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MARCH, 1957 Vol. XXVII. No. 8

PACIFIC ISLANDS Monthly



"Mum — they're laughing at me!" said the young man in the old school-tie and Dad's pants.

This amusing photograph of young Fiji came from Christopher B. Venning.

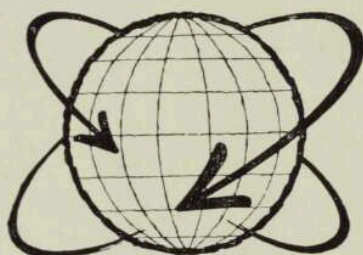
Published 1930

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

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Qantas will tell you all
about a travel adventure which
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FLY **QANTAS**

AUSTRALIA'S OVERSEAS AIRLINE

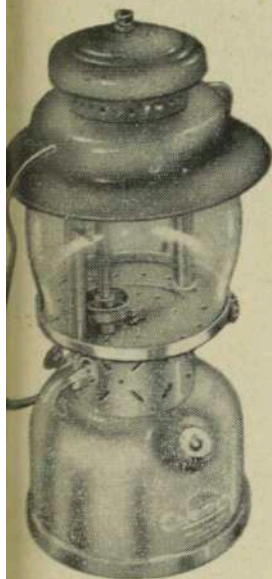
QANTAS EMPIRE AIRWAYS LIMITED IN ASSOCIATION WITH B.O.A.

Q18

PACIFIC ISLANDS MONTHLY — MARCH, 1957

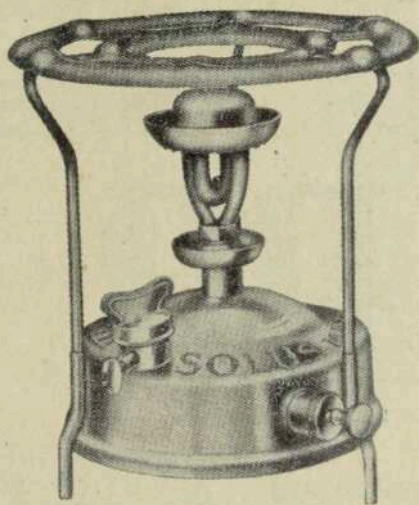
Coleman Coleman Coleman

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



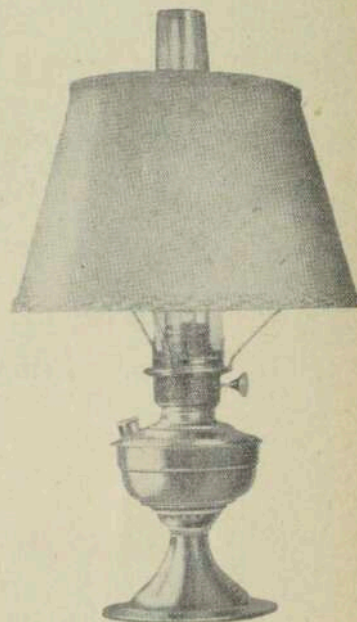
LANTERNS

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



SOLUS STOVES

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



KEROMAN LAMPS

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

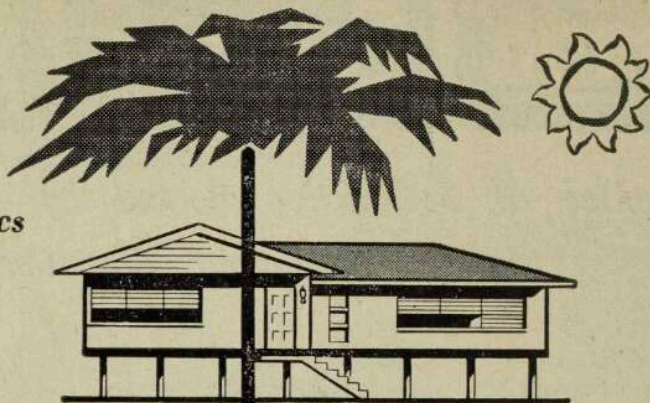
Gillespies' for Service

54a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

*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.
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- ★ Tropic-tested in the Berger World Laboratories.

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



*Use Berger Pink Primer and
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Since 1760 BERGER have made the World's Finest Paints

BP1.83

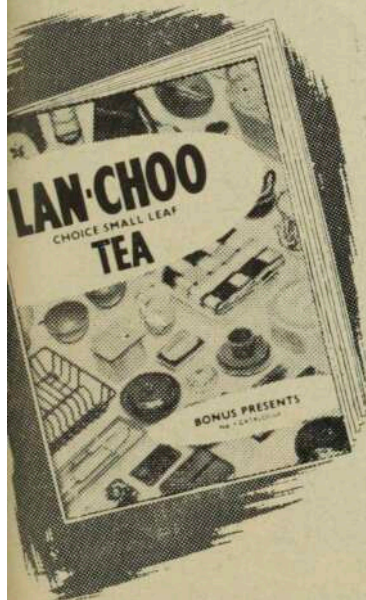
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BONUS PLAN**



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LAN-CHOO *Catalogue of* **BONUS PRESENTS**

There are over 300 presents to choose from
This beautiful Catalogue comprises 36 pages and fully
illustrates in colour a great variety of useful presents.

SEND FOR YOUR COPY—USE THIS COUPON

THE LAN-CHOO TEA CO.,
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Please send me a copy of the Lan-Choo Catalogue of Bonus Presents.

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ADDRESS _____

PAC.2.57

LAN-CHOO *Ceylon's Choicest Tea*

when touring NEW ZEALAND—

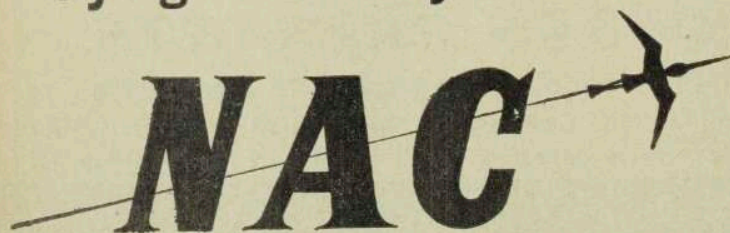
A holiday in New Zealand is an adventure in superlatives, with all the scenic wonders of the world encompassed by two small islands.

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

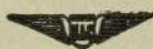
NAC



*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

BRAND NEW!



McCORMICK INTERNATIONAL

B-250

DIESEL TRACTOR

This is the tractor that will work for you faster — easier — better! This is the tractor that's easy to start and easy to drive — that has dual 3-pt. linkage, "live" hydraulics, differential lock, disc brakes and rear P.T.O. included in its amazingly low price. Get full information on the B-250 now — it's a **brand-new** 30 h.p. diesel tractor from International Harvester.

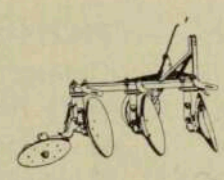
H.P. RATINGS

Drawbar		25
Belt		28
Brake		30

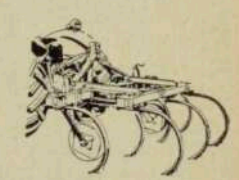
A FULL-LINE OF MATCHED 3-PT. LINKAGE EQUIPMENT

AND THESE OUTSTANDING FEATURES:

DUAL 3-PT. LINKAGE: You can use either No. 1 or No. 2 3-pt. linkage implements simply by reversing the linkage arms. **DIFFERENTIAL LOCK:** Easy pedal operation locks "diff" when needed — greatly increases flotation in soft spots and reduces wheel slip. **"LIVE" HYDRAULICS:** operates all the time the engine is running. **DISC BRAKES:** Much easier to apply, are smoother — firmer and make turning easier.



GL221. 2 and 3 furrow disc ploughs.



GL228. Double toolbar with a wide range of tines and points.

★ **AND MANY MORE!** ★

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

McCormick International B-250 tractors and matched equipment are sold and serviced by International Harvester distributors throughout the Pacific Islands.

INTERNATIONAL HARVESTER

INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

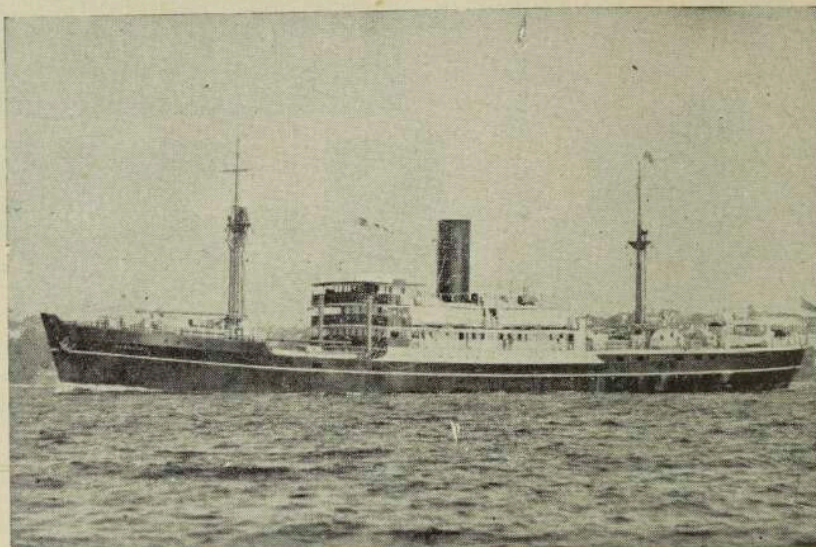
GL679-32

PACIFIC ISLANDS MONTHLY — MARCH, 1957

5

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 —
S.S. FENGNING } Samarai — Port Moresby.

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

Calls at Samarai subject to inducement.

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

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

AGENTS

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: Steamships.
NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Rabaul. Cable: Colyeram. New Guinea Co. Ltd., Kavieng. Cable: "Camohé".
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Willsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
JAPAN: Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.
GENERAL AGENTS AUSTRALASIA: Swire & Yuill Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 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 Lae, Samarai, Rabaul, Lombrum, Madang, Wewak, Alexishafen, Madang, Sydney. Next Sydney sailing approx. May 2.

Malekula sails from Melbourne for Sydney, Pt. Moresby, Samarai, Rabaul, Madang, Lae, Pt. Moresby, Sydney, Melbourne. Next Sydney sailing approx. May 1.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Samarai, Lombrum, Madang, Moresby, Brisbane, Sydney. Next Sydney sailing approx. Apr. 15.

Mangola, cargo only, sails from Sydney for Brisbane, Pt. Moresby, Rabaul, Brisbane, Sydney. Next sailing: Mar.

Sails from Burns, Philp & Co. Ltd., 100 George Street, Sydney.

Shansi: Next sailing from Sydney May 23 for Brisbane, Port Moresby and Lae.

Sinkiang: Departs Melbourne Apr. 11, Sydney (Apr. 11), Port Moresby (Apr. 11), Samarai, Lae, Madang, Rabaul. Soochow: Departs Sydney Apr. 16, for Lae, Rabaul, Kavieng, Madang, Lae. Sails from Swire and Yull Pty. Ltd., 100 George St., Sydney.

Sydney-Dutch N.G.

6 weeks service by MV's Sigli, Silindabo and Sinabang carrying 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 Sydney sailings: Sinabang Mar. 22, Silindabo Apr. 19, Sigli May 5, Sigli May 29.

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

Far East-S.W. Pacific-Australia

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

SS Fengning: Sails from Japan Mar. 22, Hongkong Apr. 1, Madang Apr. 19, Kavieng Apr. 22, Rabaul Apr. 24, Lae Apr. 29, Samarai May 3, Port Moresby May 4.

SS Funing: Sails from Japan May 3, Hongkong May 11, Madang May 22, Rabaul May 25, Lae May 31, Samarai June 4, Port Moresby June 6.

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

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

Milos: Southbound due Lae Apr. 17, Rabaul Apr. 19, Honiara Apr. 22, Vanikoro Apr. 24, Brisbane May 1, Sydney May 4.

Aros: Southbound due Rabaul May 25, Lae May 27, Sydney June 3.

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

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailing from Auckland: Apr. 16.

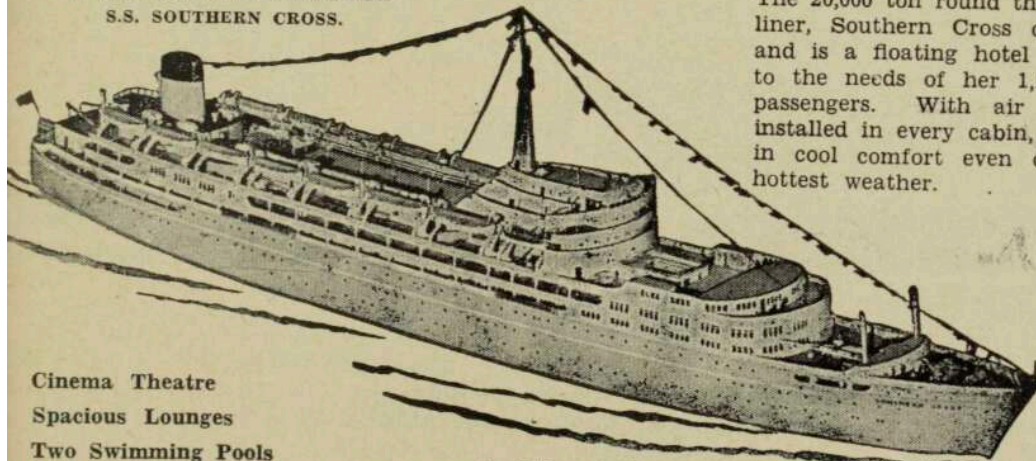
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

	ORION	ORCADES	ORSOVA	ORONSAY
SYDNEY	depart	Apr. 30	May 28	July 13
AUCKLAND	arr/dep	May 3	May 31	July 16
SUVA	arr/dep	May 6	June 3	July 19
HONOLULU	arr/dep	May 11	June 8	July 24
VANCOUVER	arrive	May 17	June 14	July 30
	depart	Apr. 2	May 18	July 31
SAN FRANCISCO	arr	Apr. 5	May 20	June 17
	depart	Apr. 6	May 21	June 18
HONOLULU	arr/dep	Apr. 11	May 25	June 22
SUVA	arr/dep	Apr. 19	June 1	June 29
AUCKLAND	arr/dep	Apr. 22	June 4	July 2
SYDNEY	arrive	Apr. 26	June 7	July 5

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

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



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

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

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailing from Auckland: Apr. 6.
Details from all offices of Union Steam Ship Co. of N.Z.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between

Auckland and the Cook Islands (Rarotonga, Aitutaki and Mangaia).
Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ Ltd.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, usually on

the Norfolk, Vila, Santo, Honiara, Lulu Tenaru, Yandina, Loavie, Pepesala, Bougainville ports, Rabaul, Sydney left Sydney on a special recruiting to Gilbert and Ellice Is. and Line Island in January. She will resume her normal run from Sydney on April 8.
Details from Burns, Philp & Co. Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes I coming from Marseilles, via West Iri and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motor ships, Tahitien, Caledonien and Reliant. Next sailings from Sydney: Tahiti Mar. 27, Resurgent May 10.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea, the New Hebrides. Next Sydney sailing Mar. 29.

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

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

Shaw Savill's new one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling at Suva and Papeete every trip. Next voyage: Tahiti Mar. 29-30, Suva Apr. 4; follow voyage: Suva July 16, Tahiti July 2.

N. America-Fiji-Hebrides,

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain regular service from Pacific Coast to American ports, with sailings over

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "Thorsisle" and "Thorshall"

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

and

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

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

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

PAPEETE—Etablissements Donald Tahiti.

SUVA—Morris Hedstrom Ltd.

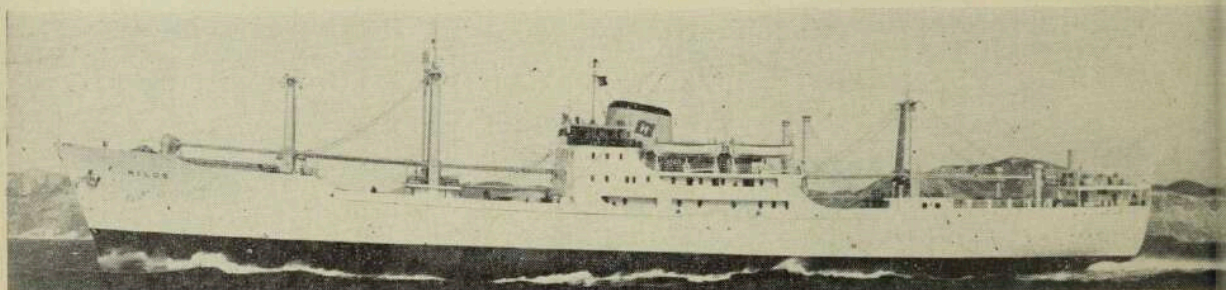
PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

APIA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

AUSTRALIA - WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET now comprises the modern Swedish Motor Vessels "Aros", "Citos", "Delos" and "Milos" which offer the fastest regular passenger-cargo service from 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. WILHELMSSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. Phone: BU 6340.
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.

Some ports depend on cargoes offering.
 orsile: Now in Pacific due Papeete
 30-31, Nukualofa Apr. 5-7, Pago Pago
 8-9, Apia Apr. 10, Suva Apr. 13-14,
 ea Apr. 17-20, Honiara Apr. 24-25,
 Apr. 27-28, San Francisco (inbound)
 16.
 orshall: Seattle/Tacoma Apr. 17-20,
 Westminster Apr. 27-May 1, San
 cisco May 4-8, Los Angeles May 10,
 te May 21-22, Nukualofa May 27-28,
 Pago May 29-30, Apia May 31, Suva
 3-4, Noumea June 6-8, Townsville
 12-16, San Francisco (inbound)
 5.
 ails from General Steamships Cor-
 ldon Ltd., 432 California St., San
 cisco, USA, and Island Agents.

Sydney-(or NZ)-North America

four cargo vessels, Waihemo,
 ina, Waikawa, and Waitomo, owned
 operated by the Union Steam Ship
 of NZ Ltd., maintain a monthly
 e across the Pacific, from Sydney
 ncouver and USA ports, via Suva,
 ka, Nukualofa, and Apia, as cargoes
 Occasional calls are made at Fan-
 Island. They have limited passenger
 odation. Next sailings: Waitomo,
 April; Wairuna, late May. The
 mata, from NZ ports, makes 3-4
 yearly to Vancouver, via Rarotonga
 Papeete.

IS-Tahiti-Pago Pago-Fiji- Australia

son-Oceanic Line of San Francisco
 es a regular five-weeks passenger-
 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: Sonoma Apr.
 16 (approx.), Sierra Apr. 30 (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, June-July,
 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
 Theo. H. Davies & Co., Honolulu, or
 Etablissements Donald, Papeete.

(Over)

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

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

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

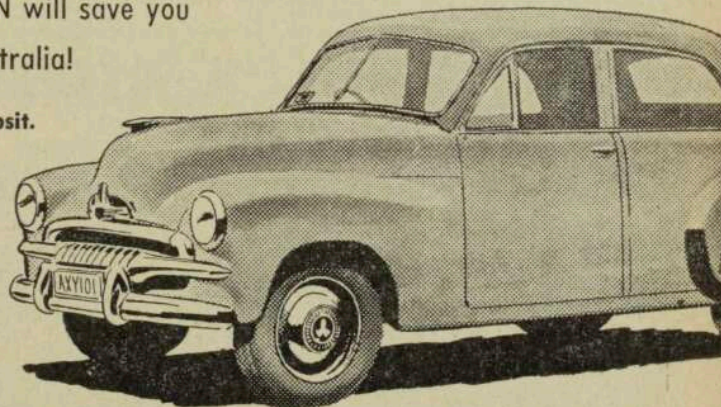
Own a Car on Your Holidays AND SAVE!

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-
 way Motors. So simple! You select your car . . .
 cash 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
 -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.

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. Monterey: In the Pacific due Wellington Mar. 25, Papeete, Mar. 29-31 Honolulu Apr. 5, Los Angeles Apr. 10, San Francisco Apr. 11. Mariposa: Dep. San Francisco Mar. 23, Los Angeles Mar. 24, Honolulu Mar. 29, Papeete Apr. 4-6, Wellington Apr. 12, Sydney Apr. 15-20, Auckland Apr. 23, Suva Apr. 26, Pago Pago Apr. 27, Honolulu May 2, San Francisco May 7. 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 Sydney
(same route).

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

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

BY QANTAS EMPIRE AIRWAYS (Super Constellation Service)

NORTHWARDS

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

SOUTHWARDS

Wed., Thur., Sat., Mon.*: San Francisco,
Honolulu, Nadi (Fiji), Sydney. Mon-
day's service begins at Vancouver on
Sunday. (Note: Crosses date-line en
route).

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

BY CANADIAN PACIFIC AIRLINES

(With Super DC-6B Aircraft)

Every Wed.: Sydney, Auckland, Nadi,
Honolulu, Vancouver, Amsterdam.
Every Sun.: Leaves Vancouver for Auck-
land and Sydney by same route.
(Note: Crosses date-line en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
(Skymasters)

NORTHWARDS

Mon.

Depart: Sydney, 6.30 p.m. Arrive: Brisbane, 9.10 p.m.
Brisbane, 10.10 p.m.

Tues.

Depart: Townsville, 2.50 a.m. Arrive: Pt. Moresby, 6.35 a.m.
Pt. Moresby, 7.35 a.m. Lae, 9 a.m.

Tues., Wed., Fri., Sat.

Depart: Sydney, 8 p.m. Arrive: Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m. Pt. Moresby, 6.35 a.m.

Wed., Thurs., Sat., Sun.

Pt. Moresby, 7.35 a.m. Arrive: Lae, 9 a.m.
Thurs.

Depart:

Sydney, 6.30 p.m. Arrive: Brisbane, 9.10 p.m.
Brisbane, 10.10 p.m.

Fri.

Cairns, 3.45 a.m. Arrive: Cairns, 2.45 :
Pt. Moresby, 7.35 a.m. Pt. Moresby, 6.35 :
Lae, 9 a.m.

SOUTHWARDS

Tues.

Depart: Arrive:
Lae, 10.30 a.m. Pt. Moresby, 11.45 :
Pt. Moresby, 12.30 p.m. Townsville, 4.15 :
Townsville, 5.45 p.m. Brisbane, 9.25 :
Brisbane, 10.10 p.m.

Wed.

Sydney, 12.50 :
Wed., Thurs., Fri., Sun.

Depart: Arrive:
Lae, 10.30 a.m. Pt. Moresby, 11.45 :
Pt. Moresby, 12.30 p.m. Brisbane, 7.5 :
Brisbane, 8.30 p.m. Sydney, 11.10 :

Sat.

Depart: Arrive:
Lae, 10.30 a.m. Pt. Moresby, 11.45 :
Pt. Moresby, 12.30 p.m. Cairns, 3.20 :
Cairns, 4.50 p.m. Brisbane, 9.25 :
Brisbane, 10.10 p.m.

Sun.

Sydney, 12.50

3. P-NG Internal Services

Operated by Qantas
LAKE-HOLLANDIA (Dutch New Guinea
(DC3))

Alt. Wed. (Mar. 20, Apr. 3, 17, etc.).
Departs Lae 11.00 a.m., calls at Mao
and Wewak, and arrives at Hollandia
3.30 p.m. Every alternate Thurs.
(Mar. 21, Apr. 4, 18, etc.), departs
Hollandia at 9.30 a.m., and, with
at Wewak and Madang, arrives Lae
3.20 p.m.

LAKE-MANUS (DC3)

Alt. Wed. (Mar. 20, Apr. 3, 17, etc.).
Dep. Lae, 8.00 a.m.: Finschhafen, Raja
Kavieng, arr. Manus 3.00 p.m.

Every alt. Sat. (Mar. 23, Apr. 6, 20,
departs Manus 8 a.m. and with call
Kavieng, Rabaul and Finschhafen
arrives Lae at 2.55 p.m.

PORT MORESBY-KIKORI (Catalina)
Via Yule Is., Kerema, Vaimuru: Alt.
returning same day (Mar. 29, Apr.
26, etc.).

PORT MORESBY-DARU (Catalina)
Via Kerema, Kikori: Alt. Fri. return
Daru-Port Moresby direct same
(Mar. 22, Apr. 5, 19, etc.).

PORT MORESBY-SAMARAI (Catalina)
Pt. Moresby, Samarai, Pt. Moresby:
Tues. (Mar. 26, Apr. 9, 23).

PORT MORESBY-RABUL (Catalina)
Alt. Tues. (Apr. 2, 16, 30, etc.).
Moresby - Moewe Harbour - Tall
Jacquinot Bay-Rabaul, returning
same ports (Apr. 4, 18, May 2).

NEW BRITAIN-BOUGAINVILLE
(Catalina)

Alt. Wed. (Mar. 20, Apr. 3, 17,
Rabaul, Buka, Teopasino, Kieta,
Returning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang
7.35 a.m. Wewak, Manus, Kavieng,
Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., direct
Madang, arr. 9.25 a.m.

Thurs.: Dep. Lae 6.30 a.m., Manu-
awar, Wewak, Manus, Kavieng, Rabaul
arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m. Kavieng,
Manus, Wewak, Madang, Lae,
3.55 p.m.

CENTRAL HIGHLANDS

(DC3)

Fridays: Lae (7.45 a.m.) to Wapenam
calling at any of: Goroka, Noe-
Banz, Minj, Mt. Hagen, Baiyer,
Kainantu, Wapenamunda. Arrivals
at Lae dependent on stops.

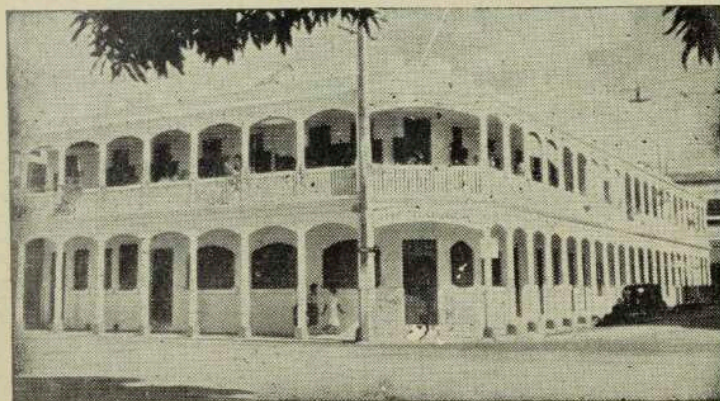
LOWER HIGHLANDS

(Beaver)

Fridays: Lae (7.30 a.m.) to Goroka,
calling at any of Nadzab, Kalapit, O

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yura, Finintegu, Rintebe, Bena Bena.
inantu, Goroka, Arona. Arrival back
Lae depends on stops made.

LAKE-BULOLO-WAU (D.H. Beaver)

Lae: Mon. 7.30 a.m., Tues. 11 a.m.
Wau: Mon. 8.55 a.m., Tues. 12.25
n. Bulolo is omitted on return flights
ich take 30 minutes, Wau-Lae.

BULOLO-WAU-PT. MORESBY (DC3)

Lae Wed. and Sat. 9 a.m. via Wau,
Bulo to Pt. Moresby, returning via
ne route.

MADANG-GOROKA (DC3)

ays: Depart Madang 2 p.m., arrive
roka 2.35 a.m., returning same day;
art Goroka 3 p.m., arr. Madang
5 p.m.

NEW GUINEA-NEW BRITAIN-

BOUGAINVILLE

(DC3)

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

ays: Depart Rabaul 5.45 a.m., direct
Lae, arr. 8.25 a.m.

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

ays: Depart Rabaul 5.45 a.m., Finsch-
en 8.10 a.m., arrive Lae 8.45 a.m.

Thurs. (Mar. 28, Apr. 11, 25, etc.).
a. Lae 8 a.m., Finschhafen, Rabaul,

ra, Rabaul, arr. 2.55 p.m.

Thurs. (Mar. 28, Apr. 11, 25, etc.).
a. Lae 8 a.m., Finschhafen, Rabaul,

11.5 a.m.

Friday (Mar. 22, Apr. 5, 19, etc.)
a. Rabaul 8 a.m., Madang, Goroka,

arr. 1.20 p.m.

ri. (Mar. 29, Apr. 12, 26, etc.). Dep.
aul 8 a.m., Madang, Goroka, Lae,

1.20 p.m.

FLIGHTS BY MANDATED AIRLINES

Scheduled Flights with DC3 Aircraft

Depart Lae at 7.30 a.m. for Goroka,
iang, Wewak, Madang, Rabaul—
aining overnight. Depart Lae 7.30
for Goroka, Wau, Port Moresby,

a. Goroka, Lae.

Depart Rabaul at 6.30 a.m. for

iang, Wewak, Madang, Goroka, Lae.

Depart Lae 7.30 a.m. for Goroka,

a. Port Moresby, Wau, Goroka, Lae.

Depart Lae at 7 a.m. for Madang,

wak, Momote, Kavieng, Rabaul—
aining overnight. Depart Lae 7.30

for Goroka, Wau, Port Moresby,

a. Goroka, Lae.

Depart Rabaul at 7 a.m. for

iang, Momote, Wewak, Madang,

oka, Lae.

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anila (Philippines).

aircraft link Biak with Hollandia.

Merauke, Tenah Merah, Manok-

Noemfoer, Ransiki, Genjem, and

o.

N. Guinea-Solomons

by Qantas with DC3 Aircraft.

three flights every four weeks)

Mar. 25, Apr. 1, 8, 22, 29, etc.) Lae

6 a.m.; Finschhafen, Rabaul,

a. Vella Lavella, Yandina, Honiara

), arriving 5.25 p.m.

(Mar. 26, Apr. 2, 9, 23, 30, etc.)

ara dep. 7 a.m.; Yandina, Vella

lla, Buka, Rabaul, Lae, arriving

p.m.

Paris-Saigon-Noumea-

Auckland

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. 25, Apr. 1, 8, 15, etc.) for Athens,

chi, Saigon, Darwin, Noumea,

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7. Sydney-Lord Howe Is.

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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 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters
(Three flights every four weeks)
Thurs. (Mar. 28, Apr. 4, 18, 25, etc.).
Sydney dep. 11.30 p.m., arriving Ton-
touta, 7 a.m. Fri. (Mar. 29, Apr. 5,
19, 26, etc.).
Fri. (Mar. 29, Apr. 5, 19, 26, 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. New Caledonia-Fiji- Wallis Is.

TAI With DC Aircraft
(Irregular Service)
Next flights: May 5, June 7, Sept. 1,
Nov. 3.

12. 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).

13. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft.
Daily, except Sat.: Dep. Auckland 9.30
a.m., arr. Sydney 1.00 p.m.
Wed.: Dep. Auckland 6.15 p.m. arr.
Sydney 9.45 p.m.
Sat. only: Dep. Auckland 11.30 a.m., arr.
Sydney 3.00 p.m.
Sat.: Dep. Sydney 10.00 a.m., arr. Auck-
land 5.00 p.m.
Daily, except Sat.: Dep. Sydney 3.00 p.m.,
arr. Auckland 10.00 p.m.
Tues.: Dep. Sydney 12.30 a.m., arr Auck-
land 7.30 a.m.

14. Auckland-Melbourne

Tasman Empire Airways, with
DC6 aircraft.
Tue.: Dep. Auckland 11.30 a.m., arr.
Melbourne 4.15 p.m.
Wed.: Dep. Melbourne 8 a.m., arr. Auck-
land 4.15 p.m.

15. Christchurch-Sydney

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

16. 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.

17. 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.

18. Fiji-Tahiti

Tasman Empire Airways, with
Solent aircraft.
Service normally fortnightly, with
flights as required.
Departs Suva Thurs. 9 a.m., crosses a
line, arrives Satapuata (W. S.E.)
Wed. 1.55 p.m., departs Thurs. 2.25
arrives Aitutaki (Cook Is.) 7.30 a.m.
departs 9.30 a.m., arrives Papeete

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Tahiti) 2 p.m. Departs Papeete Sun. 3.30 a.m., arrives Aitutaki 11 a.m., departs 12.30 p.m., arrives Satapuala 5 p.m., departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m. Leaves Suva Mar. 22, Apr. 4, 18. Leaves Papeete Mar. 24, Apr. 7, 21.

19. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

Irregular Service.

Suva 6.30 a.m., arr Nukunlofa 9.50 a.m., dep. Nukualofa 2.45 p.m., arr. Suva 4.55 p.m.
Flight: Apr. 2.

20. 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 to 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: es., Thurs.

Labasa-Taveuni-Labasa-Suva: Fri.

Savusavu-Suva: Mon., Tues.

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

21. French Oceania Inter-Island Service

Aerienne Interinsulaire (RAI), with Amphibious Catalina

weekly service to the Leeward group.

Wednesday: Papeete, Raiatea, Bora Bora, Raiatea, Papeete.

Friday: Papeete, Huahine, Raiatea, Papeete.

Booking agents in Papeete: Messageries Maritimes.

22. 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 Galacs):

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.

23. 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, Agaña, Guam.

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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
	£ s. d.	£ s. d. No.
Moresby	46 11 0	83 16 0 2
Lae	55 7 0	99 13 0 2
Rabaul	64 19 0	116 19 0 2, 3
Noumea	48 15 0	85 15 0 9, 10
Honiara	80 7 0	144 13 0 2, 5
Norfolk Is. . . .	27 10 0	49 10 0 8
Lord Howe	12 15 0	25 10 0 7
Nadi	76 0 0	136 16 0 1
Suva	81 3 0	141 19 0 1, 20
Auckland	52 10 0	94 10 0 13
Christchurch . . .	52 10 0	94 10 0 14
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, 19
Apia	97 7 0	175 3 0 1, 18
Papeete	139 2 0	250 8 0 1, 18
Aitutaki	119 8 0	214 19 0 1, 18
Blak	90 0 0	162 0 0 4

FROM AUCKLAND (NZ currency) TO—

Apia	53 0 0	95 8 0 17, 18
Aitutaki	77 14 0	139 18 0 17, 18
Nadi	39 7 0	70 17 0 17
Norfolk Is. . . .	19 15 0	35 11 0 12
Papeete	97 0 0	174 12 0 17, 18

FROM SUVA (Fiji currency) TO—

Apia	25 0 0	45 0 0 18
Aitutaki	48 17 0	87 19 0 18
Nukualofa	17 1 0	30 14 0 19
Papeete	71 12 0	128 18 0 18

NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs) see last page of this journal.

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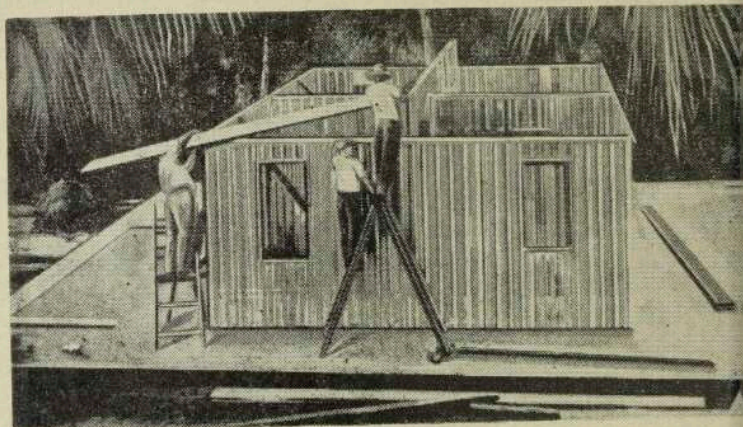
the building with the load-bearing wall

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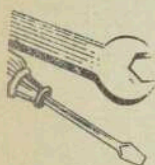
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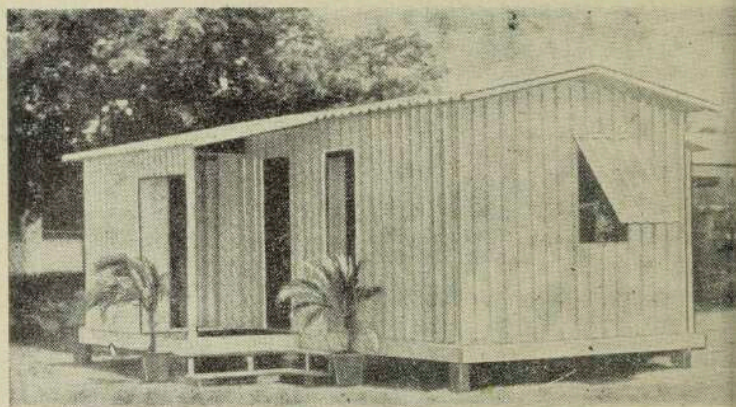
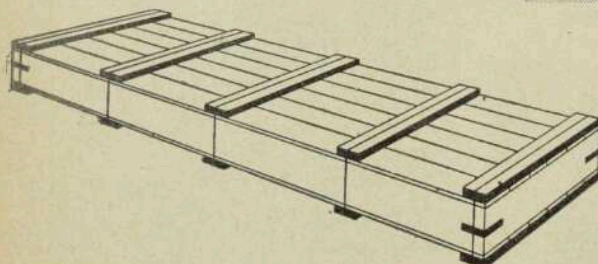


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MARCH, 1957

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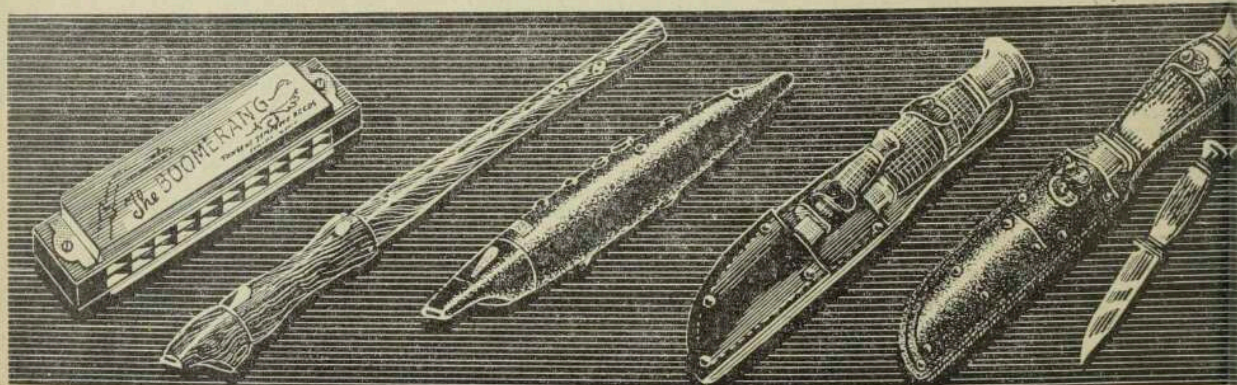
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ditorial...

OUR VIEW OF SE ASIA AND INDONESIA GROWS EVER MORE UGLY

THE future of the South Pacific is bound up with developments in East Asia and Indonesia. Aussies and Pacific Islanders naturally have an interest in events there.

They may be pardoned if they find the East Asian and Indonesian events of recent weeks hard to follow, even more difficult to get into

an attempt is made here to explain these things briefly, in relation to their own history, and in relation to each other. The picture thus painted, as it bears on our own interests, is not a pretty one. There is a list of the events which have shaped our present, and especially our future situation:

Indonesia Near Collapse . . .

Over years of political and economic deterioration, the "Republic of Indonesia" is close to collapse.

Drabble-rouser Soekarno (established as President by the Japanese in 1945) proposed, at end of January, to abandon so-called constitutional rule, and carry on a sort of Council representing the parties, including the Communists (who hold a quarter of the recently elected late in 1955). Reactions showed that this rule by Communists, he had ground rapidly, and now is to make an alliance with Hatta is regarded as strongly

Meanwhile, most of Indonesia is in condition of revolt—breakaway administrations, mostly of Army, rule Sumatra and all the archipelagoes (Moluccas, etc.) right across to New Guinea; and one is taking shape in Celebes. Soekarno's set-up now controls Java.*

Did Not Vote . . .

Though Indonesia's claim to New Guinea is only tactical, she thus has hoped to divert international attention from her declining empire, the United Nations Assembly took it seriously; a move there against the islands (inspired, of course, by the West-hating Afro-Asian group) defeated by only three votes. Voting was 40 for, 25 against (two-thirds majority was needed).

Government collapsed on March 13—whole country thereafter under martial law.

while 13 nations (including United States) abstained from voting.

The Dutch already had made it clear that they would not accept UN dictation in this thing. But the incident shows the uselessness of the United Nations (so far as the South Pacific is concerned, at any rate), and how the South Pacific could be let down by United States at any time.

Britain and Singapore . . .

A delegation from the Singapore Legislative Assembly (which is vociferously anti-British) arrived in London in March, to demand an early date for "independence."

Britain announced last year that Singapore was one of the important world bases which could not be surrendered to any nationalist movement, and the Singapore Premier Marshall thereupon resigned, and was succeeded by a Chinese.

Conferences started in London while SEATO was assembling in Australia. There are indications that Britain, under American

pressure, will make concessions to Singapore.

France is gone from Indo-China, Britain from India and Ceylon. If Britain goes from Singapore, and the Reds dominate Indonesia—as seems likely—there will be nothing left between Asia and Australia and the Islands.

As SEATO Sees It . . .

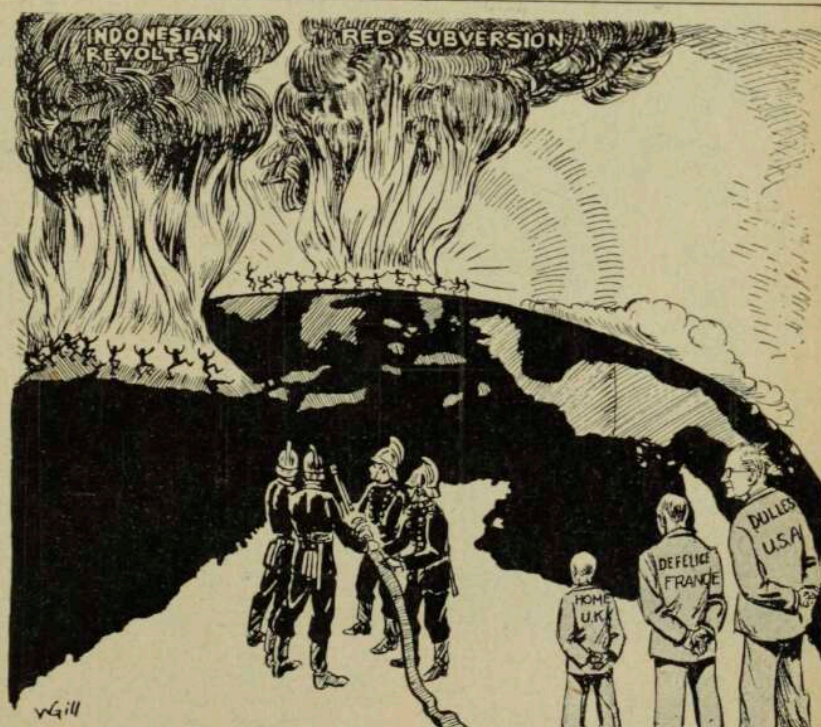
While the delegates to the South East Asia Treaty Organisation (SEATO) were assembling in Canberra (and they included Mr. Dulles, of Washington), India (which is not a member of SEATO, although Pakistan and Siam are) was making humble apologies to London because of a filthy Indian newspaper attack upon Queen Elizabeth.

SEATO'S job is to create a defensive organisation for the East and South Pacific (American and European countries) against the Northwest Pacific (or, in other words, Southeast Asia). The defence, of course, is against the increasing thrusting power of the Soviets and Communist China.

The SEATO war-chiefs said quite openly that:

(a) There is a steady growth of Red subversive propaganda among the non-Red countries of Southeast Asia;

(b) There has been a marked increase in the number of Russian submarines which are roaming the Central and South Pacific. (Over)



The Visiting Firemen Look On.

(SEATO Conference is proceeding in Canberra as this journal goes to press.)

NOW, let us look back over the highlights of those developments and incidents, and ask ourselves, as residents of the South Pacific, if there is anything there of comfort for us.

Excluding India, there are nearly 1,000 million people in Asia and Indonesia, compared with 12 million in the South Pacific.

And why should we exclude India's 390,000,000 people? Every month, evidence grows that India hates the West and that Nehru, if ever he had to make a choice, would turn against us. . . However, leave India as a neutral, and count only the Mongoloids and Indo-Mongoloids; and there still are nearly 1,000 million Asians prepared to march south and exterminate us, if they are allowed.

If they are allowed! What and who eventually will stop them?

Not Britain and France. They would, if they could—but their influence on the South Pacific situation is negligible, while the factors which create the Cold War remain.

The United Nations? What can we hope for, from that mongrel combination, where the votes of Salvador and Cambodia can cancel those of France and Russia? Look

at its performance in recent months, in relation to the Middle East, Hungary and Indonesia!

The United States? The Americans saved us from the Japs in the Pacific War—but not because they loved us. Their attack south-about, through Australia and the SW Pacific Islands, was the simplest and easiest way of defeating Japan. We may not forget that the United States created Indonesia (throwing out the Dutch, after they had been there for 350 years, in order to establish the Soekarno regime); and that the USA, on February 28, refused to vote at UN when the Africo-Asian bloc tried to get the Dutch thrown out of Western New Guinea. What can we expect from USA if and when the Red Asians begin to thrust southwest upon us, through Indonesia?

IT is not a pretty picture, this that has been created for us in very recent months by the events of SE Asia and NW Pacific.

Consider those events in relation to the fact that Soviet Russia, within the same period, has turned cold and sour—in contrast with the hearty, B & K, back-slapping era which followed the Summit Con-

ference at Geneva in 1955.

We are faced with stark reality. We shall be asked soon to arm ourselves much more heavily.

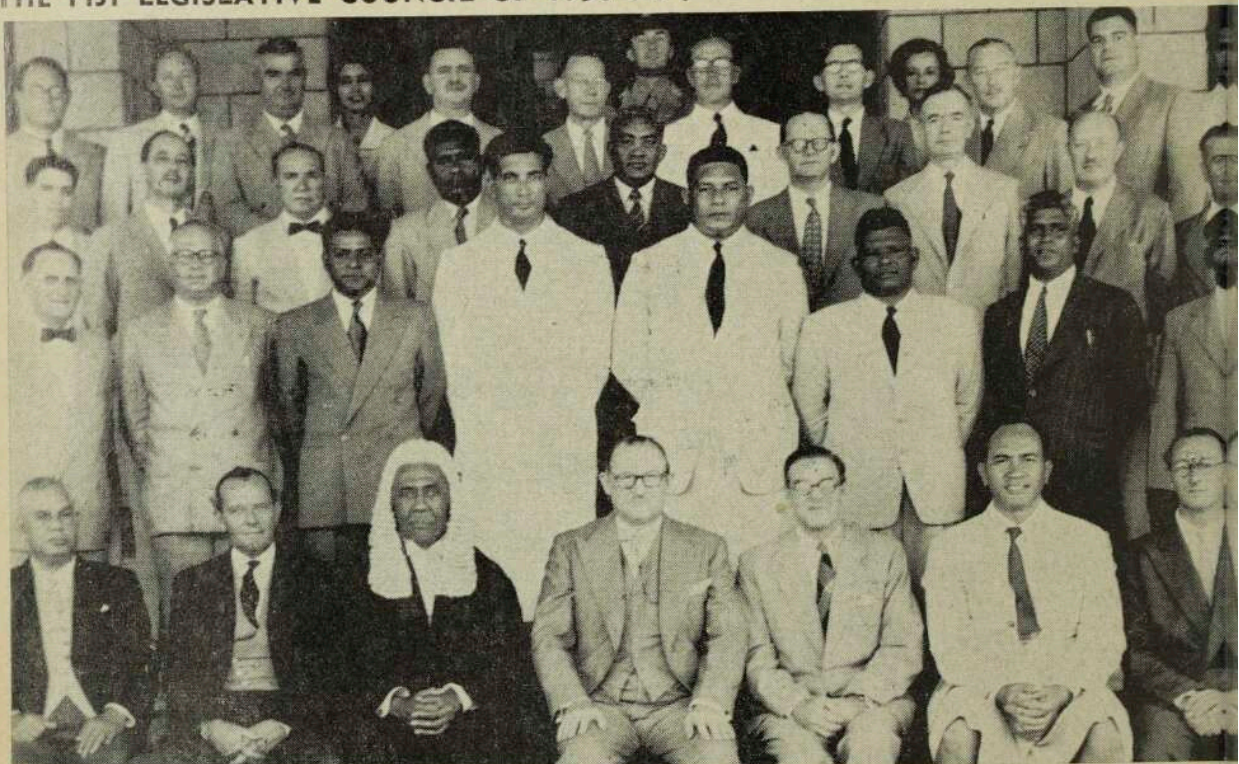
We may as well accept the fact that the only way in which Western people can retain our freedom and our culture—throughout the world as well as here in the South Pacific—is to build up our armaments to the point where we can meet the Red Bloc on at least equal terms and put aside the United Nations and the Colonial Pian and all other similar idealistic conceptions—for implementation perhaps at some later stage of human evolution.

We do not do it for choice. Every Western nation recognises with horror that it is and hath been beyond expression. But the alternative to fighting is enslavement and degradation.

One does not save one's life in the jungle by laying down one's arms and extending goodwill to the beasts that creep upon one. Little use trying to ensure peace and security by appeals to the better nature of the human beasts that murder thousands of Hungarians on a few weeks ago. . .

The Southeast Asia-Indonesian picture is very ugly. But reality

THE FIJI LEGISLATIVE COUNCIL OF 1956 . . .



BACK ROW: Miss S. B. Amputch (Hansard Reporter); Captain R. J. B. Ackland (ADC); Miss D. F. Kearsley (Hansard Reporter).

FOURTH ROW: J. H. Common; S. G. Marshall; H. G. R. McAlpine, MVO; W. W. Lewis-Jones; J. A. Marais, OBE; J. R. B. Angus; D. T. Lloyd; Dr. P. W. Dill-Russell, CBE; N. Pearson;

son; Jonati Mavoa (Clerk).

THIRD ROW: R. A. Emery; H. W. Davidson, MBE; W. G. Johnson; Semesa K. Sikivou; Ratu G. K. Cakobau, OBE; J. N. Falvey; G. K. Roth, OBE; C. Harvey, CBE; J. F. Griffiths.

SECOND ROW: H. B. Gibson, OBE; The Rev. S. G. C. Cowled, OBE; A. I. N. Deoki; Ratu

K. K. T. Mara; Ratu P. K. Ganilau, R. Manu; J. Madhavan; Ayodhya Prasad. FIRST ROW: Vishnu Deo, OBE; H. M. DFC; The Speaker (Ratu Sir Lala KCMG, KBE); His Excellency the Governor Ronald Garvey, KCMG, KCVO, MBE; Stoddart, CMG; Ratu E. T. T. Cakobid MC; A. M. Greenwood, MC.

PLACE WILL BE TO FILL

CALEDONIA MOURNS LOSS OF HENRI BONNAUD

NOUMEA, March 6.

THE sudden death on March 2, of M. Henri Bonnaud, who was in Paris as a member of the gation appointed to fight against Lo! Cadre (see article where) came as a great shock to the people of New Caledonia.

Bonnaud was only 49; but, by strength of character and his standing ability, he not only was the head of Ballande, but the outstanding leader of the Caledonian community, while a young man.

He entered New Caledonian politics immediately after World War II, and almost immediately became the head of the local community. Both privately and as a public man, he contributed much to the Territory's sound and rapid progress.

Bonnaud was prominent among those who believe that the future (upon which the community is elected) was widened far and too quickly, for the sake of New Caledonia. The decision of the vote to all classes, including "literate" natives, brought Maurice Lenormand into the picture as a rival to Bonnaud; and Lenormand succeeded, through the use of numbers, in assuming leadership and gaining election as Deputy in Paris.

M. Bonnaud had a bulldog determination; and, although partially defeated, he never ceased to fight that he believed was best for New Caledonia. His place will be hard to fill, both in commerce and in private life.

NEW HEBRIDES FINANCES

On January 31, 1957, there was an "above line" surplus on the 1956 revenue account of £17,800 on the New Hebrides Condominium, compared with a surplus of £1,000 for the corresponding period of 1955.

Total receipts represented 70 per cent of the revenue estimate, and payments 67 per cent of the expenditure estimate. Considerable additional charges for 1956 have not yet been met, and it is expected that when the 1956 accounts are completed at the end of this month there will be a small deficit.

O. E. Richards, of the Revenue and Customs Department, New Hebrides, has returned from a three months' vacation leave in Australia.

THEY HAD A DATE IN SAMOA!

"LONG Live the Date Line!" radioed the captain of a destroyer which had just spent a whole day in Apia, Western Samoa, to the Acting High Commissioner. "We have never left a port so unwillingly. Your girls have something the others haven't got. Au revoir and thank you."

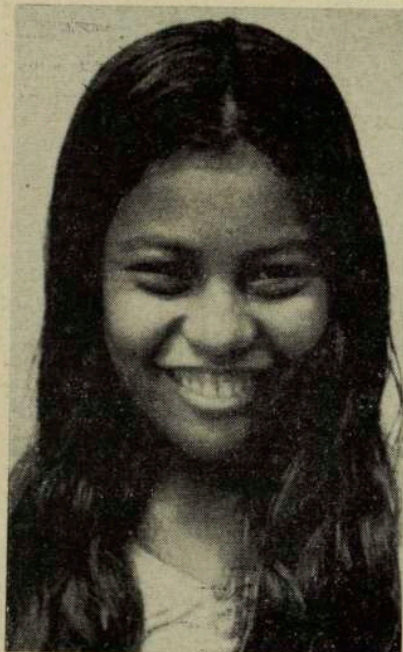
The destroyer had been on her way from Auckland to Panama, and then found that no provision, in orders, had been made for the day gained in crossing the 180th degree of Longitude. High authority decided the crew could have the day to themselves, and so they spent it in Apia. And apparently made of it a real date-line.

No, sir—it was not an American ship. It was the British destroyer HMS Consort—which apparently has developed American ways.

DEMAND FOR NEW CALEDONIAN NICKEL

SHIPPING traffic connected with the New Caledonia nickel industry has been so heavy recently that the ships cannot be loaded quickly. In several cases, Japanese ships have had to wait for weeks before they could start loading.

Central Pacific Beauty



This is Rina, a pretty Gilbertese girl, who now is living on Fanning Island. Both her parents are teachers. Her father is an instructor on the staff of a Roman Catholic training college in Tarawa. (Photo by Ray Yowie).

ANOTHER 1-MILLION BEING RAISED

BP'S EXPAND IN SOUTH SEA

IT is not surprising that there was a stir on the Stock Exchanges when directors of Burns Philp (South Sea) Co. Ltd. announced that another 250,000 Ordinary Shares would be issued (making £1,000,000 altogether of subscribed capital), and that present shareholders could buy them at par—one for each three they held.

Up to that moment, the £1 shares had been selling in Sydney at around 49/- Australian. Within hours, buyers were offering 50/-; but the few sellers wanted 55/-, and the price rising.

This Company (about 37 years old, with headquarters in Suva), has for years been using about £1,000,000 of Reserves, as well as all its subscribed capital, in its large and growing business; has shown a consistent profit of well over £100,000 per annum; and has paid a regular and cautious 10 per cent. dividend.

The Company has an expanding and soundly-based establishment in Fiji, Samoa and Tonga; and recent balance sheets always have shown plenty of liquid funds. However, in the past year the Co. has committed itself to considerable building programmes in Fiji—especially Suva—and the time apparently has come for a rearrangement of the capital. It is said that the whole of the new Arcade which BP interests are building in Suva, was let before construction commenced.

There will be no difficulty about raising the capital. The lucky Ordinary shareholders are not going to miss purchasing, for 20/-, a share that, on present indications, should immediately be saleable at double that figure.

RAROTONGA BEGS HOSPITAL SUPPLIES

IT was proposed at the Rarotonga Island Council meeting on February 11, that the various villages should contribute food for hospital and sanatorium patients. Avana, Tupapa and Avatiu agreed, but other districts, including Arorangi (the most extensively planted and the wealthiest) were unwilling.

In the difficult years, the people of Rarotonga gave food generously to feed the hospital patients; but in the prosperous post-war period, when subsidies from the NZ Government were increased, the practice ceased.

Cost of food in 1955-56 was near £9,000.

WHALES REVIVE CI HISTORY

WHALES were sighted off Rarotonga in August last—a reminder that with new whaling stations recently established at Norfolk Island and Great Barrier Island, NZ, and investigations going on in Fiji, whaling might again prove a profitable industry in the insolvent Cook Islands.

Whaling was once a Rarotonga industry. The *New Zealand Herald* of September 27, 1865, printed this report from its correspondent there:

Irvine's Whaling Company caught a whale and a calf here on the 31st (August) which turned out about 45 barrels oil. These whales were the first that were ever caught here. They expect to get another to-morrow.

The despatch also indicated that the whaling company had just been formed.

Whether these were the first whales ever caught at Rarotonga is doubtful—though this may have been the first commercial venture. It must have met with some success, for ten years later—and possibly much later than that—quantities of whale oil were included in the cargoes of schooners arriving at Auckland from Rarotonga.

Here, for example, is the cargo of the 63-ton schooner *Blanche*, Captain Harrison, inwards from Rarotonga on October 8, 1876: 15 tons whale and coconut oil, 45 bales cotton, 3,000 coconuts, 15,000 oranges.

The *Herald* of the day before the Rarotonga news despatch already quoted contained the following intriguing item:

"We have been asked to contradict a statement that appeared the other day in a contemporary, which said that Captain Smith, of the schooner *St. Kilda*, at Rarotonga, was taking steps to disguise the vessel and change her name. Our informant states that no such thing has been done, but that the *St. Kilda* is lying at Rarotonga just as she arrived at that place, and her captain was awaiting orders from Auckland; in the meantime he has engaged several boat crews of whalers and Kanakas and has entered largely into the bay fishing. When the *Victoria* sailed from Rarotonga, Captain Smith (of the *St. Kilda*) was busy cutting in a school of whales."

Before Rarotonga interests rush into establishing a whaling factory, however, it is worth observing that although close observations of whale movements were made before the Great Barrier Island whaling station was established this year, the company has had an extremely disappointing season. Whales have just not been sighted.

THE EDITORS' MAILBAG

Here's the Answer Re Captain Chapman

A few months ago, a reader asked, through "PIM," if anyone could supply information about a Captain Chapman, and the ships he commanded in the South Pacific. The following reply has been kindly sent by Captain Fred K. Klebingat, of 873 22 Street, San Pedro, California.

"Looking through my papers, I found the following in a scrap-book which had been kept by Mr. F. R. Bowes, of Bowes and Andrews, 153 Steuart St., San Francisco:

"Honolulu, May 30, 1907.—Benjamin Franklin Chapman, long a trader in the South Pacific, died in his home in Honolulu on May 24. He was born in New London, Ct., in 1831. He came to California in the days of the Goldrush and, for a long time, was engaged in transportation up and down the Sacramento.

"In 1850, he sailed to Tahiti in the schooner *Odd Fellow* and, for many years, continued to sail between San Francisco and the Islands. He sent his children to the Islands to attend school there.

"In the Seventies he went to Tahiti and established the merchandise firm of Turner & Chapman, with which he was connected for 26 years. Most of the time, though, he was in command of one of the vessels owned by the firm. These vessels included the brig *Tahiti*, *City of Papeete*, *Tropic Bird*, and others."

Anyone Know?

Mr. Alan J. Burke, of 3 Valley Street, West Hobart, Tasmania, writes:

"I am most anxious to get in touch with a war-time pal of mine, and wondered if you could assist me. He was in Tulagi, Solomon Islands, prior to the outbreak of war in 1939. His name is Clifford A. Wiseman. Any information would be much appreciated."

If anyone knows Mr. Wiseman's address, please write directly to Mr. Burke.

The Duke at Norfolk Is.

Mrs. Madeleine Jones, of Norfolk Island (she formerly was Madeleine Grand, member of a well known Tahiti family), is direct, and to the point:

Let us be fair! The writer of that article, "Socially-Riven NI Pleased with Duke," in January issue *PIM*, himself lacks restraint and truth.

Those who wished to see or meet the Duke on NI were given an opportunity at the Reception, which was attended by between 450 to 500 people. Elderly Islanders were given the first opportunity.

The writer suggests that "I daymakers and tourists seem to swell the ranks." I failed to see other than Island residents—and, of course, one wishes to describe members of HRH's Staff and Household as tourists!

The sincerity of the people, the Duke's delightful informality in no way made the Reception "flop," and the intermittent drizzle of rain did not dampen the people's pleasure in the honour accorded them. Sincerity and commendable restraint were the keynote of the day.

The NI Advisory Council passed a resolution: "That His Honour the Administrator, and Mrs. Norman be thanked for the highly successful reception at Government House and for His Honour's co-operation in that such a splendid opportunity was given the residents to meet His Royal Highness."

Coral Queen Island

In *PIM*'s Shipping column of 1 September there was reference to an Auckland schooner named *Queen*, sailing from that port in 1865 to load guano at Coral Queen Island.

A correspondent now draws my attention to Edwin H. Bryant's valuable reference book *Ames Polynesia*, which lists Coral Queen Island as an alternative name for Starbuck Island, also known various times as Volunteer, Starve, Hero, and Barren.

It was discovered by Captain Starbuck, of an English whaler, in 1823, and named by him Volun. It would be interesting to know just what date the present name finally became stuck.

The Picture Again— From France

YOU have read the Suva Christmas-card, and the evidence of a Christ-like face from apparently confused Chinese people in a snowfield (see page 82 of January, and page 82 of our issue).

Now, here is a note from our friend, Brother J. Delabarre, of the Island Mission, Papua. He sends us a print of what appears to be the same photograph; and here

(Editors' Mailbag—Continued on Page 22)

PACIFIC COUNTRIES

CARRYING

H-BOMB JITTERS

EVACUATION of 37 adults, 23 children and 500 British troops from Christmas Island this month indicates that the time is closing close for Britain to explode first H-bombs "somewhere in the Pacific."

"Somewhere," of course, is Christmas Island and the "authorities" insist that no menace to the tries round about is being posed.

H-bombs Jitters, which have shaken most of the communities in 2,000 miles of Christmas Island, remain unabated.

In fact, they have spread to Cook, Fiji, Hawaii, Samoa and the Cook Islands, and even as far as Japan, where housewives are urged to stock their shelves with food, to be eaten as an alternative to food "contaminated" by radioactivity.

Japanese fish retailers have advised customers to register if they purchase supplies of "radioactive free" during March.

EVACUEES IN GILBERTS

Civil evacuees were taken from Christmas to the Gilberts. That remained after they and soldiers left was a skeleton of the population, including a police district officer, and key staff.

The 500 troops, most of them Royal Engineers, constructed a road on the atoll.

INSURANCE BY BRITISH

In the House of Commons, a Minister of State for Foreign Affairs, Ormsby-Gore, said that Britain was acting under established international practice in warning ships to stay clear of Christmas Island during the scheduled period of nuclear weapon tests.

From March to August the Christmas Island area will be closed to shipping. The Royal Navy and Royal Air Force will patrol the

about member had asked Mr. Ormsby-Gore whether Britain was acting under a treaty of international agreement in warning Japanese ships to remain outside a large area of the open sea from March to August 1.

Ormsby-Gore, in reply to the question, said closure was being undertaken under international law. He refused to accept a suggestion that fishermen would lose £1,000,000 during the closure period.

OTHER EXPEDITIONS

R. G. Mason, a British geologist, will lead an expedition of

FIGHT GOES ON

1957 COPRA PRICE

THE battle between the British South Pacific copra producers' organisations, led by high officials of Australia House, London, and the British Ministry of Food, who are trying to agree on a price for copra delivered under the MOF contract in 1957, still was going on in mid-March.

The MOF naturally seeks the full reduction of 10 per cent., which is permitted under the contract when the world price has fallen. The South Pacific men apparently have produced strong arguments in favour of a lesser reduction than 10 per cent., otherwise the argument would not have been deadlocked since the beginning of the year.

Settlement may be sought at high levels.

The European free market price on March 7 (sellers) was £67 Stg. per ton, cif European port. The 1956 MOF contract price was £58/10/- Stg., fob Islands port—equal to between £70 and £72 per ton, cif—and that was, in turn, adjusted as a local price by local Administrations. That is why London is fighting for the full 10 per cent. reduction, which then would make the MOF contract price very close to the free market price.

No change has been announced in Australian Territories in the copra price, from the 1956 price of £62/10/- Aus. per ton fob Islands port (equal to £47 Stg.); but the P-NG Copra Board, and most of the other Islands Administrations now are paying a price equal to a 10 per cent. reduction on 1956, with the proviso that if the final MOF Contract price for 1957 is more, they will make adjustments.

The Fiji Copra Board announced late in February that the local buying prices, from March 1, at Suva and Levuka, would be: For FMS grade, £50 Fijian per ton, and for Plantation Grade, £50/5/6. The Board says (a) this is a temporary price, pending MOF settlement; (b) there is a reduction of more than 10 per cent., because the Fijian 1956 price contained some refund to producers of savings made earlier.

Eight American technicians to nearby Fanning Island next month, to study phenomena in connection with the International Geophysical Year.

A magnetic observatory is to be set up on Jarvis Island, which is the only land surface in the world close to both the magnetic and geographic equator.

Jarvis is a small, bleak, useless atoll, lying almost on the equator at 160 W. Long., and is now claimed by USA.

DR. J. T. GUNTHER

Assistant Administrator in New Guinea

THE announcement on March 4, that Dr. John Thomson Gunther, OBE, Director of Public Health in Papua and New Guinea, had been appointed Assistant Administrator of the Territory of Papua and New Guinea, caused about 20 per cent. of the residents of Port Moresby to say "What!" But the other 80 per cent. said that it probably was a very good thing.

They had always regarded him as a Medical Officer rather than as an Administrator, seemingly.

To have more than 80 per cent. of the population with you in this Territory is more than any reasonable man can expect.

Therefore, we can take it that the



Dr. Gunther.

appointment was generally regarded with favour—and by the Public Service Association as a triumph for their campaign for "top posts for Territory men."

On the "other side," of course, the appointment caused fewer ripples on the pool. There, all matters relating to Port Moresby, and the centralised administration generally, are regarded as an excrescence on the face of the Territory.

Most disappointment came from those who had believed that Mr. S. A. Lonergan—who has been acting in the position of Assistant Administrator for the past five months—would be appointed to the position.

But Mr. Lonergan did not apply for the job last August, when Mr. R. Wilson resigned; and, although his attitude has been that he would be available if required, it was probably expecting a bit too much from Canberra to suggest it would depart so far from official formulae as to tender a special invitation. It may not have been "legally within the meaning of the Act," either.

(Continued on Next Page)

DR. Gunther was born in Sydney in 1910, and was educated at King's School and the Medical School at Sydney University. His first job after graduation (and the usual hospital beat) was Medical Officer for Lever's Pacific Plantations Ltd. in the Solomons, 1935-1938; and thus he began specialising in tropical diseases.

Between 1938, and enlisting in the RAAF in 1940, he was chairman of the Medical Board set up by the Queensland Government to investigate lead poisoning as it affected industry at Mt. Isa.

Most of his RAAF service was in New Guinea—first in Milne Bay; later as malariologist; then commanding No. 1 Tropical Research Field Unit, whose chief job was research into scrub-typhus, with headquarters at Bat Island (near Manus) which was a hot-bed of this disease (13 out of 17 RAAF radar personnel stationed on the island got typhus).

In April, 1946, Dr. Gunther was offered the job of Acting Director of Health, P-NG; he took up duty in July. The Acting appointment was confirmed in 1947.

Dr. Gunther was married in 1938 but his first wife was killed in an accident in 1942. He remarried (to Miss Elvie Hodge) in 1943. He has three daughters (the youngest born in Port Moresby) and one son. He and his wife are personally popular, in both sections of the Territory.

WITH the belated announcement of Dr. Gunther's appointment, one 64-dollar-question has been answered.

But another remains: Why did Dr. Gunther seek the job?

It is believed by many Territorians that Mr. Marsh (who was appointed Acting Assistant Administrator when Mr. Wilson resigned, but who left the Territory, reportedly ill, after only a few weeks in the Territory) had "taken one look at the mess and decided not to stick his neck out."

It is generally agreed that Dr. Gunther has made a really good job of reorganising the Territory's health services. His new position will give him the opportunity of exercising his talents over a wider field.

But it is not as simple as that. No man of commonsense and vision may leave the unpredictable Canberra set-up out of his predictions.

He assumed his new duties immediately. His first task was to preside over a conference of District Commissioners, which commenced in Port Moresby on March 4 and was expected to last out the week.

DR. GUNTHER'S new appointment leaves the Territory without a Director of Health. Dr. R. F. R. Scragg is acting until—
(Continued foot of next column)

Unilever's Chief Buyer In S. Pacific

(See also Article p. 155)

THE chief buyer of oils and fats for Unilever Limited, Mr. J. C. A. Faure, was in Port Moresby in mid-March, in conference with the Copra Marketing Board of Papua and New Guinea.

Mr. Faure came into the South Pacific via America. Early in March, he spent a couple of days in Fiji before he went on to Sydney. He proposes to return to Fiji about March 24.

In his position, and as the representative of a great international combine which, in the Between Wars period, strongly influenced the world price of copra, Mr. Faure's visit has been of much interest to South Pacific copra producers.

Although the Unilever emissary's conference in Moresby with the Copra Board was watched with considerable speculation, most people decided that Mr. Faure's visit to the South Seas is mostly exploratory. There was no indication of any immediate plan under which Unilever will buy South Pacific copra under contract, when the MOF contract expires on December 31, 1957.

But there is little doubt that some such plan is in the minds of both Unilever (now meeting international competition in the field of buying) and the South Pacific Governments responsible for protecting the price of South Pacific copra after 1957, and that it will be considered from all angles during 1957.

Apia Lashed by Heavy Squall

APIA got a very heavy squall at noon on Sunday, February 17, and (in 24 hours) over 4 inches of rain.

The *Matua* anchored in Apia harbour and rode out the squall; but Messrs. Nelson's motor vessel *Sulimonia* dragged her anchor and was driven on to the reef. The Harbourmaster (Captain Jones) pulled her off at 6 p.m. with the Harbour Department's motor launch *Pilot One*.

other appointment is made. Dr. A. J. May (who has frequently acted as Director of Health) is, it is understood, on pre-retirement leave.

The departure of Sir Beaumont Phillips, Chief Justice of the Territory, also leaves a vacancy in the Supreme Court.

† A claim for libel, brought against the Samoa Bulletin by Hon. A. M. Gurau, MLC, was heard in Apia in February; and judgment was reserved by the Court.

Jap Tuna Fishers Would Defy British Atom Tests

AUCKLAND, March 1

THE people who are the most directly interested in the bomb tests in the central Pacific are the Japanese fishermen.

A measure of their feelings on the subject, and of their attitude towards the impending British tests, was heard in an announcement from Tokio Radio early in March.

According to Tokio R.A.C. members of a Japanese tuna fishermen's association voted in favour of sending a number of "suicide boats" into the forbidden Christmas Island area, to uphold their rights to free navigation in the high seas, and to obstruct impending British tests. British authorities then would have the choice of forcibly removing the fishing craft from the area, or accepting the consequences of exploding the bomb and killing "suicide" crews.

Volunteer crews were available to man the vessels (according to the report) but the Japanese Government had intervened, and at the same time renewing protest to the British Government.

The Japanese Government and the tuna-fishing organisation, however, send specially equipped observation vessels to the border of the closed Line Islands to check fall-out and radio-activity of sea water and fish. Thus, they would collect their own data and, if necessary, issue warnings to tuna-fishing vessels operating west of the test ground.

NEW CALEDONIA PIONEERS HONOURED

ENGLISH pioneers of New Caledonia received belated recognition when the Noumea Town Council gave names to streets in the suburbs.

Those honoured were Paddy Higginson and Tindale. Paddy was thought to have been the first man to settle in New Caledonia. The French found him well liked when they arrived to Noumea. They bartered the land of Nouville, where Paddy had a trading station, to build the port of Ile Nou.

Higginson was a romantic, a big financial figure in the nickel-boom days; and Tindale the man who set up the first works in New Caledonia.

Black Magic in NC

ITCH doctors and sorcerers still operate among the natives in New Caledonia. In a recent trial, rival factions of sorcerers were before the court, charged with having disturbed the peace. The hearing lasted three days, and was such a complicated one that judgment was reserved. The judges found it necessary to employ native interpreters.

Attempt to Bring West N. Guinea Area Under Control

THE Government of Netherlands New Guinea plans to establish a permanent centre of administration in the Baliem Valley, in the interior. A group comprising an administrative officer (Mr. Camp), a wireless operator and members of the Dutch New Guinea police, recently flew into the valley.

They will establish contact with the natives and seek sufficient land to build a landing strip of 100 feet.

The Baliem Valley, or Great Valley as it is sometimes called, has won world-wide fame and was compared with an elusive Shangri La in May, 1945, a C-47 Dakota, of the American Air Force, with 23 passengers of the crew and passengers on board, including an American pilot, crash-landed, with only two survivors.

Malik-Bocker Wedding



The wedding took place in Taurama Chapel, Port Moresby, on February 23, of Mr. Jaroslav Malik, a well-known photographer of Port Moresby, and Miss Inge Bocker, of Bremen. Mrs. Joan Carter was matron-of-honour and Mr. Gerald Smid was bestman. The guests were later entertained at a dinner at the home of Mr. and Mrs. Gordon.

Photo: Papuan Prints.

Political Stir in New Caledonia

ALL PARTIES UNITE TO FIGHT

PARIS OVER "LOI CADRE"

FROM OUR NOUMEA CORRESPONDENT

There was a political development of great interest in New Caledonia in February.

Without warning, the French Chamber of Deputies, in Paris, passed the first reading of a revolutionary new measure called "Loi Cadre". It soon was seen that the measure is likely to introduce a new kind of administrative control over certain French Colonies—among which New Caledonia is prominent.

The first reading of the proposed new law was supported by Metropolitan France Deputies members generally; and was resolutely opposed by Deputies representing the Colonies.

The morning after this Bill was introduced and published, the Deputy for New Caledonia, M. Maurice Lenormand, caught the southwards plane out of Paris.

IMEDIATELY after his arrival in Noumea, M. Lenormand called the public of New Caledonia to a general meeting. He published in his roneoed news-sheet, *L'Avenir Caledonien*, a manifesto in which he declared that the Government of Metropolitan France, through Loi Cadre, planned to take from New Caledonia all the administrative concessions which New Caledonia had won with such difficulty over the years.

M. Lenormand announced that, in spite of promises repeatedly made by the French Minister for Colonies that the text of any new laws likely to apply to New Caledonia would be shown to NC's Parliamentary representatives, he had known nothing of Loi Cadre until the text of it became available on the first reading of the Bill.

He said that Loi Cadre would deprive NC of the control over her own finances which she had exercised since 1946. The Colony also would lose control of the number of Government servants who could be sent from France to work in New Caledonia. Many other privileges would be withdrawn.

M. Lenormand stated also that under Loi Cadre, France would have the right to impose various new State Services upon New Caledonia, at New Caledonia's expense—such as diplomatic and consular rela-

tions; cultural relations; civil defence; services attached to the Atomic Energy Commission.

No less than 35 new Services were named, any of which could be forced upon NC without NC's consent.

One of M. Lenormand's most startling allegations was that the French Government asked that 80 gendarmes be stationed in Noumea to keep public order, in addition to 12 Surete inspectors and a special brigade formed for the political surveillance of the Territory.

IN view of these revelations, public feeling in New Caledonia ran high.

The public meeting was very largely attended; and, as a result, a "Committee for Defence of New Caledonian Interests" was formed; and it includes representatives of practically every public organisation in New Caledonia.

An extraordinary development was that all war between the various parties—and especially between the two principal parties—was called off and, for the first time in New Caledonia's history, there was complete political unanimity.

An observer says that even in the famous De Gaulle-Petain crisis of 1940 the people were not so united as they are to-day.

The new Committee immediately radioed Senator Ohlen, in Paris, asking him to place before the Senate a request that further debates on Loi Cadre be adjourned.

The Committee also sent a radio to the President of France (M. Coty) and another to General De Gaulle, protesting against the application of Loi Cadre to New Caledonia.

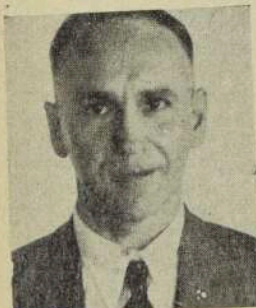
ON February 25, the Committee received a radio from the Minister for Colonies, stating that after his return to France, about March 6, he would be prepared to receive in Paris a delegation representing all the political interests in the General Council of New Caledonia; and all available information about Loi Cadre would be communicated to this delegation.

The Minister added that the Government of France would not be opposed to any reasonable representations from the delegation in regard to the application of Loi Cadre to NC.

(Continued on Page 129)

SIR BEAUMONT
PHILLIPS RETIRES

Wise Judge's Great Influence on Australia's Territories



Sir Beaumont Phillips, when he directed Rabaul evacuation (eruption) in 1937.

THE record of Sir Frederick Beaumont Phillips, KBE, who retired in February from the post of Chief Justice of the Supreme Court of Papua and New Guinea, probably is unique in the South Pacific Territories.

He served the Islands Administration mostly as a judge (but in many other capacities, as well) for 32 years, and he never made an enemy. He was held in universal esteem; and, on his departure, many people declared that "the Administration never would be the same again."

He was born in Victoria, 67 years ago; educated at Melbourne University; qualified as a barrister; and served in the RAF in World War I. Immediately thereafter, in 1920, before he was 30, he went to the Solomons, where until 1925 he was a Special Commissioner, to inquire into law land disputes.

That was his introduction to the Islands life of that time. He called it a happy three-dimensional existence, among Administrators, Planters and Missionaries. He recalls that there he learned Pidgin English the easy way—from "old Jock Cromar."

Australia's great jurist, Sir John Latham, had had his eye on young Phillips; and in 1925 he was able to win Phillips away from the British (who had thoughts of making him a Colonial Office Judge), and instal him as a Judge in the then very new Australian Mandated Territory of New Guinea.

THROUGH his work in New Guinea in the next 15 years, while closely associated with Administrators Wisdom, Griffiths and McNicoll, the wise and human Judge "Monty" Phillips probably exercised a greater influence on the conduct of the European people and the social development of the New Guinea natives, than any other single individual.

His broadminded tolerance, his understanding of the native folk (gained through his mastery of Pidgin and his study of them in all phases of their life), and his eagerness to assist the Australian achievement in New Guinea, made of him not only a great judge, but also an invaluable adviser to the various Administrations. Everyone, whether Australian Minister, humble Tultul, harassed Administrator, or cynical planter, trusted "Monty" Phillips, and turned to him for advice.

He gave proof of his quality in 1937, when he was Acting-Administrator at Rabaul, and Vulcan exploded. Calmly and efficiently, "Monty" Phillips directed the evacuation of the ash-smothered town, and the escape of the terrified population from the erupting

volcanoes. He more than earned the CBE with which his achievement was recognised.

In 1941, when World War II brought its peculiar paralysis to Administration affairs, Judge Phillips went off to his old love, the RAF in Britain. He was now too old to fly again; but he did valuable administrative work, and finished his service there as Group-Captain, in 1945.

In 1943, he married Miss Marie Britton-Smith, of New Zealand—she who gave him so much help and inspiration in his share of the job of re-arranging Papua and New Guinea as a new Administration, in the arduous years after the war.

Chief Judge Phillips became the first Chief Justice of Papua and New Guinea in 1953; and in 1955 his outstanding services were recognised by a Knighthood.

IN a special sitting of the Supreme Court in Moresby, on February 14, Sir Beaumont Phillips gave a farewell address from the Bench and, in a remarkably interesting address, he described some of the highlights of his 37 years' service in the Southwest Pacific Islands.

Some of his observations, based on practical experience, were of a kind very valuable to young men entering the Islands services. He outlined some of the peculiar situations which the Administration had had to meet in the 'Twenties, when new gold and easily acquired Expro plantations drew eager young personnel away from the public services; and in the 'forties, when only remnants of the old Public Services could be assembled, after the Jap occupation had disrupted all civil organisation and demoralised large sections of the natives.

It is to be hoped that the records

Indigenous Cane of N. Guinea

FACTOR IN WORLD SUGAR INDUSTRY

PAPUA-NEW GUINEA is unlikely to have its own sugar-cane industry within the foreseeable future but it makes a valuable contribution to the cane industry throughout the world.

It has a variety of "chew" canes, most of which are useful for breeding better commercial varieties of sugar-cane.

Since about 1896, expeditions have been going to New Guinea to collect indigenous chewing canes for breeding better sugar-canes in other countries.

The latest expedition to New Guinea comprises Dr. John N. Warner, senior geneticist at the experimental station of the Hawaiian Sugar Planters' Association, and Mr. O. Grassl, a botanist in the sugar crops section of the US Department of Agriculture.

They told *PIM* that the expedition is twofold—to see if there are any new varieties of cane, and to make a scientific



The Investigators: Dr. Warner (left) and Mr. Grassl (right).

investigation into the origin of the sugar-cane in New Guinea.

"We suspect that the natives had some type of cane almost from the time they entered the Islands", Dr. Warner said.

"We do know that, as the natives migrated throughout the Pacific they carried these chewing canes along with them, presumably to New Guinea. It is almost certain that the sweet chewing canes originated in the New Guinea area."

(Continued on Next Page)

and lessons of those vital 37 years will be embodied in a book by Sir Beaumont Phillips, for the guidance of young Islands officials, and for instruction and entertainment of both Islanders and Mainlanders.

we don't know where, and we don't know how." Mr. Grassl said that the natives improved the cane themselves, though they probably did not realise they were doing so.

2. WARNER said there was wild cane in New Guinea known as "pit-pit", which was suitable for breeding.

That is one group of wild cane we are after," he said. They are useful for breeding, giving increased vigour and resistance to disease in sugar-cane. But we will have to try it out first."

He said that in the cane grown in Hawaii to-day was some which

Note from Tolala, from page 33:

... Calling Mrs. Eadie Huson, at the time of Tulaen plantation, Buka way, and last heard of her living at Kings Cross, Sydney. Margaret Campbell wants to get her urgently, through the Trust Co., Sydney, by March. But perhaps a few days later will make much difference. Come Eadie!"

...d from cane collected by expeditions to New Guinea. We realise the material we want won't be useful as cane but it will be useful in cane breeding," he said. We may find only one useful cane out of a hundred, but the potential is enough to justify this.

...cane collected in New Guinea is sent to Washington, after going to Magnetic Island, Queensland, for quarantine. Usually, it ends up in the two collections of cane—at Canal Florida, and Coimbatore, in India.

...at these points it is available to sugar planters in the world. There is a very good interchange of cane throughout the world, for both sugar and commercial purposes," Warner said.

...the P-NG Territory, Dr. ... and Mr. Grassl plan to ... the cane along the Ramu and Sepik river systems; in the ... and Western Highlands; ... Port Moresby, Lae and ... in Dutch New Guinea; ... in the British Solomon

... areas they may visit are ... nville, New Caledonia and ... ebrides.

...4d and 7d Papua and New ... stamps became available at ... of January. The 4d stamp ... overprint of the bird of ... e 2d stamp, and the 7d ... an overprint of the trading ... stamp.

45,000-TON SHIP

P&O LINER FOR PACIFIC

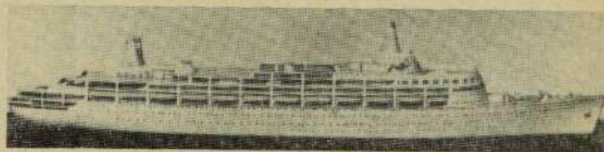
P AND O's new 45,000-ton passenger craft for the Sydney-San Francisco-Vancouver run is due for delivery in 1960. She will be one of the fastest ships to operate in the Pacific.

There will be 13 decks for a total complement of 3,210, including 600 first-class passengers, 1,650 tourist class and 960 crew. She will be air-

conditioned throughout.

Practically the whole of the superstructure will virtually be aluminium. The overall length will be 814 ft, and the length between perpendiculars 740 ft.

The ship (pictured herewith) has been specifically designed for the increasing trans-Pacific trade with Australia. She will have three cargo



holds totalling 150,000 ft at the forward end.

Islands Tours by Luxury Seaplane

THE luxury seaplane owned and operated by Sir Gordon Taylor will resume its South Pacific cruises in April.

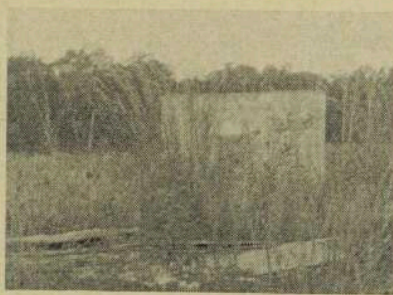
It will carry a party of tourists from Sydney to Noumea, Fiji, Tonga, Samoa, Aitutaki (Cook Islands), Bora Bora, and other points in French Oceania, before returning to Sydney.

There will be a shorter cruise in May—to Noumea, and the Loyalty Islands, and various points in that area.

The April cruise, to Tahiti via New Caledonia and Fiji, will be repeated in July.

† A land-plane service on the TEAL Coral Route (Fiji-Samoa-Cook Is.-Tahiti) is being considered as a replacement for the present flying-boats says Auckland *Star* of March 3.

This Is a BSI College . . .



The foundation stone of the Teacher Training and Vocational Centre at Kukum (a worthy project for expanding educational facilities for Solomon Islanders, and training natives as artisans), was laid in mid-1955.

But, although houses for the College teaching staff were built over a year ago, the College itself has never grown beyond its foundation stone. Nor are there any teachers.

The foundation stone (pictured above) is rapidly becoming overgrown with grass and weeds and stands as a dismal monument to the numerous worthwhile projects which have been shelved, delayed, and forgotten, for one reason or another, in recent years.

COPRA GRADING CAUSES STIR IN W. SAMOA

APIA, February 25.

THE new copra grading scheme, introduced by the West Samoa Copra Board as from February 1, is being opposed by merchants, traders and Samoan producers.

There apparently is a conflict of competence between copra graders employed by the Copra Board, and agricultural inspectors employed by the Agricultural Department.

It is pointed out that an attempt to introduce copra grading in Fiji was abolished, due to strong opposition to the procedure.

In Tonga and American Samoa copra grading has succeeded because the purchase and grading of copra is entirely in the hands of the Governments concerned.

The matter will probably be discussed by the Legislative Assembly at the end of March.

† Miss Adrienne Santos, younger daughter of Mrs. and the late Mr. J. Santos, of Tonga, married Robert, the eldest son of Mr. and Mrs. R. FitzPatrick, of Adelaide, at St. Benedict's Church, in Auckland, recently.

† Mr. H. F. Gibson, MLC, OBE, and Miss Fay Gibson, of Labasa, Fiji, were in Sydney in the early part of March. He was discussing a £200,000 electricity project for Labasa with interested Australian parties, and also was seeking to establish liaison with New Guinea copra interests, regarding marketing organisation to follow the expiry of the MOF contract next December.

† Strong complaints are voiced by the *North Borneo News* against Indonesian Timorese infiltrating into British Borneo. "They keep out Chinese because they may be Reds," says the journal. "But may not Indonesians be equally objectionable?"

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MAJOR PROBLEM IN THE ISLANDS

Key to NG

Language Problems

ONEY UNIVERSITY has published a linguistic monograph by an American missionary in New Guinea which contains a modern technique for writing primitive languages to give, in an exact and scientific manner.

The author is the Rev. Dr. Louis Luzbetak, described as a Divine missionary, linguist and sociologist, who spent four years in New Guinea on language work.

The monograph, second in a new series published by the University, proposes a "phonemic" rather than "phonetic" alphabet, which means that orthography is based on the reactions of the tongue, on what he hears, rather than what the European might

Luzbetak claims that a simple orthography was recognized by modern linguists as the accurate, most economical and best way of writing a language. It reduced dialectal differences considerably, thus making regional differences feasible.

In his study, "Middle Wahgi Language: The Standardisation of Orthographies in the New Guinea Highlands," the author makes recommendations for standardising orthographies of the Southern, Western and Eastern Highlands of New Guinea.

He said his system of orthography has added advantage of not using unwieldy symbols. The printing facilities were all used.

Wahgi dialects, which the author says are now scientifically being written for the first time, spoken by about 40,000 natives in Hagen and Chimbu.

NOTE: Many, many attempts to co-ordinate and unify the languages of New Guinea (of which there are at least 100) have been made, but none has had much success, as the author says.

He said that Islanders were being lured and taken to Auckland for false pretences was made real by Cr. G. F. H. Forsyth at the time of the Auckland City Council. Old houses were being sold for small deposits, high rates of payment and high interest. An Islander and agent in the city were being a "racket," he said. The health committee is to investigate overcrowding in old houses and make a report, if necessary.

Fiji's Language Problems

WHEN members of the Suva Rotary Club debated the question, "English: The Compulsory and only Acceptable Working Language", they voiced the opinion of many business people, and of householders who employ servants.

Although English is taught from the first year in every school, and from the fifth year becomes the only medium of instruction, there seems to be no diminution in proportion of young Fijians and Indians who do not understand it.

This may be largely because many Europeans, when speaking their own language, speak it quickly, just as Fijians rattle off their own language at a fast pace.

It was pointed out during the debate that time and materials were wasted in having to print public notices in three languages (English, Indian and Fijian).

It was remarked by the Director of Education (Mr. W. W. Lewis-Jones), in fairness to other races, that in asking Fijians and Indians to learn English the European was expecting more of them than he was asking of himself.

Others pointed out that English is the language of trade and commerce, and that if young Indians and Fijians wish to succeed in this sphere they will have to become proficient in English. In addition, it is the language uniting the three races.

There is another difficulty, of a minor nature only as yet, and that is that the Chinese who do not

Clearing Away

The Debris

JAPANESE RETURN TO RABAU

THE Japs are back in Rabaul to assist in clearing up the mess made by their sunken ships in the harbour in 1942-45. For years, Rabaul residents have been complaining about the unsightly junk littered about the harbour and along the foreshores.

Nobody wanted to do anything about it. Now has come the realisation that the Japs are the only ones, anyhow, who can do the job on an economic basis.

The first contingent of the salvage men arrived by two chartered aircraft in the last week in February, and others were to follow.

Rabaul will have these Japanese for company for the next two years. It is expected that after clearing Rabaul waters, they will use Rabaul as a base for clearing away wrecks from elsewhere in New Britain, around the New Guinea mainland and Bougainville.

The compound now prepared for these Japanese workers is only a few miles from the spot where the Japs first landed when they invaded New Guinea in January, 1942.

Those who speak English use Fijian as a common language when dealing with other races.

More inter-racial schools may supply the answer, for they encourage a good working knowledge of English. When the children get into the playground, English does become the common language.



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Boxing Day Races at Apia



When the halyard breaks and the balloon won't go up it pays to have a boy who can climb a coconut tree to signal to the starter that the tote is balanced and the race can start.—Photo: R. F. Rankin.

BETTER BUS SERVICES FOR SUVA CITY

THE Transport Control Board in Suva has warned bus operators that it wants greater efficiency, and has emphasised the desirability of operators on various routes forming partnerships. On the Nausori route, 28 small operators now have formed themselves into two limited liability companies; but

other routes are still being serviced by single operators.

With Suva's expansion into the outer areas—in one case as far as Nausori, 12 miles away—better transport facilities are an urgent need.

It is argued that, where one or several routes are operated by a single company, better services will result. Better buses will be provided, and a reserve fleet will be available for the now congested peak-hour traffic.

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A MUDDLED TAX

What Canberra Has Done To P-NG's Liquor

P. MORESBY, March

THE new tax on liquor imposed by licensed hotels, stores, restaurants and clubs was a most controversial piece of legislation discussed at the recent meeting of the Papua-New Guinea Legislative Council.

It was the Council's shock meeting—opening February 25 and ending February 27—and notable mostly for the fact that many members, official and unofficial, were absent.

The Administration's new Liquor Ordinance had already been passed and therefore proceedings devolved into a battle of wits whereby official members endeavoured to secure adjournments, during which they aired public displeasure at the new tax.

THE new tax is the latest brainchild of the P-NG Treasury, who, egged on by Canberra, apparently sits up at night thinking of new methods of extracting an extra few shillings from the Territory's so-called "tax-free" residents.

Extra taxes on liquor are, of course, traditional and usually accepted, but this particular tax is so full of anomalies and inequities that even the anti-liquor section of the community sees justice in it.

It is a tax of 5 per cent on the purchase of licensed victuallers. In its original conception, it would probably not be very serious, but under the system of liquor distribution in the Territory, it will be a snowballing tax, which the Treasury can gather in much as 20 per cent. tax in some cases.

Hypothetical cases are quoted, in which an importer pays the first five per cent. on the purchase; he sells it to a local agent, who also has to pay five per cent. on his purchase; who then sells it to a club, which also pays the tax—4 per cent. in this case (as an act of grace).

As profit is added to the purchase price plus tax by the party as he buys the liquor and re-sells it, the final rake-off to the Treasury can be something as much as 20 per cent.

THE only people who stand to benefit by the legislation are those private citizens who import their own liquor directly, not being licensed vendors, and who have to pay tax; and the brew which also is not licensed as such—and is therefore not subject to this tax either—although

very can and does sell direct
he public in bulk lots.

is most unlikely that the
asurer, when he designed this
was concerned about benefiting
er the brewery or the private
idual; it has just turned out
way. Of itself this piece of
luck is probably a good thing
fosters local industry, but the
e piece of legislation is, like
much Territory legislation,
pletely bad at law.

large part of the time at Legco
ings is always taken up with
ass of amendments to previous
ation—legislation, more often
not, that was hotly debated
nofficial members at the time
s originally before the Council.
e person or persons responsible
the legal draftsmanship of
tory laws is known only to
and to Canberra. The general
e and the unofficial members
egco, whose time is wasted by
quent tinkering, are left to
ine that the junior office boy
a lot to do with it.

ANTICIPATORY GLOOM

e seems reason to be worried in
tropic jungle land,
the day is close approaching
ere the combines show their
ad.

e falling price of copra we may
discern the score,
the planter goes on rations,
he did before the war.

e are lots of blokes in Aussie
o think a planter's life
e of ease, contentment, with
er any strife.

we envy him in contrast—the
ons treat him well.

got things so easy—well the
ld could go to hell.

nk that's where we're heading
e writing's on the wall—
we're bracing now in business
our eventual fall.
ave had it pretty easy, and
ve stacked a few bob by;
if it hits us suddenly, there's
of us can't cry.

we think the day is coming
n combines set the price
at we get for copra and what
pay for rice.

are some things stand out
rly and one thing most of all—
t ready you mng planters, for
ra's bound to fall.

L.H.W.

Maria del Mar, recently sold
stralian interests, began load-
rap iron at Noumea early this
for Japan. She is under the
and of Captain Helme.

Chairman of the P-NG Copra
eting Board, Mr. Ian Mac-
d, who had been visiting Aus-
n centres, returned to Port
by on March 14.



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AND

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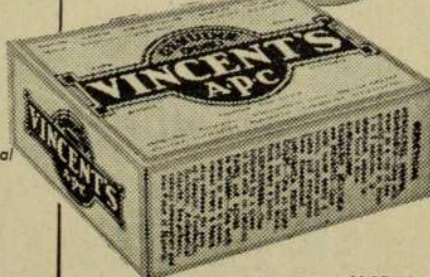
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one powder)

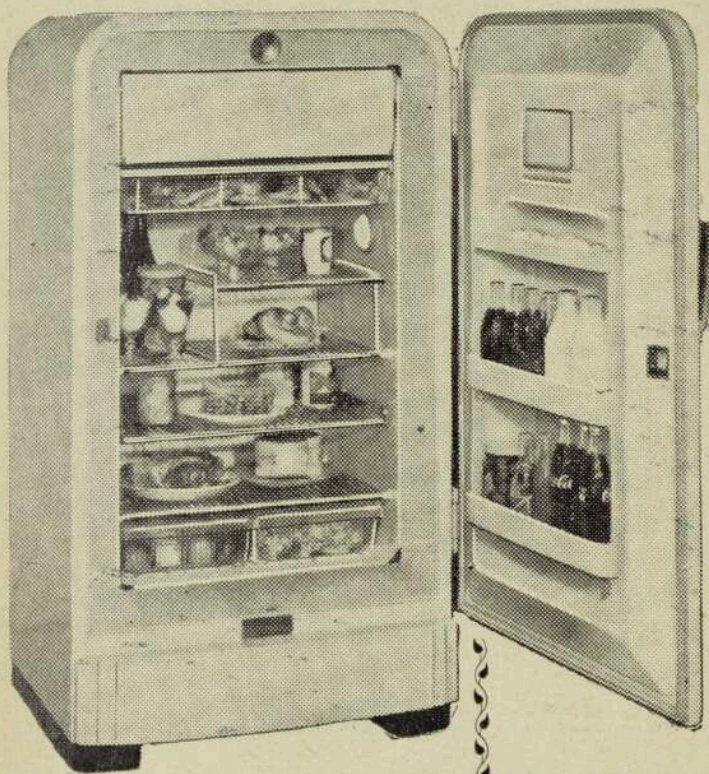
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48 for 3/-
100 for 5/-



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SEALED-UNIT



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Kerosene-operated
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model also available!

Areas without electricity can now enjoy the most modern food storage with the Defender 7.3 cu. ft. kerosene-operated refrigerator. This is an economical, reliable refrigerator that even in the hottest, stickiest weather cannot be overloaded. Its modern features include door shelves, a full-width freezer locker and twin plastic crispers.



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INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

INTERNATIONAL HARVESTER

FAVOURABLE BALANCE

THE ACUTE ANGLES ON
FIJI'S OVERSEAS TRADE

THE year 1956 was the second in succession in which Fiji had an unfavourable trade balance.

In 1955, an excess of imports over exports amounting to £1,612,945 had been enough; but it is overpowered by the figure of £5,166,192, 1956.

There are some mitigating factors. Floods caused sugar exports to fall by £1,229,725; and banana exports by £162,424.

Export values in 1956 fell substantially—not compensated for by an increase in the value of oil seed and meal exported. In production it was a good year, but values were affected by the reduced price of the MOF contract.

Which emphasises the point that production in all domestic exports must be increased to meet possible reductions, and flood and cane damage.

For significant imports were (£124,967), rice (£221,065) and ghee (£658,033).

There is no apparent excuse for the importation of rice into a country which produces good rice; with the further development of the dairying industry, it should be necessary to import ghee.

Lumber presents a problem, as imported oregon is preferred by many builders to local timber which (it is said by builders) is not dried out as well as the Canadian timber.

Indian stores are overstocked with wearing apparel and general goods, and the bonds are glutted with these lines. Credit restriction has stopped the erection of many shops and flats and this should reduce imports of building material this year; but revenue will suffer in consequence.

The only answer is increased production in all agricultural industries. Any severe drop in price or production of one major product could seriously affect the economic position of the Colony.

Although the population of Fiji is increasing rapidly production remains more or less static. It is a position which must be faced soon by high authority.

Annual Meeting
PI Society

THE annual meeting of the Pacific Islands Society in Sydney on February 28, was attended by 71 persons.

Mr. W. F. Trinick gave a screening of colour films of Lord Howe Island and the Solomons Islands, which he took on a recent trip on the *Tulagi*.

The following office-bearers were

elected: Patron, Mr. R. W. Robson, FRGS; president, Mr. A. E. Stephen; vice-presidents, Messrs. N. B. Casey, MBE, N. H. Foxcroft, L. Howell, H. Sabben, OBE, and Dr. G. Mackenness, OBE; secretary-treasurer, Miss M. M. McGann; assistant-secretary, Mr. L. P. Haynes; councillors, Miss E. Courtney, Mesdames M. L. Foxcroft, M. Jones, E. Sabben, Messrs. R. J. Christofferson, V. R. Trethewey and T. Wignall.

Good Service by
Soldier Brothers

Mrs. E. J. Williams has written to us from Suva about the Military Cross which was awarded to one of her brothers during World War I. PIM, a couple of years ago, stated that Mr. Francis Faddy, who had become a citizen of the United States, was a son of the late Mr. Frank Faddy, of Fiji; was a member of the Fiji Contingent; and had won the MC and Bar.

Mrs. Williams says there were two brothers at the war—Frank and Norman. But it was not Frank who won MC and Bar; it was Norman, who died in Fiji, 1934.

But Frank gave fine service in those dark days, too. He rose to the rank of captain. In the final days of the war, and for a long period after the armistice, he served on the Indian frontier.

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BUTTERBoxes of 54lb
4/- lb.

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4 oz., 11/3 doz.; 8 oz., 18/9 doz.;
16 oz., 29/6 doz.
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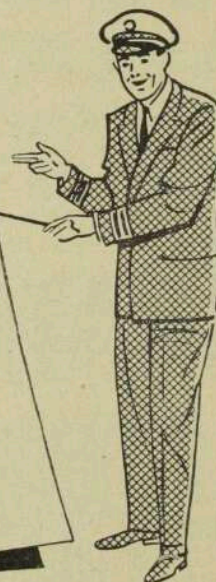
6 oz (cases
of 4 doz.) case 35/-
12 oz (cases
of 4 doz.) case 54/-

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EXPERIENCED AIRLINE

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ERRITORIES TALK-TALK

By Tolala

Eye For An Eye

There was a considerable amount of ink spilled last month in the Press when 40 natives were found guilty of murder in a Wewak case, and had the death sentence passed against them. They were sentenced for murdering 28 natives of another tribe from the Yellow River. It was purely a local affair and had no political significance; even religious sectarian import. I cannot remember a case where so many murders and/or killings ever brought the culprits to the Press. They have usually been put in a "cooler" under comfortable conditions, for a few years; impenetrated with the serum of modern civilisation; and sent back to their homes, wiser and happier to spread the good word amongst their clansmen.

Protestations in the Press to be the people's prerogative. The first example I remember was Judge Wanliss sentenced some to death over the immolation of Gasmata way, in early '30's. A howl rose to high heaven—even from England—and

the verdict was changed to a "recording."

God-Speed, Sir Beaumont!

The resignation of the Chief Justice of P-NG at the end of February is the biggest loss the Territory has suffered. Valedictory eulogies have become so cliché-ridden of late years that one searches for simple, sincere words to describe the effect upon P-NG of Sir Beaumont's retirement from active work. The high ethical standards he maintained in his official capacity gave every resident, irrespective of colour, the greatest confidence in the dispensation of Justice throughout the Territory. And that, in a country where the powers of judge and jury are vested in the one individual, is something to be proud of.

I always attribute his unqualified success to his great love of the country and its people; and that love was made possible by his extensive knowledge of the natives whom he had carefully studied for over 30 years.

The older residents particularly

will miss not only the Chief Justice, Sir Beaumont Phillips, but "Monty" Phillips the man, and a very good friend. I join in wishing him a



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Good Reading

"S AUTOBIOGRAPHY

Told vividly is this story of a great political caricaturist. Illustrated, 37/3 (post 1/6)

NUN'S STORY

By Kathryn Hulme, who tells the deeply moving story of a woman who spent seventeen years behind cloistered walls and the tremendous unsuspected battles of the soul. 18/9 (post 1/-)

PHOENIX BOOK OF MODERN AMERICAN HUMOUR

Edited by Michael Barsley. 15/6 (post 1/-)

CARTOON TREASURY

Edited by Lucy Black & Pyke Johnson Jr.—a collection of the world's funniest cartoons. 31/6 (post 2/2)

ANIMALS ARE MY LIFE

By Lorenz Hagenbeck, who has been described as the world's greatest animal showman. He tells of the many animals he has collected and trained. Illustrated. 41/6 (post 1/4)

BEST FLYING STORIES

Edited by John W. R. Taylor. 18/9 (post 1/-)

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66-68 ELIZABETH ST. MELBOURNE, C.I.

well-earned, restful retirement and improved health.

From New To Old Britain

There's no doubt that when the modern Miss takes a spot of leave she gets around.

Regional Librarian in Rabaul, Miss Anne Legge, returned last month from a leave which took her by Italian liner to Naples and then, after "doing" parts of Europe, to Old Britain, Scotland, Spain, and back to New Zealand via the Panama in *Southern Cross*.

Not every visitor from New Britain to Old Britain leaves behind a tangible memento in London Town, but Anne Legge had that distinction. Her portrait, painted by Fleetwood-Walker, RA, was hung in the Royal Academy.

The New Ack Ack

And so, at long last, the Public Service plum position in P-NG has been filled. The appointment of a home-town official, in Dr. John Gunther, should mollify the local PSA, though whether such a loss to Public Health—the all-important "welfare" unit in the Administration set-up—will pay off or not remains to be seen.

The Territory could easily do

without an Assistant Administrator, but not without an efficient Director of Public Health, with the high qualifications he is credited with by Minister Hasluck: "initiative, organising ability, imagination, drive, determination and great capacity for getting over difficulties."

In considering the appointment one is reminded of the Doctor's spoken attack on Canberra's difficult method in providing medical and the alarming situation in Public Health circles, which received front-page publicity in the *SP Post* at the beginning of

FOR SALE—AEROPLANES

Anson, Twin Engine, belonging to Estate E. F. Reid, late of Tapini, Papua

VH-BID

Overhaul will be completed and Certificate of Airworthiness obtained second week in March.

Plane fitted with retractable electric under-carriage and starter motors. Machine at present stored Camden Park Aerodrome, under the control Mr. J. McConnell.

VH-EFR

This machine has completed 600 flying hours since last overhaul.

At present stored at Camden Park Aerodrome and will be sold as it stands with all faults, if any.

THIRD PLANE is not airworthy, but is useful as spares for the two planes abovementioned, and is now lying at Jackson's Airstrip, Port Moresby.

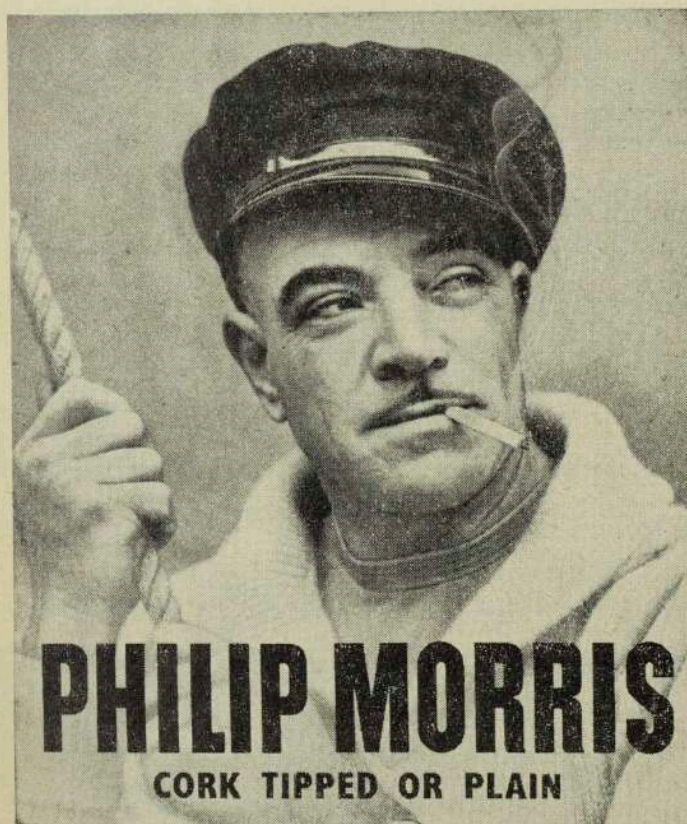
Enquiries are solicited from interested parties.

Tenders will be called for the sale of any one or all of the three (3) machines collectively, and will close at 5 p.m. on Friday, March 29, 1957.

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In the new snap-open pack.



PLAIN OR
CORK TIPPED

Graduate to Philip Morris today.

("Natives Die — European in Jeopardy").

may assume that had a teletypiste made similar motions to the Press she would have been promptly stuck in the

the Doctor, however, the well-worn Public Service is used for eliminating an critical officer by the pro- of promotion to another of bureaucratic activity. wonders (again) whether, if Director of Civil Affairs had called the Doctor by publish- and revelations of Can- frustrating tactics regarding department, the same formula not have been adopted and "Ack Ack" job filled by the Steve.

Minister Hasluck is reported to have said about the Doctor: "He has a great capacity of getting difficulties." If the new Assistant-Administrator continues to be outspoken of Canberra's de- ses, where does he go from

luck to the Doc., anyway. I have liked to have seen him spot of leave before assum- Ack Ack mantle. He gives ch of his nervous energy to untry.

ors Of The Past

ing back into the Past, it me that most of the Directors ic Health in TNG have been f a pain-in-the-neck to both al Administrator and Can- officialdom. Theirs is an ex- ob, and you can't blame them object even to Canberra rats messing them about.

el Honman, TNG's first and a carry-over from the 7, was a most outspoken He fought tooth and nail for amenities which he couldn't



a ceremony at the Pacific Island barracks, near Moresby, on February Administrator (Brigadier Cleland) pre- British Empire Medal to Sergeant

get, and described the Admin- istrator of that time (Brigadier Wisdom) as "too much general and not enough Wisdom."

"Jock" Flood followed him and resigned because he could not get medical requirements.

Raphael Cilento (later Sir Raphael) was for ever plugging for bigger medical allocations in the Budget, and left in disgust. (He didn't use the Press to further his claims, nor was there any Legis- lative Council in those days, where services could be publicly castigated.)

Tom Brennan was another out-

spoken medico, deploring lack of support for his Department from Administration funds. Of course, TNG was living within its income then (and showing a surplus at the same time), so he did not feel too happy in demanding huge grants. Australia had not then become TNG's Santa Claus.

A Target Date

Once again UNO is attempting to put pressure on us over our New Guinea time-table, just about six months after its previous resolution.

To me it appears to be the voice

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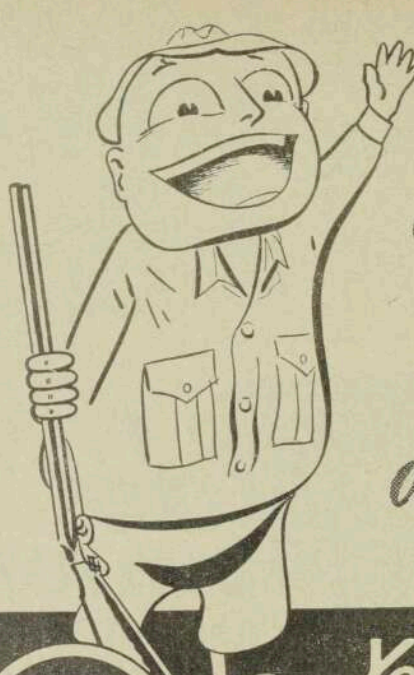
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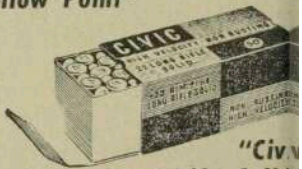

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36 MARCH, 1957 - PACIFIC ISLANDS MONTHLY

APPY WEDDING GROUP IN SUVA



Judith Anne Ives, only daughter of Mr. A. S. Ives, of Suva, was married in Trinity Cathedral, Suva, in mid-February, 1957. The bride was accompanied by Lyle Norman Cupit, of Cabramatta, NSW. Miss Carole Tomkins, of Nadi, was bridesmaid; and the bride was also attended by Miss Carole Tomkins, of Nadi. Coleen Dobbin was flower-girl. Mr. Stanley Ives was best man and Mr. Jack Shepherd was groomsman. (Stinson photo).

to be bridesmaid; and the bride was also attended by Miss Carole Tomkins, of Nadi. Coleen Dobbin was flower-girl. Mr. Stanley Ives was best man and Mr. Jack Shepherd was groomsman. (Stinson photo).

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Little Boy Blue
1 oz. squares
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TO but the hand of "Indonesia," with the Afro-Asian bloc, with approval of Moscow. A wheel of a wheel for "Indonesia's" of Dutch NG. Nothing can happen up there in days, and Soekarno, with his to the wall, yet may call on the Commo aid to overthrow the ns rebelling against Javanese nance. If that happens the fat e in the fire. Even Casey and Colombo Plan cannot mitigate danger of the Red Threat in orth.

for the "target date": The thing we can do is to tell the eeship Council to go jump in Lake—Lake Success for prefer-

And Pieces

ked the Duke of Edinburgh's nce in his Mansion House a to the P-NG Administra- efforts to disarm the natives one-axes when the civilised s of the world were, at the time, toying with A- and H- s. There was certainly a moral for those who cared to read P-NG's trade balance is over in the red. Not so hot, de- the increased trade figures of on last year's, and the 222.5 ent. increase over three years ports . . . Gone West: C. W. C. as, on February 16, at West- NSW, a well known "Lik-lik t."



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Telegrams, Cables: Telrex, Sydney.

R.I.168B/4.2

6 SAMOANS CHARGED

Bank in American Samoa Loses 30,000 Dollars

PAGO PAGO, Feb. 26.

THE Bank of American Samoa was closed for five days (February 18-22), after bank defalcations were noted by the Manager, Mr. Alan D. Bigelow, who has held this office since June, 1956.

Accounts are still being checked and losses at first reported to be \$15,000 have now risen to \$30,000.

Four men were at first named as being under suspicion—Lopeti S. Malepeai (assistant cashier, married, five children); Evile Tofili (head teller, married); Enose Matina and Fuauli Falo (both tellers, and single).

Acting Governor Alan D. MacQuarrie revealed that the first three named had made voluntary confessions. He said evidence indicated that embezzlement had been going on for three or four years.

A further check implicated two more employees, Sala'i and Emau and they joined the other four arraigned and all face court charges on March 18.

Governor Peter T. Coleman, of American Samoa, has been away in the US conferring with the US

Congressional Appropriation Committee in regard to his 1958 Budget. He was in San Francisco when he heard of the bank scandal. An additional State employee, Mr. James McCabe, of the American Trust Company, is being assigned to American Samoa to assist Mr. Bigelow, for at least one year.

† Auckland City Council is concerned because some Islanders living there under overcrowded conditions. Chairman of the Properties and Health Committee (Cr. J. Whittaker), heard reports from A. S. Wallace (medical officer) and arranged a conference with other bodies affected.

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EMERGENCY LIGHTING UNIT ALMOST NEW

McLaren 100 h.p. Diesel Engine coupled with "Brush" Generator Unit, having an output of 69 K.V.A. with Automatic control and 24-volt battery start.

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AC's WHISPERING
ANT

Quicker and More Often To UK

While it was in Sydney recently demonstration flights, "PIM" privileged to sample travel in AC's giant turbo-prop Bristol Britannia Airliner.

The new Britannias went onto the Sydney-UK service in early March, cutting the elapsed time of the journey to approximately 50 hrs. Night stop in Singapore has been eliminated.

DAC is using these aircraft on London-Johannesburg service plans to use them from London San Francisco or Los Angeles, weekly, to link up with Qantas. This link will give the AC-Qantas combination a "round the world" service.

The Britannia is the largest turbo-propeller aircraft in the world. It has a wing span of 142 ft and its height is 36 ft high. It is one of the aircraft fitted with a humidifier, which prevents skin dryness and protects eyes from the pressurising and conditioning.

Known as the "Whispering Giant" cruises at 400 miles an hour, and can carry up to 90 passengers in ultimate degree of comfort.

Crowds estimated at more than 100 waited for a chance to go aboard the Britannia the day it landed in Sydney; they jammed the tarmac leading to Mascot airport, but a majority were unable to get on the aircraft.

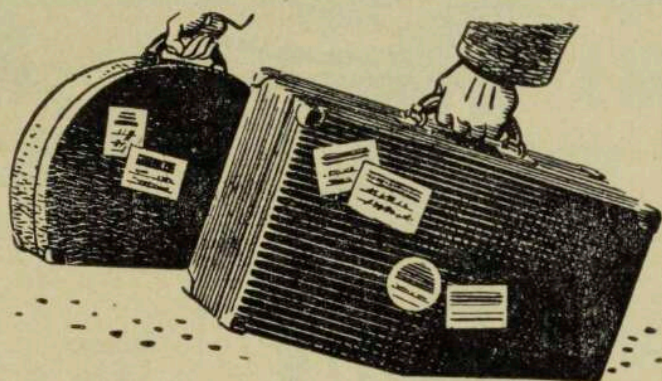
February 18, the Britannia made four demonstration flights from Mascot, each of about an hour duration. Those invited to these flights were, in a matter of minutes or two, whisked away from the grey clouds and rain in Sydney cyclone "Clara" was approaching the coast into the sunlight far above the clouds. They were among the very small percentage of Sydney who saw the sun that day. Once in the air the stewards immediately went into action to show the smooth the aircraft was when it flew through "bumpy" weather. They offered their guests champagne, then filled the glasses to the brim. With the aircraft still climbing, not a drop was spilled.

Passengers from Sydney to Europe now choose from eight services along the Kangaroo Route supplied by Qantas Super Constellations, three by BOAC Britannias.

Britannias can carry up to 90 passengers, but those on the Kangaroo route will carry 39 on the first class service, and 41 tourist class passengers on the second class services.

† Following a successful excursion to New Zealand last summer, the New Caledonia Federation of Public Schools organised a similar holiday trip again this January, 48 persons arriving for a two-weeks visit on January 11, and leaving Auckland immediately for the Southern Alps. Last year a number of the party expressed disappointment that they had seen no snow, so this year the trip has been organised with emphasis on that commodity.

† Mr. Douglas Hardy, ABC-TV staff cameraman, made a quick trip to New Caledonia recently. He left Sydney at 11.30 p.m., on January 16, and returned to Sydney the following day with films of the ship *San Antonia*, wrecked on the Sarcelle (Teal) reef, 12 miles from the Isle of Pines, and about 14 miles from Cape Queen Charlotte. The films were shown on Channel 2-ABN, the ABC television station, in Sydney, the same night.



Going places?

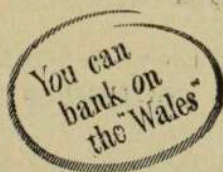
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Whether your journey is in Australia or overseas, the "Wales" will gladly plan itineraries, make transport bookings and hotel reservations, arrange travel finance, and, for trips overseas, advise on passport, visa, and taxation clearance procedure.

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The modern way to carry money safely is by Bank of New South Wales Travellers' Cheques, which are readily accepted by all banks and by principal tourist bureaux, transport offices, hotels, restaurants, and stores.



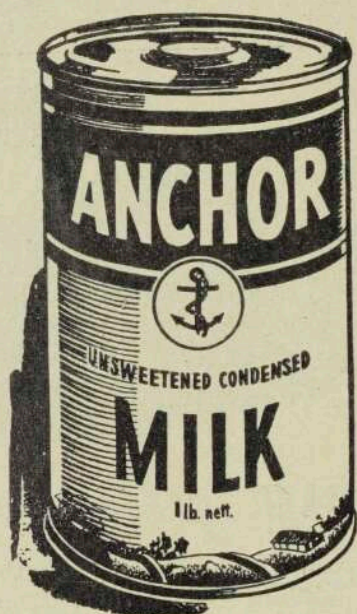
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VA'S RAPID GROWTH



The Sabrina Building, recently built by the Lady Barker Estate Trustees at the corner of Victoria Parade and Gordon Street, Suva, Fiji, was opened in February. It occupies the site of the old Fiji Times building. The new Fiji Times offices are just out of sight, in Gordon Street on the left; and the Sabrina Building, modern and attractively designed, extends away from the left, along Victoria Parade. The new Club Hotel, when completed, will occupy the other corner of Victoria Parade and Gordon Street, opposite Sabrina Building. (Stinson photo).

M GOLD TO BER

's Impressive Change-over in N. Guinea

DWLY and steadily—and apparently quite satisfactorily—the emphasis in the annual reports of Bulolo Gold Dredging is passing from gold to timber. In the year ended May 31, 1956, gold and silver recovered by three dredges from the Bulolo in New Guinea, were worth 288 Canadian Dollars, compared with 2,122,179 Dollars in the previous year—and an enormously greater annual value from the eight dredges operating before the war. Dredge No. 4 will have finished its job this year, and will be replaced. Dredge No. 7 capsized and was lost last May, and the Co. expects to receive 600,000 Dollars US from its salvage. Salvage is possible, but further operation of No. 7 is unlikely.

The company leaves only Dredge No. 5 operating—but it is likely to continue for several years. BGD entered into a partnership with the Australian Commonwealth Timberment three years ago, forming Commonwealth New Guinea Timbers Ltd. to produce timber from the huge stands of pine. This business is growing and developing; and BGD received a dividend of £37,500 from it in the year ended June 30, 1956. BGD Ltd. recently purchased a timber proposition in the area near Lae; and from it is proposed to produce sawn timber, market lumber and logs, and make material available to the Commonwealth Timbers Ltd., when required. This was noted at the annual meeting of BGD Ltd., in

Vancouver in February, that Mr. L. W. Bergstrand had retired as General Manager in November, 1956, and been replaced by Mr. A. E. Gazzard; and tribute was paid to the many years of capable and loyal service rendered by Mr. Bergstrand. Mr. Bergstrand now is a resident of Sydney.

Mr. B. B. Perriman, a director of W. R. Carpenter and Co. Ltd., left Sydney for New Guinea on a busi-

ness trip on February 20. He was expected back in Sydney on March 20.

† Pastor J. P. Holmes, of the Seventh Day Adventist Mission in New Guinea, and his wife and family, spent part of their furlough with Pastor Holmes' parent in Devonport, Tasmania.

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

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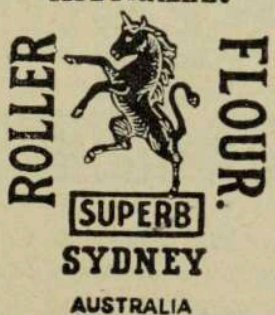
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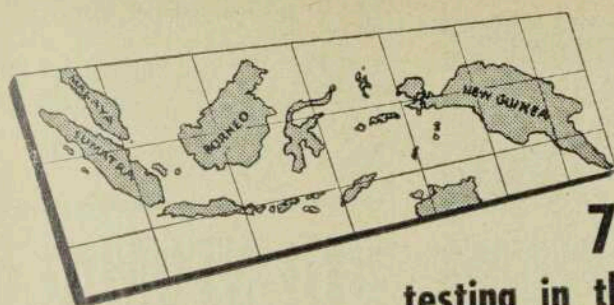
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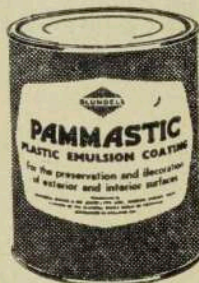


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LOST IN 1942

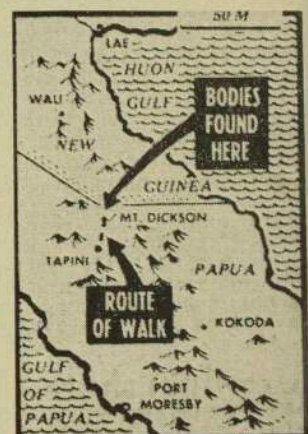
AMERICAN AIRMEN'S REMAINS RECOVERED

THE remains of six American airmen, who died when their plane crashed into a mountain peak in Papua's Owen Stanley ranges in 1942, have been sent to America. Last month a RAAF plane brought to Brisbane from Papua six small, polished-wood caskets, which held the airmen's remains.

Wing-Commander Keith Rundle of Amberley air base, near Brisbane, was in charge of the party which went to Papua-N. Guinea to find the American B-25 Mitchell bomber posted missing in 1942.

Natives had reported the wreck to District Officer D. Anderson at Tapini, which is about an hour's flight into the interior from Port Moresby.

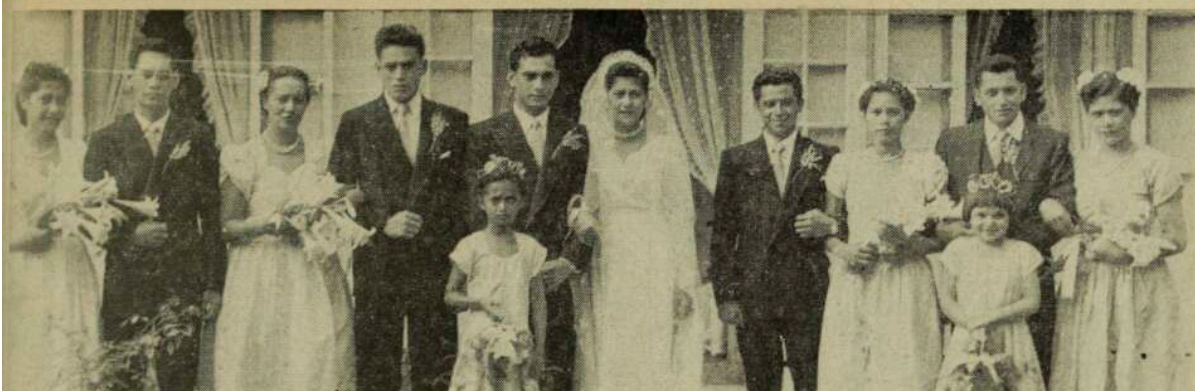
Wing-Commander Rundle, an expert at finding jungle wrecks, flew to Tapini's hilltop airstrip amid high peaks. Cadet Pat



Officer Colin Prior, of Tapini, guided him on the four-day trek to the crashed plane. As carried out, they took a line of 30 native prisoners and recruited labourers.

In the aircraft, with the remains of the dead men, they found two wrist-watches and several cigarette lighters, which also were sent to America. The wreckage was smashed and jungle-grown trees took Rundle two hours to disassemble that it was a B-25. It showed great holes where Japanese gunfire had torn into it.

Wing-Commander Rundle reported that the party scaled steep mountains—an altimeter showed a height of one as 11,300 feet. Most of the time they were shrouded in cloud, and the temperatures near freezing.



December 8, Mr. H. Napa and Miss M. Napa were married at the Arorangi LMS Church, Rarotonga. In this group they are seen with their attendants at the groom's house, where they had an Umukai; and, in the evening, a ball and supper, with about 100 guests.

From left to right: Miss T. Nicholas, Mr. H. Napa, Pa Aiki, Mr. E. Cowan, the bride, and the groom, Mr. A. Napa, Miss G. Napa, Mr. R. Jonassen, Miss T. Napa; and flowergirls, M. Peyroux and T. Browne.

Photo: Marie Powell.

LOOKING FUTURE

Rebuilding Tontouta Airfield

THE airfield at Tontouta, in New Caledonia, is to be rebuilt. The first part of the work involves reconstruction of the landing-strip, which will be maintained at its present length of 2,100 metres (about 1,300 yards).

The present thickness of the strip, 10 centimetres, is to be increased to 100 centimetres (one metre), so as to accommodate 100-ton jet aircraft.

Initial work on the aerodrome will cost about 50,000,000 Pacific francs (50,000), and 50,000 cubic metres of concrete and screenings will be required.

Negotiations are proceeding in New Caledonia with a big contracting firm to carry out the work. Plant valued at 1,000,000 francs (£A35,000) will be brought from France for the work, and the French Government will pay transport costs.

The American forces built Tontouta airstrip during the war; and, there, carried out many attacks on the Japanese in the mountains.

It is hoped in New Caledonia, when the French company completes its work at the airfield, it will be given the task of modernising New Caledonia's road system.



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In Command

CUTCH INDUSTRY HAS TROUBLES IN THE GULF OF PAPUA

A DESPATCH FROM JUDY TUDOR

PORT MORESBY, March 1. **MOTE** London control of Papua-New Guinea business has another victim to an already massive list. This time it is the Guinea Borneo Mangrove Co. which was expected to give the Division of Papua its first tant industry.

a casualty appears, however, have already been resuscitated; in the hands of new operators, yet turn out to be a winner.

present the Aird Hill plant ng worked under lease by an alian financial organisation, guard, which has an 18 ns' option of purchase. Port by rumour is that the option r £50,000—which, if true, is bly about one-quarter of what sunk in the venture by its holders.

parent company operated in o for many years, producing a tanning extract made mangrove bark. It was then that supplies of sufficiently e mangroves were running a Borneo, and the Company ore proposed to set up a y in the Gulf Division of , which produces mangroves (little else) *ad infinitum*.

project was put in hand five years ago. The job of ng a factory and equipment of the size and the complexity small sugar mill at Aird Hill, e swampy wastes of this y, provided more headaches more delay than had been pated.

erimental production began 21 years ago. Few experienced cians or scientists appear to been employed, and few—if of the European staff had had us experience of the manu- e of cutch or even knew what ked like in its commercial

r each experimental batch complete, samples were to Australia for analysis. months were wasted waiting ults, or modifying equipment ke the "bugs" out of the s.

T year the product was nally pronounced up to andard, and export com- d. ever, by this time the

Company had encountered circum- stances which changed its policy; and the present arrangement was made with Mainguard Ltd., of Sydney.

Cutch exported from Papua to overseas markets is evaporated into a hard crystalline substance, set in moulds, and shipped in bags. There is little market for it in Australia (where tanners mostly prefer to use wattle bark extract), but it has a good market in overseas countries, including the United States and Japan (where it is used for tanning fishing nets).

It appears also that it will have

a local market. It has been found that the liquid cutch (the stage before evaporation) takes the place of a material previously imported from India by the oil exploration companies to run into bores during drilling operations. The action of cutch on the mud, etc., through which the drill passes, facilitates the removal of the spoil from the bore.

It is believed, too, that liquid cutch may be the basis of a very good bonding material suitable for use in the manufacture of local plywood—now a big industry.

† Monsieur P. Huret and his wife and daughter have arrived in Vila, New Hebrides. Monsieur Huret has been posted to Santo as assistant to the French District Agent, Northern District.

† Monsieur R. Pujol, Native Ad- vocate, accompanied by Madame Pujol, has gone to France on vacation leave—his first absence from New Caledonia in 24 years.

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Wild NG Natives Clash with Patrol

A NEW GUINEA police patrol of 37 men fought a day-long battle with 200 screaming, painted Mianmin natives in the Sepik River district in January. One native constable was injured and one native was killed. Sixteen natives were arrested.

The patrol left Telefomin on January 14 to investigate murders by Mianmin people. Mianmin bowmen had attacked a neighbouring tribe, and murdered men, and kidnapped two women.

The Administrator (Brigadier M. Cleland) said that the patrol attacked the natives two days after it arrived in the Mianmin country. The painted tribesmen leaped out of the bush and sent a shower of barbed arrows into the patrol.

Patrol officers ordered the natives to hold their fire, but commanded this when a constable was wounded in a fight. The patrol opened fire and a native was killed.

The attackers eventually retreated, with the patrol having their heels, and 16 of them were arrested.

After the fight, the patrol found 54 sets of bows and arrows, 10 fighting shields within 70 yards of the battleground.

On moving deeper into Mianmin country, in search of more murder suspects, the patrol found a new ceremonial house in a village, with 35 skulls hanging on the walls and roof inside.

The patrol rescued one of the kidnapped woman. The woman escaped back to her Atbalmin village.

One half of the patrol took the arrested men back to Telefomin while the other half searched for more murder suspects before turning.

The patrol was told that Mianmin people had attacked Atbalmin village to avenge the killing of four Mianmin by Atbalmin some time ago.

The region is one of the few yet under Administration control.

SANTO WHARF READY

THE new wharf at Santo, Hebrides, which will replace the old American war-time wharf that collapsed some years ago, should be completed within a few months.

The new wharf has been built by a French firm which sent one of its engineers, M. Bigourd, as engineer-in-charge. Although he has experienced the frustrations that go with the lack of reliable native labour, he has been able to get the work forward quickly.

Married in Moresby



RIGHT

Mr. George Flint, formerly of Rotuma, now a permanent member of the Australian Military Forces, is shown here with his wife. The photograph was taken at a Polynesian Association gathering in Sydney.

Photo: Bayside Studios.

LEFT

On February 12, in the Church of England, Port Moresby, Miss E. Hill, of Melbourne, was married to Mr. N. Newton, who is well known in sporting circles in Papua.

Photo: Papuan Prints.

From Rotuma to the AMF



members of the staff of the Department in P-NG, Miss Curtis and Mr. Glen Johnston were married in the Chimbu of the Highlands recently. They remain in their present position at Kundiawa this year, when plan to return to Australia and Brisbane. The bride is the daughter of Mrs. and the late

Mr. N. G. Curtis, of Launceston, and the groom is the only son of Mr. and Mrs. G. D. Johnston, of Ipswich.

† The 32-ton trading vessel *Anaconda*, owned by Rolland Brothers, of Mae, went on the reef about two miles east of Erakor, on the coast of Efate, New Hebrides,

on February 5, and became a total loss. Her cargo and engine were salvaged.

† New Caledonia will have a military band shortly. Sixteen musicians are en route from Marseilles to form the nucleus of the band, which will eventually have about 35 members.

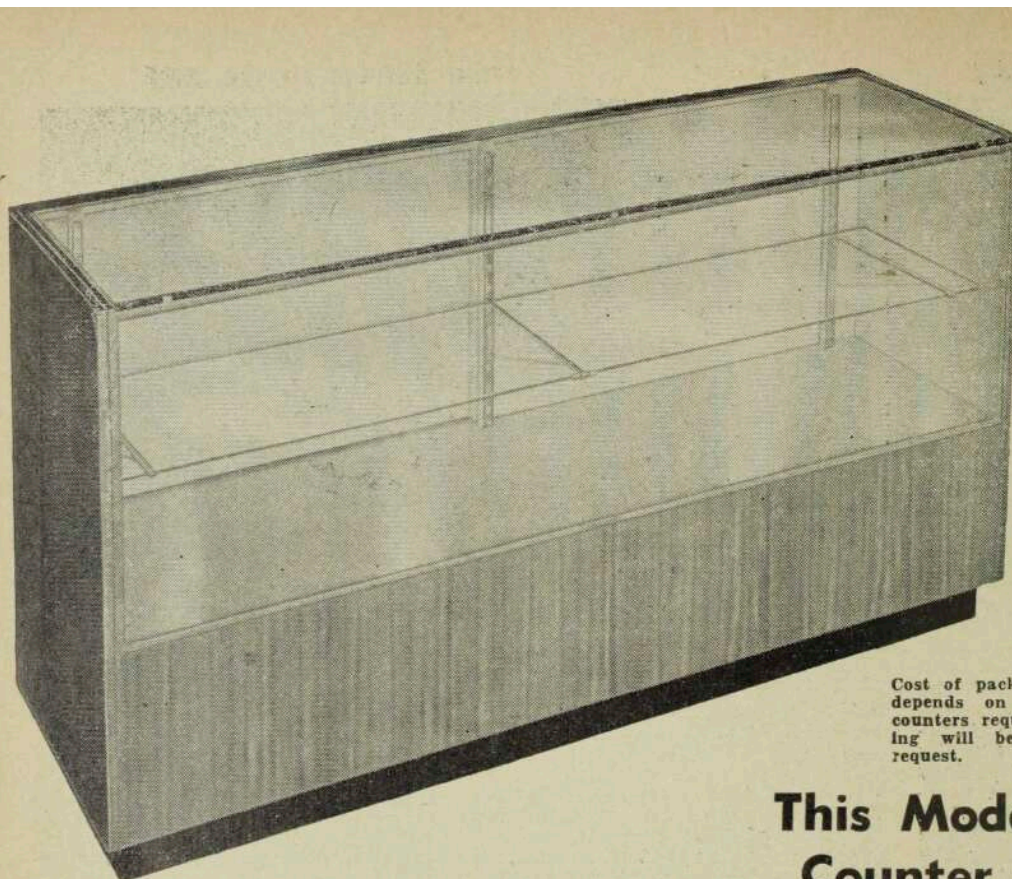
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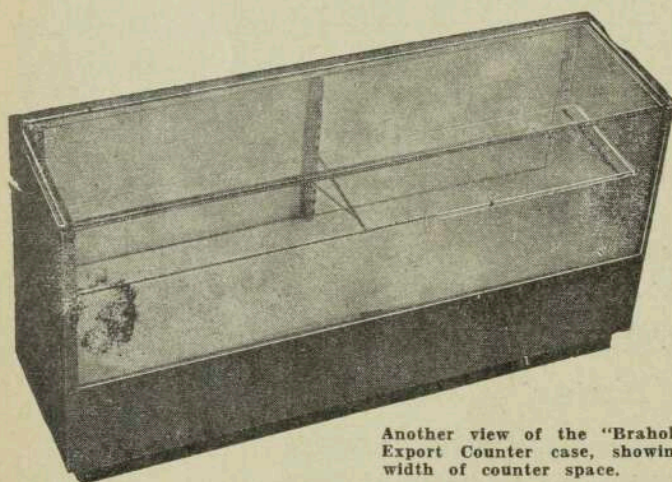
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Another view of the "Brahol" Export Counter case, showing width of counter space.

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To help you get an accurate picture of the "Brahol" Special Export Glass Counter Case, here are the main specifications: Overall size is 4 ft., 6 ft., or 8 ft. long x 1 ft. 9 in. deep x 3 ft. 3 in. high.

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Glass parts are 1/4 inch British plate glass.

The inside is lacquered ivory colour, and the recessed base is lacquered burgundy.

There is a pair of solid core sliding doors, and one glass shelf, 14 inches wide, on adjustable nickel-plated brackets.

Storage space below is 11 inches high.

The plate glass front is 22 inches high.

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NTI-FILARIA XPERIMENT

ike-Dwelling Africans As Guinea-Pigs

NATIVES of the island of Ukara, in Lake Victoria, 60 miles from Mwanza, in Tanganyika, are being used as "guinea-pigs" in a new experiment, which is the first large-scale attempt in Africa to eradicate the disfiguring disease of filaria. The East African Medical Survey and Research Institute is administering a pill a month to each of 100 island inhabitants. The pills are a specific against elephantiasis. The small island was chosen for the experiment because of its high incidence of filariasis and elephantiasis. Four or five per cent. of the adult population have elephantiasis. Because it is an isolated community the people are likely to move away and affect the research, and there is less risk of infected people coming in from other areas and upsetting the 4,000 islands. In Ukara, filariasis is spread by the Anopheles mosquito, which, when an infected person, picks up the blood-meal small worms or microfilariae, which are in the blood

only at night. The microfilariae grow in the body of the mosquito and are thus transferred to another bitten person.

The research team hopes that the drug, which will be given in the first place once a month for a year, will kill all the microfilariae in the population, so that the disease cannot spread.

The team experienced difficulty in persuading the people that a pill a month would do this, but co-operation has now been obtained. The work of administering the pills may take a week each month, for not only must every hut be visited, but the visiting team must make quite sure that everyone swallows a pill. Otherwise the experiment would be useless.

The hope is that when the last pill has been swallowed and final blood tests have been taken, in a few years' time, there will be worthwhile results to report to the Tanganyika Medical Department, and that it may be possible to say that filaria can be halted by regular small doses of the drug of which the pill is now made.

Filariasis extends throughout the tropical region, and the eastern section of the South Pacific Islands is badly affected.

† In an international professional boxing series at Papeete in February between Fiji and Tahiti, Semi Tovolea, middleweight champion of Fiji, beat Ernest Ganivet, middleweight champion of French Oceania, on points, over 10 three-minute rounds. Billy Trafton, former heavyweight champion of French Oceania, beat Henry Bray (Atunaisa Calmabau) former heavyweight champion of Fiji, on points over 10 two-minute rounds. The manager-matchmaker was "Tex Gus" (Gustave F. Spitz), French Oceania boxing promoter.

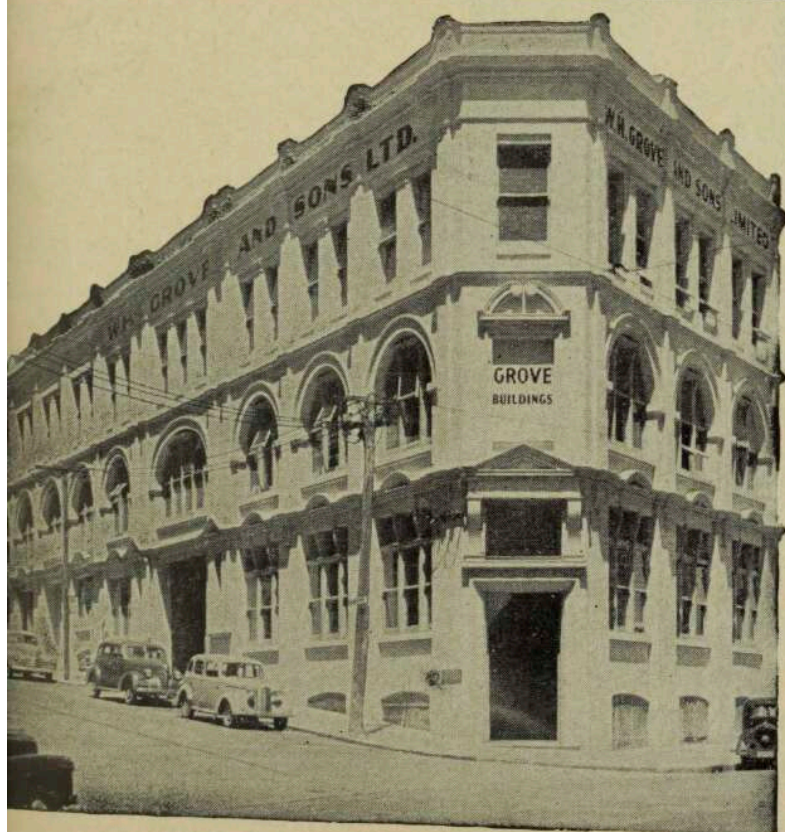
The Pacific Islands Society (Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the fourth Thursday of each month, at 8 p.m.

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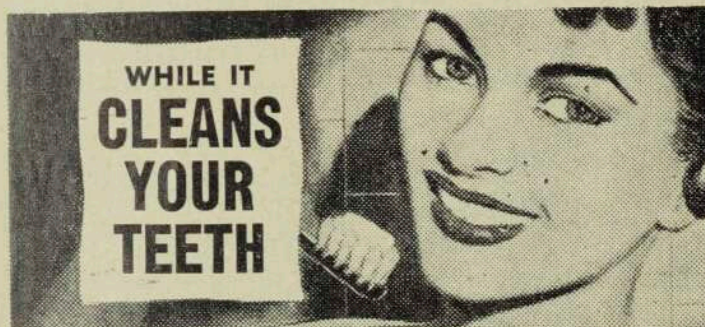
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MORE PROTEINS!

SPC Instructs 25 Fisheries Students

TWENTY-FIVE Pacific Islanders last month completed a weeks South Pacific Commission fisheries course at Noumea. They have now returned to their islands to put to practical use what they have learned.

The Secretary-General of SPC (Dr. Ralph Bedell) told them that the main object of the course was to get more protein into Islanders' diets. Another aim was to capitalise on their native skills so that regular fish supplies were assured.

This latter object involved good husbandry, with regular replacement of stocks, and also the development of fish suitable for palate. Dr. Bedell said that Islanders had always known how to catch fish, both freshwater and marine, but had never been taught the know-how on replacements.

The trainees came from as far afield as Netherlands New Guinea in the west, to Tahiti in the east from Guam, the Carolines, Marianas, north of the equator, the Cooks and Tonga, in the south.

The course was held under the direction of Mr. H. van Pel, Commission's fisheries officer. Food and Agriculture Organisation of UN co-operated by providing co-director, other expert personnel, equipment for demonstrations, part of the fares.

The trainees were selected by their own Administrations.

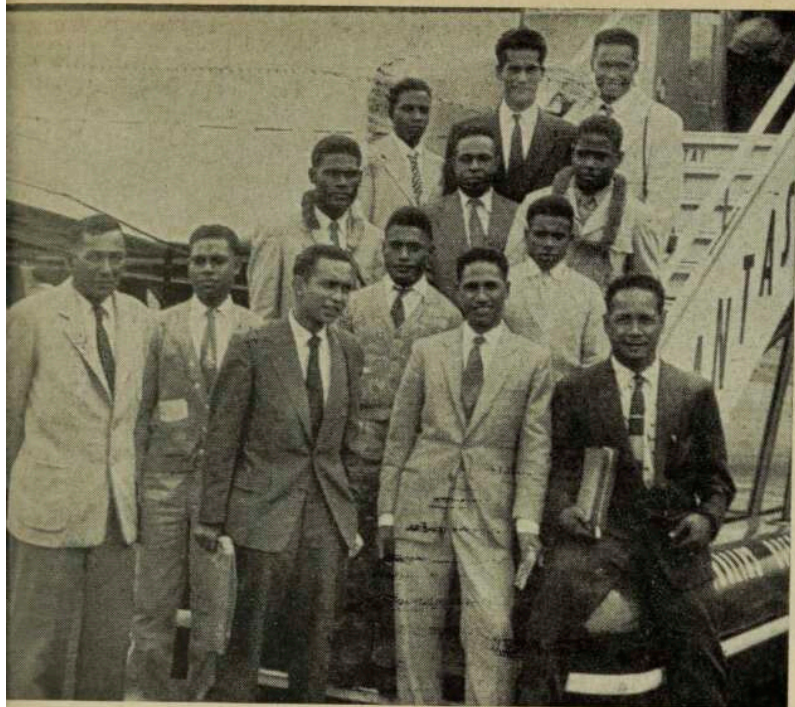
DR. BEDELL said he had met many students who were not interested or who applied themselves better to their task than these trainees.

The course, the first of its kind, was the culmination of two years planning. It covered many aspects of fisheries, including boat-building and maintenance, marine engine, fishing equipment, net-making, navigation, fish-breeding, aquaculture, fish preservation, fishery management, the shell industry, protection of marine resources.

Dr. Bedell said that employment on subsistence fishing had been the main object in the course. Commercial fishing would come later in a more advanced course.

Francisco P. De Leon, a warden from Guam, echoed the sentiments of all trainees when he said that they had gained invaluable knowledge of fish culture. The other 24, he plans to pass on what he has learned to his fellow Islanders.

(Continued on Page 53)



Thirteen of the students who attended the South Pacific Commission's weeks fisheries course at Noumea, photographed on the steps of the craft which brought them, at the end of February, to Sydney, from whence they dispersed to their homes. (See Article on Opposite Page)

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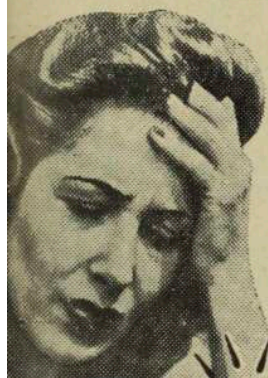
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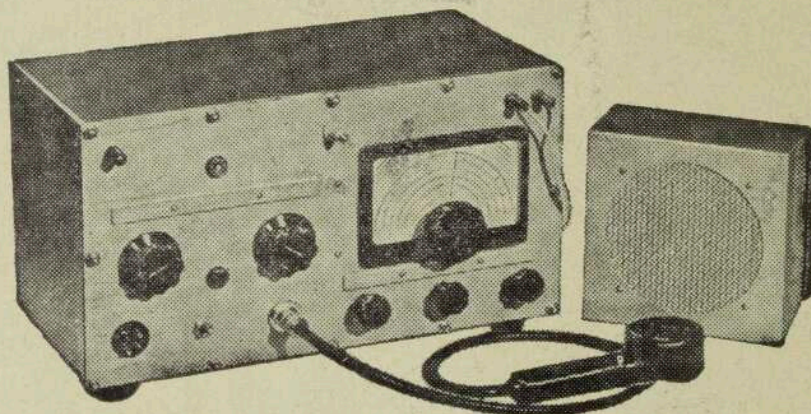


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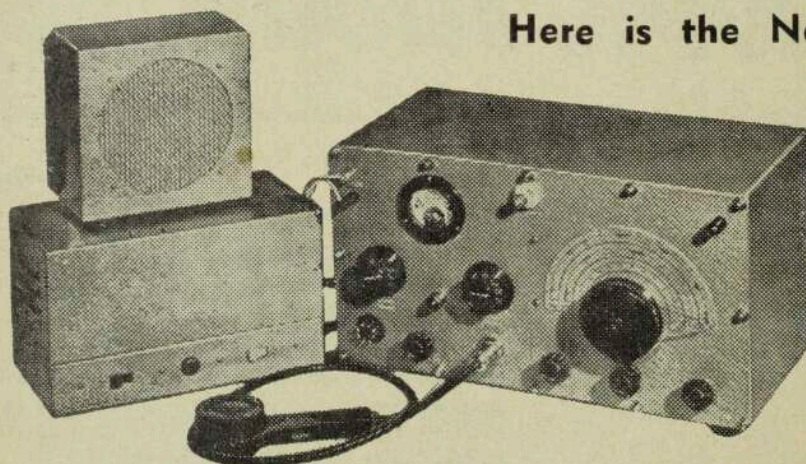
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TO
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SHIP
TO
SHORE

CRAMMOND'S CTR 12

Vessels now equipped with this transceiver have communicated with other fishing boats over 600 miles. The broadcast band is provided and the two working frequencies used by fishing boats are crystal controlled and therefore do not require tuning. "Press to Talk" switch in microphone automatically changes from receive to transmit when pressed. Operation is from 12 Volt D.C. all steel cadmium plated enamelled cabinet to prevent harm from salt spray. Loud speaker in cadmium plated enamel box for bulk head mounting.



Here is the New Model CTR 8

This is a more variable transceiver than the CTR 12 and is designed for ocean going small ships requiring day-light transmitting, also for bushfire control and other services where a set is necessary that can stand up to the worst conditions. Ranges up to 750 miles. A six valve triple wave receiver, using one stage of radio frequency amplification, is incorporated in the CTR 8. "Press to Talk" switch in microphone. 12 volt DC operation. Price complete with microphone and loudspeaker.

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Radio

(Continued from Page 51)

PA MARSTERS, from the books, amazed Mr. A. N. Swinfield, a Sydney naval architect, gave instruction on boat-build and marine engines. Within a short time, Ioapa was able to propeller and engine installations in a manner that could be faulted.

The students paid several visits to two experimental fish ponds established by the SPC at the Port Laguerre Farm School, near Noumea. Practical lessons in navigation were given to them during short cruises on the *Orsom III*, the research vessel, which the French Institute of Oceania made available for training. They were also given practical instruction at sea in handlining, trolling and settling gill

net lessons were given in drying, smoking fish. In fisheries management, they were given a general introduction to organization, and to ways of organizing and managing a fishermen's cooperative society. They were also given lessons in marketing, and given lessons in bookkeeping.

Bedell said: "The Fisheries Training Course has made a re-

markable contribution to better life in the Pacific Islands. The trainees have applied themselves and have learned what they need to help their own Islands people to have more

and better fish to eat. The good work in fisheries done by the various Islands governments should be further helped by the trainees who have attended this course."



Both the fish and the student looked equally unhappy when Mr. H. van Pel (Fisheries Officer to the South Pacific Commission) and a group of Pacific Islands trainees viewed a good catch at the fish markets, Noumea, New Caledonia.

The 25 trainees, representing 14 Pacific

Territories, took a keen interest in the 13-week course arranged by the Commission. A demonstration was given at the Port Laguerre farm training school near Noumea, where last year Mr. H. van Pel established two experimental fish-breeding ponds for edible freshwater fish.

DO-CHINESE INSOLENCE IN N. CALEDONIA

N. Caledonia could have a serious racial problem on its hands in a few years.

The neo news-sheet, published recently, said that during the recent Chinese fetes at the Tiebaghi American owned, Vietnamese among other things, a caricature representation of the fall of Dien Bien Phu, the loss the French suffered in war against the Reds in Indo-

China authorities (says a correspondent) might consider taking action against those who don't like the New Caledonian way of life, be it too late. There have been many examples, lately, of insolence and "flashness" by young Chinese who have been allowed to live in New Caledonia. A 19-year-old Viet (Tonkinese) student in the New Caledonia smelters, ran into a packet of trouble recently when he toured Noumea in a jeep with his friends, singing Viet national songs, at the top of his voice. One of these was the Vietminh (unist) national anthem, which contains the words, "we will drink the blood of our enemies." A French police officer asked him to keep the peace, but the Viet student insulted the officer. A Frenchman sent him to prison for a

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A Serious Matter!



Mrs. Anetta Ragg, of Suva, Fiji, was entertained by relations and friends, to celebrate the attainment of her 80th birthday. Mrs. Ragg looks serious as she carefully counts the candles on her birthday cake, to be sure that the full 80 are there. (Photo: Stinsons).

† Mr. H. W. Halstead, who was Radio Engineer in the Posts and Telegraphs Department in Fiji, has retired. He joined the Department in 1918, and was appointed to his pre-retiring post in 1949. He and Mrs. Halstead have left Fiji to live in Auckland.

† An indication of current values in Noumea was seen recently when the local council offered several building blocks at auction. They had a starting price equal to £700 Australian. The highest bid paid was 300,000 francs (£2,000) for a block of about one-fifth of an acre.

NEW BOOKS AND A BARGAIN

"BIRDS OF NEW GUINEA" (Tom Iredale) with 35 colour plates, figuring 347 species, by Lilian Medland, 2 vols. Ltd. edn. 1/4 morocco, slip-case. Price: 24 gns., postage 2/-.

"BIRDS OF PARADISE AND BOWER BIRDS" (Tom Iredale) uniform with the above, 1/4 morocco col. plates by Lilian Medland. Price: £6/6/-; de luxe, 1/4 morocco edition, £12/12/-, postage 2/- each.

"A PRELIMINARY CONSIDERATION OF ABORIGINAL AUSTRALIAN DECORATIVE ART" (D. S. Davidson). The writer has devoted most attention to those types of decorative objects and design patterns which are, geographically, considered of local or regional significance. Many illustrations. Price: 13/9, postage 8d.

"BORNEO PEOPLE" (Malcolm MacDonald). An account of Mr. MacDonald's travels in Sarawak and his meetings with the jungle tribes, who were once notorious head-hunters. In addition, he gives glimpses of the parts played by the Malays, Melanau and Chinese in multi-racial Sarawak. Profusely illustrated. Price: £2/2/-, postage 2/-.

"AMERICAN INDIANS IN THE PACIFIC" (Thor Heyerdahl). The Theory behind the Kon-Tiki Expedition. Price: £5/9/- and £4/-, postage 3/-.

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KING PUBLICITY

TONGAN BOXER BRAWL

THE manager (Vin Conboy) of the Tongan boxer, Kitone Lave, was gleeful when his charge had and-up, unscheduled fight with a Cuban boxer, Nino Valdes, last month in USA.

It was worth a million dollars publicity," he cried. "We are now going back receiving a stream of money instead of having to negotiate them."

The brawl started when a punch thrown after the bell had ended the end of the first round of sparring bout. Spectators,

trainers and managers joined in to separate the two angry fighters, after half a minute of furious punching.

Conboy claimed that he had made a £1,000 offer for a real fight between Lave and Valdes, but the Valdes camp did not seem inclined to accept.

Several American television companies had inquired about the availability of Lave to fight in their boxing programmes. Conboy was after that one because it would mean greater publicity, and a dollar income for Lave.

He said that Lave was at the top of his form. He and his charge

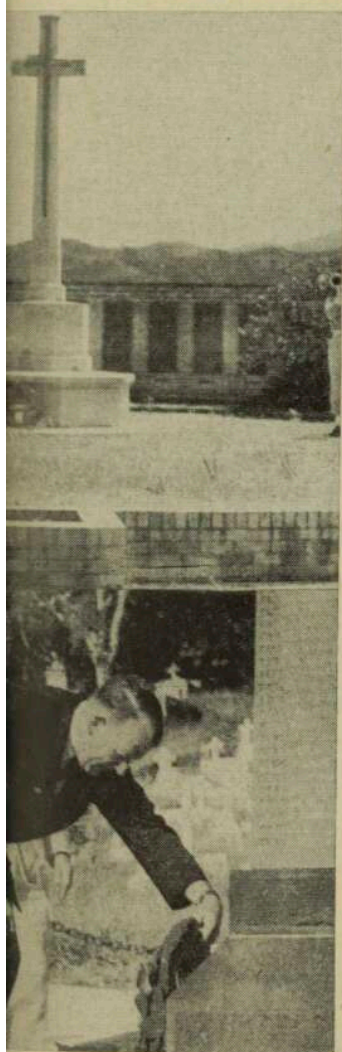
hoped for much from an American visit. He had forbidden Lave to take any more sparring jobs.

"Lave is a future champion, not a sparring partner," he said.

Lave, who had not long announced his engagement to a Sunday School teacher, said: "I need a fight quickly. I need money so I can get married. But it looks as if I shall have to go to Canada to look for fights—heavyweights in this country are afraid of me."

It is a pity thus to see an uninhibited Islander, particularly from the Friendly Group, becoming "civilised."

(Continued on Page 103)



members her war dead. TOP: Ceremony of Sacrifice, NZ War Memorial Cemetery, Noumea, NC. LOWER: Com- Leuchars, a visitor from the NZ Soldiers' Association, lays a wreath Memorial to the War Dead, Noumea, NC.



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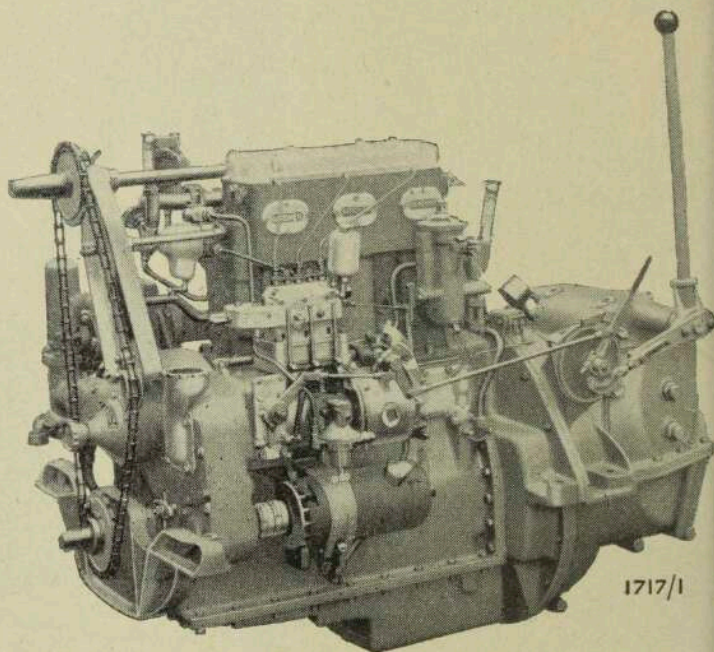
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"CLARA" CAUSED TROUBLE IN PAPUA

The Australian cyclone "Clara" which was born in the Gulf of Carmania early in February, crossed York, and wove an erratic course on and off the North Queensland coast for almost two weeks before she headed south about January 17) did a lot of incidental damage to Papua with wind, rain and tides. But, surprisingly, little damage was done to shipping.

Small ships on the Papuan coast took shelter while "Clara" was on her preliminary manoeuvres on the edge of the Coral Sea. The small 50-tons coaster *Rui* at the full gale between Daru and Port Moresby. Within hours of the full force of the storm, for 12 hours she was blown in circles, as the captain tried to run before it.

She has a native captain; and one European was on board, Turner, of Burns Philp staff. He kept himself from being washed overboard by hanging on to the railing for 12 hours. There were 20 native deck passengers, all of whom somehow survived the rough seas that continually poured over the ship.

When "Clara" started to move she caused the biggest seas

seen on the NSW coast for 20 years. She passed about 10 miles to the westward of Lord Howe Island, crossed the NSW coast near Manning Heads, and blew herself out—the most newsworthy cyclone for years.

SUVA HAD A NEAR-MISS

Fiji, a week later, had a near hurricane of its own (officially, it came under the heading of "tropical storm"). The liner *Orsova*, coming south from San Francisco, berthed at Suva with difficulty at 8 a.m., February 26, and was to sail that afternoon. At 11 a.m., radio messages went out to passengers to return to the ship, as the master had decided to beat it out to sea, in case the storm worsened. However, the south-west winds had by then swung to north-east, and the big liner could not get away from the wharf. After repeated attempts, the move was abandoned and departure postponed until the following morning. The gale centre then moved off southwards, and Suva weather improved.

OLIVER MAC IS STILL AROUND

Oliver Mac and her tow, the old *Loyale* filled with scrap iron, were still in Rabaul late February—although, when she left Noumea for Hongkong, in November, it was expected that she would be at

journey's end before Christmas. (PIM, January, p. 103).

Heavy weather first delayed the operation, and then made *Oliver Mac* short of coal. She put into Rabaul, but there was no coal available, and she had to wait for it. This finally arrived in bags in the *Soochow* from Sydney, early February—but a few repairs were



"Kuie Maru", an 85 ft. Japanese fishing vessel, sank at the oil dock in Pago Pago harbour on February 5. She was abandoned by her crew, owing to leaky conditions. She will be beached and scrapped and the engine will be held by the owners for spares.

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necessary to *Oliver Mac* before she left for the East. Captain R. T. Hamilton is in charge of operations.

Oliver Mac appears determined to end her Pacific career on the old note: coal troubles. W. R. Carpenter put her onto inter-island service in Fiji in 1952; but the fact that she was a coal-burner made her uneconomic. She was finally retired, and tied up in Suva harbour for a couple of years until bought at the end of last year by M. Jean Hagen, of Noumea.

Oliver Mac is Japanese built and was captured in New Guinea during the war.

JOYITA GROUNDING—FORMAL INQUIRY

The Fiji Marine Board has recommended that a formal investigation be held into the grounding of *Joyita* on Horseshoe Reef on January 8. The recommendation will be forwarded to the Governor (Sir Ronald Garvey).

The *Joyita* grounded about 4.35 a.m. while on a trip from Buca Bay ports to Suva. The passengers and crew abandoned her about 8.30 a.m. and took to the lifeboats. Burns Philp ship, *Yanawai*, went to the rescue and picked up the passengers and crew about 2.30 p.m. that day.

Joyita was towed to Nasova, near Levuka, and beached. She will be towed to Suva for repairs.

Five witnesses, including the

master, Captain David Leonard Elliott, and the mate, Sairusi Ratulailai, gave evidence.

The *Joyita* was running on one engine only when she grounded. The other engine went out of action at Tabuta on January 4, and it was not possible to repair it.

The chief engineer on the *Joyita*,

Joseph Dickson, told the Board that Mr. Hurley, of Hurley's Shipping Agency, agents for *Joyita*, given instructions that the ship be taken out on one engine.

Witness said that the weather was very "dirty" when *Joyita* went on to the reef, and there was strong sea running.

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42 FT. WORKBOAT, sheathed, 6-cyl. marine diesel. £3,050.

30 FT. LAUNCH, launched April 1955, 3LW Gardner, large cockpit, 2-watt radio. £4,000.

32 FT. LAUNCH, new, 60 H.P. Thornycroft diesel, suit tow launch. £5,250.

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atest reports from Fiji say that ita is now infested with rats. Marine engineers are waiting for spring tide to refloat for the haul up.

NEW SOUTHERN CROSS STARTED

ork on the Melanesian Mission's Southern Cross has been started the Ballina Slipway and Engineering Company, NSW. This pany is a subsidiary of S. G. te Pty. Ltd., of Sydney, who red the contract for the new

old Southern Cross, purchased the Bougainville Company for tal cargo work in New Guinea, Sydney in February for Rabaul.

THE REASON WHY

ptain M. J. McGregor, master IV Busama, has explained why oportion of the numerous coastal around Lae prefer the little ured corner at Voco Point, a from Lae's expensive port at rdhaven (Jan. PIM, p. 101).

writes that small ships prefer little sheltered bay because the orage holding grounds at Voco are much better than at the f area, and the water is not as

tain McGregor adds that, s to the enterprise of young e Bray, who built a jetty, own- all vessels, including the 300- usama, are allowed to use this when Bruce's own trawler-type, uka, is not working cargo. the small ships mentioned in anuary item have Lae as their port, although registered at ports.

INFLUENZA BEARER

asked in January PIM (p. if La Curieuse took the in- a epidemic to Tahiti after War I. In Papeete, Captain n took command of the 60- ns vessel and, during the in- a epidemic, was trading with a epidemic, was trading with between Papeete and Cali-

tain Brisson described in the s Magazine how every mem- of the crew developed the e well out at sea after a call ifornia, and how, after some , he got the ship back to

re the 'flu "spread out . . . people and natives died like . They recorded 3,010 deaths." a facie, it looked as though urieuse took the disease to ; but a correspondent from e says that it was the Union Ship Co.'s steamer, Navua, was responsible. It would be ting to learn the views of f the USS. Co.'s "old hands."

VAITIARE'S FUTURE

as been rumoured in Tahiti he Government proposes to (Continued on Page 61)

Miss Dorothy McKie, aboard the February "Malaita" from Sydney, was headed for Rabaul where she will begin a two year term as a nurse at Rabaul Hospital. It is Miss McKie's first trip to the Pacific area.

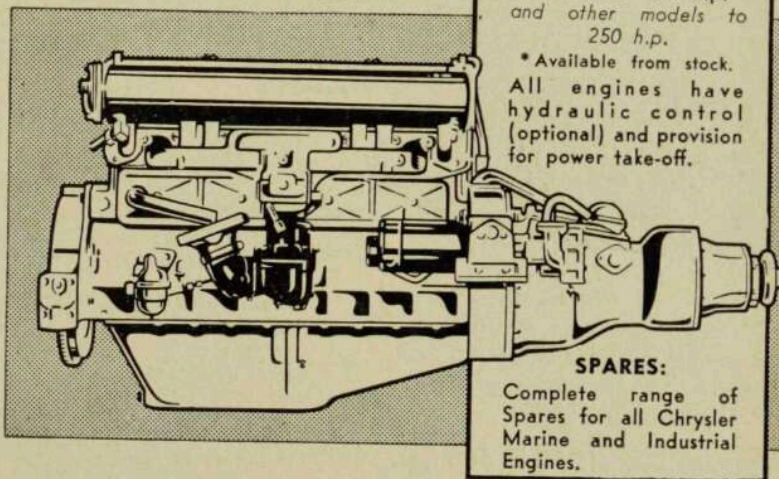
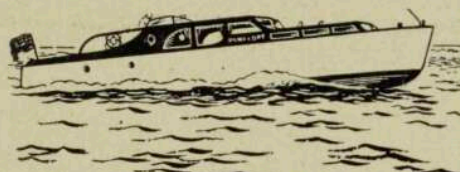
Mr. and Mrs. L. K. Knight, with children Glenda (2½ years), Ralph (5), David (3½) and Bruce (6 months), returned to Lumi in the Sepik district, NG. They returned to the Sola Fide Mission where they spent three years before coming to Sydney on furlough six months ago.



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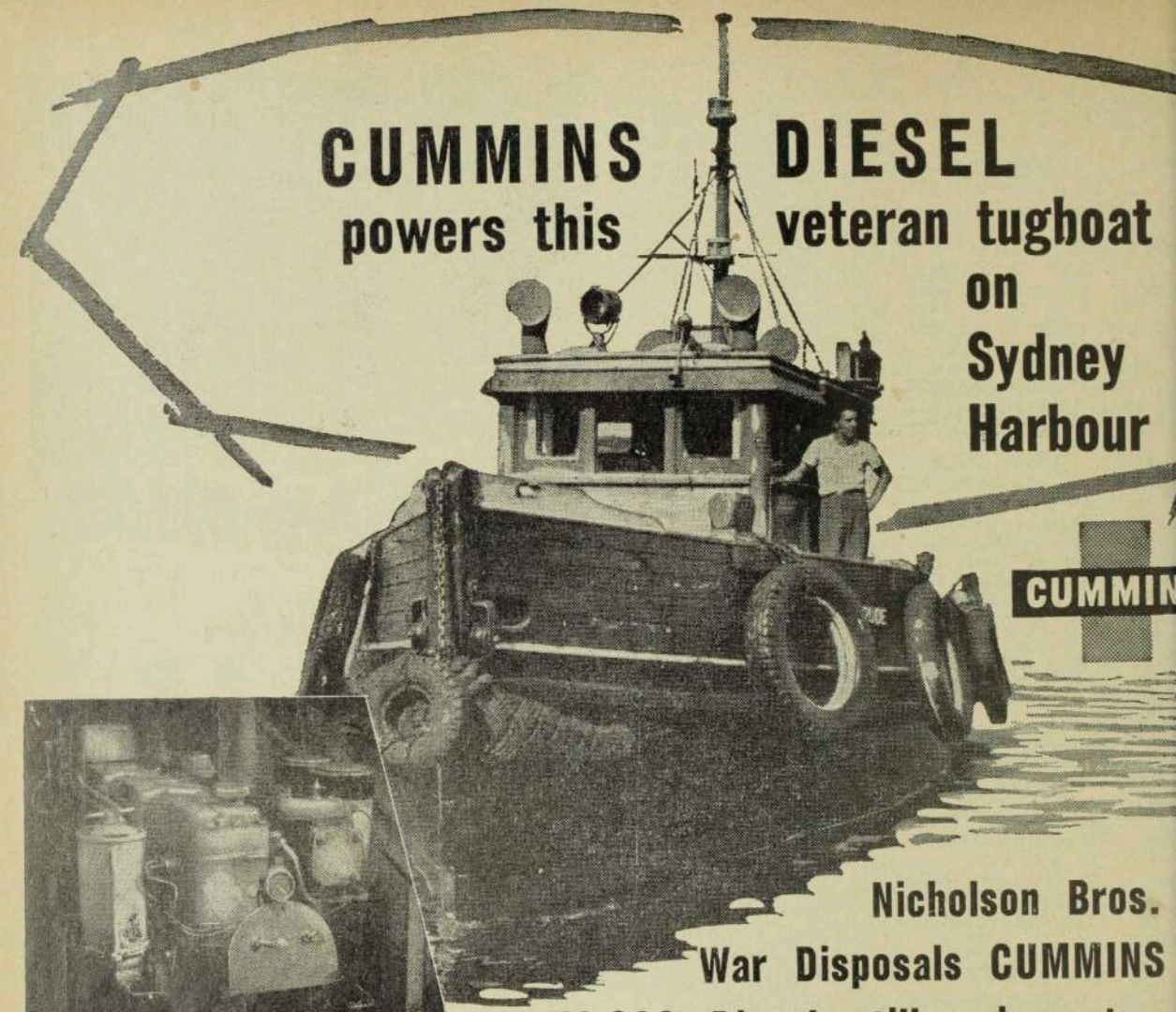
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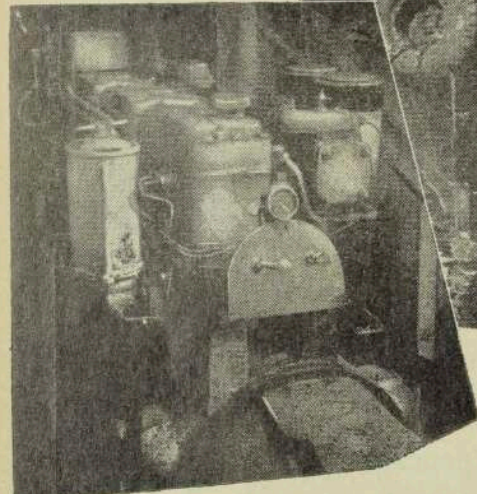
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MARCH, 1957 — PACIFIC ISLANDS MONTHLY

by the NZ life-boat, formerly *Happy Returns*, and now the *Vaitiare*, for use in the Islands in conjunction with the *Bretagne*.

ABOUT THE MARIPOSA

A Wellington correspondent writes that when the *Mariposa* visited the New Zealand capital she flew a version of the NZ merchant ensign which could only have been dreamed of in Hollywood—a British Red Ensign with four white-bordered stars on the fly. The correspondent was regretful that he could not see from wharf level whether the flag was upside down or not.

Melbourne misses out on calls by the *Mariposa* because the ship carries so many round-trip passengers who want to spend some time at fewer ports. But if the demand rises, Melbourne will be restored to the itinerary, says the Australian managing director of Matson, Mr. A. Johnson.

LOUIS IS RECALLED

Louis Carlson, pilot of the Port of Papeete, who was retired at the end of last year, has been asked to rejoin the Port Pilotage Service for another couple of years, this time as Inspector of the Port of Papeete.

This decision was made after the return of the French frigate, *Mont D'Urville* from the French Oceania Islands. Louis piloted the

vessel, and it is thought that the Commanding Officer noted the need for an experienced pilot and made a recommendation in Louis' favour.

FOR SYDNEY-SINGAPORE RUN

Burns Philp's new 3,700 dead-weight motor-vessel, *Montoro*, was due to make her first arrival in Sydney on Tuesday, March 12 (Feb. *PIM*, p. 98). She left Madang on February 28 for Rabaul, and sailed from that port on March 6 for Sydney.

BP's shipping department has confirmed that the *Montoro* will go on the Sydney-Singapore run.

AFTER MORE SPEED

Two of the New Guinea Australia Line's passenger and cargo liners, the *Sinkiang* and the *Soochow*, have been fitted with Costa propulsion bulbs. By the addition of this device it is hoped to increase the speed of the vessels by up to half a knot, and effect a saving in fuel consumption.

The device, which is fitted to the rudder, decreases turbulence, and enables ships to move more easily through the water.

The device will also be fitted to the *Shansi*, which was to go into dry dock in Sydney about March 12.

The *Sinkiang*, which was completely overhauled in Hongkong, set out on her return to Sydney early this month, via the South Philippines and Port Moresby, under the com-

mand of Captain J. F. Follett.

R/T DISTRESS WATCH FURTHER EXTENDED

The South Pacific radio-telephone distress watch has made a further advance, with the establishment of a watch on the 2182 kc/s international distress channel by Rarotonga Radio as from January 1, 1957. An announcement from the Cook Islands Radio Superintendent's office says that loud-speaker watch will be maintained on the frequency from 1700 GMT through to 1200 GMT daily.

The watch is thus continuous, except for a 5-hours break in the very early hours of the morning. ZKR/S will reply on the same frequency to all calls. Cook Islands local vessels also use 8245 kc/s, the coast station replying on 8761 kc/s, but no regular watch is maintained on 8245 kc/s, communications here being by pre-arranged schedule.

This higher frequency is necessary

MARINE SPARES

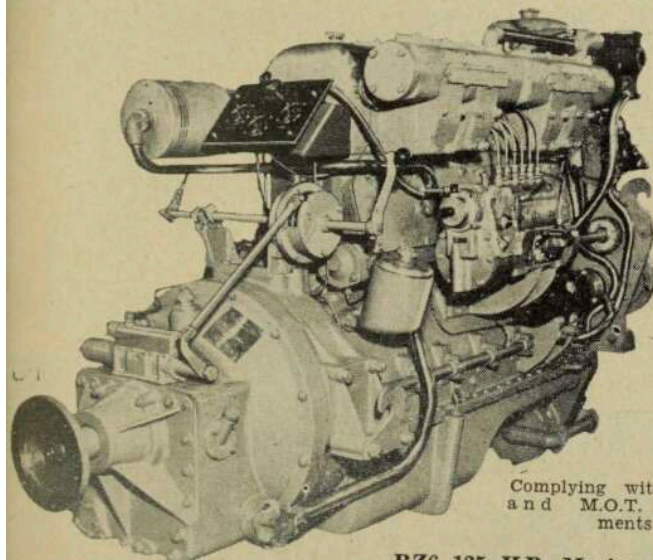
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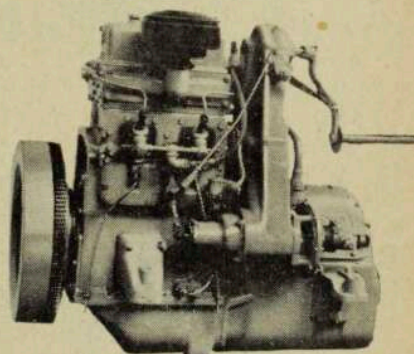
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in the Cooks, due to the long distances involved, 2182 kc/s generally being too low a frequency for day-light communication with vessels in the Northern Group, 600-700 miles from Rarotonga.

Rarotonga also maintains distress watch on the 500 kc/s international distress frequency used by big vessels. Watch hours are 0000-0200, 0400-0600, 0800-1000, and 2000-2200 GMT daily on this channel.

LOST PART OF PROPELLOR

The *Damadore del Mar*, under the command of Captain Savoie, radioed after leaving Wallis Island last month with a cargo of copra for Noumea, that she had lost a propellor blade, probably after touching a coral head. The French naval sloop, *Tiare*, which was in New Hebrides waters, answered her call for assistance, and escorted her to Noumea, where she arrived on February 20.

PAGAN CHANGES HANDS

The English-built motor fishing vessel *Pagan*, which a group of Australians brought out to Auckland late last year, was sold in January to an Auckland fishing company. South-bound from Papeete to Auckland, this craft was adrift with engine trouble for three weeks. Skipper E. R. Barker has now returned to London.

OFFER FOR SAN ANTONIO WRECK

Carr Enterprises Ltd., a Sydney company, has submitted an offer of 1,500,000 francs (more than £A10,000) to Lloyds for the wrecked *San Antonio* and its cargo. The ship, laden with 6,000 tons of scrap-iron, is on the reef opposite the

meat canning town of Ouaco, the west coast of New Caledonia.

The ship is lying on an even M with a slight list. It has 15 ft water in the forward holds, and 8 ft astern.

If the offer is accepted, Carr Enterprises are expected to Captain Henri Helme, of Noumea.

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undertake salvage of the cargo. Captain Helme, who has already had considerable experience in this sort of work, in Tahiti, proposes to cut the holes in the ship and pump it dry. The cargo of scrap will then be loaded on to the *Maria del Mar*, which the Carr company has bought, for delivery in Hongkong with a cargo of scrap.

Once the ship is lightened by removal of the cargo, Captain Helme hopes to be able to refloat it sufficiently to bring it ashore six miles away. There *San Antonio* will be picked up for scrap. The scrap will be loaded on to an ocean-going vessel the nickel port of Nepoul, not far distant.

SIGNALS FROM TAHITI NUI

Signals from the raft, Tahiti Nui, which is drifting in the South Pacific from Tahiti to Valparaiso, are being received in Broken Hill, Australia. Tahiti Nui is drifting in the reverse direction from that of the more famous Kon Tiki edition.

The 50 ft raft is manned by three Frenchmen, a Polynesian, and a Chilean.

Broken Hill radio "ham" said that the raft probably would drift into the Antarctic zone, if it continued on its present course. It should then be swept northwards along the Chilean coast.

FIBREGLASS RUNABOUT

John Barraclough and Richard Smith, a director of Customcraft, proposed to make a trip to Brisbane and Sydney this month in a 16-ft fibreglass fibreglass runabout. The boat is totally enclosed, has a hard bottom and fuel tanks are built in along the sides.

It was proposed to fit the runabout with twin Holden engines (in fact it was powered by a Ford V8 engine with straight drive, which propelled it at about 50 miles per hour), a TR radio and other gear.

They planned to make the journey at night, with a searchlight permanently directed upwards, so that they could be located at any time by many friends stationed at various points along the coast. The object of the trip is to prove that they claim is the astonishing strength and toughness of this new type of construction.

News of Cruising Yachts

JOPEDA, of Vancouver, a 34-ft ketch, is at present in Papeete after a cruise which started at her home port on July 2, 1956. Her last port call was Takaroa. *Jopeda*, built in 1947, in Vancouver, had two previous names—*Dawn W* and *Butte*. She is 10 ft 9 in. wide, 6 in. deep, and has a gross weight of 8.4 tons.

The vessel is owned by Messrs. J. W. Walsley, P. Walsley and D. Field, the master is Mr. J. Walsley. The owners are on a pleasure cruise

which they hope will finish in Brisbane after calls at Bora Bora, Rarotonga and Suva. She expects to clear Papeete in April or May.

WHITE HART, a Canadian yacht, cruising back to Vancouver from Auckland, was at Papeete late January. On board was a crew of three young women, Misses Greta and Pauline Scott and Tino Varley, who had trouble with the landing authorities because their visas were not in order. The trouble was straightened out, and they were allowed to land. They flew out of Tahiti on the *TEAL* Solent flying-boat. The owner-skipper, Tony Reeves, cruised from Vancouver to Auckland with his wife and 3-years-old son.

MARCO POLO, Auckland ketch, westbound round the world, was at Jamaica in February, and plans to call at Island ports when homeward-bound from Panama this winter. With owner Tony Armit is Brian Loe.

TULAK, 31½ ft long by 9 ft by 6 ft, will carry the German flag to the Islands this winter. Joroslav Novy, 37, and his wife, Bozena, cleared Hamburg last August 16, bound for Brisbane. The well-fitted and well-maintained steel craft, now in the Canal Zone, will sail for Tahiti, Samoa, and New Caledonia in early April. Captain Novy is a professional seaman.

(News of Small Ships Continued on P. 138)

ARCHIMEDES NEW — a sturdy son of the sea

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

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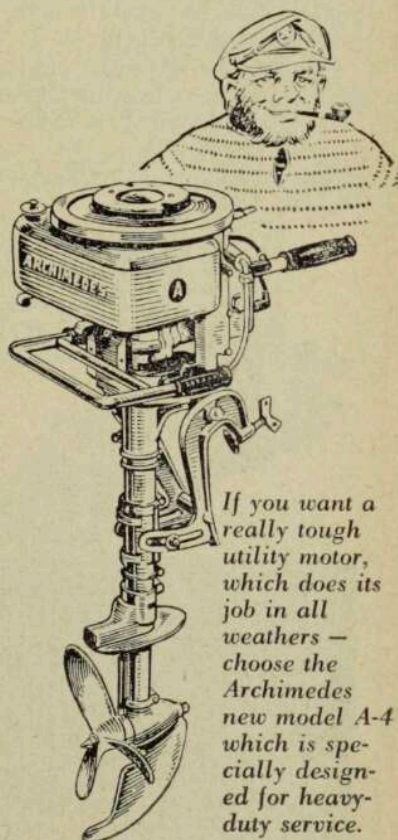
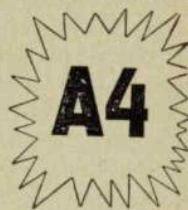
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Keeping pace with the demand for more aluminium

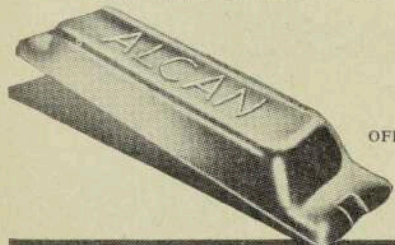
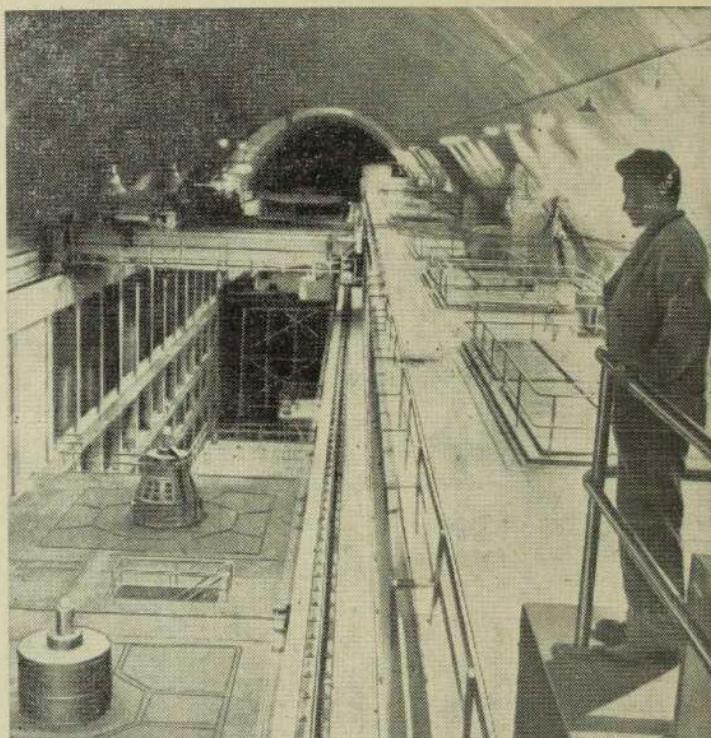
Although the annual production of aluminium in the free world has increased during the last thirty years from 210,000 tons to nearly 3 million tons, this is still insufficient to keep pace with the growing demand. Further large increases have become essential as established and new uses require more and more of the metal.

How the demand is being met

As a major producer of primary aluminium the Aluminium Limited group has responded to this increasing demand with a programme of continuous development in various parts of the world. In Canada, the new expansion programme in Quebec will increase the ingot producing capacity there to over 700,000 tons per annum. At Kitimat in British Columbia, annual productive capacity is being raised to 330,000 tons by the end of 1959. In Jamaica, production of alumina (aluminium oxide) is being increased to 543,000 yearly.

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At Kemano, the cavern in the mountain houses the vast generators supplying Kitimat with power. The panoramic view below shows a section of the Kitimat smelter.



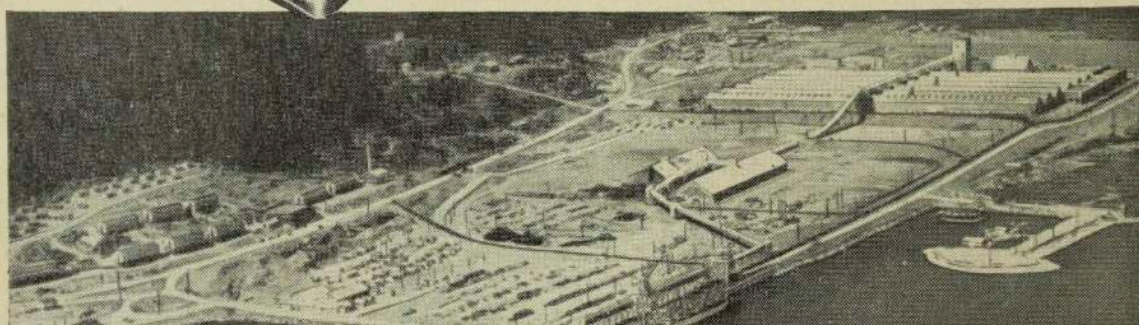
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WAKAYA REVERTS FIJIAN

all Circle 117 Years

WAKAYA Island, in the Lomaiviti Group of Fiji, has reverted to Fijian ownership. It was one of the first islands to pass from Fijian to European ownership. The present transfer in the reverse direction can be considered a sign of the times. The Fijian Affairs Board bought the island from Mr. and Mrs. V. O. Bentley for about £45,000. The board plans to use Wakaya to instruct Fijians in the management of large copra estates. The Fijian Development Fund has assisted with finance towards the purchase of the island. Wakaya, about 10 miles east-north-east of Levuka, covers an area of about three square miles, has between 600 and 700 acres planted in coconuts, and a small farm. Red deer roam Wakaya, and have become something of a attraction since their introduction about the turn of the century. Their only redeeming feature is that they are a source of a regular supply of venison for the labourers on the island. Wakaya is a peaceful little island, and has been in the news. But it hit the

headlines in 1917 when Count von Luckner, commander of the wrecked German raider, *See Adler*, landed there. A European police officer and six Fijian policemen, all unarmed, took the Count into custody.

The island was one of the first sold to Europeans by King Cakobau. This was in 1840, and the buyer was a Mr. Houghton, owner of the schooner, *Currency Lass*. Later Wakaya passed into the hands of Dr. Brower, then United States Consul in Fiji. Brower had for him as partner in this deal, Mr. Robert S. Swanson, secretary for Native Affairs in the Cakobau Government. Brower, the first to introduce cattle to Fiji, imported several cows and a bull in 1858.

David Whippy, a well-known figure in Fiji history, established a crude sugar mill on Wakaya in 1862, and, although his product was not sought overseas, there was a steady home demand for plantation issues.

Mr. C. de Mouncey bought Wakaya some time in the 1920's, and in 1932 sold it to Mr. R. B. S. Watson. Mr. Watson used Wakaya, apart from developing its copra potential, as a base for research into the habits of big game fish in Fiji waters.

On his death the island passed to his daughters, one of whom is Mrs. Bentley.

FOOTNOTE: It would be extremely interesting to know how much Mr. Houghton paid Cakobau for the island 117 years ago.

Donning Flippers!

PLANS FOR ATTACK ON COOKS' CORAL REEFS

PREPARING himself for a projected programme of harbour and reef-passage improvement work, the Cook Islands energetic Public Works Department chief, Mr. W. H. Ryan, was undergoing a two weeks' frogman course at the RNZN base at Auckland during February.

The Cook Islands plans call for the laying of explosives under water; and experience in the Cooks has shown that there is a great deal more in the procedure than meets the eye.

The problem is to make really effective use of the explosives, which often kill plenty of fish but shatter very little coral.

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PUBLIC-SERVICE CAREERIST

A WELL-BUILT six-footer, with a soft and a quiet manner who has not wasted his substance on a chequered career but has been a public servant for the full 30 years of his working life—that is Mr. Neil Thomson, Papua - New Guinea's new Public Service Commissioner.

He was born in Scotland 48 years ago but at the age of six arrived in Australia with his parents who settled at Maitland, NSW. He matriculated at the East Maitland Boys' High School and in his last year there was school captain, and also captain of the football and cricket teams. He has never lost the love of sport he developed at school, and now, although bowls is his favourite pastime, he still occasionally indulges in something more strenuous. He had been a member of the Maroubra (Sydney) Bowling Club for four or five years, and is a member of the Sydney Cricket Ground. The latter is one membership he will not relinquish while he is in New Guinea.

His first position in the public service was as a clerk in the courthouse at Cessnock, a mining town on the Newcastle coalfields. For

the next 14 years he held appointments as clerk of petty sessions and clerk in various parts of New South Wales, and also did relieving work.

In 1939 Mr. Thomson completed his law examinations in the course of study prescribed by the Solicitors' Admission Board in NSW, and in

March, 1942, was admitted as solicitor of the Supreme Court New South Wales.

It was as an assistant inspector that he was transferred to Public Service Board's staff in 1944 (The Board is charged with ministering the Public Service

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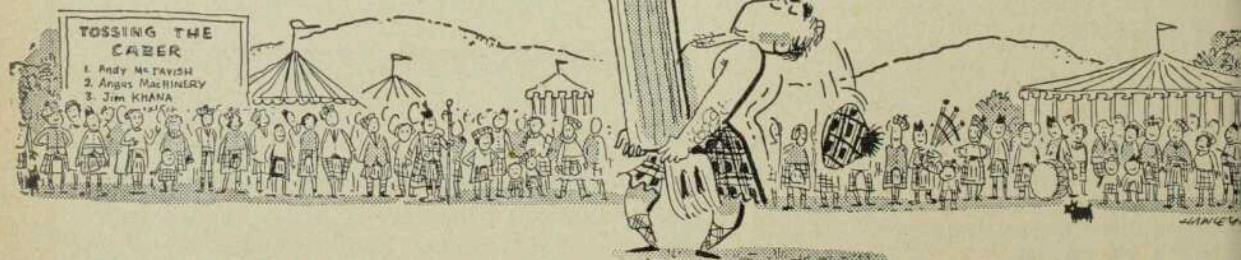
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State Government). Five years after he became an inspector, and in 1950 was appointed the Board's senior inspector, a position he held until his resignation to take up the F.I.C. appointment.

As an inspector, it was his duty to supervise the functions of the public service in various government



Mr. Thomson.

departments. He was responsible for the Public Service Board for the efficiency and economy of all departments for which he was inspector.

These included staffs of the Department of the Attorney-General and Justice (departmental office, Crown Solicitor's office, Supreme Court, District Court and Sessions Courts), Registrar-General's Department, Public Trust Office, Housing Commission and Land Survey Commission.

As a qualified solicitor Mr. Thomson was required to undertake a part of the Board's legal work in various courts and tribunals. When the Crown Employees' Appeals Board Act came into operation in 1944 he was placed in charge of the Public Service Board's proceedings before the appellate tribunal. This tribunal deals with appeals by the public servants who have been dismissed, reduced in rank or superseded by junior officers.

He has also conducted proceedings before the board before Conciliation Commissioners and committees and the Industrial Commission of NSW. He acted as instructed counsel who appeared before the Public Service Board in Supreme Court cases, and when he was briefed to appear before the Public Service Board in which dealt with letting of land, Department contracts and a number of schools.

However, his work for the board went far beyond the legal. Almost daily he was called upon for general administration work, carried out organisation and conducted surveys in several government departments. These resulted

in several improvements in the NSW Public Service.

Mr. Thomson and his wife sailed for Port Moresby in the *Bulolo* on February 25.

TO CONSERVE PEARLSHELL

IT may be necessary to impose restrictions on pearlshell fishing in Northern Australian waters to conserve the beds, says the Australian Minister for Primary Produce (Mr. W. McMahon). He said that exports of pearlshell to the US earned more than 1,500,000 dollars a year for Australia, while shell worth £206,000 was exported to non-dollar countries. The industry was a valuable national asset which should be preserved.

WORK ON RAROTONGA FRUIT COOL STORE

ENDING years of discussion, work finally started in January on the foundations of the central fruit cool-store at Rarotonga. But, according to the official Cook Island press news, "it will be some considerable time before any boxing or framework rises above the ground."

Most of the freezing machinery was installed two years ago, when the Administration's new freezer and fresh food store was built. The export fruit cool-store will operate from most of the same machinery, and is intended as a holding store for fruit which matures between the arrivals of export ships.

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THE PRIMITIVE MEN
NEW GUINEA

Sidelights on Problems of Population Control and Gold-Seeking

One of the Old-Timers of Papua-New Guinea, Mr. Norman White, of Wau, has been undergoing health treatment in New Zealand lately. To fill in the weary hours, he has been writing about New Guinea for the NZ newspapers. Here are some interesting extracts.

There is apparently little cannibalism now, but up until 25 years ago it was common practice. The reason for it? Simply, acute shortage of meat.

The various tribes, speaking many different dialects, have tribal boundaries, over which a neighbouring tribe (unless they speak the same language) venture at perilous risk. Trespassers found hunting for game, robbing gardens, cutting trees, are immediately attacked; and the victims of battle—wounded or taken prisoner—are prepared at once for cooking.

Neither salt nor refrigerator is available for conservation purposes, it was a case of "eat as you can when you can."

The absence of salt, I think, was one of the greatest handicaps to the success of these primitive neolithic

people prior to the arrival of the white man. Even now, in regions not yet under control, the same miserable condition exists.

The island of New Guinea, the largest in the world with the exception of Greenland, is the home of sugar-cane; and some of the numerous varieties, strange to say, produce salt when subjected to burning. This variety is "pit pit."

The natives cut and stack great heaps of it and set it alight. The ash residue has a definitely salty flavour and all hands just eat it as is. To us it has a gritty, earthy taste and is distinctly unpalatable.

In some localities it is possible for a strong party to make a quick trip to the coast, where they gather old coconut husks, dried fronds, old wood, etc., that has been soaked by the sea and impregnated with salt. They burn this rubbish

and carry the ashes back to the village.

Until the advent of the white men they had not advanced sufficiently to know that a simple process of dehydration by the sun would produce all the salt they needed.

The inhabitants of the coastal regions, however, had neither food nor salt problems. Adept at fish

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PACIFIC ISLANDS MONTHLY—MARCH, 1957

spearing, and with plenty of coconuts to add to the produce of the gardens, they enjoyed a more-or-less carefree existence, their only enemies being neighbouring tribes, and disease. The Anophele mosquito was a great scourge and kept the population within reasonable limits.

The man of the Highlands is probably the most interesting

human specimen in the world, and the most primitive. He lives on the hilltops because he is afraid to come down.

Along the valley floors, there is fertile soil where plenty of food could be produced with but little labour; but there is death down there because the enemy can approach unseen. He must stick to

the mountain-top where the approaching enemy can be seen and fought off.

The going is hard on the but there are no mosquitoes and malaria is not the scourge it is to the coastal native. Gardens are for the most part poor, and the country has to be constantly available.



Miss B. Fox and Mr. M. McNally, who were married at the Roman Catholic Church in Port Moresby, Papua, on January 26. (Photo: Papuan Prints).

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IRTH control is vital to the continuance of village existence. No popular method has been evolved to keep the sexes apart: the dem is just as acute on the native hill-top as in Paris or Bloomooloo. The unwanted intrudes and, for the public, must be disposed of.

like the early Egyptians, they do not wait for natural birth. They expert abortionists and have, the centuries, evolved methods ringing about the desired event of early pregnancy.

hence came this fuzzy-headed, n-skinned, likeable chap?

far as I am aware, there is fuzzy hair on the east side of Red Sea. It is the birthright of the Negro type now occupying of Africa. But the Negro is one of the accepted early in-ants of that continent. They known to have existed in the toun region sometime during Mesolithic period and that is only a long time ago.

ey apparently interbred freely the Caucasoid people of East and could have crossed over eastern Asia at a very early For a virile people of athletic ure, instinctively inclined to at the drop of a hat, the ey by easy stages from Cape orin, in Southern India, to tra presents no great problem, from Sumatra to north-west Guinea is practically only a ng job.

the variations of the human they probably contacted the migration route I have ted are faithfully represented any localities in New Guinea

black skin and protruding of the Negro are common on the upper Markham and other regions. The almost European appearance of the Bukau's, the large hook- of the Semitic types are to be with the Simban, and other and in the jet-back classical es of the Indian on Bougain- and adjacent islands.

are all there, advertising ancestry; and, common to all, fuzzy hair.

se are the Melanesians, ing most of the islands of the west Pacific. Because of the dity of crowded Asia, their now is inextricably linked urs.

OLD prospecting party tries all ing streams.

ery native ("boy") carries a approximately 50 lb. weight, oaded with food ("kaikai"), with camping gear, clothing ankets for the masters, and with rice, meat, tobacco, etc., "boys", and tools and other tals. A well-equipped party prospectors would run to 15 or 20 "boys."

oming to an untrod stream, are downed, a hole sunk to

bed-rock if possible, the white men panning the gravels thrown from the hole as it goes down, searching for an indication of the precious metal they are seeking.

If the location where the trial hole is sunk is near the mouth of the stream, only very few particles are expected and bed-rock is difficult to reach on account of the depth and seepage. If the indication is there, up-packs and push on up-stream towards its source where the bed-rock is not so deep.

It is desirable to seek a suitable camping spot not later than 2 p.m. guards may be posted to protect camp during the hours of darkness. Sleeping shelters are erected, beds and mosquito nets made ready for the masters, "kaikai" prepared for A clearing has to be made so that the evening meal, and a couple of "gun boys" sent out to hunt anything they may find in the way of fresh

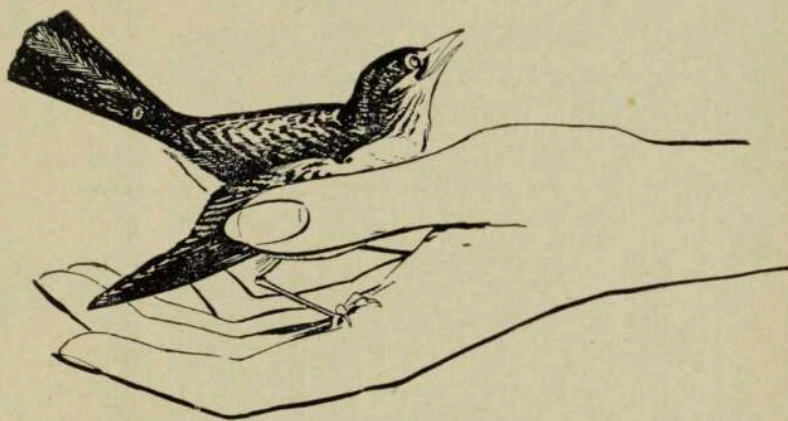
meat.

Should you make camp within a mile of a village there is no need to contact them. They will know all about you and your arrival and will contact you, without doubt, within a couple of hours.

If the women-folk ("Mari's") arrive first, and unaccompanied by the men, they will have garden produce to sell and presumably all is well. The men generally arrive about half-an-hour later, in time to join in the bargaining.

Should they bring their arms (bows and arrows, spears and clubs) you have a show-down on the spot. They must take them a fair distance back along the track they came by, and return unarmed.

Should they refuse to do as requested, there is no necessity to parley. You and your party must play the game as they are playing it. Your arms are always at the



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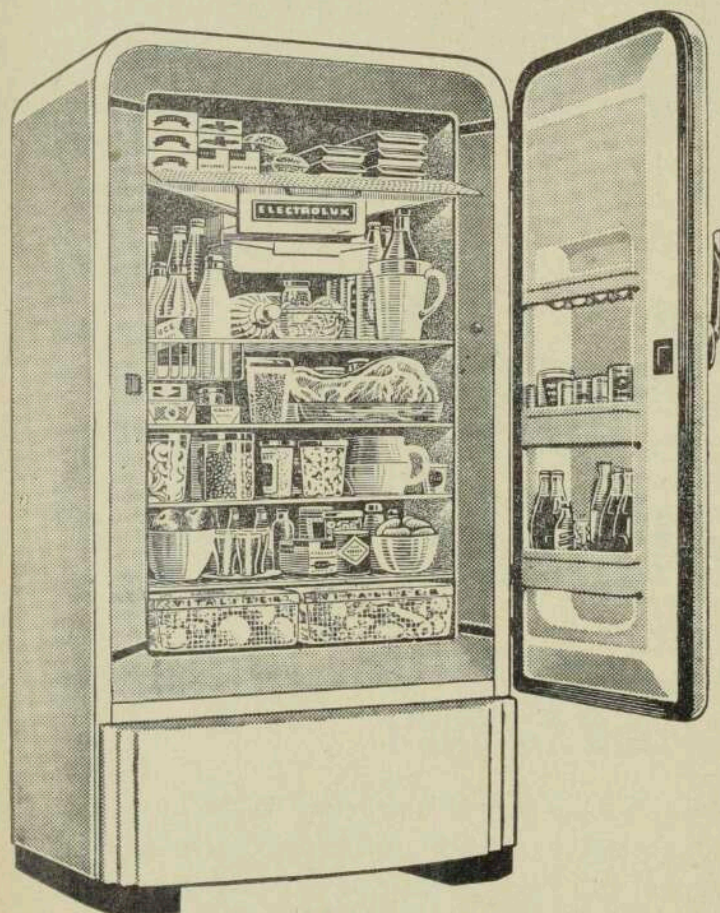
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ly, and a spoken command to
personal "boy" will find you
pped with rifle and revolver in
uple of seconds.
ne "shoot-boys" do not leave
p until they get the all-clear
the leader of the party. They
appear with their shot-guns,
the others with bows-and-
ws, in remarkably short time.
village will not be a big one. If
as you would not be so close to
thout knowing all about what
of a welcome you may expect
them.

ERE is always a leader of the
native party. The leader of the
white man's party must step
to this native leader and, if
wing the principle I advocate,
a shot over his head for propa-
a purposes before ordering all
to be grounded.

is unlikely the order will be
garded because they know full
that when the white man's
on speaks, a man dies; and the
ent moment in broad daylight
ot the time for a trial of
gth.

the same, it was a pity you
to fire that shot. It was neces-
and did the trick; but it carried
it an insult and these men,
ors all, may prove to be in
mood. The chances then are
trading for the native foods

brought by the "mari's" is out of
the question and you will be obliged
to feed off your own precious rice
supply.

But the women have more influ-
ence in council than one would ex-
pect and if they refuse to carry
the stuff back to the village the
trade will begin, with the men stand-
aloof while the "mari's" shyly do
the bartering. With the men being
in ugly mood, neither knives nor
tommy-hawks will be used in this
particular trade and the "mari's"
will have to be satisfied with salt,
beads, money or whatever small
stuff you may have that is attrac-
tive to them.

You get a lot of "kaikai" for a
pound of salt and, although the
initial cost of it was not much, by
the time you lug it over mountains
week after week, it steadily in-
creases in cost value.

THE trading finished, the villagers
gone, the routine of camp carries
on apparently as usual—but
only apparently.

There are other villages in the
vicinity. If your camping equip-
ment and supplies are sufficiently
attractive to induce the leaders to
organise a combined attack, you are
probably due for serious trouble,
not at to-morrow's dawn but the
one following.

Decision is soon made. The party
has not the numerical armed
strength to engage the neighbour-
hood and, even so, such action is
forbidden by the Administration.
You are unwelcome and must re-
tire.
(Continued Next Page)

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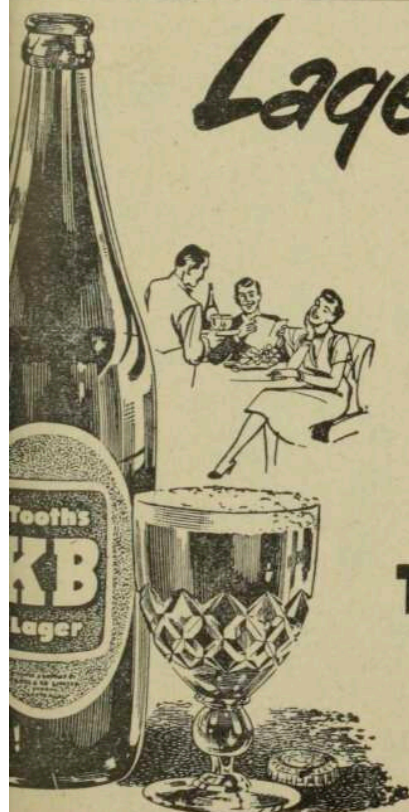
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like it" . . . truly the favourite of men and women
everywhere!

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There is time for a night's sleep, to sink a hole down by the creek and retreat to friendly territory, before the village lads get together and have a shot at collecting you and your very desirable equipment. Many a man has paid for his mistake with his life by deciding to stay and fight it out.

The procedure is simple. They enrol every possible man—and they are all warriors at heart—the approach to the camp is made in the dark; and, although you have sentries posted at the four corners of the square clearing, you have no possible chance of holding the assault, which is always at break of day.

One tap on the skull with a stone club is sufficient to quieten any man, and you have no chance without a barricade to enable you to make proper use of your superior weapons. There are many effective ways of protecting a permanent camp but an overnight clearing in the bush is always dangerous in hostile country.

Should the gravels from the hole sunk down by the creek be found to contain payable gold, the prospector will assuredly return. Next time, probably in company with an Administration Patrol. The Patrol Officer will see to it that everybody behaves themselves, including the white man.

If the gold is there it will not be long before a camp springs into

existence and the ex-troublemakers will be found carrying cargo from the nearest supply centre, or working on one of the claims as fully-fledged miners. The women-folk and children will be planting up bigger gardens and selling at higher prices.

The white man's bush knife, axes, tommyhawks and garden tools will replace the stone-age implements of thousands of years, and new and pleasing cultural habits and ways of living will be introduced. The mystery of medicines, soap and clothing will be a boon to all and

the sunshine of civilisation will shine on this human back-wash for the first time.

† An attack on the system of *kerekere*, which is completely out of place in the modern world, made by Miss F. L. Charlton, headmistress of Adi Cakobau School, Fiji, at the Fijian Teachers' Conference recently. *Kerekere* is an Fijian system under which a Fijian can beg from another. It makes it difficult for a Fijian to run any sort of business.

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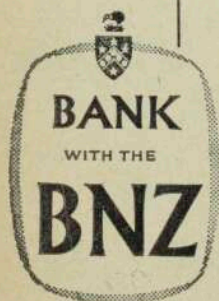
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BANK OF NEW ZEALAND

Established in the Pacific Islands since 1870

Married in Port Moresby



ymooning in Wau in February were d Mrs. Kevin Pirrie, who were married at the Roman Catholic Church, Port Moresby, February 11. The bride was Miss Lorna Pirrie. Mr. Pirrie is an accountant with [Photo: Papuan Prints].

BELLS OF THE KERMADEC ISLANDS

OOK by Elsie K. Morton, of Auckland, about life in the Kermadecs, is to be specially published by a firm of English publishers and sent to Mrs. Bessie Morton of North Auckland, for her birthday, in July.

Dyke was taken to the Kermadecs when she was nine years old by her father, Mr. Thomas Dyke. She told the author the story of how her parents and their children lived a "Swiss Family Tree" life in the Kermadecs from 1887 to 1914.

The publisher of the PIM adds a note to this item:

In 1914, I was on a ship which made a brief call at Sunday Bay.

Our boat grounded on a gravel beach. It was met by an old, bearded, ill-vigorous man, Mr. Thomas Dyke. A few minutes later, I noticed a dingy coming along the shore, and from rock to rock like a seal animal.

There was a long-haired, teen-age girl, bare-legged, dressed only in a white like frock. Her naive delight in meeting strangers was something never forgotten. I understood that she was old Bell's grand-daughter. My third mate, in charge of the boat, was so smitten by the unworldly charm of this pretty girl that he would return to the Kermadecs. I think he would have done so; but a few months later he went off to World War I—and came back.

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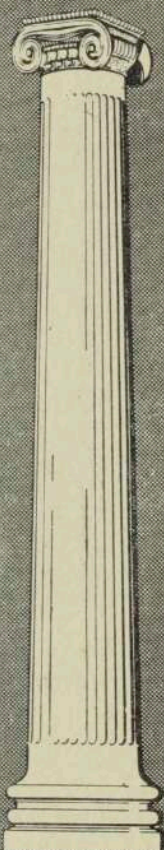
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AA6

MAGAZINE SECTION

Tropicalities

DO NOT DISTURB

NE of the funny stories of Mr. Barry Philp (Hotel Mocambo, Nadi), told to illustrate the difficulties of hotelkeeping in Fiji: it was 8 a.m. at the reception desk; a very irate guest was demanding to be told why he had not been called at 5.30 a.m., so he could make a plane connection, which he had missed. The Fijian boy on night duty examined, carefully and very politely: "went to call you, sar; but you were asleep."

BEATING BUREAUCRACY

AT a gathering at Usher's Blue Room, on February 1 (see *PIM*, Feb.), when Mr. Len Kirkby, key manufacturer, proposed the death of Mr. Alec Haworth, director Robert Gillespie Pty. Ltd., who was to leave for Tahiti on retirement, he surprised Mr. Haworth's business friends by bringing to light the sides of the latter's character at which they knew little. One was that he had been an internationally-famous art appraiser coming to Australia from UK in the 1930's; and the other that his gallant military record entitled him to wear the ribbons of the D and MC.

These and other tributes brought a response from Mr. Haworth. He had always tried to deal fairly and squarely with clients and chants alike, but that he had on one occasion done a bit of double-dealing. It was this way: Robert Gillespie Pty. Ltd., like many other firms, was struggling during the war years, hobbled and hampered by miles of red tape and a hundred different "connections." A valued customer in Suva made a request that, come hell or high water, he had to have two sets of brassieres by the next ship. Now, that necessary article of feminine attire had a small strip of plastic across the back, where it fastens; and an Australian war-control prohibited the export of rubber—all rubber, up to and including elastic in clothing. "Can't you see, that that inch or so of elastic strap contains rubber," haughtily told Mr. Haworth. "Regulations are regulations, so you can't send them." What to do? Mr. Haworth reflected on the subject of brassieres, finally, he sent up another application

to the authorities by a flat-chested young office girl, and her request for an export permit for shipment to Suva excited no comment. Visualising a series of neat, round net doilies edged with coloured beads, the Customs clerk banged down his rubber-stamp. And away went the brassieres.

The application had carried the simple description: "288 Milk Covers!"

THE MAIL MUST GO THROUGH

I WAS speculating on the means by which *PIM*'s Christmas card came. First, a mechanical sorter I suppose, then a modern aircraft to Lae and a not-so-modern DC3. Probably then an inter-island ship to Sohano and (last scene of all) a two-man canoe brings a savage in serge topped by a black beret (the police mail runner).

He presents a damp mail bag which you untie and extract therefrom your mail, re-tie it and hand back to said runner. He looks at the weather and opines that he will be lucky to get to the end of his coastal trip without being upset.

"Dis bloody kanu, too bloody small,"—quotes he and spurns it with his foot! However, he finally girds up his loins and steps into the canoe, muttering that he must be off and that a policeman's lot is NOT a happy one!

Last heard of him as he clears the beach is his command to the two canoeists:

"You two fela blanks must pull strong now. No good big rain find im me fela. Makim savi now!"

We are greatly shocked by this outburst but gather up the mail and go back to the house to read it.

—F.P.A.

OH, FOR THE PEACE OF PARADISE!

LIFE gets more and more complicated in a big city, therefore it is pleasant to read of a society where direct action can sometimes still get direct results.

I was intrigued by the following message which appeared in a pre-Christmas issue of the *Daily News*, circulated in Nukualofa, Tonga:

In accordance with the powers vested in him by Section 81 (1) and (2), Acting Minister of Police would like to see all drivers of motor vehicles licensed to carry passengers and who are holders of Liquor Permits, at his office at 2 p.m. on Tuesday, December 18.

What I would like to know is: Was a word to the wise sufficient?

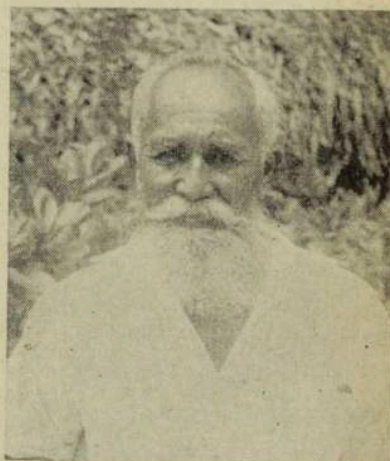
The above notice was followed by this even more intriguing admonition:

As the Christmas season draws near, the public is once again reminded of the provisions of Section 3 (17), (18) and (19) of Chapter 35 of the Laws of Tonga, 1928, and Section 6 of the Act No. 10/1953 in which shouting, beating any drum, tin or tank without just cause, making any loud noise, singing on a truck, playing any musical instrument in any public way are strictly forbidden. The Police are empowered to arrest, without a warrant, offenders under these Sections.

It sounds like that thing the Americans label Paradise. But what I'd like to know is whether the Police really enforced the prohibitions. In spite of the fable to the contrary, a Pacific island can be one of the noisiest places on earth. Different noises from those you encounter in the Big City. But still noises.—J.

LAW ENFORCEMENT IN PARADISE

EVEN on Palmerston atoll, one of the most self-sufficient and unspoiled islands in the Cook Group, disputes and squabbles sometimes break out among the 80 inhabitants, and now, for the first time in the history of the atoll and the Marsters clan, a member of the community has been appointed Commissioner of the Cook Island Court.



The honour goes to Ned Marsters (pictured), the white-bearded patriarch who for years has been Palmerston's unofficial Resident Agent and the recognised head of the three Marsters families.

Palmerston has now been given a proper court and legal procedure, and Ned will be assisted in maintaining law and order by three honorary policemen, each representing one of the families.

The policemen, Bob Marsters, Tutai Marsters, and John Dick Marsters, although unpaid, have the same powers as regular Cook Islands policemen. There is no jail at Palmerston but it seems unlikely that fines will prove inadequate punishment for future offences.

Miss Hibiscus from Fiji



Miss Liebling Hoeflich, Fiji's Miss Hibiscus (whose fortnight in Australia last month was her prize for winning the Miss Hibiscus 1956 contest) spent an afternoon in Sydney doing the rounds of the Public Library, Art Gallery, and the Museum. In this picture she poses for the camera while sitting on a map of Australia in the foyer of the Public Library. A little later, it was announced in the Sydney newspapers that, on the eve of her departure for Suva, Miss Hoeflich had been induced to return to Sydney, later on, to undergo a "screen test"—view Hollywood.

¶ The Colonial Secretary of Fiji, Mr. A. F. R. Stoddart, who was to have gone on leave early in 1957, has had his departure postponed until July. This probably is concerned with the future movements of the Governor, Sir Ronald Garvey, KCMG. Sir Ronald's term of office in Fiji will expire in October; but efforts to retain his services for a further term in Fiji are being made (see Feb. PIM). Mr. Stoddart has been not only the Governor's Deputy, but also a loyal and helpful friend, and he also is held in high esteem in Fiji. It is expected, however, that he himself is due for promotion—he is regarded as now in line for a minor Governorship.

Memories Of Papua's Pioneers

MR. CHARLES R. BALDWIN

By J. Nixonwestwood.

ONE of the early independent storekeepers to start business in Port Moresby was Charles R. Baldwin.

He was originally from the North of England and, like a lot of other Englishmen, he wandered out to Australia, on to New Guinea, and commenced business opposite the old B. P. place, next door to the Moresby Hotel.

He built up an excellent connection, but was (or appeared to be) unlucky in his choice of managers. Finally, he was able to induce one of B.P.'s men in Thursday Island to take over the management. From then on his business went ahead.

Mr. A. G. Smyth, the new manager, put Baldwin's affairs in proper shape and helped build the trade considerably. They acted as agent for a good number of planters, traders and shipping firms. In the latter capacity they did the whole of the work connected with the KPM ships *van Linschoter* and *van Waerwijck*. CRB also owned a schooner called *Gleaner*, as well as taking care of all Osborne Brothers' Dubuna Copper Mine products and representing other men on the Laloki field.

WITH such a good manager, Charlie Baldwin was able to meet all and sundry at Tom McCrann's pub. When he had "one over the seven" he became argumentative and difficult; and, being only a small man, he always ran the risk of "stopping one". But most of the frequenters of Tom's knew Charlie and his ways; and, as soon as he got too talkative, someone, or Tom himself, would shepherd him home.

A recent arrival, who reached Port on the same steamer as that on which "Yorkie" Booth made his entry, was a Swiss (later to become a wellknown character), Harry Bakker. He was called "Handsome Harry", but he was about as ugly as it was possible to be.

He was small and hefty, and could use his fists to good advantage, as "Yorkie" found to his cost. They both came per the Dutch boat from, so they said, Darwin. There—so Harry told the folk—he had had trouble over smuggling. Why he was allowed to land in Port is a mystery; but land he did and, being a handyman—engineer, etc.—he soon found employment. But he was too often in Tom's bar, and changed his jobs frequently.

As a newcomer, he did not know of Baldwin's ways.

HARRY was invited to join Basil in a drink, and in many drinks, until they got to discussions; then to arguing; and finally into hols. From gentle words they started bawling each other off until the noise was too much even Tom McCrann.

He sent his stepson for European gaoler (Mr. Horace Hides), who brought the native in-charge, Kimai, with him, for help. As the two now excitedly refused to be calm, Hides and Kimai did a thing hitherto unheard of, and took both culprits to gaol at Elakona and locked them in separate but adjoining cells.

Horace felt that, if they spent the night there, and were able to sleep, they would be all right next morning. He was really very sorry to have to lock up a European, but that was the only solution.

No sooner were they in the bunks, than they both went into deep sleep, and Horace and Kimai went their various ways.

Next morning, Charlie, not knowing where he was yelled out: "Where in the hell is my tea?"

There was no response.

Again he bawled, and this time he awakened "Handsome", who replied: "You silly old b—, won't get any tea here. You in quod!"

Even then the fact did not dawn on Charlie. He only yelled louder.

Harry, being unable to stand any more of the racket said: "Shut up you silly old geezer—tea is served in gaol!"

When Charlie at last understood what Harry had said, and knew that a man like Harry could not be his guest, he realised where he was, and started to cry.

As soon as Hides came out, to let them both go; and at the same time he told them (Charlie in particular) that he did not like to do what he had done, but as they were both so quarrelsome, he had no option. He asked them to have themselves in future.

In his report to the Resident Magistrate Mr. Hides suggested that, with the influx of so many Europeans the time had come to employ an official constable. To this suggestion both the Judge and Administrator agreed. Later, a constable arrived.

Charlie must have been properly impressed, because from that time on, he was an admirable citizen.

† According to official information it is estimated that West Samoa's Satapuala airport, and operation of the TEAL air service produced an estimated direct and indirect revenue of approximately £37,000 for the year ending October 31, 1956. This revenue included £5,000 in taxation paid to the Government and money spent by passengers: crews plus an estimated amount of £3450 from the sale of postage stamps.

the Reluctant Consul

A Glimpse of Forgotten History
By Lew Friday

NEW HEBRIDEAN ASSIGNMENT FOR NEW GUINEA ADMINISTRATOR

SEVENTEEN years before the Condominium government took shape; eighteen years before a group could boast of any sort of national or international entity apart from the Joint Franco-British Naval Commission's shadowy role, the New Hebrides was the scene of the most farcical appointment in the history of the British Consular Service.

For unlike Samoa, or Tonga, or Fiji before coming a British colony, there was nobody who could be called king or reigning chieftain to whom a Consul might properly be accredited.

Yet in the year 1888, Hugh Romilly, CMG, who had been one of Sir Arthur Gordon's men in Fiji, and who was subsequently, to the naming of his health, Deputy Commissioner for the Pacific and Acting-Governor of Papua (before William MacGregor's arrival), was told he had been appointed M's Consul in the New Hebrides. Although the news staggered him, an appointment was made by the Foreign Office on the recommendation of the Colonial Office, which had been aroused by the manoeuvres of the French and the deeds of the blackbirders.

"I don't wish to go into the Consular Service, I would rather remain in New Guinea," was Romilly's reaction; but he wrote to his mother that though the Consular Service was looked on as a refuge for the destitute, he supposed he would have to put his name into his empty pocket, and accept.

Arrived at Bowen, Queensland, he was told by Sir A. Musgrave that a commission awaited him at Government House, Sydney, and there he went. But it had not arrived at Sydney, so he set out for Fiji, to report to the Governor, Sir J. B. Thurston. A vain errand, and he had to go back to Sydney to get the appointment. He was asked to pay the expenses of his Fiji trip out of his own pocket.

But before the commission was in his hands, he cabled the Secretary of State in London: "Am I appointed Consul, New Hebrides? If so, to whom am I accredited, where and how am I to live, what means have I of visiting different parts of the district, to whom do I report?" He had already visited the group, where he had found some four or five miserable houses at Havannah Bour, the calling place for ships

before Vila was developed, and a missionary or two dotted about in other parts.

"Do they expect me to camp all alone in the swamps, as they did when they sent me to New Britain?" he wondered.

These questions were pertinent, yet London had no reply to them. "To my cable," he ruefully remarked, "I received no answer; and as I have heard since, the reason was that they did not know how to answer it. . . . The only instructions I received related to fees, which fees in my then existing state I had no legal power of levying. Nor did the Inland Revenue stamps, by which alone a Consul is allowed to collect fees, reach me till December 27, 1889, on which date I also received telegraphic news of the abolition of the Consulate office. The flags, stamps and seal, which were advised on July 10, 1888, were received seventeen months after that date—on November 30, 1889." Romilly's caustic comment was:



A street in Port Vila 80 years ago.

Hugh H. Romilly has left his mark on the geography of Papua—Port Romilly in the Gulf District—but few Territorians know anything of his story. In 1884 what is now known as the Territory of Papua was declared a British Protectorate (and four years later became a British Colony). Soon after the Protectorate was declared, Sir Peter Scratchley was appointed its first Special Commissioner and on board the small steamship "Governor Blackall" with him when he first proceeded to his new charge in 1885, was H. H. Romilly as Deputy Commissioner.

Sir Peter was in Papua only a few months when he succumbed to "New Guinea fever"; Romilly took over from him, in an acting capacity, but after about a year the Honorable John Douglas arrived and carried on until the arrival of Sir William MacGregor, the first Administrator of the new Colony of British New Guinea.

Presumably Romilly remained in Papua under Douglas until the arrival of Sir William, as his subsequent history is taken up from 1888. Romilly's career makes one thing clear, however: the South West Pacific had not then divided into small water-tight compartments and men were moving around freely from Fiji to New Guinea or the New Hebrides.

"From these facts and dates it can be seen that the natural disadvantages and difficulties in the way of establishing a Consulate in this group are not greater than the artificial official impediments with which the Consul has to contend."

What was Romilly—a conscientious man with a good record of service—doing during the year and

40 days of his Consular job? As there was no house available in the New Hebrides in which he could live in accordance with the traditions of Consular life, and as he did not wish to take lodgings in, and fly the British flag over, the house of any of the traders (where it was pretty certain that illegal practices, such as the sale of arms, ammunition, and alcohol went on—practices he would be quite powerless to prevent), he decided to live in Noumea, touring the New Hebrides as occasion offered in any small inter-island steamer available.

It was an uncomfortable decision; the French, anxious to grab the group for themselves, would obviously regard him as a spy, and in actual fact the Noumea news-

papers expressed the view that he was there under suspicious circumstances and should be turned out of the country.

The French Post Office, he found, was opening and sometimes detaining his mail. There was, of course, a British Consul in Noumea accredited to the New Caledonian Government, the well-known E. L. Layard, to whom Romilly could go for advice.

The Noumea in which he arrived, Romilly speaks of as "not a bad little place, but, of course it is only a vast prison, so the society consists chiefly of naval, military, and civil officials." But soon he is saying: "I detest this place. There is not a decent Frenchman in it. They have invited me to their club, but as it seems to me only for the purpose of being studiously rude. The Governor has taken no notice of my call, and, in fact, the whole situation is unpleasant."

However, he found a sympathiser—"my great, and indeed my only friend here is Count Lakerstein, the Italian Consul. He helps me with my work, and is a mine of information on every subject. Our friendship began on common grounds. He hates every one in the town but me, and I hate every one in the town but him."

He was fortunate in finding a "nice little house" with an English landlady, but had no luck with servants, in fact one of them tried to kill the landlady, and then tried to kill himself.

Things improved for a while with the arrival of the new Governor, the rich Noel Pardon (who was to entertain Robert Louis Stevenson a few years later at Government House). At his first reception, Pardon treated the English with marked courtesy, almost ignoring the Germans and Italians, which made Romilly think, taking into account the cordial relations of the mixed Naval Commission in the Hebrides and the punitive operations they were carrying out together, that some new friendly step was contemplated for the protection of the group.

HMS "Miranda" (a patrol ship from the Sydney station) in Port Sandwich, Malekula, at the time of the Franco-British Commission.

By February, however, Pardon was complaining of the British Government having committed a breach of faith, and Romilly telegraphed Lord Salisbury.

The wildest dissipation available in Noumea at this time was listening to the convict band which played three days a week. The band was conducted by a gentleman who had been a wealthy physician in Paris, who had murdered his wife's lover and then his wife by cutting off their heads.

One of Romilly's visits to the New Hebrides coincided with Christmas: "a fearful and wonderful sight. Thank God it only comes once a year! The French and English had a pitched battle—luckily they were all too drunk to shoot straight."

Port Sandwich, on Malekula, seems to have been the site of this Christian celebration.

† Mr. C. A. Stinson succeeds Mr. W. G. Johnson as chairman of the Fiji Visitors Bureau. Mr. Johnson resigned from the Bureau at the end of last year because of pressure of other business, and because he felt it was time new "blood" was given a chance.

† Samu Bale, a young Fijian fisherman, had his right arm amputated after he was attacked by a shark. Samu was wading through the water carrying a speared fish when the shark attacked. It was the first shark attack in Suva area for more than 30 years.

SOCIALIST

How gaily do my little boys
Improve the shining hour,
With putting coffee in the tea
And strewn round the flower

How busily they spend their
To polish half a chair;
And when they've done their little

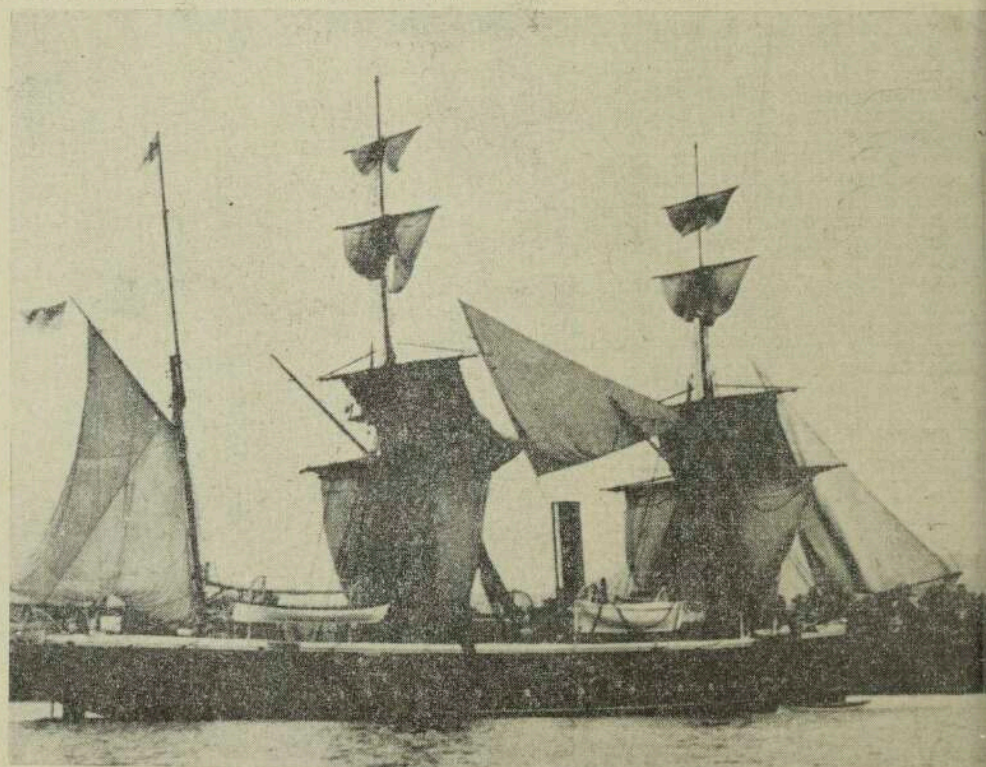
task
They leave the polish there.

How happily I follow them
And pick up this and that,
To straighten tablecloths
flowers,
Or places people sat.

I quite enjoy my little tasks,
I'm happy in my way,
It's just that I do all the work,
And THEY collect the pay!

—NOELLE MASON

† Discovery of an anchor recovered at Pitcairn by Commander Irv Johnson (of the famous American ship *Yankee*) led to a spate of letters in the correspondence columns of *Sydney Morning Herald*. It was claimed to be the anchor of the *Bounty*. But Mr. Erle Wilson of Palm Beach, Sydney, in the letter (when argument on the subject was closed) advanced theory that the anchor was from a ship which had anchored in Bounty Bay, and then had had slip cables and run for it when weather broke. Some argued the *Bounty* did not take an anchor at Pitcairn.



Single Drums

THE DAY THE GENERAL CAME

URING the New Guinea campaign in the Markham and Ramu valleys in the last war, dysentery broke out among the troops, and, to some extent, spread to the civilians. However, great care and strict supervision prevented its spread to any extent and all precautions were strictly observed. Some time when the native labour moved from Kumbarum to an area closer to the front line and the Medical Assistant had six cases of dysentery in the labour camp. To send them to the base camp meant a possible spreading of the disease as the base was clear of the time, so he decided to take them with him to the new area. Other personnel walked over

The General's jeep disappeared round the bend. The EMA waited, but the six poor patients could not. Regular visits to the drums and agonised expressions were the order of the day. At last, taking it that the lesser of the two evils of spreading the disease or getting into trouble for going on without permission, was to get into trouble anyhow, the EMA told the driver to get moving.

To say that the driver was anxious to get away was putting it mildly. He shot off rapidly, raising sufficient of a headwind to purify the air, but unfortunately the General had waited round the bend for his staff. On seeing a jeep, he went on but cast many enquiring glances back as did those who were travelling with him. Then up came the staff jeep. There was no room to pass but they ran very close to the trailer—for about two minutes—and then dropped back some distance.

Guards along the road sprang

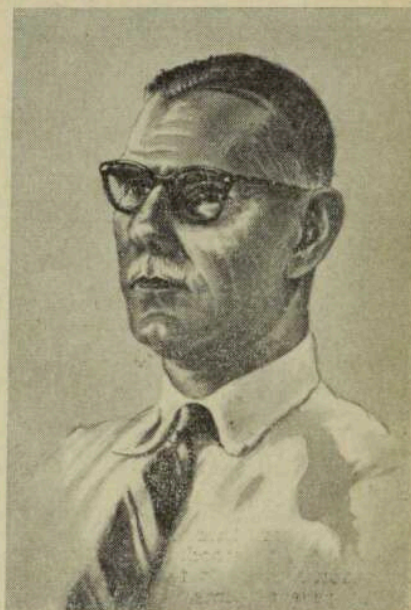


to attention and presented arms, the General saluting as he slowly moved along. The Medical jeep followed; the guards looked amazed and came to attention while the patients visited the drums very regularly. Then came the staff jeep, containing Brigadiers and Colonels, but they only got a wave or a shout of laughter. Past the camps and on to near Brigade HQ went the convoy, with the staff jeep dropping back further every moment. The turn off to the new labour camp came into view with a number of natives standing by to help with the gear. Seconds after stopping, the jeep and trailer were unloaded and shot off to become lost in the crowd at the nearby depot unseen by the staff or the General. The matter of where the jeep

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The matter of where the jeep

Amphibious Career in the Big Firm



GEORGE A. CLARKE, popular chief representative of the Burns Philp organisation in Rabaul, New Guinea, has had a long connection with Pacific islands although he is still on the right side of 50.

He was born in Manly, a Sydney seaside suburb, but as a very young child went with his parents to Mapia Island (made famous recently by the resurrected history of His Majesty O'Keefe), off the Dutch New Guinea coast, where his father was manager of a German-owned plantation.

There was no radio in those days, ships called from Sourabaya only every two months. When war broke out in 1914 the Clarkes did not know for some time and then they returned to Australia.

Young George went to school at Drummoyne and at the age of 15 began his working life in the head office of Burns Philp and Co. Ltd., at 7 Bridge Street, Sydney. Nine years later he decided to put to sea—as assistant purser in the old "Mataram", later graduating purser to serve in several BP ships including "Macdhui", "Montoro" and "Malaita".

After six years at sea he returned to dry land again—joining the Rabaul branch of Burns Philp where he remained until enlisting in the AIF in 1940.

The war over, it was back to Rabaul as shipping-manager of the new subsidiary, Burns Philp (New Guinea) Ltd. He became branch-manager at Rabaul about four years ago.

The amphibious Mr. Clarke is a keen follower of Rabaul sport—particularly football and baseball. He is one of the trustees of the New Guinea Club and of the RSSAILA.

He is married and he and the very charming Mrs. Clarke have one daughter. Miss Clarke is eight.—BRETT HILDER.

went to was carefully kept from the "Visiting Firemen" but some months later the EMA received word that he had been mentioned in despatches and he is not sure to this day whether it had anything to do with the trip to the camp above Dumpu.

—DAIKA

A THEN AND NOW STORY

For Those In Peril
On The Sea

BY AMEL

A FEW years ago, to go from Suva to Savu Savu, 120 miles away, on the island of Vanua Levu, meant a somewhat arduous sea trip of anything from 12 to 24 hours.

Fortifying oneself with all known preventatives of seasickness, one stepped jauntily aboard the puddle-jumper in Suva, and waved a fond farewell to all one's friends on the wharf. Later—much later—having miraculously escaped the perils of the deep, one crawled miserably off the ship at Savu Savu, feeling like a sick cockroach, looking like Death warmed up, and firmly convinced that the best way to return to Suva was to swim.

Or to fly.

Today, the sea journey is still available for those who love the sea in all its moods, but for those who don't there is the Fiji Airways plane several times a week.

Belonging in the latter category, we looked up flying schedules, and we booked our seats on the next plane.

On the tick of 1.30 p.m., an Airways bus took us on a bone-shaking ride to Nausori airport. Time: 30 minutes.

At the neat airport building, bright outside with tropical shrubs, and flowers, and decorated inside with enticing travel posters, maps and photographs, we had a heartening cup of tea.

Then up came the Drover aircraft, shining silver with red trimmings, red upholstery with curtains to match; Fijian fans tucked beside each seat; and "Lifebelts Under The Seats".

We boarded the plane, heavy-weights in front. I sat near the tail, with old Fred for company. It was his first flight.

The plane taxied onto the runway, and the pilot tested the engines, preparatory to takeoff... the first, the second and then the third.

Old Fred, who had taken a wee drop of something to keep out the cold, learned over and tapped me on the shoulder. "Doesn't sound as if she's goin' to start," he muttered, hoarsely.

"We'll be O.K." I reassured him. "The takeoff is so smooth, you won't realise we've left the ground."

"Realise it all right," said Fred, moodily, five minutes later, cocking a nervous eye out the window. "Ground's way down there."

The plane roared off into the cloudless blue sky, over the miles of shining sea, and the string of islands which marked the route to Savu Savu. Some of them were

very small, darkly green, incredibly beautiful, surrounded by golden sand, glowing lagoon and a lacy collar of cruel coral reefs.

Among the large islands was Ovalau, seamed and craggy, with Levuka, the old capital of Fiji, nestling toylike at the base of the mountains. Old Fred had lived in Levuka for many years.

"Look!" I said to him, pointing down, "There's Levuka."

Fred stretched his neck, gave a quick look, and shook his head.

"No," he said, decidedly, "'tisn't Levuka."

Ann, sitting in front of him, twisted round, jabbed a finger at the window, and yelled, "Hey, Fred! There's Levuka!"

Fred had a longer look, grinned at me apologetically, and said sheepishly, "So 'tis. Looks different from here."

Halfway to Savu Savu, clouds obscured the sun, and a dark bank of rain pressed down on Vanua Levu's high mountains, forming a backdrop to the magnificent panorama of Savu Savu Bay. Feasting our eyes on it, we almost missed glimpsing Nawi Island, and the scattered township of Nakama, as the plane flipped up and over the hills, and landed gently on the airstrip. Time: One hour.

"Best ride I ever had," declared

Fred, happily. "Better'n a boat time. In a boat," he mused, "just be staggering past Nasela."

"Yes," I added feelingly, "we'd be turning our faces from and drink, and the company of fellow-sufferers."



Miss V. Bradley and Mr. K. Connolly were married in Port Moresby at the Church, on January 24. (Photo: Papuan I)

PIM CROSSQUIZ NO. 84

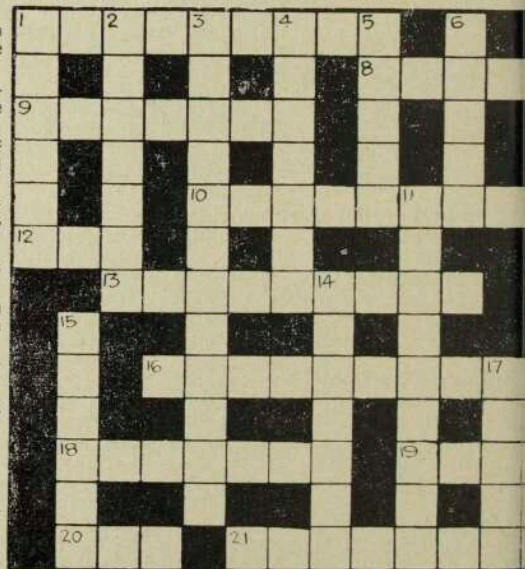
Solution
Page

ACROSS

- 1.—Who led the mutiny on the "Bounty"?
- 8.—Where was the last meeting between Churchill, Roosevelt and Stalin?
- 9.—What is the title of a Spanish royal princess?
- 10.—What important German building was burnt by the Nazis in 1933?
- 12.—Which river of Somerset and Devon flows into the English Channel?
- 13.—What is inflammation of a narrow cavity of the skull leading to the nose?
- 16.—What fairy-tale character was given literary form by Charles Perrault?
- 18.—Who invented wireless telegraphy?
- 19.—On which lake did a naval battle take place between America and England?
- 20.—What is the correct name for a badger's burrow?
- 21.—In heraldry, what means "on the left side"?

DOWN

- 1.—What is the main ingredient in chewing gum?
- 2.—Who founded the settlement of Singapore?
- 3.—Which city was once called Yerba Buena?
- 4.—What is the term for letters that slope to the right?
- 5.—What is the term for an insect adult stage but still immature?
- 6.—What is London's "Street of Ink"?
- 7.—What is the term for the southern of the continent of South America?
- 11.—What word describes invertebrates?
- 14.—On which peninsula is Spain?
- 15.—The Three Musketeers were Porthos and —?
- 17.—What is the longest river in R



High Captain Defended His
 m to Suwarrow

By J.P.S.

SMOKE-OUT ENDED THE SIEGE OF ANCHORAGE ISLET

SUWARROW atoll—a sprinkling of insignificant islets around 20 square miles of reef-studded ocean, and no indigenous population. Yet surely no comparable anywhere has had such an extraordinarily interesting history, probably no year of that history more eventful than 1876.

This is brought to mind by a just published in New Zealand. H. and A. W. Reed, a publishing firm which specialises in historical journals of New Zealand the Pacific Islands. Entitled, *Mair Family*, and written by Andersen and G. C. Petersen, touches on the Pacific wanderings of Henry Abbot Mair, one member of this interesting family, was on the scene when a part of Suwarrow's colourful history was ended in September, 1876.

In December, 1874, the Auckland of Henderson and Macfarlane a Captain H. B. Sterndale as manager in their 84-ton brigantine (Captain Bower) to look over trading possibilities in the islands. Prospects seemed good and Captain Sterndale, with his wife, a

foreman named Peter Petersen, H. A. Mair and possibly others, remained at Suwarrow to set up headquarters there on Anchorage Islet.

From a perusal of Auckland newspapers of the day it is evident that a difference of opinion quickly developed between Captain Sterndale and the firm, which looked on him merely as a manager. Captain Sterndale, as soon as he saw the possibilities, claimed that Suwarrow—which was not placed under British sovereignty until April, 1889—was his and not Henderson and Macfarlane's. The legal status of the island being what it was, the firm looked on the matter as a domestic affair and dealt with it in the manner of the day. More of that in a moment.

After landing at Suwarrow, Captain Sterndale and his party lost no time in erecting a substantial dwelling and a store. They soon had gardens and fruit trees of various kinds, also horses, sheep, goats, and pigs, established and thriving.

Late in 1875, the brand-new 36-ton Auckland schooner *Kriemhilda* was chartered by Henderson and

Macfarlane to recruit labour for Suwarrow at Manihiki, and seems to have remained in the area, based on Suwarrow, to at least September, 1876.

First excitement came on June 21 that year when the 223-ton American barque *Onward*, Captain J. S. Black, with nine crew and a cargo of 257,000 ft of lumber, struck the reef—about 8.30 p.m. The vessel had been bound from Puget Sound to Noumea, the cargo being consigned to Higginson, Morgan and Co. there. The vessel, which was owned by Renton Holmes and Co., of San Francisco, soon began to break up. Fortunately, the crew were able to remain with the ship until daylight, when they made a perilous landing on the reef in heavy surf with floating baulks of timber everywhere. They were greatly surprised to see a boat coming across from Anchorage Islet to pick them up, for they imagined that Suwarrow was uninhabited. The *Ryno* arrived the following day from Rakahanga, bound Auckland, and took the castaways off the scene. But the wreck gave Sterndale much valuable timber.

Two months later, on August 2, the Auckland schooner *Peerless*, recently purchased by Henderson and Macfarlane, also went on the atoll and became a total loss. This vessel had an interesting earlier history, having been seized from Colonel Steinberger, of Samoa, virtual ruler there for a while, by

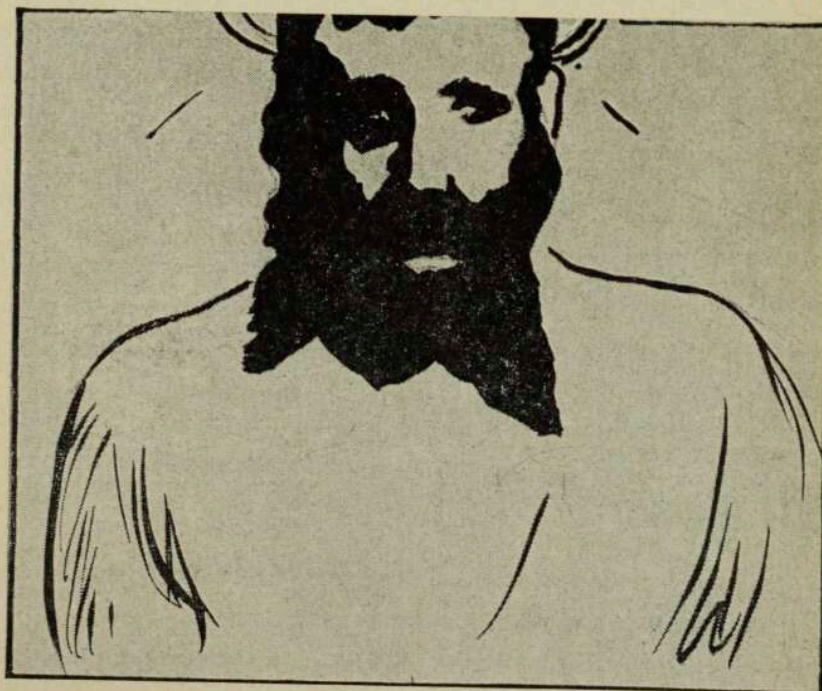
(Continued on Page 90)

For Those of Little Faith...

The accompanying drawing, if over the Christmas card published on page 77, January PIM, show you what is claimed to be the face of Christ—even if you not been able to see it your-

The "rough" for the sketch was sent by Mr. A. G. Shearer, PO 55, Suva, Fiji, who receives a fee for it. Mr. C. Pocock, of Sydney, who was the first to send the correct solution, has his PIM subscription extended by six months.

Several other readers have sent solutions—but, alas, too late. The Christmas card was sent to us by Mrs. Ruth Kempthorne, wife of Bishop in Polynesia, and the effect that a Chinese photographer had taken a photograph of a snow with black patches of earth showing through. When developed the photograph he surprised to see in it the face of Christ. The problem was: Could he see the Face?)



This Month's New Reading

The Benevolent Occupants

AFTER August 29, 1940, things were never quite the same again on Baressa. Even greater changes came at a still later date—but that is to anticipate the climax of *The Occupying Power* (by Gwyn Griffin).

Baressa was a blown-away, Italian island colony, 600 miles out in the Arabian Sea from Italian Somaliland but existing on no map except that of the extraordinary Mr. Griffin's considerable imagination. It is possible, however, that the story which he tells could have been founded on numerous benevolent victor-ships of World War II.

In August, 1940, the British came to occupy Baressa and the bizarre and entertaining events of the next five years are woven into a story that grows upon the reader as it moves skilfully to its surprising ending.

The trouble with this small *Occupying Power* was that it had stayed too long on the island; it was, collectively, in the language of the AIF, troppo.

There was the British military governor, Euan Lemonfield, a barrister in private life, who began his reign as a plain Major and ended his career as "Your Excellency," surrounded by native troops in white and gold uniforms; young Captain Kellermann, who in France had been given the Military Cross and the Croix de Guerre for something he did not do, and who wished for nothing more than to find sanctuary on the island; Sergeant Brinsmead, the Governor's right hand man who kept pet shops in London (although he did not like pets); the young signalman who fell in love with Silvana; and the young engineer officer Paige (who was a Lord) who so closely identified himself with his duties as Police Chief that he contemplated changing his nationality—after the war.

But if the Occupying Force liked Baressa, Baressa liked the Force. The island had never been so prosperous and both parties would have been more than content if the Occupation had gone on for ever.

But the years were not entirely without shocks. The first was when the General arrived about the end of the second year and for a week disrupted the normal serenity of the island by planning fortifications and playing soldiers. The second was the discovery of a German spy. And the last was the arrival of a cruiser escorting troop ships which had been damaged in a freak storm.

The coming of the troop ships was the end of the idyll—but by then it was too late for those who had dwelt so long in the mirage-world of Occupied Baressa—and their reaction produces an extraordinary conclusion to the story.

This entertaining book would make an excellent movie. As well as an ingenious plot, its characters are just sufficiently larger-than-life to suit the motion-picture medium.

(Published by Angus and Robertson, Ltd. Australian price, 18/9.)

You Probably Need a Dictionary

HAVE you ever read a dictionary? It can be done for diversion, as well as for occasional instruction.

Once, long years ago, this reviewer, marooned in the wilds of New Guinea, solitary and temporarily without current reading matter other than one pocket-edition dictionary, learnt that the can make much better entertainment than reading the jam-tin labels (another traditional literary pastime under such circumstances).

Since that time she has been self-elected president of the Society of Dippers into Dictionaries.

Recently, among our books for review, there has come to us a *New English Dictionary*, published by Collins—the large, great-great-grandson of that small New Guinea pocket version.

How does one review a dictionary? By employing the technique of the Dippers' Society: We let the book fall open at will, and get page 786 amongst the "P's." Here we go: pterygoid, pterylosis, ptochocracy, Ptolemy, ptomaine, ptosis, ptyalin, pub. . . .

We imagine that few of our readers do not know the meaning of "pub." But did they know that "pterygoid" means resembling a bird's wing; or that "pterylosis" is the arrangement of a bird's feathers; or that "ptochocracy" is a government of beggars?

Everyone needs a dictionary and everyone needs a new dictionary about every decade to take care of the new words, technical and otherwise, that are continually being added to the English language.

Collins' *New English* has 1,200 pages of dictionary, a section devoted to common foreign words and phrases, a section of information about Australia and New Zealand (including a dictionary of colloquial terms), a coloured World Atlas,

customary abbreviations, ceremonial forms of address, weights measures and a great deal of other general information in six large volume about the size of a large novel.

(Published in Great Britain by Collins Australian price, 31/-.)

Preparatory Class

AN episode in premature adulthood is the theme of a novel by a young man called Douglas Fairbairn. *A Man's World* is the teenage love story of George Fox, a cabin-boy on an American millionaire's yacht, and Chris who is forced to be a hostess in the bar of her wicked aunt.

George finally goes back to America and is sent to school by his millionaire, but that takes up 1½ pages in the last chapter.

The rest of the story takes place in the French Riviera in an atmosphere where sin, sophistication, unpredictable millionaires abound.

An entertaining enough piece of nonsense which leaves us wondering whether the author intended for nothing more than a life hors d'oeuvre, or whether he actually meant it as a piece of serious writing.

(Published by Wm. Heinemann, Ltd. Australian price, 13/3.)

Picture Book of Scotland

ABOUT 40 full-page colour photographs of Scotland's scenery and beauty spots is the basis of *Heritage of Scotland In Colour*.

There is an introductory section and notes on the illustrations by John Kerr, and the picture book is printed in the Netherlands. Angus and Robertson Ltd., Sydney.

It would make a suitable gift for a Scots friend, or would be of interest to anyone who had visited Scotland, or hoped to do so. (Australian price, 24/-.)

Mr. Clune Goes Wandering

AUSTRALIAN author Frank Clune has temporarily deserted his bushrangers and gone *Roaming Round New Zealand*.

This is Clune at his most ebullient. Apparently having digested a piece of tourist literature ever so often about New Zealand, he filled it up with three months of travel and study and then spilled it out in 320 pages, plus photographs.

As complete a guide for tourists in New Zealand as we have :

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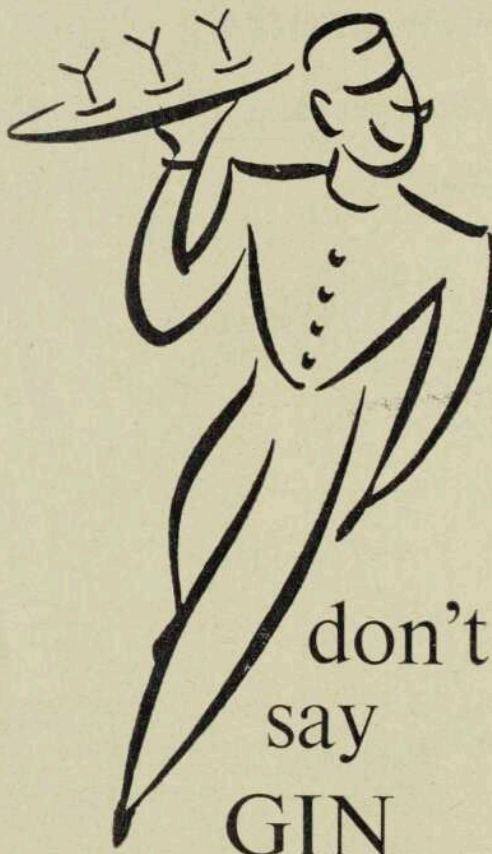
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PACIFIC ISLANDS MONTHLY—MARCH, 1957

85

**A
COMPLETE
BAR**
- in every bottle!



don't
say
GIN
say -
Gilbey's

3642

written specially for Australians, Australian, by an Australian (who knows everyone by their first names).

You will also get complete statistics of everything Mr. Clune sees, hears or smells, plus a plug for Holden cars and Ampol petroleum.

There appears to be no way to prevent Frank Clune from writing books of instructions for his fellow Australians (or, as he would put it, people from "the land of No Kelly").

Thousands of them like it, of course.

(Published by Angus and Robertson, 1 Australian price, 25/-.)

A Little Business of Their Own

ALL businesses seem good from the outside looking in. But a small country newspaper, viewed from the same position looks bad of all. This is a pipe-dream indulged in by crack newspapermen (and women) the world over—although by others not so crack; just crack.

Minding Our Own Business. Charlotte Paul, will probably appeal to those who are fatally attracted by ink and newsprint, more than to those whose chosen *metier* is selling groceries (for instance). However, there are sufficient in the former category to provide more than an adequate number of readers for this book.

When Charlotte Paul married Groshell during the war she was assistant foreign news editor of Chicago newspaper and Ed was news editor for the same newspaper. Five years later she had become a successful freelance writer of short stories and novels, he had gone into public relations. They had, between them, a good income, no debts, two small children and a farm. They also had a hankering to buy their own business and "their own boss." ("Work when you want, go fishing whenever you like. . .")

The business, of course, could be of only one kind—a small, weekly country newspaper.

They finally found what they could get for the money they could raise—if it was not exactly what they wanted—in Snoqualmie, Washington State. The climate was very wet and the ramshackle old building that housed the ancient machinery that produced the *Snoqualmie Valley Record* (circulation 1,800) leaked like a sieve.

Cost of the business was \$30,000 on which they made a down-payment of \$8,700. Five years later they were still in business, although they had not paid off their debt. They had a new building and some new plant but they didn't want

when they wanted; nor go fishing when they liked. They were still working about 18 hours a day, seven days per week, and they still had not been able to put themselves on their own payroll.

Ed had learned to operate a typewriter—to fill in when they were temporarily minus a regular typewriter; and also to work the printing press, to backstop for a machinist whom they were likewise as frequently minus.

Charlotte doubled as office girl, porter, subscription clerk and feature writer, and occasionally bought off a welcome if erratic literary coup in the outside world, the proceeds of which helped pay the newsprint or the salaries of the staff. Even the two youngsters, now 10 and nine respectively, became part of the outfit.

They were wiser, poorer but happier. As their friends were fond of pointing out: At least they were their own bosses.

At times Charlotte's account of their early years of minding their own business runs close to domestic bathos; sometimes it is serious but overall it is an extremely entertaining story of the peculiar madness that afflicts most newspapermen: the madness of attempting to own your own little entry weekly.

Published by William Heinemann, Ltd. (Australian price, 22/6.)

Old Friends in New Wardrobes

THE small paper-backed reprint book is one of the modern literary inventions that has been a great boon to the reading public—particularly to the reading public of the Islands where expensive cloth-bound books need special care if they are not to deteriorate.

The best of the world's books now appear in these cheap editions. Passed on from hand to hand, each

book has many readers. As the companions of long journeys, they can be left behind for the next wayfarer in plane, ship or hotel.

We have received from Collins this month, four new titles recently added to their Fontana Books:

REACH FOR THE SKY: Paul Brickhill's best seller about the legless Battle of Britain pilot, Wing Commander Douglas Bader. This remarkable story about a remarkable man has been made into a motion picture as was Brickhill's earlier *Dam Busters* (which sold in

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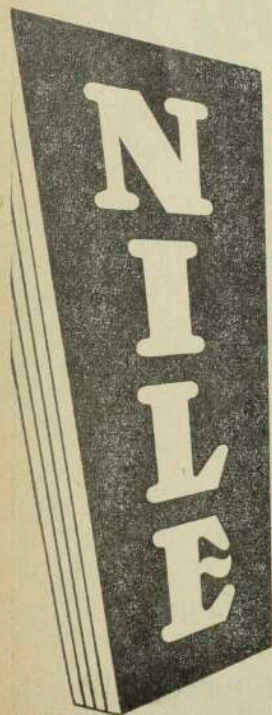
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Aero Briefs

Nile Distributors Pty. Ltd., 125 York Street, SYDNEY.

millions when reprinted in the present edition). Brickhill, an Australian, is regarded as the most successful non-fiction writer of the present day.

THE CROCODILE HUNT: First published in 1954 under the title, *Crocodile Fever*, it is another non-fiction story of adventure. Written by a Canadian ex-newspaperman turned book writer, Lawrence Earl, but a young South African, Bryan Dempster, who after serving in the Middle East and the Mediterranean during World War II, set himself in business as a professional crocodile hunter on the Zambesi below and above Victoria Falls. Dempster told his story to Earl in his latter's flat in London, and Earl has probably been no closer to Africa than that, but he has followed Dempster's story faithfully and has presented this part of Africa authentically enough. However, we very much doubt whether Dempster was, as is claimed, the best professional crocodile hunter in the world. The history of the area around Papua and New Guinea and the Northern Territory would produce the raw material for the very handbag trade seems to go back further than 1948.

THE MURDER OF ROGER ACKROYD. One of Agatha Christie's first Poirot mystery stories and still probably one of the best. First published in 1926, when the

eccentric Belgian detective had just retired to England (it has never been explained why), he seems not to have been much younger than the Poirot we are meeting to-day, 30 years later. *The Murder of Roger Ackroyd* was the first of Miss Christie's plays to be dramatised and to have a successful West End run. This play incidentally gave Charles Laughton one of his first leading parts in the London theatre.

THE CLIMATE OF COURAGE: Australian author Jon Cleary's well-known novel of the Pacific war, in which he tells the story of a group of men of the 7th Division AIF, fresh back from the Syrian campaign, their brief stay in Sydney (which had already been taken over by the Americans), and the campaign in New Guinea. War and sex, with an Australian accent.

(The price of the Fontana books is 3/- retail, with the exception "Reach for the Sky", which is 5/-.)

† Passengers travelling from Auckland to Apia aboard *Tojua* at the end of February included Mr. G. R. Powles, High Commissioner for Western Samoa, returning after consultations with the New Zealand Government in Wellington; Mr. C. A. Brew, Public Service Commissioner in Western Samoa; and Mr. W. H. Kelly, General Manager of NZ Reparation Estates.

MORMON CHURCH IN SAMOA

PRESIDENT Charles I. Sampson, with his wife and four children, has arrived at Pago Pago to assume the leadership of the Samoan Mission for the Church of Jesus Christ of Latter-Day Saints. He is relieving President Howard B. Stone, who served in a similar capacity for more than four years. In the last four years the Mormon Church has erected 17 chapels, four recreation halls, three school houses and other residential buildings in Eastern Samoa. It is planned to build a new college in American Samoa at a cost of 500,000 dollars. Four other chapels and six additional smaller meeting houses have been approved by the First Presidency, and money appropriated for their erection.

PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea, Suva, Lautoka, Nukualofa, Apia, Aitutaki, Rarotonga, Papeete, Moorea, Kermadecs. Also Rabaul, Port Moresby, Lae.

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SMOKE-OUT ENDED THE SIEGE

(Continued from Page 83)

HMS *Barracouta*—but that is another story. The wreck, which contained little cargo, was sold on the reef to foreman Peter Petersen for £20. She had been despatched from Auckland via Palmerston and Tongatabu and was on her maiden voyage for her new owners, under command of a Captain Metcalfe.

Reports in the Auckland papers suggested that these and possibly other wrecks were due in part to the atoll being wrongly charted.

Returning to the disputed ownership of Suvarrow. We find from the Auckland papers that Mr. H. W. Henderson left Auckland in the *Ryno* on October 10, 1875, but it is not clear just when he arrived at Suvarrow—he may have transferred to the *Kriemhilda* in the Cook Islands, or he may have spent some time at another of the islands visited by the *Ryno*. But he was evidently there in September, 1876, with the object of ejecting Captain Sterndale and replacing him by a Captain Fernandez. This incident is related in the book, *The Mair Family*.

Henry Abbot Mair, a close friend of Sterndale, and by now super-cargo in *Ryno*, arrived back at the island to find Sterndale and his wife under siege in the house. They had retired there armed with a

rifle and were holding off Mr. Henderson, Captain Fernandez and others who, having no access to the house, were based aboard *Kriemhilda* anchored in the lagoon. The siege continued into October and Mair, known to be sympathetic towards Sterndale, was forbidden to

land from the *Ryno*. But he swam ashore one night with the idea of reinforcing Sterndale.

While crawling up the beach in the dark he heard a clinking sound investigated and found a tunnel scooping a hole in which to lay eggs. In the hole were some Spanish co-

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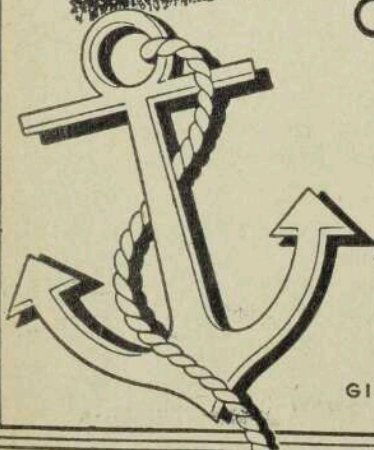
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now to be seen in the Auckland War Memorial Museum). Further investigation revealed a rusted metal chest. This incident has been previously told in *Annals of a New Zealand Family*, by Mrs. Howard Jackson, a relative of Mair.

The chest evidently contained coins and jewellery, but this was an opportune time to take possession and Mr. Mair reburied it nearby. He intended to return at a later date but never managed to do so. Mair does not seem to have given the Sterndales any useful aid, mainly because the only sources of drinking water were picketed by the Henderson team.

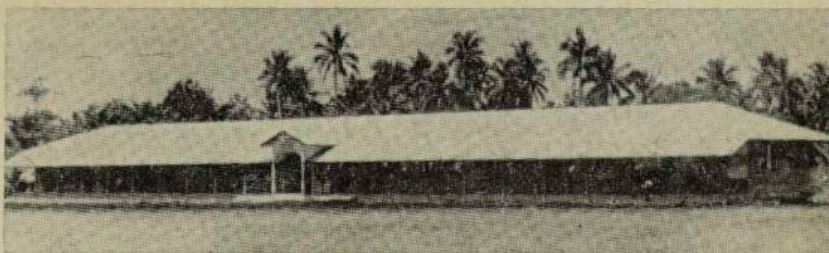
After 16 days of siege, Captain Sterndale was forced to make a bid for water. He promptly bumped into Fernandez and two other men. Fernandez, who was wearing only pareu, reached into its folds as though to draw a pistol. Sterndale fell into the ground close to him and, according to Sterndale's account, Fernandez dropped as though hit but made off at high speed in a series of crouching, frog-like leaps. Sterndale retired again to the house, minus water.

Next came an ultimatum from Fernandez that the house would be on fire and that Sterndale was to come out minus his rifle—otherwise the besiegers would open fire on him. The Sterndales held on for a while longer but eventually were forced out by dense clouds of choking smoke from a fire built to ward off the house. The game was up.

The *New Zealand Herald*, of October 30, 1876, reports the arrival of the *Ryno* from Suvarrow with the Sterndales, Mair, Fernandez, and castaway crew of the *Peerless*, and others of the Henderson and Farlane team aboard. It said Captain Fernandez intended to bring action against Captain Sterndale intent to kill. A couple of days later the *Herald* reported the court found that, because of the loss of Suvarrow, it had no jurisdiction in the case, which presumably was dropped. Mr. Henderson was left in possession of the island which, however, was abandoned.

Although the Henderson and Farlane firm still thrives to-day (its Auckland agent for Matson and other shipping lines), the flag of the once well-known Circular Line has long since disappeared from the seas. A full history of this company's shipping associations in the Pacific Islands will probably never be written, for nothing appears to be known to-day of the fate of its old records covering an interesting period and only fragments can be gleaned from the passing columns of the early Auckland newspapers. So the appearance of this recent book will be welcomed by all interested in Pacific, and especially Cook Islands history.

School Named for Former US High Commissioner



The Frank E. Midkiff school which was built with funds provided by the people of Leone Village, American Samoa, and opened there early January in the presence of Mr. Midkiff. Mr. Midkiff was at one time High Commissioner for the US Trust Territory in the Pacific. He at present lives in Honolulu and arrived in American Samoa by special Coastguard plane for the school dedication ceremony.

Photo: Pan American Prints.

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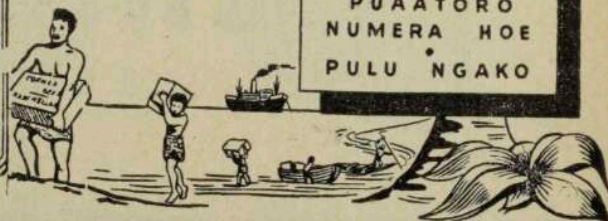
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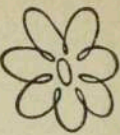
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LETTER TO THE EDITOR

Shower of Rain at Kowloon: Late Back to Work

WHILE sitting on the sea wall facing the Dewey Boulevard, in Manila, with my back to the setting sun, I felt that I could do nothing more useful than sitting and waiting for the next KLM plane which would not be fully booked or that would have a Bangkok-Manila connection, which would leave a seat for me from Manila to Biak.

And then it occurred to me that for Papua-New Guinea residents, the advantage of the cheapest route to and from Europe (via New Guinea) might be foregone if I pointed out a couple of days in this otherwise very dull and interesting flight.

The trip as I made it was Madang, Biak, Hollandia (by Qantas); Biak, Bangkok, Rangoon, Khartoum, to Rome, Amsterdam by KLM. Rangoon is not included in this flight but in case it was, and as my passport was not endorsed for Rangoon, it would have meant a fine of guilders had I landed there without the necessary visa. I was not told about this until I

had reached Biak, and so had to spend the morning we were at Bangkok in a nightmare drive to the British Embassy where it was duly endorsed "Near East and Far East" by the Vice-Consul—which probably saved me another headache later on.

So, before you start, get your passport visa-ed for Rangoon, just in case you do go there.

Bangkok is a pretty place and the KLM hotel where you stay overnight is very pleasant with a very romantic pavilion with a central pond and mountain and murals of Siamese mythology overhead.

Nila work or Siamese silverware is very lovely and can be purchased at the hotel or the airport at prices comparable with those in the town. The best place for Nila work and crocodile and snake-skin bags (which are much cheaper than similar articles in Australia and Europe) is not in the centre of the city but a couple of miles away from the city centre—in an area near the Post Office.

ON the return journey from Europe back to New Guinea, don't, if you are working to timetable and value your sanity, do as I did and indulge in any side trips—getting off at Bangkok and going to Hong Kong, for example,

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particularly during the months of January and February.

If you do, you may find yourself as I find myself at present—in Manila parked in the palatial Hotel Filipinas (Pearl of Orient Hotels) with its air conditioning, shaded cocktail bar, swimming pool, etc., just sitting and wondering what curses are being rained on your head by the officer you hoped to relieve in time, as per your original itinerary.

Just stick to the old direct route right back to New Guinea because the weather controls your flight in, and therefore out, of Hong Kong—and if your plane does not get out in time and you miss your connection at Manila you may have to wait some time as most of the flights are booked right through from Amsterdam.

To get into the Kai Tek airport at Kowloon (Hong Kong) you have to fly between two hills and drop right onto the run-way. This is difficult enough in fine weather but impossible in bad weather. Once in, it is possible to get out by taking-off over the sea—but if it is raining your plane could not have got in in the first place, so went back to Manila.

So you miss your trip out, as well as your connection in Manila, and if you miss that it is anyone's guess when you are going to get to Biak, and in any event you have missed the fortnightly Qantas flight from

Hollandia to the Australian New Guinea Territory.

The thoughtfulness of the Vice-Consul in Bangkok probably saved me another headache because having missed my Manila connection I could no longer be called a transit passenger, but the Philippines accepted the "Near

East and Far East" endorsement had got in Bangkok.

As I sit writing to you—with shoes off because they are after walking Dewey Boulevard, my feet freezing because of the conditioning, I consider the of visiting Hong Kong: Loss salary through not arriving



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AE15/2048



time; loss of sleep worrying at the accommodation on the plane coming through; loss of air, because I worry too much, now. And all because of a "downer of rain" at Kowloon! Part from this, I agree that through Dutch New Guinea is an ideal way for Territorians to get to Europe; but it must be there and direct back—with sightseeing to Hong Kong; not a time does not matter to you. your sightseeing to your night stop at Bangkok.

I am, etc.
(CAPT.) J. H. EVANS.
la, Philippines.
10, 1956. (But normally of
Madang, P-NG)

RED-TAPE CZARS ANNOY OUR TRAVELLERS

ST of the leading residents of the South Pacific Territories travel a good deal. Most of travellers are heartily sick of red-tape form-filling demanded by the multifarious Administrations.

One of the lot is the Papua-Guinea Administration, which is on knowing the traveller's maiden name and other specific details before it reluctantly issues a Permit to land in Port Moresby.

The nuisance was roundly condemned by the Pacific Area Travel Association when it met in Canberra early in February. The Executive Director (Mr. Mercer) said that this tendency for increased filling was the one downward trend in Pacific travel.

Twenty-one countries in Europe do not travel with only a landing card and a passport; but, in most of these countries, travellers need: passport, visas, extra photos, exit control form, currency declaration, baggage declaration, tax clearance, police clearance, disembarkation card, and proof of onward

Answer to Crossquiz on p. 82

R	I	S	T	I	A	N	F	P
A	A	T	Y	A	L	T	A	
F	A	N	T	A	M	E	T	
F	F	L	P	E	A			
L	R	E	I	C	H	S	T	A
E	A	C	P	O				
S	I	N	S	I	T	I	S	N
C	B	N	I					
C	I	N	D	E	R	E	L	L
S	R	L	O					
A	R	C	O	N	I	E	R	I
O	A	S	R					
E	T	S	I	N	I	S	T	E

Visitors to Sydney

Recent visitors to the Polynesian Association in Sydney were (left to right): David Tatana from New Zealand, who plays the Spanish guitar and often entertains at Association functions. Capt. Carl Jolinson, of Nukualofa, Tonga. And Mr. Keith Strachan, who is also at sea — on the Australian coastal trade.

Photos: Bayside Studios.



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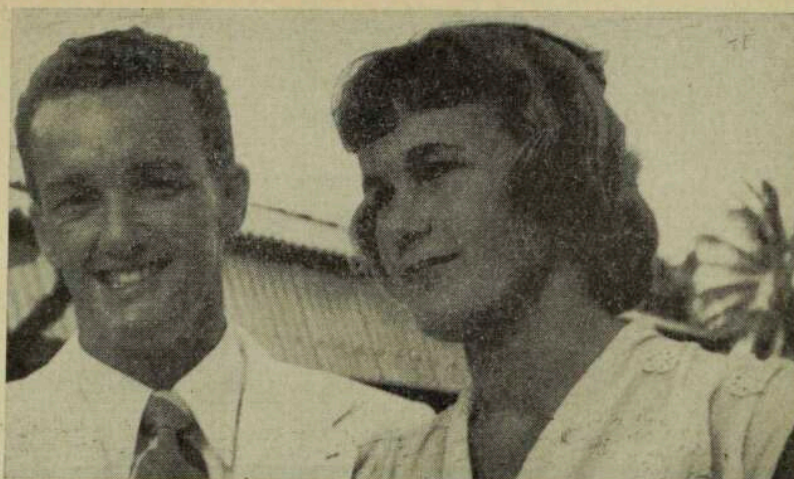
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Fanning Island's Second Wedding

two European weddings ever have place on Fanning Island, in the Central Pacific. The second of them was celebrated on January 16, when Miss Beverley Anne McDonald, daughter of Mr. and Mrs. G. E. McDonald, was married to Mr. Allan J. Watkinson, a member of the Cable and Wireless, Ltd., at Fanning Island, Sydney, at the home of the District Officer, Mr. P. Roberts. Mr. Watkinson performed the ceremony. There was a reception, later, at the home of the bride's father, Mr. McDonald is a member of the Cable and Wireless, Ltd., at Fanning



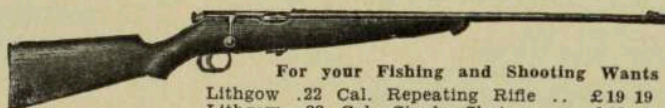
NEW GUINEA WOMEN'S CLUB IN SYDNEY

MEMBERS of the New Guinea Women's Club, Sydney, placed a remembrance wreath on the steps of the Club in Sydney on January 16, to commemorate the fall of 1942.

The children's Christmas party and the cocktail party were successful. At the cocktail party, Mrs. B. Ferriman, a foundation member, cut the Christmas Cake to celebrate the club's 15th Christmas. N. H. Foxcroft, president, presented a presentation to the Treasurer, Mrs. H. Carr, as a token of appreciation for her 10 years of work as secretary and (later) treasurer.

Members planned to have a card party. The last such function was held in September, 1956.

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Position Of Fijian Rice

CAN GROWERS PLOT AGAINST CONSUMERS?

FOR a country well suited to rice growing, Fiji last year was a comparatively heavy importer of rice—2,990 tons of rice were imported, costing £221,065.

This was largely due to heavy rains and floods just before the harvest. But the importations also were encouraged by Government in order to break down the high prices being charged by growers, who took advantage of the shortage to make big profits.

The suggestion that much of the land in the Rewa Valley, now growing sugar-cane, could be used for rice when the Nausori Mill closes down has not been accepted with any enthusiasm by Indian cultivators. They complain that more rice production would cheapen the price.

COULD EXPORT RICE

People who handle rice in the large stores claim that it could be sold at 9d a pound instead of 1/- and 1/1 per pound as at present. At 9d, more rice (which is used by all sections of the community) would be consumed.

It might also be possible to export any surplus to other Islands Territories. There appears to be no

necessity for importing rice each year into a rice-growing country.

Any idea that the cultivators will keep prices up by reduced production and a shortage may not work out this year, as it is reported that orders for rice have already been forwarded to Australia and elsewhere.

Last year, 660 tons, worth £1,000 were imported from Australia; 1,000 tons (£86,503) from India; and 1,000 tons (£77,782) from Siam.

† Laumeesi Malolo, of Tonga, graduated as an Assistant Medical Practitioner at the Central Medical School, Suva.

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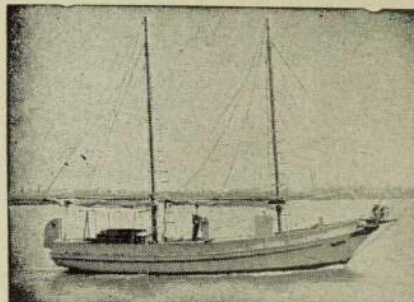
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Speed 8½
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MILLIONS: TO SPEND

NOT TO SPEND?

's Lively Argument Over Wharves

va's battle of the wharves
ques to rage unabated. The
ng factions come from different
ns of the business community,
the Government, which is
to do the job anyway, sits on
ide-lines and watches.

subject has been a source of
rgument in the Chamber of
ommer meetings since it was
mooted. From time to time,
tmental spokesmen added their

ntually the Government made
n decision that Suva would
new wharves, and has not
receptive to suggestions that
ans be modified. It appears
the Government considers it
eached the point of no return,
is proceeding with its plans
the verbal war continues.

Suva Chamber of Commerce,
e odd vote in 25, at its last
ng, recommended to the Gov-
ent that the Suva plan be
rarily shelved.

ding the attack was Mr. H. E.
managing director of Morris
rom, Ltd., and he was sup-
by Mr. P. Costello.

recommendation also con-
a suggestion that the Lautoka
work be started first, and
the Government investigate
er Suva wharf could be main-
in adequate condition for a
of years.

SNELL contended that by
uilding the wharf at Lautoka
he tonnage handled by Suva
be reduced. He also argued
the financial position of the
was such that it could not
the expenditure of £4,750,000
ld the two wharves at the
t time.

said that the building of the
y, and facilities for discharg-
ilk oil from an anchorage in
rbour, could be started in the
uture.

Costello said that the Colony's
s in the last three years ex-
ports by about £10,000,000.
new plans were proceeded
they would cost an additional
a week in interest. The
could not stand it.

W. G. Johnson, managing
r of W. R. Carpenter and
Fiji) Ltd., tried to bring a
of reality to the discussion
he said that members had
our years to discuss the
; yet to-day they were still
g about it.

said he was confident that

the wharf would be built, and added
that money had to be borrowed for
development.

Mr. D. A. Butler, manager of the
Union Steam Ship Co., said British
shipping lines had increased their
services to Suva, and American and
Italian lines were also sending their
ships to Suva. He said he disagreed
with comment that tonnage was de-
creasing.

THE Chamber's conflicting views
apparently have had one effect
in the city. Other businessmen
seem to be unanimous in opposition
to expenditure on new wharves.

One waterfront man said that if
tankers could be catered for, away
from the main wharf, the extra

space which could become available
would more than cater for berthing
requirements for some years to
come.

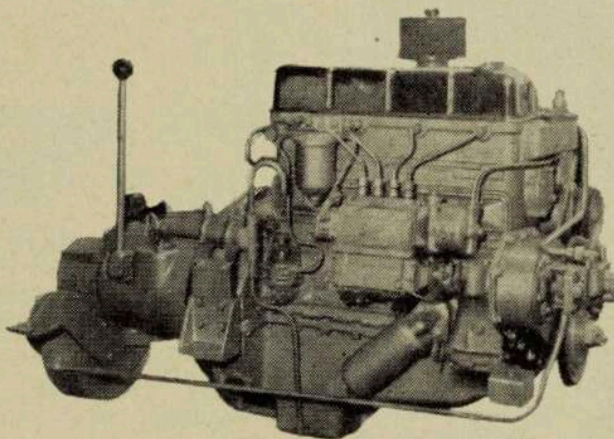
Mr. Costello stated in the debate
by the Chamber of Commerce that
the peak of imports had passed. He
received a lot of support outside
from people who claimed that the
credit squeeze had stopped the com-
pletion of many buildings, with a
resultant reduction in the importa-
tion of building requirements.

The "antis" say that when con-
struction of the new wharf at
Lautoka is completed much of
Northern District's cargo will go
through that port, and this will lead
to less congestion in Suva.

Mr. A. A. Ragg (a former Deputy

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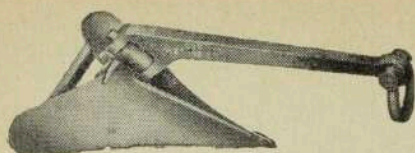
Fiji Distributors:

*Burns Philp South Sea Co. Ltd.,
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Islands.*

New Caledonian Distributors:

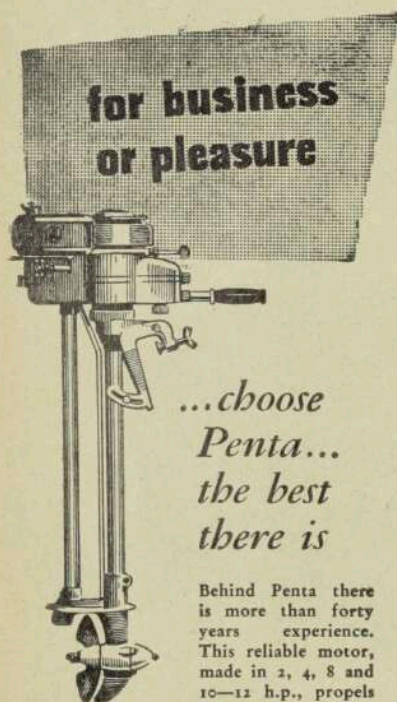
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P.I.M.3/57



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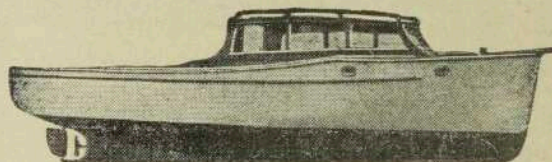
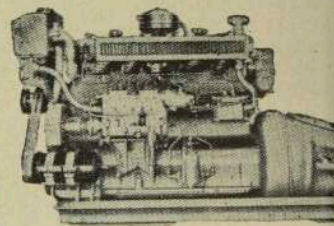
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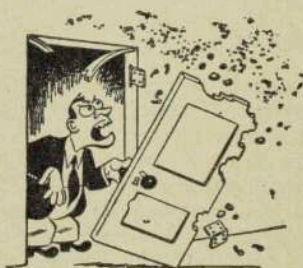
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Mr. and Mrs. Garret Valentine, with their attendants, after their wedding at the Sacred Heart Cathedral, Suva, on February 9. The groom is the eldest son of Mr. and Mrs. W. Valentine, of Browne Street, Suva, and the bride is the second daughter of Mr. and Mrs. W. Croker, of Juju, Rotuma. The bridesmaid was Miss Nina Sorby, and the best man, Mr. Alan Roxborough, of Vatu-koula. The couple will settle at Vatu-koula, where Mr. Valentine is assistant-paymaster at Emperor Gold Mines. The groom comes from a family well known in boxing circles in Fiji. His father was formerly lightweight champion of Fiji, and his uncle, Ben, who now lives in England, was middle and heavy-weight champion of the Colony.

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North Sydney, N.S.W.

ector of Public Works) thinks if £500,000 were spent on the ent wharf it would serve Suva many years.

ere are times when there is e congestion of shipping at a wharf, and the "antis" claim this could be avoided if there a separate berth for oil ships for vessels refuelling.

Whatever congestion there is, it is not to be compared with that of large overseas harbours. y days pass in Suva when there t even a dinghy tied up. mber of Commerce members atly inspected the plan of the wharves, and a shipping man ed that there was no more ing space provided there than e is now.

is brought from the secretary D. Aidney) the retort that e would be more efficient ves.

at is about where the matter is at present.

MAY NOW GET A NEW PORT AUTHORITY

seems probable that, as a result of a visit to Fiji, late in February, by A. C. Clarke, general ager of the Auckland Harbour d, a new Port Authority organ- on will be established in Fiji. Clarke, who had a great deal xperience in the control of ean ports before going to land in 1952, inspected port ties in Suva and Lautoka, and a good deal of time with Fiji owners and merchants.

i trade has been growing ily since World War II and, in respects, heroic measures of m now are called for.

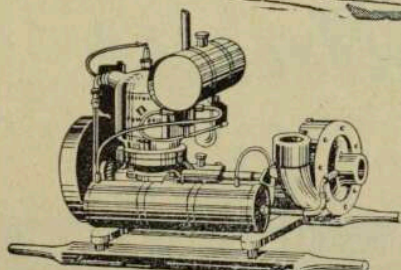
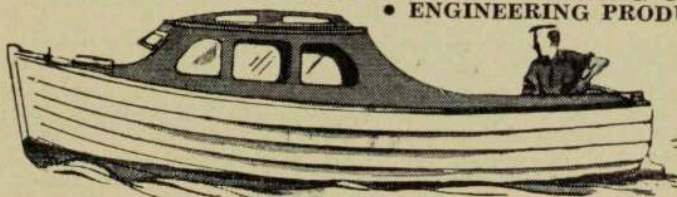
Copra Stabilisation For N. Caledonia

ACCORDING to an announce- ment in the *Public Ledger* a copra stabilisation scheme for New Caledonia, "on the lines of the New Hebrides and Tahiti schemes", is to be established to guarantee a fixed purchase price to producers.

When the world price exceeds the local price, producers will receive the difference from the fund; but when world prices fall below the local price, producers will pay the difference into the fund.

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BAKING POWDER

ALWAYS ASK FOR AUNT MARY'S

Survey Of 1957 Whaling

TALLY OF OIL FROM SOUTHERN SH

REPORTS from the 1957 whaling fleets indicate a considerable decline in sperm oil this season. A large percentage of the sperm whales—which provide a non-essential industrial oil from the head—are taken before the opening of the "baleen" blubber-whale season while the whaling fleets are en route to the Antarctic. However, some vessels, notably Japanese, continue to hunt sperm whales throughout the season.

The season this year opened on January 7, and will close with reports from the international observers aboard each vessel. The fleets engaged show a total tally of 1,990 "blue whale units" by all nations engaged in the baleen whaling.

There are already indications that the oil yield will be down this year. Present estimates indicate a total catch of 220,000 tons for the 1957 season as compared with 250,000 tons last year. Though the same number of whales may be taken, the whales are smaller and thinner.

Unilever is reported to be negotiating the purchase of the entire 1957 catch, less the amount actually required by the countries owning the various whaling fleets.

AUST. AND NORFOLK CATCH

AUSTRALIAN (mainland and Norfolk Island) whaling last year was worth an estimated £A2,232,620. All stations caught their quotas of whales.

The four stations on the Australian mainland and the one on Norfolk Island took 1,989 humpback whales and one fin whale, according to the *Fisheries Newsletter*. The estimated gross value of production from 1,990 whales killed comprised 1,990 tons of oil (valued at approximately £A1,835,000) and 8,289 tons of whale meal, solubles and meat (as food), valued at about £A397,620.

The total value of production gives each whale an estimated value of £1,120, compared with £1,060 in 1955. The increase is due to higher oil prices and a greater average yield per whale for oil and solubles, due to improved equipment, compared with 1955.

In 1956 the new station commenced operations on Norfolk Island; and in Western Australia the Nor-west Whaling Company, having purchased the Australian Whaling Commission's station at Carnarvon, operated only from this station, having closed down the Point Cliffton factory.

The five stations are located

eton Island, Queensland; Byron NSW; Albany and Carnarvon, and Cascade Bay, Norfolk ad. The season on the mainland commenced on June 8 at ny, and ended on September t Carnarvon. Operations commenced on Norfolk Island on August and ceased on October 26.

The 1956 oil production per whale at the four mainland ons increased from 51.77 barrels 1.99 barrels. Production on the Coast was slightly higher in but production on the East t showed a slight fall compared 1955.

King Of Whales:

Notable Results

Australia's CSIRO continued its e marking programme.

uring the 1956 season, 520 marks fired, with a possible 421 hits. hundred marks were fired off ton Island, 12 off Norfolk d and eight off Albany. One, off Western Australia in July, was recovered from a hump- taken in the Antarctic in ary, 1956. Three other marks in the vicinity of Moreton d were recovered there. One was recovered at Norfolk d only two days after firing.

The average length of humpbacks in 1956 was 41.1 feet, an ase of 0.3 over the 1955 figure. 4.4 decrease in females caught 1956 could be beneficial to s in future. On the West , the percentage of females in ake fell from 48.1 in 1955 to n 1956.

h improvements in factory ment, all stations are pro- g whales faster than in us years. Byron Bay took 45 to obtain its 1956 quota, st 67 days in 1955. Moreton completed the season in 64 against 66 in 1955. On the Coast, Nor-west Whaling Co., ting from Carnarvon, took 103 to obtain their quota of 1,000 backs. In 1955, when two ns were operating on a quota 0 each, they took 80 and 85 respectively, a total of 165 ain the 1,000 whales.

October, 1955, Cheynes Beach ing Co. (Albany) commenced ies of exploratory surveys to nine the commercial possibili- f sperm whaling. In 1955 the any took seven sperm whales. 1956, when baleen whaling , the company began sperm ng. When it ceased in mid- ber, 61 sperm whales had taken.

rm whale oil is different from back oil. It consists chiefly es and not fats.

New Zealand's Catches

New Zealand, J. A. Perano, ok Strait Whalers, took 127 mpbacks (72 males, 55 es) and two sperm whales.

They began whaling on May 5 and closed on August 15. Average length of humpback males was 40.4 ft., females, 40.9 ft., animals 40.6 ft.

The new Hauraki Whaling Ltd. station on Great Barrier Island, Hauraki Gulf, took 16 humpbacks (9 males, 7 females) and 14 sei (sperm oil) whales. It began whaling on June 15 and closed on October 31. Average length of hump-back males was 38.5 ft., females, 42 ft., animals 40 ft.

Mr. F. W. P. Roe, who has been manager of Burns Philp (SS) Co. Ltd., Vavau, Tonga, has been transferred to the Pago Pago (American Samoa) branch of the Company.

Tongan Boxer In Brawl

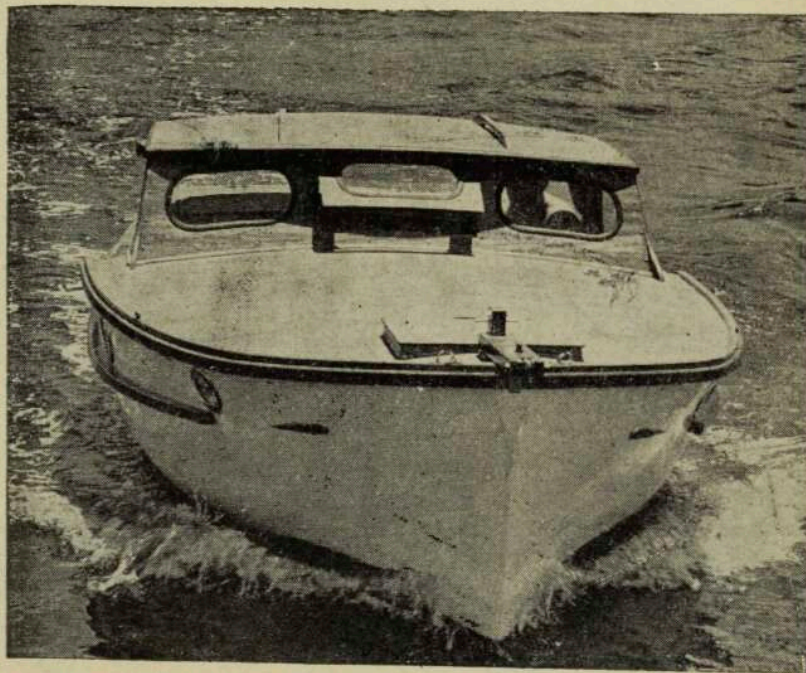
(Continued from Page 55)

Lave married Miss Patricia Anne Gee, a railway Clerk, in England, on February 22, and was the recipient of a cablegram of congratulations and good wishes from Queen Salote.

Soon after he announced his engagement to Miss Gee, Lave was accused of jilting an Australian girl, who alleged that Lave was the father of her 13-months-old son. This story was printed in *extenso* and given wide publicity by certain Australian and New Zealand newspapers.

Lave denied that he had promised to marry the girl and that he was the father of her child.

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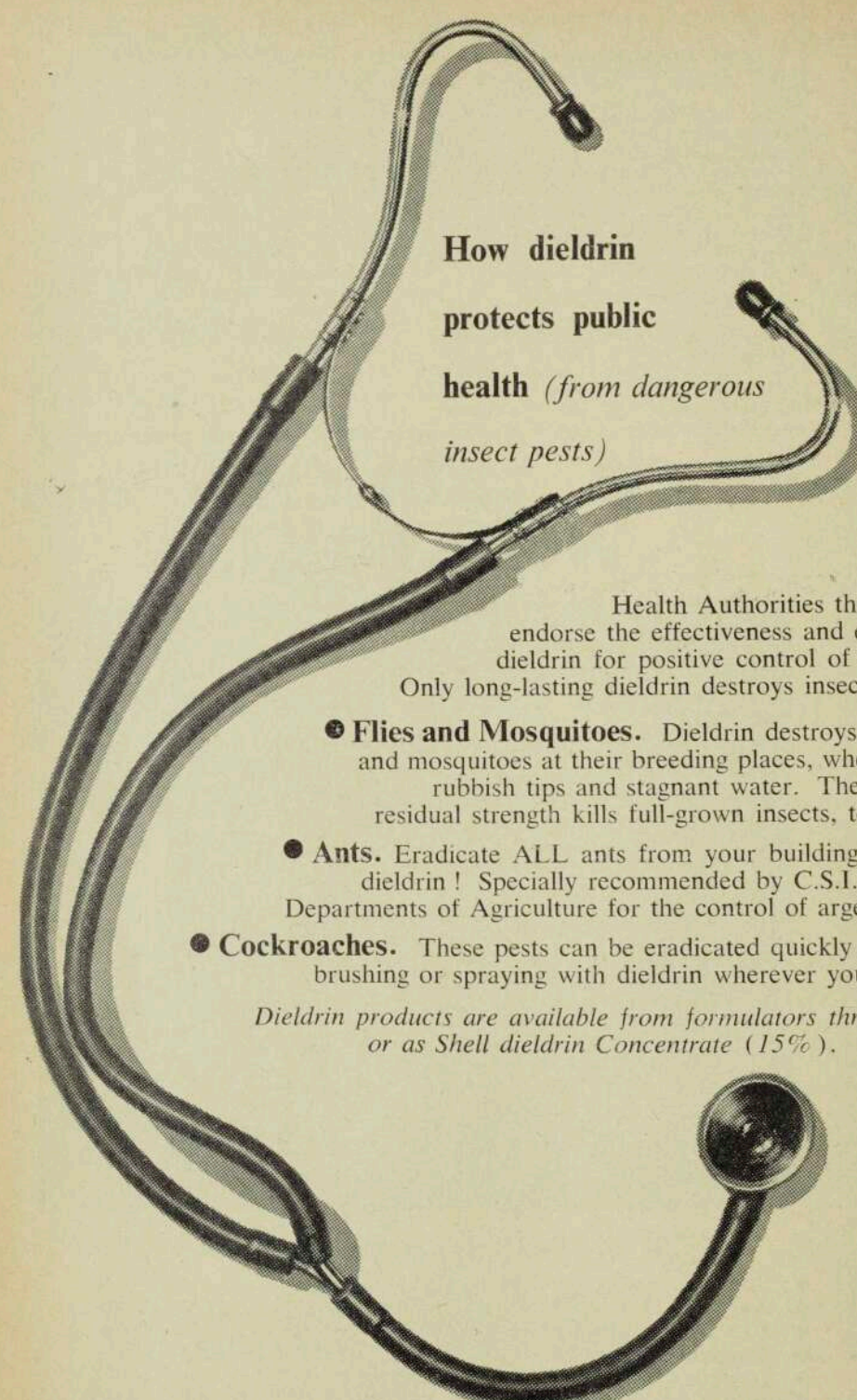
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SC1456/32

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MARCH, 1957 — PACIFIC ISLANDS MONTHLY

ations' Commissioners
et in Canberra

ILL THEY TAKE THE KINKS OUT OF S. PACIFIC COMMISSION?

HERE is a good deal more behind next month's meeting of the South Pacific Commission in Canberra than has been permitted to appear in the daily press.

Auditory articles about the Commission have been published; but the plain fact is that the Commission has been under a good deal of criticism during the past year.

Appeals for reform were made in August and September to the heads of the six member nations and especially to London. Some at least of the member nations have ordered their representatives to meet in Canberra. Hence comes the biggest financial contribution to the Commission, in a session planned to consider criticism, review the procedures of the last five years, and recommend reforms.

The meeting is not likely to have peaceable results. The Commissioners apparently are being asked to become their own judge

and jury. Naturally, they cannot see much wrong with the organisation and activities which they themselves have created.

But there may be significance in the fact that this meeting takes place soon after the SEATO Conference in Canberra, which is being attended by the Foreign Ministers of USA and France, and by a direct, if inconspicuous, representative of the British Commonwealth Relations Office.

The critics who last year appealed to the member nations had hoped that something definite would be done by the end of 1956, so that the Commission in 1957 could be carried on under somewhat different conditions. Nothing was done in 1956, however.

Apart from anything that may come directly from SEATO, the plain fact is that the six member nations are far too deeply occupied with major international developments and perils to care much about what is happening in the Sth. Pacific countries.

(Continued Overleaf)

History of the South Pacific Commission

THE South Pacific Commission was formed in 1949 by Britain, United States, France, Australia, Netherlands and New Zealand, at the instance of Dr. H. V. Evatt (then a prominent Socialist Minister in Australia) as a means of co-ordinating the thinking and the work of the six nations responsible for the living standard of the South Pacific natives.

It merely investigates, reports and recommends. It has no power of implementation.

A fundamental error was made in placing the headquarters in Noumea. But that was the only place where suitable accommodation then was available; and, in any event, the French probably would not have joined the SPC if Noumea had not been selected.

The first Secretary-General was Mr. W. D. Forsyth, a brilliant organiser from Australia, who did not remain long. The second was Sir Brian Freeston, a former Governor of Fiji. The third (and present) chief executive is Dr. Ralph Bedell, a United States Foreign Office careerist, whose term expires within a few months.

Most observers agree that, if the SPC is to have real value in the future, a highly qualified Director should be permanently in charge of the organisation, and the headquarters should be in a place more accessible and less expensive than Noumea.



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Cables: "Ivan", Sydney.

Actually, the living standards of the South Pacific natives are of minor importance compared with the problems of keeping Communism, and the Asians, and Asiatic Communism north of the equator, and outside the South Pacific area.

FROM the devoted work of the Commission's Research Council, and from the debates at the three-yearly South Pacific Conferences, a number of really valuable recommendations went up to the Commission in the period 1951-56.

The Commission has no power to implement recommendations—it can only pass them along to the six nations which created the Commission. Although interested observers sought over the years for some assurance that the SPC really was accomplishing something, in return for the £200,000 per annum spent upon it, they never have been able to get evidence that the recommendations were accepted, or even seriously regarded, by the six member Governments.

They had the spectacle of six Commissioners, a couple of dozen alternate Commissioners, a number of Research Councillors, a Secretary-General and a large staff working away, year after year, investigating the lives and living conditions of South Pacific Islanders, and accumulating and

printing and piling up a huge amount of data—and all to no discernible end.

The six nations subscribe the necessary £200,000 per annum (Australia providing the lion's share) but most of the conception (which was the planning, co-ordination and implementation of schemes for

developing 15 South Pacific Territories and lifting the native standard of life) appeared simply end in the bureaucratic pigeonhole.

SOME apologists have argued that the presence and activities of the South Pacific Commission have kept the South Pacific

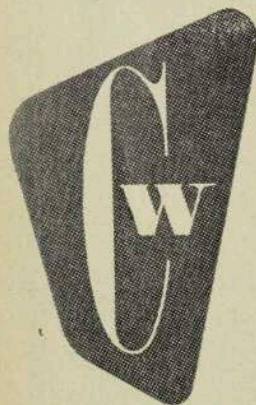
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iders tranquil and friendly, re otherwise they might have me sharply nationalistic and European.

M representatives have been ng among all these Territories 25 years, and can say that, pt in one place, there never has any nationalist movement h noting, and the SPC has not enced the people, in this regard, way or another.

e exception is Western Samoa, re the Mau organisation ished, and engaged in rebellion, then settled down peaceably 20 before the South Pacific Com-on was heard of.

the end of 1956, the SPC was n a state of suspended anima-ion. Most of the scientists and ogists who had carried on the of the Research Council for with devotion and enthusiasm able among them being Mr. Maude and Dr. Ojala—had ne discouraged, and gone to fields.

was stated in September, quite lly, that if the Commissioners, heir session in Noumea in per, did not revise and re-ge the Commission's purposes activities, it might as well fold and save a lot of effort and use.

the virtual paralysis of the plan many of us blame the cians, from the ranks of whom the Ministers of the six ries responsible for the SPC. ey have delegated their nsibilities to bureaucrats and olders, who in turn con-siously performed their task in ea—but without imagination nspiration. It always has ed to us, the observers, that Ministers and some Com-oners "could not care less."

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SPC "In a Coma of Formality"

The condition of the SPC was kindly, but trenchantly dealt with by "The Fiji Times," in an article on February 19, of which the following are extracts:

WHILE the Conferences have been showing life and growth the Commission has been lapsing further into a coma of formality.

The writing of minutes and concern with the forms of administration have absorbed time and energy which should have been devoted to the lively purposes for

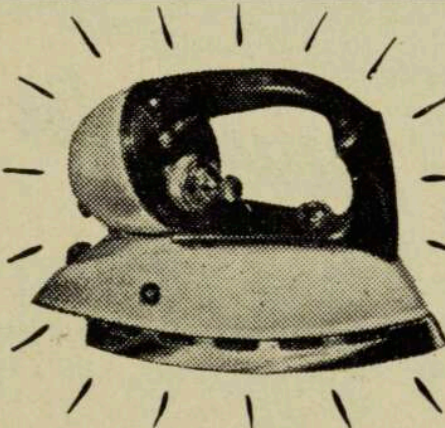
(Continued on Page 109)

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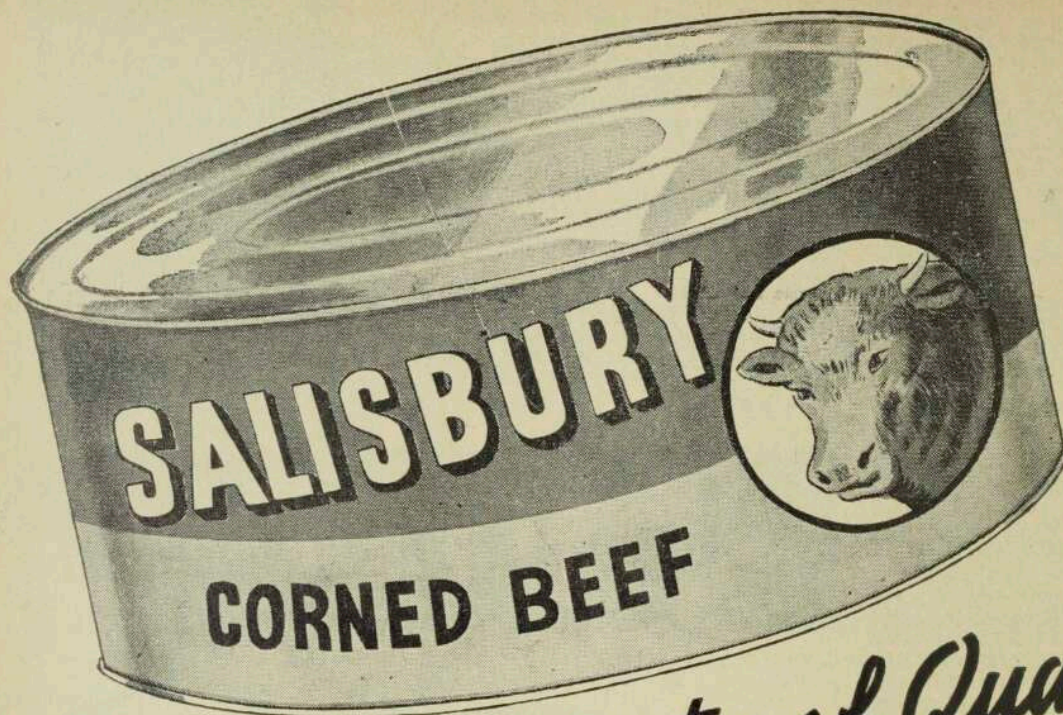


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the Commission was created. of the trouble comes from position of the Commission's quarters. Lovely surroundings pleasant climate and ready-war-time buildings are not area is off the main lines of communication and so is largely touch with the territories which the Commission is con-

Commission's headquarters become increasingly an Ivory and that is no atmosphere ch to guide the work of a concerned with improving and the day-to-day lives of and women in diverse ies.

communication costs, too, ed with the extremely high living in New Caledonia, helped to inflate the Com- s budget, absorbing money could be used to greater ge on work in the Terri-

early transfer of the Com- s headquarters should be a the agenda for the pro- inquiry.

to be hoped that the nments making the survey not shrink from self-

of them have no reason to med of the men they have to represent them on the

Commission. Others may well ask if they have always selected delegates with the vision and imagination which alone can create stirring, stimulating leadership, or whether they have fallen back on men of small minds to speak in their name.

If vision and imagination are needed in the Commissioners, they are even more essential in the senior staff who initiate and direct the Commission's work.

Part of the coming enquiry may well be directed at the method of selecting executive officers. It may usefully be asked whether it has always produced the right type of officer.

The reasons for the loss of some able officers who undoubtedly were of the type required might well be studied, also.

Our hopes will be realised only if the enquiry is to be searching, thorough and honest, and conducted by people with imagination, knowledge and sympathy, able to realise the needs of the South Pacific territories and eager to see those needs met.

† Sharp earthquake tremors were felt at Labasa, Buca Bay, Taveuni and Rabi, Fiji, on January 3. The seismograph at Laucala Bay, near Suva, recorded a slight disturbance at 12.45 p.m. and 2.20 p.m., the latter record closely coinciding with the time of the tremors felt in Vanua Levu. Labasa residents also felt tremors. No damage was done

at any place, but at Buca Bay, palms showered down coconuts and the contents of buildings rattled.

¶ The Governor of Fiji (Sir Ronald Garvey), with Lady Garvey, flew to Auckland at the end of February, to meet their young daughter Grania, who had arrived from England. They all returned to Suva by air on February 28.

FOOT ITCH HELPED 1st DAY

Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles, Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called **Nixoderm**. **Nixoderm** stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get **Nixoderm** from your chemist to-day under positive guarantee to return your money if not satisfied.

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FIJIANS BUILD BARRACKS

IF anyone doubts that the Fijian, even when properly trained, can adapt himself to a skilled trade, he should look at the Queen Elizabeth Barracks now being built at Suva. New military barracks are being erected by a construction unit of the Fiji Military Forces, and all are Fijians, except a European officer in charge, a European warrant officer, and one Indian.

The unit includes blacksmiths, bricklayers, carpenters and joiners, concreters, drivers, plumbers, plasterers, pipefitters, steel workers, and even a native draughtsman. It also includes men who are training for various trades, but who have not yet qualified.

So far the unit has completed the headquarters block, the guard room, signals headquarters, large ordnance stores, engineers' headquarters, three barrack blocks, and a mess hall for 500 men.

When completed the barracks will become the headquarters and main camp for the FMF.

Although the men draw extra money as tradesmen, they are soldiers first, and carry out regular military training.

Their work proves that the Fijian, with training, has a natural

aptitude for skilled work in the building trade.

† Negotiations are in progress between Australia and Holland to fix more definitely the Dutch-Australian frontier in New Guinea. Although the frontier between the two territories is regulated by treaty, it is not clearly marked anywhere.

† Rima Kurariki, who was sentenced to death by the High Court of Cook Islands on October 20, 1956 for the murder of an island woman named Meoroa, has had his sentence commuted to life imprisonment. Kurariki is in Auckland gaol, but this was rejected by the Court of Appeal.

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ANCE COMES
IALISM"?

IONARY SAYS HIS PIECE N NEWCASTLE, NSW

ORDING to a sermon preached
Rev. R. Porter, OBE, in New-
castle Cathedral, NSW, in Feb-
"many Europeans in Papua
ew Guinea have an attitude
and in which were the seeds
racialism every bit as harsh
t in South Africa."

is what Mr. Porter is re-
by *Newcastle Herald* to have

long ago in one town it was
ed to hold night classes for
as in schoolrooms which were
ed by European schoolchildren
the day," he said. "Even
ent and respected citizens of
territory joined in the cries of
against what was described
outrage."

Territory Education Depart-
n some places allows mixed-
or half-caste children to at-
the same school as Europeans.
ver this happens there are
owls of protest. It is greatly
credit of the Director of
ion and his staff that there
en no yielding on this point."
Porter said that in the
of many whose views could
lightly set aside, the world
shuffling into two camps, not
ch the "red" and the non-
but the white against the
ite.

world certainly is "shuffling"
e two camps described; and
to be regretted that the
d gentleman failed to see
he logic of facts calls for
rent line of thinking from
and from others similarly

"shuffling" is not being done
uropeans, but by the yellow
ack and in-between races,
the direction of misguided
s. The Europeans must
fight for their future exist-
succumb.

are far more important
to be dealt with in P-NG
he school-housing of Papuan
alf-caste children—who are
ngly well treated already by
ia and Australians.

It's all this about a colour
Australia?" asked Mr.
e Vula, a SDA Mission
from Fiji, when he arrived
elaide in February. "I am
conscious of my colour; and
found Australians generally
most charming, and friendly
The *Adelaide News* pub-
this report, together with a
aph of Saimone wearing—
tion to the usual habiliments
y wide and friendly smile.



At the Tuarama
Chapel, in Pt. Moresby,
on January 26, Miss M.
Chadwick was married
to Mr. B. Parry. They
are both well known
and highly regarded in
the P-NG capital city.

(Photo: Papuan Prints.)



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ADJUSTMENT PERSPECTIVE

AT THE GERMANS GAVE TO N. GUINEA

"olala," himself a pre-1914 New
ea pioneer, revives a few
ories.

TH the passing of the years,
perspectives are corrected and
war-time prejudices are ad-
d. When memories of War I
fresh in TNG, and official pro-
nda still rife concerning the
d treatment of the natives by
an planters," you seldom heard
od word for the work of the
erman settlers.

the remarks passed at the
ng of the Headquarters of the
ers' Association of NG in
ul last January, by no other
an ex-President of the Asso-
n, came as a welcome indica-
of a more mature mentality
a greater appreciation of true
s, transcending national
dices.

d the ex-President (J. C.
ly, OBE, of the Light Horse
ar I, and a Lt.-Colonel of the
n War II):

"To-day, after the passing of
many years, we can look back on
the men (the former German
planters) and analyse objectively
what they have done. They were
fine men and worked hard to open
up this land. I mean it when I
say that our success to-day can be
traced back to the start these men
gave the copra industry."

And let me here add that those
foundations were solid and sub-
stantial.

THERE were no hit-and-miss
tactics when these systematic
Teutons started carving out
homes along the coast-lines of the
islands of the Bismarck Archipelago
or the mainland of Kaiser-Wilhelms-
land. The Big Firms extended to
them generous credit and, in the
majority of cases, the plantation
homes were solid structures, the like
of which has seldom since been
seen. The reasons were that labour
and material were plentiful and
cheap, and the Germans loved their
creature comforts, even in the most
isolated spots.

Two houses I recall; both located
on remote plantations—Singaua and
Iboki. They were most elaborate
structures of hardwood timber, well
designed and erected for permanent
use—so unlike the average Aus-
tralian, who is quite satisfied with

primitive housing and the minimum
of home-comforts; desirous of
putting it all into crop production
or "a trip South."

This is very well up to a point,
but it does not tend for home-
building or permanency, which is
how the Germans looked upon their
NG homes.

IT was these same men who, when
they returned to Germany after
having been deprived of their
properties, were defrauded by their

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own Government of their just compensation for the years they had spent in laying the foundations of the NG copra industry.

The story is a long and sad one. In a nutshell:

Under the Peace Treaty of Versailles, they were "expropriated." From the Expropriation Board in Rabaul they received a full statement and a valuation of their assets. These values were credited to the German Government's Reparations Account, on a gold basis. But when the planters applied to their Government for payment, they were paid in the deflated German currency. Result: Germany's Reparations Account was credited by thousands of pounds for a plantation, while the owner received only a few pounds.

One can imagine how bitter (to put it mildly) present Australian owners of flourishing plantations would feel if, by a throw of the international dice, they suffered in a like manner.

Yes, the very least we can do for these old-time German planters is to accord them credit for the work they did in ex-German New Guinea.

SOME of the ex-German planters were more fortunate.

With typical British justice, there was set up an Appeal Tribunal for those expropriated persons who felt they had legal grounds of appeal and, with the juggling of the map

of Europe following War I, some of them found themselves to be nationals of Powers friendly to the Allied Nations.

One such was none other than the Postmaster in Rabaul during the German regime. His appeal was upheld and he retained his property. Others, married to Pacific Islanders, were also allowed to remain and

retain their estates. Some, although expropriated, were allowed to remain if they had adequate means of livelihood within the Territory.

ON the same subject, the good meat, into which the newly-formed Historical Society of New Britain could get its teeth in the "No Snakes in Herbertsho

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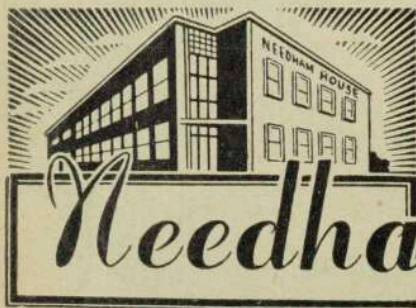
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Merry Reception After Rarotongan Wedding



J. Smith and Miss J. Watson were married on November 28 at the Roman Catholic Church, Rarotonga. They are shown with their attendants at the bride's home, where they

had an Umukai with 200 guests.

From left to right: Mr. W. Peyroux, Miss E. Webb, Mr. L. Bailey, Miss E. Watson, bridegroom and bride, Mr. M. Tuaivim, Miss M.

Peyroux, Mr. M. MacDonald, Miss Ann Craig and their flowergirls (B. Watson and L. Peyroux).

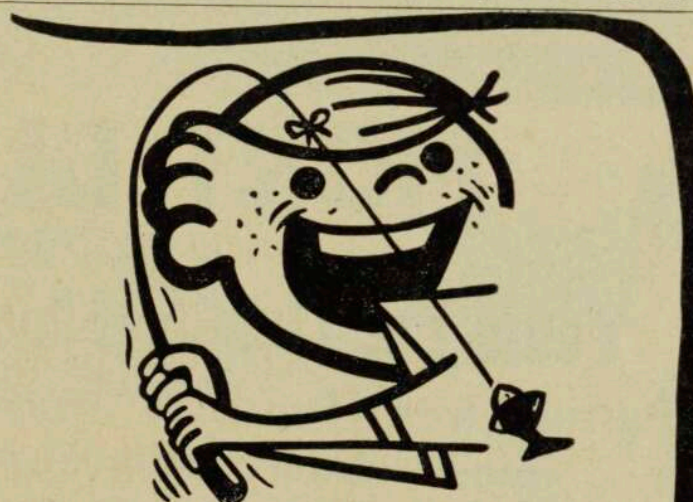
Photo: Marie Powell.

y (Nov. PIM, p. 86).
Actually, the plan of small settlements in the Bainings, dreamed up by Frederick Wilhelm von Ploennies in the early 1900's (which the article "came to nothing") was regarded, as "Time eventually proved. When the Exproboard, in 1921, took over the Bainings properties, there was, without doubt, a closely settled community along the coast—at any rate, from New Mobis (at the top end of Ataliklikan) to Rangerere (the nearest station to Cape Lambert). I can recall 16 plantations, including three inland estates (Guntpehe, Lessul and Upper Seeborg) at the time the Board took over the German settlers—most of whom were German-Australians from Queensland. The plantations and sawmilling were well established when the mining potentialities came, with the discovery of gold and ore near Rangerere. But these never developed to any ex-

has been, more or less, by sea. The hinterland of the Bainings has certainly been neglected. The coastal area, however, has been well-

developed and some of the Territory's best cocoa has been produced there.

The spirit of the man who



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Delicious!



ch names as the Bolten brothers (sawmillers at Nambung), at Neinduk, Werner at Am, Batze at Lilinakaia, are all descendants of the German-Australian settlers who came in the 1900's and (if I am not mistaken) were given special concessions to take up land in this area following the massacre at St. Paul's Mission, in the Bainings, of Germans and natives, in 1904. Following this massacre the German Government sent out a punitive expedition, captured those connected with the massacre and put them on "calaboose" work on the Massawa plantation (belonging to the Neu Guinea Compagnie), the very intensive terracing of hills on that estate. At the Bainings are not a well-developed area, as mentioned in the article, is, I think, due to the fact of all communication with Rabaul

F.11



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med those dreams back in the 1900's can rest assured that plans have long reached fruition. accidentally, it was the Bainings' which received such wide publicity in a Sydney daily paper in the early 1920's, when Malcolm (now CMG, and a noted Australian historian and "Ek Dum" of *Bulletin*) drew a bead on the board for its alleged neglect of ex-German plantations in this act. It was headline news.

R. H. T. Beaumont, Commissioner of Police in Fiji, was in Zealand in February attending conference of Police Commissioners from New Zealand, all Australian States, and nearby Island territories.

The NSW Anti-Tuberculosis Association is to make its first overseas visit to Nauru Island. It will send a team of six to Nauru in May, led by Mr. Humbert Wilson. All of Nauru's population of 3,600 will be vaccinated and skin-tested.

A Tahitian soccer team may make its first visit to New Caledonia this year to return a visit paid by New Caledonia to Tahiti two years ago. Arrangements fall through, Fiji and New Zealand will be invited to send a team to New Caledonia.

COOK IS. YOUTH CENTRES

YOUTH CENTRES, which are now springing up in the Cook Islands, will fill a need, because young Islanders rarely have a chance to engage in social activity, apart from a few dances and the cinema.

The first centre, with 27 young men, was formed at Ngatangia, Rarotonga, on January 25; then followed the Ngatangia Young Women's Centre, formed on February 4 with 15 members; Arorangi on February 21 with 12 members; and Tupapa, being formed, promises to have the biggest membership.

Each centre has four elected elder members who guide the activities, but are without voting power.

These suggestions come from the members themselves, and their present major interests are improving their knowledge of English, and learning carpentry. Another popular subject, in which the girls are as interested as the boys, is bookkeeping. When funds become available the centres will buy sports gear.

At present it is felt it would be unwise at attempt to introduce youth centres to the outer islands because of communication difficulties.

BROKEN NOSE AND TWO BLACK EYES

Sectarian Differences in Untutored New Guinea

A BROKEN nose and two black eyes were sustained by a Seventh Day Adventist missionary, Roy Alec Harrison, when he led a Mission party to the small island of Unea, last November.

The Unea natives had long been in the care of Roman Catholic missionaries; and the attempt of the SDA party to enter and proselytise apparently was resented by the local native residents.

Harrison told the Rabaul Magistrate, Mr. F. J. Winkle, that when he held out his hand to a native called Umbruai, the latter grabbed his hand, pulled him off balance and smashed his face.

According to evidence, Harrison said his mission had a "vigorous" policy among the natives and it went to Unea knowing the visit might cause disturbances.

"We want to bring our message there and let those who hear decide," Harrison said.

Umbruai was committed for trial.

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YOUNG ISLANDERS FOR CHURCH TRAINING

THE Methodist Church has begun to train native churchmen from Pacific Islands at Australian church colleges. The general secretary of the Overseas Missions Department of the Church in Australia, the Rev. C. F. Gribble, said that, with money made available through the Church's Centenary Fund, scholarships had been awarded to several young Pacific Islanders, to come to Australia for further training in leadership.

The studies will last about three years. The men selected are:

Rev. Josese Koroi, of Fiji, who will do a post-graduate course at Leigh Theological College, Enfield.

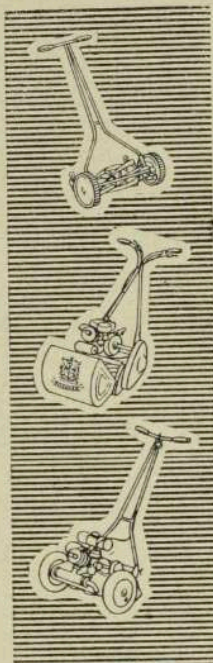
Mr. Leiuda Laeon, of New Guinea, who will train for the ministry at Leigh College.

Mr. Josateki Koroi, a youth leader in Fiji, who will train at the YMCA Youth Leaders' Training College, Homebush.

Another young New Guinea churchman, Mr. Saimon Gauis, will train for the ministry at Leigh College, under a scholarship financed by the native church in New Guinea.

† A three-man team from the west New Caledonian town of Moindou won a recent skin-diving fishing competition. They caught 44 fish,

of a total weight of about 7. The winner of the individual for the heaviest capture caught a tortoise which weighed 130 lb.



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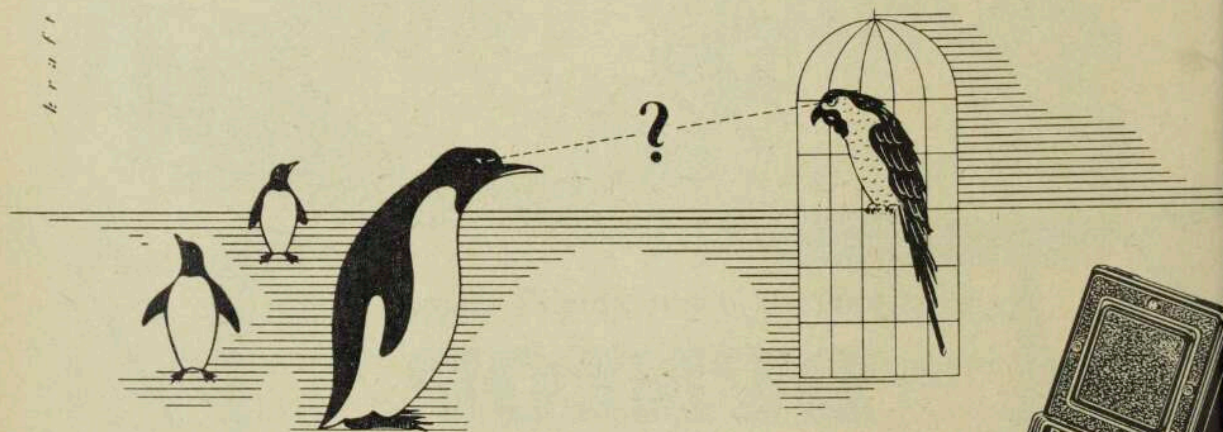
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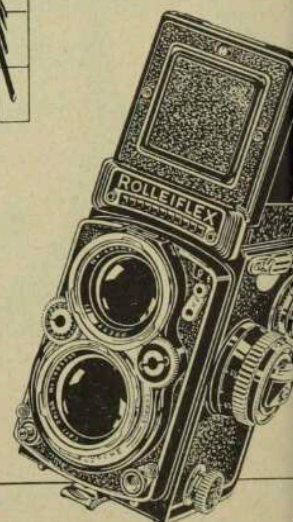
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SOLVED!

Mr. Heyerdahl and Easter Island Mysteries

The Norwegian "explorer", Mr. Thor Heyerdahl, who hit the world's headlines by drifting on from Chile to French Oceania, proving that this proved that the Polynesians came from South America, and maintained his position by writing books and articles, has again achieved world publicity by claiming to have "solved the mysteries of Easter Island."

His, presumably, will help considerably in the sale of a new book by Mr. Heyerdahl, about Easter

Island. To Easter Island has been the subject for three mysteries—the meaning of the numerous huge stone monuments (mostly shaped like the torso and head of a man) scattered over the central plateaus; the manner in which these masses of stone were transported and placed in position; and the meaning of the scripts, engraved on a series of wooden tablets.

Dozens of scientists have attacked these problems, but all have been unsuccessful—especially by the scripts. There has been a persistent contention by theorists that there is a relationship between the Easter Island statues and others found in South America and in North America; but no proof whatever.

However, Mr. Heyerdahl has solved them all the way.

He says he went in 1956 to live with the Easter Islanders. Originally, there is only a miserable remnant there—less than 1,000, in the western village of Hanga-roa; acquired a guardian which he calls Aku-Aku; and induced the natives to go out and mine stone axes into the ancient quarries.

He made a stone figure for them. Then, using two logs and stones, they transported a statue some distance, and placed it into position. "That", says the irrepressible Mr. Heyerdahl, "gaspings American reporters, told us all we needed to know about how the ancient natives solved the technical problems of the statues."

Heyerdahl said that he and his crew were taken to secret caves and shown unique statues, and thus there was revealed to him the simple but mysteriously held secret of what the statues meant. He says they are ancestral figures representing chiefs.

It is by inference only that Mr. Heyerdahl suggests he has solved the mystery of the scripts—which have defeated all the experts ever since they were discovered nearly a century ago.

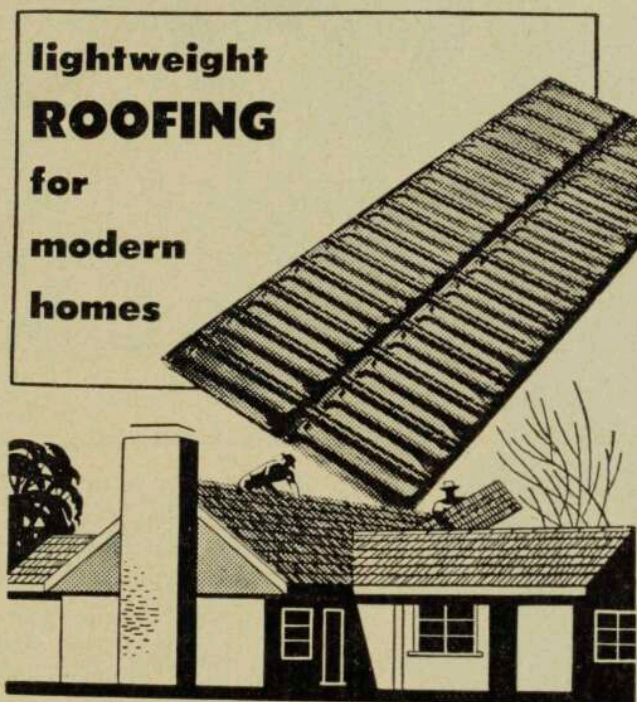
There were less than a score of these inscriptions, on wood, anyway; and most of them have been long since removed, and are housed in the world's principal museums—safe from the ingenious and indefatigable Mr. Heyerdahl and his guardian spirit.

Anyway, a typical book for the wonderment of the great American public seems assured.

WANT A PLANTATION?

A NUMBER of New Guinea coconut plantations are to be sold by tender. To qualify, applicants have to be Australian former servicemen, natural-born British subjects, or companies in which at least two-thirds of the shareholders are natural-born British subjects. Tenders close with the Custodian of Expropriated Property, Department of Territories, Canberra, at 3 p.m. on May 13.

The plantations are Anchorites; Komulo; Lemacott (or Sogui); Mal, Allison and Awin; and Pelleluhn-Heina.



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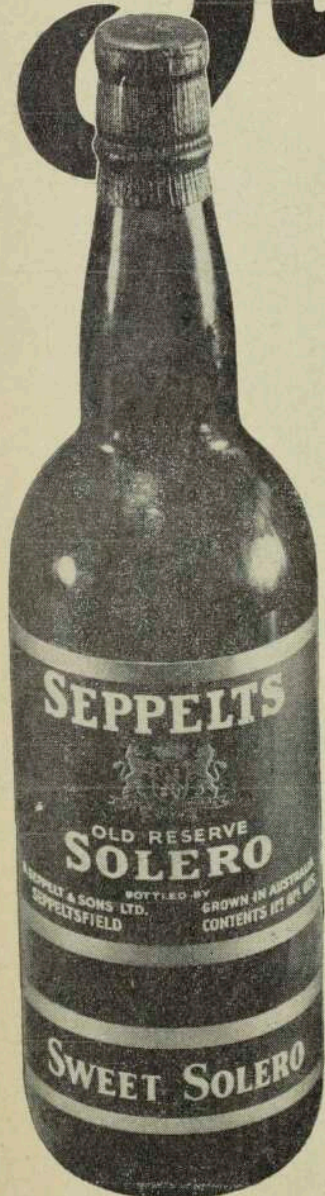
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AN TO MAKE P-NG'S COUNCIL REALLY "LEGISLATIVE"

The present Legislative Council will meet for the last time in May, this year. Its official life ends on August 31, and elections are expected sometime in the following two months.

In 1954, before the first Council met to an end, a special committee was set up to make a report on the composition and functions of the Council.

The report was sent to Canberra before the 1954 P-NG election, but the Australian Government shortly afterwards went into its winter recess and did not consider the report before the P-NG elections were held.

The present Council thereupon carried on as originally decided in 1950.

Three more years have passed; in a few months, P-NG residents will again be asked to vote for the three elected members at the next permitted. In those three years, the long and very able report submitted by the Committee has been a resting-place in Canberra; not one word has been heard from the time it left Port Moresby.

The new session of the Commonwealth Parliament is shortly to begin, but disillusioned and cynical Territorians have long since dismissed the possibility that Canberra will still bring itself to consider moderate recommendations submitted by the Committee, whereby Territorians would have a little more voice in their own government.

It is likely, therefore, that the Territory's third post-war Council will again be a replica of what one has frequently described as a "refined debating society."

The official excuse usually is that the residents of the Territory have not shown themselves politically conscious, and that past voting figures indicate a state of civic indifference.

It is unlikely that Territorians are any more politically apathetic than mainland Australians—most of whom would not bother to vote, unless legally compelled to do so.

Under the present system, under which unofficial members remain cipherers in the Administration, save their most minor of contributions to government legislation,amped on by official members of the Council, is not likely to en-

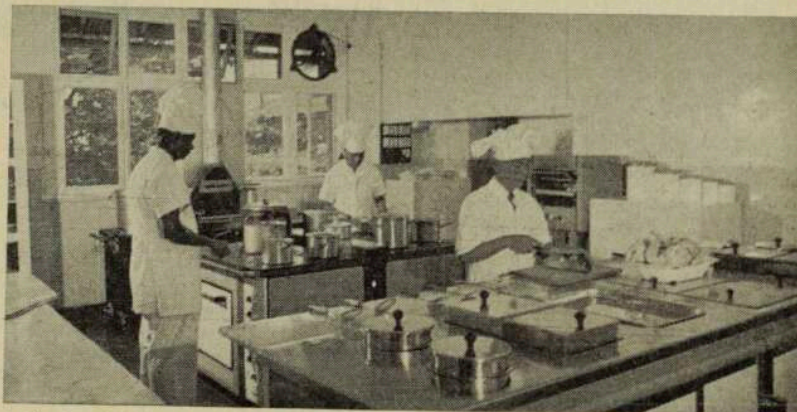
courage even the most public-spirited residents to show interest.

Until such time as P-NG can pay its own way, and not float along on an ocean of Australian tax-

payers' money, it perhaps is only right that the Administration should have the final decision in most aspects of government. But the present system of forcing all legislation, petty or important, through the Council, and entirely disregarding the opinion of Territorians' representatives, is more than due for overhaul.

The present bureaucratic control of this Territory does not produce a climate in which any political consciousness is likely to flourish.

Hotel's New Modern Kitchens



The Grand Pacific Hotel, of Suva, Fiji, was closed in January to permit of the introduction of new and modern electric kitchens. This photo (by Stinson) shows part of the new installation and the cooks at work.

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TAI'S NEW SERVICE

Noumea-Wallis, via Fiji

THE French Air Corporation, Transports Aeriens Inter-continentaux (TAI) opened its New Caledonia-Nadi-Wallis Island service on March 3, with a DC3 aircraft. The company made a survey flight over the route in December.

The provision of a direct connection between Noumea and Fiji will arouse interest.

The service will operate at irregular intervals. The next flight is on May 5, followed by further flights on June 7, September 1 and November 3. The aircraft will depart on its return from Wallis two days after it leaves Noumea.

Noumea opinion is that, later, a DC4 may be used on the service.

† The New Zealand Government is to join a survey into the cost of building airfields in Western Samoa and Rarotonga. The NZ Minister in Charge of Civil Aviation (Mr. T. P. Shand) said that the flying-boat route from Fiji, through Western Samoa and the Cook Islands to Tahiti, was uneconomical, and could not continue indefinitely.

† The Education Department in New Caledonia is arranging an exchange of school children between New Caledonia and New Zealand for the holidays at the end of the year. It has appealed to residents to act as hosts to New Zealand school children, and in return these people will be eligible to send their own children to New Zealand.

† Last December, Captain Williams, of the Cook Islands island trading vessel *Melva*, reported about 120 Islanders from Penrhyn to Manihiki, for shearing. Only a few tons of shell brought up, however, and by the end of January about 50 of Penrhyn people were anxious to return home.

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Will Still Needed

STERN Samoa wants local autonomy while still remaining under the protection of New Zealand, High Commissioner Powles said in Wellington.

He said that there had been some opinion that New Zealand was going ahead too fast in granting the Samoans independence, but it was far better to grant autonomy now than too late.

New Zealand could be proud of its policy. There would be no amendment to the Samoan constitution this year, and if everything went smoothly the New Zealand Government would be prepared, by the end of the year, to establish a full Samoan Government with a Samoan premier.

Great care had been taken with the political progress of the islands and it was now time to concentrate more on economic development. This did not mean that the economy had been neglected, there were many problems still to be solved.

Powles said he wished there were more private capital development in Samoa. One problem delaying investment was the reluctance of the Samoan leaders to allow foreign capital poured into the islands.

Powles went to New Zealand to talk with the Minister of the Territories, Mr. T. L. Aldrich, on Samoa's future, and to consult NZ Government experts on finance, education and health.

ISLAND LEADERS "STRONGLY DISAGREE"

ISLAND leaders have expressed themselves as being in disagreement with Mr. Powles' statement that the people of Samoa did not want complete independence, but "local autonomy" while still remaining under the protection of New Zealand.

At Tualaulelei, a prominent island leader, when he heard of Mr. Powles' statement, called all members of the Executive Council, including the two Fautua, to an emergency conference.

At the meeting, the Acting High Commissioner (Mr. T. R. B. Smith) was called in, and is believed to have been asked to cable confirmation that the statement was made, and for clarification.

At the meeting, neither of the island Samoan leaders, Tupua

Tamasese and M. Tualaulelei, would comment on Mr. Powles' statement as published except to indicate their strong disagreement.

CONTROLLED BY 1954 CONVENTION

Mr. Powles said later that his remarks may have been misunderstood in Samoa.

The situation as between NZ and W. Samoa is governed by the Constitution Convention of 1954, unanimous resolutions of which provided that there shall be maintained, indefinitely, a special relationship between New Zealand and Western Samoa; and that this should eventually be based on an arrangement somewhat similar to

that which exists between Britain and the Kingdom of Tonga, subject to the provisions of the UN Trusteeship.

† The new Vicar Apostolic of New Caledonia, Bishop Pierre Martin, is expected to arrive in Noumea, by Qantas, on March 29. The Bishop, 46 years of age, was consecrated at the Cathedral of Fourviere, in Lyons, France; and succeeds Monsignor Bresson, who has been in ill-health for some years.

† The coastal motor ship, *Havanah*, recently took 31 leper patients from the Loyalty Islands for advanced treatment at Ducos Sanatorium, in New Caledonia.

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Pacific Commerce and Industry

UAN APINAIP PETROLEUM CO., LTD.—Company expects to start drilling in Papua August or September, according to the plan (Mr. B. W. Graham, MP). Plant, including a National T32 driller, is to be shipped to Papua. First drilling will seek oil at depths.

Graham said last month that the base at Moresby was nearing completion. and barges for sea and river transport to drilling sites had been acquired, and under construction.

Geological and geophysical work preparatory to drilling sites was near completion. Rate of exploration has been stepped up by participation of Mines Administration, Ltd., an associate company, following arrangements completed last year with the Australian Oilfields, NL, and Associated Freney Oil Fields, NL.

Issue, which closed last October, was £1. A total of 3,007,841 shares was representing £751,960 when fully

In addition the company acquired modern rigs which, at landed cost, would be at more than £600,000.

were acquired from Associated Australian Oilfields and Associated Freney for 100 shares.

The directors made a first call of 1/- a share on the whole of the contributing shares company, making these shares 2/- paid. was due and payable on March 5.

CREEK GOLD SLUICING, LTD.—The return was about 39 oz of gold from 400 yards of mineral treated.

RA PLANTATION AND DEVELOPMENT—This company, the operating company of Sangara Holdings, Ltd., reported a profit, subject to audit, of £33,310 for the year to October 31, after providing for depreciation and amortisation. Rubber production was 475,000 lb, and sales brought £33.

Enough will be handed to the holding company to pay 6 per cent. on its preferences, and 6½ per cent. on the ordinaries, provide for staff bonuses, and carry £4,500 to reserves.

After a long and unhappy wait, Sangara ordinary shareholders now have reasonable hopes of getting 10 per cent. or better as the plantations extend, provided prices and costs maintain their present relationship, comments a Sydney financial writer.

Last year's earnings, allowing for pref. div. requirements, were equal to 13.1 per cent. on the holding company's ordinary capital.

The scrip is not yet listed.

TIMOR OIL, LTD.—An issue of 3,993,000 5/- shares at par to prospect an oil concession covering most of Portuguese Timor opened on March 11, and is to close not later than March 29. The shares are payable in full on application.

Of the issue the vendors have reserved the right to apply for 200,000 shares; Oil Drilling and Exploration Ltd. has applied for 200,000 and Commonwealth Mining Investments (Australia) Ltd. has applied for 20,000; and shareholders of ODE have the right to subscribe for 500,000 shares and shareholders of Commonwealth Mining for 500,000 shares.

The underwriters, Charles A. Ord and Minnett, have reserved about 400,000 shares for public subscription and the remainder for clients.

The acting-chairman (Mr. K. A. Cameron) said that seepages of natural crude petroleum occur in several places in the area. Shallow wells drilled up to 1928 appeared to have had positive results, although they fell short of a conclusive test of the commercial possibilities.

Timor Oil will be the first deep test on sites scientifically chosen. The company has bought a drilling rig from ODE.

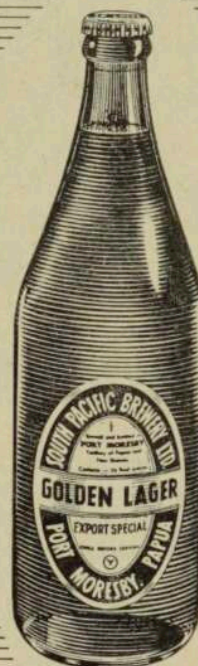
ODE will carry out, under contract, all field operations, including drilling. Operations will begin as soon as the equipment is available at the sites already chosen.

The Portuguese Government will receive about 10½ per cent. of the calculated value of any petroleum extracted.

W. R. CARPENTER AND CO., LTD.—An interim half-year dividend of 5 per cent., plus 2½ per cent. bonus (last year interim, 7½ per cent., including 2½ per cent. bonus) is payable on March 29.

(Continued Overleaf)

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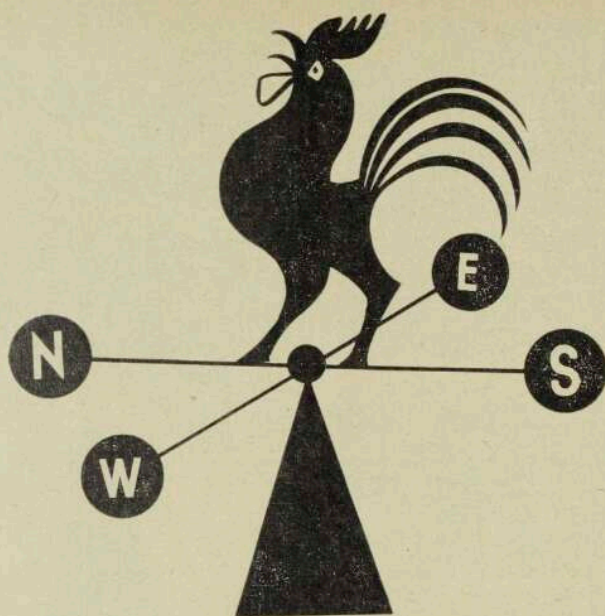
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PACIFIC ISLANDS MONTHLY—MARCH, 1957

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AUSTRALASIAN PETROLEUM CO. PTY., LTD. AND ISLAND EXPLORATION CO. PTY., LTD.—Morehead test well in Papua has abandoned at 8,087 feet. The decision to abandon was made after the drill pipe came stuck and could not be recovered. A seismic velocity survey had indicated that the bottom of the hole was already in proximity to the basement.

Construction of the base camp for Komewu location is well advanced and copters were expected to start flying in drilling equipment early this month. A helicopter is capable of carrying a 4,000 lb. load. They will lift heavy drilling equipment across dense jungle from the company's bank wharf at Komewu to various sites.

The company is drilling at two other sites in Papua. Reports from these at the end of February were:

KURU NO. 2.—The side-tracking hole has been deepened 1,141 feet to 5,707 feet. A 7-inch casing has been cemented at 1,141 feet to shut off the caving forming which caused difficulties in the original hole.

BARIKEWA.—16-inch casing has been cemented at 1,470 feet and the hole has been deepened 1,139 feet to 2,720 feet.

* * *

BULOLO GOLD DREDGING, LTD.—In the months ended November 30, 1956, 17,099 oz. fine gold were recovered from 2,555,600 tons dredged, compared with 8,647 oz. fine gold from 2,873,800 yards dredged in the corresponding quarter of 1955. The return was \$US\$98,395, against \$US\$302,645 in 1955, the value in US cents a yard was 23.44 in the quarter ended November 30, 1956, against 10.53 in the corresponding quarter of 1955. For the first six months of current fiscal year (which opened on June 1) 25,936 oz. fine gold have been recovered from 4,667,600 tons. The value is \$US\$907,760, and the value as at June 30 is 19.45 US cents.

Mr. J. D. Simpson, who presided at the annual meeting, said that profit for the current year should be approximately 500 Canadian dollars (£A238,095), against 390 Canadian dollars last year.

* * *

BURNS PHILP (SS) CO., LTD.—An issue of 250,000 20/- ordinary shares at par is being made to shareholders on the basis of one share for three shares held. The issue, which is the company's first since its registration in 1920, will raise paid capital to £1,000,000. Shares are payable in full, 20/- in cash (22/6 Aust.) on applications received by July 31.

They will rank for the dividend declared in May, 1958, *pari passu* with existing shares.

Based on the last sale price (March 11) the theoretical ex-rights price of the shares will be 42/4½, yielding 5.2 per cent. Prior to the rights issue the price was 40/0, the rights would be 19/10½.

The company's dividend is 10 per cent. *per annum* maintained since 1950. Disclosed profit last year was £126,851 (up £12,000) equal to an earning rate on capital of 10 per cent.

* * *

EMPEROR MINES, LTD.—This, a holding company, normally receives the bulk of its income from the wholly-owned Emperor Gold Mining Co., Ltd., Fiji. Last term, however, the company's net earnings fell sharply, as £27,942 were £49,766 below the previous year's effort. Two-thirds of the parent company's £6,478 (down £94,351) income came from a £75,000 holding of Custom Credit Corporation's venture stock.

During the year ended June 30, 1957, the operating company treated 149,029 tons of ore (down 7,019 tons) and, although there was a little richer, gold production was 1,519 oz. There was little change in reserves, which, at the end of the term, were calculated at 680,100 tons, of 8.8 dwmt with another 265,000 tons (7.5 dwmt) indicated ore.

ceeds from the sale of bullion were down 19,933, but several other factors also contributed to a big drop in mine earnings, says a Sydney financial expert. The last season on record caused a large increase in maintenance expenditure and the season of mining work for a week, while the strike, increased wages and the large (growing) ratio of underground ore to surface ore all added to operating costs. In the last three years have risen from 88/- (Fijian) a ton mined. Mine development and exploitation also took an extra 104, at £166,748.

When the books closed the subsidiary held assets of £495,796, of which £294,420 were stores. Current liabilities amounted to £4,992.

In the first 24 weeks of the current term 6 oz of gold have been produced, as against 61,484 oz for the year to June 20,

parent company showed a net profit of £1,915,000 fully paid 1/- shares. Dividends of 1/- (100 per cent.) had been paid in earnings from the three preceding terms.

ENTERPRISE OF NEW GUINEA GOLD AND SILVER DEVELOPMENT, NL.—In January, 1955, development work were treated for gold bullion.

INTERNATIONAL NICKEL.—The president said that the world output of nickel jumped 27 million lb in 1955 to 450 million lb. International Nickel delivered 285 million lb, Falconbridge 42 million lb, Sherritt 19 million lb, Nicaro, of Cuba, 30 million lb, American Hanna Nickel 14 million lb, the French Co., Le Nickel, 22 million lb. Various small companies furnished 26

million lb, and most of this came from nickel ore exported from New Caledonia, principally to Japan.

KEREMA RUBBER, LTD.—This Papuan plantation owner is raising the dividend rate from 15 per cent. to 20 per cent. for the year ended December 31. A final dividend of 12½ per cent. follows an interim of 7½ per cent. Last year the company paid interim 5 per cent. and final 10 per cent.

The rate was 12½ per cent. in 1952 and 5 per cent. in 1953.

Profit for the year was £36,541, a fall of £1,618. Dividend requires £14,582 on the capital of £72,912. Earning rate on capital is 50.1 per cent., against 52.3 per cent. in 1955.

KOITAKI PARA RUBBER ESTATES, LTD.—A return of capital of 15/- a share will be made. The repayment will involve £56,255, and will leave paid capital at £18,751.

The directors say that the company's resources will be satisfactory after the return. Investments in Commonwealth loans and other companies would still be greater than the present paid capital of £75,007.

NEW GUINEA GOLDFIELDS, LTD.—January production: Golden Ridges Mill, 842 oz fine gold and 1,048 oz silver from 2,564 yards of material treated. Tributes, 87 oz fine gold. Timber, 190,046 super feet.

† Mr. and Mrs. G. Bristow have left Vila, New Hebrides, on vacation leave in the United Kingdom.

"MYSTERY" CANOE IN NEW ZEALAND

RESIDENTS of the seaside suburb of Sumner, Christchurch, New Zealand, thought they had a first-class mystery with them last month. A dug-out Polynesian canoe appeared off the beach.

Newspaper headlines insisted that it was brought by gales and currents thousands of miles from islands in the Pacific.

It was right side up, had shipped little water, and was cut out of a coconut log.

However, the explanation is simple. Quite a number of Islands canoes have been taken to NZ by Islanders and yachtsmen (as cargo). This one almost certainly drifted away from a NZ beach.

If some Pacific Islander has lost a canoe, and thinks the one referred to may be his, he could apply to the finder, young Philip Wright, of Sumner.

† Miss Phyllis Rudolph, a Maori, of Towai, Auckland, has left New Zealand for final training before being posted to the Solomon Islands as a missionary. She is believed to be the first Maori appointed to a post at an overseas mission. Before joining the mission she will do a course at the George Brown Methodist College in Melbourne.



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ical Stir in N. Caledonia

(Continued from Page 23)

delegation which subsequently left Noumea for Paris in Deputy Lenormand; Senator; three leading merchants; representative member of the General Council.

ORIAL COMMENT

ents Which Led to This Development

political development, while startling for the residents of New Caledonia, should not have been unexpected.

has been reported in this from time to time over the years, the General Council has swung far round to the policy, and in its practical application.

first development was almost universal suffrage—a vote being given to all literate persons irrespective of their colour, and the proportion of literacy being very small indeed.

result, control of the General Council was seized by people who were not Red in politics, were very Pink. M. Lenormand, present Deputy—who has held office for some years—was re-

garded as something of an extremist in politics.

With this set-up, the General Council gained an increasing amount of local government control, and inevitably came into conflict with the powerful bureaucrats of the French Colonial Office. The General Council, by every means in its power, resisted the tendency of Paris to establish highly-paid Administrative officials in Noumea, at New Caledonia's expense.

The old-established European families and commercial interests in New Caledonia did not like the new regime. To put it in a phrase, they thought that the General Council, under the new conditions, was too Socialistic in character.

LOI Cadre, apparently, is a new system designed to create a set of Administrative conditions, as between Paris and the various French Colonies, which will smooth away some of the post-war difficulties which have developed, as in the case of New Caledonia.

Naturally, M. Lenormand and the ruling section in the General Council of NC will oppose anything which is likely to disrupt the new political world which they have created in Noumea. But the report that all political parties there have dropped their differences, and have rallied behind M. Lenormand, suggests that the Government of

Metropolitan France has gone a little too far in its plans for reform—as such Government always is likely to do.

Before World War II, New Caledonia politically was far behind modern trends. After the War, the political pendulum swung to the other extreme. Now Paris is hitting back.

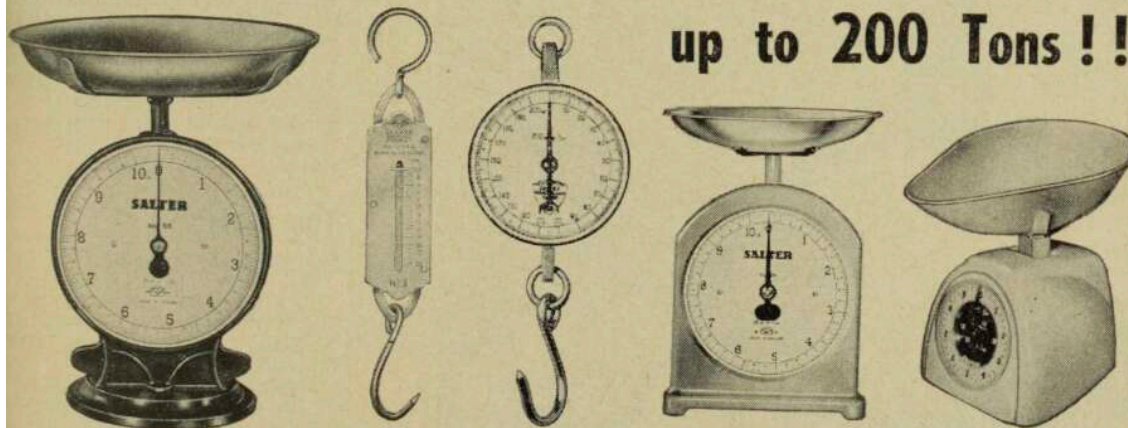
A new situation probably will be established which will be somewhere between the two extremes, and therefore most suitable for New Caledonia.

Loi Cadre may be a little too drastic for New Caledonia; but a little wing-clipping, as applied to the General Council, might be a good thing.

¶ The High Commissioner of Western Samoa (Mr. G. R. Powles, CMG) and Mrs. Powles returned to Apia at the beginning of March. Mr. Powles had been on an official visit to Wellington, to discuss policy matters with the New Zealand Government.

¶ A popular official, Mr. Norman Sagers, Director of Broadcasting and of Station 2 AP, at Apia, left Western Samoa in February, at the completion of his term of office there. He went there as senior technician and, later, became Director of Broadcasting, in which capacity he greatly improved the local broadcasts.

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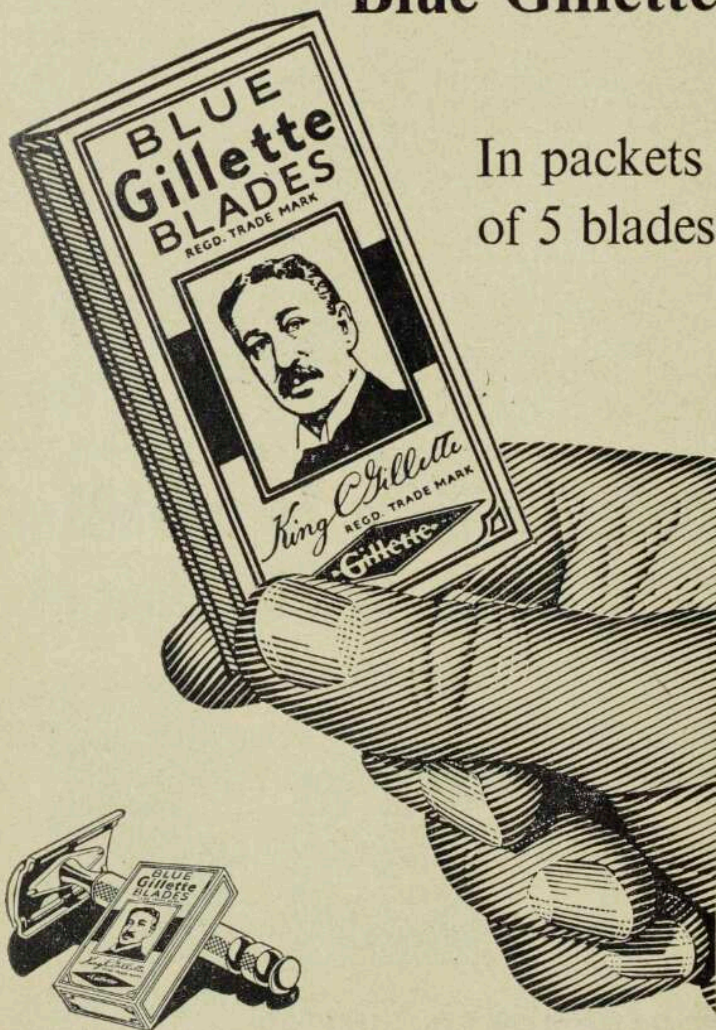
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C.I

Editors' Mailbag

Cont'd. from
Page 129

that a confrere brought it to him from France in 1950. Thence with it was:

An atheist girl was discussing religion with a Christian friend, walking in the country. She saw and fell and, falling, pressed the shutter of her camera. The technician who developed her film told her where she got that beautiful picture of Christ. . . She became Christian.

"It took me a long time to get that picture—but it is no different because of that," writes Bill Delabarre. "I wonder how different stories exist about that picture, in other countries."

Oscar Nordman's Sight Threatened

Our old friend Oscar Nordman, writing from Tahiti, in January reported that the sight of his left eye is gone and that some old disease now is attacking his left eye and there is danger of his losing his eyesight completely.

He is under skilled treatment, however, and his friends have lost hope that he will retain his eyesight. He is only 65.

Oscar Nordman is one of the best known men in the Polynesian section of the South Pacific. He has for some years a steward and pilot on American passenger ships. Long ago he settled down in his home island of Tahiti as a chandler and providore, and enjoyed considerable success as a merchant. He is a friendly man who has helped hundreds of travellers—especially yachtsmen and sailors. Probably few people in French Oceania receive a more personal mail than he—letters sent to him from most countries of the world.

The Curing of Beche-de-mer

A reader in Apia, trying to find out how to cure beche-de-mer, failing in inquiries in Hong Kong and Japan, asked *PIM* to hear from Sydney merchants thought of the old-timers might know.

Sydney merchants thought of the old-timers might know. I could not find a suitably informed old-timer in Sydney.

Finally, we directed an inquiry to Mr. T. C. Roughley, the former Director of Fisheries in New South Wales. He came straight back with the following answer:

"They are boiled in an iron pot for 20 minutes. After half an hour when cool, they are split lengthways with a sharp knife, gutted. They are then usually laid in the sun for a time to dry. They must be dried.

"They are kept open by pegs

plenty of air and sun can get them sufficiently dry, they are

A smokehouse is generally regular in shape, usually made of galvanised iron, and is fitted with trays in the upper portion. The beche-de-mer are arranged on trays and a fire is lighted in the middle. Smoke from the fire bakes the beche-de-mer. The wood most used for the fire is red man-

beche-de-mer are usually dried for about 24 hours. At the end of that time they are hard and crivelled. After that they are usually placed in the sun again to be sure they are quite dry. They are not quite dry they keep; but if they are quite dry they will last forever. Getting dry is the essential factor."

Education and Native Papuans

When I look at the education of this country I cannot say what our future is to be," John D. Wilkinson, of Sideia (near Samarai, Papua).

As far as teacher standards go, they are in advance of its time. It is better to have a lot of people get some education than a few get a lot. In time, all would be

not mission-minded, but I think that missions have helped the natives to their present standard, with the exception of a few turned out in the last years by the Administration which took over where the missionaries left off.

As for the price of copra, we have most of the native copra ripe for Communist hands—some fellow-travellers of the crowd are already in the copra. It is a nice thought for one who has spent 25 years here!

A friend of mine was in the Philippines pre-war. I think he was captured by the Japs—I have not heard from him since the war. But he told me and said he saw very little difference between Filipino and Papuan, except that the Papuan had a lot of American blood grafted onto him.

As for his being able to talk English well, he was basically a Papuan mainly because he had adapted too quickly to fully grasp English. A few well-educated ones are far from the others, and are the real rulers of the lower

classes. I am afraid that may happen to the small mission primary schools. As soon as they get a bit of education he puts the pencil behind his ear and

lives, as much as possible, by the work of others. It takes a long time for him to get past this stage—some of them never do."

† There still are Japanese servicemen hiding in the Philippines. Four were captured, still with their rifles, late last year. Others are believed to be still in the jungle on Lubang Island, 80 miles from Manila.

† Between 700 and 800 people of Tonga's population of 56,000 are suffering from tuberculosis—fewer than was generally believed. In 1955, five per cent. of all certified deaths in Tonga were due to TB. In 1956, the figure was 12 per cent.

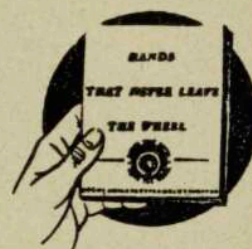
CORRECTION

Copra Price FOB, Not CIF

SEVERAL readers have pointed out an inaccuracy in a PIM article on copra in the January issue, in which we stated that the 1956 MOF price of copra was based on £Stg.58/10/- c.i.f. The price should, of course, have been £Stg.58/10/-, f.o.b. main Islands ports. For this piece of editorial wool-gathering we apologise.

† More than 6,000 children, nearly one-tenth of New Caledonia's population, will attend school there this year.

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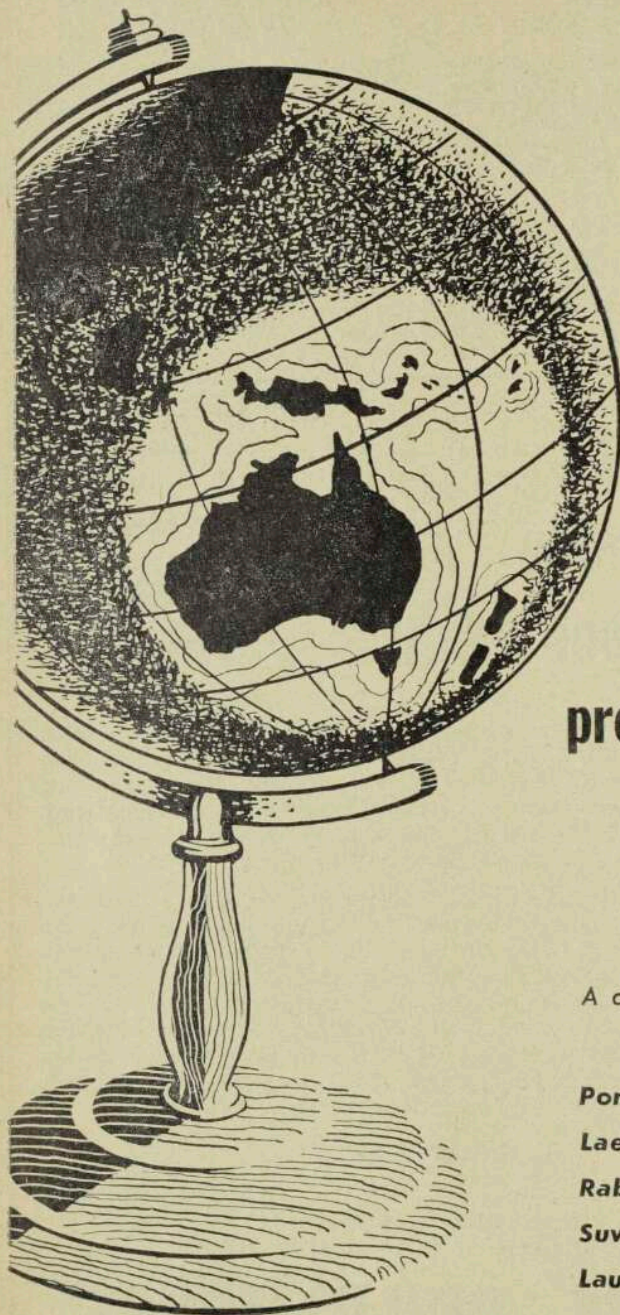
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ESS OF IT UNIONS

FIJIAN VILLAGE THRIFT

CREDIT unions are increasing rapidly in Fiji. During 1956, membership of Unions increased from 6,623 to 21,586; and the number of Unions from 66 (1954) to

The Credit Union is a Fijian organisation, under which a committee of villagers receives savings from individuals, and makes loans to individuals from funds thus accumulated.)

In addition, total assets reached £112,000—a gain of about 75 per cent. for the year. More than 100 loans were made to members in the year, an average of about £100 per member.

Savings during 1956 dropped from £112,000 in 1955 to approximately £100,000 last year, an average saving of £1/15/- for each member compared with a 1955 average of £2/10/-.

This was due to severe flooding over large country areas, where farmers suffered heavy crop losses. Also, flood waters prevented them from making collections.

Credit Union movement in Fiji has been organised by the Rev. G. G. Ganey, who was invited to Fiji by the Governor (Sir Ronald G. Garvey). Sir Ronald had the opportunity of seeing the success of a similar movement organised by Mr. Ganey in British New Guinea.

DIFFERENT TYPES OF COCOA

It is claimed that the main advantage of the Amazon type of cocoa is that it comes to bearing earlier (within two or three years) with a heavier yield.

In the last eight years the West Australian Research Institute has been carrying out tests on the flavour and other qualities of Amazon cocoa.

Until now, 10 Amazon types, all of which the Institute have been subjected to exhaustive tests and have been accepted by the manufacturers as fully meeting their requirements," an Institute official said. No seedlings of any Amazon type were issued until the approval of the manufacturers had been obtained.

Amazon types are being planted on cocoa plantations in the Western District.

Mr. S. Weir has been appointed New Guinea's first Town-planner. He has been Brisbane's chief town-planner for the last five years, and is a lecturer on town-planning at the Queensland University. He will go to New Guinea in May or early in June.

Sisters for Fijian Mission

MEMBERS of the order of the Sisters of Charity, who are to educate novices and postulants at Cawaci mission station on Ovalau, Fiji, attended a liturgical farewell in Sydney before they left.

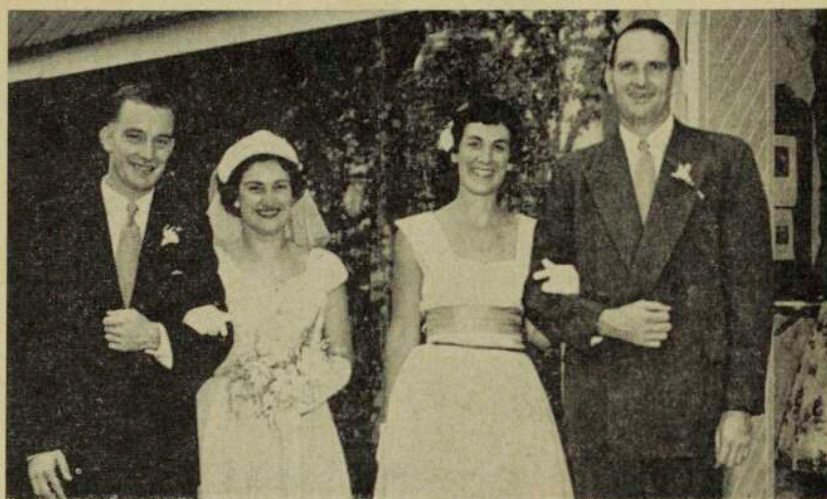
They go to Cawaci in response to a request from the Catholic Bishop of Fiji, Bishop Foley. Last October the Superior-General, Mother M. Agnes, and one of her

assistants, Mother M. Margaret, visited Fiji to learn more of the nature of the work to be undertaken.

The sisters in the first group of missionaries include Mother M. Peter Fennessy, who will organise the work, Sister M. Florance Bailey and Sister M. Mark Lehman.

Bishop Carroll, auxiliary to Cardinal Gilroy, in an address, said that at this stage the Order was sending a small party of sisters to Oceania to prepare members of an indigenous congregation for a certain standard of education.

MARRIED IN FIJI . . .



Miss Helen McLaren, elder daughter of Mr. and Mrs. G. L. McLaren, of Cowra, NSW, was married to Mr. Gordon Burley, younger son of Mr. and Mrs. J. L. Burley, of Neutral Bay, Sydney, at St. Luke's Church, Suva Point, Fiji,

last month. There was a reception at the home of Mr. and Mrs. Arthur Townsend, of Suva. Mr. Burley is on the staff of the Bank of NSW, Suva. Photo shows: Groom and bride; Mrs. Betty Knight (USA), and Mr. A. Townsend.

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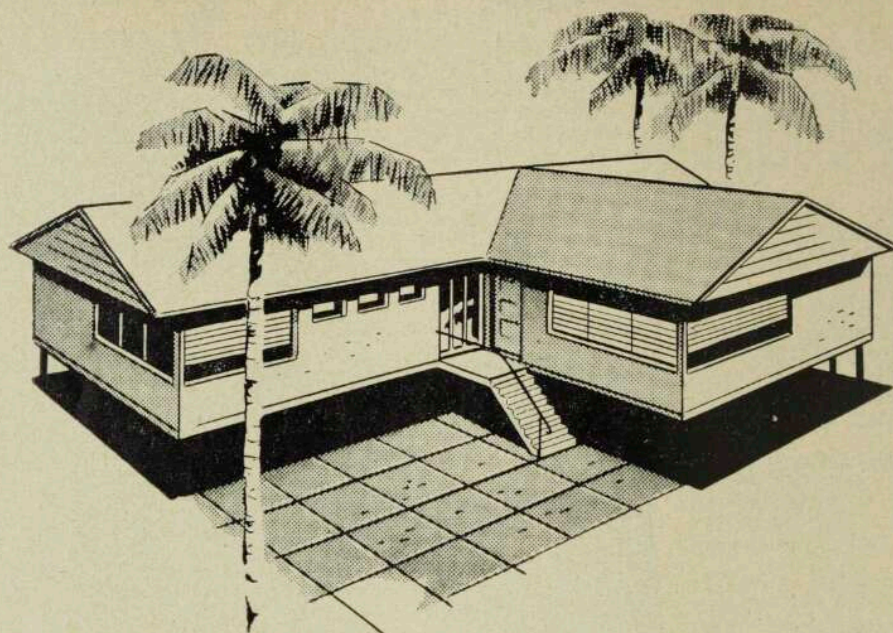
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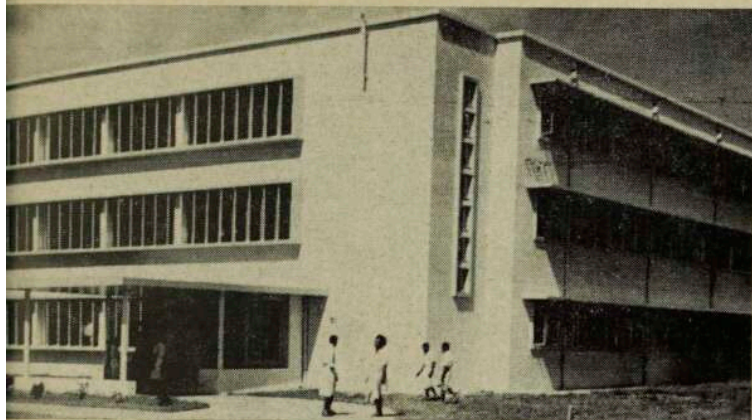
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new and modern 3-storeyed
ive Land Trust Building,
t near the Government
Victoria Parade, Suva, at a
£70,000, was formally opened
e Governor (Sir Ronald
) on February 8.

excellency said the building
tribute and memorial to Ratu

Sir Lala Sukuna, whose far-sighted
policy in organising the Native
Land Trust had contributed greatly
towards a solution of fundamental
land problems.

The new building houses the
Native Land Trust staff, and most
of the institutions connected with
Fijian native administration.

Kilisimasi, of Tonga, has
ed as an Assistant Dental
oner at the Central Medical
Suva, and has been awarded

a gold medal for consistently ex-
cellent work in practical dentistry.
Kilisimasi is to do a post-graduate
course in prosthetic dentistry.

IN BSI

A New Shelling Technique

HONIARA, March 1.
DURING his recent tour within
the BSI Protectorate the
High Commissioner called at
Gojoruru, where Mr. Ian Whitton
(who manages the plantation) dem-
onstrated the use of an aqualung
in diving for shell. Whitton and a
native from Ngela each donned
equipment and gave an indication
of its endurance. There would
appear to be great possibilities in
operating a team of native divers
trained in aqualung working in deep
waters.

RED CROSS BALL

The annual Solomon Islands Red
Cross Ball, held at Point Cruz
Theatre, on February 12, raised over
£100 for the International Hungarian
Relief Fund. Little Susan Oakes,
whose mother (wife of a Govern-
ment official) is the only Hungarian
in the British Solomons, very
charmingly presented a bouquet to
the High Commissioner's wife

AUCTION OF SEIZED GOODS

Something new to Honiara was
the public auction held in the
Customs Shed on February 23. All
the goods offered, worth £1,000,
had been seized by the Customs
Department. Most were bought by
Chinese storekeepers.

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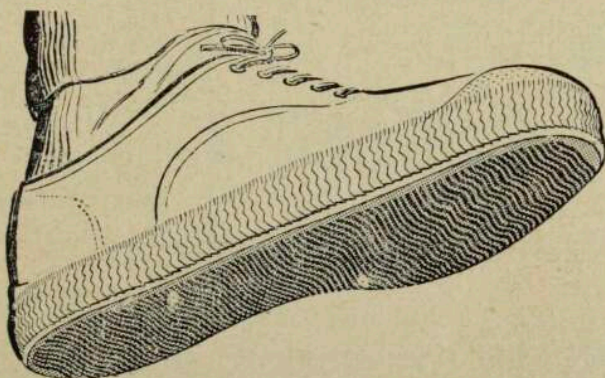
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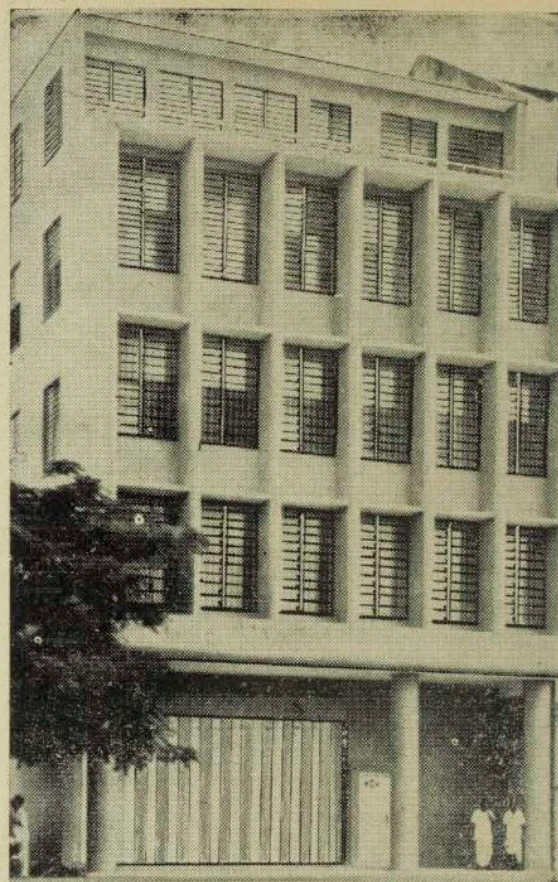
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Smallships and Cruising Yachts

(Continued from page 63)

MAKORA, skippered by owner H. Goodwin, a New Zealand sheep-farmer, cleared Balboa on February 5 for Auckland. This 48 ft by 11 ft by 7 ft craft sailed from Eng-

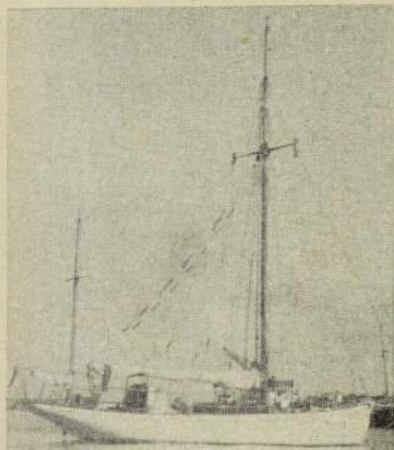


Photo (by Max Hart) of "Makora".

land last September 1. With owner Goodwin is his daughter, Anthea, Miss Stella Copsey, and Mr. Jeremy Hewett. Another daughter was one of the crew of *Arthur Rogers* dur-

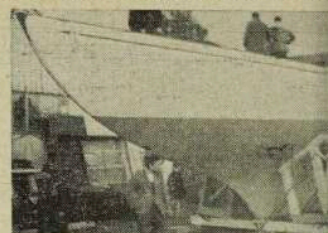
ing an Island cruise several years ago. She may join the yacht at Tahiti. Calls are planned at the Galapagos, Marquesas, Papeete and Nukualofa.

IMATRA, which passed through Polynesia southbound for Auckland from England some years ago, is reported sold by Sir Ernest Davis to Mr. Tony Bambridge, of Papeete, and she will leave Auckland probably in April. Sir Ernest purchased the yacht soon after its arrival from England. Mr. P. Moore, of Yorkshire Insurance Co., who is well known in Papeete, has represented Mr. Bambridge in the negotiations and may skipper *Imatra* on her delivery voyage.

A handsome 50-ft motor sailer, schooner-rigged, with a beam of 13 ft, is being built of heart-kauri at Kawau Island (Auckland) by Mr. R. Lidgard, a leading boatbuilder, well-known in Polynesia. Mr. Lidgard has two adopted Rarotongan sons, as well as one son of his own, who is well known in Fiji in yachting circles. The new yacht has been warmly praised by interested yachtsmen. Mr. Lidgard plans to take part in next year's Auckland-Suva race, and do some Islands cruising.

KOCHAB, successor to *Stortebeker III*, which Dr. John Franklen-Evans, of England, sold in Canada after cruising the Pacific several years ago, cleared Balboa for Polynesia on February 12.

With the doctor is Eric P. The new craft, London-reg, measures 39 ft 6 in. by 10 ft.



6 ft. The voyage commenced September 29. Plans are to spend a month in the Galapagos, then north to enter the 1957 Los Angeles Honolulu ("Trans-Pacific") continue south to Tahiti; then New Zealand, where the voyage should end about early December.

PACIFIC ISLANDS MONTHLY IN NEW GUINEA

THE new office of Pacific Publications (New Guinea) (which will be the Pacific Guinea office of the *Pacific Monthly* and allied publications) was opened in Lae in March. The Theatre Block, 4th floor, Lae. Miss Pat Robertson, the full-time representative of Pacific Publications Ltd. in New Guinea, arrived in Lae by B.M. March 10.

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BRAZIL NUT

Rich, smooth, creamy Dairy Milk with rich, plump Brazil Nuts.

Two good reasons for saying "I Want Cadbury's"

SEARCH FOR NICKEL AND COPPER IN NEW GUINEA

THEMATIC geological mapping was carried out, in the latter part of 1956, in the Eastern Highlands and Madang districts of New Guinea, in areas surrounding Asaro, Bani, Bundi, Watabung, and Bena.

Work was used as the supply and the work was conducted in a series of base camps situated along the main road network that exists in this area.

Effort is being made to appraise economic possibilities of the morphic and igneous rocks which form the backbone of New Guinea. It appears that conditions are favourable for deposits of nickel and copper in some places.

The task of mapping and mineral exploration will be slow owing to the complexities of terrain and climate, and the dense forest cover.

Disturbances in Noumea between Caledonian natives and people of other races have been so frequent during week-ends special patrols of police and gendarmes have been organised. These patrols quickly nipped likely disturbances in the bud, and Noumea has been calm week-ends recently.

NEW CALEDONIA SHOWS PROSPERITY

IF automobiles and tourists are signs of wealth, New Caledonia is in a happy position.

The liner *Caledonien* recently brought in 70, and three vessels which called a little earlier brought 150. There are now more than 8,000 vehicles registered in New Caledonia.

Twenty-nine tourists from New Caledonia, in two groups, visited Australia in February. The tour was organised by French Pacific Tours, of Noumea. It was of 14 days' duration and the cost per head, everything found, was 23,000 francs (£161).

Australia has been popular with New Caledonians and air bookings so far this year constitute a record. Planes and ships to Sydney are booked out for weeks ahead.

¶ Miss Lois Connerton, a Presbyterian Church missionary, returned to Australia in February for deputation work, after 2½ years in the New Hebrides. She will return to the New Hebrides in April.

† The Rev. C L. Williams, who will become Queensland secretary of Methodist Overseas Mission on April 1, spent 15 years as a Methodist missionary in the Central Pacific. He went to Samoa first in 1940.

IGY INSTRUMENTS FOR RAROTONGA

THE Superintendent of the NZ Oceanographic Institute has provided an outline of New Zealand's plans for oceanographic research during the International Geophysical Year.

They include two items that it is hoped to install at Rarotonga, Cook Islands, in time to play a useful part in the IGY Pacific Programme. Firstly, radar equipment for obtaining high altitude wind force and direction to be operated by the Rarotonga branch office of the NZ Meteorological Service. Secondly, a panoramic recorder to replace the existing ionospheric installation that has been operated at Rarotonga for some years by officers of the NZ Department of Scientific Research, assisted by native trainees.

The panoramic ionosphere recorder has a much greater frequency range than the equipment at present in use and three units of this new type are now being built in New Zealand—one for Rarotonga, one for Christchurch, NZ, and one for the Antarctic.

¶ Mrs. Cowell and her two children have rejoined Mr. R. Cowell at the British Residency in the New Hebrides.

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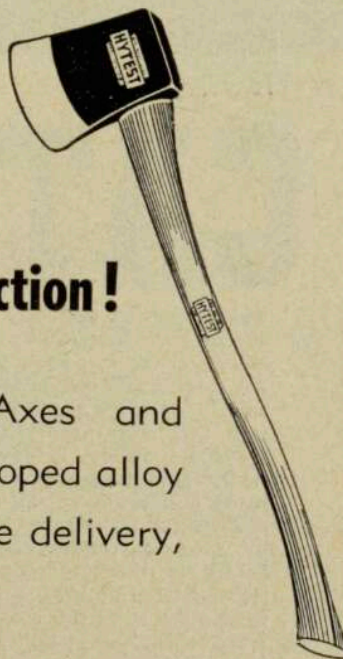
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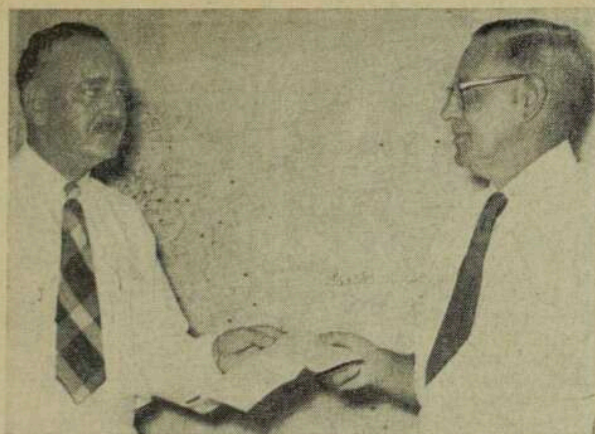
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ga and New
for the Boy
nd Girl Guides
was handed
Administrator
D. M. Cle-
February by
MacDonald, on
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which directed
rkably success-
isation.
Papuan Prints.



EA NEEDS A TUG

S WHARFBOUND BY WESTERLIES

urgent need for a tug for meea harbour was illustrated in February, when the liner *Gen* was unable to leave her berth for Australia, because of westerly winds.

Eight hours after scheduled departure-time before the ship got away and then it was only with assistance of a small tug belonging to the Nickel Co.

On May, 1956, the same ship took eight hours to get clear, because of strong wind and lack of a

Nickel Co.'s small tug also the Japanese ship, *Hoyo* was fast month. The ship, laden with nickel ore and at the wharf on fresh water, was held to the wharf by the west winds, until the tug arrived.

COVERED MARKET FOR RAROTONGA

In the early 1920's, Rarotonga had a covered market on the shore at Avarua (principal port and port). The building was destroyed, or fell down. When vendors of produce have been their business in the market.

At the time, the weekly market was held on the Union S.S. Co.'s wharf. The Company objected, and the market was moved to the fore-land in front of Hotel Rarotonga.

The Public Works Department has drawn up a plan for a shelter-building, without surrounding land, designed for easy and efficient cleaning. It will have a concrete floor. Its estimated cost is £2,000.

YAQONA DISEASE IN FIJI

A SERIOUS disease of yaqona (the root from which kava is made) is widespread in south-eastern Viti Levu, Fiji. It is not a new disease (it was recognised 20 years ago) but it has increased lately. It attacks both old and young plants, and causes the leaves to drop off, and the stems to die back.

The Fiji Department of Agriculture says plants do not recover from the disease, which passes to healthy plants, and for which there is no cure. It is necessary to dig up and burn affected plants, as soon as the disease is noticed.

† Carpenter interests now have no less than 1,500 first-class cattle established in the Kokopo area of New Guinea—mostly Polled Short-horn crossed with the best grade of Santa Gertrudis bulls.

† Tamworth (NSW) people were given an outline of missionary work in New Guinea when three Anglican missionaries passed through on their way to Narrabri (North-west NSW). The missionaries were the Rev. Norman Cruttwell, priest in charge of the Menapi mission in North-west New Guinea, his mother, Mrs. C. Cruttwell, and Mr. Fabian Paisawa, a mission teacher.

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**OUR NEIGHBOURS
IN N. GUINEA**

**ONE REASON WHY THE
DUTCH HOLD ON**

IT is not generally known that the Dutch have a sentimental, as well as sound commercial and political reasons for holding on to Western New Guinea.

When, with the help and sympathy of the United States, the Indonesians drove the Dutch out of the East Indies—where they had been established for 350 years and where they had done a magnificent job of colonisation—there was a mixed community (Dutch and Indonesian) of at least 500,000.

The Javanese adventurers who seized the Government of Indonesia—and still hold it more or less—made "a dead set" at those Euronesians.

A large proportion of the half-million had been brought up and educated as people of Dutch status, and they were deeply integrated with the Dutch-Indonesian economy. But they were told, in so many words, by the Jakarta bureaucrats that they must announce their future allegiance—Dutch or Indonesian.

If they chose Dutch, they were

persecuted in the same way that the Dutch were persecuted. If they chose Indonesian, they were permitted to remain in Indonesia, but were treated as pariahs.

Thus, those Euronesians who chose Dutch status were virtually without a country; and it was on their behalf that the Dutch showed enterprise and energy in developing Western New Guinea, where there now is a large oil industry and a rapidly-developing plantation industry.

Thousands of Euronesians from Indonesia—and especially Java—now are settled in Western New Guinea; and thousands more are headed that way. That is why the Territory is so valuable to the Dutch, even though figures do not suggest great tangible wealth.

They are a type of neighbour whom Australia is glad to see in a territory so close to her borders.

Imagine the kind of treatment these people would receive if the enlightened gentlemen of the United Nations succeeded in having Western New Guinea transferred from the Netherlands to Indonesia!

† The Tongan boxer, Johnny Halafih, beat Neville Rowe, Australia, by a technical knock-out in the third round of a scheduled eight-round bout at Leicester, in England, on March 4.

**DE BISSCHOP'S RAFT:
SLOW, STEADY PROGRESS**

The raft *Tahiti Nui*, on March 1, was at 32 deg. 6 min. South, 171 deg. 30 min. West—about 440 miles ENE of her position on February 1—and had thus averaged about 100 miles per day during February. Her eastward progress from the Pacific to South America.

Regular radio contact could not be maintained with the raft's amateur radio operators in many parts of the world and Captain Eric de Bisschop reported his 5-man party in good health and spirits.

† A Trades Training Officer (Mr. V. Bent), Assistant Director of Education (Mr. B. Smith, formerly of Auckland) and Mr. R. J. Milligan, L. C. Registrar, and D. C. Williams, all of whom are among Education Department personnel who recently arrived in Western Samoa.

† M. Aime Grimald, High Commissioner for France in the Pacific and Governor of New Caledonia, called on the New Zealand Minister, Mr. S. G. Holland, recently. With Mr. Holland, Deputy Prime Minister, Mr. Holyoake, and the Minister of External Affairs, Mr. Tom Macdonald, he had a discussion on mutual interests.

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FUJUEA'S POPULATION

FUJUEA now has a population of 22,238, according to official figures, just released. In six sections of the population are classified as European or European descent, which has increased by 31 per cent. There are 503 "foreigners" in the section, of which two-fifths are British and Australian nationals. The number of "foreigners" has increased by 50 per cent. since 1951.

or descendants	15,043
	2,594
	379
idians and Wallisians	626
ns	1,340
esse	2,256

DRUG FOR TROPICAL INFECTIONS

ESS with a new method of treating tropical infections—such as ulcers, yaws and dysentery (a type of dysentery)—mixed (by its maker) for mycin. Snyermycin is a combination of the well-known tetracycline, and what is called a newly-discovered antibiotic, oleandomycin.

claimed that, when mixed, antibiotics enhance each other's effect, and become more powerful than the sum of their individual killing capacity.

Elmer H. Loughlin and G. Mullin, of the New York College, who have used the drug, gave details of experience with it on tropical cases to the 1956 Annual Symposium on Tropical Diseases in Washington.

FUEL CENTRE IN FIJI

Shell Company (PI) Ltd. proposes to complete, by next February, a big storage centre at Vuda Point, Lautoka, Fiji, to overcome the space shortage for aviation fuel products in Suva, and to improve the supply of aviation fuel at the Vuda Point Airport.

Estimated cost is about £100,000.

The new storage centre will help reduce the costs involved in importing fuel by barge from Lautoka.

The centre will comprise three tanks, each capable of storing 100,000 gallons of fuel, four smaller tanks, a packed products storage area, drums of oil and grease, a power plant, and an administrative building with an office, a painting shop and repair garage.

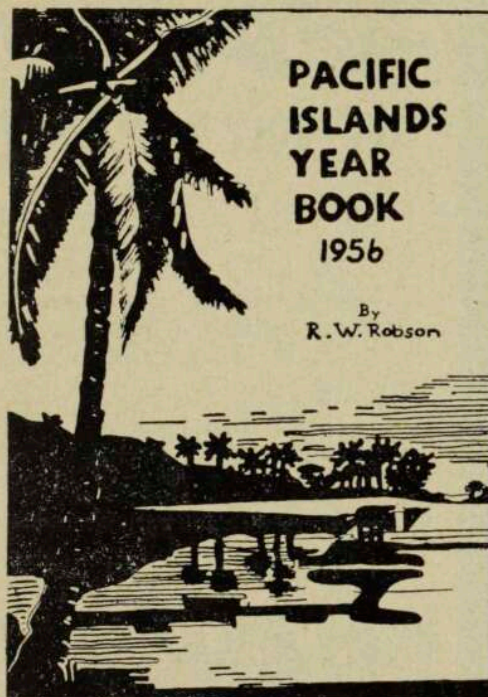
Trucks will unload fuel supplies at the airport and the area directly adjacent to the Vuda Point centre.

Mr. R. West, accompanied by his wife and one child, has arrived in the New Hebrides to take up the post of Controller of Stores with the Condominium Government. Mr. West, is on secondment from the Australian Government. He was previously with the Department of Works, Darwin.

Mr. E. C. Woodward has retired from the post of Senior Assistant Registrar-General in Fiji. He went to Fiji in 1928 from New Zealand to an appointment with the Registrar-General's Department. With Mrs. Woodward and his son and daughter, he has gone to England.

Two trainees from Tonga will start nursing at the Launceston General Hospital, Tasmania, next month—sisters, Elizabeth (22) and Ana (20) Helu, who have trained for two years at the Viola Hospital, Tonga. The girls will do a complete course in Launceston.

New Caledonia imported 18,000 tons of cement worth 37,000,000 francs (£259,000) during 1956. Most of it was for the £10,000,000 Yate dam. About 9,000 tons came from each of Japan and France, 61 tons from Australia, and 7 tons from Germany. The previous year's imports totalled about 9,000 tons.



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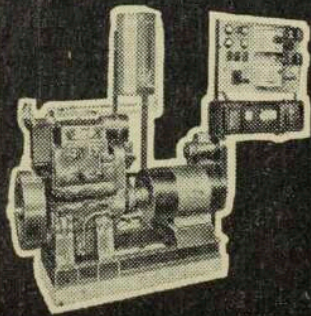
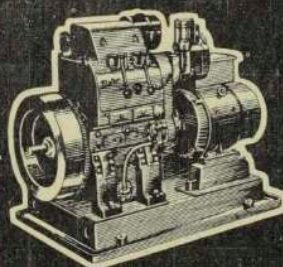
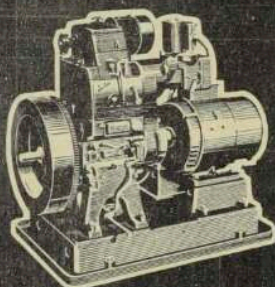
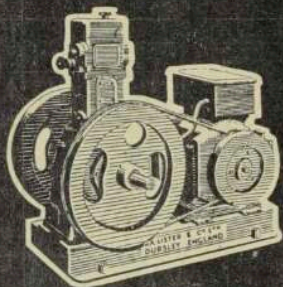
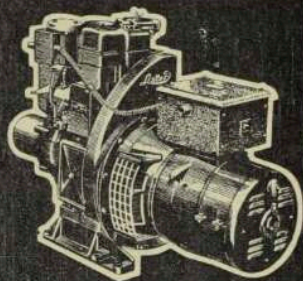
The 1956 (Seventh) Edition contains 480 pages and numerous maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics and lists of main Trading Firms), the P.I. Year Book has a number of Special Sections, such as: Notable Developments in the 1945-56 period; Description of the Airline and Shipping Services in the Pacific; Radio Network in the South Seas; The Islands as a Resort for Tourists; Directory of Pacific Missions; Lists of Public Servants in each Territory; History and Chronology of the Pacific War (1941-45); Islands Port Facilities; General Subject Index and Detailed Index of Place Names in the South Seas, etc.

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LANDS POLICY

ENDED

DIRECTOR SAYS MORE AREAS SOON
BE AVAILABLEBY
R. W. ROBSON

journal is now—and has been for years—critical of the system of land settlement which bureaucratic czars of Canberra fastened upon the Territory of Papua and New Guinea.

Believe that, if P-NG is to be a politico-economic factor that it will be in the South Pacific's defence against Asia, P-NG must have a hard core of European settlement.

District Administration of P-NG, if left alone, will effectively influence and shape the colonising impulse of the Australians, who are eager to have "places of their own"; and, if left alone, would be a Papuan and New Guinea. District officials should see that the Australian settlers are of the type to associate with the natives, and to show the natives, by example, how to become peasant farmers and planters.

There lies the only future for that can justify Australia's annual expenditure on the Territory. The job should be done out by the trained and able men on the spot.

The Canberra bureaucrats, tainted by an inexperienced and idealistic leanings, will not do such a system.

Settlement, such as it is, is carried on (and has been for three years) by centralised control under an impersonal system directed from Canberra—by those who are most conscientious and are experienced mostly in land administration, and not in the Territories' conditions of the very peculiar aims of Australian settlement policies supposed to be implemented in P-NG.

I had a look around the Territory in December—and not impressed with the settlement record of the last couple of years. I sought an interview with the Director of Lands, Mr. D. E. Macinnis. I was very courteously received and given most of the information I asked for. The following is a summary:

Any applicant for land is interviewed before a Lands Board—made up of the same as in Australia—and presided over by senior officials, who include the Director of Agriculture, the Representative of Native Affairs, the Director of Forests, when necessary. Mr. Macinnis (as chairman); whenever the Board sits outside Port Moresby, one non-official

person.

Mr. Macinnis referred to the Ian Downs system. (Mr. Downs was District Commissioner in the Highlands, and his system of selecting settlers was claimed by the PIM to have been nearer the ideal than the present bureaucratic and impersonal system). Mr. Macinnis said there was not sufficient examination of the individual—often the first man to come along got the available land; and 50 per cent. of those who were put in by Downs left the blocks allotted to them.

Many newcomers head towards Goroka—they think they can make a fortune growing coffee. The great majority have neither experience nor finance. They cannot understand that from £15,000 to £20,000 is required, if a worth-while coffee plantation is to be established in the Highlands.

Even if the natives inform individuals that they are prepared to alienate their lands, they are not allowed to do so without a most careful check. The Medical Department's work in reducing child mortality and disease is building up population, and that future population needs land.

So far as the Highlands is concerned, the great majority simply seek a nice little coffee plantation close to an established centre.

The latest maps of the Highlands areas show that, so far as land settlement is concerned, they

have reached saturation. The natives are coming into the picture there—and they must have first call. A Highlands native the other day sold his coffee for £300.

BUT there are lands becoming available in other Districts for cocoa, coconuts, rubber, grazing, general agriculture. The Warengoi area, at the back of Rabaul, is coming in, and will be open for settlement without racial discrimination—if applicants have resources and planting know-how. Those Warengoi blocks will certainly attract the Tolais, a native people there who have made remarkable progress as planters.

Mr. Macinnis made the following statements:

There is no such thing as disposal to the highest tenderer—we dispose of blocks according to the suitability of the applicants.

When we admit Europeans, we must think of their influence on natives. There are men now established here who ought never to have been admitted to the Territory.

The Lands Board is most interested in the development of the cattle industry; and we are happy to report that Mr. Webb, representing important Queensland cattle interests, has been examining 12,000 acres beyond Fairfax Harbour (only a few miles from Port Moresby) with a view to introducing cattle.

We made 23,000 acres available to the Atkinson cattle interests at Gusap (Markham-Ramu divide), and we think they are certain to make a success. Adjoining that, we have 38,000 acres of pastoral land open for application at the moment.

Any block of land—agricultural or pastoral—is made available for

(Continued foot of col., next page)

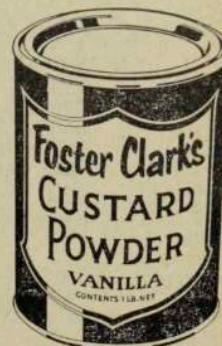
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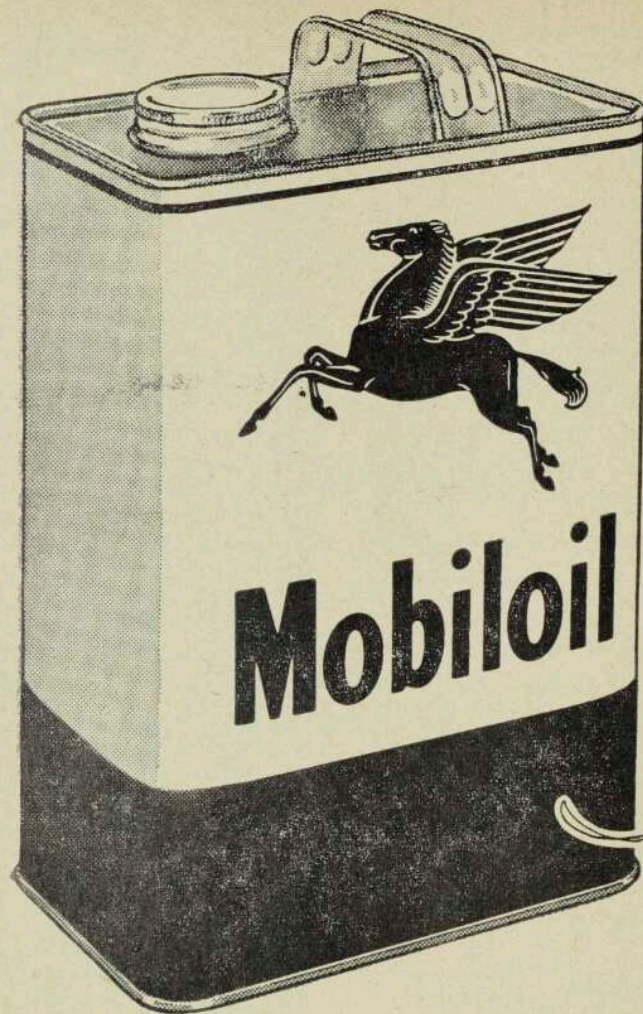
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New British Islands Are Born

T INDIES AND GHANA

JARY was an important
th in one respect in the
ary of the British Common-
and Empire.

new nations were born.
(formerly the West African
ast) and West Indies Fed-
(formerly the scattered
archipelagoes of the West
were raised from less than
status to something not far
Dominion status.

have little in common, ex-
t they are British and (as
ies is generally negroid) of
race.

was admitted to nation-
great ceremonies in Feb-
It has 92,000 square miles,
ly 5 million population.

Indies Federation is of in-
the South Pacific. It has
islands, containing 8,000
miles, with a population of
s, spread across 1,500 miles
aribbean Sea.

discussions extending over
the following British Terri-
ridged last year to amalga-
a Federation:

ICA, with 4,400 sq. miles
0,000 people. It has insuf-
industries, over-population,
0,000 unemployed, and is
ne of the problem areas of
d."

DAD, 1,800 sq. miles, 560,000
it is close to the coast of
a and has rich oil.

ADOS, a sugar-growing
with only 166 sq. miles for
people.

WARD IS. (Dominica, St.
Vincent, Grenada)—small,
and backward.

ARD IS.—largest in Antigua,
miles. Backward.

apital has been fixed in
, and a Governor-General
appointed shortly.

will be a House of As-
freely elected on a broad
, and a Senate of 18, nom-
y the Governor-General.

INUED FROM PAGE 145.

on, unless it is considered
e.

is—or soon will be—cocoa
ilable at Warengoi (near
D), Popengetta (northeast
and Abau (Papua).

ORTS THE MINISTER

acinnis concluded: "After a
erience, I will say that in
ion the policy being fol-
the Minister in selecting
or settlement is the best
policy for this country."

Britain retains control of foreign
relations and defence. But the
Islanders generally are pro-British;
there is no sign of Red subversion;
and there is probability of Dominion
status at no very distant date.

NOTE: If such a development is possible in the West Indies, why not in the South Pacific, among the British archipelagoes of Fiji, Samoa, Cooks, New Guinea, Solomons and Gilberts? If oilfields were found in New Guinea, the set-up might be comparable with that in the West Indies. Of course, critics will immediately point out that Western Samoa and New Guinea are "Trusteeships." As the years pass, UN becomes more discredited; which suggests there is no future for Samoa and New Guinea except, maybe, in the kind of Federation accepted in the West Indies.

Native Co-ops. in the South Pacific

A SOUTH Pacific Commission's
co-operatives expert, Mr. C. G.
Joannides, arrived in Port
Moresby, on March 13, after visit-
ing the British Solomons and the
Gilbert and Ellice Islands. He will
study the native co-operative move-
ment in Papua and N-Guinea, and
perhaps arrange for a conference
of representatives of South Pacific
native co-operative groups.

N. HEBRIDES MINING

ANGLO-FRENCH CO.'S ACTIVITY AROUSES INTEREST

A N announcement that the Joint
Anglo-French Administration of
the New Hebrides has legislated
to control "mining activity," as
from March 15, caused much specu-
lation as to what is involved.

The Makatea Phosphate Co., an
Anglo-French organisation, has been
prospecting an area on north Efate,
ostensibly for manganese, but
popular opinion on the island is
that something more is involved.

It is reported, but not confirmed,
that the company has expended
£100,000 on equipment, including
bulldozers, and in making helicopter
surveys.

One report current in Sydney was
that the company had armed guards
patrolling its area until the legis-
lation became effective.

Under the new legislation people
now can be granted prospecting
rights, to be followed by mining
rights, on anybody's land.

A planter, at present in Sydney,
said the company "did not take
kindly to visitors."

A small local syndicate is also
prospecting in a nearby area.

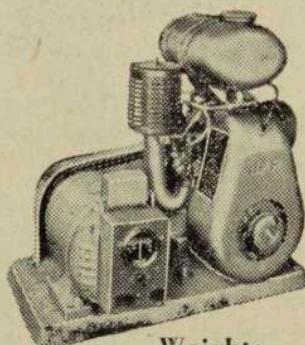
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148

For New Guinea Down r Ton

RAILIAN rice imported into Territory is to be £1 a ton per for the next 12 months s, £61 per ton fob, Sydney ource, for dry brown and and £67/10/- per ton for tamin enriched. Quantities than five tons will be 10/- tra.

Prices operate from May. T. Gunther, Assistant Ad- tor, announced in Port that the new prices were at after a conference be- ne Australian Rice Board Department of Territories.

TERS BY MARCH BULOLO



Stubbs, only son of well-known rs. Bert Stubbs, of Port Moresby, m four-months' leave in Sydney, father's business. (Top left). Mrs. D. de Graaff, who were married last November. They will live at de Graaff is on the staff of the Department. (Top right). icia Partridge returns to her post is Department, Port Moresby, after has announced her engagement to ge, of Works Department, Lae. Pat daughter of Mr. and Mrs. E. C. of Edie Creek, Wau, and both Pat are B-4's. (Lower left). A. Rutter was en route to Port join her husband, Mr. J. A. Rutter, gineer-manager of the electricity in P-NG. It is reported that all n P-NG is to be taken over by on and that Mr. Rutter may be e department. Mr. Rutter was a NGVR before the war and served AE in Borneo in World War II. rs. Rutter's first visit to the Terri- she was evacuated from Rabaul, apanese invasion. Her last memory hurriedly packing a small suitcase. en six years in Goulburn, NSW.).

PRACTICAL APPLICATION OF ADVANCES IN TROPICAL AGRICULTURE

AUCKLAND, March 10.

THE Cook Islands Director of Agri- culture (Mr. Maurice Baker), returning from vacation in Jamaica, gave some details of recent ad- vances in tropical agriculture in that area in a February broadcast over Radio New Zealand.

New chemical sprays had been developed there which had the effect of considerably extending the pine- apple fruiting season. Used in the Cook Islands they might have the effect of extending the Cooks' pine- apple season from the present brief October-January period to a June- January crop.

The sprays will be tried in the Cooks.

Mr. Baker said that Jamaica's good harbour facilities permitted the use of inexpensive cardboard shipping cartons. These could not be used in the Cooks, where it was common for produce to be doused with sea-water in the loading operations at reef passages.

Speaking of cocoa, Mr. Baker said that important advances had been made in the propagation pro- cess. Where, up to now, much work had been involved in transplanting, it had now been found that "bud- ding" methods, as employed with citrus, greatly simplified cocoa- growing operations.

Mr. Baker had also studied the coffee industry in Jamaica and found that crops which had been neglected for as long as 30 years were being brought back to full pro- duction by correct pruning methods. These could be applied in the Cooks to rejuvenate the old plantings.

LATE NEWS

THE REAL DANGER OF A-BOMB TESTS

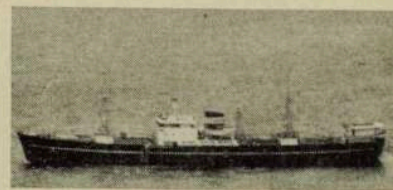
FOUR Valiant bombers of the RAF left Britain secretly on March 12 for Christmas Island, to take part in the hydrogen bomb tests.

London reports said the tests would commence "next month" (April). (See article on page 21.)

Scientists throughout the world continue (March 14) to warn that the release of nuclear energy—generally, and not necessarily in particular areas of testing, like USA, Australia, Russia, Central Pacific—will seriously affect the descendants of the present generation of man- kind.

NEW BURNS PHILP SHIP ARRIVES

The new Burns Philp freighter, *Montoro* (named after a famous old passenger-and-freight liner of the New Guinea run, before the war) arrived in Sydney on March 15, after an uneventful run from Britain, via New Guinea.



This picture of *Montoro*, 3,700 tons, was taken from the hills be- hind Port Moresby, as she came into that harbour a fortnight before.

It was at first reported that *Montoro* would be on the New Guinea run; but she now will enter the Sydney-Singapore service.

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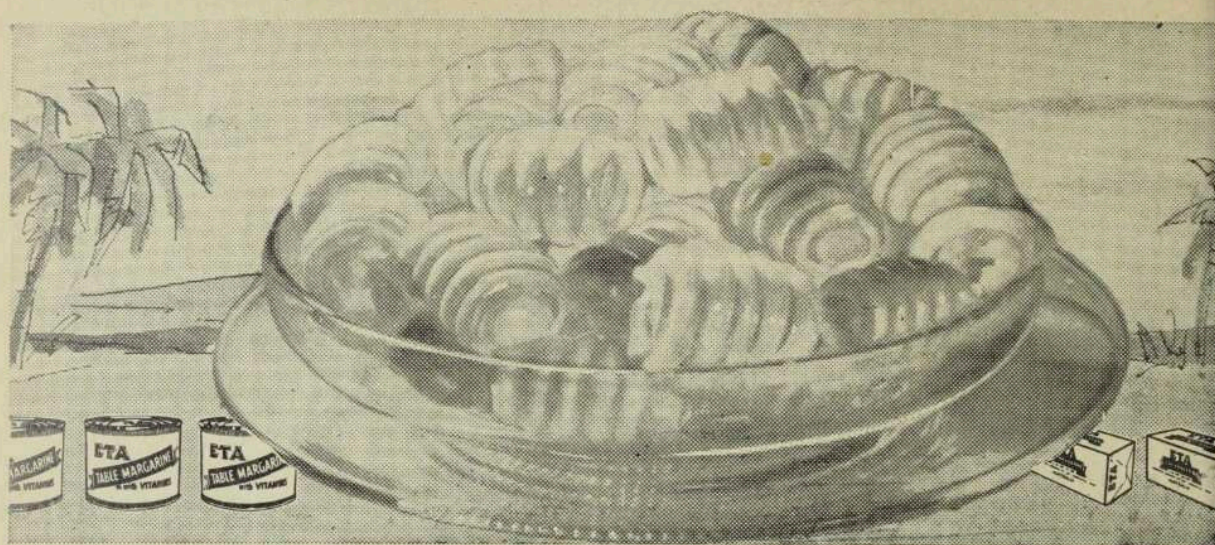
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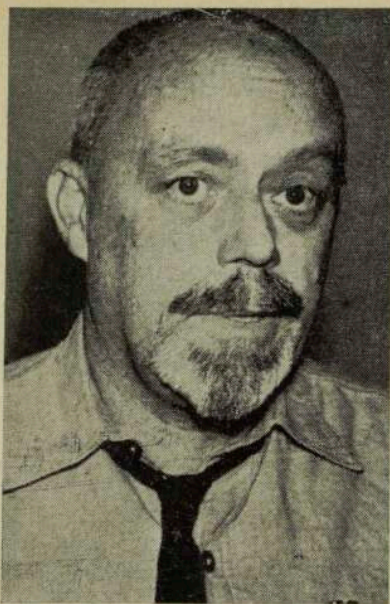
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for Science ress in 7 in 1960

P. MORESBY, March 10.
4th congress of the Aus-
an and New Zealand Asso-
on for the Advancement of
may be held somewhere in
ew Guinea in 1960—if one
g shipping companies can
aded to arrange a cruise at
et time, to provide a float-
ing-placc.
uggestion is that of Mr.
tanley, well known geologist
territory, who returned to
resby in March after at-
the 32nd congress in
NZ, in January.
S has been in existence
3, and meets at each of the
i NZ cities in turn.
bourne, in 1955, Mr. Stanley
a meeting in Papua-New
The Territory has always
great interest to scientists.
is suggested that a large
h as *Oronsay* might carry
ress en masse from Sydney
ey (via Port Moresby,
Rabaul, Manus, Madang
, in about 25 days. Every
would pay a fare, varying
to cabin, of from £6 to
day.
nedin, Mr. Stanley got



Mr. G. A. V. Stanley, formerly well known as Senior Geologist of Australasian Petroleum Co. in Papua. Since his retirement in 1954, Mr. Stanley has started a book designed to cover the geography of New Guinea; but confesses he is "bogged-down" historically at the voyage of Luis Vaez de Torres (1606), whose detailed and prolonged examination of the entire south coast of the Island, from Milne Bay westwards, must have brought him into Port Moresby and Yule Island. But of this there is no proof.

LATE NEWS

Liquor Fees Postponed

PORT MORESBY, March 13.
THE new system of calculating liquor licence fees, which was to have come into effect in Papua in March, and New Guinea in October, has been postponed in respect of Papua; and all sellers of liquor will now be required to apply for new licences in October.)

In the interim, the new regulations—which were passed by the Legislative Council in February in spite of protests by unofficial members—will be reviewed for anomalies. It has been claimed that instead of the Treasurer collecting 5 per cent., in many cases he would be collecting 20 per cent. or more on the same lot of liquor. (See p. 28.)

approval for a branch or division of ANZAAS being set up in Papua-New Guinea; and it is hoped that at the next Congress (Adelaide, 1958), a firm invitation to ANZAAS will be forthcoming from the Administrator in Port Moresby and from the Minister for Territories in Canberra, with January, 1960, as the date for the Congress.

To this end, a small Committee has been appointed to make a formal approach to the Minister for Territories.

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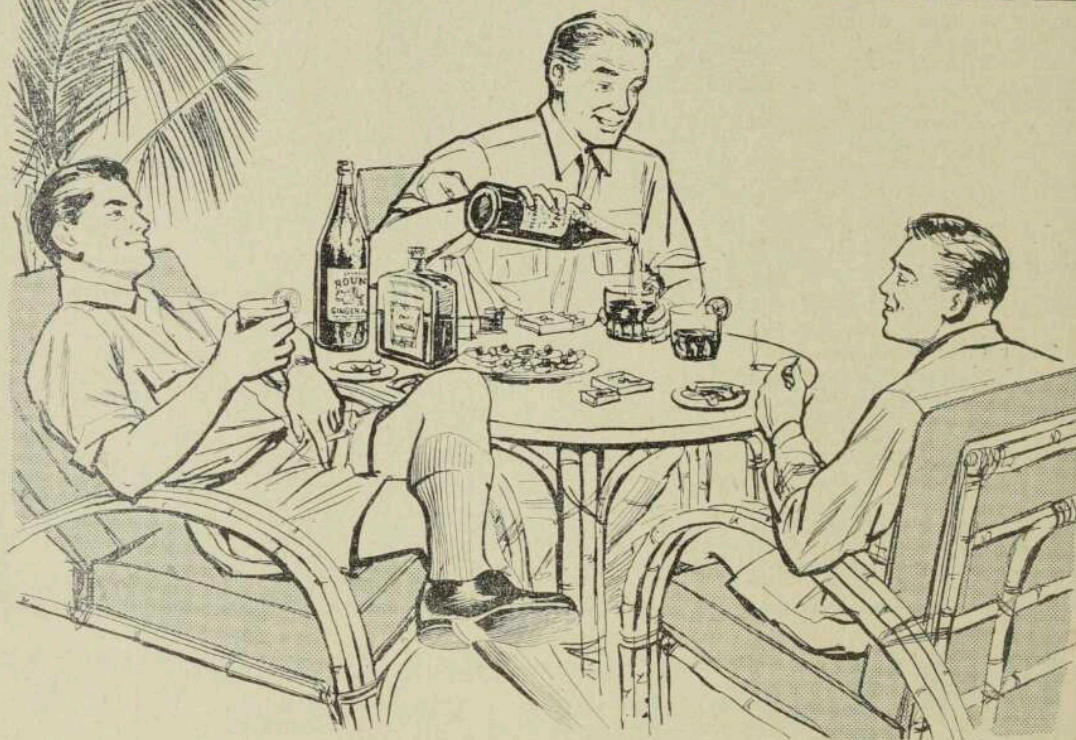
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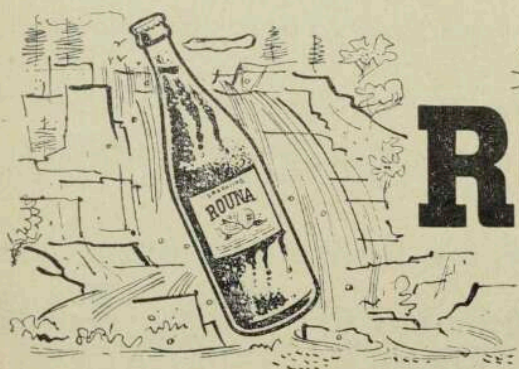
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SARSAPARILLA • GINGER BEER • SODA WATER • GINGER

S REALLY

ON

LE WAR" IN NG IS JUST ROUTINE

ALIAN newspapers have played the usual screeching lines about "Daylong Jungle Against New Guinea Can- In their irresponsible quest tions, they quite improperly world a wrong impression outh Pacific's biggest Terri-

Australia took over from mans, 40 years ago, more of the land area was "un- d." The natives lived as ays had lived; and tribal ids, massacres, head-hunt- cannibalism were part of s.

oy year, since then, Aus- as substituted orderly ad- tion for "uncontrolled area," w the only "uncontrolled in the very mountainous, country lying around the rs of the Fly and Sepik djoining Dutch New Guinea. here, the untamed natives t, and massacre, and do things with human bodies.

LY, the Australian police ls under young Australian l Officers—tough, hand- well-trained lads, mostly— ting into these bad areas. patrol post was established, ce, in February, at Kagua, ountry away southeast of eadquarters of the partly Southern Highlands Dis- atrol Officers B. R. and D. N. Butler are out , among what are officially as "most turbulent tribes, rd inter-tribal clashes as able part of their lives." ial hand-out says, naively, e tribesmen quite cordially sed their deplorable entertainments for the to assist the Patrols in an air-strip for DC3's.

agua is a long way from omin; and it was in behind omin that there occurred shes with the natives in and January. (See article 46).

y extend their lines of osts, the Patrol Officers er to the scenes of regular Thus they hear of dis- d so they go further in, stop it. Then the natives e to turn on them, and reports of clashes. That in January. atrols gathered in a few and sent them back to

Telefomin in late February while others went deeper into the danger- ous area, chasing other offending tribesmen. This seems to have led to a further clash, in March, in which a native was killed, and another native policeman wounded.

It has no significance, except that the Department of Native Affairs is doing its job.

It is a kind of war. But it really is just part of the routine work of the Patrol Officers and their armed police.

These jungle folk soon learn that the European now is boss and that they must conform to his system, which does not include raiding and murder.

New Lae Hotel Plan

AMONGST well-known Terri- torians aboard MV *Bulolo*, on Feb.-March voyage from Sydney were Mr. and Mrs. Joe Bourke, of Wau, New Guinea. Mr. Bourke, whose company announced recently its intention of building a new hotel at Lae, says the plan is still going ahead, but is at present held up because of high building costs. Tenders submitted up to date are much too high.

Bounty's Anchor

WRTING in *Sydney Morning Herald* of March 14, the missionary representatives of SDA Mission give details received from Pitcairn Island to prove that the anchor raised from the "sea-floor at Pitcairn by *Yankee* last month actually was the anchor of HMS *Bounty*, cast away there in 1783.



HE REMEMBERS THE "CANBERRA CLERKS"

Letter to the Editor

I DO not know what the present system is in P-NG regarding leave of absence on half-pay, but I would like to call attention to what happened to me when I retired under the Papuan Superannuation Ord. of 1917/38.

I was due for 40 days on full pay, vacation leave, and 12 months on full pay, retiring leave. In order to get in one more year's "service" for superannuation purposes I applied (in Australia) for 40 days on full pay and 2 years on HALF pay.

This must have annoyed the "Canberra Clerks" for I was peremptorily told that I could not do this.

I replied and as good as said: "Read the Ordinance and come again!"

The leave, as applied for, was granted—but the "Canberra Clerks" had the last say. They deducted full, not half, superannuation payment for the two years although, years before, in the case of S. A. Greenland, it had been ruled that when on half-pay, five per cent. of the money actually received was deducted—the wording of Section 17 was: "The annual salary received by him."

I still maintain that the afore- said "Canberra Clerks" robbed me.

I am, etc.,

SYDNEY H. CHANCE.

Brisbane.

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X/EXS/2

Planters Meet Unilever at PM

TERS' representatives from
ar as the BSIP were con-
on Port Moresby, mid-
where Mr. J. C. A. Faure,
ver Ltd., was due on March
article, p. 22.)
on Barrett, representing the
inea Planters' Assn., arrived
sby from Rabaul on March
Mr. A. M. Wilkie, Financial
y of the BSIP Copra Board,
E. J. Thomsett, a private
of Guadalcanal, and also a
of the BSIP Copra Board,
from Honiara on March 13.
R. Lambert, Secretary of
artment of Territories, and
ier departmental officials
o in Moresby for the meet-

reported that Unilever
e ago submitted a proposi-
South Pacific planters but
was not acceptable.
e attending the present
expects Mr. Faure to have
erm contract in his pocket,
that will be entirely
le; but it is expected that
ent meeting will clear the
later negotiations.
estimate of the position
(unofficial) is that Unilever
to make some arrangement
d to about 80 per cent. of
ning from these areas, leav-
ters to dispose of about 20
on the open market.

Peeling Mill at Lae

ONWEALTH New Guinea
ers Ltd. will shortly install
eling machine at its newly-
mill at Voco Point, Lae.
ill was formerly owned by
acific Lumber Company,
as been working the trans-
ber leases (about 16 miles
e) for the last two years.
acific Lumber's trans-
ases have also been pur-
y CNGT.
g Bulolo enterprise (owned
ommonwealth Government
lo Gold Dredging on a 51-49
as found that it is cutting
e at its Bulolo leases faster
s anticipated and, at the
rate of consumption, the
uld not be replaced in the
ycle of reafforestation.
ported that the new organ-
lans that the core of the
-manufactured at Bulolo
supplied from the trans-
ses, the klinki pine con-
o make the two outer layers
sandwich."
ore timber will be road
from Lae to Bulolo as
ing for the timber lorries
bring out the finished ply.



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MARCH, 1957—PACIFIC ISLANDS MONTHLY

Islands People

HENRY BONNEAUD

Henry Bonneaud, of Noumea, died suddenly in Paris on March 1st, at the early age of 49. He was born in New Caledonia and had spent all his life there.

Bonneaud was a leading figure in New Caledonia, where he was managing director for many years of Etablissements Ballande, of Noumea, and of Comptoirs Francaise des Iles Hebrides. For several years he was President of the General of New Caledonia; he had many other interests, both official and business, and made many visits to France.

He was made a Knight of the Legion of Honour for his services to New Caledonia.

Bonneaud is survived by his wife, who is at present in Noumea, and one daughter, Mrs. Jeanne, of Noumea.

MARIST MISSIONARIES

Two veteran Marist missionaries in the Solomon Islands, the Rev. D. Coicaud and the Rev. J. George, died in January.

Coicaud went to Malaita in 1911 and was first stationed at Honiara. Later, he settled at Buma. For many years' service he travelled all over Malaita, opening up Catholic villages. He saw the many of the old diabolical customs of the island.

George went to the island as a lay reader in 1911. He was a missionary and religious life to him, so he entered a monastery in Sydney. He then returned to the Solomons, where he worked untiringly and zealously

until his death. As Assistant Procurator, from the early days until a few months ago, he had heavy responsibilities. He worked hard, too, at the printery, printing hymns, catechisms, and reading matter in English and in many of the dialects of the Solomons.

MR. C. McK BROWN

Mr. Colin McKeon Brown, who had lived in Fiji since 1904, died in Suva on February 16, aged 69.

He engaged in cane planting on his arrival in the Colony, and a few years later joined the CSR Co. staff. Most of his service with the company was at Labasa.

On his retirement, in 1937, Mr. Brown and his wife lived at Sigatoka for some years had then moved to Suva. Mrs. Brown died in 1956. They are survived by their daughter, Mrs. Jean Clunie, of Suva, and one son, Mr. F. M. Brown, who is employed by CSR Co. at Raki Raki.

PACIFIC TRAVEL MAGAZINE

AN attractive monthly magazine called *Pacific Travel News* now is issued by the Pacific Area Travel Association, which has its headquarters at 391 Sutter St., San Francisco, USA.

Its purpose is to publicise not only the attractions which the Pacific countries offer tourists, but also the various facilities (travel agencies, shipping lines, air lines, bus lines, travel books, hotels) by means of which aspiring tourists may go and see those things.

It should be a very useful service, if only sufficient means can be found of getting the magazine into the hands of the folk who have been seized by the urge to travel.

PACIFIC PLANTERS . . .

Have you a technical problem connected with tractors, engines, pumping, well-digging, irrigation, machine cultivation, logging and timber-milling, carburetion, wiring, ignition, generators, use of pulleys, fencing, application of power and so forth? Drop a line to the Technical Editor of **POWER FARMING AND BETTER FARMING DIGEST** and an answer will be forthcoming by return mail.

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CUSTODIAN OF EXPROPRIATED PROPERTY—Sale of Plantations in New Guinea. The Custodian of Expropriated Property invites tenders from Australian ex-servicemen, natural-born British subjects, or companies of which at least two-thirds of the shareholders are natural-born British subjects, for the purchase of the following coconut plantations: **Anchorites**—Comprising the Islands of Tailing and Suf (Schoof), north-east of Maron, Lemacott (or Sogul)—Situating on Fangelawa Bay on the north-east coast of New Ireland, 38 miles south-west of Kavieng. **Mal, Allison and Awin**—Mal: a group of islands on the south of the Ninigo Group, District of Manus. Allison (or Manu) Island: west of Mal Plantation, District of Manus. Awin Island: south of Ninigo Group, District of Manus. Tenders will be considered for Mal, Allison and Awin as a group, for Mal separately or for Allison and Awin together. **Pelleluhn/Heina**—A group of islands in the Ninigo Group, District of Manus. Intending tenderers for Mal and/or Allison and Awin are requested to ensure that their tender is submitted on the form marked "Amended Tender Form". Tender forms together with Conditions of Tender and of Sale and further particulars are obtainable from—Custodian of Expropriated Property, Department of Territories, Canberra, A.C.T.; Department of Lands, Port Moresby, Papua; or District Offices, Rabaul, Madang, Manus or Kavieng. Time is to be allowed for the expiration or termination of existing licences to collect produce from the properties. All buildings on the following properties are included in the sale: Lemacott, Anchorites. The following buildings and plant on the properties mentioned are not in the sale: Mal, Allison and Awin—1 Ceylon Drier on Mal; 1 Ceylon Drier on Suma-Suma (part of Mal); any buildings on Allison and Awin. Pelleluhn and Heina—2 Copra Stores made of Native Material; 1 Ceylon Drier. Lemacott Plantation is not regarded as an economic unit. Tenders may be lodged with the Custodian of Expropriated Property, Department of Territories, Canberra, A.C.T., up to 3 p.m. on Monday, May 13, 1957. The highest or any tender will not necessarily be accepted. **C. R. Lambert**, Custodian of Expropriated Property, Department of Territories, Canberra, A.C.T.

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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 grade; FMS £F57; moisture grades £F55/18/- to £F54/2/- minimum.

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Gordon St., Suva, Fiji

W. SAMOA:—Sellers: 22/6-23/6 per 100 lbs. Exporters: £S41 and £S47 f.o.b. Apia, for two grades.

E. SAMOA:—Producers receive 5 cents lb. (\$US112 or £A50 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

SOLOMONS:—Honiara/Gizo: Hot Air £A61/10/-; Mixed HA/FM £A57; FM £A52/10/-.

NEW HEBRIDES:—Buying price on Feb. 19 fell from 5,800 Pac. francs to 5,750 Pac. francs (£A40/5/-) delivered Vila/Santo. European price 67,000 Met. francs (about £A84/5/-) c.i.f. per short ton.

NEW CALEDONIA:—Noumea, Feb. 20: The price has fallen to 7,250 Pac. francs (about £A50).

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 Mar. 7 was £Stg.177/10/- per ton, c.i.f. London.

P.-N.G.:—Good grade quote No. 1 £230; quote No. 2 £220, both ex wharf Sydney.

W. SAM.: Feb. 27, £Stg.215, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grade quote No. 1: 6/6-6/9; quote No. 2: 6/9 per lb.

PEANUTS:—P.-N.G.: Virginia bunch, in shell large, well cleaned, 1/9 per lb. del. Sydney; other 1/5 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Mar. 6, was: No. 1 RSS, spot, 89½ Straits cents (33d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp. Tulk & Co., Sydney, reported on February 11: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 56/- Green, 54/- per lb.

RICE (Australian):—Price from May 1, 1957 — P.-N.G.: Dry brown and dressed, 112 lb. bags, 5 tons and over, £61 per ton, f.o.b.; under 5 tons £61/10/- per ton. Vitamised and enriched white, 112 lb. bags, 5 tons and over, £67/10/- per ton f.o.b.; under 5 tons, £68 per ton. To be revised in May: Other Pac. Islands. —Dry, brown, etc., £70 per ton, f.o.b. Sydney or Melbourne.

PEARL SHELL.—Prices between the

majority of the Torres Strait, and Otto Gerdau Co. (USA) for mained as for 1955, i.e.: Sound £A736; D. £A390; E. £A300; EE all f.o.b., Australian ports; Main quotation by independent Sound £A500; D. £A670; EE £A260. Cook Is.—Manihiki f.o.b. Rarotonga. Tuamotus, 177 francs per kilo (£A1,000-£A1,000 long ton) f.o.b. Papeete.

TROCHUS:—One Sydney agent 8 quoted, in store: N. Heb. N.G., £A520; and B.S.I., £A525, another quoted: N.G., £A520, f.o.b.

GREEN SNAIL:—Quote No. 1 Pacific, in store, Sydney, £A48 to rejects. Quote No. 2: £A450-

LONDON AND U.S. PRICES

Copra:—London, March 7: Malaya, c.i.f. European continental weights, March/April £Stg.677 Philippines, in bulk, March/A (seller), New York, March 7: P c.i.f. U.S. Pacific Coast ports (nominal).

Coconut Oil:—London, March crude, c.i.f. bulk, Mar./Apr. £1 ton (seller). London, February in bulk, c.i.f. United Kingdom European ports, Feb.-Mar. £Stg.93 (nominal).

Rubber:—London: Mar. 6: Spc Stg.26½d lb. (nominal), Apr./Jul Mar. 26¼d.

Green Snail:—London, Feb. 9: £Stg.565; Penang, £Stg.560, all ton, c.i.f.

Trochus:—London, Feb. 9: £Stg.585; Singapore, £Stg.600; Macassa, £Stg.570; Mergui, £Stg. per long ton, c.i.f.

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Aug. '39	June, '55
Emperor . . .	b9/11 s14/-
Loloma . . .	s25/6 b23/9
PAPUA-NEW GUINEA	
Bulolo . . .	b124/- b47/-
N.G.G. Ltd. . .	b1/10 s1/9
Oil Search . .	b3/11 s9/-
Ent. of N.G. . .	— b3/-
Oriomo Oil . .	b5/- s4/6
Papuan Apin. .	b4/11 s3/-
Placer Dev. . .	b68/6 s295/-
Sandy Creek . .	b1/5 s9d

EXCHANGE RATES

FIJI.—Through BANK OF N. BANK and BANK OF NZ. Aust. Fiji, basis £100 Fiji: Buying, £ Selling, £A113. Fiji-London, basis £100 NZ: B. £110/15/-; S. £112/3/-; B. £111/11/9; S. £112/3/-.

SAMOA.—Through BANK OF Australia on Samoa, basis £100 B. £A123/12/6; S. £A124/10/9 London, basis £100 London: B. S. £101/10/-. Samoa-NZ, basis B. £100; S. £100/10/-. Samoa--£100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH (Pt. Moresby, Lae, Rabaul, Goroka, Kavieng, Madang, Wewak), BANK (branches: Port Moresby, Lae, Rabaul, Madang, Samarai, agencies: Wau, Boroko, Kokopo) BANK (Port Moresby) quote rate Australia-Papua-NG: 10/- per

BSI.—COMMONWEALTH BANK at Honiara) quotes exchange tralia-BSI: 10/- per £A100.

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NORFOLK IS.—Commonwealth quotes exchange rate Australia Island: 5/- per £A100.

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PACIFIC ISLANDS MONTHLY — MARCH, 1957