paradise and Bower Birds*, issued by the same author in 1949. The first of *Birds of New Guinea* will be £A16/16/- before publication; the second after. "Before" applications will be received up until January 31.

It is a limited edition of 1,500 and if the specimen colour-plate has any indication, it is a magnificent production. There are 35 such plates, showing 347 birds in full colour. They are from drawings by Iredale's wife, who died during the preparation of the two volumes.

All Rarotonga primary schools were closed for a period in November due to an outbreak of measles.

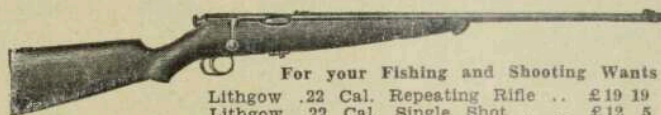
Aiding Red Cross

Generous public donations and a strenuous drive by Red Cross members to raise funds enabled them to purchase this car for use by their organisation in W. Samoa. It was imported duty free and supplied at cost by O. F. Nelson and Co. Mrs. A. Maiava, wife of the Samoan chief-inspector of schools, pictured beside the car, is a voluntary full time worker for the Red Cross and visits all schools throughout Samoa lecturing children on first aid and hygiene. The car will provide an invaluable service by bringing in patients from outlying villages to Apia Hospital.



Photo: R. F. Ran

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CITRUS SEASON WAS GOOD

THE Resident Commissioner reported at the 1956 meeting of the Cook Islands Legislative Council that "in the season just finished, Rarotonga exported over 52,000 cases of citrus fruit, the highest quantity for 26 years."

If this figure does relate only to Rarotonga Island's production, and not to the entire Southern Group exports, it is good indeed, as there was a decline in total exports in the 1955 season of about 16,000 cases on the previous year's shipments of 55,000 cases.

In 1955, Rarotonga alone produced 28,000 cases, which was 11,000 cases lower than in the previous year.

It is interesting to note, however, that the citrus "master plan," published in the 1945 annual report, set expected total production for 1955 at 88,000 cases (which is a good deal in excess of the 39,000 cases actually shipped), and for 1956, 108,000 cases if the "master plan" is realised.

† Filimone K. Wainiqolo, a student of the Central Medical School, Suva, Fiji, has been selected by the Special Committee appointed by the Macuata Provincial Council to receive the Macuata Overseas Scholarship. Filimone proposes to go to New Zealand to study

medicine at Otago University, Dunedin.

‡ Mr. Roy MacGregor, of Madang, another New Guinea old-timer, is planning an early retirement South. He has sold his trading business in Madang, and now is consolidating his planting interests. At present, he is residing in Madang,

and managing his own and some other plantations.

† The alarming increase of people, mostly natives—before the courts charges of drunkenness in Noumea is causing some concern. From January to December, 1956, the total number was 360, an increase of 236 over the same period in 1955.



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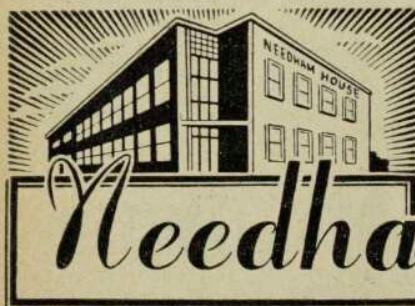
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Letter to the Editor

JUNIOR RANKING REPRESENTATIVES AT UN SHOW CANBERRA "CONTEMPT"

IN the article by Stuart Inder (October *PIM*, page 146), there is an expression of opinion which has been voiced more than once in your journal. I refer to the statement "... and Canberra is frightened of the United Nations Trusteeship Council."

I once showed a *PIM* article containing this opinion to a UK delegate and a French delegate to whom I was talking before the commencement of the Council meeting. The Englishman's comment was, "You would not gather that impression here, would you?"; and the Frenchman agreed.

Indeed, there has been feeling in some quarters that Canberra's attitude to the Council is nearer related to contempt than to fear, and the grounds for that feeling are the following:—

STATUS OF OFFICERS

(1) Although the Council is not an expert body (as was the Mandates' Commission), but a body of national representatives, it is expected that the Administering Authorities' representatives should be experienced in Territory matters. The last UK member had been Governor of the Gold Coast; the new member was Governor of Uganda until recently. The French representative had been Governor of Madagascar; the Belgian, Governor-General of the Congo; the US member had been High Commissioner of the Philippines. New Zealand's representative was her Ambassador to Washington.

But no Australian representative has had Territorial administrative experience.

Each year, when the Report of an Administering Authority is being discussed, the Council invites to the table the Special Representative of the Authority concerned. Tanganyika has sent her Governor, Italy her Administrator, France and Belgium their Governors, the US her High Commissioner for the Pacific Islands, British Togo, a Gold Coast Finance Minister; and, on two occasions New Zealand has sent her High Commissioner for Western Samoa.

Canberra sends Papua-New Guinea's Director of District Services & Native Affairs (now special adviser to the Territories Dept. in Canberra.)

All acknowledge this officer's competence; but the fact remains that Australia is the only AA which has not paid the Council the compliment of sending, even on one occasion, an officer of the rank of

Administrator or even Deputy-Administrator.

STATUS OF CHAIRMAN

(2) Each year the Council sends out a Mission to one of the three groups of Trust Territories. One year a member from an Administering Authority is Chairman; the next year, one from the Non-Administering Authorities. Protocol is observed at the United Nations as always in international affairs. The

composition of the Mission therefore depends mainly on the importance of the Chairman. The three Missions to go to New Guinea were led by two UK Governors and a Dominican Republican Ambassador, and therefore other Governors or Ambassadors could serve with them.

Australia has been called upon to supply one Chairman of a Visiting Mission and that was in 1952. What rank or experience had he? The Papua-New Guinea Administrator, or an ex-Administrator? Perhaps the senior officer of the Department of Territories?

No. Our representative was a Second Secretary of the External Affairs Department; and his ranking naturally set the pattern for the other nation's members. They



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pointed seconds or thirds; and it on record that this was the least experienced and least fruitful session that has ever been sent out the UN—and I am not forgetting the 1953 Mission to New Guinea.

CLUMSY AND SLOVENLY REPORTS

(3) Anyone who has seen the seven Reports submitted by the A's will readily agree that the Australian one is the least satisfactory in format and contents.

The Belgian and French reports are elaborately produced and beautifully illustrated.

Originally, the New Guinea report was written by the Heads of Departments and then put together in the Government Secretary's office. It was then sent to Canberra, where it was handed to a junior officer and put together again, this time "Canberra style."

This led to the report being so altered that the Departmental Heads, for some years, refused to write the report themselves and handed over the task to their juniors.

The report has always been late, and the Australian representative usually apologises to the Council. Usually several advance copies are sent to New York, and on one

occasion they were hand-corrected, roneoed copies—dreadful looking things.

It was my practice to run through the advance copy and draw attention to points or statements concerning which the Council would certainly require further information. For instance, one year there was a reduction in the number of hospitals in the Territory; but the statement was not accompanied by any explanation for this. The explanation was that there had been a consolidation of small hospitals and this resulted in a greater benefit to the inhabitants. This should have appeared in the report and should not have had to be given at the Council table, where it may not sound so convincing.

I doubt if in the ten years I served at UN, there was one New Guinea report which did not raise a dozen such obvious queries; and there can be no doubt but that much of the criticism levelled at the report by members of the Council has been due to lack of care in its compilation.

I have discussed this matter at Canberra, both with the Minister and the Department of Territories; and make bold again to suggest that if the Secretary for Territories would pay only one visit to the Council, to meet the members, to see and hear the way in which his and other reports are discussed,

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Mr. Townsend, formerly a District Officer in New Guinea, has recently returned to live in Australia after 10 years at UN headquarters, New York.

much criticism on both sides could be avoided.

COMMENT!

It will be remembered that last year the Indian delegate made particularly strong criticism of New Guinea affairs. The Australian delegate protested at the time it was made and informed the Council that he would reply next day. He did so, at length, and his reply was featured in the Australian papers. I could have wished that the Indian delegate's comment which followed had been given as much publicity. He said:

"I am grateful to the Australian delegate for the information. Had the Council been given that information in the Report or otherwise, my intervention in the debate would have been very different."

And, it follows, that the Australian representative would not have been placed in an invidious position; though he should be inured to that by now.

Australia is carrying out her obligations in New Guinea in a manner which deserves the highest

praise; and it is the duty of Government to acquaint and to keep acquainted those peoples vitally concerned, i.e., the peoples of New Guinea, Australia and the United Nations.

As has been pointed out many times, what is required is an In-

formation Service to tell the truth fully, competently and—let it be added—with dignity.

G. W. L. TOWNSEND
I am, etc.,

Montville Rd.,
Via Palmwoods, Q.,
December 5, 1956.

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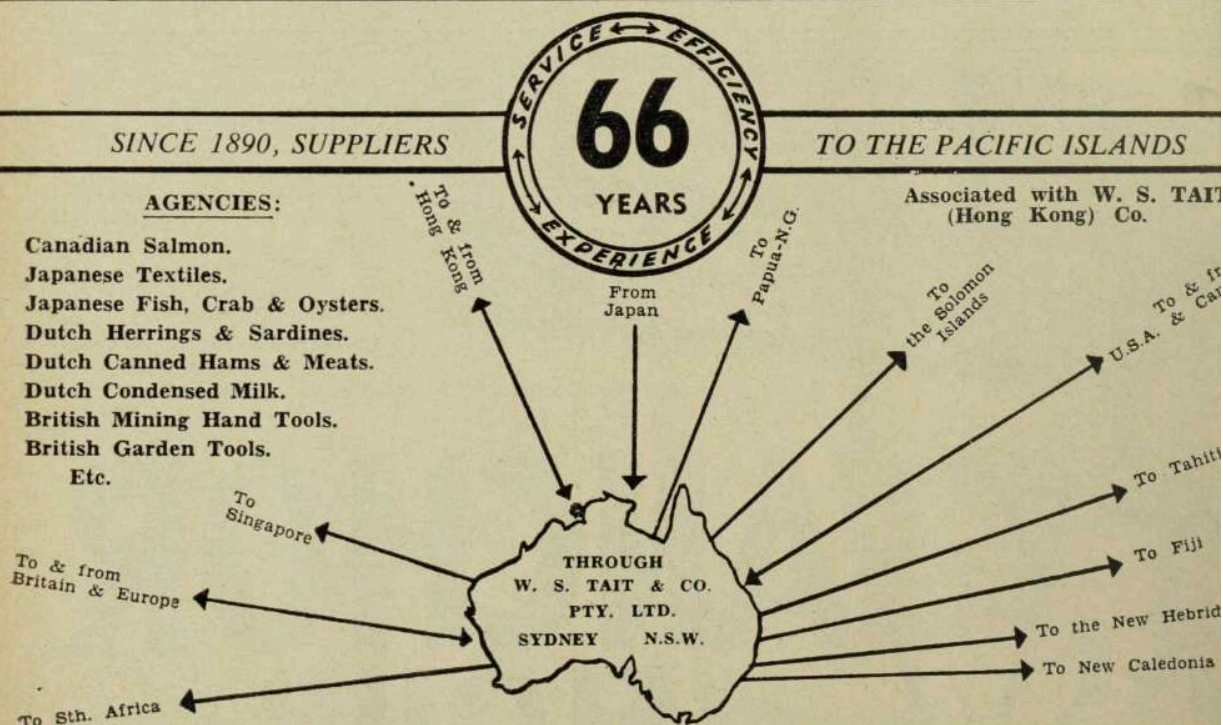
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FIJI'S POPULATION PROBLEMS AGAIN

ILA Thinks Commission Would Help

FIJI'S population problem must be tackled unless the Colony is to be faced with poverty, less education and discontent.

This statement was put forward by the Legislative Council recently by Mr. Maurice Scott.

In the Budget debate he asked what had Government done to appoint a commission to enquire into how large a population the Colony could carry. He said the commission was promised years ago, but nothing has been done.

Since then much of the soil had been surveyed and Fijian reserves had been demarcated, and Government no longer had the excuse of lack of the essential information for a preliminary to a population survey.

Mr. Scott believed that by the year 2100 the present population of 350,000 will have increased to 750,000, if the present population increase is maintained.

POVERTY AND DISCONTENT

He considers that the Colony could support that population but beyond that there would be poverty, less education than to-day, discontent and trouble between the races.

Other people feel that whether the Colony can support such a population is debatable. It depends

upon whether the Fijian people became actively engaged in production; whether the exports of the Colony are increased, and have a much greater variety; and upon the establishment of more secondary industries.

† The Tongan Government has announced that the "Tin Can Mail" island of Niuafo'ou, which was evacuated after a disastrous eruption in 1946, will be resettled again in 1958. Since 1946, it has been visited by parties of Tongans to cut copra.

† Bernard Vunibobo, 22, Fijian student, was one of those graduating this year from Gatton Agricultural College, Q'ld. Vunibobo has since returned to Fiji, where he has joined the Dept. of Agriculture.

† Attempts made a couple of years ago to induce Japanese servicemen reported hiding in the jungle on Lubang Island, 80 miles from Manila, to surrender were of no avail. Recently, however, four were captured, still with their rifles, and it is believed there are still a number hiding in the Philippines.

Jackson-Perichon Wedding



A photograph taken after the wedding in Brisbane on December 1 of Miss Patricia Ann Perichon to Mr. Roger Jackson. (See PIM December, page 156).

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News of Pacific Shipping

(Continued on Page 63)

any, as a perusal of *PIM* from month to month bears testimony, give no general oceanic forecast in view to aid them.

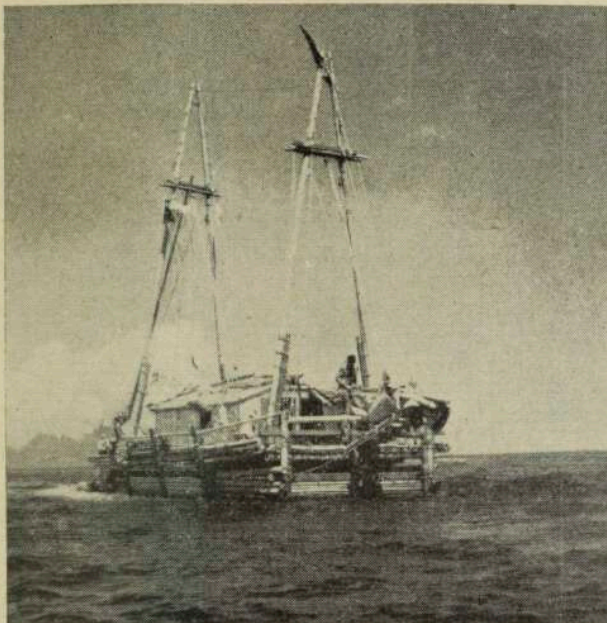
We believe that this situation could be greatly improved at no cost and little extra trouble to the Nadi forecasters, by slightly extending the existing Nadi 0915 MT voice broadcast on 7530 kc/s. This transmitter provides fair coverage of all waters from French Oceania to New Guinea.

The present broadcast is designed for Fiji listeners only, and we believe that it is intended to

The raft "Tahiti" outside Papeete about to hoist her flag on commencement of her voyage, November 8 (see page 59).

provide coverage of certain Fiji areas not well served by the Suva broadcasting transmitters.

However, with a new broadcast station now operating at Lautoka it would appear that the whole of Fiji should be served adequately



through those outlets, and it is possible that Nadi may be contemplating closing the 7530 kc/s transmission, though we hope that this is not the case—or that the transmission will instead now become one designed to serve the oceanic areas of the South Pacific with a general forecast and statement for the whole area under NNMO administration.

All that is required is that the statement and general forecasts already being transmitted in morse from Himatangi Radio, NZ, for the use of large ships, should also be broadcast on voice through Nadi's 7530 kc/s channel, or from any other high-frequency outlet in Fiji or New Zealand, and if such a transmission could be made twice daily—as is the case with the morse transmission—so much the better.

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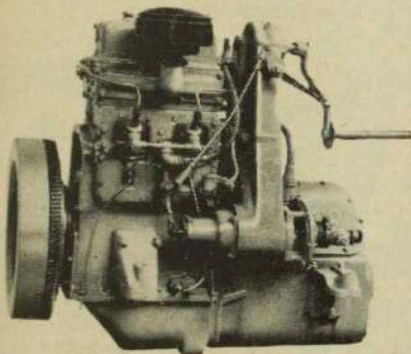
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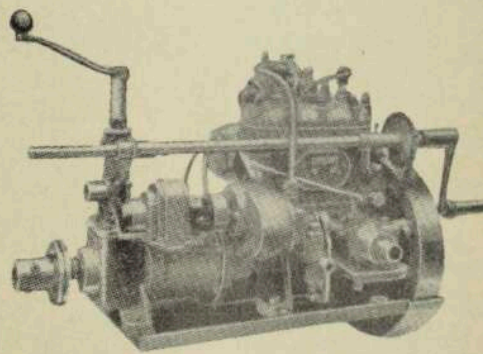
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and all who lay out big money on expensive shipping registers to have at hand details of the world's ships, are usually chagrined to find that a great many Island vessels of over 100 tons gross are not listed. This, of course, is because many such vessels are not "registered" in the official sense.

So far as we know there is only one register in existence which attempts in any satisfactory fashion to provide details of these Islands craft—and the latest edition has just appeared in Sydney. This is Marine Press Pty. Ltd.'s little pocket-sized *Ships on the Australian, New Zealand, and Island Registers*—an annual publication containing numerous photographs, including some of Islands vessels.

Few, if any, Islands vessels of over 100 tons gross are not included. It is a "must" for Pacific shipping men. The price is three guineas Australian currency, and the Sydney address is GPO Box 4611, though copies are also available through some booksellers.

ATTRACTIVE NEWCOMER

Over the past year there has been mention of a new vessel building in France for Compagnie Francaise des Phosphates de l'Océanie of Makatea Island, French Oceania. This handsome vessel has now arrived—but not bearing the name

which was formerly mentioned, *La Pallice*. She is *Oiseau des Îles II*, a handsome successor to the three-masted steel 398-ton schooner *Oiseau des Îles*, which now lies in Papeete awaiting sale.

The new craft, built by Chantiers Navales de La Pallice, is a straight-

out motor ship of pleasing appearance. She has a soft-nosed considerably raked bow, a very pronounced sheer-line, and streamlined upper works. Engine and accommodation are aft.

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pop deck with lifeboats aft. Other details: 499.73 gross tons, 205.81 net; 41 metres overall length, 42 metres waterline, with a loaded draft of 5.50 metres. She is powered with a 1000 hp (at 430 rpm) Ruston diesel, giving a service speed of 12 knots—she made 13.4 knots on trials.

The vessel will be engaged in supply duties between Papeete and Makatea Island, and for the transport of recruited labour from various parts of the Group. She was commanded on the delivery voyage by Captain Argod, lately master of the mid-up vessel, and Mr. Columbani, that vessel is chief engineer. Officers and Crew journeyed to Papeete from Tahiti to take delivery.

NEW NAME, NEW OWNER

The 190-ton French Oceania vessel *Kaumoana*, brought out from France in early 1953, and lately laid up for a lengthy period, is now entering the Tuamotu trade under the new name of *Kariga*, under the ownership of Gallois & Cie, who purchased her from Society Intex last year.

It will be recalled that en route from France this single-screw vessel lost her propeller when away to the westward of the Marquesas. Radio contact could not be made and eventually a boat was sailed on to the Marquesas to bring assistance. Now that alterations have been completed to *Kariga*, work will proceed on the reconditioning of the junk *Cheng Ho*, which belongs to the same owners, and on which work was suspended last May when priority was given to the *Kariga*.

HAPPY RETURN REMAINS— UNDER A NEW NAME

Another vessel entering the French Oceania trade with a new name is a former English coastal steamer, which, under the name of *Happy Return*, was stranded near Papeete on December 3, 1955, while on delivery voyage to New Zealand. The vessel was sold "as is, where found" to a Tahiti business man, salvaged and repaired. There were then some differences of opinion with the Customs Department as to the dutiable valuation, as the vessel was classed as an import, being of foreign manufacture.

This matter has evidently been settled, and with the name *Vaitiare* the 45-ft centre-board craft has now been put to work.

PASSING THROUGH

Outward bound from a Dutch shipyard to Auckland, the Northern Steamship Co.'s new 890-ton coaster *Manu* made surprise calls at Papeete and Rarotonga in December. The Papeete call was for ship-stores and recreation, but the Rarotonga call on December 27 was for medical attention to a crew member.

The vessel reached Whangarei, NZ, with her cargo of phosphate from Sfax, early January. A number of Northern Steamship Co. vessels have been sold to the Islands in the past—two to Fiji, *Nikau* and *Ratanui*, in recent months.

SECOND THOUGHTS

The recent sinking of the modern Italian liner *Andria Doria*, and other similar marine disasters are causing the world's maritime safety men to have second thoughts in the matter of lifeboats.

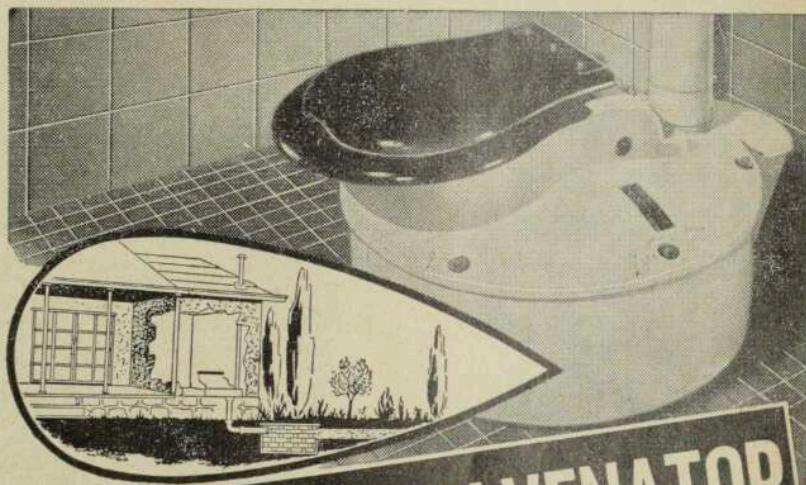
It has been demonstrated over and over again that it is usually impossible to launch lifeboats from one side of a ship when a quick list develops, and that in heavy weather

the boats on the other side are often also smashed against the vessel's side if the ship is incapable of manoeuvring at the time of their launching.

The self-inflating "floating-tent" type of modern rubber lifeboat cannot be damaged in launching, takes up very little stowage space on board when deflated, requires no heavy and costly launching gear, and requires little maintenance.

It has now received limited acceptance by the authorities, and will probably receive much fuller acceptance before long. Main objections are that in war-time such boats would be easier sunk by shrapnel, etc., and, more important, they cannot be launched with

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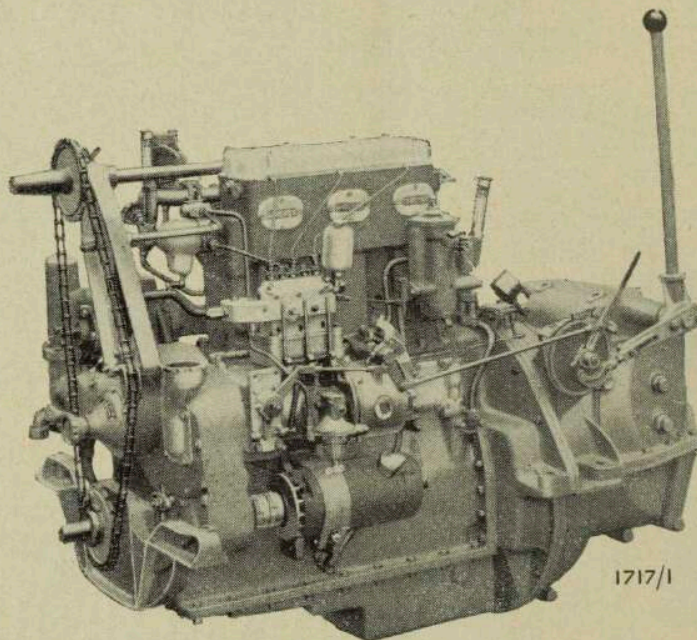
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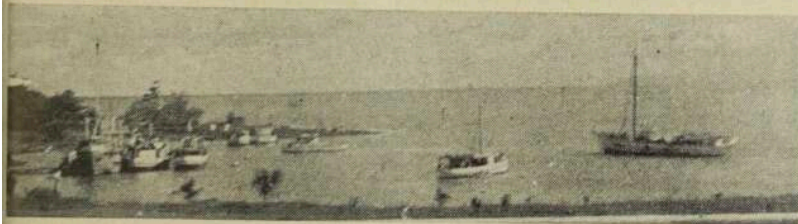
passengers aboard like a wooden or metal lifeboat. The small openings at each end, designed for protection from weather, make it most impossible to board the rubber boats from a swinging ladder or a seaway, so intending passengers must first take to the water in their life-jackets, then climb aboard by means of small ladders at each end. Even this disadvantage may prove the lesser in the long run, and especially in tropical waters. Conventional lifeboats are nothing but a nuisance in small island craft, and are very frequently unserviceable when most needed.

With such craft the rubber lifeboat seems to have very marked advantages and will probably be welcomed with open arms by ship-owners where the marine authorities approve their use. Exhaustive tests carried out by British and American naval authorities under Arctic and tropical conditions show conclusively that the survival rate in this type of craft is much higher than in the conventional open boat.

(Photo page 105)

GABRIEL BECOMES HERON

Mr. Nils Madsen, who has spent the last three years crocodile hunting on the Sepik R., N.G., recently acquired from the Wewak Catholic Mission the converted 52-ft lugger *Gabriel*. Having reconditioned the



hull and motor of his new boat, now named *Heron*, he has just completed a successful trial trip round the coast to Wewak and back. *Heron*, in December, was awaiting the arrival of new sails and other equipment, after which Mr. Madsen intends to use her in a shelling project.

CROWDED POOL IN NEW GUINEA

Lae's expensive port has been built at Milfordhaven, just around the corner out of reach of the muddy water swirling out of the Markham River.

But, for reasons unknown, a proportion of the numerous coastal craft hereabouts prefer the little sheltered corner at Voco Point, a mile away, in front of the Lae Hotel.

This tiny port was crowded in early December; and photo above, from the roof of the hotel, shows, right to left, the large schooner *Abel Tasman*, of Rabaul; *Laurence*, of Madang; *Melisa*, of

Madang; *Mubo*, of Rabaul; *Busana*, of Port Moresby; and (over against the Point), an LTS and *Morobe*, of Port Moresby.

TWO MONTHS ON THE WAY

An unexpected month in Manila came the way of the crew of the *Melanesian* on the vessel's delivery voyage from Hongkong to Honiara, BSIP. She was commanded by Capt. D. Thorsen, of the BSIP Marine Department.

Difficulty was experienced with the steering after leaving Hongkong and a skeg for the rudder had to be made and shipped for Manila. The vessel resumed her voyage on November 10 and is now in inter-island service in the Solomons.

DRUMS FROM JOYITA?

In September, a number of sealed, empty oil-drums, marked "Shell Company, Apia," drifted ashore in the vicinity of Santa Anna and Santa Catalina, two small islands in the extreme south-east of the British Solomon Islands.

It is thought that these might have some bearing on the disappearance of those on board *Joyita* on her ill-fated voyage between Apia and the Tokelaus in October, 1955. (*Joyita* was found, waterlogged and abandoned about six weeks later, north of Fiji. The fate of those who sailed on her has never

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38 FT. x 12 FT. **WORKBOAT** hull, ready engine. £2,500.

WORKBOAT, 49 ft. x 15 ft. x 8 ft., m.d. hold amidships, 5LW Gardner diesel and deck-house aft. £7,350.

43 FT. x 12 FT. 6 IN. x 4 FT. 6 IN. **WORKBOAT**, 100 H.P. Marine diesel, copper sheathed. £3,050.

NEW 22 FT. x 8 FT. 6 IN. WORKBOAT, twin cylinder diesel, just launched. £1,790.

AUX. SLOOP, 28 ft. x 10 ft., 4-cyl. marine, coach-house, large cockpit, good sails. £1,150.

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

been solved, although *Joyita* was salvaged and is now on inter-island work in Fiji for another owner. (See elsewhere this issue).

It took some time for the news of the discovery of the 44-gallon drums to get through to Honiara, but the appropriate New Zealand authorities have now been informed of the fact.

THE EARLY CAREER OF *LE CURIEUSE*

An interesting link with the German raider *See Adler*, and with the South Pacific, has been brought in to us by a senior member of an associate journal: an article which he wrote about the French auxiliary ketch *La Curieuse*, in the *Millions Magazine* (organ of the NSW Millions Club) away back in July, 1920.

Le Curieuse arrived in Sydney en route from France to Antarctic exploration just as war broke out in 1914. The six Frenchmen on board immediately returned to France, leaving their small ship in the care of the New South Wales Government, in whose charge she remained for four years.

Her connection with Von Luckner's *See Adler* was in this way:

As is well known, *See Adler* was wrecked in French Oceania while her crew were careening her; Von Luckner took one of the ship's launches and set off for Fiji, where

he was subsequently captured. Most of his crew remained behind on the wrecked *See Adler*, and soon there came into the anchorage a Tahitian ship of 120 tons, the *Lutece*, her captain and crew quite unsuspecting. Lieut. Von Klink had been left in charge of the German

raider's crew, and it was sm trouble for him to capture a Tahitian vessel. The Tahitian crew were placed ashore and away with the Germans, 58 in all, in *Lutece* to be wrecked on Easter Island. When dispossessed of his ship, the captain of *Lutece* had begged V

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Link for the 20,000 francs in Indo-Chinese banknotes that were on board, and as the German officer could not see to what use he could put these notes, he permitted them to be taken.

It was these francs that the owners of *Lutece* used in Sydney to buy *La Curieuse*. In Papeete, Captain Brisson, described as "a blue-eyed Breton sailor," took command of the 60-odd tons vessel and during the terrible influenza epidemic that followed the First World War, was trading with her between Papeete and California.

He describes in the *Millions Magazine* article how they caught the disease in California and how every member of the ship's company developed it while well at sea and how they were hove-to for 14 days while they fought it. The mate, the engineer and one sailor died at sea, but with four sailors who were sufficiently recovered, Capt. Brisson eventually got his ship back to Tahiti.

There, he says, the flu "spread out" among white people and natives died like rats. They recorded 3,010 deaths.

Did *La Curieuse* then take the influenza epidemic to Tahiti? And what was her subsequent history? Over to you, Oscar Nordman.

OLIVER MAC AGAIN IN STRIFE

The ex-WRC steamship *Oliver Mac*, which left Noumea on November 13, towing the *Loyaute* loaded with scrap, did not make her destination, Hongkong, for Christmas as expected, but was, in fact, spending the New Year no further away than Rabaul.

The two ships, in charge of Captain R. T. Hamilton, were to go from Noumea direct to Manila, hence to Hongkong. However, heavy weather at the outset forced the vessels into Santo; and then, in early December, into Rabaul. Three days later they left again, but encountered heavy weather immediately and returned to Rabaul. The skipper found that they would have insufficient coal to complete the journey. No coal could be obtained in Rabaul and late in January, *Oliver Mac* was still awaiting the arrival of 300 tons from Australia.

One way and another it seems that it will be pretty dear scrap by the time it reaches Hongkong.

Oliver Mac was purchased from W. R. Carpenters, Fiji, a couple of months ago. (See *PIM*, Nov., p. 107).

SOUTHERN X NAME TO BE RETAINED BY MISSION

Captain Bill Hallam of the Bougainville Company, was in Sydney in January supervising work on *Southern Cross VII* which the company recently purchased from the Melanesian Mission (Dec *PIM*,

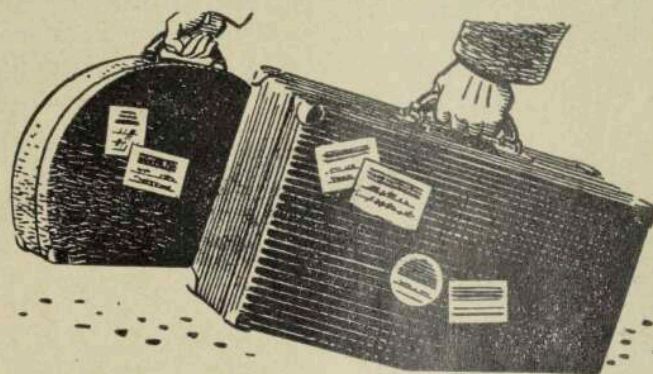
p. 36). Two other Europeans and a native crew had also arrived for the delivery voyage.

Under the terms of sale the name *Southern Cross VII* will cease with the change of ownership—but a new name for the vessel has not yet been announced. There is some work to be done on the vessel before she leaves for Rabaul; she is not expected to clear Sydney until at least the end of January.

COURT'S REPORT ON VASU INQUIRY

Full text of the report of the Inquiry in Fiji into the sinking of MV *VASU* last June has been received. Mr. J. C. Saunders was president of the Court; Capt. A. M. Harvey and Mr. A. A. Ragg, assessors.

The findings of the Court were published last September and were that *Vasu* had sunk (on a voyage



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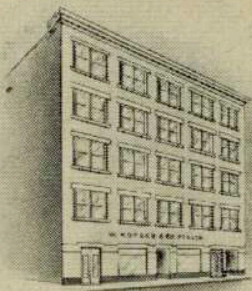
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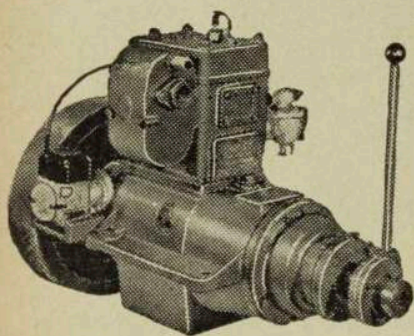
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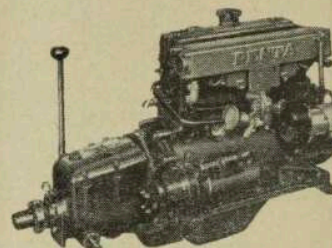


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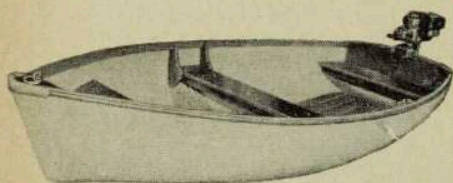
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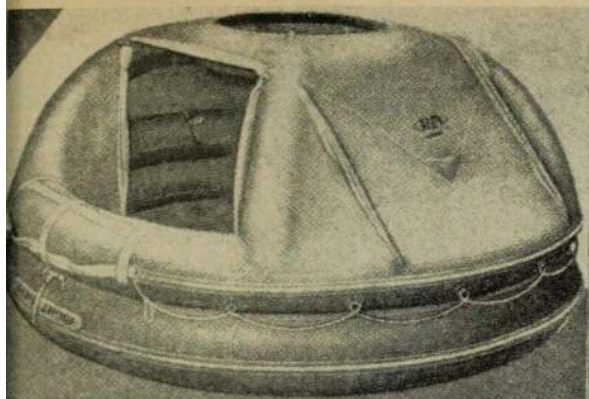
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between Suva and Apia, on June 10, as a result of water leaking into the hull, flooding the engine room, passing through a bulkhead which was supposed to be watertight (and was not), flooding the hold and forcing off the hatch covers. The court severely censured the Master (Captain W. F. Darling) for failing to take steps to discover the cause of the leak as soon as he was informed of it; and stated that the owners, Burns Philp (SS)

of fuel, kerosene and some cases of engine parts, of which 160 drums were stored on deck. She had no certificate to carry deck cargo.

About midnight on June 12, Chief Engineer Cleary, with the assistance of the Third Engineer, started the Auxiliary Pump. The main pump worked all the time that the main engine was running. He started the auxiliary because the weather was rough and the "Vasu" always made water in rough weather. During the watch of Third Engineer Gibbons, from midnight to 0400 hours on June 13, both pumps were left running. He did not know whether the water in the bilge

Ltd. were guilty of negligence because they knew of the defective bulkhead and the leak in the stern and did nothing about either.

Vasu, of 298 gross tons, was built in Italy in 1947, purchased by the owners in 1954 and registered in Suva. She was used on services in the Fiji Group and on services between adjacent island groups.

The report states:

She sailed from Suva on June 10, 1956, carrying a cargo of 1,300 x 44 gallon drums

rose or went down. Having seen Mr. Gibbons the Court has no faith in his evidence at all. He handed over to Second Engineer Vincent Tuilakeba at 0400 hours.

The Second Engineer noticed the water was a "little bit high" and he checked all the sea cocks and pipes. He lifted the plates and shone a torch inside the bilge. He did not see anything. He saw a small leak at the after end of the engine room between the dead-wood and the keel. Water was coming in drop by drop. As the water kept rising he called Mr. Cleary.

When they returned to the engine room the water was up to the flywheel. Mr. Cleary noticed that the main engine pump was pumping about half capacity. He went to the Master, Captain Darling, and told him he had to stop the main engine because the ship was leaking and he wanted to make some adjustments to the main pump.

The Master agreed, took a look at the weather, and estimated his position. He also asked for soundings to be taken. They showed water 6 to 8 inches above the floor of the hold, nothing abnormal to this ship.

Mr. Cleary repaired the main pump and re-

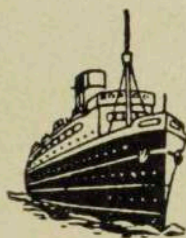
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started the main engine, and for some time both pumps worked together. The water continued to rise. It rose so high that the engine had to be stopped. Mr. Cleary then called the Extra Chief Engineer, Mr. Ranson.

The auxiliary pump failed. This was reported to the Master. He ordered sail to be hoisted. The first sail failed because a defective wire stay carried away. A second sail was hoisted. This was about 0800 hours on June 13, sea rough, wind force 5. He also ordered the crew to start the deck pumps.

After a few strokes the deck pumps clogged with a pitch-like substance. The engineers did all they could to deal with the pumps but the position at this time was that the water was rising over the engine and not one pump was working properly.

The Master ordered that the drums on deck should be emptied and then either thrown over the side or put in the forepeak in order to increase the buoyancy of the ship. Some drums were taken out of the hold and dealt with like this. The boats were got ready.

The water rose in the hold, forced off some hatch covers and the ship sank. The officers and the crew got into the boats and were picked up about 22 hours later by HMNZS "Lachlan".

Such are the undisputed facts.

It is clear that the ship did not hit anything, that the weather when the leak started was moderate, and the only cause of the sinking must have been a leak in either the hull or one of the intake pipes in the engine room.

The evidence of the Second Engineer who examined the pipes before the water had risen a great extent, coupled with the evidence given by the engineers who had surveyed the ship's machinery, satisfied the Court that the leak did not come from the machinery.

The leak must have been in the hull.

The Court finds that this ship had been leaking to a considerable extent. The Master said there was nothing abnormal in sailing her with six inches to a foot of water over the floor of the hold. The practice used to be to start the auxiliary pump and this, together with the main pump, would be capable of pumping out the water, or at least of

controlling the level until calmer waters were reached.

No ship is built to sail with six inches one foot of water over the floor of the hold.

There was evidence that "Vasu" had been on the slip in December, 1955, and was to be slipped a day or so after she sank.

The boat-builder and his foreman gave evidence of the work carried out on the

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ugh Mr. Whippy himself had no idea what been done and his foreman, Ted Richards, his best to say nothing of any value.

he work that was carried out was ordered Mr. Simpson, BP Shipping Manager, for owners. It was sought to show that be- se the ship had been passed by Captain es of the Fiji Marine Board, she must e been seaworthy. In fact, in December, ain James only carried out a part-survey l he relied on the officers or members of crew, or the owners to tell him what was ng with the remainder of the ship.

he Court is satisfied, having studied the pices of the work done by the boat builders, t it was mainly patching up of seams iciently to allow her to sail on her next age without delay.

at each end of the hold in the "Vasu" re is a bulkhead which should have been ertight. The object of these bulkheads is prevent water entering the hold if any er parts of the ship are flooded. If the ches are secured, as they were in this e, and the cargo is buoyant, as it was, no water enters the hold thus forcing the hatch covers by internal pressure, then ship could remain afloat, although in a erlogged condition.

n the "Vasu" the bulkhead at the after of the hold between the engine room and hold was not watertight. As a result of defect the Court is satisfied that water ered the hold from the engine room, the ch covers were forced off and she sank. he Court is satisfied that this defective ead was a direct cause of the foundering the ship.

Mr. Simpson knew of this defective bulk- d and did nothing about it. He did not nd to do anything about it. The Court siders this to be a most negligent and sponsible attitude on the part of Mr. pson and the owners, for whom he was pping Manager.

he other defect was a leak in the stern een the deadwood and the keel. The rt is not satisfied that this was the stantial leak which started at midnight on e 12, but with this leak, as Captain James l, it was evident that every time "Vasu" hed and that section went below, water e in. It is clear that as "Vasu" settled the stern, this leak would become more stantly below water and that the increasing ssure would force a greater flow of water the ship, thus contributing greatly to the seaworthiness of the vessel. Nothing was e about this leak.

he Master was severely censured. The rt considers it only fair to him to explain ewhat more fully why this was done. A den ship leaks in a sea, but on the lence of Captain James the fact that the ilary pump had to be used in addition to main pump should have warned the Master t there was an extraordinary leak. He uld have taken steps immediately to find why two pumps were running. The normal tice is to take soundings twice a day. the "Vasu" soundings were taken on an age twice a watch.

he Master must have known that the ship e water fast and often. He showed no rise on being told of the rise of water on last voyage. He did not try to find out ere the leak was. His manner of giving ence in this Court was most damning to t.

he gave evidence that "Vasu" was a most worthy vessel yet she sank under him hout apparent cause. He said he merely his breakfast, ascertained his position, d to get rid of some cargo, then got the ts ready and floated off in them as the "Vasu" sank.

he only decision the Court can arrive at n this evidence, and from evidence that usually sailed with large quantities of er in her bottom, is that he thought that "Vasu" would sink at any time, and t when the time came, there was nothing

he nor anyone else could do about it. It is to his credit that no lives were lost because the situation as the ship sank must have been unpleasant, but his manner of telling the story is not to his credit.

The Court has already answered the questions. There is much the Court would like to comment on concerning the slipping and surveying of vessels in Fiji but that is not within its province. It would like, however, to draw attention to the fact that at the end of the Preliminary Enquiry held under the Marine Board Ordinance, occur these words, "That in view of its findings, a formal investigation under section 35 of the Marine Board Ordinance was both requisite and expedient". That was the decision of the Fiji Marine Board.

A close perusal of the record of the Preliminary Enquiry shows, however, that the Fiji Marine Board did not in fact record any findings, as it should have done, before recommending that a formal investigation should be held.

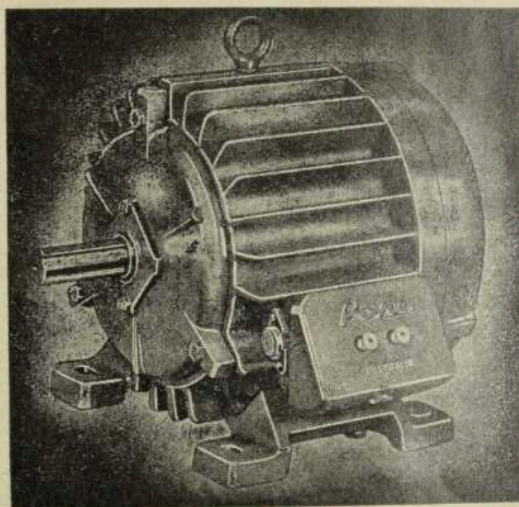
Mr. M. H. Helsen, manager of Burns Philp (SS) Co., Ltd., when asked by PIM to comment on the report, said:

"We have seen the president's findings and at this stage can say that we regret that the evidence at the inquiry of those who sailed and also knew the MV Vasu intimately, has apparently been cast aside and ignored.

"The finding is now in the hands of our legal advisers."

Captain W. F. Darling, who was master on Vasu when she sank, and who is now master of the Zephyr, said:

"In my opinion there is much in that report not in accordance with the facts, the weight of evidence,



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d the elementary principles of hydrostatics.

"These matters will receive my attention at a more suitable time.

Meanwhile, the suggestions that lieu of a survey the assistant harbour-master ascertained the state of seaworthiness of the ship interrogating the crew and that crew would knowingly take an unsafe ship far out to sea and only await its foundering should attribute to the merriment of the festive season."

ANOTHER MYSTERY OF THE SEA

The words *Buva Gamu* and *Timai mur* painted on the side of the deck house of a derelict wooden vessel in the Louisiade Archipelago a problem for language experts at Port Moresby in mid-December.

As the words are not known in the Motuan language, it can only be presumed that they represent the names of two men.

The Master of the vessel *Pacific Pearl* (ex *Holmdale*, on her way from NZ to the East with scrap), sighted the derelict about 120 miles NE of Cape Deliverance, and advised the Officer-in-Charge of the Marine Branch, Port Moresby, who immediately sent out a warning to mariners through the ABC, Port Moresby.

Only the deck house was above water, and the life-buoy brackets visible. The vessel would be about 15 tons.

The OIC, Marine Branch, Captain Hawley, in mid-December, was ascertaining when the derelict was sighted, and obtaining information as to currents in the area to check on the drift of the wreckage.

NEWS OF CRUISING YACHTS

• **YANKEE**, Captain Irving Johnson's well known world-cruising brigantine, is on the way again. The vessel cleared Balboa for the Galapagos on December 5, with a crew-tally of 17 males and six females. Crew members have paid an average of about \$5,000 each to join what will probably be the last circumnavigation, at least under the Johnson ownership. Clearing Gloucester, Mass., on November 4, the vessel has called at Bermuda, Grand Cayman, and Cristobal. After the Galapagos she will call at Pitcairn and Papeete. Other Pacific ports are not mentioned in our report. The cruise should end—as it always does—on May 4, 1958.

• **VIKING**, sailed round the world in 1953-54 by those popular Young Swedes, Sten and Brita Holmdahl, has ended her days on the rocky west coast of Santa Cruz Island in the Galapagos. The 33-ft ketch was purchased from the

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Holmdahls by an Austrian (note NOT Australian) named Pachernegg, and renamed *Sunrise*. Clearing Gothenburg on August 25, 1955, the lone-hander called at Falmouth, Vigo, Madeira, Las Palmas, the Barbadoes, and the Canal. Pachernegg arrived off Santa Cruz apparently last August. Well off shore and becalmed, he slipped below to catch up on some sleep—only to wake with *Sunrise* pounding in the surf. He barely escaped with his life, but later managed to salvage much gear and is hoping to build or acquire another yacht to continue his cruise across the Pacific.

• **SKAFFIE**, a 20-footer from Lowestoft, England, was mentioned in *PIM* last March as outward bound for the Pacific. The Yacht was then at Barbados. We now learn from our Balboa correspondent that the yacht eventually arrived at Cristobal after a rough passage, whereupon owners D. Beard and G. Auchterloine, proving that life in a 20-footer is not every man's meat, sold *Skaffie* and departed, apparent for New Zealand, by more comfortable tonnage.

• **OTAHA**, a 32-ft, 7-ton cutter-rigged motor sailer, owned by Frenchman Bertrand Jaunez, arrived at Papeete aboard the vessel

Resurgent in December, and is now engaged in some local French Oceania cruising. The craft has

a beam of 10 ft and a draft of 4 and is powered by a 30-hp diesel (0)

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SOLACE. Lt.-Com. Clark's English ketch, cleared Palmerston and for Nukualofa—and presumably Auckland—on November 30. The yacht is expected to cruise in New Zealand waters through summer, before continuing the eastward circumnavigation.

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Bridges Separate Lae and Mt. Hagen

THE most important public work in Papua and New Guinea—namely the construction of a motor-road from Lae into the Western Highlands—is making steady progress.

When four bridges over the headwater tributaries of the Markham are completed, the last link will be in; and a motor-vehicle may then go right through from Lae, on the Huon coast, to Mount Hagen, in the Western Highlands. They can do it now, by fording certain streams in dry weather.) The District Commissioner in Lae (Mr. H. Niall), told a PIM representative in December that the first bridge, over the Maralumi Creek, would be finished in December; and the next, over the big Mu River, in February or March. The first piles for the crossing over the Leron River—to get position—were being driven, and the bridge would be under way by June or July. This bridge, including the earthworks at each end, would be 600 feet long. The Markham road would arrive at the Leron in March. That left the biggest and nastiest job still to be done—the bridge over the Umi River. With the completion of this structure, the job would be finished.

SMUGGLERS, FORSOOTH!

Who Landed That Soy Sauce?

NEW CALEDONIAN gendarmes recently discovered near the nickel port of Thio, what was described as a cache of soya-bean sauce. There were 11 drums containing 220 litres—which is quite a lot of sauce in any language. Value was the equivalent of £A77. The sauce had been smuggled ashore from the Japanese ship *Yomei Maru*, which was loading nickel. The captain said that he had no idea that the 11 drums were aboard his ship—but he had to pay the Customs fine all the same. The contraband will no doubt be confiscated by the gendarmerie. We hope they like soy sauce.

Education by Mail Order

EVEN folk living in the remotest parts of the South Pacific have some choice in the matter of schools for their youngsters. In this event they are "Correspondence Schools."

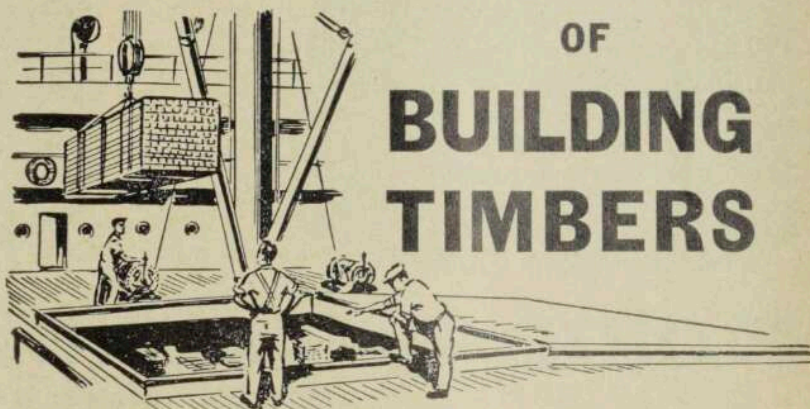
The New Hebrides monthly Newsletter lists three schools which will enrol pupils from the Condominium. One is the famous Blackfriars School, Sydney; another (primary) correspondence school is at College Road, Brisbane, B19; and the Department of Education Correspondence School in Wellington, NZ, will also supply correspondence

lessons in primary and post-primary grades.

Applications for enrolment for Blackfriars and for the NZ school, need the formal approval of the British Resident Commissioner. The Queensland school will take children without official sponsorship. Fees at Blackfriars' are £8/10/- per annum, plus cost of airmail if used; Queensland, £5 per annum plus airmail; NZ, £3/10/- for primary schools and £6 for post-primary. The NZ school does not provide a correcting service.

¶ The engagement has been announced of Miss Betty Watson, elder daughter of Mr. and Mrs. Wm. H. Watson, of Rarotonga, to Mr. Leslie Bailey, of Coulsdon, Surrey, England.

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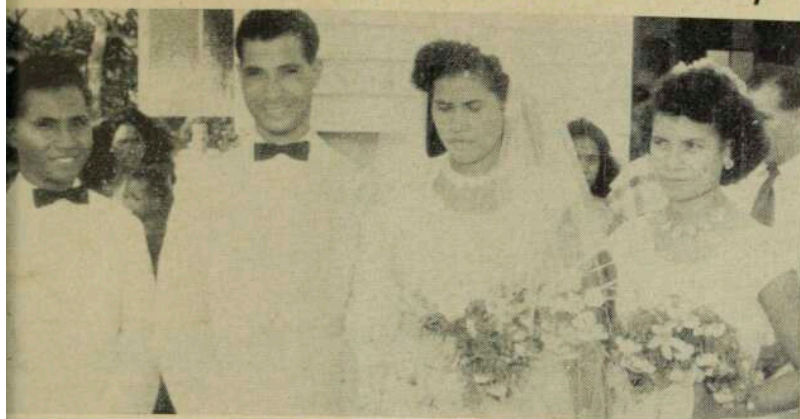
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Well-Known Native Couple Married in Port Moresby



Many Europeans and natives attended the L.M.S. Church, Port Moresby, on December 8 to witness the wedding of well known and well liked native couple Mr. Ted English and Miss Agnes Solien. The newly married couple are shown here with their attendants.

Photo: Papuan Prints.

Heavy air passenger traffic at Port Moresby, during November and December could be attributed, in part, to the Olympic Games in Melbourne. Twice as many people passed through the airport as during an average month last year, and flights on Viti Levu have been crowded with people who visited on the way to or from the Games.

† An increase in Western Samoa postal charges and the cost of radiograms has been announced following similar increases in New Zealand. The most important increase is in airmail rates for letters to the United Kingdom and Commonwealth countries in Europe and Africa. Rates on second-class mail, registration and parcels have also been raised.

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One to be Proud Of!



Landed at Moorea by the spear-fisherman on the right, this giant Hapuu or Groper, weighed approximately 186 kilos—410 lbs—and like all big fish, is claimed to be a world's record. But at least as far as the records show, it was a record for Moorea, where the largest previously caught weighed 172 kilos—379 lbs. The name of the fisherman was not supplied by our correspondent.

† An old Chinaman, Li Quoi, aged 88, employed as a cook on the cocoa plantation of Mr. Alec Macdonald at Tanumapua, Western Samoa, was found near the plantation on December 1 seriously injured and battered. His assailant had taken away his trousers containing £40 in cash. While the victim of the brutal assault was taken to Apia Hospital, the police started an energetic investigation and later arrested a suspect, a Samoan, Nifo Va'a, aged 25, who had been employed on the same

plantation as Li Quoi as a labourer but had been dismissed. Li Quoi was up until December 21, was still in a serious condition.

† Two calls for help were answered by P-NG aircraft in mid-December. A Qantas plane carrying school children to Samarai was diverted to Woodlark Island to pick up a native woman, and APC's sloop Beaver went off to a drill site to pick up an employee of the company and bring him back to Moresby for treatment.

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An Old Skipper Goes To Rest

All the ships, skippered by Jimmy Duncan, who died in Sydney last month (PIM Dec., 19), were gathered together there could be a sizeable fleet. Capt. James Duncan was amongst the best-known Islands skippers to lay course and bring his vessel safe to port.

I met Jimmy when he was a photographer on the *Wattle* expedition around New Guinea waters in 1920-21. He and the late Mr. R. Stanley (well-known Nuan geologist) made a good team on the *Wattle*, making a survey of New Guinea potentialities the first to be made under the Australian government.

Later, as Harbour-Master in Rabaul, Jimmy carried out his duties, although somewhat onerous, with the best tradition and his impartial dealings with all classes and colours created a reputation worthy of one who at all times was a "clean shooter", just and right.

After his retirement I well remember him as a Committeeman of the NG Planters' Assn. and his liberations and advice were always based on realistic principles and far-sightedness. At one time he had interests in Rapopo, Mililli and Arawa plantations. The latter estate was sold to Jack Hyslop, who passed away shortly before Jimmy went to his long rest. Captain Jimmy Duncan had a host of friends far and wide who will mourn the passing of this giant gentleman. The following paragraph, culled from the *Sydney Bulletin*, gives some idea of his life and valued career:

Sailed away beyond, Captain Jimmy Duncan, well-known in New Guinea.

Product of the Quarrier Homes near Glasgow, he learned his trade in the windjammers. Experience included being shanghaied in the Americas. Before War I he was pearling in Thursday Island and N.E.I. Holder of the sailing-record from Aru Islands to win (to save a man's life). Cruised through the I patrolling New Guinea waters; was seized by raider 'Wolf', after capture of 'Tunga', but escaped by sailing through reefs. 'Wolf' wasn't game to follow. F.R.G.S. owing exploration-work along the Ramu river in 1920.

Sometime harbourmaster in Rabaul, he went on to his plantations, Rapopo and Tama in 1926. Rapopo became a Jap airstrip in War II and was not much improved by being bombed. Duncan commanded the last vessel to leave Rabaul on the night the Japs fled—a small schooner crowded with R.A.A.F. groundstaff and civilians. He brought the honour to Samarai unrelieved at the wheel, and was congratulated by the Navy on his feat. Thereafter served with Merchant Navy till 1946.

Because of his detailed knowledge of New

Guinea waters and personally-drawn charts of anchorages, he was flown by the U.S. Navy to Noumea to assist in planning the island landings. Spent post-war years rebuilding his plantations but also found time to help-out as acting harbourmaster in Rabaul. Eighty-two when he weighed anchor for the last time in Sydney.

In more recent years Jimmy has been living at Chatswood, Sydney, with frequent trips to NG to inspect his plantations and keep in touch with Territorial affairs. His Rapopo property was at one time suggested as being the site of the new capital for New Britain, but it was later decided to retain Rabaul as such.

To his widow, "Auntie Joan," to Bill, who did a big job for UNO in the East after the War; to Norman, who keeps the driers

going on Rapopo and to daughter, Jess, our deepest sympathies—G.T.

Boost for N. Caledonian Coffee Industry

A SCHEME which should be an incentive to young people to stay on the land has been submitted to the Conseil General of New Caledonia by the coffee growers' association.

The Association suggests the payment of a bounty of twenty francs (about 2/6) for each new coffee tree planted; the money to be paid in instalments over a period of five years.

The Conseil General has shown great interest in the plan.

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Brisbane Symposium

WORLD EXPERTS CONFER ON METHODS OF TRACKING TROPICAL HURRICANES

by Captain Brett Hilder

Between December 10 and 14, weather experts from all over the world gathered in Brisbane to conduct a symposium of tropical cyclones. The author of this article was one of the delegates.

TROPICAL Cyclones or hurricanes are intense, revolving storms which deserve special study by the Meteorologists. They occur only in certain parts of the world, and during certain seasons, according to their constitutional rules which are now fairly well known. But we still don't know why they form in the first place; nor why some of them don't form where the conditions are present.

Most of the work done on hurricanes in the past has been devoted to their detection and tracking. Now we have reached the stage where it may be possible to predict the future track of a hurricane up to two or three days in advance. This would greatly reduce the loss of life along the affected sea-coast. A great deal of the damage done by a hurricane is not caused by the wind force, but by the great sea surges, surges of unusually high waves, and floods caused by torrential rains as the storm centre passes the coast and moves inland.

The calculations which would enable us to predict the path of a hurricane are based on a mass of observations at different levels in the atmosphere in which the storm has formed. These reports are made by aircraft, rockets, balloons, ships and shore stations. Plotting and analysing the reports take up so much time that a storm may arrive before the calculations are complete, unless an electronic brain is employed.

At the Symposium in Brisbane, leading experts from the US, and other parts of the world, presented papers and took part in discussions on most aspects of tropical cyclones, some essentially theoretical, others quite practical. Two most eminent men, Professor Riehl of the US, and Professor Palmen of Finland, had poor speaking voices, which was unfortunate for most of us, struggling as we were through a mass of technical words and aided by the brilliant beauty of mathematical formulae.

Riehl discussed, amongst other things, the steering effect of the trade winds on the track of a cyclone; while Palmen produced calculations of the energy contained in a hurricane, including a budget showing how it was concentrated and dispersed in profit and loss accounts of the stages in a cyclone's life.

TO me the most striking parts of the Symposium were given by the delegates of the American Navy and Air Force, whose

weather-spotting planes have been flying right into the centre or "eye" of each hurricane reported, and have remained there for hours to track the progress of the storm.

They showed us three films that they had taken of the majestic cloud formation around the vortex or "core" which surrounds the "eye" (for there is a fairly clear opening up through the centre of a cyclone, very like the hollow seen when water swirls down a plug-hole).

Other striking developments have been the dropping of radio-balloons down into the "eye", and photographs taken of Radar screens showing the complete structure of



Delegates to the Symposium in the grounds of the new University of Queensland at St. Lucia, Brisbane, include, in the front row, representatives from Australia, USA, Finland, Thailand, Timor, and New Caledonia. Other countries present were Burma, Mauritius, Netherlands New Guinea, New Zealand, Hawaii, Fiji and the Solomon Islands.

Photo by Brisbane "Telegraph".

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the storm. These show that hurricanes are built up rather like nebulae in the sky, with spiral bands of varying winds, pressure and rain clouds.

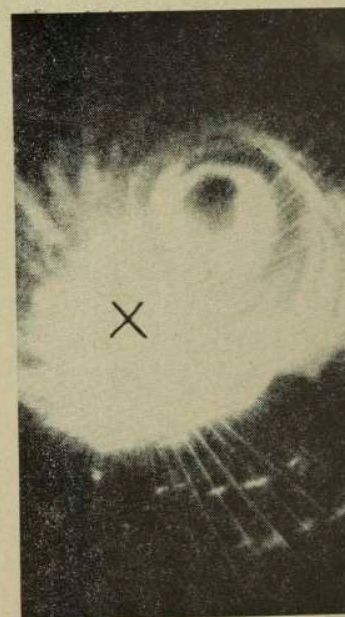
When the movements of the storm are accurately tracked they are found to have periodic oscillations which seem to have some effect on the general recurvature of the storm-track. This aspect of cyclone behaviour is the most important of all, but is still proving the most difficult to analyse.

Radar as well as ordinary photographs are being taken from all sorts of craft, including rafts and balloons on the ocean and space-rockets, and it is also hoped to get some extensive pictures of storms from the Earth Satellite (which the US will launch during the forthcoming geophysical year), when it is in its orbit.

One form of cyclone-tracking tested in the West Indies is known as Sferics, an abbreviation for Radio-atmospherics. This is a crackling noise heard on radio frequencies, and is caused by flashes of lightning in a storm, especially a thunderstorm.

By using two stations it is possible to determine the position of the flash, even at distances of 1,000 miles. The only objection to this method is that hurricanes, especially those in the Pacific, do not often contain lightning.

Another method of locating



Photograph of a Radar screen showing Typhoon in the Philippines: the cross centre shows the position of the 'eye' while the 'eye' and its encircling area are clearly seen to the North East, 300 miles away. The mass of blinding rain around the observer is not sufficient to blind him from the penetrating rays of the Radar set.

ones is by seismic recorders. These were developed to record earthquake shocks, and it was found that they also show small waves in the earth caused by the vertical undulations of the heavy cross seas in the centres of storms. These recordings are called microseisms because they are so small. They have to be magnified about 1,000 times to be counted and measured, but they have the great advantage of travelling at great speeds, and can give warning of a cyclone over 100 miles away, though there is no present reliable method of finding the position of the cyclone from microseisms.

The United States has almost given up research on this subject, but it has other more reliable systems, but it is being pursued in Queensland with some promising results.

Most of the latest methods of cyclone-tracking depend on the sea being covered with a radio network of Hyperbolic Navigation, which does not exist in the Australian region. It is therefore, not much use for us to send our aircraft into hurricanes without a means of fixing their position accurately in the overcast conditions of a storm, where the standard methods of navigation would be of little use. It would be possible, however, for our aircraft to plot the centre of a hurricane by flying round it in a square, or by flying safely over the top of the disturbance.

In trying to find the most useful methods to employ over the vast seas of ocean where Australian hurricanes develop, the Australian Bureau of Meteorology is up against great problems. The research work being done on cyclones throughout the world, both theoretical and practical, all requires far more observing stations over a cyclonic area than is possible in this sparsely populated part of the globe.

In the Coral Sea we could make use of more ships for regularly reporting weather, and Mr. L. J. Sawyer, the Australian Director of Meteorology, has proposed to fit automatic radio weather-reporting stations on floating rafts or buoys, which might be anchored on banks or set on reefs and islets to fill in some of the large gaps in the weather maps.

We must consider ourselves fortunate that our tropical cyclones do not occur as frequently as the hurricanes in the West Indies, or the typhoons in the South China Sea, although their very infrequency is a handicap to research and practice in tracking them.

Although Australia lacks the money and equipment available to American research, our meteorologists are doing good work in some original methods, and are keeping themselves up to date with the work being done overseas. The Symposium was a good opportunity to

iron out a lot of misunderstandings and misconceptions, in regard to both theory and practice.

One popular misconception is that the aircraft used for "Hurricane hunting" are specially strengthened for the job; this is not so, but in order to gather information of real value they must carry a lot of very special instruments. They have to know their altitude accurately all the time, to give a correct reading of the barometric pressures, and it is also quite a problem to obtain the correct temperature and humidity of the air as they hurtle through the storm at 300 knots.

Amongst the delegates present were representatives of the various Air Forces and Navies, but no pro-

vision had been made for either civil aviation or merchant shipping, although these two sources of voluntary weather reporters are very important in the drawing of the weather chart over large areas.

An invitation was finally issued to the Australian Institute of Navigation to send two delegates, one of whom was Mr. J. L. Cowan of Qantas, to speak for civil airmen; and the other was myself, to stand up for the Merchant Service.

Most of the experts present had studied cyclones from the ivory towers of universities, or from safe altitudes in aircraft, and so were ignorant of the mountainous seas and great ocean swells generated by hurricanes; and likewise oblivious to the dangers and difficulties

Some 1957 Wills Are Already Obsolete



In each instance, the Testator blundered by appointing a private Executor, who may not live long enough to commence his duties. Even if he does, the Estate is in the hands of a man hopelessly handicapped from the start. Not only does he lack special knowledge and experience, but he cannot neglect his own affairs, so the prospects for the beneficiaries are extremely unsatisfactory.

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ed by ships in their efforts to
oid the worst damage to their
ft towards the eye of the storm.
r did any of them appreciate
e Tom-Thumb size of many of
e islands vessels which occasion-
y have to make long Pacific
pages.

It is too early to judge the effects
the Symposium upon the hurri-
e-warning services in the Pacific,
that will depend upon Govern-
ment implementation of the con-
sions reached.

Rabaul Weddings



he wedding took place recently at the
odist Church in Rabaul, of Mr. Harry
ham to Miss Rhoda Bradley. Mr. R.
ents was best man; and Miss A. Quinton
bridesmaid. Mr. I. McDonald gave the
e away. A reception was held in the
Guinea Club.

Photo: C. H. Meen.



he Rabaul PNGVR formed a guard of
ur recently when Mr. Ian Caird was
ied to Miss Narelle Lee at the Rabaul
olic Church. Mr. Ivan Old was best man,
Therese O'Neill, was bridesmaid; and
Don Barrett, MLC, gave the bride away.

Photo: C. H. Meen.

Samoa Had a Happy Christmas

THE very heavy rains of mid-
December suddenly ceased
and in the last week before Christ-
mas bright sunny weather gave the
people of Samoa the genuine festive
feeling.

After the crop failure during
the first half of the current year
cocoa planters are now harvesting
a bumper crop and are kept busy
day and night with picking, fer-
menting and drying their cocoa-
beans.

The S/S *Foylebank*, which de-
parted for the United Kingdom
Christmas lifted a cargo of 1750
tons of copra and cocoabeans,
including some 460 tons of cocoa-
beans for the English market.

The next cargo steamer, the
Westbank will be delayed until
January to lift more cocoabeans
and part of the 5000 tons of copra
now stored in Apia sheds ready for
shipment.

There is still no improvement in
banana exports and the prospects
for the first half of 1957 are not
encouraging. The shortage of
Samoan foodstuffs continues.

† The Conseil General of New
Caledonia closed its budgetary
session in December after voting a

record budget of 950 million francs
(£6,650,000) for 1957. Apart from
the new tax on foreigners (Dec.
FIM), no new taxes were intro-
duced.



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PARTIES FOR EUROPEANS

***But Fewer P-NG
Students For South***

IT is interesting to see among the hundreds of school-children returning to Papua-New Guinea from Australia for the holidays sprinkling of native boys wear their Southern school badges.

Most of the sophisticated European teen-agers discard all school insignias and uniforms and plunge into a round of parties. But a native boy in conversation with his one-talk, retains his school with obvious pride. It is his badge—his symbol.

Education subsidy-examination results, just published, suggest that Territory children—whose reputation for brightness is well known and usually proved when they go South—appear to be falling by the wayside.

For the year 1957, a total of students of all races will be granted secondary education subsidies, compared with 171 the previous year and this on an increasing population.

The following comparisons are interesting:

	Passed	Failed	Grand Subsidies
Europeans ..	81	18	78
Asians ..	28	20	23
Mixed Race ..	11	17	10
	120	55	111

Comparative figures from 1955 examinations were 97 Europeans, 50 Asians and 24 Mixed Race granted subsidies.

The subsidy for Europeans is £145 per annum, plus return air fare to Australia. Mixed Race students get the same, £200, based on a means test.

Native scholarship holders (5 in 1956) receive school fees, air fare and all incidental expenses at residential schools in Queensland.

The decline in the number of Asians and Mixed Race students granted subsidies for 1957 is mainly due to the fact that last year was the first time these students could sit for subsidy examinations and, in consequence, there was a larger number of the required scholastic standard.

Included in the 15 Territory students who returned from the Central Medical School at Suva are five who now have completed their course. They are:

Maori Kiki, Kerema, laborer Assistant.

Jack de la Cruz, Lae, Assistant Health Inspector.

Thomas Tumu, Sohano, Assistant Health Inspector.

Levi Matare, Kavieng, Assistant Health Inspector.

Wesley Tomangula, Rabaul, Assistant Health Inspector.

It is expected that there will be native or mixed-race students (about 36 boys and 4 girls) at the Suva School in 1957. The course here for Assistant Medical Practitioner is 5 years, for Dentistry, Health Inspector and Laboratory Assistants, from 3 to 4 years, and Nurses 3½ years.

MEDICAL SCHOOL FOR P-NG

R. JOHN GUNTHER, Director of Public Health, has announced plans for the erection of a Central Medical School in Port Moresby during the current financial year.

The school will be erected at Aurama, about four miles from Moresby, in the vicinity of the new Native Hospital.

The centre will be used for training native students in special fields, and will save the necessity of sending medical students to Suva for their training, as at present.

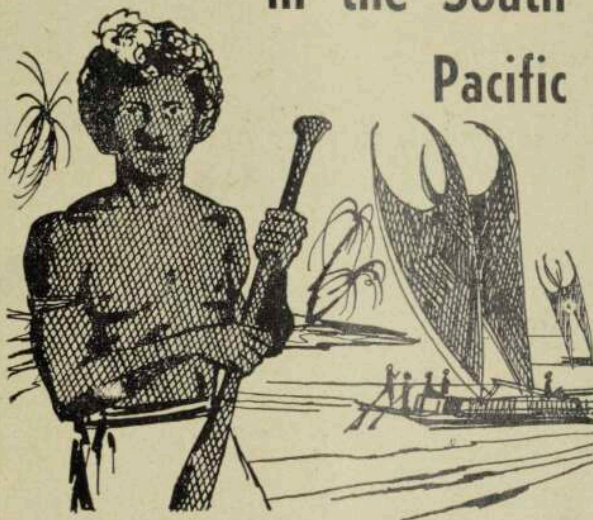
Ed. Note: It will be noted from the above list of graduations from the Central Medical School, Suva, that the students who have completed their courses do not include any Assistant Medical Practitioners. It is well known that P-NG students at the CMS have great initial difficulties to overcome in their lack of adequate English. Probably a school at Port Moresby would overcome some difficulties by not setting such a high standard as the CMS, however, students who now have the privilege of going to Suva have the benefit of learning how the native communities of the Pacific live. Fiji has a lot to teach New Guinea—and the CMS was one way in which this has been done).

INCOME TAX RATES IN COOK IS.

NO replace the contentious New Zealand scale of taxation which formerly applied to the Cook Islands—but which many did not actually pay—the Cook Islands Legislative Council recently dealt with a new local taxation system. Taxation experts from New Zealand are present to explain its workings.

The income tax rate finally recommended for approval by Wellington is as follows: Exemptions: personal £300, wife £150, children each £50. Tax: 6d. in £1 on first taxable £100; 7½d on second £100; thereafter 1½d per £100 until reaching 6½d in the £1 at £5,000. The rate then falls to 1d until £7,000, when the maximum rate of 1½d in the £1 would be reached.

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Letter to the Editor

SOCIALLY-RIVEN NORFOLK IS PLEASED BY DUKE

THE recent visit of HRH The Duke of Edinburgh was something that will never be forgotten on Norfolk Island. The Duke's thoughtful informality was like a breath of fresh air to Norfolk Island, where loyalty to the Crown is very strong. On many occasions and in formal meetings, he left a few very words that will long be talked about. The Duke's consideration (and tolerance) before private photographers was outstanding.

He managed to break away for a private tour around the Island. It is believed that he was really very not to be able to stay longer.

This informality was not abused; this was very evident by the good manners shown after the church service, where he read the Canon. The 550 seats of the church were packed—and after the service the Duke stood at the entrance for some minutes. The people made a wide circle around him, but all kept a polite distance.

UNFORTUNATELY, the Government House reception did not provide quite the same story. The majority here were "Mainlanders"—owing to the arrangements made officially. A scruffy exercise book was placed at a few selected stores, where those who had to be asked to Government House had to place their names.

This drew only a few, so invitations apparently were sent out at random, and they included very few Islanders and old residents—but day-makers and tourists seemed to swell the ranks. However it was "mainland" residents who displayed bad manners by pushing themselves forward, or trying to exact more than their share of attention than was wise or nice. The behaviour of the few Islanders present was exemplary.

Many were disappointed because the official party did not take the form of the Island traditional picnic. In my opinion, this Island community will not pull together whilst

so many want a change in Administration. The normally most popular functions of the year have been a



HRH Duke of Edinburgh placing a wreath on War Memorial on Norfolk Island.

"flop," through lack of support. The reason is clear.

But an ignored and consequently sullen people are not likely to be considered in this matter—so, if it suits the Minister, we may expect another extension of the present regime.

The law of averages must work

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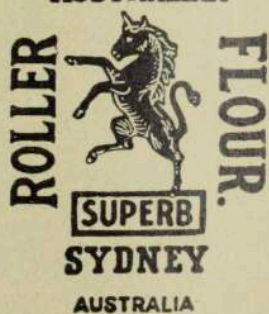
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out. Some joyous day we shall have a more humble and less wasteful Administration, that will seek to represent the Island people in their reasonable needs—rather than this most expensive bureaucracy.

I am, etc.,

W. N. SELBY NEWBALD.

Norfolk Island,
January 5, 1957.

EDITORIAL NOTE

Mr. Selby Newbald is a skilled and pungent writer, and his letter is published as he phrased it. But the sentiments he expresses are not necessarily those of the PIM.

Letter to the Editor

Just a Blown-Away Piece of Australia

IN your December issue, on page 47, under the heading of "Wallaroos or Kangaroos?" a Mr. Ken Slater is said to have discovered what he thought to be a species of Australian kangaroo in the Fly River country of Papua.

I noticed in Mr. A. Richard's book,

Practical Planting, which was published in 1955, he states: "South of the Fly River, on the Papuan side of the Territory, the Orimio oil expedition in about the years 1925 to 1928 discovered some thousands of kangaroos, bush turkey, black and white magpies, and dingoes."

Mr. Richards further states that some thousands of the kangaroos were killed for European and native consumption.

I am, etc.,

T. M. GARRETT

Kokopo, NG,
Jan. 2, 1956.

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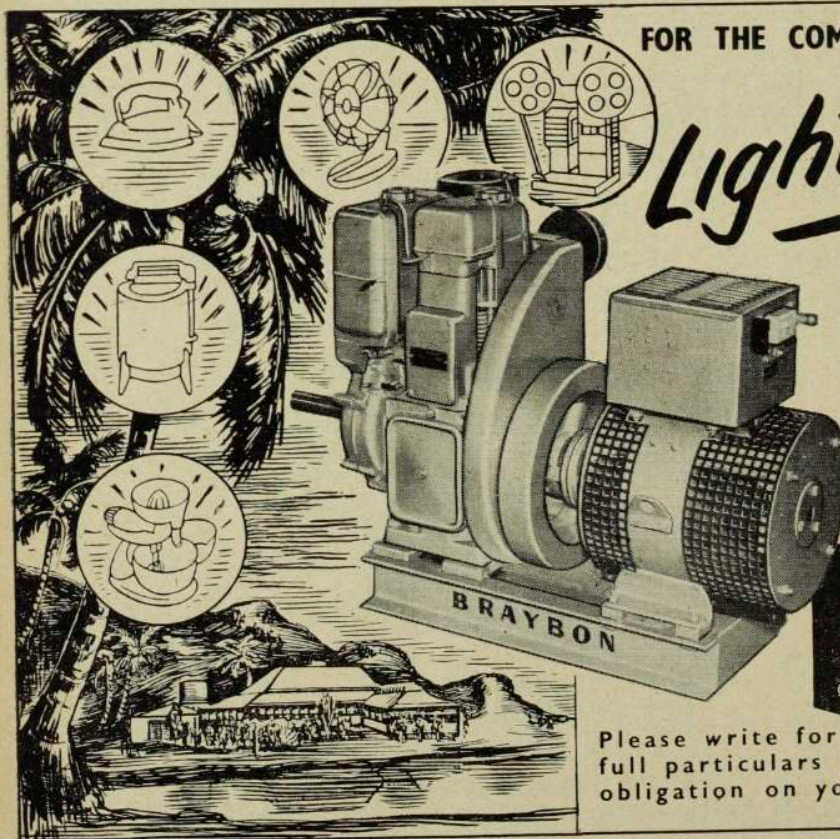
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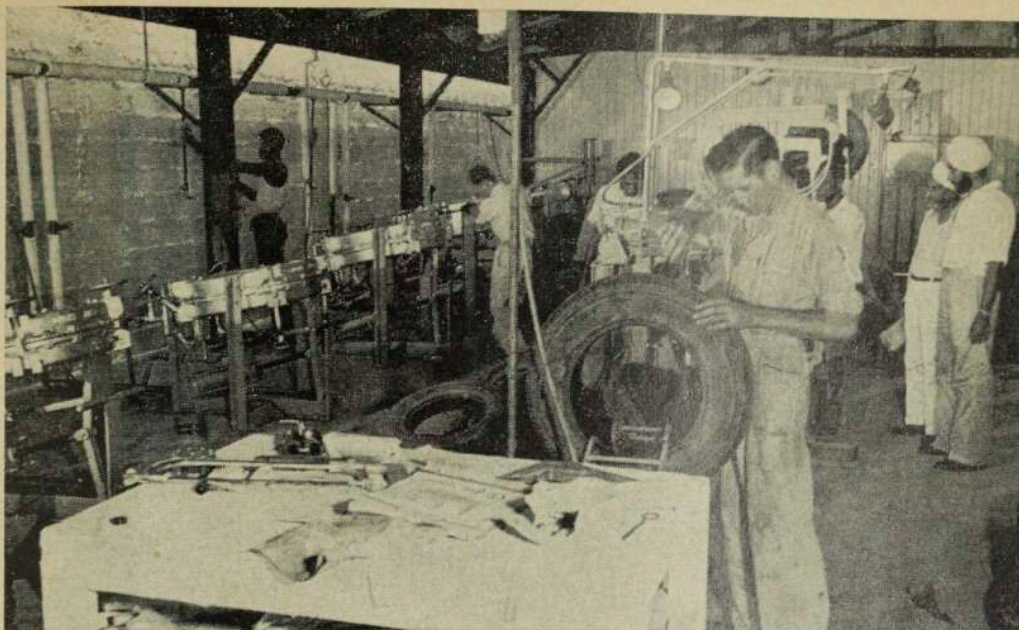
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Service Suva Motorists

Now has a local retreading plant, opened in November by Motors in a new building at Walu Bay. The owners in the city who previously had to discard worn tires are naturally welcome to the new service. Photos show the plant, its five foremen. In the foreground, is Mr. B. is, plant foreman.



. Caledonian aquarium Interests Marine Biologists

HIGH praise for a worthy project was given by the Governor of New Caledonia, M. Aime, when he opened an aquarium at Anse Vata, near Noumea, on November 27.

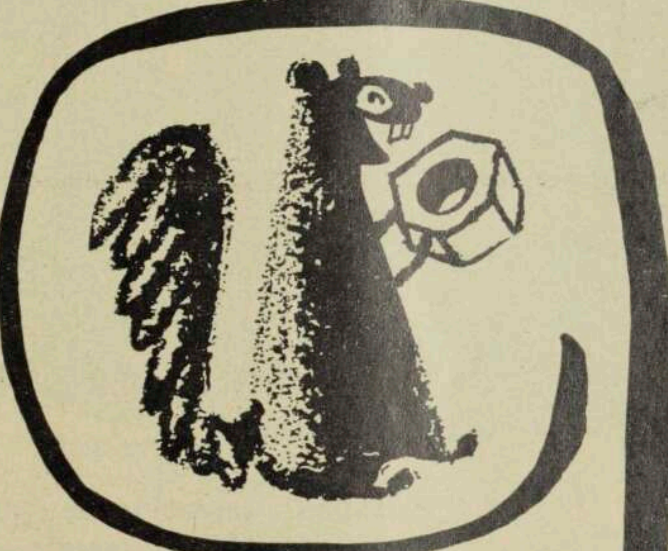
The aquarium, financed and constructed by Dr. and Madame Catala, marine biologists, is the result of many years' work, and in recognition of his services it is expected that Dr. Catala will benefit from a Government grant towards expenses of his project.

The most modern techniques have been used in the installation of the 30 glass tanks arranged in a rectangle around a central chamber. The sea water feeding aquarium is brought by a powerful electric pump to a higher level, descends by gravitation and is aerated automatically. Fluorescent tubes as well as natural daylight are used for illumination.

The aquarium contains many rare specimens of marine life gathered from the nearby coral reefs and it is hoped that shortly some of these may be sent to the famous Monaco Aquarium and other overseas aquariums.

Several American and Australian scientists who have been exchanging scientific data with Dr. Catala for many years have already asked permission to study certain species in the aquarium.

Mr. R. W. Robson, publisher of Pacific Islands Monthly, was in Noumea in January.



TALK ABOUT DIGESTION!

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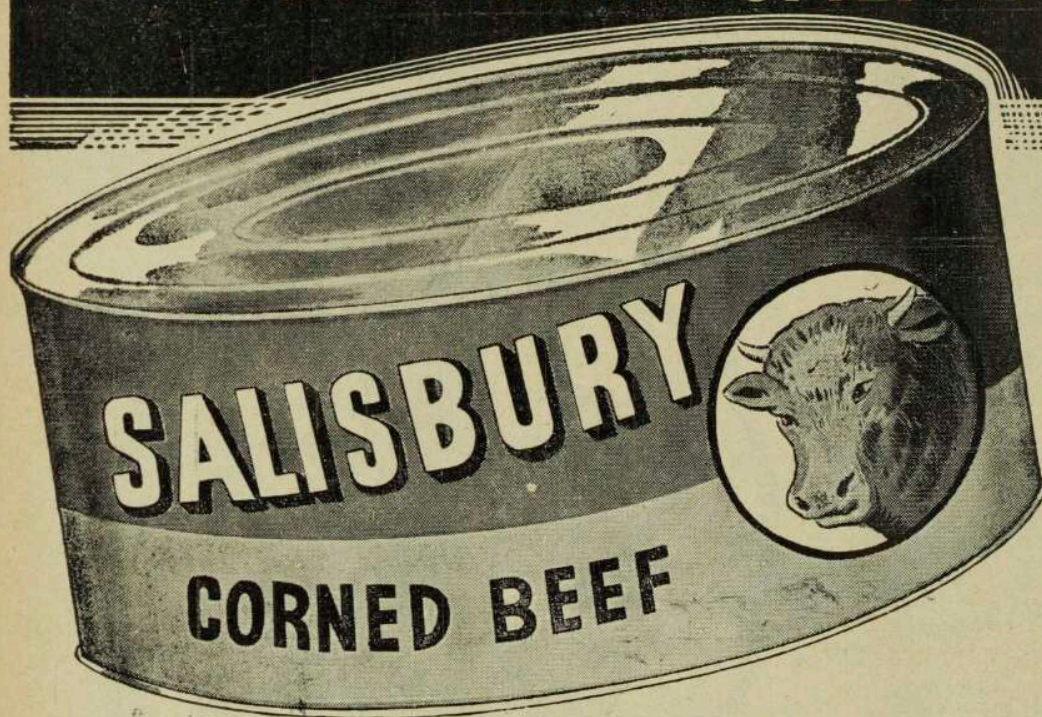
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TERRITORIES TALK-TALK

By Tolala

Goodies

The Baddies

I have seen *Walk Into Paradise* and most heartily I agree with the critics that the scenery is Number 1.

It could not very well have been otherwise; also the native crowds, though over embellished at times in "sing-sing" regalia, earn top marks, as do also the Police Constabulary.

In my mind it is the non-native element that leaves something to be desired. Ostensibly it is colourful propaganda for the official policy, but could almost have been produced by the local PRO.)

The sturdy officials are unswerving in their task of implementing UNO orders, while the unofficial members of the cast (droopy, dopey "Shark-Eye" Kelly—and why "Shark-Eye"?—and the eccentric Clayton) all appear in any way but a favourable light, and all to the glorification of the officials.

At this is the price paid for official assistance in producing this "Walk" and less said about it the better. The section shows hostile native youths falling all around the Europeans and killing poor, old "Shark-Eye" but the order is still to fire over the heads of the attackers. A naive for sophisticated audiences, surely.

Notes of Moresby and Madang are exceptionally good and a radio sage signed in Keith McCarthy's handwriting (unless I am much mistaken) lends a genuine touch to the whole scene. "Chips" is his usual laconic, tough self; immune to the hours of the red-headed French doctor who is making a survey of UNO. How she manages to retain her immaculate coiffure and d-box appearance during the march through the swamps, only the doctor knows.

With slight variations it could have been a top-ranker—or should it be "Raffetyer"?

Offences,

in

Judging by the Court records (and, admittedly they are but a portion of the crimes committed) it seems to be an alarming increase in sex offences by natives against white women and children in Moresby and other settled areas of the Territory.

This is a big question, and not only are there faults on both sides, but that is a long argument, but taken down, it means that natives

often misinterpret the acts of scantily-clad European females. The present situation is reminiscent of the conditions in the Rabaul district back in 1937 when a Citizens' Assn. of NG was formed to launch a campaign for greater precau-

tionary measures against sex offenders and the Administration instituted the "boy-proof" sleeping rooms.

Whether there is a corollary between the present upward trend of offences with our first parents tasting the fruit of the Tree of Knowledge I am not prepared to say, but it does appear that the more sophisticated the native becomes, the greater the number of crimes of this nature, plus a de-



The Administrator (Brigadier D. M. Cleland) presenting a lamp to Mrs. B. Johnson at the Seventh Annual Wau Show, New Guinea, which he opened on December 2 (PIM Dec., p. 139). The trophy was for the "Best Garden" in Wau.

Photo: Papuan Prints.

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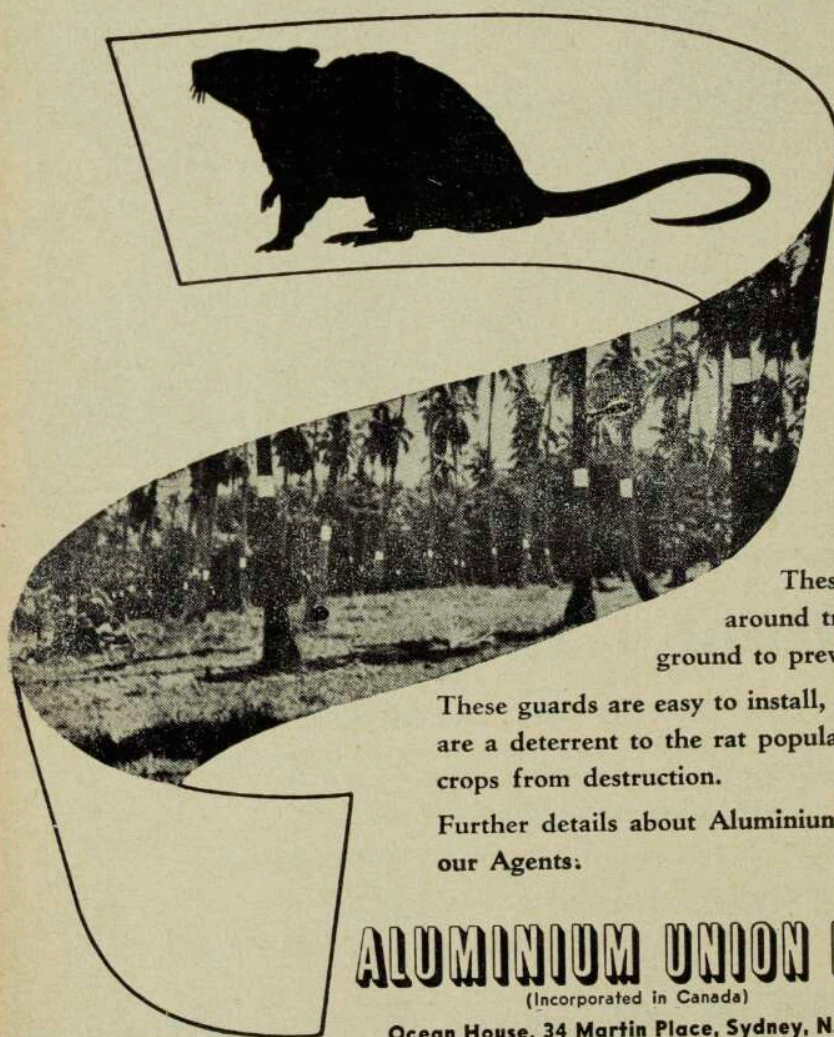
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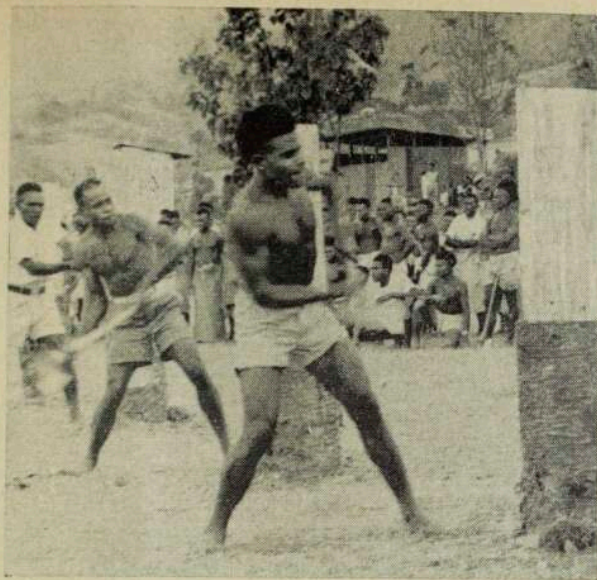
t can only lead to trouble be-
the two races," says "the
Post. And such a phrase must
rally conjure up thoughts of
"Deep South" and apartheid,
ch should make the ADPANG
ministration of Papua and New
nea, to the uninitiated) stop to
k before adding to the native
ality policy within the Terri-

wonder if governments in mixed
ured areas realise that if they
ld only restrict themselves to
equitable balanced policy—with-
partiality one way or the other
ere would be little of the colour
rimination that is gradually
ming more and more pro-
uced. And principally due to
ernment "effort" to minimise
segregation.

aus from an old NG pioneer:
at the future of NG will be is-
er difficult to visualise. Person-
I think it will follow similar
s of other British colonies—
faster. The Tolais get more
ky and bitter as the years pass.
d disputes become more intense
open; flagrant poaching of
freehold land by them is fast
ming the "order of the day."

ad this from a man who has no
to grind, but retains an intense
rest in P-NG's future.

ow that UNO is on its way out
it undoubtedly is after the
fiasco) isn't it about time
ANG trimmed its sails and
oted a more equitable attitude
ards all? Or is one to assume
Investigator Winder, who
ed into the possibilities of Local
ernment for P-NG, has recom-



Amongst the many attractions at the Agricultural Show at Wau, New Guinea, which was opened by the Administrator (Brigadier D. M. Cleland) on December 2 (PIM, Dec., p. 139) was a wood chopping event for natives. Photo shows some of the contestants.

Photo: Papuan Prints.

mended that the native people alone
have this privilege?

And while on the subject: Why
bring these Australian-bound
officials to delve into P-NG affairs?
What do they know of New Guinea
who only Queensland know? It
sounds all a bit screwy to me.

Other Days; Other Ways

Being Christmas time I received
many letters from old friends in
NG; many voicing comparisons
(which are always odious) with

present conditions. Each Christmas-
time is a nostalgic-time.

It was such thirty years ago. But
the festive party at the New Guinea
Club for the kiddies of that day

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Cables: "Ventura", Sydney.



CALLING ANGORAM. The people in this photograph (published in December PIM, p. 29) have been identified by Mr. Jack Bannigan, who appears first on the left, back row. The others are: Jerry Keogh; Mrs. S. H. Gander (SDA mission); Jim Delaney; Mrs. Jack Spence; and Robinson. And sitting, Jack Bradshaw and Jack Spence. The place? Outside the Police-Post at Kainantu, in the present Eastern Highlands district of New Guinea then referred to as the Upper Ramu. The time: 1935. Four of these people are now dead—Keogh, both Spence and his wife, and Bradshaw. Mr. Bannigan who now lives in Sydney, has a copy of the photo. (Our copy was sent by Mr. Peter England, of Angoram, Sepik River, who said that it had been the subject of a betting competition at the local hotel).

remains a high-light to remember. And the old Rabaul Club dress ball was carried on for many years. (Old-timers still remember the year when "Montie" Klips, now Chief Judge and elected, easily won first prize as local peanut vendor!)

those far-off days it was the boom for the big trading firms (including the Chinese merchants) to regale their customers with substantial Yule-tide presents. A case of beer; half-a-dozen Scotch; these silks by the dress length or wonderful embroidered tea-cloths; serviettes from far inland China. Under how many generous gifts was made this year?

and before that: Well do I remember the unexpected parcel that came in the packing cases Christmas groceries from Peter's, Anthony Hordern's or Rath's. They did a big export to New Guinea at one time against Australian settlers who did not enthuse over the continental obtainable in the stores of the German companies.

at all that was before the days of Planning and high taxation. No! Yes, it is certainly other ways. And I hope everybody is as happy.

**Consular
Representatives**

a result of Hans Mannsfeld's (Editors' Mailbag, Nov. PIM),

I had an enquiry from an old Territorian resident asking why H. R. Wahlen was referred to as "Consul H. R. Wahlen." The answer is simple! HRW was appointed Swedish Consul in Rabaul about 1911 and therefore became Herr Konsul Wahlen. Other consuls whom I remember about this time were: Fred Jolly (British), Captain Komine (Japanese) and Ah Tam (Chinese).

MISCELLANY OF BOOKS

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The Didiman Query

Herr Mannsfeld's reference to the possible derivation of Didiman for Rabaul's Botanic Gardens I cannot agree with. Radish? No Can! His mention of the names of the Director and Master Gardener (PIM, Nov., p. 22) is not helpful; neither is Miss Egan's suggestion (PIM, Dec., p. 18). So far as I am aware it is not a native word. She is correct about "ra" being the indefinite article in the Tolai talk, however.

Incidentally, I can't agree that the word is "pidgin for gardener." Originally it was the name used by all natives for the Botanic Gardens at Rabaul and in later

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years was also applied to certain cultivated areas near government out-stations. The name was also applied to Australia's first Curator of the Gardens during the military occupation (Major H. O. Newport) and the name stuck to him after he became head of the Agriculture Department, but was never applied to his successors—Dr. Bryce or George Murray. The diminutive form—(Mrs. "Diddy"—was applied to his wife up to the time of her death last month.

I repeat my remarks made in May (1956) Talg-Talk and again call on Capt. Haug over in Darmstadt, or perhaps we will hear from the Club of Old-Timers in Hamburg, as mentioned by Herr Mannsfeld. If not it could be a problem for the newly-formed Historical Society at Kokopo to solve.

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Delving Into

The Past

The proposed formation of a historical society at Kokopo is good news. I congratulate the folk who realise what a wealth of old-time data, lying idle, they can operate upon. The biggest trouble is they have started about 30 years too late, but that is a common fault. I know, for I became secretary of a historical society in a Macquarie town in NSW shortly after War II finished and we have to grope about for information amongst people who are a generation too young. Kokopo will be doing much the same.

There are few pre-war I originals in New Britain now—save, perhaps some of the older missionaries at Vanapope. At the moment I can only think of Mrs. Lulu Miller, George Yanke and the Stehr brothers over on Duke of York. If Albert is still alive he could tell some interesting tales of the early days in Manus.

Looking further afield—beyond New Britain—down Bougainville way there are Dr. and Mrs. Kroenig. The former (as far as I know) is the one and only remaining ex-government official of German times in the Territory. A highly-qualified medico, he was MO in the Kieta district in pre-War I days. In 1913 (or thereabouts) Frances Highley returned from her schooling in

England and the Continent—a attractive and charming lady, who soon became the of Bougainville. She married doctor and after the War they up their residence at Toboroi south of Kieta.

Here's wishing the K Historical Society every succe

No News

From The North

As I mentioned before, there been a decided lack of P-NG in Sydney newspapers of late. I was beginning to wonder what the Fourth Estate had placed its cote on Australia's far-flung post. But directly after the Year holidays, the news was leased, and published, of murder of 19 villagers by the tameable Mianminities, and N again on the map.

Incidentally, in December, Jim Taylor, with the Hagen patrol, met up with these warriors who gave the pat go and John Black is reported have remarked at the time: do not encourage visitors."

Their manners have not improved over the years.

In the reference to lack of I do not, of course, include statement by Minister Hasluck this month over the ABC n

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"Kraft" MAYONNAISE, 5 oz., 23/- doz.; 10 oz	35/- d
"K.R." CHOICE CAMP PIE, 12 oz	21/- d
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erning the very important need
eradicating malarial fever in
t, and the appointment of
arial observers" in order to
down the mortality rate.
stralian medicos—and others
ve been studying malaria since
Perhaps if Mr. Hasluck opened
his purse-strings a bit wider
the PHD, results might be
. If any department needs a
cheque for operational ex-
s it is the PHD.

Old Hostess

ny an old-time Rabaul resident
be saddened to hear of the
ng on of Mrs. Jessie Somer-
("Diddy") Newport. She died
private hospital in Manly on
ber 16, and had been in ill-
n for several months, so it was
opy release from her physical
nts as "Diddy" was always a
t and entertaining personality.
arrived in Rabaul during the
ary Occupation, shortly after
I broke out, accompanying her
nd, Major H. O. Newport, who
charge of the Botanic Gardens
laid the foundation for the
ng Department of Agriculture.
h he and his wife were gener-
nown as "Didiman." During
early years she kept open-
and was one of Rabaul's
st hostesses. After the death
er husband in the early
es she remained in Rabaul for
time and then retired to
ey and after War II became
nthusiastic worker for the NG
en's Club.
ling health during the last
ears had forced her into re-
ent and her presence at the
ar meetings was missed.

oyal

ire

IG circles are pleasantly
ciative of the Duke of Edin-
s kindly gesture in summoning
Lois Niall (daughter of Dis-
Commissioner and Mrs. Niall,
e) to Government House, Syd-
on his return from his P-NG
Lois was attending the Syd-
University. Were there some
-burnings? Of course, there
but, nevertheless, it was a
htful act and gave a lot of
re to Lois, and no doubt to
nd Mrs. Niall, at whose home
Duke had stayed in Lae.

And Pieces:

thday Honours included the
for Ron McNicoll, Temp.
-General and Engineering
of Army HQ, son of TNG's

late Administrator. . . During the
International Geophysical year (in
other words 30 nations co-operating
in watching natural phenomena of
the world) Moresby will have a
magnetic and geophysical observa-
tion station; Lae, cosmic ray and
Rabaul radiation observations. . .
Passed on: Harry Stuart Kerr, MC,
of Saratoga and formerly of
Moresby, at the age of 40. . . Prof.
Ekin, in an ABC talk last month,
said the natives of Wabag were not
suffering from malaria, liver com-
plaints, or was there much evidence
of polio amongst them. . . The
Vacuum Oil Co. will award two
scholarships annually to a P-NG
girl and boy, tenable for six years
and valued at £50 a year. . . One
of the yachts competing in the
Sydney-Hobart race this year was
entered by Des Ashton, a patrol
officer of P-NG. It was a 33-ft
sloop, named *Lahara*. . . Born on
December 10 to John and Pat
Leeuwink-Clark, at North Shore, a
daughter. Both well.

SEPTEMBER TO
DECEMBER—

Flying-Fox is Off The French Menu

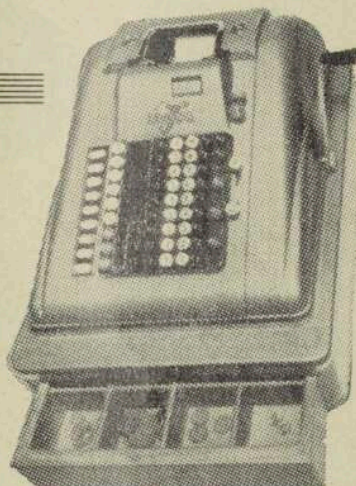
AUTRES pays, autres moeures; or
what's one man's meat is
another man's poison.

Flying-foxes, regarded as an un-
mitigated pest in sub-tropical and
tropical areas of Australia, par-
ticularly amongst fruit growers, are
to be protected in New Caledonia
during their breeding season, Sep-
tember to December.

Known locally as *Roussettes*, they
are regarded as a delicacy by the
French colonials.

† Mr. John Stannage, new manager
of the Fiji Broadcasting Com-
mission, arrived in Suva in early
January. His wife and child will
join him later in the month.

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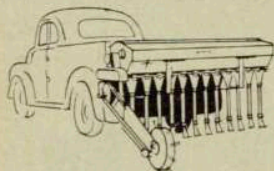
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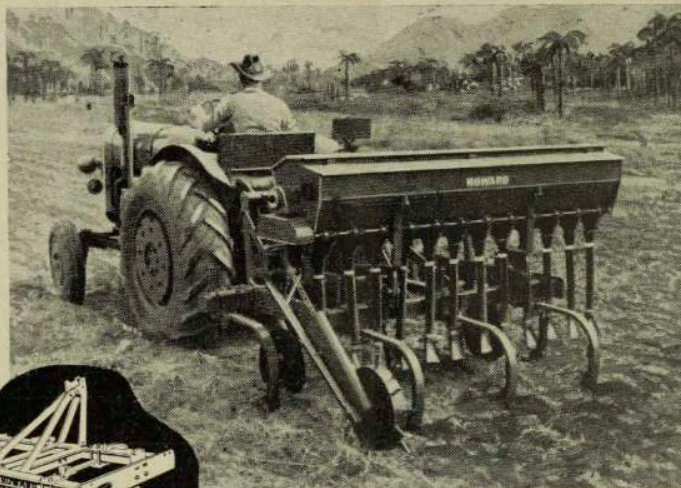
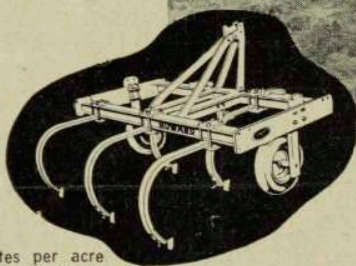
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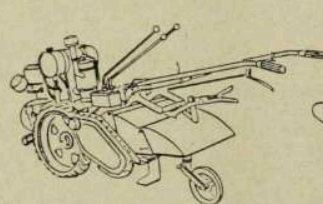
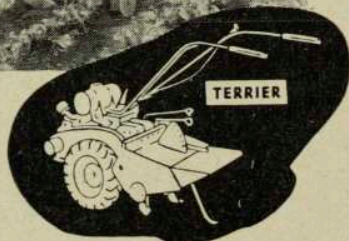
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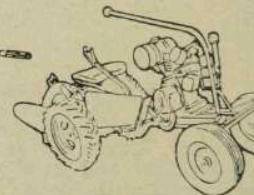
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Editors' Mailbag

(Continued from page 18)

to be left behind—there was no room on anything British, and one would handle it. I doubt if I shall ever see it again." These Indonesians are among the men who are being induced, under the Colombo Plan, to come into Australia and enjoy Australian life, and learn to love us!

Route to a Policeman

Major Pogenau was a great policeman," writes G. W. L. in reference to a paragraph in Nov. PIM (p. 130). Former DO Townsend goes on to say that Pogenau was with him on many patrols before the war, and that during it with FELO—but as a policeman. Pogenau would not join the army, serving in the Police Force, because he held the rather unique belief for that time that the Government had not left New Guinea to the Japanese invaders, and the Army had merely been sent in to help them. He wished to remain "Government." Pogenau assisted in a diversionary plan, volunteered to go into the Japanese stronghold of Lae; and was recognised and approached by natives there, remained three days and "planted his story."

Learn About French Cooking

When the *Resurgent* docked at Noumea on December 27, 32 excited Australian school children lined the deck for their glimpse of a strange land. The children, 23 boys and 9 girls, were the charge of a young French master, Ralph Chambers, who was on an exchange trip and will in turn be sent to Australia to New Caledonian students. A few hours before the arrival of the *Resurgent*, Mr. Chambers sent a radiogram to the High Commissioner, M. Aime Grimald, thanking New Caledonia for the hospitality. The Chief Secretary of New Caledonia has one son staying with his family. An interesting programme has been arranged for the children, including a five-day scenic trip up the east coast where they will see many native villages. During the trip they will have lunch at a small inn named "Therese's," and if in later years they should become gourmets the place will perhaps be traced back to Therese, who is said to be the best cook in New Caledonia.



The wedding of Mr. George Holland, youngest son of Mrs. A. J. Holland, County Kildare, Eire, and the late Major J. K. Holland, R.A.M.C., and Miss Audrey Smith, second daughter of Mr. and Mrs. F. L. Smith of Suva, took place at the Sacred Heart Cathedral, Suva, on December 22. Attendants were Miss Marie Hoeflich, Miss Danna Smith, Mr. Rex Edmonds and Mr. Trevor MacMillan.

Photo: Stinsons Studios.

CHINESE INTERESTS ACQUIRE PAPEETE BUSINESSES

TWO well-known Papeete businesses have recently been purchased by Chinese interests. The well-known soap-factory operating under the name of Marcel Charousset has been purchased by J. Leou Fou On; and the old-established curio and photographic business established by Mr. Georges Spitz, who died five years ago, and since managed by his son, Mr. Gustave Spitz, has gone to other Chinese interests.

A special 5-day course for school-teachers about to take up positions in Islands schools, and teachers on leave in New Zealand from the Islands, will commence at Victoria University College, Wellington, NZ, on January 14. About 20 teachers, seconded for service in Fiji, as well as senior Islands students studying for professions in New Zealand, were invited to attend.

Miss Marina Norbert, who won a scholarship to study at La Perouse College, Noumea, has completed 12 months at the school and has passed the first half of the Baccalaureat—equivalent to the Australian matriculation examination.

The death has occurred in India of Srimat Swami Avinashanandaji, a member of the monastic order of the Ramakrishna Mission. The Swamiji visited Fiji in 1937 at the request of the Then India Sanmarga Ikya Sangam and during his year's stay organised Sangam activities.

The Rev. Father Floribert's recently completed grammar of the Cook Islands Maori language is now available in limited quantities from the Catholic Mission at Rarotonga at 10/- per copy.

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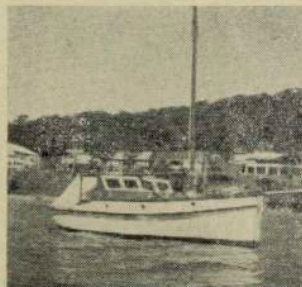
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DEATHS OF ISLANDS PEOPLE

MR. EDWARD BECKER

Edward Becker, an American and resident of Paepa, Tahiti, died there the past 22 years, died there the end of November, aged 72. He was a well known member of the American community in Tahiti.

MRS. HILDA HOODLESS

The death occurred recently in Auckland North, New Zealand, of Hilda Hoodless. Mrs. Hoodless, formerly Miss Adlington, went to New Zealand as headmistress of the Suva Girls' Grammar School. She married, Dr. W. Hoodless, and was afterwards headmistress of the Fiji correspondence school. Dr. Hoodless, became principal of the Fijian Medical School, went to New Zealand on his retirement and died there in 1955. After his death Mrs. Hoodless returned to Fiji for a short while but last August went to live with her daughter, Dr. Margaret Wray, in Auckland North.

MR. R. W. MILLINGTON

The death occurred suddenly at his residence, Gordon Street, Sydney, on December 8, of Mr. Richard Walter Millington. He was 42.

Mr. Millington was an Englishman and had spent many years in various parts of Australia, New Zealand and the Ellice Islands. He conducted a shoe business in Sydney at one time but later joined the staff of Williams & Gosling. At the time of his death he was in the employ of A. Q. McGowan & Co.

MR. J. F. D. WAGER

The death of Mr. John Frederick Wager occurred at Lismore, New South Wales, on December 6. He was 42.

He was the elder son of Mr. and Mrs. C. Wager, formerly of Fiji, now of 31 Woodlands Rd., North Point, Sydney, and will still be remembered by many people in New Zealand and by others in the Solomon Islands where he spent six years during the war.

He enlisted as a Private early in the war and three months later passed through the Officers' Training Course at Duntroon. He served in the Pacific area as a lieutenant.

Since the war he has been very successfully engaged in sheep and cattle raising near Lismore in New South Wales.

It is a tribute to his memory that the whole district where he has risen to the aid of his widow and three children. Legacy to the Returned Soldiers' League taken over the whole responsibility of running his property and

a roster of his friends and neighbours has been arranged for this purpose.

CAPTAIN STRICKLAND

Captain Strickland, known as Toleafoa Filipo, a well known seaman and popular resident of Apia, Western Samoa, who was in charge of Messrs. O. F. Nelson's inter-island motor vessel *Sulimoni*, died suddenly of a heart attack late in November. He was 54.

Captain Strickland had a long seafaring career as engineer and captain of local vessels, following

his father who had been captain of the MV *Jessie*. He was well known by all sections of the community and well respected for his courteous, unostentatious and efficient ways. He was a prominent member of the Methodist Church of Apia and represented his church in Sydney last February.

He is survived by his wife, Tautu, and several adopted children.

MR. WILLIAM ARP

Mr. William Arp, a veteran planter of Western Samoa, died on December 1 after a long illness. He was 69, and had spent 45 years in the Territory.

Before the First World War he

(Continued foot col. 1, p. 141)

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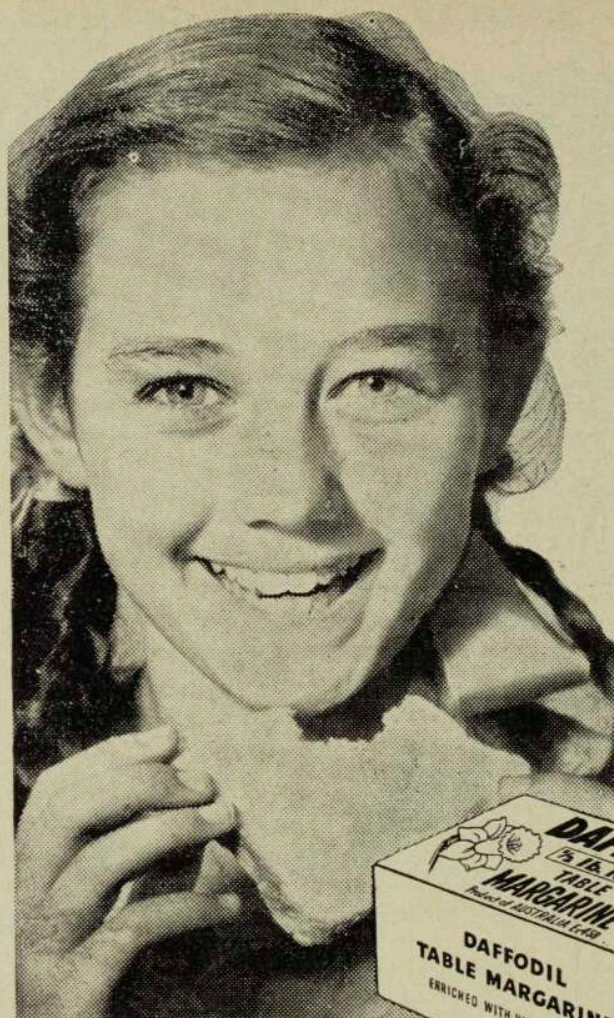
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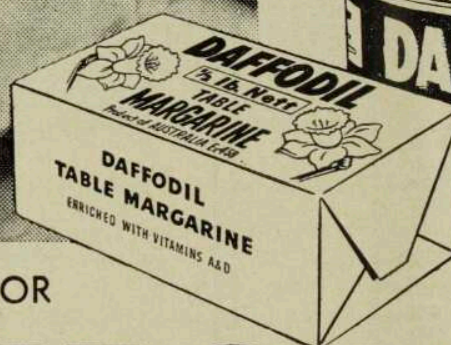
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Peisley-Otton Wedding



Wedding of widespread interest to many Port Moresby residents took place in Bega, NSW, in December, when Mr. Bob Peisley married Miss Beatrice (Trix) Otton. Five of the wedding party are ex-Moresbyites. Shown here, left to right: Mr. Neil Newman (ex Commonwealth Bank), M. McCabe (ex Qantas), the groom (ex DCA), the bride (ex Commonwealth Bank), and John Silcock (ex Qantas). Mr. Peisley is now with the Commonwealth Bank, Sydney, and McCabe and Mr. Silcock are at Qantas headquarters. The second bridesmaid, Miss Kath Vincent, is with the Commonwealth Trading Bank, Sydney.

SAMOANS FOR TOP POSITIONS

was announced in Apia, Western Samoa, late December, that a senior Samoan official in the Government, Mr. Meleisea, Assistant Public Service Commissioner, had resigned on the grounds of ill health. He had held the position since 1950 and had rendered very good service as responsible work.

On the recommendation of the Executive Council, the High Commissioner has appointed Mr. V. J. Lima to succeed him. Born in Fivaia, Western Samoa, Mr. Lima is an American university graduate who has majored in public administration. He was

previously employed as Assistant Personnel Director in the Government of American Samoa and is 35.

Mr. Toalepai Pose, of Satapuala, has been appointed Samoan Judge of the High Court and Judge of the Land and Title Court. He was sworn-in in December at a brief and dignified ceremony.

†Six hundred Scouts from Australia, New Zealand, Tonga, Samoa, and Niue, as well as from Fiji, attended a Jubilee Scout Rally in Fiji in January.

Deaths of Islands People

(Continued from page 139)

employed by the German DHG as an overseer on their plantations and later worked for the New Zealand Reparation Estates Commission as plantation overseer.

In later years he owned a cocoa plantation and cattle ranch of his

has left a wife and two sons living in Samoa, and three daughters in New Zealand.

ANTI-TB CAMPAIGN IN P-NG

THE Government's programme for combating tuberculosis in Papua New Guinea by the application of advanced chest surgery, was one which had never before been attempted on such a scale, on a native race in a tropical climate.

The Minister for Territories, Mr. Hasluck, said in Canberra in December, that the three thoracic surgical teams which have been operating in the Territory during the past six months had played a big part in the Government's attack on the disease.

The work of thoracic surgery had been for TB patients who had not responded to medical treatment, and was in addition to mass radiography and vaccination surveys.

Mr. Hasluck said that the work of specialist thoracic surgical teams would be resumed after the north-west monsoon season had finished; the wet season is not suitable for chest operations.

SKIN ITCH Stops In 7 MINUTES

Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called Nixoderm that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get Nixoderm from your chemist to-day under positive guarantee to return your money if not entirely satisfied.

Reliable — Sturdy

DAY OLD CHICKENS OF QUALITY

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ORDER NOW! Proved by test for laying—Unsurpassed for table birds.

They are a **MUST** when it comes to profit

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BROWN STAIN FLOOR POLISH

For Jarrah, Cedar, Stained Floors & Woodwork

Piccaninny Polishes are manufactured by

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

"Malekula" Travellers



Amongst passengers who left Sydney for Papua-New Guinea by "Malekula" in December were the following: (top to bottom):

Mr. and Mrs. A. Robertson who went to their way to Sariba, via Samarai, where Mr. Robertson will help operate a slipway.

Mr. W. R. Smith, with Mrs. Smith and a young child, whose destination was where he will work as a cocoa planter with Cadbury-Fry-Pascall Ltd. His previous experience in this field was in Africa.

Mr. and Mrs. C. L. Anthony who returned to Port Moresby, where Mr. Anthony is with the Lands Department. A Ter of 30 years standing, Mr. Anthony was the Melbourne Olympics with his wife, she returned from a recent world tour.

† A report of serious unrest amongst natives in New Britain as a result of alleged mission interference with the running of native village councils, written by Port Moresby *South Pacific Post* Editor, Mr. Stephens, won for him £100 in provincial section of the "Walkley Award." Mr. Walkley, general manager of an Australian petroleum company, is sponsor of an annual award of £500, which is split into three sections for the "Story of the Year." Mr. Stephens flew to Port Moresby to receive his prize.

Pacific Commerce and Industry

STRALASIAN PETROLEUM CO. PTY., LTD.
ISLAND EXPLORATION CO. PTY., LTD.—
ess in the search for oil has been made
ollows—Kuru No. 2: The hole has been
ed back to 4,420 feet and deviated.
sidetracking hole has been drilled to
feet. This operation became necessary
caving formation caused the drill pipe
tick with the depth at 5,838 feet and
all attempts to free it had failed.
ewa: The depth remains unchanged at
feet. The hole has been enlarged to
inch prior to running 16 inch casing.
head: Has been deepened 306 feet to
feet.

Papuan operating companies might
ly effect a reduction in the 1957 budget
\$500,000, said the chairman (Mr. E. F.
n) at the annual meeting of Oil Search
Oil Search Ltd. has a 10 per cent.
st in Australian Petroleum Co. Total ex-
ture up till then was more than
00,000, most of which was subscribed
the company's partners, British Petroleum
and Vacuum Oil Pty., Ltd. The current
was expected to produce £687,000.
company would then have sufficient funds
to 1957 contribution of about £450,000,
to provide its quota of expenditure well
1958.

**ENTERPRISE OF NEW GUINEA GOLD AND
OLEUM DEVELOPMENT NL.**—The company
t further delays in its search for oil
the Sepik River region of New Guinea,
the chairman of directors (Mr. W. L.
at the annual meeting.
the company could take some solace
the fact that the history of all Aus-
ian oil search projects had proved
and more cumbersome than expected.
of time had been lost because of the
mely dry season.

Sepik had fallen below navigable
In spite of this most of the gravity
survey was completed before the wet
came. The core drilling programme,
ever, had not made the progress desired.
ould have to be continued later when the
er was better.

ing the year the company spent £54,611
oil exploration including other charges;
42 of this represented capital expen-
s. Gold Mining: The adits driven at
g levels had not yet yet confirmed the
given in the 1955 report that the rich
discovered earlier appeared to be a
of a much larger goldbearing formation.

N GUINEA GOLDFIELDS LTD.—December
ction: Golden Ridges Mill, 974 ozs fine
and 914 ozs fine silver from 3,050 tons
ial treated. Golden Ridges Alluvials, 65
ne gold. Koranga Alluvials, 189 ozs fine
from 125,155 cubic yards. Tributes, 105
ne gold. Timber, 104,920 super feet.

**NORFOLK ISLAND AND BYRON BAY WHALING
LTD.**—This company's shares were called
the Sydney Stock Exchange for the first
on December 20. The issue of 420,000
shares was rushed by investors when the
any was floated in September. The shares
since been split into 5/- stock units.
company's Norfolk Island subsidiary
tly reported a successful first season.

DRILLING AND EXPLORATION LTD.—
company plans to acquire an interest
mor Oil Ltd., which was formed to
re an area in Portuguese Timor. The
company was formed in Sydney
tly with a nominal capital of

JUST ONE BRUSHING WITH

Colgate Dental Cream



**CLEANS
YOUR
BREATH**



**WHILE IT
CLEANS
YOUR
TEETH**



STOPS TOOTH DECAY BEST!

Scientific tests over a 2-year period show a startling reduction
in tooth decay for those who brushed their teeth with
Colgate's right after eating! In fact X-rays showed no new
cavities whatever for almost 2 out of 3 people.

Keeps children's teeth healthy

Scientific tests showed that the Colgate way
of brushing teeth right after eating stopped
decay for more people than ever before
reported in all dentifrice history. Your
teeth are whiter — brighter — and you
are assured of round-the-clock protection
against decay-causing enzymes.



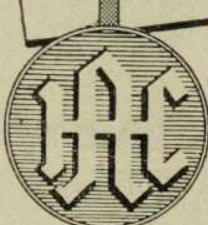
Colgate Dental Cream is Australia's largest —
America's largest — the world's largest selling dental cream

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3 MONTHS TO
20 YEARS
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PROSPECTUS

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200 Castlereagh Street, SYDNEY

0,000 in 20,000,000 5/- shares. The man of Oil Drilling (Mr. J. Kruttschnitt) that Oil Drilling would be manager drilling contractor for the new venture. as now operating, or had command of, the deep well rotary drilling equipment Australia, except one rig in Victoria. company's outlook was brighter than some time.

NDY CREEK GOLD SLUICING LTD.—g November about 110 ounces of gold recovered from about 12,000 cubic of material treated.

r. Bert Henry, of the Postal Department, Fiji, was spending part of his leave in Sydney in January-February.

Tilapia Makes Tasty Bait for Tuna

THOUGH most who have tasted the much publicised Tilapia pond-fish, recently introduced to the Pacific, have voted it a tasty table fish, it has also been found that it can be used to provide human food in an indirect way. For example, pigs can be fattened for the table on a substantially Tilapia diet.

And, according to a US Fish & Wildlife Service report, the fast-breeding fish can also be used

successfully as bait in the tuna industry. Experiments recently carried out in waters north of Oahu and Molokai, Hawaiian Islands, using Tilapia for "chumming" purposes to lure the tuna within range of the artificial fishing lures, brought fair results during the trials. Many tuna caught contained Tilapia. Best size appeared to be three to four inches long. The Tilapia did, however, appear to have one undesirable trait, in that they were inclined to swim deep instead of remaining near the surface and attracting the tuna up from the deep.

The Hawaiian tuna industry suffers an acute shortage of readily accessible bait fish, so if Tilapia prove successful for this purpose it will substantially aid the tuna fishing industry.

¶ The marriage took place at the Baptist Mission, Baiyer River, New Guinea, on January 4, of Miss I. Kind, daughter of Mr. and Mrs. Cecil Kind, to Mr. Ian Gruber.

Bonnor-Smith Wedding

At the Rabaul Church of England recently, Mr. Ray Bonnor was married to Miss Lorraine Smith. Photograph shows, left to right, Mr. M. King (best man); Groom and bride; The Rev. Mr. Gribble; Mr. McMillan, who gave the bride away, and Mrs. McMillan.

Photo: C. H. Meen.



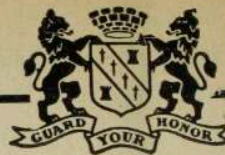
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throughout the Pacific Islands.

Wholesale supplies through
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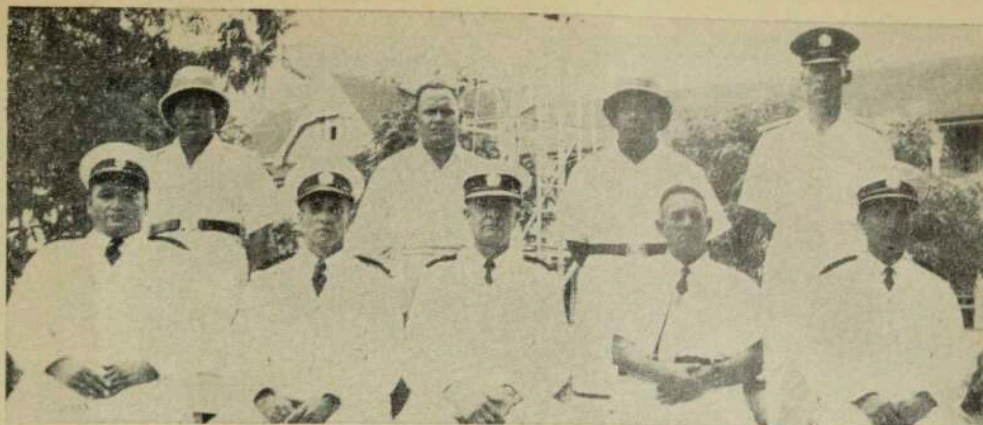


A group of senior Samoan police officers taken the day before Superintendent Fell returned to N.Z. and Superintendent Philipp took over command of the Western Samoan Police Force.

Standing (l to r): Sgt. Talitimu, N. Helsoe (gaoler), Sgt. Apalii, Sgt. Lankow.

Seated: Inspector Schmidt, Superintendent Philipp, Superintendent P. Thompson, Chief gaoler, Sub-inspector Young.

R. F. Rankin.



PLANNING FOR 4,500,000 P-NG POPULATION

IMPROVING health services and nutrition is a vital factor in the increasing child population of Papua-New Guinea.

A recent report on the population trends of native people living in villages around Port Moresby indicates an expected increase from the present 6,000 to 12,000 by 1970. This represents an annual increase of 5.2 per cent., at which rate the native population would be expected to double every 14 years. Present estimated population of the entire Territory might increase from 400,000 to 4,500,000 soon after 1980. The Minister for Territories, Mr. Luck, said recently that the first task was to improve the standard of the teaching in existing schools, and to build schools for perhaps 150,000 children as yet uneducated.

Do You Hunt the Pricker?

ONE of the most curse-provoking factors of Islands domestic life to-day is the problem of the lost pricker-wire for the pressure stove. The "missus" or "ta" who hasn't pulled out and ransacked the drawer in the bungalow in the hunt for the elusive pricker sorely deserves a place in Job.

However, a new portable cooking stove that has been in exceptional demand overseas will be available soon for Pacific Islands residents should solve this pricker-problem. It is English-manufactured Tilley Quality Stove has an automatic internal cleaning wire, set at the twist of a knurled knob. Lightweight (only 6 lb), it is ideal not only for the kitchen but also on the march, camp-patrolling, etc. Hot meals can be prepared on it without fuss or mess and it is small enough for your "boy" to use.

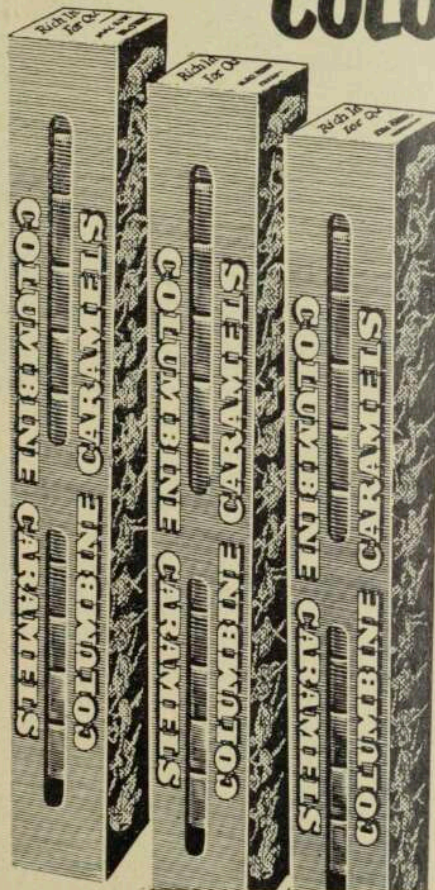
Added feature is that it does not need manual pumping. Easy to light, it holds 1½ pints of kerosene (or paraffin), sufficient for four hours of cooking. Two pints of water for "suppa" may be boiled in less than five minutes. Attractive and compact, the stove is only 11½ in. high and the pot or pan hanging measures 7 in. in diameter.

Makers, Tilley Lamp Co., Ltd., 70 Jermyn Street, Piccadilly, London, have agents and service in Australia and the Pacific. * * *

Anytime for

"COLUMBINES"

they're always delicious



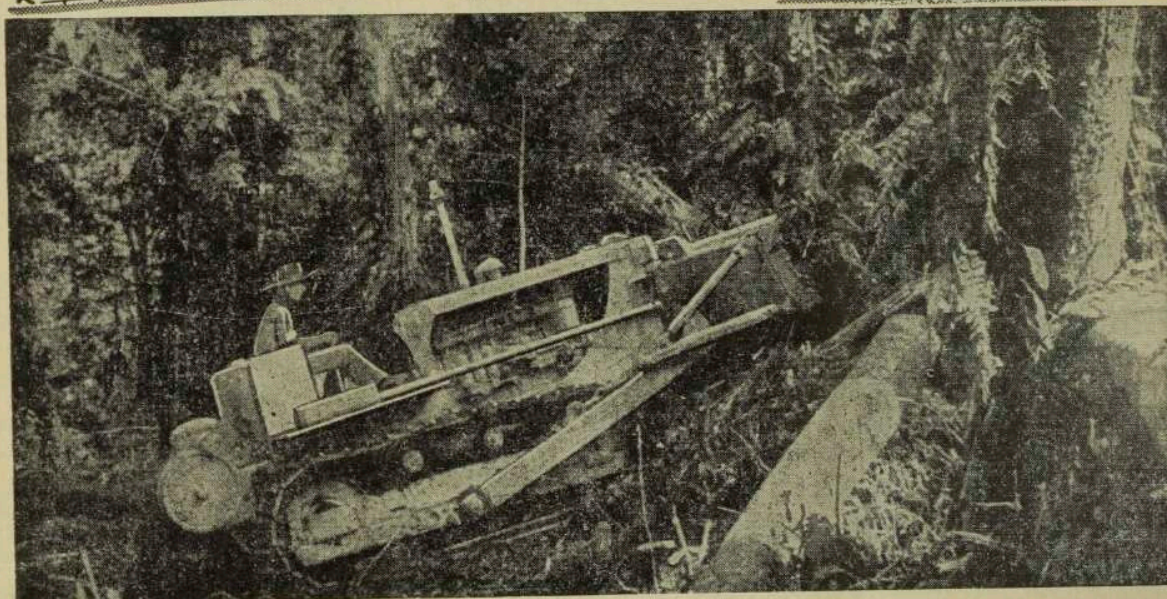
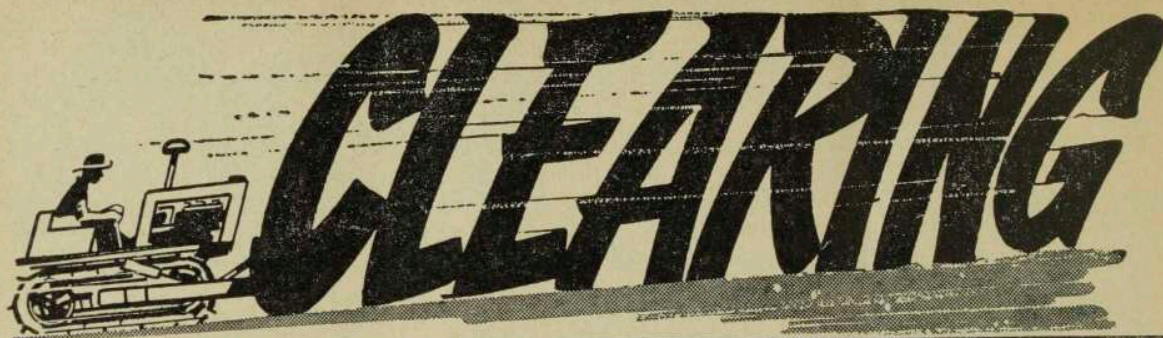
Columbine Caramels are rich in sustaining glucose for quick energy. Columbines have that true caramel flavour your tongue will always remember with pleasure. Each luscious COLUMBINE tumbles from the pack deliciously fresh in its own gay foil wrapping to assure you that for always and in all ways — It's any time for COLUMBINES.

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Only when the lush but useless jungle is cleared can the rich soil of New Guinea and the Pacific Islands be used to produce money crops of cocoa and coconuts.

The mighty 191 horsepower Caterpillar D8 Bulldozer pictured here is at work clearing the 1,000-acre estate of MacRobertsons Ltd. This plantation, situated on the fertile silt of the Markham Valley, is covered with thick rain forest, but the D8 Tractor pushes, pulls and stacks in windrows all the trees, roots and brush at the rate of $1\frac{1}{2}$ acres per day.

And behind the inbuilt strength and performance of this mighty D8 Tractor stands the Hastings Deering Organisation, with engineers, mechanics and a parts service second to none.

Not all clearing jobs justify a D8, but from the D2 with 43 h.p. to the D9 with 286 h.p. you can be sure there is a Cat-built Tractor to meet your clearing needs cheaper than any other method.

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SERVICE AND PARTS
by a trained staff devoting their
energies exclusively to tractors

BIRTHDAY

ia Assn. Celebrates Fiji

A well-known Suva organisation, Then India Valibar Sangam (South Indian Young Men's Association) celebrated its Silver Anniversary recently at Samabula, Suva. As well as three days' celebrations to mark the occasion, a souvenir booklet, compiled by the society's secretary, Mr. S. M. Mudaliar, was distributed.

The booklet gave details of the organisation and the history of the Indian settlement in Fiji. The booklet also shows the widespread activities of the society and how much they have contributed to the healthy, social and cultural life of this part of the Indian community.

The three days of celebration commenced on the Saturday with a flag hoisting ceremony by Appaiah, the first president of the society. M. V. Pillai, the president of the TIV Sangam, welcomed the gathering. The jubilee celebrations were declared open by D. D. Pillai, Commissioner for the Government of India in Fiji.

There were demonstrations of classical culture, boxing, weightlifting, etc., in the evening. Music competitions were held on the first

(Continued page 150)



Classical Bharat Natyam recital by two girls (Shanti and Shiva) was the first of the dancing feature.

Yun-Seeto Wedding

A colourful wedding took place recently at the Catholic Church, Rabaul, when Mr. John Yun of Talasea married Miss E. Seeto. Both families are well known in the district. Father Dwyer officiated.

Photo: C. H. Meen.



MORE

horse-power

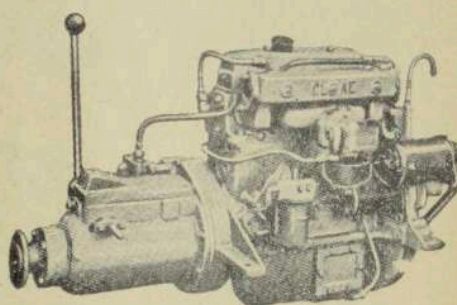
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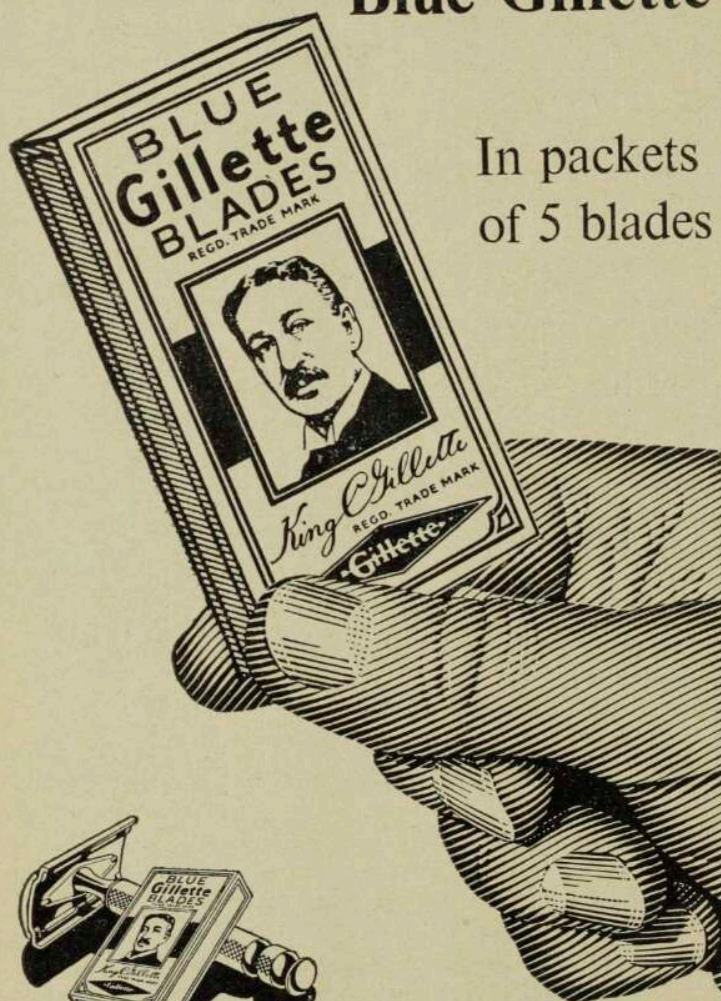
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stay sharp. It pays to
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of 5 blades

Always use Blue Gillette Blades in a
Gillette razor. That's the only way to
get a really clean shave. You can buy
a Gillette razor set for so very little.

night; among male compe
Subram Naidu, of Lautoka, wa
clared the winner; Shanta Ku
of Suva, was declared winne
the women's section. The
musical choir won the first pla
instrumental music. The high
of the night's programme wa
dance recitals of Chinamma I
and Kumari, of Suva; and Ku
Shanti and Shiva, of Nadi.

On Sunday and Monday
were Fiji Sangam annual
and athletic competitions. S
results were: Ba "A", the
petition trophy; Lautoka
trophy for fairest players;
team, B grade trophy.

Results of athletic compe
were: 100 yds. dash, Balk
Gounder (Nadi); 440 yds., Vi
(Nadi); putting the shot, Raj
(Nadi); relay, Nadi team; t
war, Nadi team.

A jubilee dinner on the S
night was attended by
leading members of all commu
Toasts were proposed and sp
made by S. Narain, Dwarka
M. V. Pillai, S. M. Mudaliar,
Usher, N. Latchmaia, Y. Bha
and W. M. Pillai.

The celebrations conclude
Monday with the distributi
trophies and silver meda
Swami Rudranandaji, who
gratulated the office-bearers
success of the jubilee celebra

Popular Teacher Reti



After 30 years of indefatigable
education in W. Samoa, Mrs. Epi
(formerly Miss Epi Enari) retired
teaching service at the end of 19
qualified as a fully certificated teach
and for the past few years had been
at the Apia Primary and intermediat

Photo: H.

MATTER OF
SIMPLE COMPARISON

Justice in Port Moresby

THE afternoon not long ago a store executive in a big establishment in Port Moresby noticed a lorry loaded, at a back door. Something about the load puzzled him. He waited and watched, and then called a policeman.

The native driver took the lorry towards Ela Beach. The store manager and the policeman followed, unobtrusively.

The lorry went to Koki. The man began to load the goods into large lakatoi, waiting there.

The store executive and the policeman intervened. Who authorized this?

The Papuan knew nothing. He was merely carrying out the orders of the *Taubada*, at the store.

The goods were loaded back into the lorry. (It was learned, afterwards, that they were worth £1000.) The lorry was driven back to town; and the *Taubada* (a European storeman) interviewed.

At first, the storeman protested that he knew nothing about the matter. The policeman took him to the police station. There, under interrogation, he broke down. "I've caught me this time," he said, and he signed a confession.

Then the store manager confessed said the goods were worth £1000. The thief protested. "He is selling them at retail rates," he said. "Their value should be calculated on wholesale rates!"

This confessed thief, with the sentence that he had been engaged some time in deliberate stealing on a large scale, was brought before the Magistrate. The latter placed him under a bond of £50, to be of good behaviour for a period of months.

When a female teletypist in Port Moresby, acting as a newspaper correspondent, got her news sources dried, and sent to her newspaper in Sydney some information about Sepik murders which she had become aware of through her confidential work (and not through usual news channels), she was charged with a breach of the Official Secrets Act (or something like that) and sentenced to three months' imprisonment—the first time in history a white woman had been sent to jail in the Territory.

The sentence (which was reduced by a higher Court to six months) has been condemned throughout the Territory as a monstrous miscarriage of justice.

The Magistrate who imposed that sentence was the same person who had released the self-confessed store thief with a £500 good-behaviour bond.

W. ROBSON.

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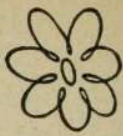
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...it's dependable

CAPSTAN

FLAKE FINE CUT & NAVY CUT—FRAGRANT VIRGINIA
TOBACCO



Some of the bandmen on board "Malaita" in Sydney in December.

A LONG, LONG TRAIL TO PLAY TWO ANTHEMS

FORTY-EIGHT members of the Royal P-N-G Constabulary Band left Sydney aboard the *Malaita* on their way to the Territory, and if their session of Australia's manners not what we might have hoped, boys themselves are in no way lame.

A photograph shows some of the band before the *Malaita* sailed. The band was led by bandmaster, Inspector J. Crawley, MBE, the band was to Australia to play and give a marching display at the Melbourne Olympics.

They were scheduled to take part in the opening ceremony.

However, the ship was delayed leaving Moresby on the trip south, consequently the band arrived in Melbourne three days after the Games had begun.

Their spot on the programme was changed to the closing day, about 20 minutes before they were due to appear, officials told them they would not be wanted.

You should have seen the looks on the boys' faces when they were told. Inspector Crawley said later, "The boys were terribly disappointed." Australian newspapers in the Territory were sympathetic; they described the boys as "the ten bandmen."

However, things were not as black as they could have been. The boys did get to play—two anthems, the Russian and Swedish, five days after they arrived in Melbourne!

And on the final day of the Games they played to amuse the crowd in the Snowden and Treasury Gardens.

Inspector Crawley blamed the Organising Committee for the mix-up on closing day. An official was quoted as gabbling something, in typical official jargon, about "looking into the matter."

But the Inspector was quick to praise the Olympic Civic Committee for the way it looked after the band during the stay in Melbourne.

The bandmen, ranging in age from 12 to 31 years, were shown all round the city, including all the popular tourist spots.

During the Games they were billeted at the Police Recruiting Depot in Melbourne.

But for all that, the remarks of 28-year-old Sergeant-Major Lego Pala probably summed up the feelings of the whole band: "Yes, we are unhappy at our treatment . . . we came a long way to do 10 minutes marching work, and it was not wanted."

EDITORIAL NOTE

When Will They Take Them Out of Those Sloppy-Joes?

The Papuan Police-Band is now pretty well travelled, and so far as the boys themselves are concerned, they are excellent ambassadors for their country.

But isn't it about time that some thought was given to scrapping these terrible uniforms and giving them something that will make them look less like fugitives from

STILL AVAILABLE!

Pacific Islands Year Book, 1956

The 1956 (Seventh) Edition of the "Pacific Islands Year Book", the World's Standard Reference Book on the Islands of the Pacific, is on sale throughout booksellers in Australia and New Zealand and the main Pacific Islands stores; or copies may be obtained direct from the Publishers. It is invaluable for all persons interested in the South Sea Islands and particularly for commercial firms, importers, exporters, travel agents, institutions and libraries.

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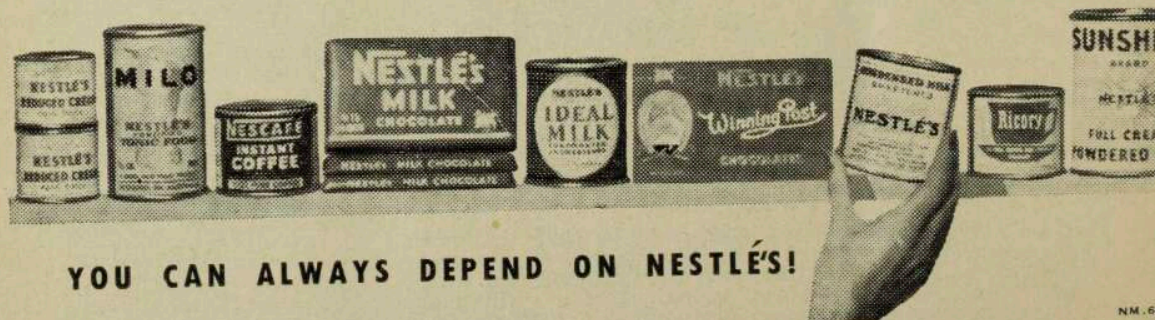
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d-Victorian bathing-machine?
 ce a look at the photograph,
 53. Not even a Grenadier
 dsman could look smart in
 shapeless hunks of navy
 Heaven knows who designed
 original uniform—but popular
 is that it was Sir Hubert
 ay who patterned the top half
 after an Australian bushman's
 "hel" to keep out the damp
 the boys were on mountain
 ls. It is obvious that Sir
 rt—if he were responsible—
 cast an eye at an early-model
 ng suit.

ore the war, there were two
 e police-forces—one for Papua
 one for New Guinea. After
 war when the two territories
 combined for administrative
 ses, the police-forces were
 ined also, becoming the Royal
 a and New Guinea
 abulary (although how the
 eeship Council can square its
 ience with having allowed
 operating "on the other side"
 cept the title of "Royal" has
 been explained).

was rumoured some years ago
 when heavy supplies of blue
 were used up, the whole force
 change over to the old Man-
 Territory style of uniform,
 is, alas, appears to have been
 a rumour.

the benefit of Behinds who
 ot know how smart the pre-
 New Guinea policeman looked,
 ublished photo, at right, taken
 tabaul in 1938. Inspector
 ey was leading the parade on
 occasion, also.

cold or wet patrols, the
 boys wore heavy khaki wool
 ers.

way of comparison we
 h, also, a photograph of
 police dress. In *conception*
 nearer to that of the Papuan
 m than to the old NG
 m, but for smartness it would
 rd to beat.

P-NG force takes the booby
 for the worst dressed
 men in the South Pacific
 he current fashion of hitching
 at lap-lap above the owner's
 knees doesn't improve matters,

s is a matter in which Mr. J.
 McCarthy could exercise his
 asive talents. If I remember
 tly, he made a speech at the
 meeting of the P-NG
 ative Council in which he
 d the modern dress of native
 s, and urged that New
 a natives be encouraged to
 likewise.

y not start at the top, with
 olice Force?—JT

vy rain on the new airstrip
 muru, near Kikori, Papua, put
 Anson out of order for a
 ays in mid-December. After
 g, the aircraft's wheels sank
 e mud, and it had to remain
 until the strip dried out.

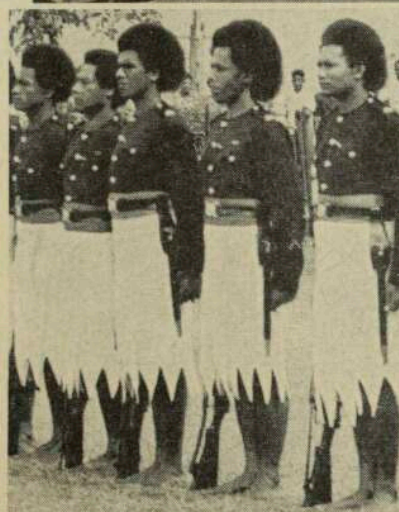
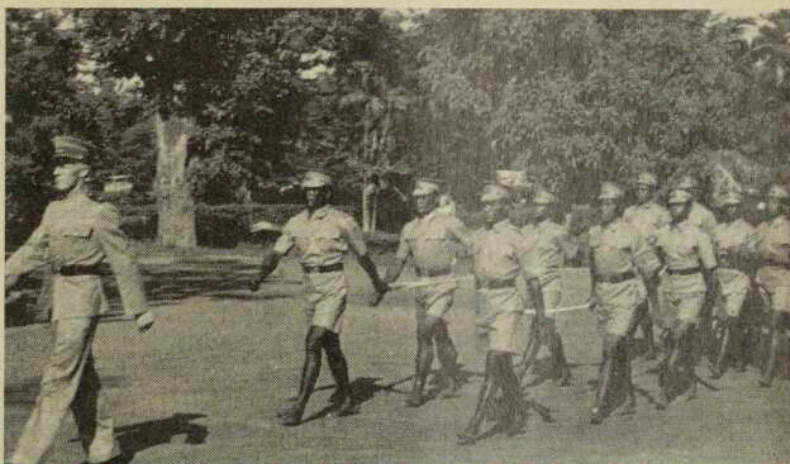
Young Ballet Dancers In Vila



Applause and flowers worthy of a Covent
 Garden first night were the reward of Mme.
 Currie-Fryer and her School of Ballet on the
 occasion of her first concert held at the
 Cine Pacific, Vila, New Hebrides, on November
 25. The programme, an ambitious one after
 only eight months' training, went through
 without a hitch and included "Their First

Ballet", "Can Can", "Haut Ecole", "Apache"
 and "March of the Toys" (picture) with
 (l to r), Sandra Richardson, Giselle and
 Joseffe Noellat, Catherine Noellat, Isobelle
 Joudrain and Marie-Luce Pommadere. Mme.
 Currie-Fryer, formerly of the famous Sadlers
 Wells Ballet, professed herself delighted with
 her pupils.

Photo: Fung Kuei.



Above: This is how police-boys of the old
 Mandated Territory police force looked.
 Below left: Fijian policemen in their smart
 uniforms.

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to
 Sydney, or persons interested in Islands
 affairs, are invited to communicate with
 the Honorary Secretary of the above
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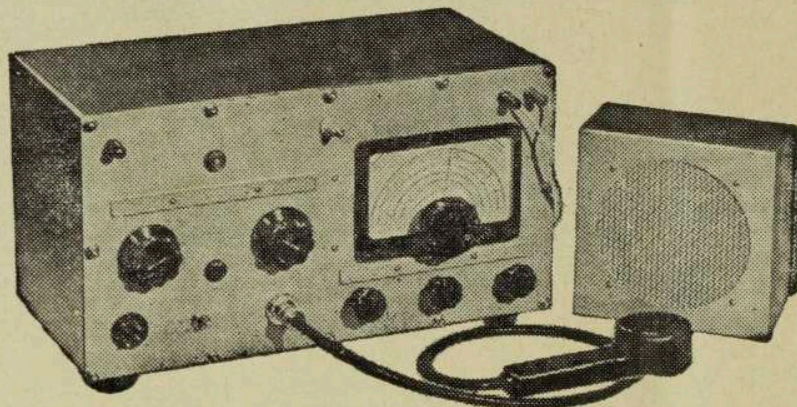
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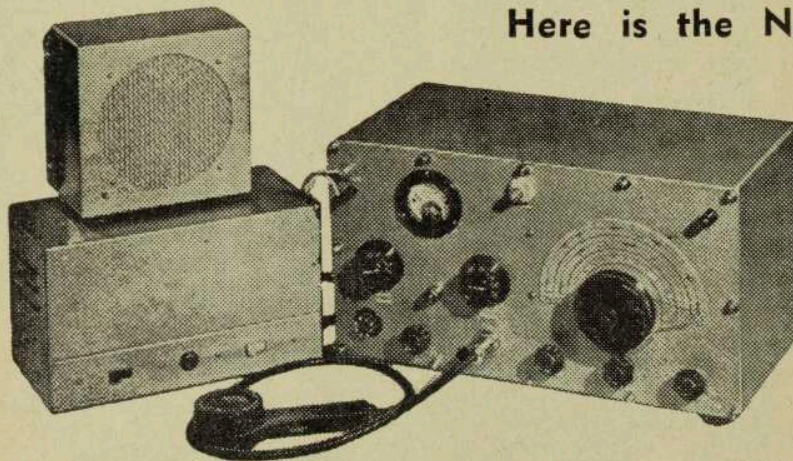


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This is a more variable transceiver than the CTR 12 and is designed for ocean going small ships requiring day-light transmitting, also for bushfire control and other services where a set is necessary that can stand up to the worst conditions. Ranges up to 750 miles. A six valve triple wave receiver, using one stage of radio frequency amplification, is incorporated in the CTR 8. "Press to Talk" switch in microphone. 12 volt D.C. operation. Price complete with microphone and loudspeaker.

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Radio

le of Migrant ctors in P-NG Health

RESIDENTS of Papua and New Guinea would be badly off for medical attention if it were not the migrant doctors who make almost 50 per cent. of the Territory's medical service.

These doctors have foreign medical degrees not recognised in Australia by the BMA, but have been selected for Territory service after careful investigation by the G Director of Health.

Many of the foreign doctors were specialists in their own countries, the benefit of specialist medical is now available to Territorians and natives as it never was before.

There are still not enough doctors in P-NG, but this is a shortage common to all British Commonwealth countries at the present time.

In order to provide for the needs of the Territory whose population is expanding at a high rate, the Administration has a system whereby it pays the cost of selected medical students for a third year on, plus a salary, under an agreement whereby the students when qualified, will serve a specific period in the Territory.

An official announcement by the Department of Territories in January stated that 36 of the 74 doctors in the Territories are migrants. Included in these figures is one migrant doctor in private practice, working with church missions and 17 Australian doctors working in the Public Service.

GUINEA COCOA

000 tons Annually by 1963

BIG saving to Australia in foreign exchange will result if the expected 1957-58 export of 10,000 tons of cocoa from Papua-New Guinea is realised.

Intensive growers, as well as Europeans, in Papua-New Guinea are making such good progress in the development of cocoa that by 1963 they anticipated they should be able to supply a big part of Australia's needs. By that year cocoa beans, which have been planted by Europeans and natives should be yielding about 9,000 tons annually. Other crops which return satisfactory money income to natives in the Territory are passionfruit, peacopra and coffee.

Officers of the Department of Agriculture, Stock and Fisheries are advising natives more about the uses of their land and plants. At a pilot experimental station, New Guinea, ten natives are being

(Continued next page)

Western Samoan Guides In NZ



These Girl Guides from Western Samoa made history when they represented Samoa at the New Zealand Centennial Camp held at Marton in January. It was the first time a group had gone from the Territory to represent their Association overseas. The camp was attended by over 1,000 guides and leaders, and the girls later went on to Arachina with other Island guides for a special training course.

Miss Mary Hopkirk (centre back), who is the Pacific Island Travelling Organiser for the Girl Guides Association, also returned to N.Z. to help on the staff of the Centennial Camp. Miss Hopkirk expects to be back in the Islands early this year.

The photograph shows, back row, l to r, Salote, Sia, Miss Hopkirk, Meliseta, Agnes Swanny. In front: Fa'afeai, Frances Fruean.

Edward Studio Photo.

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AUSTRIAN, resident in New Zealand, 37 single, senior matriculation, speaking English, German, Italian, French, Yugoslav, holding diplomas continental cuisine and medical therapy, seeks responsible Islands position. Experience includes four years social club secretary, three years Riviera hotel manageress. **Hella Berg, 8 Maungawhau Rd., Epsom, Auckland, New Zealand.**

AUSTRALIAN GIRL, 23 years, single, ex-Service, seeks a position anywhere Pacific Area, preferably Fiji, as a Comptometer Operator, Typist, Teletypist, Receptionist. Permanent position, and accommodation required. Please write to: **Miss. J. Flack, Third Avenue, Loftus, via Sutherland, New South Wales.**

PLANTER, 35, single, in bananas since 1949, seeks plantation employment anywhere. Six years West Africa, one year Queensland. Experience in both managerial and manual capacities, experimental work, planting, farm accounting. **H. Watt, C/o G.P.O., Auckland, New Zealand.**

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TENDERS

ESTATE ELLEN ELIZA PITT, DECEASED. Sealed Tenders endorsed "Tender Goroka Hotel" are invited and will be received by the under-signed on behalf of the Executors of the Will of the above-named Estate until 3.30 p.m. on February 28, 1957, for the purchase of the following: **Goroka Hotel** as a going concern. Title: The Hotel is erected on Administration Leaseholds comprising approximately two and three-quarter acres for a term of 50 years from September 22, 1952, and November 18, 1954, respectively. Terms: The property will be sold subject to the consent of the Administrator of the Territory of Papua and New Guinea. Five per cent. of the tender price is to accompany the tender and on acceptance a further 45 per cent. of the tender price is to be deposited and the balance is to be paid within 30 days after the Administrator shall have approved the sale. The highest or any other tender will not necessarily be accepted. Hotel accounts are available and may be had on application to the under-signed, likewise Orders to View. **J. Irwin Cromie, Solicitor, P.O. Box 35, Port Moresby.** This Advertisement is inserted for and on behalf of Burns Philp Trust Company Limited and James Irwin Cromie, Executors of the Will of the above-named deceased.

PENFRIENDS

WANTED — Contact correspondents, philatelists, hobbyists and Pen Friends throughout the Pacific. Island representatives wanted. Members in almost every country of the world. Write for specimen copy Club journal "Island Life" and application form, to Secretary, **South Sea Islands Correspondence Club, Natuvu, Fiji Is.**

DON'T BE LONELY.—Men and women all over Australia are finding happiness through my Friendship & Matrimonial Correspondence Club. Someone wants to be YOUR friend. Select and confidential. Write **TO-DAY.** No obligation. **Locker P., Dorothy Pope Friendship Club (regd.), Box 182, Haymarket P.O., Sydney, N.S.W.**

trained as technical assistant, scientific officers, and at Talih in the same area, 53 are being g training in cocoa growing.

The Minister for Territories, Hasluck, speaking in Canberra recently praised their efforts and it was the Government's policy encourage natives to produce which they could export for. Already, nearly two million trees are owned by natives more than 1,500 natives are regis as cocoa growers; native-o coffee plantings total about 90 and a good quality copra is produced by native societies.

The development of the ply industry in the Bulolo Valley, Guinea, is also contributing m ally to the earning power of natives where 400 are employ the enterprise.

LICENSED

MEDICINE!

Leg. Ccl. Wants Liquor Refor

THERE are moves afoot Rarotonga which, if approved by the New Ze Government, would promo demote—liquor from its p interesting classification of m comforts.

At the recent annual sessi the Cook Islands Legis Council, the Hon. D. C. I introduced a motion "that the a licensed hotel in Raro properly supervised as a t attraction, to augment Legis Council funds." In a secret the motion was passed, 8 vo 5.

The Hon. Mr. McKegg then duced a motion "that a g referendum be held by secret to determine whether the Zealand Government should asked to amend existing legis to permit the sale of beer wines to the public and that per cent. or more voters of island are in favour of the r the individual Island C concerned be empowered to le their own licensing laws to c sale and consumption."

This motion was also pas However, as the present Zealand Government has a indicated that it is unprepa consider the extension of existing liquor sale hours in Zealand, or even to ho referendum on the subject prospect of any easing of Islands liquor laws in the future seems slight.

Mr. Jack Bell, Radio Engin APC, Port Moresby, return duty from Australian lea January.

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COPRA

(1957 MOF price not yet finalised).

Price negotiated between British Ministry of Food and British South Pacific Territories for 1956 was £Stg.58/10/- FOB main ports—a reduction of 10% on the 1955 price. Stabilisation funds and other charges reduce the actual prices to producers to those given below, per ton:

PAPUA - NEW GUINEA:—Hot Air £A62/10/-; FMS (Sun-dried) £A61/15/-; Smoked £A59.

FIJI:—Plantation £F57/5/6 for top

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grade; FMS £F57; moister grades £F55/18/- to £F54/2/- minimum.

W. SAMOA:—Basic price of £S36/14/4, which varies according to distance of producing district from Apia.

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SOLOMONS:—Honiara/Gizo: Hot Air £A61/10/-; Mixed HA/FM £A57; FM £A52/10/-; Yandina: 5/- higher.

NEW HEBRIDES:—Buying price on Jan. 14 fell from 6,750 Pac. francs (£A47/5/-) to 6,300 Pac. francs (£A44/2/-) delivered Vila/Santo. European price 20,000 Met. francs (£A88/10/-) c.i.f. per short ton.

FRENCH OCEANIA:—Recent prices were: Top grade 10.50 Pac. francs per kilo (£A62/15/- per long ton) f.o.b., Papeete; minimum for lowest grade 5.35 Pac. francs (£A39 per long ton).

TONGA:—A Grade, £T52/5/-; B Grade, £T46/5/-.

COOK IS.:—Local price is based on £NZ58/14/4 (£Stg.58/10/-) per ton f.o.b., in bulk. Outer islands copra producers receive approx. 3¼d NZ per lb. equal to £NZ30 per ton.

COCOA:—Islands prices are based on the rate for Accra cocoa which on Jan. 14 was £Stg.183 per ton, c.i.f. London. P.-N.G.: Good grade, £A245, ex wharf Sydney.

W. SAM.: Jan. 14, £Stg.235, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grade 7/2 lb. in store, Sydney; Fr. Oceania: 75 francs per kilo, unhusked.

PEANUTS:—P.-N.G.: Virginia bunch, in shell, large, well cleaned, 1/9 per lb. del. Sydney; other 1/3-1/4 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Jan. 11, was: No. 1 RSS, spot, 100 Straits cents (35.4d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported early in January: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 50/6, Green, 49/3 per lb. A French Oceania source recently quoted 825 Pac. francs per kilo (42/9 Aust. 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. Vitamized 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 majority of the Torres Strait producers and Otto Gerdau Co. (USA) for 1957, maintained as for 1955, i.e.: Sound 1, £A736; D, £A390; E, £A300; EE, £A285; all f.o.b., Australian ports; Dec. 14, quotation by independent per Sound £A875; D, £A625; E, £A485; EE, £A285. Cook Is.-Manihiki: Lago opening Jan. 1, 1957. Tuamotus: 185 Pac. francs per kilo (£A1,000-£A1,050 per long ton) f.o.b. Papeete.

TROCHUS:—One Sydney agent on 14 quoted, in store: N. Heb., £A545; and B.S.I., £A550 all another quoted: N.G., £A550; f.a.

GREEN SNAIL:—Quote No. 1, Pacific, in store, Sydney, £A485, to rejects. Quote No. 2: £A490.

LONDON AND U.S. PRICES

Copra:—London, January 10: S Malaya, c.i.f. European continent weights, Jan./Feb., £Stg.69 no Philippines, in bulk, Jan./Feb. (seller). New York, Jan. 10: Phil. c.i.f., U.S. Pacific Coast ports (nominal).

Coconut Oil:—London, January Straits, crude, c.i.f., bulk, Jan. £Stg.96 per ton sellers (new fr. Ceylon, in bulk, c.i.f. United Kingdom North European ports, Jan./Feb. £ (nominal).

Cocoa:—London, Nov. 16: Gold, good fermented, Nov./Jan., 205/- S 50 kilos (sellers), c.i.f. basis Nth tinental ports. Accra/Lagos (Mar.), buyers, £Stg.206 long ton.

Coffee:—London, Nov. 16: Uganda washed native Robusta f.a.q., Nov. ment £Stg.250; Dec. shipment, £Stg.240; Jan. shipment £Stg.240—all per ton Mombasa. Santos 530/- Stg. per ton in bond London.

Rubber:—London, Jan. 11: Spot, Stg.28½d lb. (nominal). Apr. 28½d.

ISLANDS MINING SH.

FIJI			
	Aug., '39	June, '55	Jan
Emperor . . .	b9/11	s14/-	b7/-
Loloma . . .	s25/6	b23/9	b30
PAPUA-NEW GUINEA			
Bulolo . . .	b124/-	b47/-	b44
N.G.G. Ltd. . .	b1/10	s1/9	b1/-
Oil Search . .	b3/11	s9/-	b12
Ent. of N.G. . .	—	b3/-	b1/-
Oriomo Oil . .	b5/-	s4/6	b5/-
Papuan Apin. .	b4/11	s3/-	s3/-
Placer Dev. . .	b68/6	s295/-	b14
Sandy Creek .	b1/5	s9d	b2c

EXCHANGE RATES

FIJI.—Through BANK OF NSW BANK and BANK OF NZ. Austr. Fiji, basis £100 Fiji: Buying, £A Selling, £A113. Fiji-London, basis London: B, £110/15/-; S, £112. basis £100 NZ: B, £111/11/9; S, £112.

SAMOA.—Through BANK OF NZ tralia on Samoa, basis £100 B, £A123/12/6; S, £A124/10/9. London, basis £100 London: B, S, £101/10/-. Samoa-NZ, basis £ B, £100; S, £100/10/-. Samoa-Fi £100 Samoa: B, £111; S, £110.

PAPUA - NG.—COMMONWEALTH (Port Moresby, Lae, Rabaul, Madang, Wewak), BANK OF (branches: Port Moresby, Lae, Rabaul, Madang, Samarai, agencies: Wau, Boroko, Kokopo) a BANK (Port Moresby) quote e rate Australia-Papua-NG: 10/- per

BSI.—COMMONWEALTH BANK at Honiara) quotes exchange ra tralia-BSI: 10/- per £A100.

FR. PACIFIC COLONIES.—Pacific most valuable of the three franc in French Union, are used in Ne 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 \$.

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|---------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------------------------------|

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