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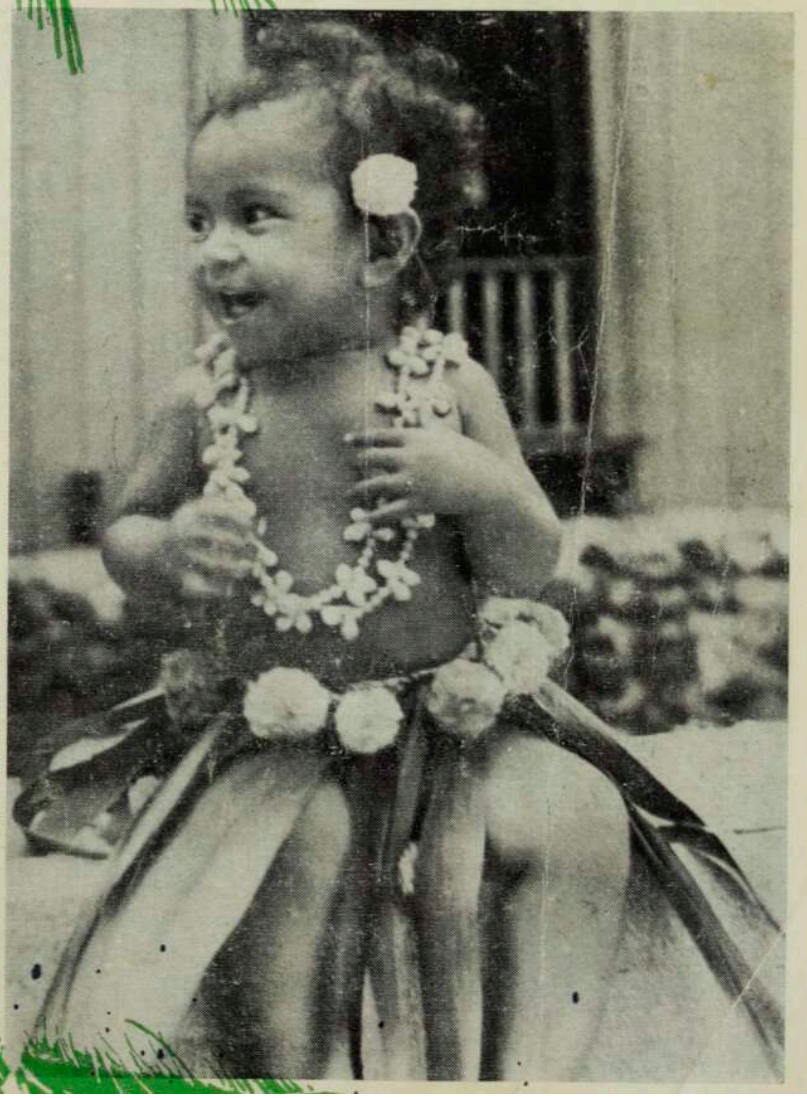
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NATIONAL LIBRARY OF AUSTRALIA

APRIL, 1957 Vol. XXVII. No. 9

PACIFIC ISLANDS Monthly



BRING ON THOSE DANCING GIRLS, says Merekijiana, 17 months old, and from Rotuma. Like all Polynesians, she shows appreciation of the dance even at that early age.

Photo: S. A. Garrett.

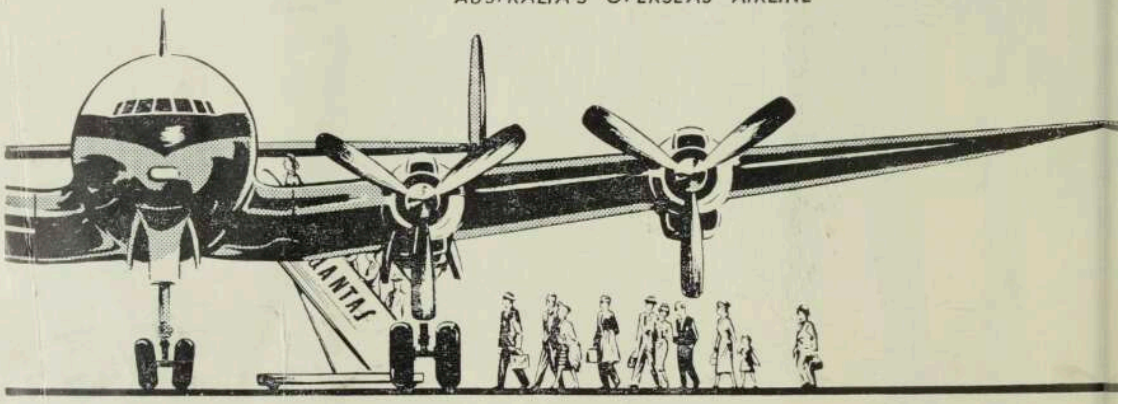
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ered at the G.P.O. Sydney.
ssmission by post as a newspaper.

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AUSTRALIA'S OVERSEAS AIRLINE



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

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

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AUSTRALIA'S OVERSEAS AIRLINE

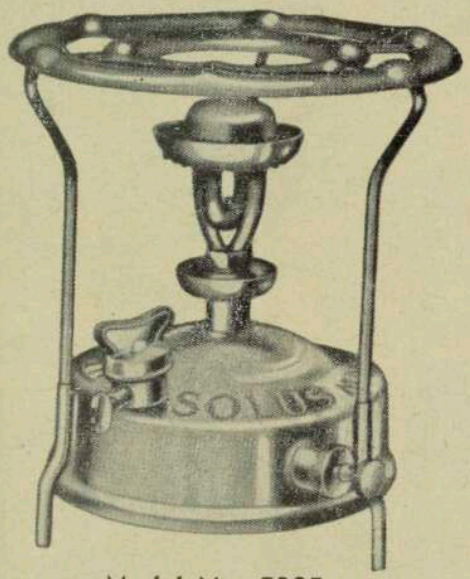
QANTAS EMPIRE AIRWAYS LIMITED IN ASSOCIATION WITH B.O.A.C. AND

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Coleman

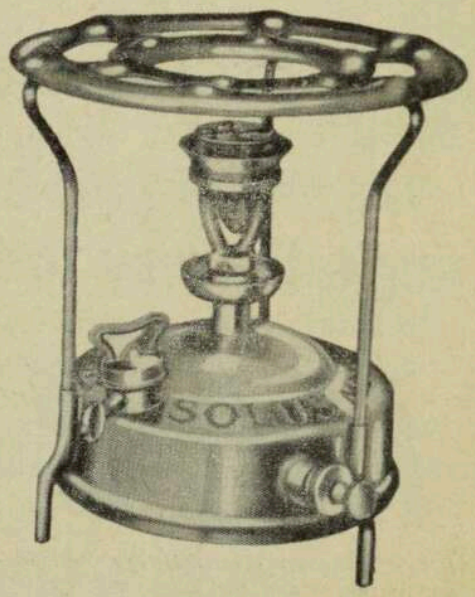
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MADE IN ENGLAND



Model No. 532E
SILENT TYPE

These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height 8½ inches, diameter 8½ inches, approximate weight 2¾ lb. Both models have the same outstanding features.



Model No. 531E
ROARER TYPE

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

Representatives for the Pacific Islands:

54a PITT STREET SYDNEY — ROBERT GILLESPIE PTY LTD — PEARCE & CO. LTD. SUVA FOR FIJI ISLANDS

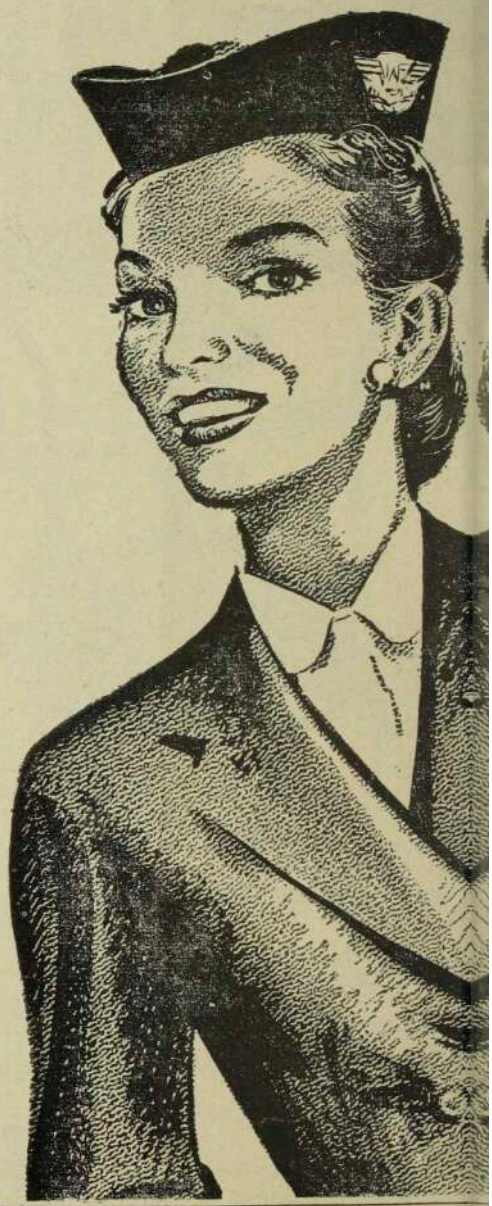
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when touring NEW ZEALAND—

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

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

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



flying's the way to travel

NAC

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



NEW ZEALAND NATIONAL AIRWAYS CORPORATI

2 APRIL, 1957—PACIFIC ISLANDS MON

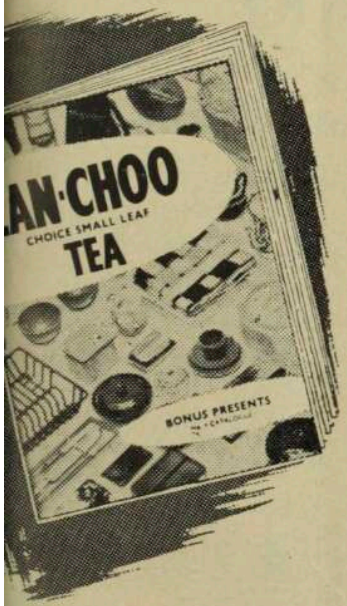
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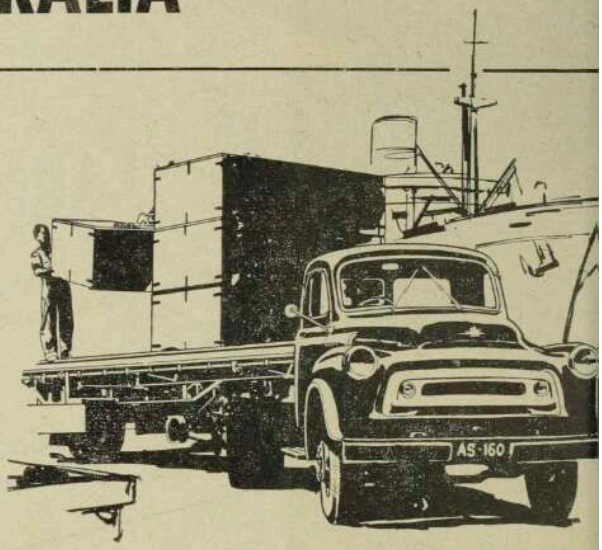
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INTERNATIONAL TRUCKS

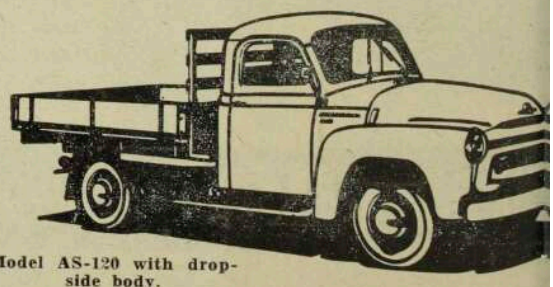


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The greatest range of non-dolla trucks available, and they're made i Australia! Models from 12 cwt u through the range to the ASW-16C 4-wheel drive (illustrated on the left) When you think of trucks—think a **International**—for a long life of low cost, trouble-free operation.

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At Dandenong, Australia—the only **International** truck works outside North America produces a wide range of **International** trucks for all jobs.



Model AS-120 with drop-side body.

4

APRIL, 1957—PACIFIC ISLANDS MONT

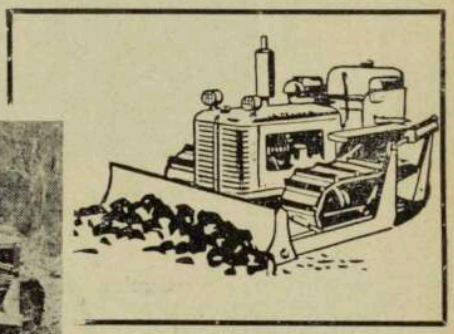
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McCORMICK INTERNATIONAL

TRACTORS



B-250: This is the versatile B-250 —International Harvester's new 30 brake H.P. diesel tractor. It's low in cost, high in performance — and features a **differential lock,** disc brakes, 3-point linkage and a full line of matched equipment including ploughs, harrows, toolbars, cultivators, scoops and rippers.



BTD-6: This light-treading 50 brake H.P. diesel **crawler tractor** will go anywhere. It's strong, compact (it will fit in a DC3 freighter) and has a wide range of allied equipment. Its price is low, too!





Defender Refrigerators

Kerosene and electric sealed-unit models with modern specialized storage features, including a full-width freezer locker and door shelves. A selection of colours is available.

DISTRIBUTORS:

PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby.

SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara.

NEW CALEDONIA: Agence Automobile, Noumea,

FIJI, TONGA AND SAMOA: *Burns Philp (South Sea) Company Limited.

TAHITI: *Hintze & Company, Papeete.

NEW HEBRIDES: Kerr Bros. Pty., Limited, Sydney.

DUTCH NEW GUINEA: H. Englebert n.v., Hollandia.

** Distributors for all I.H. products except Defender Refrigerators.*

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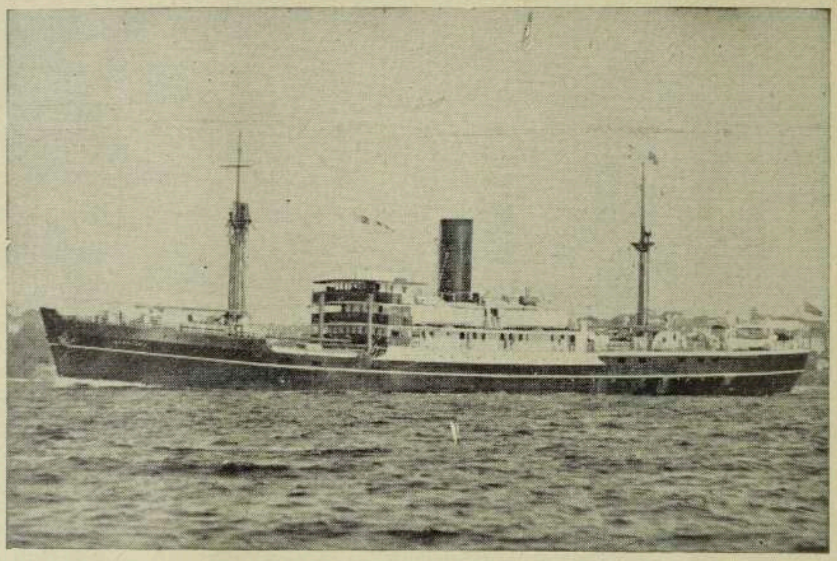
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THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)



NEW GUINEA AUSTRALIA LINE

Passenger and Cargo Liners

Regular Services between AUSTRALIA and NEW GUINEA

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

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

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

JAPAN — HONGKONG — NEW GUINEA

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

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

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

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

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

AGENTS

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

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ipping Time-Tables

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

ydney-Papua-N. Guinea

Malekula sails from Melbourne for y, Port Moresby, Samarai, Rabaul, ng, Lae, Port Moresby, Sydney. Sydney sailing approx. May 24.

Malaita sails from Sydney for Port by, Rabaul, Kavieng, Lombrum, gau, Wewak, Alexishafen, Madang, Sydney. Next Sydney sailing approx. 25.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, by, Samarai, Lombrum, Madang, Moresby, Brisbane, Sydney. Next y sailing approx. May 29.

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

Shansi: Next sailing from Sydney 26 for Brisbane (Apr. 30), Rabaul, ng, Madang, Lae.

Soochow: Next Sydney sailing May Brisbane (May 21), Port Moresby Samarai.

Sinkiang: Next Sydney sailing May r Port Moresby, Samarai, Lae, g, Rabaul.

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

Sydney-Dutch N.G.

e weeks service by MV's Sigli, Silin- Sibigo and Sinabang carrying pas- s and cargo from E. Australian to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence lia direct. Next Sydney sailings: May 3, Sigli May 26, Sinabang June 13.

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: Southbound due Lae Apr. 26, Samarai Apr. 30, Port Moresby May 1-5. Next sailing from Japan about June 15.

SS Funing: Sails from Japan May 3, Hongkong May 11, Madang May 22, Rabaul May 25, Lae May 30, Samarai June 3, Port Moresby June 5.

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

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos 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 Rabaul Apr. 24, Honiara Apr. 27, Vanikoro Apr. 30, Brisbane May 7, Sydney May 10.

Citos: Southbound due Rabaul June 20, Lae June 24, Brisbane June 28, Sydney July 1.

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: May 14.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailing from Auckland: May 4.

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

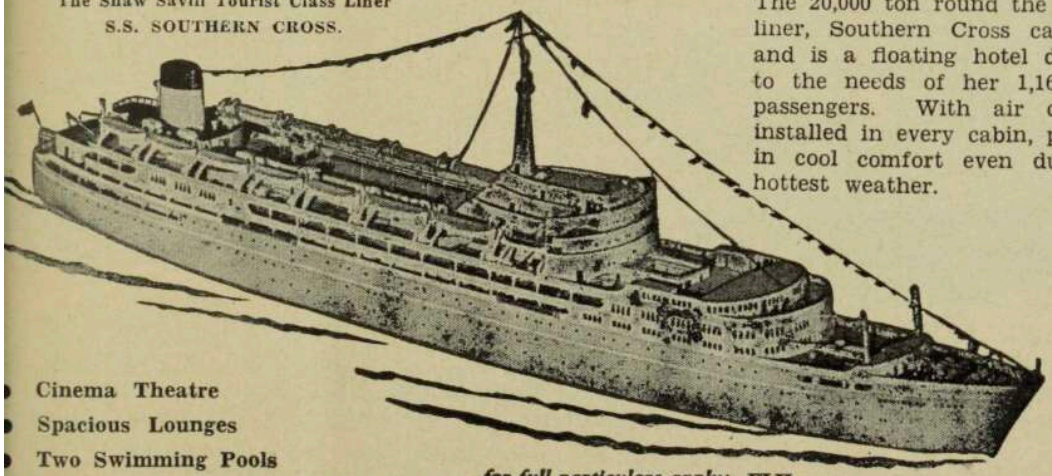
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORCADES	ORSOVA	ORONSAY
SYDNEY	depart	Apr. 30	May 28	July 12
AUCKLAND	arr/dep	May 3	May 31	July 15
SUVA	arr/dep	May 6	June 3	July 18
HONOLULU	arr/dep	May 11	June 8	July 23
VANCOUVER	arrive	May 17	June 14	July 29
	depart	May 18	June 15	July 30
SAN FRANCISCO	arr	May 20	June 17	Aug. 1
	depart	May 21	June 18	Aug. 2
HONOLULU	arr/dep	May 25	June 22	Aug. 6
SUVA	arr/dep	June 1	June 29	Aug. 13
AUCKLAND	arr/dep	June 4	July 2	Aug. 16
SYDNEY	arrive	June 7	July 5	Aug. 19

inking 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

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N. Zealand-Cook Is.

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

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

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, leaves Sydney for Norfolk, Vila, Santo, Honiara, Lunga, Tenaru, Yandina, Loavie, Pepesala, Gizo, Bougainville ports, Rabaul. Next Sydney sailing approx. May 23.

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

Sydney-N. Caledonia-Ta

Vessels of Messageries Maritim coming from Marseilles, via Wes and Panama, call about every s at Papeete, Vila (New Hebrides), and Sydney, and return by sam At present on this run are the ships, Tahitien, Caledonien and gent. Next sailings from Sydney gent May 10, Tahitien Aug Caledonien June 25.

MV Polynesie (Messageries Ma maintains about monthly passen ings between Sydney and Noum the New Hebrides. Next Sydney Apr. 26.

Details from Sydney agents: Me Maritimes, 36 Grosvenor Street,

Sydney-S. Africa-UK-Pa Ports-Sydney

Shaw Savill's new one-class all-p liner Southern Cross makes four the-world voyages per year, tw bound, then two east-bound, ca Suva and Papeete every trip. Next Suva July 16, Tahiti July 20-21.

N. America-Fiji-Hebrides

Pacific Islands Transport Line's Thorsisle and Thorshall main regular service from Pacific Coas American ports, with sailings ov days. Some ports depend on cargoes

Thorsisle: Now in Pacific due Apr. 24-25, Lae Apr. 27-28, Sug May 2-14, Pago Pago May 23- Angeles June 6-7, San Francis bound) June 9.

Thorshall: Seattle/Tacoma Apr. 6, New Westminster May 13- Francisco May 19-23, Los Ange

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

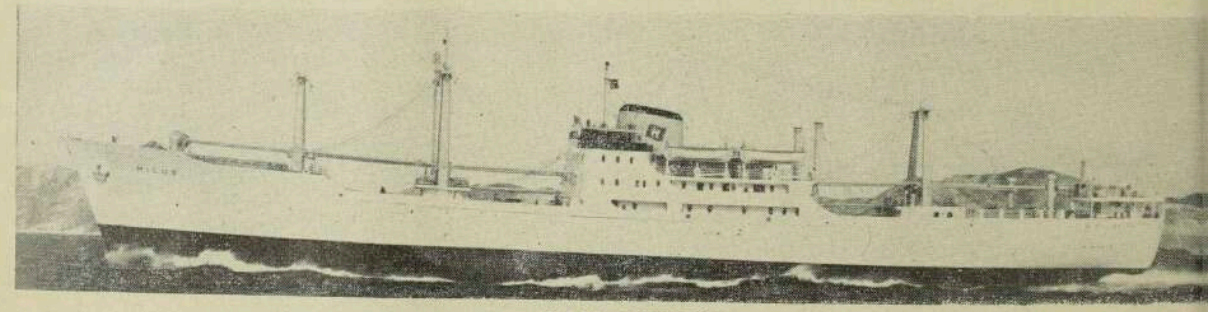
GENERAL STEAMSHIP CORPORATION LTD.

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 LIN



"M.V. MILOS"

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

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

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. Phone: BU
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 Solo Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

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Papeete June 6-8, Nukualofa June
Pago Pago June 18-19, Apia June
Suva June 24-25, Lautoka June 26-
oumea June 30-July 3, Townsville
7-12, San Francisco (inbound)
ug.
ils from General Steamships Cor-
on Ltd., 432 California St., San
sco, USA, and Island Agents.

Sydney-(or NZ)-North America

four cargo vessels, Waihemo,
a, Waikawa, and Waitomo, owned
perated by the Union Steam Ship
NZ Ltd., maintain a monthly
across the Pacific, from Sydney
ncouver and USA ports, via Suva,
a, Nukualofa, and Apia, as cargoes
Occasional calls are made at Fan-
sland. They have limited passenger
nodation. Next sailings: Wairuna,
May, Waikawa late June. The
nata, from NZ ports, makes 3-4
early to Vancouver, via Rarotonga
apeete.

S-Tahiti-Pago Pago-Fiji-Australia

on-Oceanic Line of San Francisco
s a regular five-weeks passenger-
service from Los Angeles with the
a, Alameda, Sierra and Sonoma.
n terminal ports vary with cargoes
. Vessels call at Papeete, Pago
and Suva, depending on cargoes.
ailings from Sydney: Sierra early
Alameda mid-May.

ydney-Fiji-Vancouver

c Shipowners, Ltd., of Suva (sub-
of W. R. Carpenter & Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely First Class, two-berth cabins. Next sailing from Sydney, late June, with calls at Suva, Lautoka and Honolulu.

Details from American Trading & Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Honolulu-Papeete

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

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

Matson Line's Mariposa and Monterey make round passenger trips from Pacific North Coast American ports to Australia, via Pacific Islands ports and New Zealand.

Mariposa: In the Pacific due Suva Apr. 26, Pago Pago Apr. 27, Honolulu May 2, San Francisco May 7.

Monterey: In the Pacific due Pago Pago

LONDON-SUVA

FIJI DIRECT SERVICE

VIA

PANAMA

For Sailings and Further Particulars Apply To:—

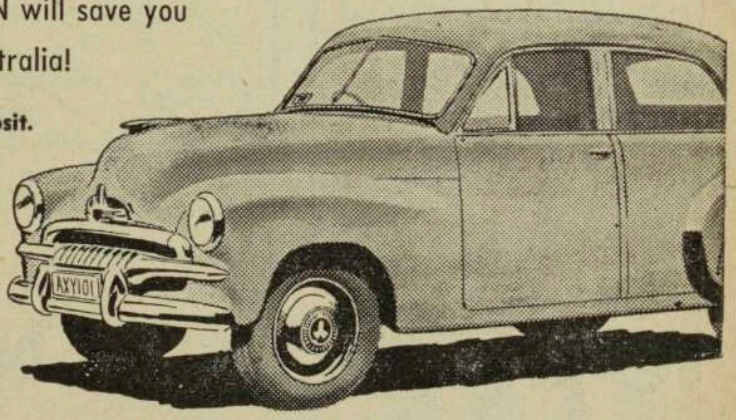
BETHELL, GWYN & CO. LTD.,
138 LEADENHALL ST.,
LONDON, E.C.3.

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

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

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more . . . pack more fun into your holiday
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If you buy on terms the monthly payments
reduced to the absolute minimum to leave you the maximum
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WAY UNDER ordinary hiring rates. What's more, each car is
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Australia's Largest Used-car Organisation
200 BROADWAY, SYDNEY, N.S.W., AUSTRALIA

The Sales Manager,
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Please send me free particulars of your Special Islands' Plan without obligation.

NAME_____

ADDRESS_____

_____ P.I.M.

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Apr. 27, Suva Apr. 30, Auckland May 3-4, Sydney May 7-10, Wellington May 13, Papeete May 17-19, Honolulu May 24, Los Angeles May 29, San Francisco May 30.
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, Portland.
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 bi-weekly connects Nadi and Tafuna (American Samoa).
Next flights May 2, 16 and 30.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

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

SOUTHWARDS
Wed.*, Thur.*, Sat.*, Mon.*: San Francisco, Honolulu, Nadi (Fiji), Sydney
day's service begins at Vanco
Sunday. (Note: Crosses date
route).
* TEAL DC6 services between
and Nadi connect at Nadi Tues.
northwards; Wed. and Sat. south
Note: Wed. and Fri. services ex
connect at San Francisco wit
service to London departing San
Thu. and Sat. BOAC service, ex
on Tue. and Thu. connect at Sa
cisco with Qantas Thu. and Sat.
to Sydney.

BY CANADIAN PACIFIC AIRI
(With Super DC-6B Aircra
Every Wed.: Sydney, Aucklan
Honolulu, Vancouver, Amsterda
Every Sun.: Leaves Vancouver fo
land and Sydney by same rou
(Note: Crosses date-line en rou

SECTIONAL SERVICES
PACIFIC

2. Sydney-New Guin

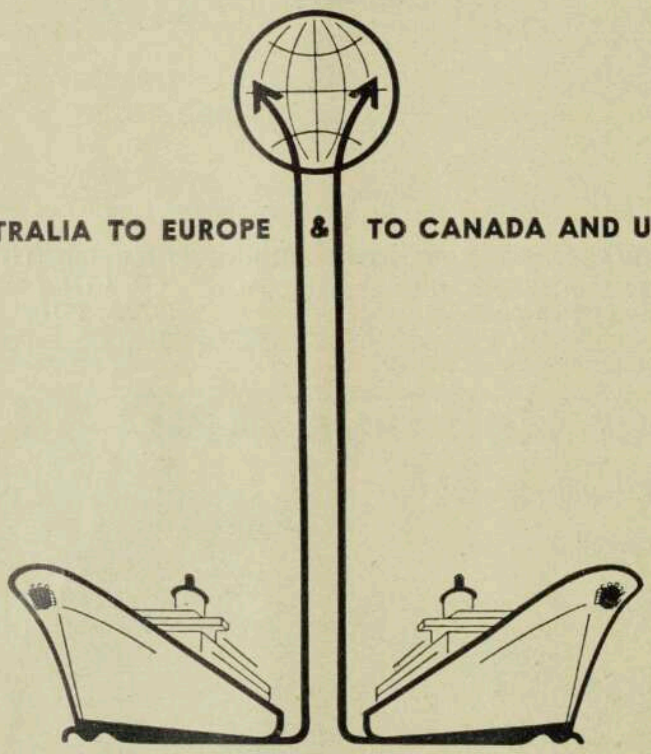
Service by Qantas Empire Ai
(Skymasters)

NORTHWARDS
Mon.
Depart: **Ar**
Sydney, 6.30 p.m. Brisbane,
Brisbane, 10.10 p.m.
Tues.
Depart: **Ar**
Townsville,
Townsville, 7.50 a.m. Pt. Moresby,
Pt. Moresby 7.35 a.m. La
Tues., Fri., Sat.
Depart: **Ar**
Sydney, 8 p.m. Brisbane, 1
Brisbane, 11.45 p.m. Pt. Moresby,
Wed., Thurs., Sat., Sun.
Pt. Moresby, 7.35 a.m. La
Thurs.
Depart: **Ar**
Sydney, 6.30 p.m. Brisbane,
Brisbane, 10.10 p.m.
Fri.
Cairns,
Cairns, 3.45 a.m. Pt. Moresby,
Pt. Moresby, 7.35 a.m. La

SOUTHWARDS
Tues.
Depart: **A**
Lae, 10.30 a.m. Pt. Moresby, I
Pt. Moresby, 12.30 p.m. Townsville
Townsville, 5.45 p.m. Brisbane,
Brisbane, 10.10 p.m.
Wed.
Sydney, I
Wed., Fri., Sun.
Depart: **A**
Lae, 10.30 a.m. Pt. Moresby,
Pt. Moresby, 12.30 p.m. Brisbane
Brisbane, 8.30 p.m. Sydney, I
Sat.
Depart: **A**
Lae, 10.30 a.m. Pt. Moresby, I
Pt. Moresby, 12.30 p.m. Cairns,
Cairns, 4.50 p.m. Brisbane,
Brisbane, 10.10 p.m.
Sun.
Sydney,

3. P-NG Internal Serv

Operated by Qantas
LAE-HOLLANDIA (Dutch New
(DC3)
Alt. Wed. (May 1, 15, 29, etc
Departs Lae 11.00 a.m., calls at
and Wewak, and arrives at
3.30 p.m. Every alternate
(May 2, 16, 30, etc.), departs
at 9.30 a.m., and, with calls a
and Madang, arrives Lae at
LAE-MANUS (DC3)
Alt. Wed. (May 1, 15, 29, etc.
Dep. Lae, 8.00 a.m.: Finschhafen
Kavieng, arr. Manus 3.00 p.m
Every alt. Sat. (May 4, 18, etc.



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Manus 8 a.m. and with calls at Kavieng, Rabaul and Finschhafen. Arrives Lae at 2.50 p.m.

PORT MORESBY-KIKORI (Catalina)
Yule Is., Kerema, Vaimuru: Alt. Fri. returning same day (Apr. 26, May 10, 24, etc.).

PORT MORESBY-DARU (Catalina)
Kerema, Kikori: Alt. Fri. returning Daru-Port Moresby direct same day (May 3, 17, 31, etc.).

PORT MORESBY-SAMARAI (Catalina)
Moresby, Samarai, Pt. Moresby: Alt. Tues. (Apr. 23, May 7, 21).

PORT MORESBY-RABAUL (Catalina)
Tues. (Apr. 30, May 14, 28, etc.) Port Moresby-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul, returning via same ports (May 2, 16, 30, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)
Wed. (May 1, 15, 29, etc.) Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)
: Dep. Lae 6.30 a.m., Madang arr. 35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
: Dep. Rabaul 6.30 a.m., direct to Madang, arr. 9.25 a.m.
s.: Dep. Lae 6.30 a.m., Madang, War, Wewak, Manus, Kavieng, Rabaul, r. 4.05 p.m.
Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 35 p.m.

CENTRAL HIGHLANDS (DC3)
ys: Lae (7.45 a.m.) to Wapenamunda, lling at any of: Goroka, Nondugl, nz, Minj, Mt. Hagen, Baiyer R., inantu, Wapenamunda. Arrival back Lae dependent on stops.

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

AE-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, lolo 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; part Goroka 3 p.m., arr. Madang 5 p.m.

NEW GUINEA-NEW BRITAIN-BOUGAINVILLE (DC3)
ys: Depart Lae 12.55 p.m., Finschfen 1.45 p.m., arrive Rabaul 3.55 n.
lays: Depart Rabaul 5.45 a.m., direct Lae, arr. 8.25 a.m.
ys: Depart Lae 12 noon, Finschhafen .m., Rabaul 3.10 p.m.
ays: Depart Rabaul 5.45 a.m., Finschen 8.10 a.m., arrive Lae 8.45 a.m.
Thurs. (Apr. 25, May 9, 23, etc.). . Lae 8 a.m., Finschhafen, Rabaul, ka, Rabaul, arr. 2.55 p.m.
hurs. (Apr. 25, May 2, 16, 30, etc.). . Lae 8 a.m., Finschhafen, Rabaul, 11.5 a.m.
riday (May 3, 17, 31, etc.). Dep. baul 8 a.m., Madang, Goroka, Lae, 1.20 p.m.
ri. (Apr. 26, May 10, 24, etc.). Dep. baul 8 a.m., Madang, Goroka, Lae, 1.20 p.m.

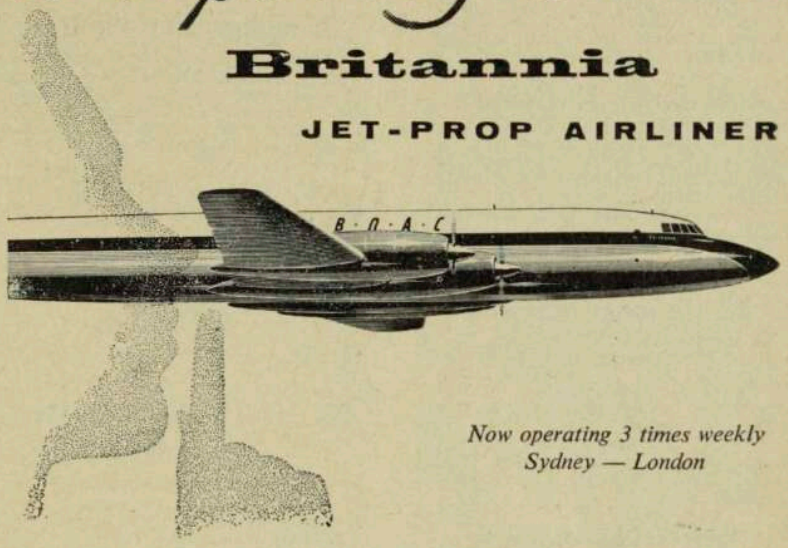
VICES BY MANDATED AIRLINES
eduled Flights with DC3 Aircraft
Depart Lae at 7.30 a.m. for Goroka, dang, Wewak, Madang, Rabaul—

World's fastest, smoothest, most spacious jet-prop airliner

Whispering Giant

Britannia

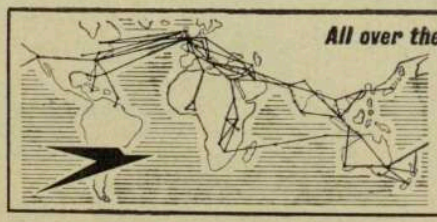
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Sydney — London

Meet the "Whispering Giant" Britannia —now in service between Sydney and London ! Its very size is enough to astonish you—yet it's so *smooth* in flight at nearly 6 miles a minute, you'll find it hard to believe you're moving at all. The standard of comfort is revolutionary ; the spaciousness of the cabins a miracle of planning ; the service beyond comparison. The B.O.A.C. Britannia is equipped with the latest radar for fair-weather flying all the way. At your journey's end you are as fresh as when you first stepped aboard . . . and you reach your destination *hours sooner* !

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

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.
(Super Constellation Service)

A weekly service between Sydney and Amsterdam with a call at Biak (DNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, Manokwari, Noemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

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

Mon. (Apr. 29, May 6, 20, 27, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.
Tuesday (Apr. 30, May 7, 21, 28, etc.) Honiara dep. 7 a.m.: Yandina, Vella Lavella, Buka, Rabaul, Lae, arriving 3.35 p.m.

6. Paris-Saigon-Noumea-Auckland

By Transports Aeriens Intercontinentaux.

DC6B aircraft depart Paris every week (Apr. 29, May 6, etc.) for Athens, Karachi, Saigon, Darwin, Noumea, Auckland. Leaves Auckland on return May 3, 10, etc.

7. Sydney-Lord Howe Is.

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

Return flight each Tuesday and Thursday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alt. Sat.: Dep. Sydney 11.30 p.m., arr. NI 6.15 a.m. Sunday; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. Alt. weeks makes NI-Auckland-NI flight. (See table 12 below).

9. Sydney-Noumea

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

Thurs. (Apr. 25, May 2, 16, 23, 30, etc.). Sydney dep. 11.30 p.m., arriving Tontouta, 7 a.m. Fri. (Apr. 26, May 3, 17, 24, 31, etc.).
Fri. (Apr. 26, May 3, 17, 24, 31, etc.) Tontouta dep. 9.00 a.m., arriving Sydney, 2.50 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-F… Wallis Is.

TAI With DC Aircraft
(Irregular Service)

Next flights: May 5, July 7, … Nov. 3.

12. Norfolk Is.-Auckl…

TEAL, by Qantas (charter…

Alt. Sun.: Return flight Norfolk (… a.m.) Auckland (arr. 11.30 a.… 1.15 p.m.) Norfolk (arr. 4.15… (See Table 8 above).

13. Auckland-Sydne…

Tasman Empire Airways, wi… DC6 aircraft.

Mon., Wed., Thu., Fri.: Dep. A… 9.30 a.m., arr. Sydney 1.00 p…
Tue., Sun.: Dep. Auckland 11.3… arr. Sydney 3.00 p.m.
Tue., Wed.: Dep. Sydney 10.00 a.… Auckland 5.00 p.m.
Mon., Thu., Fri.: Dep. Sydney 3.… arr. Auckland 10.00 p.m.

14. Christchurch-Sydn…

Tasman Empire Airways, wi… DC6 aircraft.

Mon./Fri.: Dep. Christchurch 5.0… arr. Sydney 8.40 p.m.
Mon.: Dep. Sydney 8.00 a.m., arr.… church 3.10 p.m.
Wed.: Dep. Sydney 3.00 p.m., arr.… church 10.10 p.m.

15 Christchurch-Melbo…

Tasman Empire Airways, wi… DC6 aircraft.

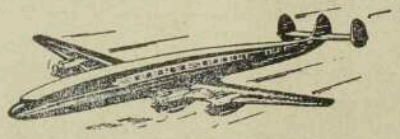
Thurs.: Dep. Christchurch 11.30 a.… Melbourne 4.00 p.m.
Fri.: Dep. Melbourne 7.30 a.m… Christchurch 3.00 p.m.

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and save £ £ £

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16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

, Fri.: Dep. Auckland 1.15 a.m., arr. ıdi 6.15 p.m.
Sat.: Dep. Nadi 10.30 a.m., arr. ıckland 3.30 p.m.

17. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

e normally fortnightly, with extra hts as required.
ts Suva Thurs. 9 a.m., crosses date-e, arrives Satapuala (W. Samoa) d. 1.55 p.m., departs Thurs. 2 a.m., ives Aitutaki (Cook Is.) 7.30 a.m., arts 9.30 a.m., arrives Papeete ahiti) 2 p.m. Departs Papeete Sun. 0 a.m., arrives Aitutaki 11 a.m., arts 12.30 p.m., arrives Satapuala 5 ı., departs Mon. 8 a.m., crosses date-e, arrives Suva Tues., 10.55 a.m.
Suva May 2, 16, 30, June 21, 28. ives Papeete May 5, 19, June 2, 23,

18. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

Irregular Service.
Suva 6.30 a.m., arr Nukualofa 9.50 ., dep. Nukualofa 2.45 p.m., arr. a 4.55 p.m.
lights: May 13, June 5.

19. Fiji-Samoa

Tasman Empire Airways, with Solent Aircraft.

Suva 6 a.m., arr. Satapuala 11.5
Satapuala 1.30 p.m., arr. Suva 4.35
lights from Suva May 9, 23, crossing International Date Line and leaving Satapuala May 8, 22.

20. Fiji Internal Airways

Fiji Airways, Ltd., Drover Aircraft.

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

21. French Oceania Inter-Island Service

Regie Aerienne Interinsulair (RAI), with Amphibious Catalina

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

22. N. Caledonia-Loyalty Is. Internal Service

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

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

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, Agana, Guam.

Approximate Airways Fares

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

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Moresby	46	11	0	83	16	0	2
Lae	55	7	0	99	13	0	2
Rabaul	64	19	0	116	19	0	2, 7
Noumea	48	15	0	85	15	0	9, 16
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

(Continued on page 154)

When in SUVA stay at



the GRAND PACIFIC Hotel

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

Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff from 55/- (Fijian Currency) per day.

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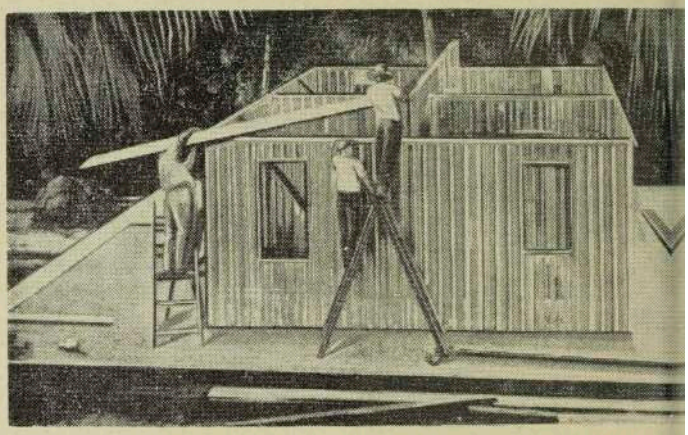
KINGSTRAND

the *frameless* building with the *load bearing* w

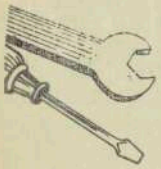
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NO FRAME WORK

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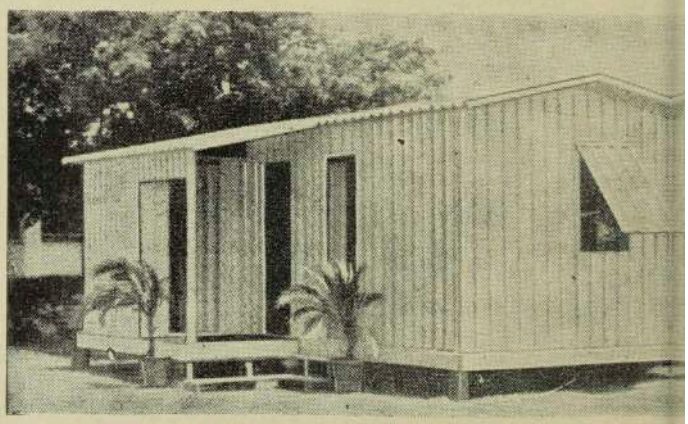


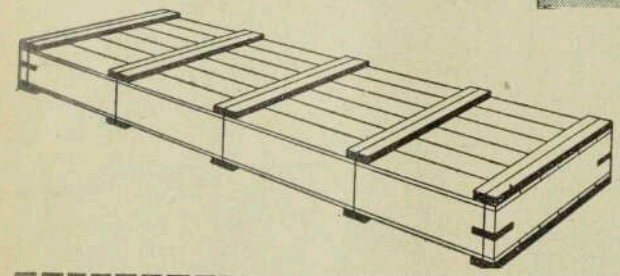
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• • •

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ditorial...

CLEAR FISSION BRINGS SOME RAPID, STARTLING CHANGES IN THE PACIFIC

EE recent developments indicate conditions which must affect future life in the South c. They are:

he determination of Great n to proceed with tests of new -bombs in the Central Pacific.

apid changes in the fighting nent of the Powers, reflected rtling reductions in the numof servicemen, new emphasis ientific and technical training ar, and the appearance of l missiles on a scale never to dreamed of.

he huge defence equipment stralia is to be made intereable with that of United

a scale, and with a rapidity incredible, the character of as changed, and still is chang-

through the ages, inevitably, rfare has been one of the ajor preoccupations of man- It represents the negation of hing that is decent in human ut it still is overwhelmingly s.

e within living memory the s of the world have united to war—once, with the League ions, after World War I; and vith the United Nations, after War II. In each case, the as defeated and destroyed— Dictators Hitler and Mussothe 1920-39 period; and by d Muscovite conspiracy, under which started the "Cold of 1945-55.

now, here we are again, with another cataclysm, and spite of the fact that every nd woman in the Western with a memory extending 5 years, loathes war in every and form.

with what a difference!

the wars we knew 4-18 and in , we saw ss masses assembled ined in the of conven- l weapons, he manner nternational ites all recorded ry. True, es and subnes somechanged haracter of ate in the 1914-18 period; and radio and guided missiles and nuclear fission indicated far-reaching new ideas in 1939-45. But, right up until very recent months, it still was accepted as fundamental that "God is on the side of the big battalions."

WE are assured, now, that that is finished. It is no longer a matter of one mass of fighting men overcoming—by courage and resolution and training and equipment—another mass of fighting men. It now is so surely a struggle between machines that the Powers are reducing their armies and enthroning their scientists.

The very horrible tendency seen in World War I, and developed in World War II, under which the wholesale slaughter of masses of civilian non-combatants became accepted war-time tactics, is now to be the dominating factor in a war-time struggle.

The battles will be between selected scientists, who will direct—over thousands of miles—guided missiles carrying nuclear-fission bombs, which will destroy all life within scores (perhaps hundreds) of miles of the spot where they explode. Incalculable millions will die horribly. The country which can most efficiently wipe out the inhabitants of other countries will be the victor.

IT is incredibly, inconceivably horrible. But it is war, as it has been developed since 1945; and it could be touched off, at any time.

Nobody wants it. Very earnest men and women on each side of the Iron Curtain are trying most desperately to induce both sides to come together and cease war-planning and armaments-making. But neither side will agree.

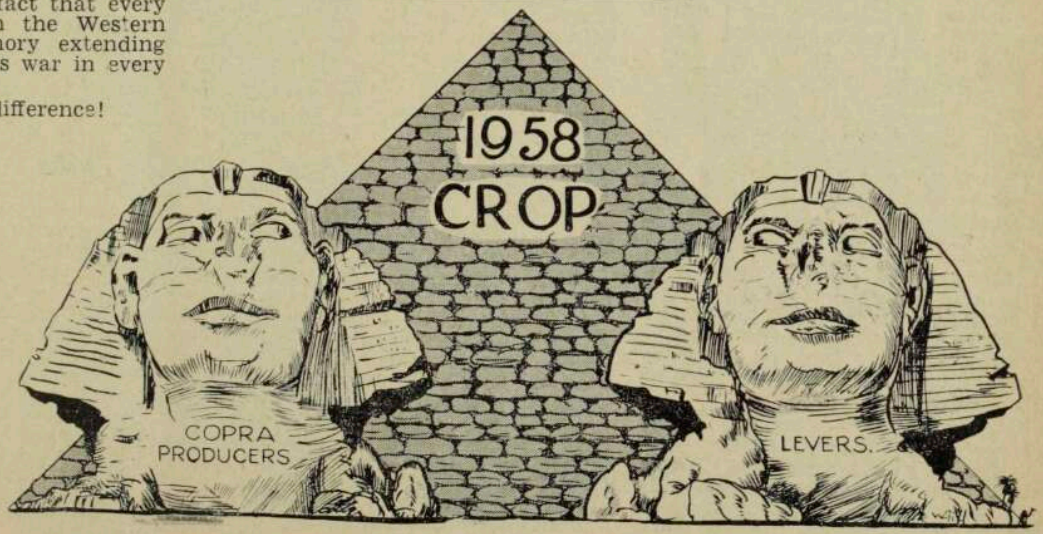
We of the West, knowing the history and character of the Reds, simply dare not accept their word that they will cease to make these weapons, and disarm. They, on their part, will not accept our word.

To meet such circumstances, there should, of course, be established in the world an international police force, strong and resolute enough to compel all the nations to disarm and to abandon war. The United Nations was created for that purpose. Through Muscovite machinations, it has become a pathetic farce.

The Muscovite gives lip service to disarmament—but cynically refuses all guarantees. He wishes us to continue arming ourselves, because he believes that, thus, we shall wreck our Western economy, and thus become an easy prey to his Communist system. As Moscow sees it, this is primarily an ideological struggle, between the private enterprise system (Capitalism) of the West, and the enslavement-of-individuals system (Communism) of the East. Moscow believes that an ideological victory is worth any sacrifice expressed in human suffering.

To evade the indescribable horrors of atomic warfare, now coming into sight, the West would make any compromise, accept any guarantee, so long as it could be sure that it would not be exposed to Red compromise, accept any guarantee, "double-cross." But it cannot be sure of that: and so, although

The Riddle of the Sphinxes . . .



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economically harassed and sick at heart, the West remains on guard, and builds up its armaments for its own protection.

THERE is uneasiness, amounting in places to panic, all around the Central Pacific, because Britain is about to explode at Christmas Island, in the Pacific's empty centre, one of her first and deadliest hydrogen bombs.

In the popular mind, the danger extends from a risk of immediate disaster to a certainty that the release of the rays will affect the genes, or reproduction capacity, of future generations.

Even as this is written—on April 5—a French scientist is broadcasting to the world about some mysterious disease that has afflicted the natives of the Marquesan islands (away eastward of Tahiti) and which is attributed to radioactive fish from the bombs exploded by United States last year in the Marshall archipelago.

Only a very few scientific people insist that there may be immediate danger in the Christmas Island tests. The majority seem agreed that there is little risk to the present generation. There may be danger for people yet unborn.

But, in to-day's circumstances, we may forget the unborn generations. Our chief concern is to save the people of to-day, who are faced directly with the likelihood of atomic war, and annihilation.

If our Western world is to be saved, we must go armed. Our arms must at least be equal to those of the Slav-Mongol combination. To keep them equal, we must invent, create and test.

How many places are there in the world where these hellish devices can be tested?

Russia has Central Siberia. United States has certain areas in her southwest, and in the Northern Pacific (Marshall Islands). Britain has Central Australia's deserts, and the empty section of the South Pacific. It would appear that, for the bigger tests, neither the Central American nor the Central Australian deserts are suitable.

Some of the commentators on the "Christmas Island jitters" suggest that a ruthless Britain is pressing on blindly and cruelly with the Christmas Island tests.

The facts are that Britain, as much as any country in the world, hates war and all its foul trimmings; and those on the inside say that the decision to test the H-bomb in the Central Pacific was taken most reluctantly. But the bomb had to be tested somewhere; or Britain would be left behind in the struggle for that security that is given by possession of the bomb. The lesser evil was chosen.

COLOSSAL sums now are being spent by United States and Britain in the arming of themselves with atomic weapons; and, as a natural result, they now have reached the point of interchangeability of weapons, of technical and tactical training, service equipment, and bases.

That became clear after the Bermuda Conference, in March.

It also became clear, from the Bermuda communiques and from the forthright statement on defence made by the Australian Prime Minister, on April 4, that United States has accepted responsibility for the protection of Australia, New Zealand and the Pacific Islands.

That was a logical deduction from international developments—especially in Southern Asia—at any time during the past couple of years. It now is given formal and official recognition.

Is there any significance in the fact that the Australian announcement is made almost simultaneously with the withdrawal of Britain from the Simonstown base in South Africa, and the granting of independence to Malaya and Singapore? The only ports remaining in or bordering on the Pacific which are 100 per cent. British (apart from those of Australia, New Zealand and Canada) are Hongkong, Northern Borneo and Fiji.

It certainly is a period of rapid and drastic change in the Pacific.

THE EDITORS' MAILBAG

Only Women Wear Job's Tears

In describing the cover photograph of February *PIM*, we said that the old Tari chief had a bonnet trimmed with Job's-tears. The photographer thereof, Brother J. Delabarre, writes to correct us. They are tiny shells, he says, for in the Southern Highlands of New Guinea, Job's-tears are strictly for females. Which is probably appropriate enough: Br. Delabarre says that he has seen widows in this area loaded up with up to 20 lbs of Job's-tears, strung as necklaces. (Job's-tears, as *PIM* understands it, are small seeds of an unexciting greyish colour, used all over the SW Pacific for native decoration).

The Family of Goedicke van Asten

The *PIM's* plea for information about the origin of Count Goedicke van Asten (formerly a resident of Tonga, who died in Auckland last year, aged 91), brought an interesting letter from Mr. Ferdinand von Schwedler, a resident of Denville, New Jersey, USA, and a notable genealogist.

We suspected that Mr. Goedicke (he inherited the Dutch title of Count van Asten only a few years ago) was of royal blood, because he spent much of his childhood with the Hohenzollern family, and long maintained a correspondence with the ex-Kaiser and his sons.

But Mr. von Schwedler says Mr. Goedicke was the son of a ... man pastor; and that his bro... John Goedicke, who also w... pastor, was a year younger, an... born in Thuringia on Augu... 1865. There appear to have... a number of old Goedicke fa... in this part of Germany.

Mr. von Schwedler has sea... but he cannot find any ... titled van Asten family amon... records of Holland and that ... of Germany near The Nether... But there are a few areas ... Asten ,and a minor titled ... might have its origin there.

A Government of One's Own

A Territorian from far-off ... says that he is looking forwa... seeing *PIM's* reaction to "this... ness of Local Government ... towns in Papua-New Guinea...

He says also that it is ne... him that Mr. Jack Winders is ... sidered a local government e... as he remembers him as a wa... clerk in the Rationing Comm... He comments sourly that ... Queensland Labour Gover... must have more experts t... square foot than any other ... on earth, and so far as he p... ally is concerned, local gover... for P-NG is fantastic.

(Mr. Winders was appointed ... time ago by the P-NG Adm... tration, to survey the Territo... advise whether local gover... were feasible. His report ha... cently been released to the pu... see elsewhere this issue—and ... ister for Territories Hasluck ... sequently announced that re... of P-NG, native and other ... would be given a chance to... their views.

In arriving at any opinio... local government for P-NG, o... to take into consideration a nu... of conflicting facts, two of the... important of which are:

- *No individual Territorian ... ing to want local governmen... is going to cost him cold cas... of course, it will, through ra...*
- *On the other hand, Territ... who now complain that they ... no voice in the Government of ... realise that they are never ... to have it until they show ... selves ready to assume some fi... responsibility by conducting ... own Town Councils.*

Darwin will elect its first ... Council (Mayor and 12 Counc... at the end of June. Accord... Mr. Hasluck, the people of D... have "demonstrated their w... ness and capacity to undertak... management of their civic a...

With this fine example o... thusiasm before them, surely c... of Port Moresby will not ... themselves to be of lesser fibre ... the Darwinians!

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as Pilots Strike

ific Air Services Seriously Disrupted

Qantas airline pilots went on trike at midnight on April 11 nd as a consequence all Qantas eas services out of Sydney e d. Flights to Papua-New ea, Britain, USA, Canada, S-E the Far East and some Pacific is will be affected if the strike he week that the Airline Pilots' threatens.

Qantas has a monopoly on the -New Guinea and Solomon is services, these places will be adversely affected than other which are well served by Pan ican Airways, BOAC, KLM, lian Pacific Airlines, Air India, AI, etc.

plane for P-NG left Sydney 0 p.m. on April 11.

G is the most air-minded (and ight-minded) of all territories by Qantas and considerable enience will be caused there strike lasts.

pilots are striking over a of salary. They want in- s ranging from £747 to £1,840 num. They say that these bring their salaries into line those paid to other inter- al airline pilots.



Sir Anthony Eden shown with the Governor of Fiji, Sir Ronald Garvey, after he and Lady Eden had reached Suva from New Zealand by RNZAF flying-boat on April 4. Because his health had deteriorated, Sir Anthony had to cut short his NZ holiday and fly to Boston, USA, to seek the advice of Dr. R. Cattell who operated on him in 1953. While in Suva the Edens stayed at Government House, later joining a Vancouver - bound Qantas airliner at Nadi.

Copra's Future

More Discussions in London With Unilever

The next steps in the discussions between the South Pacific copra producers and Unilever Limited, regarding the marketing of copra after the British Ministry of Food contract expires eight months hence, will be taken in London in June and July.

REPRESENTATIVES of Unilever then will meet representatives of the planters in the Territories of New Guinea, Solomons, Fiji, Western Samoa and Tonga.

The chief oils and fats buyer of Unilever, Mr. J. C. A. Faure, after interviewing the Papua and New Guinea Copra Marketing Board, and Solomon Islands representatives, in Port Moresby early in March (see March *PIM*), flew to Fiji; and there, in the week beginning March 14, he had a series of interviews with representatives of the Governments and the coconut planters of Fiji, Tonga and Western Samoa.

Mr. Faure caught the P & O liner *Himalaya* for South Africa, from Sydney, late in March; and he intended to fly to London from Africa after three weeks there.

Mr. Faure was accompanied to Fiji by Unilever's Australian representative, Mr. R. D. Rumbold; and Mr. Rumbold later told *PIM* that his chief considered his visit to the South Pacific had been well worthwhile. His discussions in all the places visited had been purely exploratory, and no permanent or even provisional arrangement had been sought in relation to marketing of copra. But a great deal of useful data had been given and received, and an atmosphere had been created in which later discussions might proceed to finality.

After the end of this year, South Pacific copra will have to be sold in the world market, under the usual competitive conditions. Unilever hopes that it will be a substantial buyer of that copra. But it is apparent that, between now and then, conditions affecting assembly for shipment, grading, and transportation will have to be agreed upon.

AT the present moment, it is expected that discussions will be resumed in London, probably late in June, between Unilever's representatives and representatives of—

Papua and New Guinea—The Chairman of the Copra Marketing Board (Mr. I. McDonald).

British Solomon Islands—Mr. E. J. Thomsett and probably one other.

Fiji—Probably Mr. Martin (Secretary of the Fiji Planters' Union) who will be making a private visit to Europe about that time.

Tonga—Probably Prince Tugi, the Premier.

Western Samoa—One representative, not yet nominated.

Both Mr. Faure and Mr. Rumbold urged that someone in London should become the recognised representative of the copra-producers in all the Territories named. They pointed out that conditions changed continually regarding stocks of copra on hand; the nature of the market's demands (especially in relation to quality and the establishment of grades); extensions of the market and availability of shipping —and it was most important that the producers should have prompt and reliable advice on these matters.

Ex-PM in Suva

"Unilever's Willingness to Co-operate"

CHAIRMAN of the P-NG Copra Marketing Board, Mr. Ian MacDonald, visiting Sydney in early April, told *PIM* that Mr.

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Faure had not made any firm offer to buy.

However, he had given a firm indication that Unilever (Raw Materails) Ltd.—the buying organisation for all Unilever interests—was "extremely interested" in buying the total output of all copra producing territories.

The organisation was prepared to negotiate either to buy all P-NG copra or on the basis of the Board's reserving a certain percentage for selling on the open market.

Evident throughout the talks, said Mr. MacDonald, was Mr. Faure's willingness to co-operate with the Board in every way possible. The organisation was prepared to negotiate on almost any reasonable basis. Members of both the P-NG and BSIP Boards were impressed with Mr. Faure's wide knowledge of the oil seed market.

Mr. MacDonald said the Board's policy will be to meet the full requirements of the Australian market first. After that the surplus would be sold either to Unilever or on the open market.

Which ever it was to be would depend largely on results of discussions he is to have in London in May or June.

P-NG copra production for the year ending December 31, 1956, reached about 99,000 tons—the highest figure yet achieved. Of this, approximately 29,000 tons were purchased by Australian crushers, and 18,500 tons by Carpenters' mills at Rabaul, whose oil output was sold to the UK under the MOF agreement.

Balance of P-NG copra production (about 50,000 tons) was also shipped to the UK under the Copra Agreement.

EDITORIAL COMMENT

Interesting Changes in Market Conditions

ALL the information that has become available through the visit of Unilever's chief buyer suggests that the world's market for copra, under present international conditions, is likely to remain firm. The growing masses of the world's population are moving steadily towards higher standards of living, and more and better food; and the coconut is rated high as a foodstuff throughout the world.

The world's best judges appear to think that, so long as there is no war, there will be an immediate and profitable market for all the good-class copra that can be produced.

The recent visits of Unilever representatives suggest that the marketing conditions governing copra production may be very different, after 1957, from what they were before World War II.

Then, the production of the South Pacific Islands was handled almost wholly by private agents and the big trading companies. Since the war, the collection, shipment and marketing of copra, and the payment of producers, have become a Government responsibility.

Within that period, also, copra-crushing mills established in Fiji and New Guinea and extended in Australia, have become an important buying factor.

The tendency now appears to be to retain collective marketing and, to some degree, collective buying, to the exclusion of the big trading companies. But the big trading companies, in various ways, in-influence—and in some instances control—the operations of the copra producers.

It will be interesting to see how it all works out.

ACTING ADMINISTRATOR

J. K. McCarthy Leaves For Nauru

A WELL-KNOWN official of Papua-New Guinea, Mr. J. K. McCarthy, has been appointed Acting Administrator of Nauru.

Mr. McCarthy left Port Moresby on April 3, and after a few days in Canberra, will leave, with Mrs. McCarthy, for Nauru by ship from Melbourne.

Mr. McCarthy will relieve the present Administrator of Nauru, Mr. R. S. Leydin. who has been ill.

Mr. McCarthy will be at Nauru for at least three months, and probably longer. The length of his stay probably depends on the state of Mr. Leydin's health.

Before being appointed to a special job in the Department of the Administrator, Mr. McCarthy was a senior member of the District Services Department. He was District Commissioner, New Britain, and before that DC, Madang.

In recent months he has had the exacting job of travelling around Australia interviewing candidates for cadetships in P-NG.

He has had about 30 years in the Territory. When the Pacific War began he was ADO, Talasea, New Britain, and he played a vital role in organising the rescue of about 250 Australian soldiers who had tried to escape when the Japs overran Rabaul. He followed this episode with a distinguished military career in other theatres of the Pacific War.

Mr. McCarthy is the seventh Administrator, acting or permanent, that Nauru has had since 1945. Another Territorian, Mr. H. H. Reeve, P-NG Treasurer, spent some months there as Acting Administrator at the end of 1949.

Nauru is, of course, a Trusteeship Territory, administered by Australia on behalf of herself and her other two partners in the Trusteeship, New Zealand and the UK. The other and older name for the island is Pleasant Island, and most people who have been there agree that is what it is.

MENZIES FOR P-I

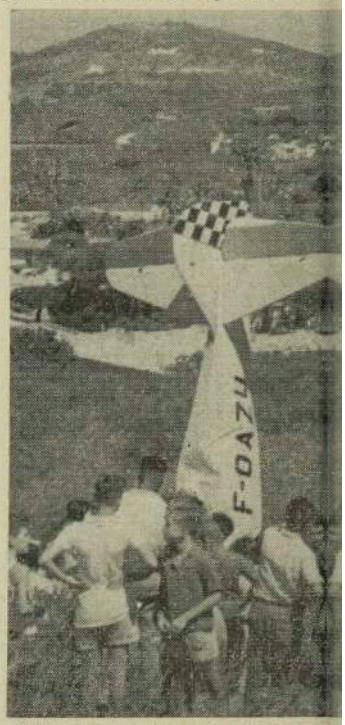
IT was announced on April 1 Mr. R. G. Menzies, Prime ister of Australia, will Papua-New Guinea on his w from Japan later this mont

Mr. Menzies and his par Sydney on April 10, on a visit to Japan. His progra then two days in Bangkok, t in Manila and arrive in New on April 24 to visit Rabau Bulolo, Port Moresby (where attend Anzac Day services) returning to Canberra on Ap

Two Die in N. C Crash

TWO college students were in a small plane belon the New Caledonia Aer on Sunday morning, March

The students were Claude I 19, and Bertrand Germain, cousin. Nugues, who pilot plane, had held a pilot's lice



The plane shortly after it had pl to the ground.

12 months; his cousin wen as passenger.

They took off from Mager strip near Noumea an low over Germain's house. afterward the plane plunge first into a low hill about 300 from the house. Germain's s saw the accident and helped the victims from the wreck. was killed outright; Germa soon afterwards.

The plane is a total loss.

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FERENCE TO MEET
ANBERRA

PORTANT REVIEW OF SOUTH PACIFIC COMMISSION

The Review Conference of the South Pacific Commission will be nally opened by the Australian Minister for External Affairs at nberra, Australia, at 11 a.m. on Tuesday, April 30; and it is expected last until about May 8.

s review of the past work, present condition and future usefulness of the Commission en arranged since the Third Pacific Conference in Suva, ril, 1956. The opinion then xpressed that, in the light of seven years' operation, the ure and machinery of the sation should be examined.

Conference will examine all s of the organisation, includ- he work programme and e, and it will review the work- the South Pacific Commission, search Council and the South Conference. In addition, it xamine the relations of the Pacific Commission with international bodies.

following are the delegates ch the Australian Department ernal Affairs had had advice April 4:

FRANCE

lency M. Renaud Sivan, French Am- or in Australia. (Leader).
Lasalle-Sere, Senior Commissioner for to the S.P.C.
ons, Second Commissioner for France S.P.C.
ippe Benoist, Ministry of Foreign Paris.

NETHERLANDS

llency Mr. A. M. L. Winkelman, ands Ambassador in Australia. (Leader).
. van Beuge, Senior Commissioner for etherlands to the S.P.C., Ministry of s Affairs, The Hague.
M. Jaquet, Minstry of Foreign Affairs, ague.
Bergsma, Second Commissioner for the ands to the S.P.C. (Adviser).

UNITED KINGDOM

Rogers, C.M.G., Under-Secretary, l Office. (Leader).
d Garvey, K.C.M.G., K.C.V.O., M.B.E., Commissioner for the U.K. to the and Governor of Fiji.
Gutch, C.M.G., O.B.E., High Com- er for the Western Pacific.
Jerrom, Principal, Colonial Office.
Vaskess, Second Commissioner for the Adviser).

UNITED STATES

N. Walmesley, Deputy Assistant Sec- for International Organisation Affairs.
M. Keesing, Senior Commissioner for . to the S.P.C.
owles A. Ryerson, Commissioner for . to the S.P.C.
Mr. J. Bolard More, State Department (Adviser).
Miss E. H. Barr, State Department (Adviser).
Mr. W. L. Yeomans, Department of the Interior. (Adviser).

The delegations for Australia and New Zealand were not known on April 8. It was known, however, that Mr. W. D. Forsyth would represent the Australian Department of External Affairs on the Australian delegation.

Mr. Forsyth was the first Secretary-General (1948-51) of the Commission; and he subsequently (1951-56) was Minister in charge of the Australian Mission to the United Nations. Another member of the External Affairs Department, Mr. R. A. Peachey, is the organiser of this Review Conference, and will be closely associated with its work.

The Secretary-General of the Commission, Dr. R. C. Bedell (whose headquarters, of course, are in Noumea), will be in Canberra during the Conference, for consultation as required.

RAAF Ace Joins Commerce in DNG

WING-Commander R. C. Cresswell, one of Australia's outstanding fighter-pilot aces of World War II, resigned his commission in the RAAF on April 13 and will shortly go to Dutch N. Guinea for a business organisation whose headquarters are in Melbourne.

Wing-Commander Cresswell had been commanding officer No. 2 Operational Training Unit at Williamstown, NSW. During the war he won the DFC and two bars, and the American Flying Cross. He shot down the first Japanese bomber in night combat over Darwin in 1942.

DO YOU REMEMBER? From PIM of 20 Years ago ★

THE air-age was getting perceptibly closer to the South Pacific in April, 1937, although the great ocean expanses and the small land areas in this ocean imposed tremendous problems for the slow-moving aircraft of that time.

Here are some other extracts from the *PIM* of that April, 20 years ago:

Trans-Pacific aviation history was made when the Pan American Airways Sikorsky flying-boat "China Clipper", sucessfully made a survey of a new route San Francisco-Auckland, and returned over the same route from Auckland on April 3. The Clipper did the flight in four hops—Honolulu-Kingman Reef (900 miles south of Hawaii)-Pago Pago-Auckland. The flying times are interesting: from San Francisco to Honolulu, a distance of a little over 2,000 miles—24 hours! The other hops were done in 8 hrs., 10½ hrs. and 11¾hrs. respectively. Kingman Reef, little more than a sand cay, had only a brief period in the aviation limelight. But at this time it was believed that PAA would make it a key base on their South Pacific route.

* * *

"The economic outlook here (Port Moresby) is exceedingly bright at the moment and there is good reason for saying that Papua, so long the Cinderella amongst Pacific territories, may yet be the richest of them all . . . The steady influx of experienced men from all over the world to join the staffs of the companies engaged in oil search has caused a boom. . . . Everyone confidently expects an important oil discovery soon."

(Well, that particular Cinderella has been waiting a long, long time for her Fairy Godmother.)

* * *

The report of Mr. Ivan Champion on a patrol he had led into the Lake Kutubu area of Papua between April and December, 1936, had been released in Canberra. The patrol had explored the area between the headwaters of Bamu and Purari Rivers and discovered Lake Kutubu which, the report said, "may become a centre for seaplanes" (which it has).

* * *

Four tenders had been received for the proposed Sydney-New Guinea air service. They were from Guinea Airways Ltd., W. R. Carpenter & Co., Australia-New Guinea Airlines (a group of Australian aviation companies) and Southern Airlines and Freighters (a group headed by Mr. I. H. Grabowsky, formerly general manager of G'Air).

* * *

The 30-miles Suva-Navua section of the proposed road right around Viti Levu was opned to traffic. This left a gap of about 20 miles between Navua and Sigatoka to be completed before it would be possible to drive right around the island.

* * *

World copra production figures showed that in 1935 over 1,000,000 tons were produced, of which Malaya produced 112,000 tons, Dutch East Indies 476,000 tons, Philippines 249,000 tons, Ceylon 47,000, New Guinea 56,000 and Fiji 26,000.

All The Improvements Are Included

NEW ZEALAND GIVES £1 MILLION ENTERPRISE TO WESTERN SAMOANS

A milestone on the road of West Samoa towards self-government (target date 1960) was reached on March 31, when New Zealand handed over to Samoa control of the £1 million Reparation Estates. Samoans have enjoyed the golden eggs from this goose for many years; now they have the whole bird.

REPARATION Estates was the New Zealand method of dealing with expropriated German plantations after World War I. They were kept together and run as one Government enterprise.

In New Guinea (also a former German colony, of course) plantations were also expropriated, but these came under the control of the Ex-Propriation Board, and almost immediately most of them were sold, on long terms, to soldier settlers in the Territory. These ex-German plantations in NG are still the basis of the copra industry in that Territory.

In common with the rest of the planting industry over the last 30 years, Reparation Estates in Western Samoa have had their economic doldrums and their booms, and during the Depression they were regarded more in the nature of a mill-stone than as an asset. The pages of *PIM* of 20 to 25 years ago are full of demands that the Estates should be broken up, sold or simply given away in order that they should not continue to swallow up public money.

From the time of the Pacific War, however, planting of all varieties boomed, and the Estates have boomed also. Samoa, of course, was not a theatre of war.

In post-war years there have been fat profits, and these have all been diverted, by the New Zealand Government, to welfare projects for the Samoans. None of the profits have gone to New Zealand.

The Samoan leaders were pleased enough at this, but along with self-government, they have hankered for undisputed ownership of the Estates. This they now have, and presumably honour has been satisfied. High Chief Tamasese has been appointed chairman of the board that will now run Western Samoa Trust Estates Corporation, as the new set-up is to be called, and on taking office he said that never again would this land pass out of the hands of Samoans.

The land now taken over by the Corporation (about 33,000 acres) is less than one-third of the land originally taken over from the Germans by Reparation Estates; over the years the greater part of it has reverted to the Samoans.

Reparation Estates engaged in copra production, cocoa production, timber milling, cattle raising—its herd of 10,000 beasts supplies Samoa with fresh meat—and numerous other enterprises.

Its cocoa plantations are world-famous and have been of great assistance to other Pacific territories who, in the years after World War II, established cocoa industries of their own.

The New Zealand government will still have a voice in the control of the estates through its own nominee to the board of control: Mr. Kurt Meyer, a well-known planter of Western Samoa.

Other members of the board are: general manager of the old Reparations Estates, Mr. P. W. H. Kelly; the Western Samoa Director of Agriculture, Mr. B. E. V. Parham; High Chiefs Tamasese, Maliotoa Tanumafili and Mataafa, and Mr. E. Annandale.

The board will decide on policy; the management will remain in the hands of the general manager, Mr. Kelly, who succeeded Mr. D. R. A. Eden, who retired from Reparation Estates last year.

BSIP Advisory Council to Meet

A MEETING of the BSIP Advisory Council is scheduled for April 12, in Honiara.

It will be attended by the Chief Secretary, Mr. R. J. Minnitt; the Acting Financial Secretary, Mr. A. M. Wilkie; the Acting Attorney-General, Mr. G. J. Horsfall; and the Senior Assistant Secretary for Native Affairs, Mr. V. J. Andersen. By non-official members, the Right Reverend A. T. Hill, Bishop of Melanesia; Mr. K. H. Dalrymple-Hay, Mr. A. C. Blair, Mr. C. Reece and Mr. N. Scott-Elliott. And by Native members, J. C. Vouza, S. Kodovaru, A. Sisili, S. Murisigaia and the Reverend Dudley Tute.

Ian Downs to Stand for P-NG Le

FORMER District Comm
New Guinea Eastern Hig
Mr. Ian Downs, has ann
that he will contest the New
Mainland seat at the fortl
Legislative Council elections
Mr. Downs, one of the best
District Commissioners in
Administration until his resi
from the service about 18
ago, has made no secret of
that he disagrees with m
Canberra policy for the Terr
The life of the present Le
Council of P-NG ends with
this year. Present elected
for New Guinea Mainland
George Whittaker, whose in
are not known.

New Guinea Bankii



This somewhat unsubstantial-looki
building (above) does good busi
customers at the Native Market,
Guinea. The "branch" opened fo
on March 9, when many deposits
and large quantities of money-bo
Below: a native woman makes a d

A similar branch was opened
Native Market on March 23 and
very well indeed as the Rabaul nati
tion is much larger than Lae's.



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TECTING S. PACIFIC
INST ASIA?

ore Millions for the Colombo Plan

DER the Colombo Plan, Australia already has spent about 20 million in gifts to Southeast countries (India, £6¾ m.; tan, £6¾ m.; Indonesia, £1½ and has now committed her o the expenditure of another n. (£4 m. to India, £5 m. to tan, £250,000 to Malaya, £150,000 uth Vietnam, and the balance Singapore, Laos, Cambodia, a, Ceylon and Indonesia).

tralia now has about 220 extechnicians serving under the in those countries.

ut 850 Colombo Plan trainees, the Asian countries, are ing in Australia, in addition to rivate students from the Asian ries and the Pacific Islands.

MMENT—There is increasing ur in Australia because the nments are not providing h funds to build enough houses e care of the growing popula- In the ultimate analysis, Aus- s only real defence against are good Australians, bearing £32 million could provide a new Australians with houses supply them with weapons. illion spent under the Colombo accomplishes practically noth-

ISLANDS DRIVERS INVITED TO TAKE PART IN MOBILGAS MARATHON

DO you want to represent Australia at next year's Monte Carlo Rally? Or perhaps you would like a free holiday in New Zealand. Or a £220 refrigerator from the Champion Spark Plug Co?

If none of these things interest you, then £6,283 might. This is what the outright winner of this year's Mobilgas 19-days Round Australia Rally will get—and special efforts are being made to attract entrants from the Pacific islands adjacent to Australia.

The Rally starts from Melbourne on August 21, proceeds clock-wise fashion round Australia, finishes in Melbourne.

Entries open May 1; minimum age limit is 19, and conditions and entry forms are obtainable from: The Organiser, Mobilgas Rally, Vacuum Oil Co., 29 Market Street, Melbourne. Total value of prizes is already £14,500.

This 19-days marathon is distinctly not for cissies. But it shouldn't be too difficult for people who make a practice of driving cars over virtually unroaded country—such as from Lae to the New Guinea Highlands.

WAR OF ATTRITION

Delay in Fixing 1957 Copra Price

UP until April 8, no announcement had been made concerning the 1957 MOF price for copra.

Negotiations have been proceedinb between the Ministry in London and representatives of South Pacific producer countries since the end of last year. This is the most protracted period of negotiations between the parties since the Contract came into operation, nearly nine years ago.

In the meantime, as announced in March *PIM*, most South Pacific Pacific territories, through their copra boards, have tentatively dropped the price 10 per cent. on last year's rate.

It is "confidently expected" that an official MOF price will be announced "within the next couple of weeks."

Fiji Visitors to Sydney



Mr. H. B. Gibson, M.L.C., and chairman of the Labasa Township Board, Fiji, has been all round the world, but had not been to Australia until last month. He went to Sydney on a business visit, and took his daughter, Fay, with him. Mr. Gibson and Fay are shown in this picture.

HCWP VISITS WESTERN SOLOMONS

THE visit of the High Commissioner, Mr. John Gutch, to the Western Solomons in the latter half of February coincided with some of the worst weather experienced in that part of the BSIP for years.

Mr. Gutch was accompanied by Mrs. Gutch and his ADC. Government stations, villages and mission stations were included in the itinerary.

? British Bomb is the Safe Bomb

April approached there were ounting protests, crackpot and herwise, from all over the against Britain's H-bomb exents near Christmas Island. rst test explosion can be ex- anytime now. (See article, 18.)

an, which takes its role of No. nic Victim seriously, has been g protests since the experi- were first mooted over a go. Each protest has been atically but flatly turned

ate March, it was announced Kochi, one of the biggest fishing ports in Japan, that had been selected to sail *aze* ships into the test area rotest. About the same time, uakers from the UK planned the same. The Japanese suicide t was forbidden by the Jap- Government; nothing more en heard from the Quakers. ests have been made (with easons) by Islands territories r the Pacific. Latest protest from the American owners of ra, nearest US island to the mas Island base.

one was made happier when announced in early April that natives of the Marquesas have been found suffering from horrible skin diseases caused, it is believed, by their having eaten fish made radioactive by the last American nuclear tests in the Pacific.

The strategic necessity for the UK to undertake nuculear experiments has the sympathy of Britishers generally—albeit the degree of enthusiasm is in inverse ratio to the proximity of said Britishers to Christmas Island. Nonetheless, there is a growing awareness that a line must be drawn sooner or later if the Pacific is not to be spotted with large danger areas.

We have been assured repeatedly that there is no more danger from the Christmas H-bomb than from a Guy Fawkes Day cracker; that the radio-active fall-out will be negligible; and that it will be only a little bomb anyway.

But no one living within the 1,000-miles perimeter around Christmas Island is going to be wildly happy until the British bomb experts pack up and go home, round about next August. In the meantime, where fish is the staple diet, it might not be a bad idea if geiger-counters were added to the kitchen equipment.

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HRH HAS NEW IDEAS

Fish-Cannery, Dried Bananas Copra-Crushing

PRINCE TUGI of Tonga, who visited Fiji in late March to meet Unilever's chief buyer, was, as ever, full of ideas for the improvement of the Tongan economy. Many of his ideas have been tried out in other territories, sometimes with indifferent success, but that does not deter His Royal Highness. As he would no doubt point out himself, Tonga is different.

At all events, it has a more direct form of government.

"Tonga always has a favourable trade balance because she has not so many retail stores," Prince Tugi told reporters with a smile.

He said that the export of copra was still the main industry but oil-crushing must come in Tonga as in all copra-producing countries. Crushing eliminated the free rise of fatty acid due to time spent in storage awaiting shipment and time occupied in sea transport before the copra got to the mills.

Also crushing would make coconut meal available for stock. This would increase interest in animal husbandry and give a better and cheaper supply of beef, pork and poultry.

Experiments were at present being carried out in Tonga with dehydrated bananas. The bananas were skinned and the stringy outside strips removed. After drying they were canned.

Prince Tugi said that in 24 hours two tons of bananas could be dried. He said dried bananas were excellent for eating. Soon some of the cans would be opened for testing.

Under this method all the fruit on the bunch could be used. Even more important is the fact that drying bananas would make it possible to bring in fruit from the outlying islands.

This would apply particularly to Fiji, where good bananas are grown on the more distant islands where the banana boats do not call. If brought in by local cutters, shipments often miss the New Zealand boat owing to bad weather.

This use of the outer islands would not only increase Tongan shipments but also open fresh markets further afield than New Zealand.

(This sounds like our old friend "banana-figs", tried out in Western Samoa after the war, and in other islands before that.—Ed. *PIM*).

Another venture planned by Prince Tugi is deep-sea fishing to supply the local market with frozen fish, the surplus to be canned for export. Tonga already has a deep-seas fishing boat and is bringing out two Japanese experts to instruct Tongans in the work.

Prince Tugi said that in a very short time deep-sea fishing had become the largest industry in American Samoa, where frozen fish was sold at tenpence a pound and a large quantity canned.

He said that Tonga might be able to supply Fiji with frozen fish, fish in Fiji being, he understood, in very short supply at times, and dear.

A DECIMAL SYSTEM FOR TONGA

ANNOUNCING that the Kingdom of Tonga had completed preparations for the introduction of decimal coinage, the Tongan Premier (Prince Tugi), gave a Fiji reporter some interesting historical details of British currency.

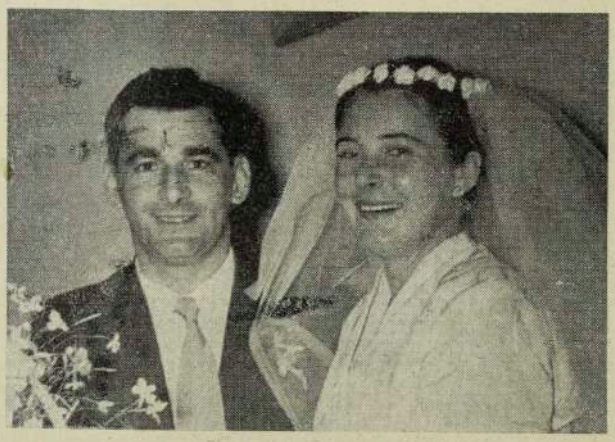
The recent West European move towards a common market made it very likely that Britain presently would adopt the decimal system, said Tugi. The only virtue of British shillings and pence, and weights and measures, lay in the fa they reminded us that Britain had been conquered by Na When he over-ran Europe, 15 ago, Napoleon instructed mos West European nations to over to the decimal system.

Tonga would retain the £ present, and the new coins w tenths and hundredths of t

The main objection to the to the decimal systm im British countries, said Tugi, w it would render all existing ca ing machines obsolete. But t not affect Tonga—there w such machines there.

Massey-Wynn Wedding

Flight - Engineer Charles Massey, RNZAF, was married on March 2 to Miss Anne Wynn, a sister at the Colonial War Memorial Hospital, Suva. The wedding took place at St. Luke's Church, Suva Point, the Rev. Dr. G. Hemming performing the ceremony. In the wedding party were the bestman, F. Carrier, RNZAF, and Commander and Mrs. S. B. Brown of Suva, who are also well known in the G & E Islands. Commander Brown is now Asst. Marine Superintendent for W. R. Carpenter (Fiji) Ltd.



E. Samoa

Bank Sensation

FOUR SAMOANS STAND T

FOUR Samoan ex-employ the Bank of American were before the court i Pago in March on charges bezzlement and forgery in sums amounting in total to

• *A total shortage of was found by the manager Bank, Mr. Alan Bigelow, a nounced in February March, p. 38). If the four Sa taken to Court are respons $5,000 of the missing su leaves almost $25,000 st accounted for. This fact i ing considerable public int American Samoa.*

The four Samoans charge Lopeti Maleapeai, formerly ant-manager of the bank, with two counts of embezzl amounting to some $2,963. found guilty on one cou guilty on the other and se to 2½ years imprisonment.

Fuauli F. Tiumalu, book— to nine counts of forgery in $1,191; he was found guilty of the charges, not guilty on counts, and verdict of *nolle p* was returned on the other counts. Sentenced to 18 mont prisonment.

Evile To'ofili, teller, seven of forgery involving $1,053; guilty on six counts, not gu one. Sentenced to 2½ year prisonment.

Enosa Matina, teller, char two counts of embezzlement ing $145; found guilty on one and sentenced to 12 month prisonment.

Lopeti Maleapeai and Fu Tiumalu were defended b Reginald Paul Phillips, of Western Samoa. The othe accused were provided with legal defence.

Mr. Justice Morrow, Chief in American Samoa, heard th

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NGE IN
UAN CO.

J. M. Mitchell Retires

E Managing Director of Steam-hips Trading Co. Ltd., of Port Moresby, Mr. J. M. Mitchell, ned his position there recently, left Papua for Sydney late in h.

. E. V. Crisp, Chairman of tors, has temporarily resumed office of Managing Director. Mitchell informed inquirers his reasons for resigning his tant post were "entirely nal."

Mitchell, for some years, was xecutive official in the service ulolo Gold Dredging Ltd., in Guinea. He joined Steamships ng Co. as accountant about was promoted to General ger; and, when Mr. Crisp d to retire from the ging Directorship after some ious years there, Mr. Mitchell elected as his successor, and ed office in 1955.

t to Burns Philp, Steamships ng is the largest trading, ng and shipping organisation pua; but its activities do not l beyond Papua.

ONAL

s in Airservices

six Qantas services in and t of Papua-New Guinea, hich have been in operation bout five months, have been five per week from April 3. service that leaves Sydney dnesdays and Lae on Thurs-as been cut out.

understood that the reduc-is temporary, to cover a al drop in traffic. As soon as d bookings warrant it, it will tored.

ian Empire Airways Ltd. has iced that the service between rne and Auckland ceased at d of March.

service was introduced on an nental basis in February. weekly Melbourne-Christ-service will continue. Melbourne-Auckland service obably resume next Spring-r—in time for the Melbourne season.

Scouts have set a target of to build a hall. A block of as been granted them by the stration and they are now ising money for their build-The RAOB, at a meeting on 22, donated £5/5/- towards peal.

TERRITORIES TALK-TALK

By Tolala

More Frontier Posts

Shortly after the UN Trusteeship Council showed its impatience over NG independence last month, Minister Hasluck released the statement that nine new patrol posts would be opened up in areas now classed an "uncontrolled."

This is, of course, all part of the present policy "to bring all areas under control by 1959." But, following on the Council's resolution, it could give the impression of toadying to these international politicians, most of whom are far less concerned about the NG natives than we are, and heckle us only for racial or political reasons.

Someone asked me recently what jurisdiction the Supreme Court of P-NG has in an "uncontrolled area"? If such an area comes under the Court's jurisdiction is it then "uncontrolled"? As a layman, I wouldn't know; but a keen Legal Eagle might make something out of it.

A "Times" In Rabaul Again

To hand recently the first issue of *The Rabaul Times*—1957 Model, born March 22 and just 15 years and two months since its original namesake went into smoke.

Naturally, there is little resemblance to the old "rag"; banner head-lines and narrow columns were not so popular in those days before War II as they are now. Readers got more reading matter perhaps; but then they had more time to read in those leisurely gracious days.

But it is a neat sheet, and I wish it and Editor Gus Smales well and an ever-increasing circulation and support from advertisers.

The sword of Damocles, which hangs over every editor's head, will not be suspended on such a thin hair for the new *Times* as in the old days when the cogs of the printing plant were kept turning, to a great extent, by Government printing.

Ergo: When editorial comment was considered by Administrator Wisdom to have exceeded his idea of the limit to the Freedom of the Press the owner and/or editor were promptly told to "pull their heads in"—or else. Subsequent Administrators (Griffiths and McNicoll) were more tolerant. And now, as I think back down the years, I am surprised at what we got away with then.

One factor which the new *Times* has to face, and which was not so great in pre-war days, is the greatly increased number of the native people who are capable of reading —and understanding—English. This means a more guarded expression in print. The real danger lies in true meaning being only partially understood by the native who is apt to place wrong constructions on idiomatic terms.

A Good Publicity Medium

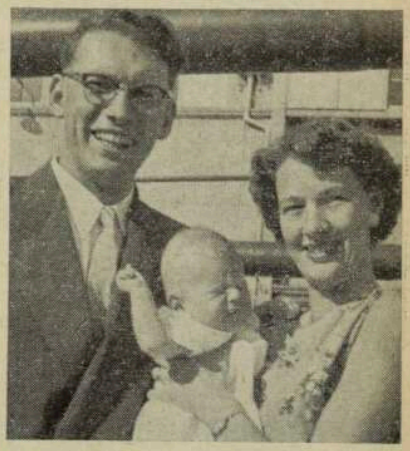
P-NG will be well in the limelight this year so far as the Gentler Sex is concerned in NSW, at any rate.

NSW branches of the Country Women's Association have selected Papua-New Guinea as the Country of the Year. Each year a country is chosen for study by the members; last year it was Switzerland.

There are 534 NSW branches, with a membership of some 32,000, so you can write your own figure as to how many folk will be hearing about P-NG in the homes of that State during the coming year.

In the International edition of the Association's journal, *The Countrywomen*, published last month there were several very good articles on the Territory—factual and not overglamourised as is the usual trend. One article in particular, by Mary Backhouse, contains an excellent description of life back in 1921 at Kavieng (New Ireland) when, before her marriage to the eminent Government Pathologist at Rabaul, Dr. Clive Backhouse, she was living with her brother the late Colonel

Returning to the Territory



Mr. A. Normoyle with his wife and son Christopher (aged three months) who returned to Lae on March "Soochow". Mr. Normoyle had been on leave from Robert Gillespie and Co., Lae. He is the son of Police Commissioner and Mrs. C. Normoyle of Port Moresby.

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tab, who was DO at that port
e time.
ry Backhouse is a gifted
ste and organised many a
al feast in Rabaul when she
up residence there. During
years and afterwards she de-
herself to Red Cross work,
or years was in charge of the
y's libraries. She recently re-

re are other informative
es about the Territory based
ta supplied by our old friend,
Downing.
s a good idea for making people
conscious and the originator
be congratulated.

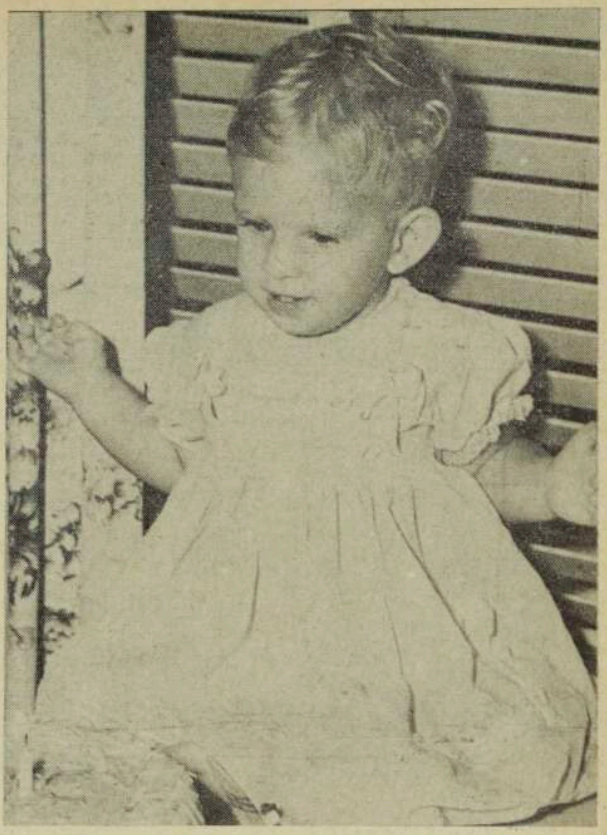
Modern

a rule, ABC news items are
for their accuracy; but the
morning I was surprised to
an item describing the in-
ion of New Britain coconut
tions by the rhinoceros beetle,
h had been imported into the
y by the Japs during the

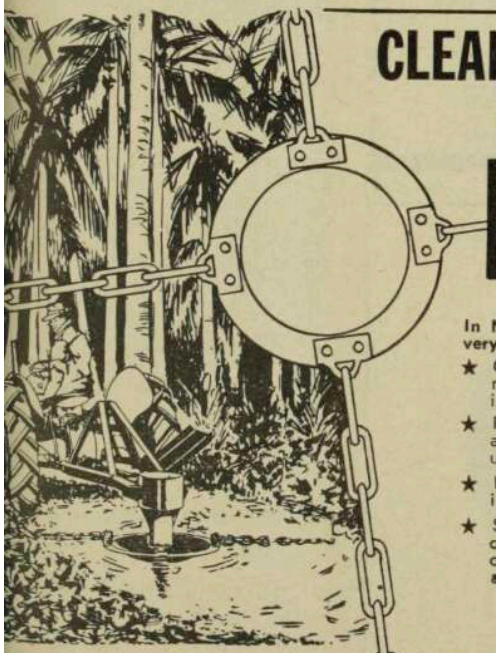
n't have that. Giant snails—
And also a big red-eyed blue
fly (of which, by the way,
heard no mention since our
upation of NB.) But the
stid tribe—rhinoceros and
nt species—were there to my
edge 46 years ago.

Method of combat was gangs of "monkeys" collecting them and their larvae for which, invariably a premium of stick tobacco was paid. Some "monkeys," more astute than others, used to have secret breeding spots for the beetle to ensure a steady income of tobacco.

In these days, however, with "monkey" labour abolished and the high rates of wages, such pest-gangs are probably out of the question. The ABC



Mr. and Mrs. Gordon Carter of Port Moresby entertained a dozen friends to dinner on March 13, but the most important person there had a drink of milk and went to bed. Sandra Lynette Carter, shown here in her pink party frock and with her pink cake, was one year old and the festivities were in her honour.



CLEAR COVER CROPS AND WEEDS
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In New Guinea, Fiji and other Pacific Islands, this low cost machine is dealing very successfully with plantation cover crops, Kunai, Sida Retusa, etc.

★ Can be worked in forward or reverse, which is essential in inter-row work.
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★ Special models made for specific conditions, i.e., width and height of cut can be varied. Knives also available as optional equipment.
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★ We can handle all shipping, insurance and banking arrangements, etc. While no time of delivery can be guaranteed, average time of shipment in the past has been only 4-6 weeks from receipt of order.
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mentioned the importation of an African beetle to prey upon the rhino. Let's hope it proves efficient, for the dynastid is a costly pest.

EDITORIAL NOTE

According to South Pacific Commission researchers, *Oryctes Rhinoceros* (the Asian variety of the pest) was introduced to New Britain somewhere between 1942 and 1944 and spread later to New Ireland, but was not positively identified until 1950; it had been thought that plantation damage was due to a great increase in the populations of native Rhinoceros beetles (*Scapanes australis or S. grosse-punctatus* Sternberg).

It is *Oryctes* which is the destroyer, and which has greatly decreased copra production in Western Samoa, where it was introduced in 1909; in Wallis Is., where is arrived in 1931; caused virtual devastation in some of the Palau Islands, where it was introduced in the Pacific War years; and complete panic in Tonga and Fiji, where it was found in 1952 and 1953 respectively.

The greatest damage has been done on true Pacific islands; the least damage in *Oryctes'* homeland, tropical Asia. New Britain, New Guinea and New Ireland garded as an "intermediate tion" — they are "Conn tropical islands" and so c *Oryctes'* natural enemies are s

This is fortunate, for in parison with such places as and Fiji, New Guinea is virtually nothing to control t

As It Is Written

I have always been a su of Pidgin as an oral langua have never been so keen present phonetic system of s which will only cause confu those who reach the pure stage.

But this is no monograph r subject, merely to record as what unusual Pidgin headin issue of the roneo-ed *Rabau* which came to hand re "BIKWIN I BAGARAPIM GEN." I suppose one would tr it as "Gale Devastates M (wherever Mengen might be

"Victory In Papua"

We have been able to re views of a book by a US who writes about the mora other things connected wi Yanks in the early days Papuan campaign during th Punches are not pulled criticism of the US troops. I wonder, will we get a tru from the Australian angle—a punches be pulled?

Post-mortems on War II especially in the early, gri days of Rabaul's rape, in my opinion, are not going to anywhere in these days of button warfare and guided Victory in the future appear assured for the bloke wh pushes the button.

We certainly didn't appear particularly worried about or northern bastion, which is out so appealingly: "MAM And, if geographical nomen counts for anything in strate Admiralty Islands should ficient incentive for us to do thing.

Local Government In PNG

The Winders Report on the lishment of Local Governm Moresby, Rabaul and Lae is ally causing considerable co

I hope local residents will disappointed when they eve obtain their objective in this I cannot see the Admini giving away one tittle of its nor can I see Canberra loos reins of regimentation it h



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rmly down the years. But, still a gesture and I hope it makes happy.

That Mossie

resby is apparently having uito trouble, which seems ge in this Year of Grace with ir scientific approaches to This That and the experience d during the war years. (See , page 51 this issue).

ny" Anthony, Deputy-Chair- of the TAC, said the present n of fighting the pest was un- actory in swamp areas. Surely s not forgotten the very effec- nethod adopted by the Rabaul years ago when it introduced energetic little fish *gambusia* s, which worked around the scoffing the mosquito larvae.

(over)

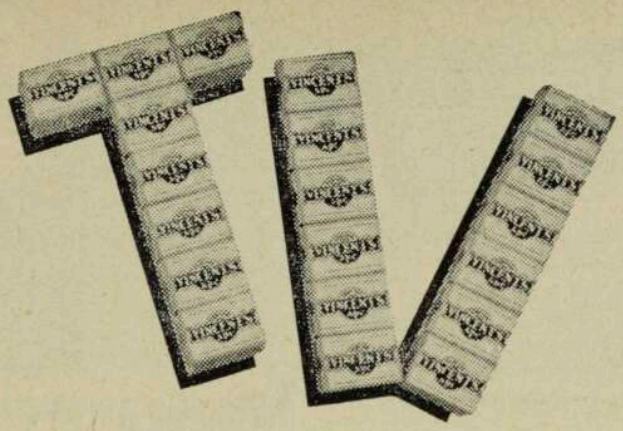




Mr. and Mrs. C. H. Patterson after dding at the Roman Catholic Church, esby, on March 5. Bride was formerly Tracey.

: Mr. and Mrs. R. A. Latch, after edding at Taurama Chapel, Port on March 16. Mrs. Latch was Miss Margaret Baker.

Photos: Papuan Prints.



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Territorian Travellers . . .

LEFT: Inspector J. Carroll of the Rabaul Police Investigations branch and Mrs. Carroll were farewelled by the P-NG Commissioner of Police (Commissioner C. Normoyle) and Mrs. Normoyle (who are on leave) when they returned to the Territory aboard "Soochow" on March 12.

RIGHT: Mr. G. Griffith, stores superintendant for BGD at Bulolo, New Guinea Lars Bergstrand, wife of a BGD and Mrs. Griffiths, who sailed from on "Soochow" in March. Mr. & Griffiths have been in the Territory years. At right of group is Mr. sister Mrs. T. Morieson, who farew travellers.

Thinking Native

Administrator Cleland has expressed the opinion that it is necessary "in the future" to start a project in order to find out what the native of P-NG is thinking about. The statement was made in reference to a *South Pacific Post* editorial suggesting such a project was vitally important.

But why "in the future"? present is the time when th Brass, especially, should hav feet firmly on the ground in closest contact with mentality. This transitory pe the most important time of officials to "think native," thus be aware of what is goo not on the neatly-kept fron but behind the scenes in the

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d.
o "think native" one must be
e to speak native, and how many
e the ability?

ARM IN
PEETE

odus of Tahitians N. Caledonia

contrast to New Caledonia, which is experiencing boom conditions (see elsewhere), France's other ific colony, Tahiti, is having ething of a depression.
Budget deficit of £A230,000 is nated for 1957 and new taxes be imposed in order to recoup e of this loss.
ports of copra and phosphates fallen and there is consider- unemployment.
out 1,000 Tahitians have left Colony for New Caledonia, where are certain of finding work good wage. A local Papeete s-sheet has raised a cry of n at this exodus because it is cream of Tahiti's youth which eaving, and the islands best esmen.
ch ship leaving for New donia carries mechanics, elec- ins, masons, carpenters and drivers. It is alleged that the ic Works Dept. cannot now find experienced bulldozer operator, that already many engineers of small-ships' fleet are tempted ave for Noumea.
e news-sheet draws a fearful re of the local small-fleet be- tied up through lack of en- rs, with copra rotting on island hes and the commercial stag- n of the Colony complete.

RS. LILLIAN MILLAR'S NEW QUEENSLAND ENTERPRISE

TERPRISING and indefatig- ble as ever, Mrs. Lillian Millar, ormerly a well known resident ew Guinea, has organised a new ay resort in North Queensland t inside the mouth of the John- River, three miles from Innis-

e has taken over a spacious, reyed, cement building of Tudor- ic design (standing in tropical nds covering 18 acres), which accommodation for a dozen s. They will be entertained by ng on their private beach; river lagoon and reef fishing; lagoon river cruising and picnicking; crocodile-shooting is indicated. e new place is called "Kokopo," it appears to have all the ities—fresh water supply, hot cold showers, electric lighting. e is a 25-ft motorboat for hire. s. Millar, whose address is PO 617, Innisfail, Q., says she is to send her brochure to old Guinea friends.

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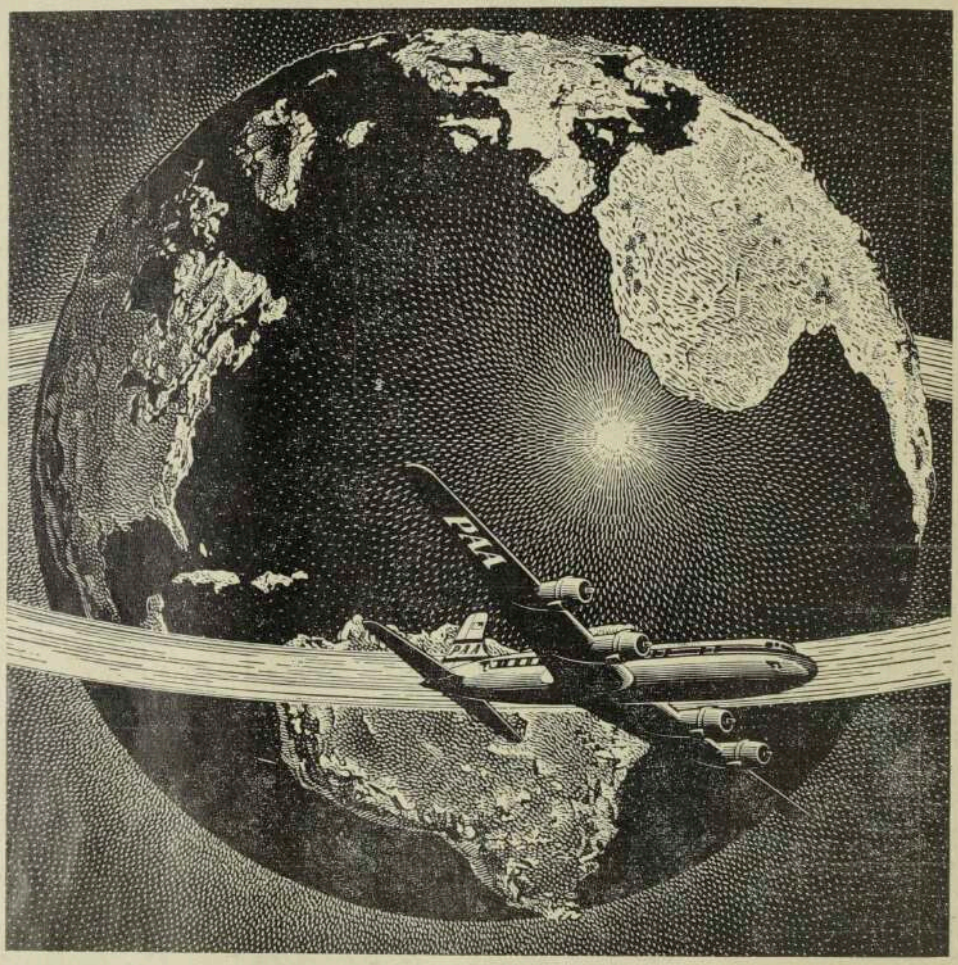
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Annual Congress

NG EX-SERVICEMEN DISCUSS JAPANESE SALVAGE AND LAND-SETTLEMENT

The urgent need for a strong defence base on Manus Island was ressed at the 7th Annual Congress of the Papua-New Guinea State ranch of the RSS & AILA, which met in Lae on March 23 and 24.

E Congress, which was opened by Mr. Justice Gore, Acting Chief Justice, was attended by gates from all sub-branches ughout the Territory, and was wed by a dinner at the Hotel l on March 23, and a wreath- ng ceremony at the Lae War etery on March 24.

n election of office-bearers for resulted in the re-election of except two of the previous ers: The new Deputy State Pre- nt and Vice-President, New nea Mainland, is Mr. D. Gore- rn, and Vice-President, New nea Islands, Mr. L. M. Henry. mmendations for award of Life bership were made on behalf lessrs. J. A. Hughes, Lae, and V. Watkins, Port Moresby.

. R. F. Bunting, MLC, P-NG President, reported his dis- ons with the Prime Minister, Menzies, on implementation of a Land Settlement Scheme in the Territory; on Australia's defence in the South Pacific; the protest against the admittance of a Japanese salvage team in Rabaul; and a Constitution for Native Ex-Servicemen's Association.

Relative to the interview with the Prime Minister, the following message was received:

> "Prime Minister active land settlement matter but desires time closely consider reports just received including comprehensive review position by Hasluck stop Prime Minister assures personally deeply interested possibility development land settlement New Guinea."

It was stated at the Congress that no aircraft whatsoever was based at Manus, a spot which was acclaimed in Southern circles as Australia's northern bastion of defence.

A resolution was unanimously carried that:

> "It is the considered opinion of this State Congress that early action should be taken by the Commonwealth Government to invite the Government of the United States of America to assist in the establishment and maintenance of a sound defence base for operations in the South Pacific, such as Manus Island."

It is noteworthy that the majority of RSL members now settled in the Territory fought in the New Guinea campaign and are alert to the lack of defence and the vulnerability of Australia.

During the discussion about the Japanese salvage team, Congress was told that the only day-time supervision maintained was carried out by a European representative of the company conducting the salvage operations; that the Rabaul RSL had made repeated requests to the Administration through the District Office for the establishment of a liaison officer, but to date the matter had been completely ignored; that the Japanese were moving outside the town area into the jungle collecting scrap; and that several had applied for and received driving licences.

It was pointed out, also, that at the time of the application for the



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scrap undertaking, it was understood that all Japanese activities would be centred on harbour salvage.

A Resolution was passed that:

"This Congress considers, from a security angle, it is urgently necessary in the best interests of all parties concerned for the Administration to appoint a liaison officer to work with the Japanese salvage team now operating in the Rabaul area."

NATIVE EX-SERVICEMEN'S ASSOCIATION

THE new Constitution for Papua-New Guinea Native Servicemen's Association, which was adopted at the Congress meeting, brings into being an

CWA President Visits P-NG Centres



Mrs. W. E. ("Bill") Wyatt, of Port Moresby, who is President of the Port Moresby Branch of the Country Women's Association, and Acting P-NG President of the same Association, visited all P-NG branches in March. Mrs. Wyatt was born in Papua but this was her first visit to Rabaul.

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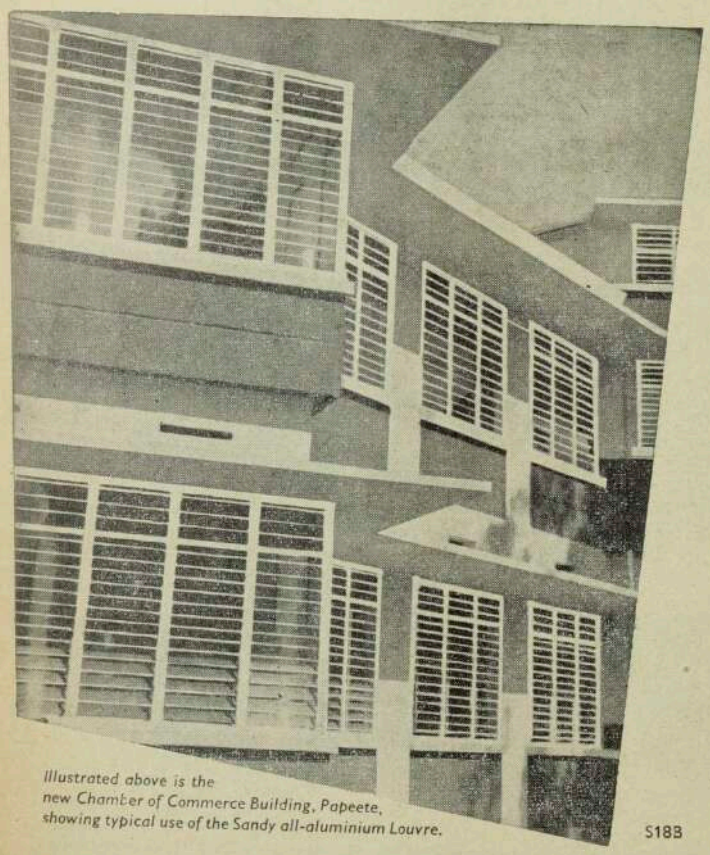


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rvicemen's Association peculiar to Territory, and certainly original ofar as the rest of the world is ncerned.
Clubs are already functioning in e, Rabaul, Port Moresby and wak; the Administration has nted blocks of land, and native servicemen at Rabaul have gone ead erecting their club house.

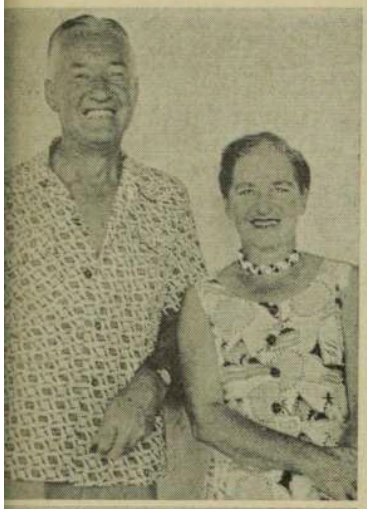
Australian State branches have offered to contribute towards expenses and the Western Australian State branch has forwarded £321 as an initial contribution—this amount was raised by Women's Auxiliaries in Western Australia.

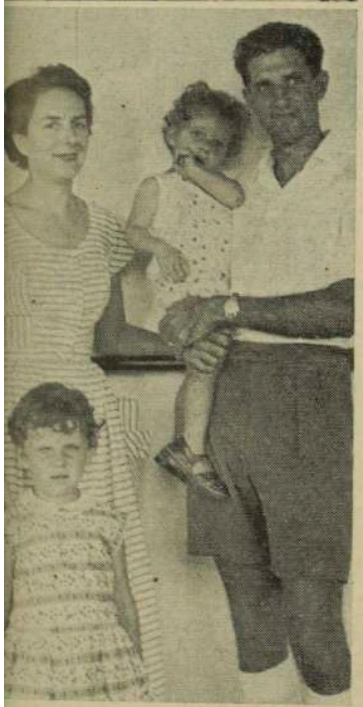
Establishment of the clubs will be carried out under the guidance of parent RSL sub-branches, but the office-bearers will be drawn from the native members themselves, with a sub-committee from each parent sub-branch to act with them until they become permanently established.

Aims and Objects of the Constitution include:

- *To establish and maintain close and kindly ties of friendship, one member with another, such as were established during the Pacific War. To guard the good name and observe a becoming respect toward all ex-sailors, soldiers, airmen and ex-members of the Women's Services and to maintain a proper standard of dignity and honour amongst members themselves. To set an example of public spirit and noble-hearted endeavour.*
- *To assist in providing for the sick, wounded and needy of those of their generation who survived in the Pacific War. To aid in the*

Sea Travellers in March





and Mrs. Ellis Dean, of East Brighton, ia, who have been visiting Mr. T. W. ADO, Finschhafen.

and Mrs. Neil Graham with Megan and , on board "Bulolo" in March. Mr. m has been transferred from Moresby to l where he will be 2 I/C at Malaguna ical School.





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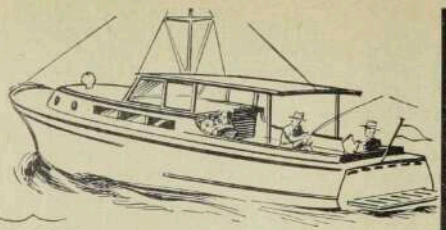
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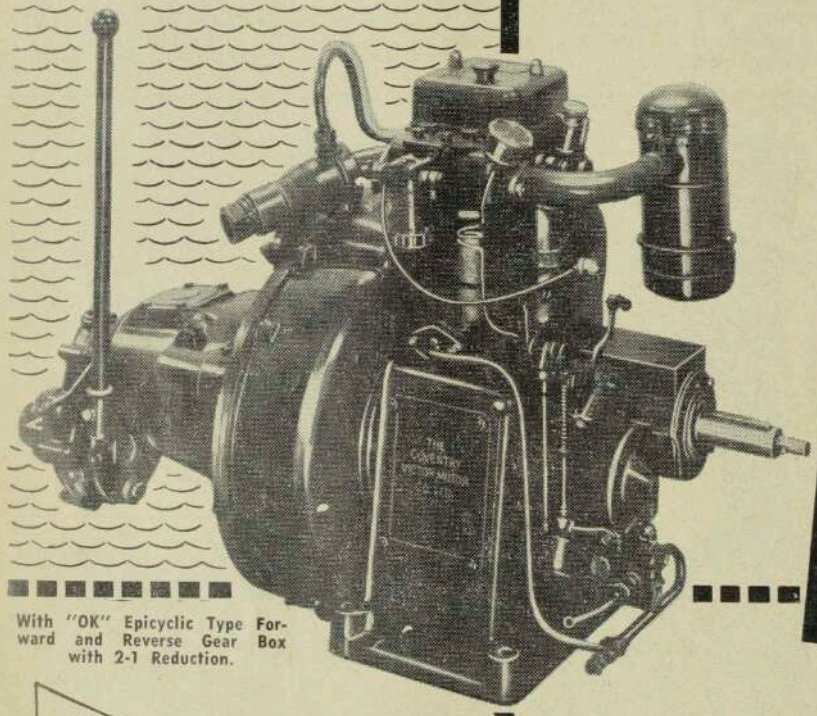
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rk of amelioration of the con-ion of the dependants and scendants of those who fell in ttle or died from the effects of e Pacific War.

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† The Auckland Boxing Association has banned broadcasting of its first fight of the season—between Tongan Feleti Kaho and New Zealander Chub Keith. The move apparently is designed to swell door takings.

Young Port Moresby Guiders



M found these young Port Moresby women skirmishing about the shrubbery at Konedobu the guidance of Mrs. A. V. Price and a visiting Guide official. They are leaders in the irl Guides. Some of them work in Port Moresby establishments; and some are, as they "just at home".

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Good Market For 1957 Whale Oil

THE 1957 Antarctic whaling season which opened on January 7, ended at midnight on March 16, the 1957 permissable total of 14,500 "blue whale units" set by the International Whaling Commissioner being reached by then.

Though the above total catch by all vessels taking part was set at 500 blue whale units less than last year, it took two weeks longer this year to reach the allowed target. This was due largely to very bad weather.

The actual total oil yield was not immediately available but was expected to be lower this year on a "per whale unit" basis.

The fleets are now homeward bound and some of the vessels of the five Japanese expeditions were likely to be sighted in the Islands.

Some of these will continue sperm fishing in the tropical waters, as such fishing for this non-edible oil does not come under the same regulations.

Most of the 1957 edible oil yield has already been sold on the basis of about £Stg.93 per ton, ex tank, Rotterdam—the latter being the main distribution and holding centre for whale oils.

The sperm oil—for industrial purposes—has changed hands at about £Stg.85 per ton, same basis. The edible oil price is thus about at the same level as the coconut oil price.

† Robert Drysdale M Graham, Qantas cook, was and had his licence suspe 3 months at the Lae (NG) March 25 for driving under fluence of liquor. Graha pleaded guilty, was backing into a parking area near the when it dropped into a dit



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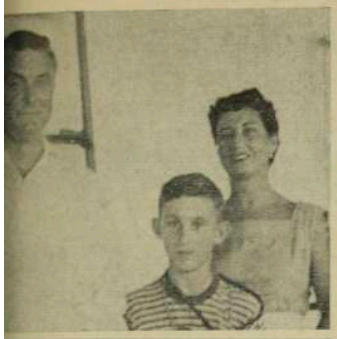
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Travellers to P-NG







Arriving back in Port Moresby in early ere Mr. and Mrs. Mike Wood and son r. Wood is store manager, Steamships Co., and a keen sailor with Moresby Club.

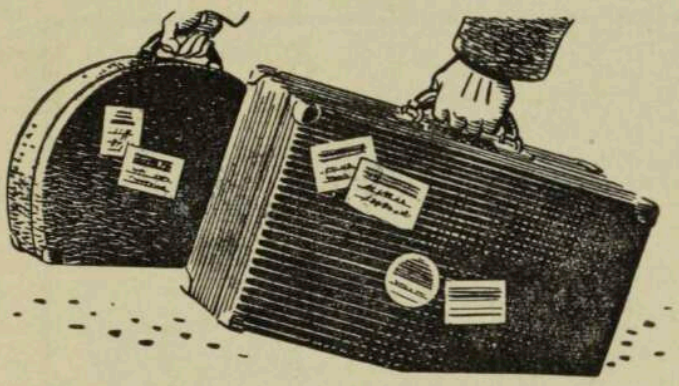
E: Mr. and Mrs. George Anthony Taylor rned to Rabaul on "Bulolo" in March. A. Taylor, GC, is a Vulcanologist but absent in Canberra since 1953. In t. Lamington erupted causing great and loss of life at the Government of Higaturu and in the surrounding It was for his outstanding work in uring the eruption that Mr. Taylor the George Cross. Since 1953 Mr. as been working in Canberra on a h dealing with the Mount Lamington and also working upon a theory of y of earthquakes and volcanic erup- the South West Pacific area. connection he would welcome direct on any earthquake or volcanic a from anyone within the Pacific o has been in a position to observe ngs. Any old records in private diaries be of particular interest to him. ress is: Vulcanological Observatory, Mrs. Taylor is a graduate of the Uni- f Sydney, and before her marriage was isher Library at the University.

: Mr. C. J. O'Neill (left) and Mr. J. V. who were passengers to New Guinea on the March "Bulolo". Mr. O'Neill, of Korumburra, South Gippsland, Victoria, is a Stock Dealer, travelling with Mr. Barrow and two other friends, also from Gippsland. His party is visiting Papua-New Guinea in order to see for themselves exactly what are the possibilities for cattle, horse, sheep and, perhaps, pig breeding. At Port Moresby, Mr. O'Neill saw the property of the Fairfax Cattle Company which is not yet stocked, and was tremendously impressed by the fetrility of the richer pockets of black soil in that area.

At the Lowland Cattle Experimental Station eight miles out of Moresby, he visited the different paddocks, and was impressed by the Jersey cattle; but the black Aberdeen Angus beasts were, in his opinion, "rather a mixed lot". He was astonished to see the cattle standing in a dam up to their bellies in the water, as in Gippsland such behaviour would indicate that they were suffering from Pleuro-pneumonia. He also saw some maize which he considered even better than the maize grown in Gippsland.

Mr. Barrow breeds Jerseys and Large White pigs. He was horrified to see some of the native pigs.

It is a sign of the growing Australian interest in Papua-New Guinea that practical men are going to the Islands at their own expense to see for themselves what openings exist for an extension of the industries which they know best.



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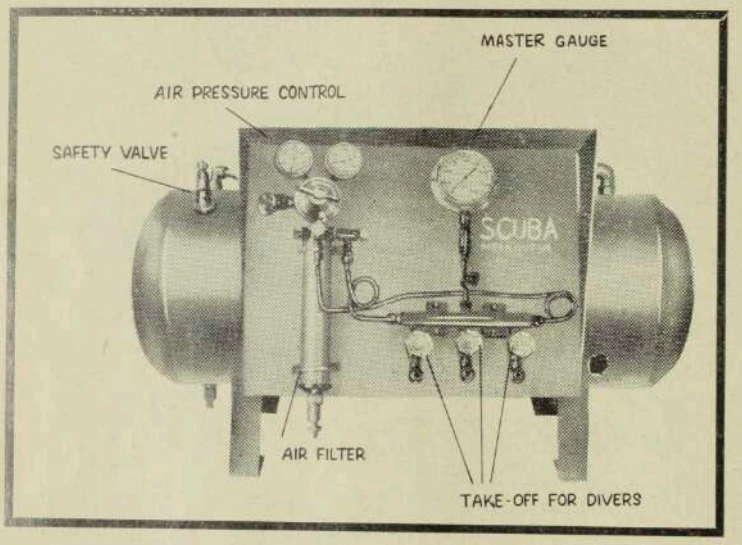
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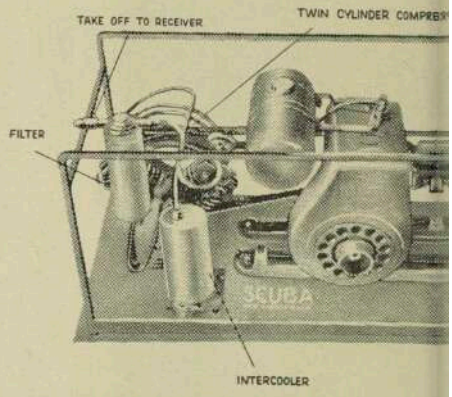
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MODEL MA 2/3 (Three Diver Unit)

A complete diving unit comprising a twin cylinder compressor, petrol motor with intercooler expansion chamber and filter, mounted on a light steel base. A receiver is supplied of sufficient capacity to enable the divers to ascend in complete safety in the event of a breakdown. The three divers are individually controlled from a control panel, which may be mounted separately. Only the finest materials are used in construction, and being Australian-made throughout, spare parts are readily available.

Will operate 3 divers to 33 feet, 2 divers to 66 feet, 1 diver to 120 feet.

Compressor: 6 cubic ft. F.A.D. of 120 p.s.i.
Motor: Villiers air-cooled.
Receiver: 3.5 cubic ft. of atmos.
Filter: Baffle plus Norgren.

MODEL MA 2/2 (Two Diver Unit)

A similar model to MA 2/3 but on a smaller scale, suitable to operate two divers to 66 feet or one diver to 99 feet. Twin cylinder compressor with intercooler and air-cooled petrol motor fitted. A separate receiver is connected by copper tubing and has a control panel mounted on it with individual control valves and a master gauge.

All Australian-made components.

Compressor: 4 cubic ft. F.A.D. of 120 p.s.i.
Motor: Villiers air-cooled.
Receiver: 1.7 cubic ft. of atmos.
Filter: Baffle and Norgren.

MODEL FT (One Diver

A lightweight compressor unit for heavy duty. A single cylinder pressor driven by an air-cooled motor. A gear pump forces wa or fresh) through a water in from a reservoir fitted above A similar receiver with individua panel is fitted into the system. tralian components. Operates o to 66 feet.

Compressor: 3 cubic ft. F.A.D. of
Motor: Cooper air-cooled.
Receiver: 1.7 cubic ft. of atmos.
Filter: Baffle and Norgren.

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Month's News of—

ACIFIC SHIPPING AND CRUISING YACHTS

RIA LEAVES FOR JAPAN

veteran *Maria del Mar*, sold ly by Savoie to the Carr Ship- and Trading Co., of Sydney, ransferred to Chilean register eft Noumea in March for ama. She was carrying 350 f scrap, following *Oliver Mac* hers on this one-way passage. New Caledonia crew and Master, Captain Helme, were rd when she left Noumea.

ALTIES: MET. MAN, 2 PIGS

484-tons New Zealand er *Holmglen*, well known Norfolk Island and Kerma- had a hard battle with the March weather, losing an and running short of food. Master, Captain E. Rainbow, hat at Raoul (Kermadecs), ischarged with difficulty and hen they had left for Norfolk ere recalled to pick up an member of the NZ meteor- l staff. A RNZAF Sunderland tempted to take off this man, d been prevented from do- by the bad weather. He was lly taken on board *Holmglen* nded at Norfolk, where he e rest of the journey back Zealand.

se of this delay, and bad weather between Norfolk and NZ, the crew was forced to kill and eat two pet pigs taken on at Raoul.

VERY SMALL SHIPS DEPT.

A Gilbert Islands outrigger canoe made a public appearance on Waitemata Harbour (Auckland) in March, sailed by two Gilbert Islanders, Atanraoi and Taba'ga.

This canoe is, in fact, a museum piece—it was given to the Auckland War Memorial Museum about two years ago.

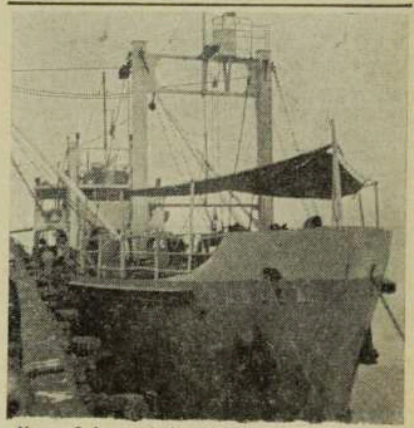
Its public appearance was in order to allow people to see it in its right element; and also in order that the Museum staff could take movies and stills of it.

LAUNCHING DEVICE AT PITCAIRN

Since the middle of last year, Pitcairn Islanders have been launching their long whaleboats with the aid of a powerful New Zealand-invented timber-jack. The timber-jack was presented to the islanders by a NZ firm, A. and G. Price Ltd., and is about the first aid to navigation the Pitcairners have had since they arrived on the *Bounty*, 167 years ago.

Pitcairn's rocky shores have neither harbours nor wharves. The big whaleboats are kept above high-water mark.

To show their appreciation of the new launching device, the island's best carvers have been at work



New Guinea Industries' vessel "Busama" loads petrol—850 x 44 gallon drums—at Lae, NG, for coastal ports and Rabaul. Master of "Busama" is Captain M. J. Greggor—not "McGregor", as one of PIM staff had it in March issue.

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fashioning a vase for the firm that provided the jack.

TIDAL WAVES TRAVEL 6,000 MILES

The tidal waves set off by the disturbance in the Aleutian Islands in early March reached as far south as New Zealand within 24 hours of the disturbance—although, of course, so greatly reduced in force that scientific instruments were needed to measure them. As reported elsewhere, the waves were felt in Manus, and off the New Ireland coast, in the New Guinea area.

The most affected spot in the South Pacific appears to be Rarotonga, where on March 9, at the peak of the waves, which came at intervals of under three minutes, the sea was about five ft. higher than normal, with a 10 to 12 ft drop as it drained out of the harbour again.

DAMAGE TO *INSPIRE*

The tidal waves almost caused the wreck of the Cook Is. inter-island trading vessel *Inspire*.

The *Inspire*, a Brixham trawler converted for Islands trading, was moored alongside a lighter and two launches of the Union Steamship Company at the Company's wharf at Avarua. At about 3.30 p.m., the first waves came into the "harbour," a break in the reef which is now badly silted up, and the *Inspire* began to work against her moorings. None of the crew was aboard.

At five o'clock the harbour suddenly drained of water and the *Inspire* canted over with her keel resting on the bottom. Some of her mooring lines parted and when the next wave came into the harbour the rest of the lines parted and an iron bollard was snapped in half. The vessel was carried backwards with damage to her bulwarks.

She grounded about fift[y] from the wharf with her p[ropeller] fouled by the lines. A ski[pper] cleared the propeller and the[n] was finally anchored in thi[s] stead.

The Rarotonga harbo[ur] Avatiu and Avarua have s[ilted] drained by tidal waves four[times] since 1945, and on two o[ccasions]

WYNNE S. BREDEN PT LT.

PHOENIX SHIPYARDS — NEWCASTLE, N.S.W

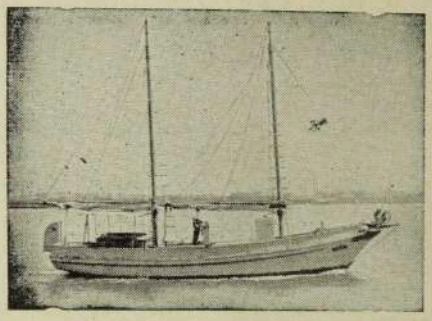
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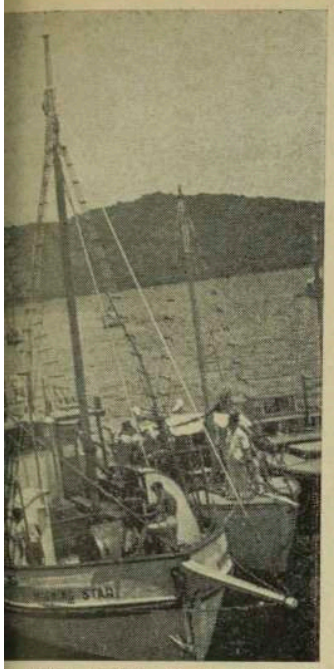


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76-hp Gardner diesel engine for Star" (shown) was landed from the in March. "Morning Star" belongs atholic Mission at Sideia Is., some m Samarai, Papua. The vessel is used al mission purposes, but is sometimes n charter. Two other of the Mission's "St. Francis" and "St. Paul" are ongside.

ns A. B. Donald Ltd. nearly eir schooner *Tiare Taporo*, er subsequent replacement, *arlotte Donald*.

THE JAPS HAVE FISHING TROUBLES

mber of interesting points ing Japanese tuna fishing ons in the South Pacific ised at a meeting between ntatives of the industry and overnment-sponsored Tuna Investigative Committee months ago.

g co-operative represent- were unanimous that it was g increasingly necessary for vessels to proceed further rther afield. When the n-imposed past-war re- s on areas of operation sed it was found that boats otain a load close to Japan, h the regular fishing of eas the tuna schools moved south and east, and the nsity has declined in almost s.

M. Kojima, owner of the ship *Daikoku Maru*, who n working the Micronesian the past 20 years, said that oat catches over this have declined from about per day to an average of to-day.

. Mabune, Assistant Man- the Misaki office of the Gyoeyo Co., said that his company has operated 13 South Pacific mother-ship expeditions, mostly to the Fiji area. During this time the catch there had fallen from as much as 16,500 lbs per day per boat to as low as only 3,300 lbs average for some boats in 1956.

Mr. Mabune said that this last expedition had a hard time.

Mr. M. Teramoto, of the Tuna Fishery Investigative Committee gave the 1956 average per boat catch in the Pacific as ranging between 3,300 lbs and 8,300 lbs per day.

All agreed that more research into tuna migrating habits was urgently called for.

There was also much criticism regarding the operations of some 90 fisheries guidance vessels, owned by the Government or Universities and other organisations. These vessels are supposed to be engaged entirely on research work but many appear to be employed in ordinary fishing operations, to the profit of the owning organisations in competition with the commercial fishing fleet.

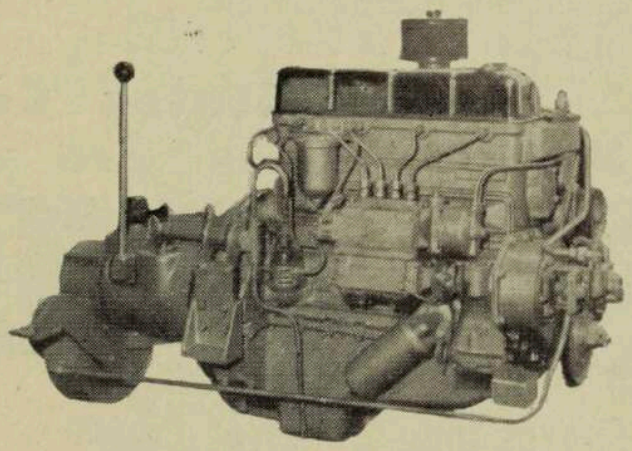
They were absorbing many of the best fishermen as they could offer regular salaries as against the profit-sharing arrangement prevailing in the commercial fleet. Only about 50 per cent. of these vessels were doing any real research work.

The fishing-boat representatives were emphatic that the industry has entered a depression and that Government assistance was called for.

(Continued on Page 45)

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Model FD 36



Each year, since the production of the first Clae marine petrol engine in 1918, new improvements in design and operation have helped to establish the ever-increasing popularity of these modern engines.

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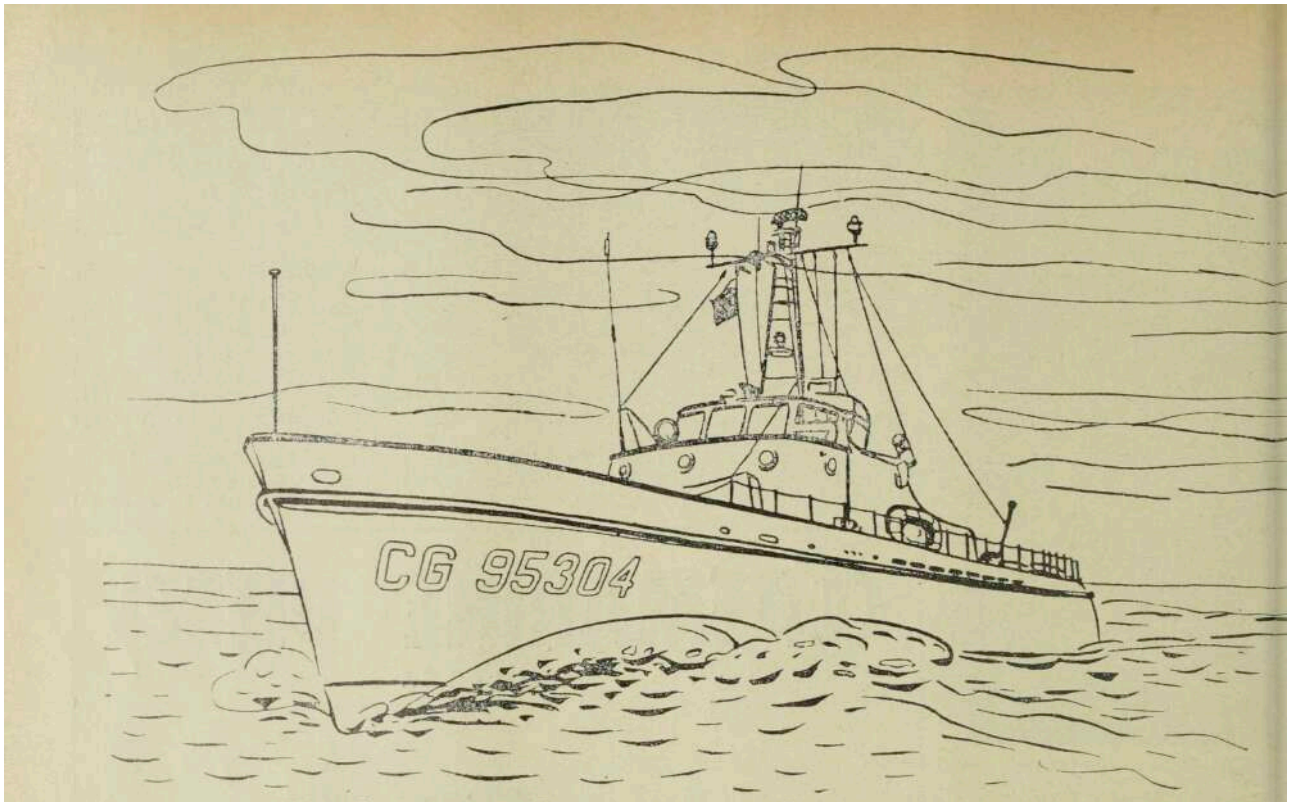
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ASSOCIATED COMPANIES BRANCHES WORKS AND AGENCIES THROUGHOUT THE WORLD

nother report from Japan gave results of a cruise in French nia waters between June 28 and ember 5, 1956. A total of 00 lbs of fish was taken at ifferent fishing stations during period by the Shiyuoka Pre- ve's fisheries guidance vessel *uji Maru* (470 tons). The fish yellowfin, big-eye and albacore, a majority of the latter. The lts were viewed as promising, idering that this was not the season for the area.

ry heavy catches were taken his vessel in another area 1,000 s ESE of Hawaii during the cruise.

om the above it seems likely Japanese fishing vessels prob- will be seen well to the south east of the main South Pacific ds Groups, fishing the more nt areas.

TLE SHIPS' ARDUOUS TOW TO SUVA

i shipping people spent some ng days and nights in March g to get the disabled 10,000- r *Norbryn*, into Suva.

e Norwegian freighter, laden newsprint, etc., was on her way Los Angeles to Sydney when, on h 19, between the Ellice Islands the Yasawas (northwards of a fire broke out, and it put ngine-room and dynamos out tion before it was subdued.

e Fiji coastal ships, *Yanawai Ratanui*, went to the help of isabled *Norbryn*, and took her w for Suva, some 100 miles

the sea was rough and the helpless. It was found that *anawai* would not steer while she was fast to the tow; so she abandoned the task to the *Ratanui*, and stood by.

The *Ratanui* hung on gamely; but the tow rope kept breaking, making the job very difficult and slow.

The two little ships still were struggling with the task, northwards of the Yasawas, on March 25.

LATER: The *Norbryn* was brought in to Suva April 1, 12 days after she called for aid.

DELIVERED—AND UNDELIVERED

While some of the steady stream of veteran Australian and New Zealand coasters recently going to Eastern purchasers have struck trouble en route, some at least have made the distance.

Captain D. K. Matheson, well known in Islands waters—his brother, Captain R. D. Matheson, is master of *Kurimarau*—reported from Hongkong in February that the NZ coaster *Pukeko*—renamed *Winery*—was uneventfully delivered to that port.

Captain Matheson is remaining with the vessel for a while in her new trade, running timber from Formosa and the Philippines to Hongkong. No Island calls were made on the trip north but Rabaul and Truk provided useful radio-telephone contact.

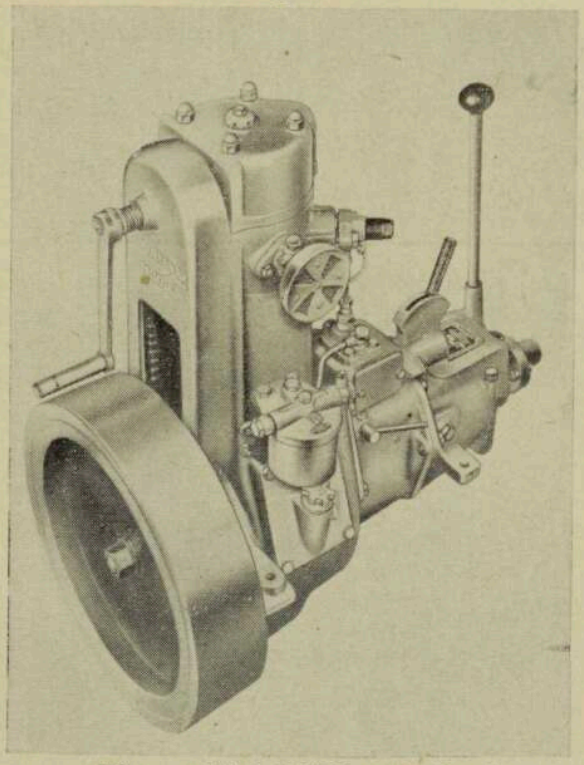
Less fortunate is the NZ coaster *Holmdale*—renamed *Pacific Pearl*—purchased by the owners of *Sea Pearl*, which uplifted tomatoes at



Stirling" stays in Port Moresby for t season, in the course of a world (see page 114).

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Super Marine Engine



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Rarotonga last year. About to clear Wellington, for Japan, after months in port, this vessel was arrested late March and a writ for £11,000 placed on her mast.

At about the same time two other NZ hulks, *Matange* and *Totara*, were Hongkong-bound in tow of the 1,100-ton British ocean salvage tug *Bustler*, and would probably be seen in NG waters.

BACK TO SCHOOL

News of another Pacific mariner, Mr. Willie Schutz, came from England. Signing clear of the British freighter *Midhurst*, at Christmas—after taking part in the Suez incident—he joined the University of Southampton's School of Navigation and will sit for his deep-water Mate's ticket in April.

Meanwhile he's keeping a weather-eye on the new Tongan vessel *A'oniu*, building across in Holland, for a possible delivery voyage back to the Pacific late 1957—unless some more tempting nautical sortie presents itself.

Mr. Schutz belongs to Tarawa.

THAT DISTRESS-WATCH

A recent circular from the Cook Islands Radio Department contains a reminder that the safety of Islands small-craft does not rest only with Pacific coast stations; shipmasters, too, must play their part.

Many Islands shipmaster and other persons in charge of ship radio-telephones in the Islands trade do not hold proper radio certificates, are not trained in the matter of radio regulations, or are lax in their responsibilities. A great many Island craft which could easily maintain the 3-minute distress watch on 2182 kc/s twice each hour—on the GMT hour and at 30 minutes past—never bother to do so, though the radio installati frequently right on the bridge w the helmsman or officer of watch could keep speaker watc

Some operators have never H of the distress signal "MAYD the safety signal "SECURITE the urgency signal "PAN," or I their correct use.

It appears that there may

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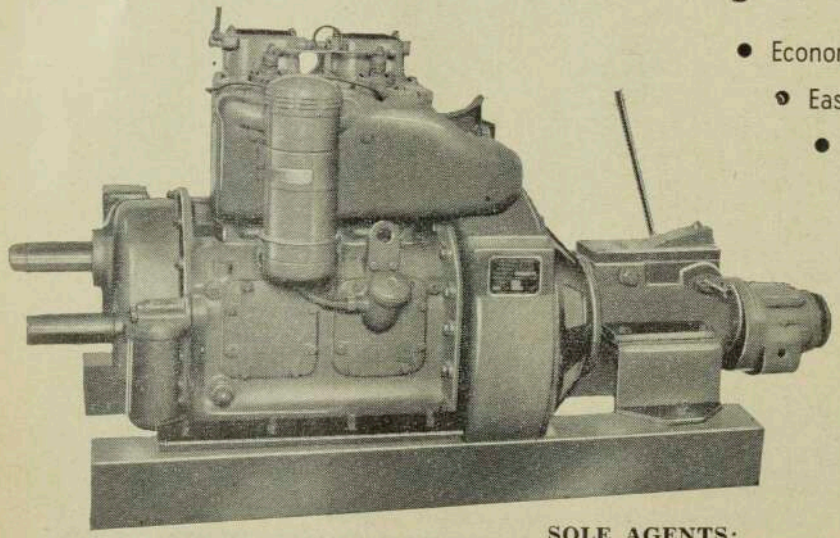
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LING FAMILY TAKES TO THE MOUNTAINS: nd Mrs. D. N. Ashton (of "Lahara") with ters Lynette and Jennifer, who are now in the NG Highlands (see story page 115).

ening up of this situation in Cooks, and the same might well one in some other areas.
so wanted is a simple booklet R/T operators—less complicated the British "Handbook for less Operators," which in any can usually only be obtained ecial order from HM Stationery e Agencies in England.

EPER CRAFT LAUNCHING

ng behind the original target the first of the three £20,000, medical patrol launches build- or the NZ Lepers' Trust Board ckland, was launched in mid- and delivered to the Mel- an Mission (Anglican) for use e Solomons. NZ Islands Terri- s Minister performed the official ony.
e other two vessels should be ered before the end of the year. 2 will go to the Methodist on in the New Hebrides, and final vessel to the Catholic on in the Solomons.
e first vessel was named *Fauabu ey*. The second vessel, for the odist Mission, will be named *Zonga Twomey*, and the olic Mission's vessel will be d *Mala Twomey*. The suffix is rk of gratitude to Mr. P. J. ey, secretary of the Board for years past. The prefixes are names—*Mala* being a con- on of Malaita.
vessels were designed by Mr. Collings from preliminary es by Captain James Forbes, s also supervising construction half of the Board. Captain s is well known in Tonga and here.

NCE TUGI'S PIN-UP GIRL

motor-ship, the *Hifofua*, de- d as "despatch vessel, tug and ship," now being built in Holland to the order of the Government of Tonga, is promised for delivery next February.

She will be 112 feet long, have a draught of 11 feet, and a speed of 11 knots. She will be used for general communications work in Tonga; and, once a month, she will proceed to Suva for re-fuel, to pick up cargo, and to tow petroleum products in bulk to Tongan ports, thus eliminating the present system of delivery in drums.

The same shipbuilding firm, in Holland, also is building for the Tonga Government a 500-tons freighter, for the Tongan Copra Board. It also will be delivered early next year.

These ships represent the culmination of plans long cherished by Prince Tugi, Premier of Tonga. He showed a drawing of the new *Hifofua* to a reporter in Suva, and said it was a picture of his "pin-up girl."

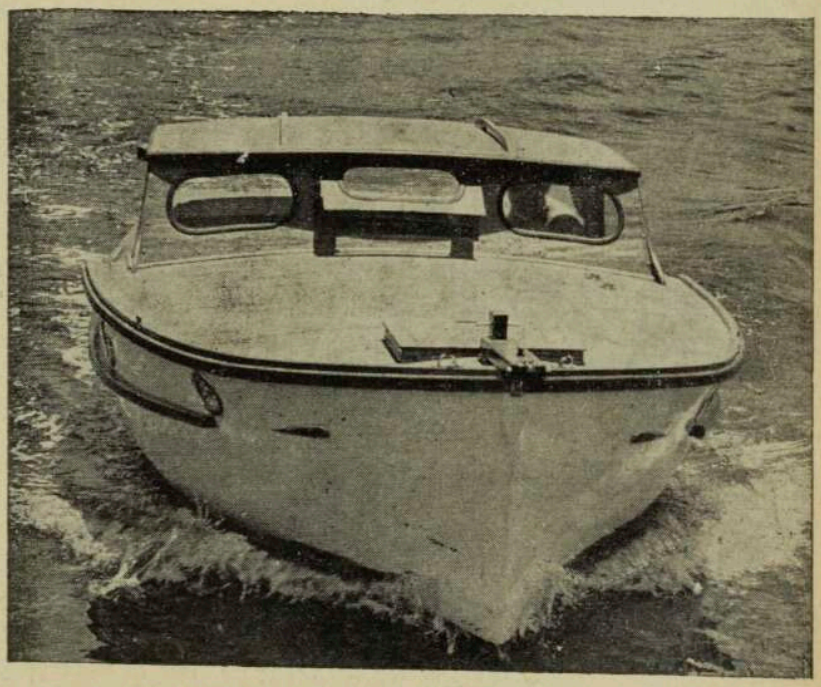
JOHN R. MANNING RETURNS FROM MARQUESAS ISLANDS TUNA SURVEY

The fisheries research vessel *John R. Manning*, of the US Fish and Wildlife Service, returned to its Pearl Harbour base on March 2. Completing a 2-months tuna fishing cruise to the Marquesas and Society Islands area.

The purpose of the cruise was to survey, by means of longline fishing, the abundance and distribution of large, deep-swimming yellowfin

(Continued on Page 113)

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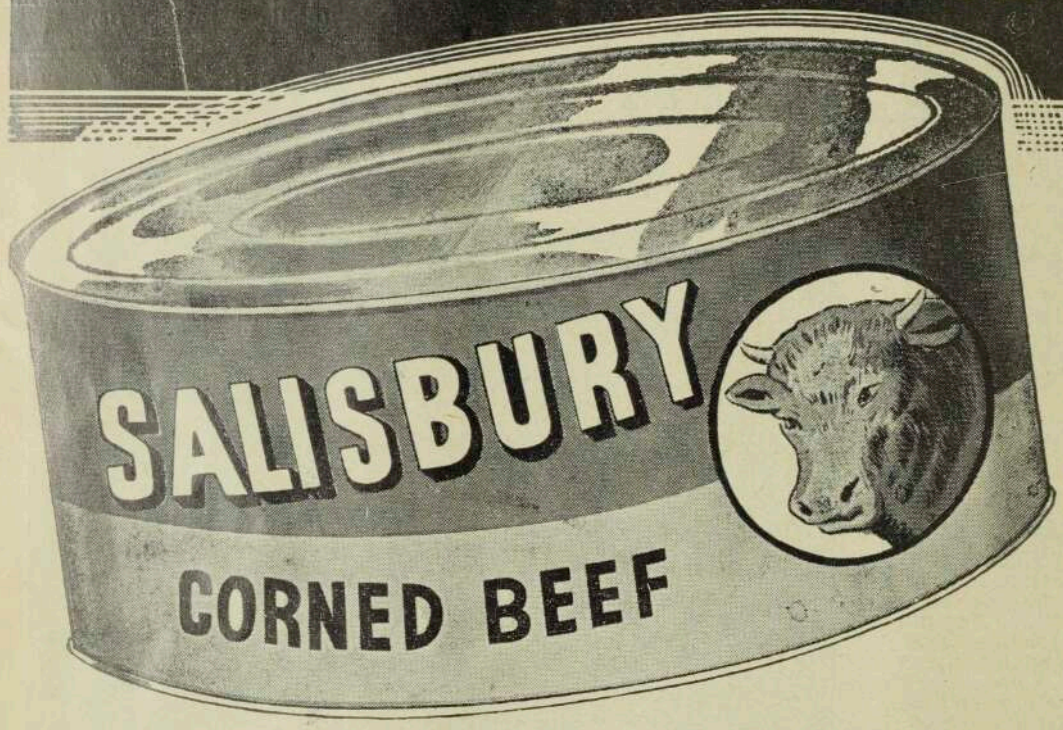
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Guinea Diary

E WINDERS REPORT OUT OF COLD-STORE :: TALK ABOUT TAX :: SUR-CHARGE ON PARCELS

During the month Territorians — who are alleged by uthority to inhabit a taxless paradise — had their minds very nuch on taxes: the proposed new slug on liquor; an impost on arcels to Goroka; and, for the natives of Lae, Village Council axes.

M EVIL COMETH GOOD . . .

Papua-New Guinea there are occasional echoes of war. A is killed by the explosion from ar-time gun; stray ammunition cidentally uncovered; war-time s still abound; and the Japanese iselves have collected their dead, are now back again to salvage ships we sank.

the Milne Bay area, Papua, e two Native Local Govern- t Councils—Ealaba and Tavara busily helping themselves by ling schools, medical aid posts, es for small ships, and helping ntain local roads, the remnants ar are being put to good use.

e Tavara Council recently built n small bridges to replace en-down war-time bridges along a former military road. The road—which is located along the north shore of Milne Bay—is still in excellent condition, but portions of it had become unusable through collapse of the bridges. Where bridge replacement was beyond the resources of the Council, work has been started on making fords to keep the road open.

A salvage firm operating in the district is co-operating with the Council by supplying steel matting where this is available, and this collaboration is working to the advantage of both the local people and the firm engaged on salvage work.

Council bridge replacement in recent months has brought about five miles of road back into use.

COFFEE AND INSECTICIDE

In the face of much opposition and little encouragement young men still dream in the Territory. In a tiny Cessna aircraft on March 14, two young men flew off from Lae to the Highlands to make their particular dream come true.

They were Mr. W. H. Larner,

RID STOMACH OF ULCERS

Proven Continental Formula

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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Grace Maniuri, of Port Moresby, v
sufferer a year ago. In October, 1
underwent an operation and now is
her office job, a healthy, happy girl.
tralian team of chest surgeons has
means of restoring many P-NG TB su
a normal life.
Photo: Papua

formerly of Port Moresby; a
brother-in-law, Mr. K. Macd
son of the late W. L. Macd
Assistant Director of Works i
Moresby.

They are going to a 438-ac
perty at Karanka, outside
antu, to start a coffee pla
and grow pyrethrum. Mr.
is managing-director of the
pany which was the successf
plicant for the land.

Karanka is accessible or
aircraft. Small Cessnas can
on the property; but larger a
can land only at Arona, v
supplies have to be carried 1
over a bush track.

The property is virgin c
and the task of planting and
ing—accommodation, stores,
houses, etc.—is a big one.

Mr. Larner intends planti
first 40-acres with 2-years-ol
fee trees and, later, experim
with crops of pyrethrum.

Pyrethrum, used in all i
cides, is a daisy-like secondar
at present grown with cof
Kenya. The Department of A
ture is experimenting with th
close to Karanka, but Mr. L
effort will be the first larg
planting in the Territory.

Mr. Larner expects his wi
two small children to join h
September. Mrs. Larner, fo
Miss Muriel MacGowan, was
in the Territory.

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Port Moresby in , swarms of mos- s were taking all mance out of the l evenings. Old nts "couldn't re- r when they had vorse". This "fog- ne" was brought peration by the istration in an to control the A mechanical on the back of truck dispersed cide which drifted ds through the le foliage and ouses. Its effect e mosquitoes was mediately discernible, although it left humans caught in its path, gasping.

NING NATIVE TRADESMEN

e commencement of industrial classes at Lae Technical ing Centre on March 13 put Native Apprenticeship Scheme full swing.

Idubada Training Centre, Port sby, the scheme went into tion about 12 months ago; and l started towards the end of ear.

airy, well-lit class-rooms, the e boys, instructed by compe- eachers, are given the oppor- of becoming useful trades- The 5-years apprenticeship e provides classes similar to conducted in Australian ical Colleges.

The boys attend two nights per week and one day a fortnight, and instruction is given in Diesel Mechanics, Automotive Mechanics, Carpentry and Joinery, and Aircraft Assistant. Most boys attending the latter classes are employed by Qantas.

The Native Apprenticeship Scheme was inaugurated last year. It is controlled by a Native Apprenticeship Board which sits regularly in Port Moresby; the Board is assisted by District Committees.

WHY SO CRUEL, MR. REEVE?

Territorians howled when Treasurer Reeve bumped up the electricity charges some time ago.

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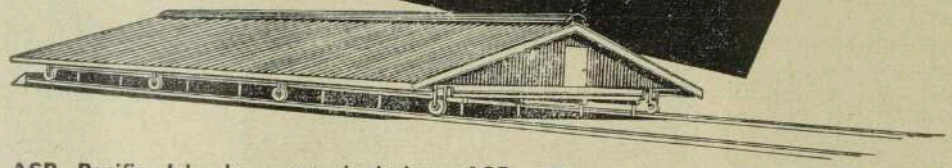


TRY IT FOR 7 DAYS and you'll notice the difference

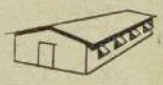
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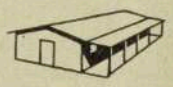
ASP PREFABRICATED STEEL BUILDINGS FOR THE PACIFIC ISLANDS

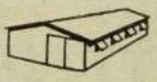


ASP Pacific Islands range includes:—ASP PREFABRICATED DRYERS FOR COCOA & COPRA: Illustrated above is ASP Cocoa Sliding Roof Sun Dryer—capacity one ton. Other dryers include ASP Cocoa Combined Hot Air—Sun Dryers and Copra Dryers—all designed in conjunction with and accepted by Departmental Heads of the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

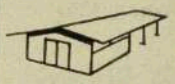


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Invitation: Illustrated brochure " ASP Buildings for Industry & Commerce " will be sent upon request.

...LIAN STEEL PREFABRICATIONS

e actual increase wasn't so bad—paper—but it was Mr. Reeve's ooge-like capacity for turning screw that really hurt. In P-NG, tricity meters are read monthly, quarterly, as they are South, so the time we have used up the 50 r primary units and are just ing comfortably into the aper ones, the month has ended we start all over again at 1/3 nit.

Mr. Reeve can probably prove, his own satisfaction, that even these exorbitant charges, Terri- consumers are not paying their . As a basis of comparison, and ving how Territorians fare in r allegedly tax-free paradise, us quote the charges of elec- ty in Gosford, a NSW town bout the same European popu- n as Port Moresby: Electricity upplied from the NSW "grid", meters are read every 3 months. first 60 units cost 7½d each; next 150, 4d; thereafter, if an tric range is installed, units are Off-peak water heating is 1½d unit. A consumer who used t 200 units a quarter, pays t £4.

ecently the whole Territory was ulsed at the threat of a new (*PIM*, March, p. 28, p. 151). have now had a "stay of exe- on" (temporary, probably), due he fact that, for once, official ce was taken of the opinion of unofficial members of the Legislative Council.

A "cloak and dagger method of getting taxation out of the people in the hope they might not notice it," was how Mr. E. A. James, Elected Member for Papua, described the new regulation at the recent meeting of the Council.

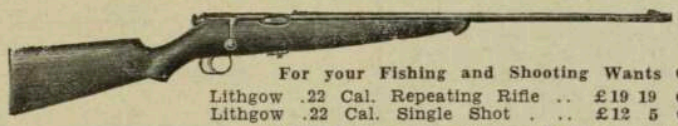
The Administrator, Brigadier D. M. Cleland, announced an Amendment to the Liquor Regulations on March 11 in regard to the calculation of licensing fees for the first renewals in Papua under the new Ordinance. The Amendment means that the new licensing system will operate simultaneously for Papua and New Guinea next October. He also announced that the Regulations dealing with the assessment of fees are being further examined to overcome any anomalies which might arise.

Previously, separate legislation covered the matter of liquor licences in Papua and in New Guinea. The annual renewals of licences in Papua were made in March; New Guinea renewals in September. Under the consolidated Ordinance, annual renewals for both Papua and New Guinea will date from October each year.

It is therefore necessary that all Papuan licences be renewed for the period March to October, otherwise licences already in force would lapse for want of renewal, and it would be necessary for applications for new licences to be made in September.

Under the new legislation, the licence fee is assessed on a percentage basis, taking into consideration the amount of liquor purchased by a licensee over the preceding twelve months. However, for the purpose of the period from March to October—for which licences will be granted in Papua—the licensees will be required to pay only that

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KILLS ALL THESE INSECTS—



White ants or Termites, Argentine and all Ants, Cockroaches, Carpet Beetles, Clothes Moths, Silverfish, Spiders, Ticks, Lice, Fleas, Flies, Lawn Pests, etc. Chek-Pest just mixes with water. 2-oz. bottle, 4/6, makes ½-gal.; 4-oz. bottle, 7/6, makes 1 gal. (For soil treatment for termites use at rate of 1 pt. to 44 gals. of water.)



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proportion of the fee which would have been charged under the repealed Ordinance.

BRINGING KAGUANS INTO THE FOLD

A marked change in the attitude of the native people of the Kagua area towards the Administration was reported recently by the District Commissioner for the Southern Highlands, Mr. R. R. Cole, after an inspection of the new Patrol Post at Kagua.

The area is populated by tribes which are amongst the most turbulent in the Southern Highlands, and by custom the people have come to regard inter-tribal clashes as an inevitable part of life. They are, however, taking a great interest in the new Station and giving assistance to the establishment of the Patrol Post. Several hundred Kagua men are building an airstrip, assisting in constructing police barracks, houses and roads, and cutting timber.

Within the next two years another Patrol Post is to be opened on the Poru Plateau. This will bring the whole of the Mendi area, with its population of approximately 60,000 people, under Administration influence.

WAVES FROM ALEUTIAN ISLANDS EARTHQUAKE

A close watch has been kept by the Vulcanological Observatory at Rabaul for changes of temperatures of thermal areas after the recent earthquake in the Aleutian Islands.

This earthquake and numerous aftershocks were recorded on the seismograph at Rabaul.

As a result of the Aleutians disturbance, there was a tidal increase on Pak Island, east of Manus, and at Tabar, off New Ireland on night of March 12.

FRIGHT ALONG TAK-LI

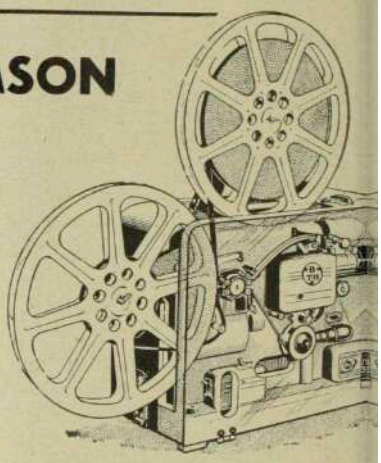
Three new Native Local Government Councils were establi mid-March under Proclama published in the Governm Gazette. One of the Councils

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, to serve the surrounding people, the other two in the Western trict of Papua.
his brings the total of Native al Government organisations in Territory to 16, and there is at least one Council in every trict of the Territory, with the eption of the Gulf, Bougainville the three Highland Districts.

It is one thing to issue a pro- nation setting up these Councils; ther to persuade the natives t they are a paying proposition. a village digs its heels in and ses to join a Council, there ns little can be done about it, he famous Raluana case in the ai area of New Britain is any edent.
ecently, Native Affairs officers the Lae area have spent a lot ime explaining the Council sys- to local villages. The biggest acle to acceptance is taxes— all civic bodies, the Native ncils are expected to levy taxes local public services.
Vo good you fright along this tak-is," says the official. But obvious that the villager is very h fright.
he problem is heightened in the area by the fact that the native ulation is small, and there are native industries, such as cocoa, muts, etc. The natives get their ding money by hiring them- es out.

ANTI-TB AND YAWS

campaign for the control of amongst natives in the Terri- which lapsed when the pre- s specialist, Dr. Jamieson, left, ow to be continued. Sir Harry derley, anti-TB campaign ctor in Australia, and another expert, Dr. Wigley of Victoria, ved in Port Moresby on March They will make a comprehensive ey of the Territory, and outline an for fighting the scourge. Dr. ley will remain two years here, ng the place of Dr. Jamieson.

Territory-wide campaign to out yaws has also started rch 18), and an appeal has been e by the Department of Health ng all employers to assist by cing their native staffs to vol- er for the injections.
spokesman for the Department ublic Health has stressed that disease could exist in a native out any apparent external evi- e.

YING FIELDS FOR PUBLIC SERVANTS

ork on the site of the proposed Kone Club (for P-NG public ants) is going ahead. Bulldozers already cleared the first sec- of the land where tennis ts, badminton courts and play- fields are to be laid down.
he President of the Club, Mr. R. nnan, says it is expected that area will be ready for the first games to be played in about three months' time.

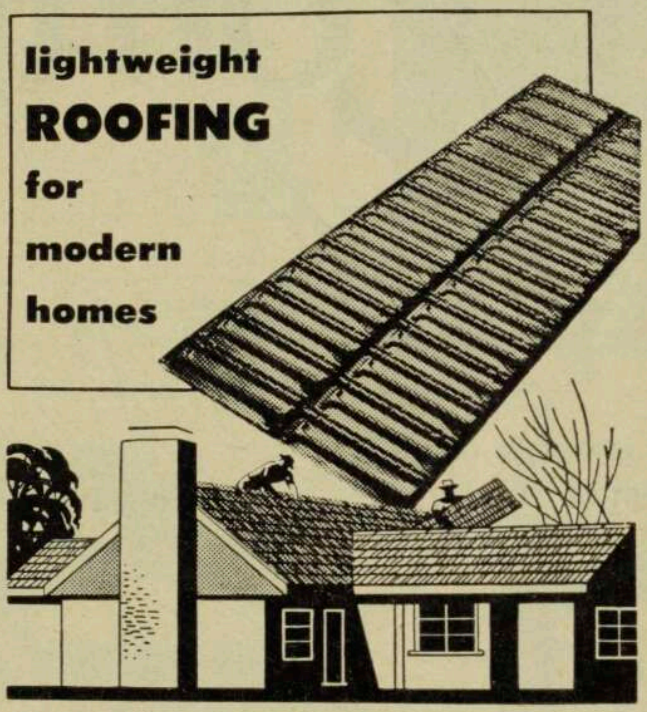
POST OFFICE PENALISES RESIDENTS

At a recent meeting of the Farmers' and Settlers' Association at Goroka much concern was expressed by members about local roads. Recent heavy rains had caused serious washaways to bridges and fords, and urgent attention was necessary if the roads were to be kept open.

Members were even more vocal on the subject of the surcharge of 9d a pound on all parcels posted to Goroka, recently imposed by the Department of Posts and Telegraphs. They described the surcharge as indirect taxation designed to raise revenue from a particular section of the public. (It is payable at point of delivery by the addressee.)

Settlers told the Director of Posts and Telegraphs that he was supposed to be operating a public utility designed to carry mail at a minimum cost to the public, instead of which missionaries and natives were being exploited.

The surcharge was placed on food and clothing for missionaries who could ill afford it, and by placing the extra charges on parcels sent to natives, the Administration collected a surcharge from a backward



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Mrs. D. M. Cleland, wife of the Admiinstrator of Papua-New Guinea, presents trophies to Basket Ball team at Hanuabada village on March 2.

Photo: Papuan Prints.

omic group struggling for omic advancement.
ie Administrator, Brigadier D. Cleland, has promised that an stigation will be made con- ing mail rates to Goroka. He the imposition of a surcharge ied harsh at present.
ie Director of Posts & Tele- hs said the surcharge was only e to offset charges and extra s involved.

● *The crux of the matter is that parcels posted at ordinary rates must, of necessity, be carried to the Highlands from Lae or Madang, by air. There is no other way for them to go.*

● *The arbitrary impost of 9d per lb appears to have been arrived at on the number-first-thought-of principle, and partly in retaliation for the belief that some firms were taking advantage of parcels post to the Highlands for goods meant for resale.*

● *The F&S pointed out that the ordinary air freight rate, Madang-Goroka is 4d per lb, and cheaper at charter rates.*

BIGGER AND BETTER WHARVES

Hornibrook Constructions Ltd., Port Moresby, have got two big contracts for wharves in the Territory.

At Lae, the 100-ft extension to the present wharf will cost £40,000

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and the time for completion is 54 weeks. Overseas ships berthed at the Lae wharf at present overlap both ends. The ultimate aim is to extend the wharf to 800-ft *when more money is available.*

The Rabaul wharf contract is for £21,000 and provides for extensions to the smallships copra wharf. The wharf at present consists of an old Japanese vessel which was bombed and beached during the war. The old hulk will be cut off level and a new decking made.

WANTED: A FINGER-PRINT EXPERT

"Many known culprits are not being brought to book and the simplest of crimes are remaining unsolved because Territory police cannot testify in court on finger-print evidence, as they are not experts," Mr. E. E. Kriewaldt told the Port Moresby Town Advisory Council at a meeting on March 18.

Mr. Kriewaldt has had some bitter experience in these matters. His store in Port Moresby has been a target for petty thieves. He asked the Administration to appoint a police officer from Australia with at least three years' experience in finger-print work.

SEEING HOW THE DUTCH DO IT

The Director of Education, Mr. W. C. Groves, left Port Moresby on March 19 for Dutch New Guinea, where he will spend two weeks.

It is a reciprocal visit of Government departmental heads, and whilst there Mr. Groves will have the opportunity of comparing and studying educational methoc Dutch New Guinea.

WINDERS REPORT

That long-awaited documeis local government, over whichr Moresby Town Advisory Coun



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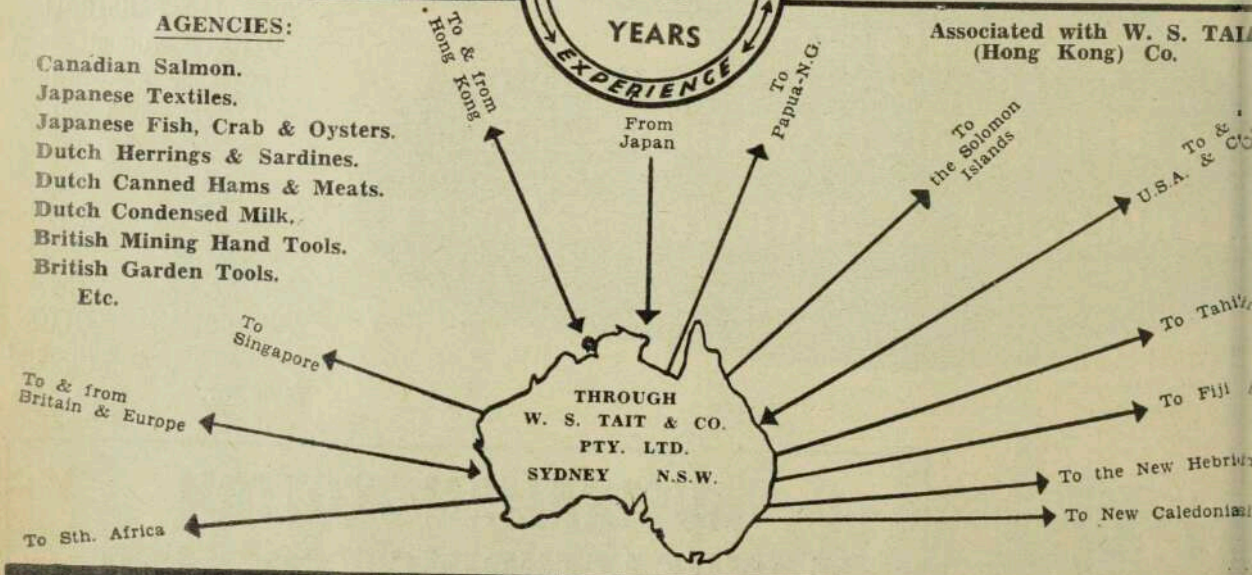
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is club-house at Koki, near Port Moresby, popular meeting place for the natives in area. When a PIM representative looked in minute one evening in mid-March, groups youngsters were playing table-tennis, hts or sitting quietly reading.

eatened to resign if it were not duced, has at last been tabled. he report, compiled by Queens- l local-government expert, Mr. R. Winders, was read at the ncil meeting on March 18 and ed on to a committee to examine letail.

ocal government councils have recommended for Port Moresby, aul and Lae, in that order; but ill be two to three years before l government can be set up, great deal of planning is neces-

oth Port Moresby and Rabaul adequate ratable land to le the machinery to be put in ion. Lae, with a land valua- of £240,000, should, at a de- d date, be capable of carrying a l government. Mr. Winder ks so, anyway. He has pro- d that it be established pro- sively.

he Administrator, Brigadier I. Cleland, said in Port Moresby, March 19, that once it was cer- that the people wanted local rnment there was no reason plans could not be started im- iately in Port Moresby.

When this is ascertained," he on, "we will need to examine ods of financing local govern- t from the means at our dis- l."

he thing is certain, if it is go- to step up the cost of living, government is going to be very pular.

. Winder said, "It can be taken granted that local government require substantial assistance central government for some to come. To initiate local gov- ent on a satisfactory basis it d be necessary to hand over ing assets as going concerns, for the Administration to accept ncial responsibility for all cap- works in progress at that time, rwise, rates and charges could

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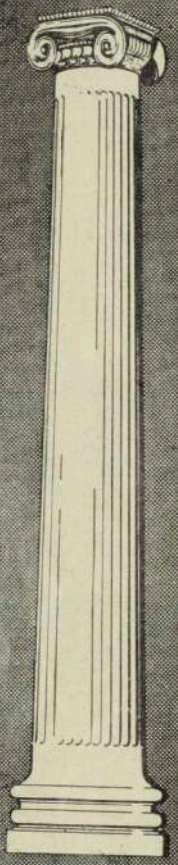
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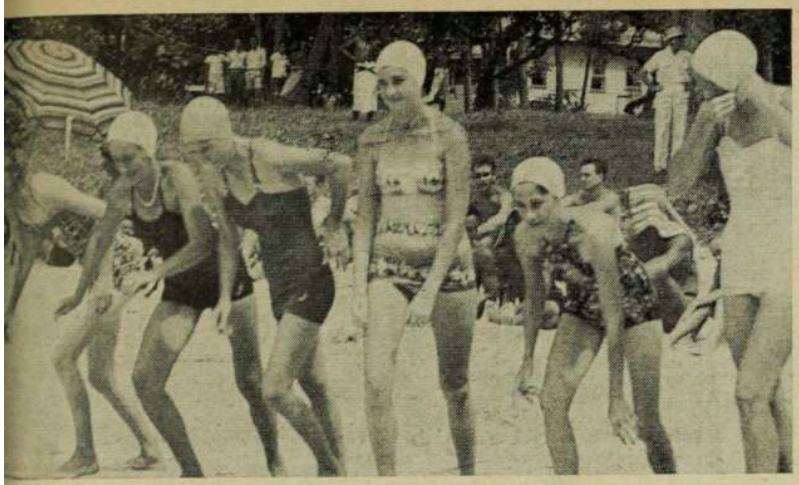
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Port Moresby held its first swimming carnival on March 17 in connection with the formation Life Saving Club. The ladies' race is here about to begin. Mrs. Joan Harris, extreme won the event.

Photo: Papuan Prints.

ch a total figure beyond the ples' capacity to pay."

t the meeting of the Lae Dis- Advisory Council, on March 19, nbers discussed the radio an- ncement of the Winder report, postponed full discussion until particulars were available.

embers of the Rabaul Town Advisory Council gave a mixed reception to recommendations contained in the Winders report. Some said that Rabaul was not ready for local government under conditions laid down in the report. District Commissioner Foldi disagreed with the recommendations; Mr. J. L. Chipper declined to comment until he saw the report. (Continued Overleaf)

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NEW ANGLE TO CENSORSHIP FOR NATIVE MOVIE-GOERS

A Lae court decision on March 20 concerning the censorship of films to be shown to natives has set a poser for police.

Mr. Harry Starr, proprietor of the Lae Theatre, was charged with having permitted natives to view a film without first obtaining a censorship permit. He pleaded "not guilty."

The Magistrate found that two natives had been admitted to the theatre, but as the film—*Carmen Jones*—had been on exhibition to Europeans and not natives, the information was insufficient, on his interpretation. Mr. Starr was discharged.

In the future, any charges made under the censorship regulations will have to be supported by proof that the majority of the audience is native.

(Does this mean that the exhibitor is in the clear if the ratio of natives to Europeans in any audience is 49 : 51? P-NG is about the only S. Pacific territory left that vets its movies for native audiences. In all others, there is no segregation of audiences, either.—Ed.)

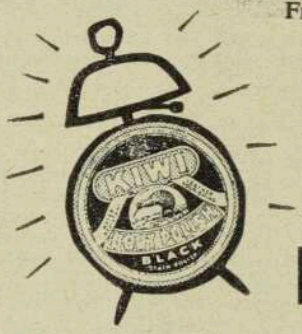
MORE TROUBLE IN MIANMIN

Lower Court hearings will open shortly at Telefomin when 25 Mianmin men will appear on charges arising out of the alleged killing of 17 Atbalmin people last December. The men were taken into custody by a patrol which was in the Mianmin country from January 14 until March 5.

During the search the patrol was attacked by from 150 to 200 Mianmins, one of whom was killed in the melee. Later (the patrol split, one half taking the prisoners to Telefomin), a police scout party ahead of the main patrol was attacked when attempting to make further arrests, and in the fight of the attackers were shot dead and one of the native constables

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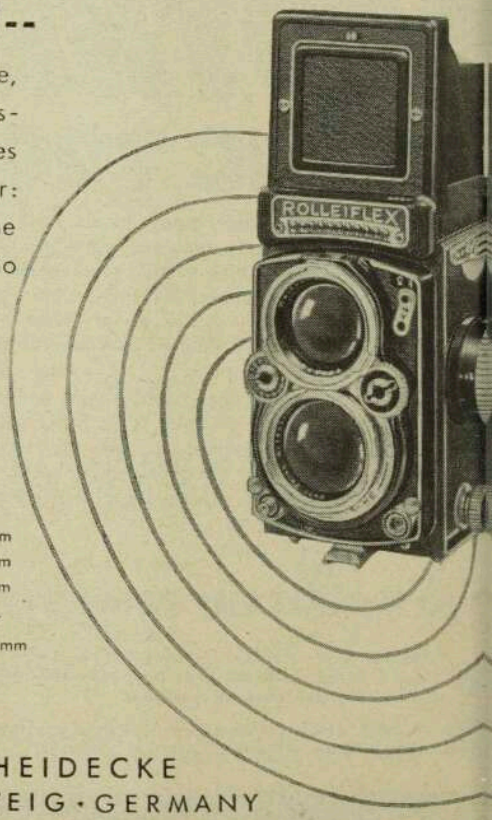
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y wounded in the leg with a ahawk. With rations running and the policeman requiring ner medical attention, the party rned to Telefomin on March 5.

eporting on the present situa- in the Mianmin country, the rict Officer for the Sepik District, F. P. Kaad, says that as a re- of the long search for the ed murderers, the Mianmin le are now widely scattered ugh the very rough country of tribal area. To carry out the inistration policy of peaceful tration it is now necessary to e a friendly approach to the mins.

ring the search, the people scattered from their hamlets a direct approach might deter from settling back in their es, so an effort will be made ntact them through the Nena le, who are friendly with the mins.

ighbouring groups might also the opportunity to make re- tory raids on the Mianmins they are in no position to mence tribal fighting.

is planned that the next patrol the area will first move through Atbalmin and adjacent areas to act the people and convince of the foolishness of any er tribal fighting, and en- ur to locate any Mianmins in egion who might serve as con- and interpreters for a later dly approach to the Mianmin s.

ORICAL SOCIETY ORMED

rly Days in New Britain

numerous people who, in ne past 20 years, have xpressed concern at the way in valuable history relating to Guinea in general, and New n in particular, has been ecause of failure to place on l the memories of people who died, will be glad to know of ent development.

number of well-known New n residents, on February 2, ded a public meeting at o under the chairmanship of Trevor Wilton, and formed Historical Society of New n, and adopted a constitution. following office-bearers then elected for 1957:

ron—Mr. J. Thurston.
sident—Mr. Max Lees.
-Presidents — Messrs. M. as and N. Duncan.
. Treasurer—Mr. A. Paige.
. Secretary—Mr. S. S. Smith.
mmittee Members—Mr. T. Garrett, Mr. T. Wilton.

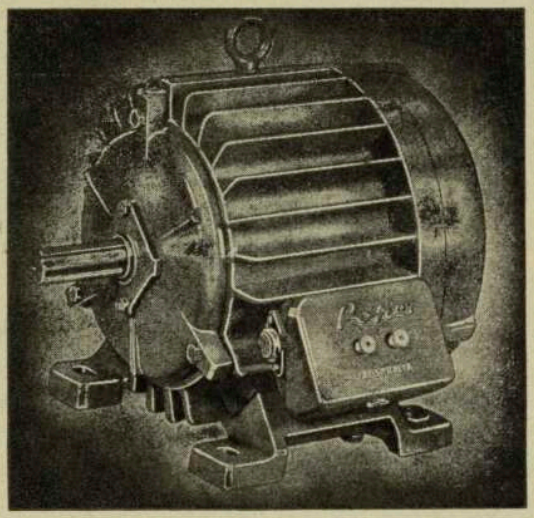
Mr. Max Lees first went to New Britain in 1921; and Messrs. M. Thomas, N. Duncan and T. Garrett are members of families long established in the New Britain District.

The first meeting of the Society will be held in April and will be addressed by Mr. G. A. V. Stanley, who is visiting New Britain in connection with the Australian and New Zealand Association for the Advancement of Science, on "The Earliest Explorers of New Guinea."

Several members whose recollections go back to the early days of New Britain have been asked to prepare papers for the Society.

Persons interested in the history of New Guinea, and especially those who have anything to contribute about New Britain, should write to Mr. S. S. Smith, honorary secretary of the Society, at Kokopo, New Guinea.

Dr. John N. Warner, senior geneticist at the experiment station of the Hawaiian Sugar Planters' Association, said in Sydney this month that plans are now being made for the 10th Congress of the International Society of Sugar Cane Technologists, to be held in Honolulu in May, 1959. Delegates from all sugar cane areas in the world, including Fiji, are expected to attend.



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PORTANT LINE OF
UNG CHIEFS

ow Fijian Problem Is Being Attacked

)ME of the appointments made in connection with Fijian Administration are interesting. following announcement was le late in March:

atu Edward Cakabau, OBE, MC, eeds Mr. A. C. Reid as Deputy etary for Fijian Affairs.
atu George Kakavulevu Cako- OBE, succeeds Ratu Edward Economic Development Officer Eastern Viti Levu and Roko Tailevu.
atu George Tuisawau, OBE, who Roko Tui Ba, becomes in tion Economic Development er Western.
atu Waka, Assistant Roko Tui roga and Navosa, becomes ng Roko Tui Nadroga and osa.

appears now to be definitely rt of the policy of the Govern- t of Fiji to push forward the g, educated Fijians, who have ed their worth in various fields, hat they may become, in actual fact, the rulers of the Fijian people.

Thus the policy successfully inaugurated in the elevation of Sir Lala Sukuna to high administrative rank is being continued and developed. The veteran Sir Lala is passing on his prestige and authority to the next generation.

The work done by the leading Fijians (especially Edward, George, Mara and Penaia) as Economic Development Officers is part of that Native Affairs Policy.

Ratu Edward, who now comes prominently into sight as an Administrator in Native Affairs, already has earned distinction in the military, administrative and social fields. His further elevation is welcomed in Fiji.

Ratus George Cakobau, George Tuisawau, and Waka (mentioned in the recent "general post") are all educated young Fijians of high rank; and to them, and to Ratus Penaia and Mara, and a couple of others of similar prominence, forming a first line of Fijian Administration officials, the Government looks with growing hope.

There is need for optimism. If the Fijian is to meet the thrusting, expanding Indian community on equal terms, the Fijian must move quickly from his present social condition (sleepy, communal village life, under the local chiefs) to a social set-up that provides for and encourages independent thinking and modern individualism.

But the common Fijians move with maddening slowness. They are content with their present conditions, and recognise no urgency. What was good enough for their forebears is good enough for them.

(Over)

YOUR NEXT LEAVE

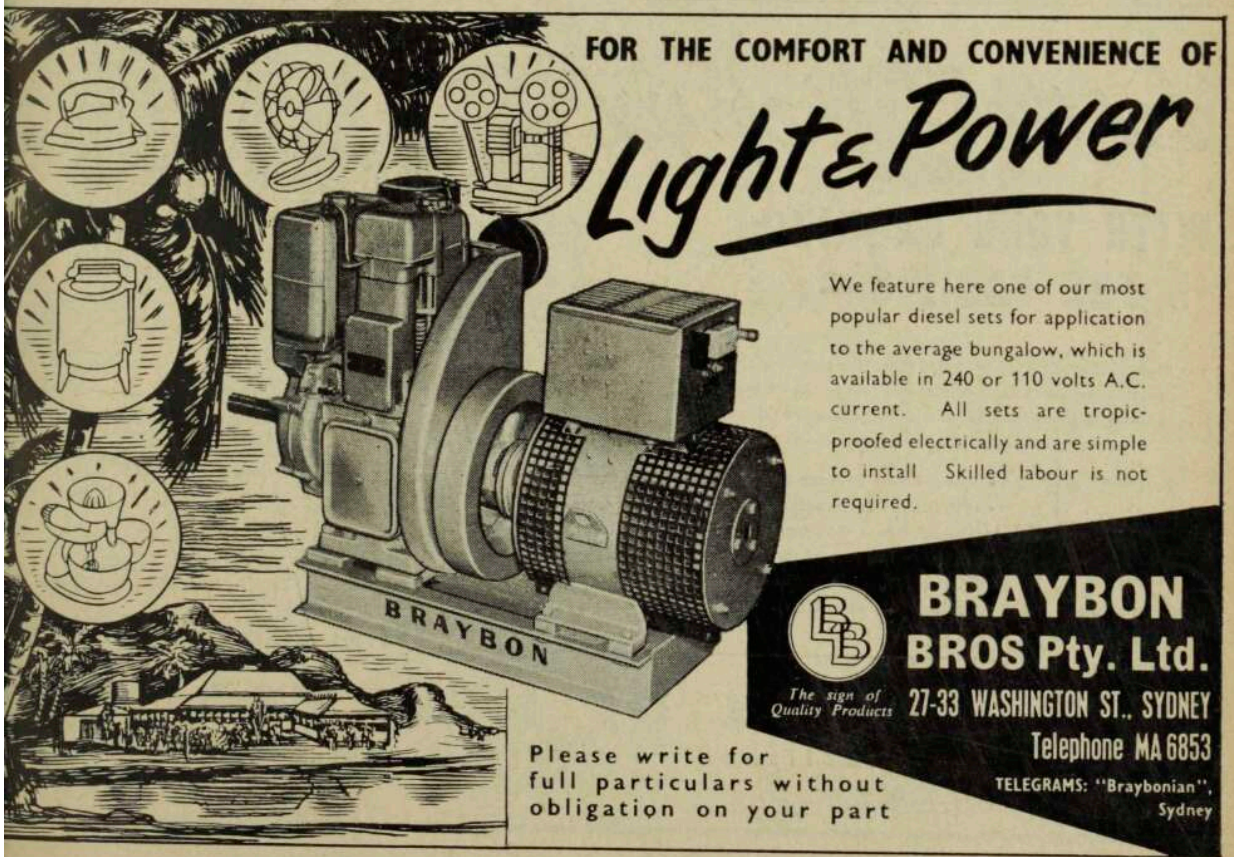
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The young educated Fijians, of the chiefly class, do realise the need for haste. They, like the Europeans, can read the warnings in the vital statistics. Like the Europeans, they can see the frustrations and danger in village traditions and the old way of life.

The Government, in this dilemma, is turning more and more to the young Fijian leaders. Sooner or later, population pressures will create crises; and it is hoped that the Fijian leaders will be experienced and wise enough to handle them.

The transfer of Mr. A. C. Reid from his high post in Fijian Affairs to Tonga was a development which surprised those not behind the scenes in Suva. He knows the Fijians so well, and is highly competent in the use of their language. It would appear that he could have been so much more useful in Fiji, than acting as General Agent for the British Government in Tonga.—R.

¶ Miss Anthea Fairfax-Ross, 26-years-old member of the well-known Fairfax-Ross family, of New Guinea, has been appointed Assistant Press Secretary to HM the Queen.

† A new telephone book, complete with alphabetical list and a classified section equal to the pink pages in southern books will be posted from Port Moresby the first week in April. This was announced by the Director of Posts and Telegraphs, Mr. Carter, in Port Moresby last week

† Trochus shells from the Navua area of Fiji were flown to Aitutaki (Cook Is.) by RNZAF Sunderland in March. An attempt will be made to establish them in Aitutaki la This particular variety of tr is not found east of Fiji.

¶ Mr. P. N. Dalton has exch the Pacific Ocean for the I Ocean; after completion of his sent leave, he will assume duti Attorney-General, Zanzibar. H been Attorney-General, BSIP.

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REPLY TO
R. A. M. GURAU

Plea For Landless Samoans

Letter to the Editor

'HEN Mr. A. M. Gurau, MLA, in the PIM of December, said that the "irresponsible re-rks" of the editor of the local *letin* were not supported by the ority of people here, he was presenting the facts. The great ority of the people here, of all ses except a privileged few, *do* t considerable reforms, cially in relation to land.

hen Mr. Gurau was elected to Assembly, it was realised by European electors that while he no Benjamin Disraeli he was east long enough in the Terri- to know its problems. They cted a sincere attempt to rtain the views of his con-tents and represent them to best of his ability.

t he attached himself to the oan chiefs who were striving get control of the affairs of Territory and its people. Not during his two terms of e has he sought to ascertain ilar views by calling a public ting.

r. Gurau is connected by riage with one of the most inent matais on the Legislative mbly, and it is possible this ionship clouds his views, be he hopes that his group of ical chiefs will get control of oa and its people.

doubt if this will come off out radical changes which will some protection to the pean minority. The claim of tiny group to dominate the e of Samoa and deny the vast rity of the Samoan people any ical or economic rights is osterous—we are already past middle of the twentieth ury.

ucation now is wide-spread. e are two secondary schools two more under consideration, addition to the scholarship nts who have been sent to ols in New Zealand. Some of students have already won ees in NZ universities; others on their way to similar vement.

e can imagine the explosive tion if these students come and find they are second-class ns unfit to exercise a vote or ave any economic rights in own homeland.

Gurau's "disgruntled peans" actually are those e who are trying to get the hise for the *taulelea* (untitled an). They are also trying to get security of tenure for these people on the land.

It happens only too often that an untitled Samoan, after years of hard work on a piece of land, building up a cocoa plantation, finds, as soon as it comes into bearing and is a profitable asset, that he is summarily ordered off the land by a Matai who wishes to give it to one of his own relations.

MR. GURAU'S "disgruntled Europeans" are trying to get these people some kind of security of tenure and I am now glad to say that plans have been made under which some of the land, which is not the so-called customary or family land, will be leased to untitled Samoans under very reasonable terms, with full security of tenure.

All these facts can easily be ascertained by referring to the files of the *Bulletin*.

We hope and expect the European election will take place in April. Any doubts you may have as to how the European electors will view Mr. Gurau and his action will then be set at rest, providing he again offers himself as a candidate.

For the past twelve months or so not one issue of the *Bulletin* has appeared which has not had from two to four letters from Samoans, matais, faifeaus (pastors) and taulelea (untitled persons) in which they express their dissatisfaction at what is being said and done in their name by the political chiefs, supported by Mr. Gurau and his friends.

Mr. Gurau's "disgruntled



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CAPSTAN

FLAKE FINE CUT & NAVY CUT—FRAGRANT VIRGINIA TOBACCO

ropeans" are only asking for a uare deal for the unfortunate llelea, and that the expressed sh of the Trustee Council be t into effect. That is, that a biscite be held to enable the ole of the Samoan people to ide their own destiny, and not ve it decided for them by a y group of political chiefs. So the chiefs have resisted this thod of enquiry because they ow only too well what the dict of the Samoan people uld be.

I am, etc.,

TULULELE.

stern Samoa.

---

r. R. Davies and Mr. M. A. rews, both of the Western ific High Commission, have, in ct, switched jobs. Mr. Davies go- from Honiara, BSIP, to Tarawa, & E Islands Colony; and Mr. rew going from Tarawa to iara.

r. A. P. Peebles, who has had ral tours of duty with the HC in the New Hebrides and Solomons, left Honiara in Feb- y for the United Kingdom. On pletion of his leave he will be sferred to Tanganyika. Mr. J. well also has left Honiara and after completion of UK leave, ransferred to Tanganyika.

INDIA'S MENON ON WEST N. GUINEA

Attitude Offensive to Australia

THAT Indian propagandist at large, Mr. Krishna Menon, made himself offensive to Australia on February 28, during the United Nations discussion on Indonesia's claim to Western New Guinea.

Australia staunchly supported the Dutch in their possession of West N. Guinea; and this, of course, annoyed the representative of India, which in international affairs is pro-Indonesian.

Menon said that, "because Australia has half of New Guinea under its control as a colony, it does not want the other part to pass out of European control."

He also argued that, if possession of New Guinea was stategically important to Australia, it also was strategically important to Indonesia.

He could not resist a tilt at Australia's treatment of aborigines. He said that once there were 300,000 of 400,000 blacks in Australia—now there were only 50,000; and he asked what had happened to the remainder.

Kristna Menon excels in this kind of facile, shoddy rubbish, advanced as sober argument in a conference. Of what use to point out to him that (a) there are no records to show how many aborigines there were in Australia 150 years ago—certainly not 300,000; (b) the Australian aborigine is a type more primitive even than the poorest types in New Guinea—and such people, no matter what is done for them, suffer at the first impact with civilisation. But the aborigines, like most Native Races in the South Seas, are now increasing in numbers.

If Krishna Menon is a true representative of India, it would be interesting to know where India is going.

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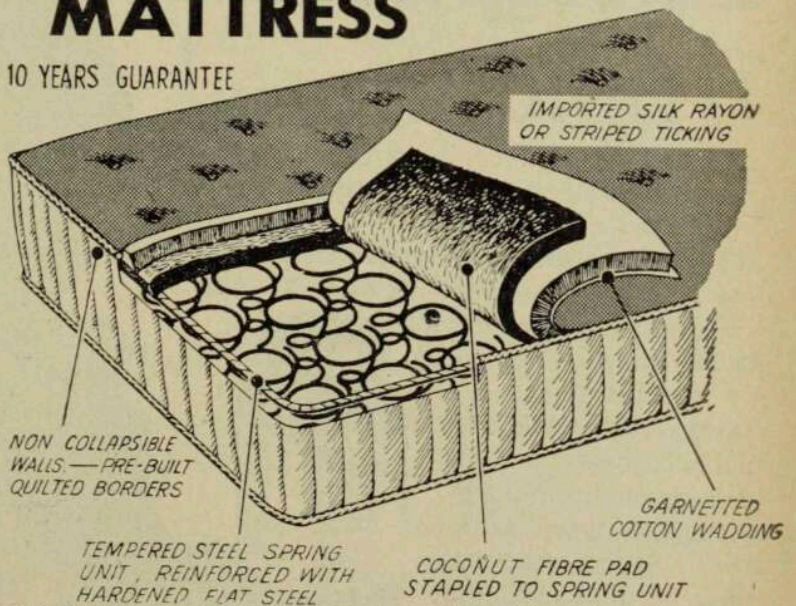
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Ad Infinitum

The night we had the singsing
The cook was late with tea:
The dinner came at eight o'clock—
But oh, the revelry!

The night we had the singsing,
All played a sweet refrain.
They played it once at nine o'clock;
At ten they played again.

At twelve they thought we'd like some more;
At one they felt the same;
At two they put come omph in,
In case it grew too tame.

At three o'clock they still went strong;
They freshened up at four;
At five o'clock—but thump and bang!
You've heard it all before!

—*NOELLE MASON*

YAWS: MASS INJECTIONS OF P-NG NATIVES

As part of the New Guinea-wide campaign to eradicate yaws, the Department of Public Health is arranging with employers, householders, etc., for all natives in the Port Moresby area to receive injections at their place of employment. One pencillin injection usually is enough.

The medical officer in charge, Dr. T. K. Abbot, stressed that it is possible for persons to be suffering from yaws without there being any apparent evidence of the disease.

The Department has almost completed the mass injection of nat on Bougainville Island, a medical team is now working New Britain.

¶ Mr. J. Gwyn, recently appoi headmaster of King George school, Auki, BSIP, has taker duty at the school.

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Concluding the Story of Romilly, by Lew Priday.

FROM THE NEW HEBRIDES TO CECIL RHODES' EMPIRE

N the 1880's, the New Hebrides group was such a disorderly no-man's-land that readers of the st instalment (*PIM*, March), of gh Romilly's strange history as itish Consul there, will readily derstand why the appointment not fill him with enthusiasm.

Yet he was obliged to keep his d up in the conviction that the nch, who refused to accept his nmission, meant to grasp the nds if they could.

That, of course, we can't allow account of Australia," he wrote, ding that if he could manage keep things going smoothly, per-ps the Foreign Office would be ased.

During his difficult time of resid-e in Noumea, when subject to sorts of pinpricks, he tried to ntain friendly relations, although knew that the Governor had plained to the British Govern-nt that his appointment was a ach of faith.

or their part the French tried act correctly in the light of their cial reasoning—that as the rides had no national standing re could be no Consul, a condi-Romilly must publicly disagree n, while writing to the Foreign ce that the position was a farce. n one of his trips out of mea, Romilly appointed a vice-sul in the group, a rough and ly trader whom he found to be od fellow at heart.

Then, in May, 1889, he went to to talk matters over with High missioner Thurston, he was ady writing to London that he had enough of Noumea and seriously thinking of buying a and pitching it somewhere in Hebrides.

ut he had nothing but mis-tunes to report—two fine mers wrecked, also some sailing s. One of the steamers was the *n*, of Sydney, lost on Tanna, se natives were threatening. was the vessel on which he hoped to return to Port annah. Later he went to Tanna nspect the wreck. The next he tried to take from Fiji, the *ome Home*, was condemned as aworthy. So he boarded HMS *rd*, which moved round the p on mixed commission busi-

hile they were waiting at Port lwich, Malekula, for the arrival heir French colleagues on board *Snone*, there reached them a erful story of professional ry on the isle of Ambrym worthy of a shilling shocker." A Corsican, named Fumaroli, had been clubbed to death and another Corsican named Lebel had been poisoned two months previously by a third Corcisan, named Rossi. It was a vendetta among neighbours, subject of the dispute being the price of coconuts.

"Lebel," Romilly writes, "was the first victim. Him he (Rossi) poisoned with arsenic, and whilst the process was going on wrote him daily letters, beginning, 'Ami de mon coeur,' etc., and asking him to dinner But he showed his hand when Lebel was dying, by standing over his bed and taunting him. He disposed of Mr. Fumaroli by paying some natives to club him with the stocks of rifles. When we arrived at this place, what struck us particularly was the fact that the beach was covered with huge mounds of coconuts. Rossi accounted for this by saying that they had come down in the ordinary course of trade, a statement we did not believe. It turned out two days afterwards that actually while we were there an ambush of natives was formed to shoot him while he was trading

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the nuts, but on our arrival
y all ran away. Lebel was dug
, and arsenic found in him."
Pleased with cruising around with
lot of good fellows on HMS
ard, which presently returned to
l with the murderer, Romilly
re and more hated the thought
returning to "that wretched
umea." Back there he sent his
ther a cutting, about an execu-
n, advising her to skip one para-
ph. He was going to take passage
Havannah Harbour on HMS
liope (recently escaped from the
a hurricane), but did not do so
ause it might offend the French.
with his secretary, whom he
d himself, "and well worth the
ney," he went back to the
brides, dryly commenting, "if
re are any more unpleasant
ces in the world, I suppose I shall
sent there some day."
e had overcome Foreign Office
his own objections against liv-
on a missionary or trader's
rity, and rented three rooms on
first floor of a trader's store-
se and dwelling. He wrote:
e patriarchal blank has the
th, while the fifth is occupied
three of those female belongings
spensable to a true patriarch.
ever go to the store or liquor-
below, as I do not wish to see
host's barman selling grog to
natives."
he rough manners of the age
evident from the story of a captain ordering his drunken cox-swain to be ducked in the sea. Romilly interceded for him not to be ducked in his pea-jacket. Next morning they found three stolen watches, chains and other items, some belonging to Romilly, in the pockets of the coat Romilly had saved from a soaking.

On December 27, 1889, he received the General Consular Instructions which he had been awaiting eighteen months; and with them news of the abolition of his office.

At Havannah Harbour, one admirable man with whom he became friendly was the rough, bluff Australian-Scotsman McDonald, a misionary who had begun life as a lawyer's clerk. Of other missionaries he took a less favourable view, yet his comments are of interest as, unlike the traders, he had no axe to grind.

"In former years," he says, "the natives were good savages enough . . . now, they have discarded all their original good traits as natives, have retained all the bad ones, and have added the very worst white vices. The result is an animal far worse than the worst natural savage. There are a few white men who are even lower than the natives. The missionaries nearly all trade, and will cheat and drive as hard a bargain as my worthy landlord himself could do. They are a curious mixture of the sanctimonious Soctch Presbyterian with an admixture of colonial cunning and "cuteness.'"

McDonald was the shining exception.

(Over)

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Here, then, ends the unhappy story of the short-lived New Hebridean Consulate. Early in Jannary, 1890, Ramilly sailed for London. The following year he was roughing it in Mashonland, trekking with an important prospecting party to the Zambesi River and Fort Salisbury, laying the foundation of Cecil Rhodes' empire-to-be.

In July, 1892, at the early age of 36, Romilly succumbed to one of the many attacks of malaria from which he never was entirely free from the time of his long residence in New Guinea. His consulship in the New Hebrides may appear to us thankless and farcical, but through all Romilly wrote there breathes a fine spirit; and the value of his work in New Guinea and the South Pacific should be better recognised, particularly in Australia. He lived a far tougher life than Island officials are asked to live to-day.

¶ Miss Fanifau Nakaora, daughter of a Fijian missionary, has begun a two years course for primary school teachers at Adelaide Teachers' College.

¶ Sir Raphael Cilento, one-time Director of Health in New Guinea, and, much more recently, an important member of WHO, spoke on the ABC's "I Put It To You" session recently. Subject of the talk was "Is UNO A Spent Force?" Sir Raphael's opinion was "Yes"—and he drove home his points in spite of some curly questions by other participants in the broadcast.

¶ Mr. and Mrs. Keith Noblett, of Wanaru cocoa plantation, a few miles out of Lae, NG, were on leave in Australia in March. Their two children, Tony and Sue, are at school in Adelaide, SA.

¶ Mr. R. A. Howlett, Secretary of the Fiji Visitors' Bureau, was speaker at a recent meeting in the Suva Town Hall, which was attended by the Governor and Lt Garvey. Mr. Howlett spoke on recent developments in the Pa tourist industry.

¶ Mr. and Mrs. Frank Hayford Texas, USA, well-known deep fishing enthusiasts, were pa another visit to Fiji in March. time they are not interested in f ing, however, but had gone equip with movie-equipment, camera and experienced divers and make a film on the undersea around Fiji.

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unken Gold—it Was a Dream

EFERRING to "Little Sir Echo" in Tolala's "Talk Talk" (Feb. PIM), I recall that over 20 rs ago Mrs. Calder showed my t husband (Harry Bennett) and the precise spot where the rman steamer *Buka* was sunk by German Commissioner many rs before, at the start of World r I.

Irs. Calder, then a widow, had alf interest with the Expropria- Board in the Mortlocks ntation. But she then was ng on a small plantation and ding store on the Bougainville st, down from Kieta, where ry Bennett was stationed, near n.

aturally, she was anti-Admini- tion—she insisted that she uld be residing in her stately ie in the Mortlocks. Incident- , that place had developed a nite hoodoo for Australian rseers, three of whom had died teriously in quick succession. one occasion, when I visited the utiful Mortlocks with my band, we were welcomed by an old native decked out with a man admiral's hat, and he ily but proudly hoisted the man flag.

rs. Calder, who was originally ight over from Samoa in een Emma's" retinue, was arently of a ripe old age in the 's; and we were not surprised n a native runner came through Buin to say that "lapun us he laik die."

e made all haste and went n and brought her to Kieta, re we nursed her back to th.

ie was very grateful, and ted on showing us where the a was sunk, in Rorowana Bay. said that the vessel was quite le under the water when it was sunk, but that years of silt covered her from view.

remember, as of yesterday, the ering in my home at Kieta, we animatedly discussed the bilities of reaching the sunken and retrieving the specie h rumour persisted was there. Mrs. Calder had never men- ed the contents of the *Buka* us). Apart from Ben and lf, there were Bill Stower would be the diver), ably ted by Yatoshi (the Japanese ain of the schooner *Numa a*) and Bill Brinkworth (the per of the *Rogia*). Blakie ock (of Choiseul Plantations), ge Lefler (Arawa) and A. S. h (manager of Numa Numa) also present. It was a New ea dream which never tuated.—*From Lillian Millar, Box* 617, *Innisfail, Queensland.*

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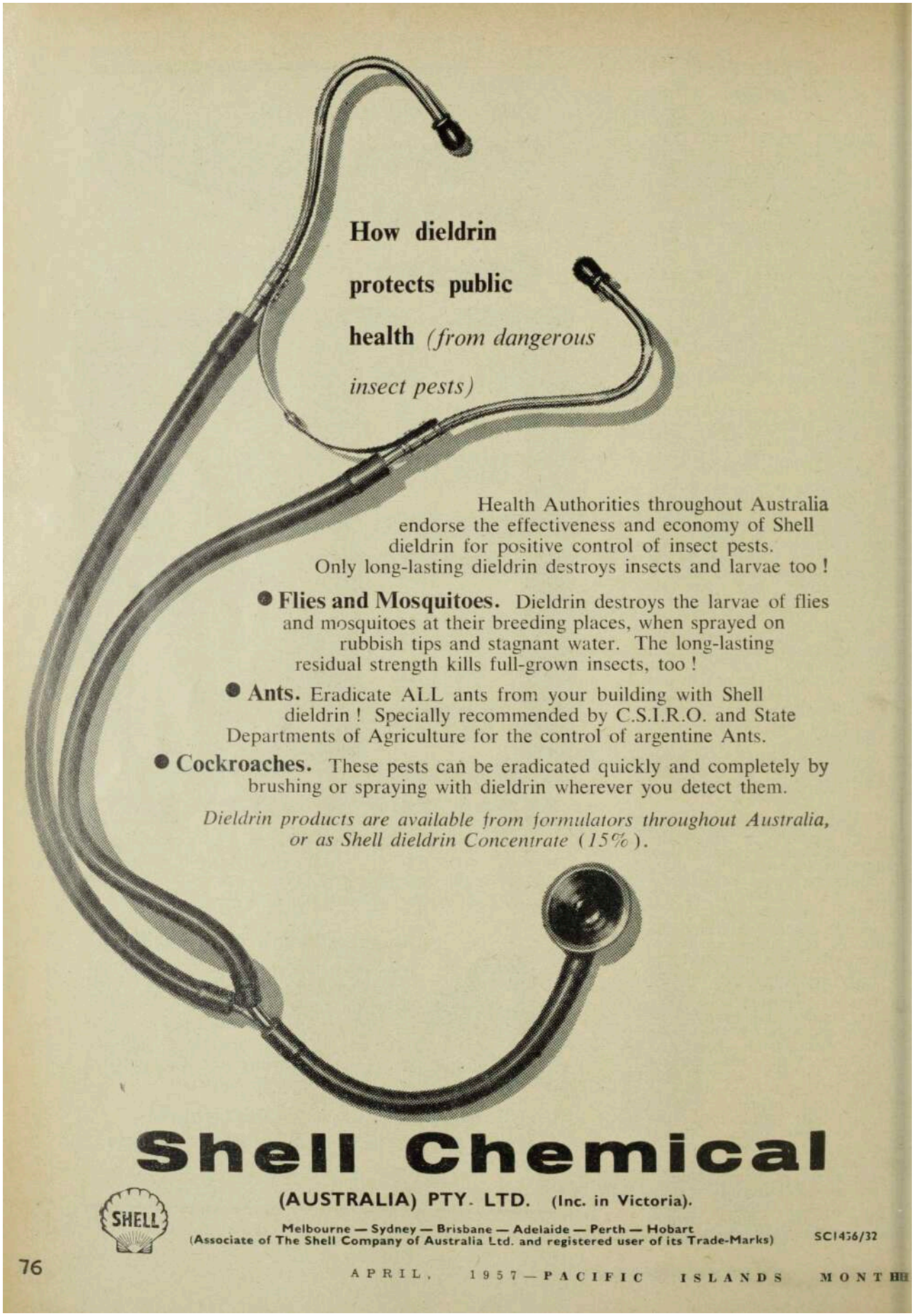
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MAGAZINE SECTION

Tropicalities

T *IS* THE HIGHEST CROSS

HE Highest Cross in the Southern Hemisphere" was the description under a photo-ph published on page 13 of tember PIM, 1938. This showed cross of iron, 16 feet high, ich was placed on top of Mount ert Edward, in Papua, 13,213 t above sea-level, on July 24, 8, by Roman Catholic sionaries.

or some reason, this title ighest Cross in Southern nisphere") intrigued a former ritories District Officer, Mr. S. Chance, of Brisbane; and he done some research on the ject. When he made inquiries, was told that there was a her cross in South America.

ventually, Mr. Chance learned t the other high cross had also n placed in position, in the les Mountains, by Roman holic missionaries and it was ed "The Cross of Christ the leemer". They said it was her than the one in Papua.

Ir. Chance now has settled the tter. The South American cross n the top of the Andes, near Trans-Andine railway, between entine and Peru, and its base cording to the *South American dbook*) is at a height of 13,051

o the Papuan Cross is 162 feet her—and so it *is* the highest h of the Equator.

his cross is occasionally seen clear weather by passengers aircraft flying between Port esby and Lae.

EOPLE IN SYDNEY DRINK KAVA

T the Holiday and Travel Exhibition held in Sydney Town Hall from March 19-26, nding tourists were able to ple Kava and get the atmos-re of "real" Fiji.

his novel advertising idea was l by White's Travel Agency. bowl and liquid were sent n to Sydney by the Suva nager, Mr. Bob Parkes.

ne of the columnists on a ney daily paper was so ressed with the idea that he te a paragraph about it in his mn. Among other things, he :

. . I am now a member of Ai Lawalawa Dau Gunu Yagona (Fellowship of Fiji Kava Drinkers) and I am now permitted to drink anywhere in the Sunny South Seas."

BEST-SELLER, 1886

IN December, 1886, a book by Hugh Hastings Romilly (see story page 71, in this issue) was a best seller in England, and had run into a second edition. It was advertised in the *Times* column of new books and editions as *The Western Pacific and New Guinea*—"With Notices of the Natives, Christian and Cannibal, and some account of the old Labour Trade." This second edition had an additional chapter on the "Ghost in Rotumah."

This book was written, of course, before Romilly went to the New Hebrides as Consul.

It is interesting to note, in the same *Times* column, in amongst the popular books of the Victorian era (Family Devotions, Collected Sermons, and what might have passed for a marriage guidance manual for those far-of days—*How to be Happy Though Married*, which was described as a "Baedeker of Bliss) a book called *Reconnaissance and Scouting*.

It was by Captain R. S. Baden-Powell, 13th Hussars.

It was on this that a later book for boys was based—so beginning the world's first, and biggest, youth movement. The centenary of Baden-Powell's birth was celebrated in March, 1957.

NATIVE HONEY FROM IMPORTED B's

ANNOUNCEMENT that the Nausori sugar-mill presently will be closed, and will disappear from the Rewa landscape, in Fiji, brought nostalgic memories to Mr. C. Wager, of Sydney—an old-timer of Fiji. Here is one of his famous stories:

I was a breakfast guest at the Overseas' quarters, at the Nausori mill. A fellow-guest was a new arrival in the Colony—he had come in the previous evening.

A basin of molasses, fresh from the mill below, was placed on the table, and caught the eye of the new arrival.

"Ha!" he exclaimed. "Fresh honey, eh? Tell me, is it native honey?"

"It was "Smithy" who answered; "Yairs—and we're the poor blanky bees!"

NOR' WEST

IT'S north west weather and the wind bloweth to some order and the seas go racing past the island—white capped and angry looking.

"Plenty bloody white horses now," says Sarawa, the Boss Boy.

(Over)



A bird is the motif of this dance-mask, worn by a native of Moveave village, Kerema district of Papua.
Photo: Paul Roussel.

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The rain is plentiful and comes in fierce gusts and blots out the scenery, whilst it lasts; the coconuts sway and the tops have the turned-out umbrella appearance that beach palms get at such times; the casuarinas sigh heavily and bend gracefully. And, one way and another, you can imagine nicer conditions, and nicer places to be!

I once, when at the Ninigoes in nor' west weather, found a diary of a former overseer who, at such a period, had written in it "B — this weather and these atolls. I wish I was out of the Goddam place and back with my girlie in Melbourne."

I read more and walked up and down the room, brushing off the mosquitoes, whilst the rain pelted outside and winds blew, and I said to myself, ses I—"By God! That bloke said a mouthful."—FPA.

CAT AND DOG EXISTENCE IN MODEL VILLAGES

THE offshoot of practically every organisation in the world exists in the Territory of Papua-New Guinea—including 57 brands of mission. But for some



reason there is, as far as I know, no local branch of the RSPCA, although this is a country presenting boundless opportunities for this work.

We had been showing two young Sydney women — round-trippers from the *Bulolo*—the sights of Port Moresby, and having recovered in part from their first encounter with bare-torsoed femininity, had had their attention diverted by this poor waif of a kittten, which was being pursued by a large, skinny, black dog and a pack of youngsters in Eddie Ward's model village of Hanuabada. I was urged forth to take its picture and to "do something about it."

With attention momentarily on us, the kitten sought refuge under a discarded truck-wheel from where the kids, after some urging, dislodged it, to have its portrait taken. Although undoubtedly inhabiting a private hell of its own, the kitten was not in such bad physical shape as some mange-ridden village dogs we had seen earlier in the afternoon. Most of its woebegone appearance was caused by the fact that it had obviously been half down the skinny, black dog's gullet, and its fur was stuck together.

The straight-haired youngster who holds the kitten in this photo is also a deviation from the norm in Hanuabada village.—*JT.*

PEOPLE IN GRASS HOUSES . . .

THE story is told of a Trobriand Island chief who on looking through a Sears Roebuck catalogue (or catalog) saw some thrones for sale.

He ordered one, and when it arrived he used it to sit on when his subjects sought audience. However, after some time, as is the fashion of Pacific Islands chiefs, he got tired of the throne and stowed it away in the rafters of his house.

Some years passed, then one day there was a mighty earthquake which caused the throne to topple out of the rafters, hitting the Chief on the head and killing him.

The moral of this story is that not only is almost anything obtainable through a Sears Roebuck catalogue (or catalog) but that *people in grass houses shouldn't stow thrones.*—P.

SMITHY IS BETTER REMEMBERED THAN WE BELIEVED

MASCOT AIRPORT, Sydney, is not the only place honouring Australia's greatest airman (PIM, Feb., p. 128).

The NSW Blue Mountains town (or is it city?) of Katoomba features amongst its tourist attractions a delightfully-situated "Kingsford Smith Park" which, established in 1938, has 4 acres, set in an amphitheatre. It has flowers, trees, shrubs, children's playground, band rotunda and artificial lakes.

Another park of this name borders the Lane Cove River in the Sydney suburb of Longueville, where "Smithy" lived for some years. Formerly called Longueville Park, the area of four acres, is set aside for recreational and sporting activities.

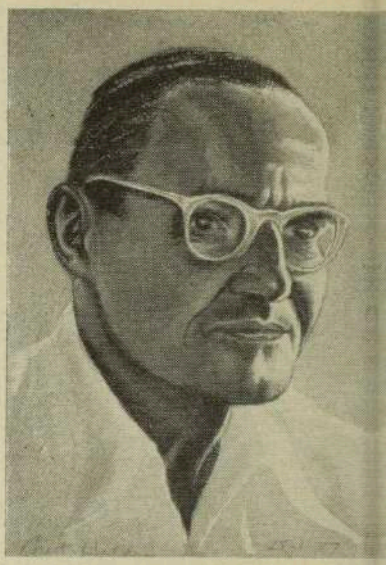
The memory of Kingsford Smith is further perpetuated in the Sydney suburb of Lane Cove, one of its streets so named for him. Running parallel is another street honouring Ulm.

Kingsford Smith Drive is one of the main thoroughfares leading to Brisbane's principal airport, where a memorial is established to "Smithy".

And, fittingly, after many years of speculation and uncertainty, famous monoplane, "Southern Cross", in which Australia's great airman undertook many of historic flights, has only recently been transferred to Brisbane, where Smith was born in 1897. There it will be publicly exhibited at the Eagle Farm Airport.

It is good to know that the memory of this amazing Australian air pioneer is to be further commemorated in Suva.—*K.N.*

Pierre Antonioz . . .



DESPITE his distinguished career in the Colonial Administration, his outstanding service for Free France during the war and his seniority, M. Antonioz shows no tendency to rest on his laurels. The world is still his plate of oysters waiting to be attacked and his energy suggests the dynamics, ballistics and high muzzle-velocity of mobile artillery.

In the New Hebrides he has hiked at speed over some of the largest islands; swum strongly across the entrance of Vila harbour on several occasions; and filled in the hours not spent in the office with furious games of tennis.

Now he has obtained an aqua-lung and breathing compressor, to assist maintenance of underwater harbour facilities and salvage efforts, and to provide the means of exploration and recreation in the new and silent world of the deep blue sea.

This colourful man, Antonioz, will establish a legend, both official and unofficial, which will make his name remembered in the years to come.—BRETT HILDER.

¶ Mr. J. C. Goad, Collector of Customs at Lae, New Guinea, with his wife and family returned from leave on the February *Bulolo*.

† One of the last available business sites in the Boroko, Port Moresby shopping centre has been recommended by the Land Board for lease by the Papuan Electrical Company. The rapid growth and development of the centre calls for an extension of the original plan.

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played the
d in—

A COSTUME OF THE FIRST CLASS

By SIR GEORGE JOY, KBE, CMG.

WAS appointed to govern the Colony of St. Helena just after the war and having paid my call His late Majesty I asked my ors about the special uniform of first class, complete with feather, ch all Excellencies are entitled wear.

he head of the firm told me that was quite impossible to produce h a uniform, as the silver scrolls what-nots had been fashioned gentlemen from south-east ope, all of whom were locked up ing the war and sent packing ie afterwards.

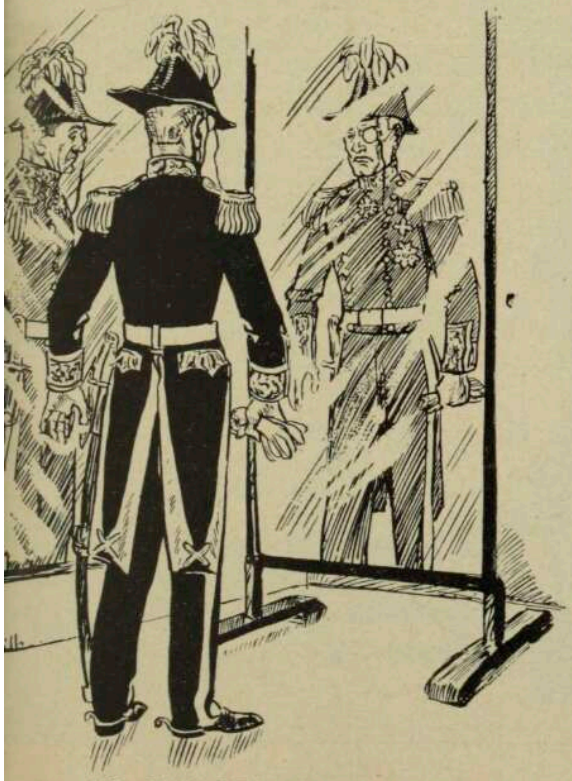
ow this was a sad state of irs, though in the normal course vents it would not have greatly tered as such uniforms could be ined second-hand from several ces well known to members of Service. But this was not the after the war.

the commencement of hostilities, Excellencies who were time-red and anxious to settle them-es comfortably in the garden of land to write ttheir memoirs, sent "most immediate" telegrams to the Secretary of State placing their further services at his disposal, and such patriotic offers could not easily be refused. The effect on the trade in second-hand uniforms was therefore widespread.

Nor did the position improve quickly after the war. The Colonies required rehabilitation and who could do it better than those who had manned the ramparts during hostilities? No Secretary of State with a heart could have sent out the edict known to our French friends as "Le bon salutation aux heros" when the dust and smoke of battle had barely lifted from our Colonial shores. Thus the uniform market remained tight.

Now, although Excellencies are also Commanders-in-Chief or Captains-General, it is not customary for them to be killed in battle and it remains unproven that any have passed out from alcoholic poisoning, so no uniforms could be anticipated under that count.

Then a friend of a friend of mine who was in show business suggested that I might be able to get what I required from one of the theatrical dress agencies and I went along to a firm well known among devotees of the histrionic art. I was met by a gentleman in pre-war Foreign Office outfit plus bow-tie who inquired my pleasure.



"Could it REALLY be me?"

I said I wanted a Governor's uniform and he directed me to a hall in the basement. Along the sides on stands were costumes and uniforms arranged in groups according to the period, e.g., circa 1600 and all that. It reminded me very much of Madame Tussaud's except that there were no wax figures and the lighting was poor. I waited at the foot of the stairs to get my bearings, and an assistant, stout and short of stature, with a swarthy complexion and a strong foreign accent inquired what I wanted.

I told M. Dubois (as I shall call him) that I wanted a Governor's uniform. Together we made an inspection of the stands but I could not see what I required.

Said M. Dubois: "We-have-many-costume-Lieut.-Governor-and-Lord-Lieutenant-would-that-do?"

I replied I thought not, and after a look backstage M. Dubois burst out: "We-have-costume-Governor-General - would-you - wish-for-Governor-General?"

Now, I have always admired that extra piece of silver lace on the uniform of a Governor-General but I hesitated only a second. After a distinguished career, far be it from me, I thought, to cause heartburn in the hierarchy, so I told M. Dubois that I would not wish for Governor-General.

By this time we had been joined by two gesticulating characters in fancy dress (M. Dubois explained that one wanted a camel cloak for the part of a shepherd in a biblical play, while the other was a soldier of fortune in an 18th century fantasy) and I again had to explain that I was not interested in a period costume but wanted a modern uniform for a present-day Governor.

M. Dubois then disappeared into what I suppose was the 20th century department and brought back a uniform that looked to me the right thing. It was. I inspected the tag sewn into the inside coat pocket. It had been made by a Savile Row tailor for a very distinguished Governor and looked as if it had never been worn. We got down to the business of trying it on.

The cutter was called and after slitting it here and pinning it there, he said I could have the first fitting in a fortnight. I replied that I must have it completed within ten days at the latest, whereupon M. Dubois said: "What-time-your-first-rehearsal?"

I said that there was no question of a rehearsal, that I was the Governor-designate of St. Helena. M. Dubois and the cutter looked at one another and nodded their heads in a manner which could only mean that they thought I ought not to be out alone, but to humour me, perhaps, they said that I could have a fitting in a week.

The cutter then left us with the remark: "That'll be all for to-day, thank you,"—a remark that I was to hear many times before I was through.

After several fittings, the great day arrived to try on the completed outfit. By that time I was well

(Continued on Page 95)

This story by a member of the Colonial Service, well-known in the South Pacific, first appeared in "Corona" and is reprinted here with the permission of Her Majesty's Stationery Office.

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Preview:

CHRISTMAS ISLAND AWAITS THE BIRTH OF THE BOM

By Captain Brett Hilder

FOR 179 years after Captain Cook discovered and named Christmas Island, this large mid-Pacific atoll caused no newspaper headlines. But in the 180th year, all that was changed when the United Kingdom government decided to test a made-in-Britain H-Bomb.

The decision was announced in early 1956 and testing will commence in April, 1957, continuing through to August possibly.

One of the last non-service vessels to visit Christmas Island before the tests began, was the Burns Philp islands motor-vessel "Tulagi", which, commanded by Captain Brett Hilder, was making one of the company's periodical visits to the Line Islands to change over the labour force of several plantations.

After his visit, Captain Hilder wrote this account for us, and also supplied the illustrations.

I spent an instructive eight hours on the island, and for this I must thank the Government of the Gilbert & Ellice Islands Colony, who administer Christmas as one of the Line Islands; Burns Philp and Company, who were kind enough to place one of their newest ships at my disposal; and the District Officer, who endangered his good name by introducing me to the chiefs of the Army, Navy and Air Force establishments on the island. The latter personally showed me "nearly everything" there was to see—they even pointed out the building in which the H-bomb was "being nailed together".

I managed to refrain from asking to see the bomb itself. I did see two reinforced tanks containing very destructive fluids, one labelled "Mild" and the other "Bitter"—but these were only the ingredients of an insecticide being sprayed over the camp areas by an Auster aircraft. The idea is to keep down the flies. There were some larger aircraft as well, a squadron of Avro-Shackletons for reconnaissance and air-sea-rescue, and a fleet of Dakotas for ferrying personnel to and from England.

The strip is now 7,000 feet long, and beautifully surfaced, the work having been done, in addition to the construction of camps and buildings for 2,000 men, by a regiment of Field Engineers under the command of Colonel Woollett, OBE, MC. The uniform of this ingenious officer consisted of military boots, shorts, a washable hat and a walking stick.

He wore also, a complete coat of sun-tan, and a fine coating of white dust from the pulverised coral of which the whole island is formed. The Air Force chief is Air Commodore C. T. Weir, DFC; one of his officers is Wing-Commas D. Bower, MBE, AFC, whose n is well known in the specialist of navigation.

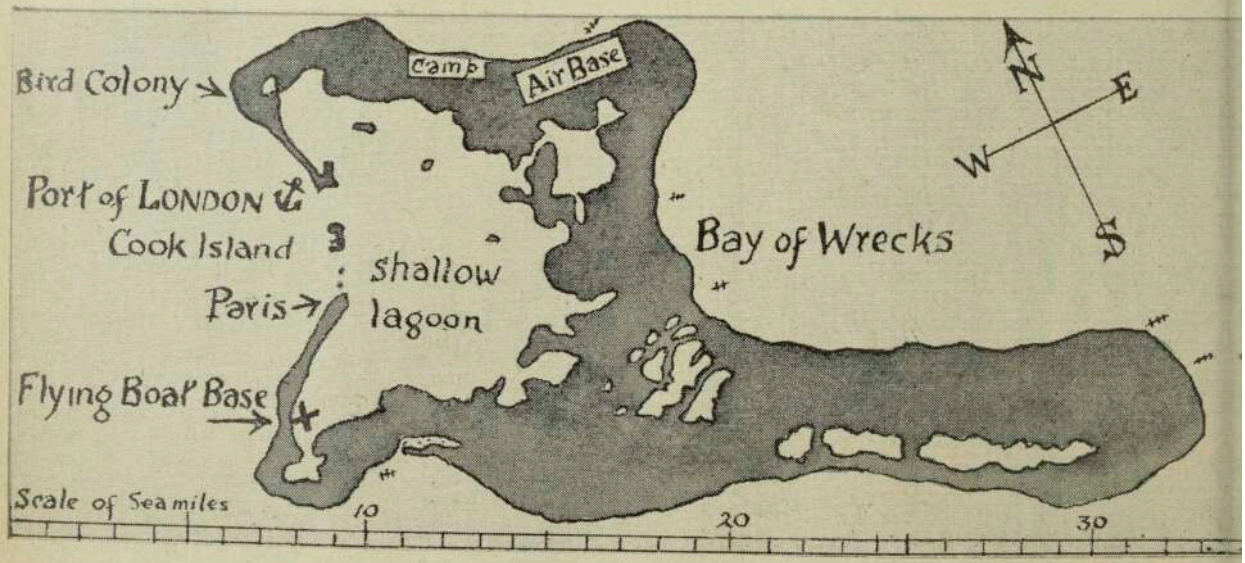
The main body of the army v be flown out in March as t work is completed, but a campq been prepared for about 600 perts and scientific officers whoc attend the birth of the bomb.

The main army and air f camps are four miles from the s which is towards the north-eas corner of the island. There constant sea-breeze as the cam close to the beach, and whil was there the air force was as the army to build a wind-brea the wind was so tiresome.

The camp suffers from the s tense glare from the white o sand, but it has some amenit including a club run by two la of the Women's Voluntary Av iary. There are no other female the establishment.

Dominating the beach are or five smoke-stacks, to remindb troops of Birmingham. They the water distillers, veterans many former wars. There is a rainfall on the island and w is far more precious than pe The stores landed for the build of the base have amounted 18,000 tons to date, including acre of petrol in jerry-cans.

The roads have been surf



Drawing, by the author, of Christmas Island.

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h mud dredged from the lagoon, all the stores have been transted from the port, which is ut 15 miles away. The port is old settlement of London, where Royal Navy is in command, un- Commander Ford; but the only ts of the fleet present at the e we were there were some al Fleet Auxiliaries which have ught the supplies, and small ft for port work.

he cargo handling has been e by Docks Companies of the y, and they have a large line reezers in which goods are kept immediate use. Some of the ly ships remain at the moor- buoys for months, discharging o as required; a boring job.

etween the the Army and the y the total popu- on of the Port of don was about Both the Air ce and Navy are e built up before actual bomb-test, much more or officers taking the commands.

oth Valiant and berra bombers due to arrive, and ous naval vessels.

he H-bomb is ex- ed to be carried ne of four Vali- , and to be ped from 40,000 and to burst at) feet. The ex- ion is expected to heard over a us of 1,000 miles, the most likely et appears to be den Island.

he airstrip on den has been in lately, so there ld be no dif- ty in getting rds from the et area after the osion, which is cted to equal a t of 10 million of TNT.

e danger from ic fall-out is de- mined by the s, which at the of the explosion, likely to be ESE the surface up 5,000 feet; and ly Westerly from height right up he stratosphere.

r these reasons e should be no er at Penryhn d, 350 miles th of Malden. same cannot be for Jarvis Island, ite of its being n isolated from the danger area on the map. Jarvis is regarded as defacto American, and it was proposed that it be occupied during the International Geophysical Year (commencing July this year) for magnetic research. Jarvis has had some visitors lately, both British from Christmas Island, and American scientists. The only island not mentioned at all is Starbuck, about 100 miles from Malden.

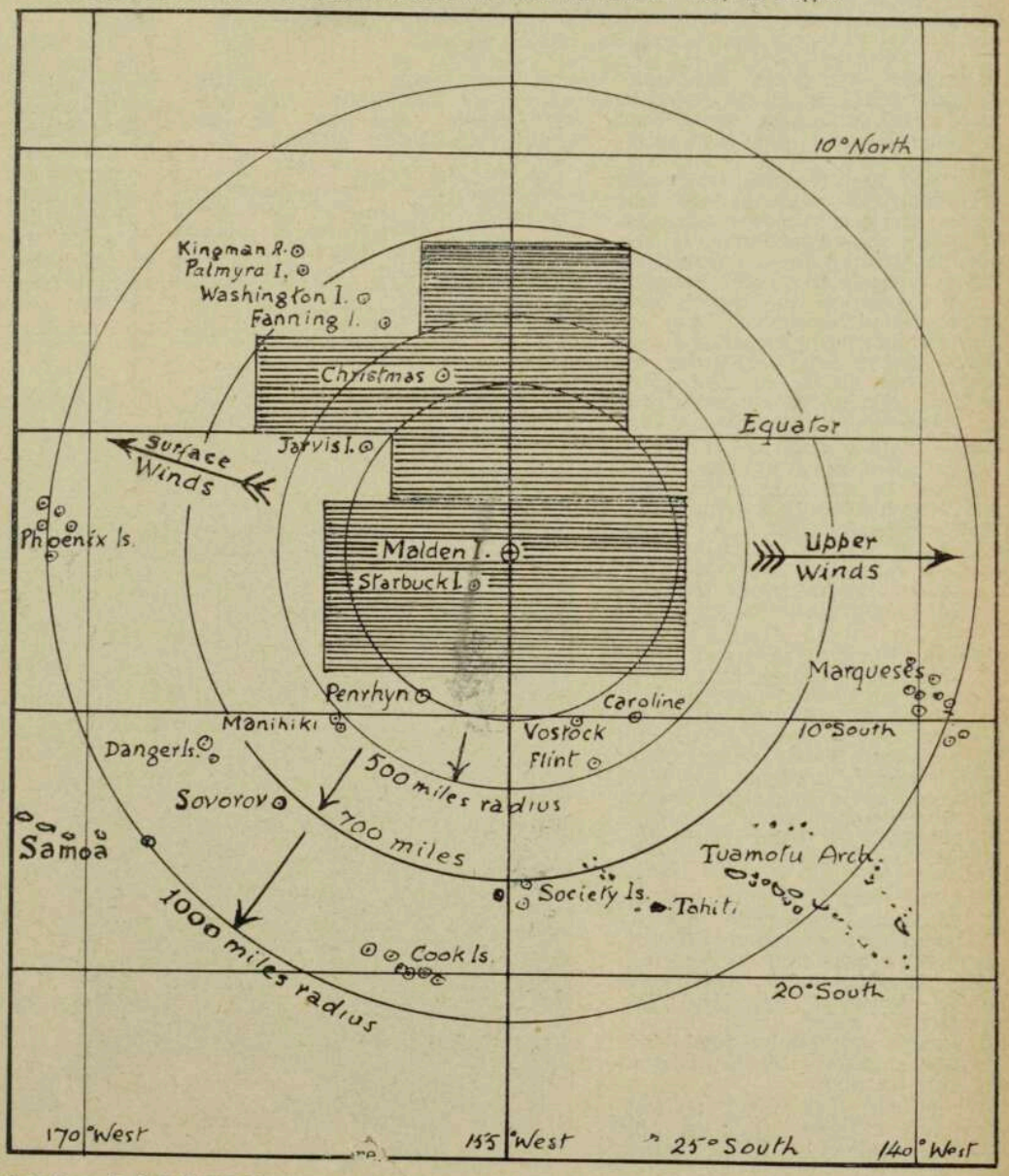
The danger of radio-activity on Christmas Island is apparently accepted as a calculated risk, for I suppose the essential forces on the island at the time of the test would be 3,000 men. Apart from the armed services and scientists there will be no one else on the island at that time.

During the last ten years the only occupants have been the personnel of the Government-owned copra plantation, called Christmas Island Plantation, under the charge of a manager, who is also the District Officer.

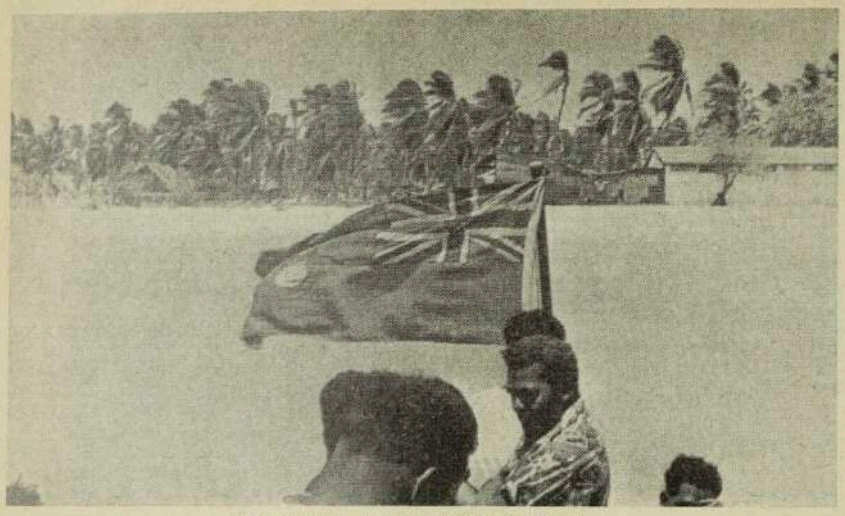
The plantation consists of scattered groves of coconut palms in many parts of the large island and it requires a lot of motor transport to work it on a large scale. The District Officer is normally the only European resident, the others being natives of the Gilberts recruited for the plantation.

The island had no permanent native population, and all the Gilbertese are being repatriated to their home islands in the Gilberts. The District Officer will be the

Map of the area most concerned with "Operation Grapple" (the H-Bomb test); official danger area is shaded. The range-rings are centred on Malden, the island over which the bomb will likely be dropped.



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Approaching London, Christmas Island.

last to leave, just before the bomb-test, and will most likely retire to Fanning Island for the period that Christmas Island is forbidden territory.

Our own visit to Christmas was on February 23, Sydney date, and was for the purpose of picking up 60 natives for repatriation to the Gilberts. We had already picked up native repatriates from Fanning Island Plantation the day before. During the night one of these became seriouslly ill. Immediately on arrival at the port of London we obtained the services of the AMP, and the District Officer asked for help from the Army Medical Corps.

The AMP was a Samoan, Simeona Peni, who was due to be evacuated by our ship to the Gilberts with his family that day. The Army responded with a doctor, Captain I. Ross-Russell, who prepared to operate immediately. But it was not necessary, as the sick man died shortly after reaching the shore.

We left the port at 2 p.m., leaving about 170 natives still to be evacuated, and sailed for Washington Island to pick up more repatriates before making for the Gilberts and home. Some hours after leaving Christmas we were shadowed, by arrangement, by an Avro-Shackleton from the base, as an exercise in shipping reconnaissance by Radar.

APART from the humans on Christmas there is a floating population of millions of birds, mostly terns, who nest on the grass at the "Bird Colony" on the north-western corner of the island. The coastal road which passes through the area is marked by dead birds who were unaware of the dangers of motor transport.

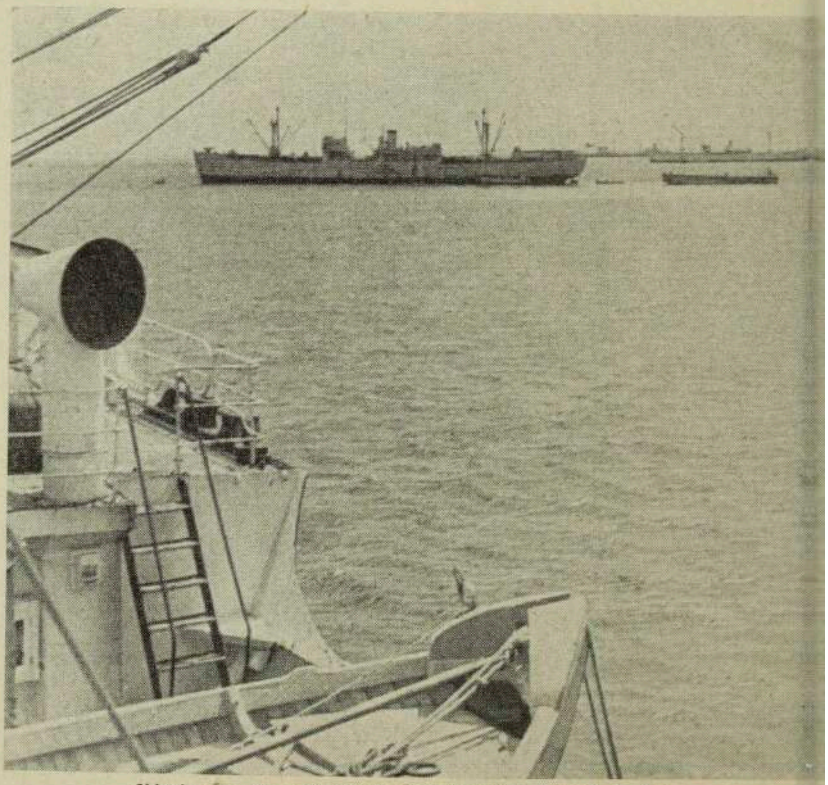
During our visit very few birds were to be seen, the majority having completed their nesting season, or, becoming aware of the dangers of the mixture of "mild and bitter", dispensed by the Auster, had quit the Colony.

No one knows the future of the island after the H-bomb tests are completed. The runway will certainly remain serviceable for many years, and it may become a useful airport when the Pacific can be flown in two long hops. It is midway on the great-circle track of 6,500 miles between San Francisco and Sydney.

The only preparation made to Christmas for civil aviation recently has been the flying base at St. Stanislas Bay in south-west corner of the lagoo South Pacific Air Lines PIM). This firm was given mission to use the island staging point on a projected se between Honolulu and Papeete later permission was withdraw the UK although the British to the island has never been re nised by the US Government.

The island can never be of n value for copra production bec of the low rainfall, and for reason it has been occupied spasmodically through the y first by castaway Polynesians, by American guano-getters, the British, Japanese, and Frenchi terests until the present age of travel.

Since the British Governm took over the copra plantatio years ago, and cancelled the of the island held by the Fr estate of Father Rougier, it s to have been the intention t a permanent settlement of bertese there, but this has been terrupted by the coming H-b tests. If the island does bec contaminated it may be se years before it can be used a for civil purposes, either for c production or for a mid-ocean port.



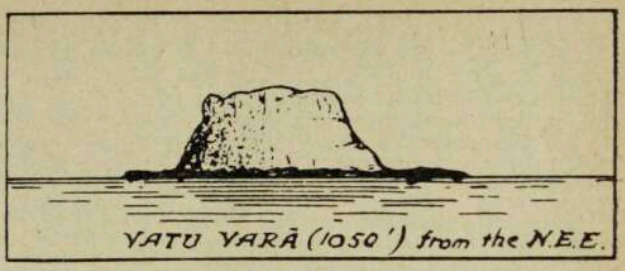
Shipping at the port of London (Christmas Island) in February.

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olved Mystery:

IE BURIED TREASURE
F HAT ISLAND

By Frank Ryan



From R. A. Derrick's "The Fiji Islands".

HEN Edgar Paul Thompson died on Hat Island, one of the Lau Islands of Fiji, on Decem-22, 1908, did he leave behind him rge store of sovereigns? Some le in Suva are asking this ques-as the story of hidden treasure Vatu Vara, to give the Island roper name, is being told again very many years.

ing a lonely life with him on sland was his wife Mary, de-ed in an American paper as kelau woman, but according to old identity in Suva, from hiki.

e was with him when he died e age of 71. He was insane and ere were buried treasure he the secret with him.

ry buried him in a shallow . She herself was very ill and est she could do was to scoop ve a few feet deep.

e story which was believed in ka at the time was that pson and two companions the only survivors of the of a schooner en route to alia via South America. The ner was said to have carried and bullion and the wreck red near Vatu Vara. The three s divided the coins and bullion managed to reach Vatu Vara. agreed that each man was to his share of the treasure in place unknown to the others. y then engaged a Fijian man to take them to Levuka they parted, promising to at Port Jackson on a certain and hire a vessel to take them to the Island.

ording to Mr. R. A. Derrick, or of the Fiji Museum, pson and a companion arrived vuka in 1863.

EN the others failed to keep he appointment at Port Jack-on, Thompson returned to nd purchased the island from ive chief for 200 dollars. This efore Cession when land could ught from the natives.

ever, when the Land Claims ission was afterwards set up, nfirmed his title by Crown No. 1 issued on May 10, 1877. fact that he paid for the in gold and made other pur-with sovereigns lends colour story of the treasure. Ship-ed sailors do not usually get around with their pockets full of sovereigns.

Thompson was a sailor of only about two years standing, and a sailor only so far as it allowed him to escape punishment for desertion from the United States Army.

It was recorded at the time that "he had a seemingly endless supply of gold coins, the source of which he could never be induced to divulge."

But his companions were, no doubt, old salts. Before them would be the allure of Sydney Town and all that meant to a sailor at sea for a long time, and it is hardly likely that they would sail away leaving their precious sovereigns lying in the precarious sands of Hat Island. That they failed to meet Thompson at the appointed time or place was of no particular significance considering the times, and the circumstances.

The reason for Hat Island's name is obvious. From the narrow beach around the Island rises perpendicularly a round, flat-topped hill of coral limestone, 1,050 feet high. The beach looks like a brim and the high, flat-topped peak like the crown of a hat. The Island is 1¼ miles in length and width.

The sides are precipitous, but those who have scaled them say that the top is covered in thick vegetation and with many water-filled holes from six to 30 ft. deep.

Mr. Hubert Sabben, now residing in Sydney, met Thompson when Mr. Sabben was an engineer on the Government vessel, *Ranadi*.

He says that Thompson was then about 70 years of age. He was still searching for the treasure which he believed was hidden by his two shipmates, and he would permit no one to visit certain parts of the beach.

Captain Wal. Wilson, a very well-known Harbour Master at Levuka in the early days, said that Thompson paraded the beach with a stick on his shoulder. Passing natives took it for a gun and kept clear.

The *Ranadi* called again at the Island three weeks after Thompson's death. Mr. Aime Ragg, late Assistant Director of Public Works in Fiji, was chief engineer of the vessel. Mr. Sabben, Captain Austin, master of the vessel, and Captain Wilson went ashore. Captain Wilson always having taken a friendly interest in the old man.

They found Mary despairing and in a poor state of health. They gathered stones and erected a cairn over the mound. Mary said a prayer while all knelt on the sand. They then took her back to Suva where she died in hospital. Mr. Ragg, now living in retirement in Suva, confirms this part of the story.

Thompson left a will which was executed and presented for probate on June 29, 1909. He left everything to Mary.

Mr. Leslie Brown was appointed to administer the estate and he sold the Island for £475. It was bought by Capt. Wilson, who left it to his daughter, the late Mrs. W. Caldwell. It was later sold to Mr. J. Kerrigan, of Suva, who still takes copra from it.

Mr. Kerrigan says that there is no sign of any habitation left. But there are a number of holes along the beach and under the palms, probably dug by some Chinese who at one stage leased the Island, and who probably had heard the story of the buried treasure from the natives.

If by any chance they found it the secret would be just as well kept by them as when Thompson took it with him when he died.

Thompson's birthplace was Albion, Edwards County, Illinois, where his father, an English doctor, settled. Details of the family have been given by Mr. Ernest E. East, State Archival Assistant, Springfield, Illinois, US, who also received information as to Thompson's life in Fiji from Mr. Derrick.

Mr. East states that another reason why Thompson left home was because he was jilted by a young woman in the same town. This must have affected him considerably for it seems to be reflected in the epitaph he wrote before he lost his reason:

"Faith and love which civilisation denied me here among the Fijis I found . . ."

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† P-NG native co-operative officials, Gaudi Roua and Ritchie Joseph, attended the annual conference of co-operatives in Queensland in March. They were accompanied by Mr. W. E. Briskey, Chief Inspector of Co-operatives in P-NG.

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This Month's New Reading

THE post-Christmas season in the southern hemisphere is a desert for the reader of books, the publishers thereof having orientated the release of their wares to the seasonal buying spree.

This month, therefore, we fall between the twin hells of American gangsterdom and the sticky British sentimentality of the 1957 successor of Ruby M. Ayres.

Only two of the recent offerings provided some sort of antiacid to the above indigestible mess. This month, therefore, we will be brief:

TO HAVE AND TO HOLD (Barbara Goolden): Time was when the intellectual and advanced young woman of the genteel novel, cooked things for her beloved in a "chafing-dish"—whatever that mysterious article of culinary equipment might have been. But time passes on, and now the 1957 version of the same young lady cooks an omelette and coffee, which she serves with a salad. This, no doubt, is considered original. And against a background of British eating habits—fish-and-chips, meat and two limp vegetables, jam-roll and cornflour custard—it no doubt is.

So Joselyn made Risien an omlette but that is as far as she got. Risien had a wife, Celia, and three children. Celia ran away with Sebastian but instead of doing the accepted thing and divorcing her so that she could make an honest man of Sebastian, Risien strikes a Christian pose, makes pronouncements about the sanctity of the marriage vow, declares that he loves her, will never divorce her, but will simply wait until she returns to the fold.

The rest of the story is taken up with the various histrionics that go with this attitude and a detailed psycho-analysis of the three infant children suddenly bereft of a mother who had been no particular use to them, anyway.

Risien is incredibly good; Sebastian incredibly bad; Celia incredibly beautiful. Poor old Jocelyn, who fancies that she might take up where Celia left off, gets stuck on the side-lines, with her omelette.

VERDICT: Tripe!

(William Heinemann, Ltd. Australian price, 18/9.)

THE TRAMPLERS (Jason Manor): Top-ranking police-officers who lead a double life as criminals; mobs of gangsters who engage in wholesale murder, kidnapping; the cult of the Hard-boiled Blonde; these are facets of the much-lauded American way of life that the average citizen, currently forced to accept the great US as leader in world affairs, dismisses as fantasy. But is it? So many of these books, glorifying the gutter, are coming out of the United States that one must draw either of two conclusions:

That gangsterdom is a recognised part of life there; or that all US citizens are given to living in a dream-world peopled by heroes from the Wild West or gangsters plugging the line that might is right. The philosophy of the basher sits ill on a nation given, internationally, to the pursuit of peace.

The plot of this particular story is of small importance, based as it evidently is on the assumption that in America any innocent citizen may be suddenly picked up, like a pebble in a high sea, by a mob of gangsters, and for a time be bashed, thrashed, throttled, shot at, imprisoned, blown-up, and be in constant fear of his life.

Alan Blake was a young architect minding his own business when this happened to him and, for the space of one week-end, he was caught up in a gang war. At the end of it—thanks to the occasional soft spots in the Hard-boiled Blonde—he emerged, at the point of death, and flew off to South America to build a University—presumably as a temple to American culture.

VERDICT: A symptom of a country badly in need of mass psycho-analysis.

(Published by Secker and Warburg.)

THE CASHIER (Gabrielle
Translated from French an
with a French accent, this st
Canadian background has so
the flavour of another novel
French writer, reviewed her
cently (*Home from the Sea*, by
Raverzy, Nov. *PIM*). Both a
carry on the French nov
tradition of dissection of
spiritual, mental and physical..

Alexandre Chenevert was a
teller in Montreal; an unexcepti
tedious little man whose life
bounded by his suburban exis
and his job. Outwardly; inw
Alexandre was a constitu
worrier who stayed away at
to mull over the problems o
troubled world: the unfed m
of Asia; the threats to world
the atom-bomb; every move o
chequer-board of interna
politics.

Directly as a result of this sh
ering of the world's ills, Alex
was something of a medical cur
threatened by ulcers, high
pressure, mental exhaustion
various other complaints.

So, from a vantage point
our hero's mind (and body
follow the last few years of hi
through his daily grind at the
and the functions of his bod
the time when worn out by his
inflicted international re

PIM CROSSQUIZ NO. 85

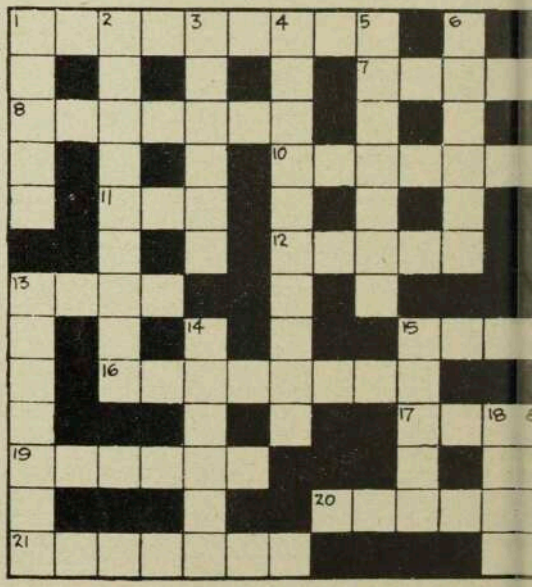
Solution on
Page 89.

ACROSS

1.—Which metal burns?
7.—Which is the second largest sea in Asia?
8.—On which peninsula is Spain and Portugal?
10.—What is "Cleopatra's Needle"?
11.—Which prefix means "New"?
12.—What is the term for the inner court of a Spanish dwelling?
13.—Who was exiled because he wrote "The Art of Love"?
15.—Who played the female lead in "From Here to Eternity"?
16.—What was the ancient name for Ireland?
17.—What does a bibliophile enjoy?
19.—Which Australian lizard is named after a Phoenician god?
20.—Who was the second wife of Henry VIII?
21.—What is retributive justice?

DOWN

1.—What is the extreme NE State in the USA?
2.—What "village" in New York is known for its bohemian inhabitants?
3.—Who was the "Wizard of Menlo Park"?
4.—What is the uppermost layer of the earth's atmosphere?
5.—What colour was named after a battle?
6.—For what is Monte Carlo famou
9.—Which arm of the North Sea
tween Denmark and Norway?
13.—From which Empire did modern
rise?
14.—What is the name of the countin
consisting of beads on wires?



15.—What is the capital of Afgh
18.—What gemstone has parallel la
black and white?

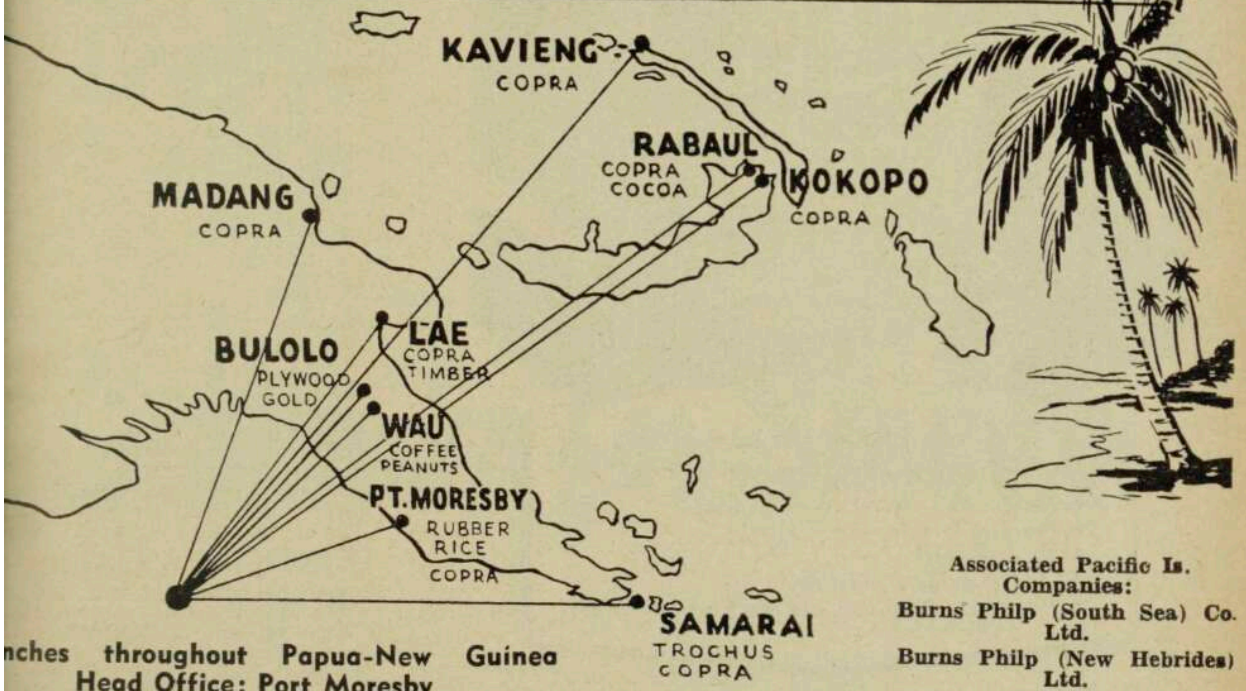
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can bring you
a lovelier complexion
in 14 days!



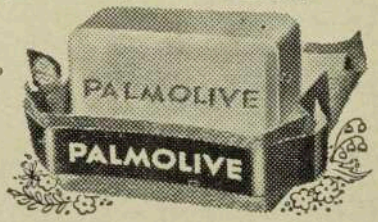
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L159A

sibilities, he makes a mistake a bank and is persuaded to ta holiday in the country rather t resign.

In the end he develops a sp complaint that takes him to hos and at last, death. During his a last illness he claims some so attention from those who previ regarded him as one of the dom or banking-house fixtures.

VERDICT: Apt to be tedious less you prefer psychology to e tainment.

(Published by Wm. Heinemann. Aus price, 18/9.)

THE DAPHNE DU MAU OMNIBUS: This large volume tains, unabridged, three of writer's most popular st *Rebecca*, *Jamaica Inn* and *Fr man's Creek*.

All of these stories were published in the 1930's, but nothing of their freshness by elapse of a generation, and this month as considerable after the omelettes of the wom books, the gangsters of the of the Free, and the case-his of bank clerks.

All of these stories have good characterisation, good wri They are credible and they entertainment.

All of these things are exc reasons for a book *being*. are other reasons for a boo course; one being to put ov message.

The overwhelming majorit books published these days none of the above requirem Their messages, if any, are so torted as to create bewilder Their entertainment valu sacrificed to what is consid cleverness or the pursuit of am exploration of the psyche. N per cent. of the books that come the reviewer's way are worth reading and would be b unwritten.

It could be that reading h have changed—but this is dou The best sellers that have em since the end of World War II have the proven characteristi a good book: they hold the a tion of the reader of average telligence, and grip his imagina

The same number of *good* is still being written, and invar find their way to the top. Bu the same time there has be flood of poor or mediocre b There on the bookstalls to-day morrow forgotten. To-day's overbooked world.

Daphne du Maurier is a tell tales not a maker of mess she is also a fine craftsman. becca begins with the opening "Last night I dreamt I wen Manderlay again. It seemed t I stood by the iron gate leadi the drive, and for a while I not enter, for the way was ba to me. . ."

Rebecca is a contemporary —even now, perhaps 20 years it was first written. The other

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es in the Omnibus are period
es. All three have been made
movies—*Rebecca* of particular
llence and in which Laurence
ler made one of his early
arances in motion pictures.
olished by Angus and Robertson, Ltd.
lian price, 21/-.)

OM THE VALLEY I CAME
Jon Edwards): A factual and
le tale, well told, of a man who
ged from the Welsh coalfields
he Labour Party. Edwards tells
story of his life, from his birth
poor miner's cottage, in 1888,
Ruskin College, Oxford, to the
ral Strike in 1926. It is a period
covers also the beginning and
acute phase of what Edwards
"class conflict" which led, in
to the elevation of Labour
political force.
e story is liberally sprinkled
references to Karl Marx and
prophets of the time, but, so
rds explains in the preface,
book lay for long years after
d written it, and only recently
t been revised for publication.
later revision has no doubt
wed many of the opinions of
vriter.
is, therefore, not a book to
d the most rabid Tory, but
r a plain and undramatic
nt of the life of an individual
n on by a god-given spark:
lesire to know. Edwards has
derable gifts as a descriptive
r and this story of the coal-
g industry at the beginning
of the century is of great general interest, apart from any value it might have as a social document.

Wil Jon Edwards, and many of the men he introduces into his narrative, may well have significance in the history of the British Labour Party; but their names are unknown here to most of us in the Southern Hemisphere.

VERDICT: Of particular interest now that the social wheel has turned almost full circle.

(Published by Angus and Robertson, Ltd. Australian price, 20/-.)

† A familiar sight around Port Moresby these days is a blue station waggon with its symbolic Red Cross —a gift from the Victorian Division of the Red Cross. The gift is much appreciated. Previously the Society was dependent upon the use of private cars. The station waggon will be used for all Red Cross work, especially the blood transfusion service.

† There are now about 190 Credit Unions operating in Fiji. In 1956, 48 new Unions were formed.

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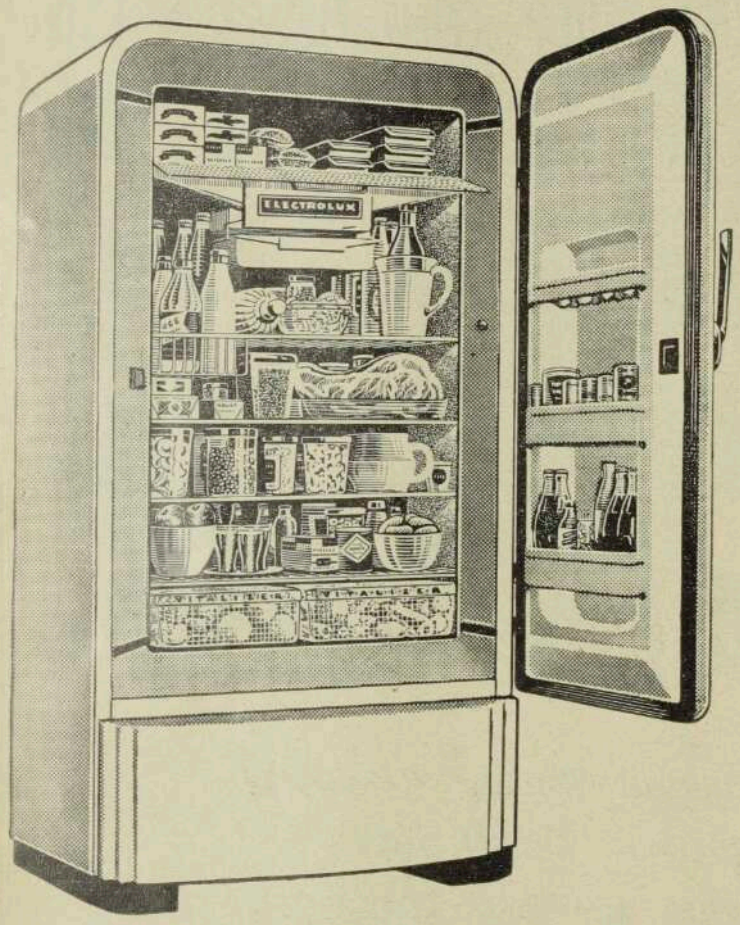
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Rush-Brooks Wedding



and Mrs. W. Rush, at the reception followed their wedding on March 16 at Church, Port Moresby. The bride was rly Miss M. Brooks.
Photo: Papuan Prints.

detachment of No. 5 flying-boat dron RNZAF will be stationed apeete for liaison work with the during the forthcoming H-b tests at Christmas Island.

Mr. Norman White, Snr., of Wau, Guinea, is remaining for ner health treatment in New Zealand while Mrs. White makes a visit to Europe.

† The 1957 Fiji Scholarship has been awarded to Roderick H. Ewins, a former student of the Boy's Grammar School, Suva. He will study medicine at Sydney University.

¶ A daughter was born to Mr. and Mrs. M. Foley, at Kainantu, Eastern Highlands, New Guinea, on February 16.

Solution to Crossquiz from Page 84

M	A	G	N	E	S	I	U	M		C				
A		R		D		O		A	R	A	L			
I	B	E	R	I	A	N		G		S		S		
N		E		S		O	B	E	L	I	S	K		
E		N	E	O		S		N		N		A		
		W		N		P	A	T	I	O		G		
O	V	I	D			H		A				E		
T		C		A		E			K	E	R	R		
T		H	I	B	E	R	N	I	A			A		
O				A		E			B	O	O	K		
M	O	L	O	C	H				U		N			
A				U			B	O	L	E	Y	N		
N	E	M	E	S	I	S				X				

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Your World of Stamps.—VIII

Commemoration Stamps of the Pacific

FOLLOWING a suggestion made in "PIM" in December by a reader in Germany, KN this month devotes his notes to commemorative issues of Pacific Islands Stamps.

BRITISH SOLOMON ISLANDS: The Protectorate had its own stamps in 1907.

Four stamps appeared in 1935 on the occasion of the 25th anniversary of the accession of the late King George V, while three others marked the 1937 Coronation of his son, the late George VI.

Two issues were made in 1946 to observe Peace and Victory, at the end of the Second World War, and two denominations were included in the series honouring the 25th wedding anniversary of the late King George VI and the present Queen Mother, on issue during 1949.

In 1949 also, four others were printed when the 75th anniversary of the foundation of the Universal Postal Union was observed, but only one value marked the 1953 issued for the Coronation of Queen Elizabeth II.

COOK ISLANDS Although the Cook Islands issued its first stamps in 1892, the first commemoration printing was not until 1935, three values honouring Silver Jubilee of George V issued. In 1937 and 1953, C tion stamps marked the coron of George VI and Queen Eli II respectively.

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New Guinea Walnut Log or Flitches

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eace and Victory were com-norated in four 1946 stamps.

IJI: First stamps made their it in 1870. In common with r British possessions, four values ked the 25th anniversary of rge V in 1935, and three com-norated the 1937 coronation of rge VI. The 25th wedding iversary of George VI was re-ised in 1948 with a special issue. ne value only was issued in 1953 Queen Elizabeth II's coronation, its use coincided with the visit he Colony of Her Majesty the en and the Duke of Edinburgh he end of that year. The Fiji for Peace and Victory con-d of two values: and in 1951 again in 1954, two other stamp s appeared in connection with special "Health' campaign.

RENCH OCEANIA: In 1892, the stamps under this category on issue, and many of the ial commemoration productions the years have been issues Metropolitan France with a ial overprint inscription.

1931, four stamps commem-ed the Paris International nial Exhibition; and six years French Colonial participation nother International Exhibition Paris, was recognised with six ips.

e stamp commemorating the anniversary of discovery of um was sold in the interests of International Anti-Cancer d, in 1938. In 1939, two values ked the New York World's Fair 939. The 150th anniversary of French Revolution was kept up 939 with six values.

e Mutual Aid and Red Cross is benefited from a single issue out in 1944, and another issue cided with Victory in the nd World War. Commemorating campaign of General Laclerc in war, six airmail stamps in-ed, "From Tchad to the Rhine," produced in 1946.

e Universal Postal Union issue isted in 1949 of one air stamp, a Colonial Welfare Fund was nised with one value in 1950. 952, the centenary of the in-ration of the Military Medal of ce was postally marked with value; and the 50th anniversary the death of Gauguin, the ter, resulted in one new issue 953.

e 10th anniversary of D-Day landing of Allied Forces in pe) was postally observed in

LBERT & ELLICE ISLANDS: ips were first issued here in In 1935, four values were in-d in the Silver Jubilee issue George V; three marked the Coronation of George VI, with marking the end of World War Two wedding anniversary ps for King George VI were duced in 1949; and four others in the same year for the Universal Postal Union anniversary.

Queen Elizabeth II's Coronation was commemorated in 1953 with one stamp.

NAURU: Since becoming a stamp-issuing unit in 1916, only two commemoration series have been made available: in 1935 and again in 1937. The former, in four values, celebrated George V's silver jubilee, the latter appeared for the coronation of George VI.

NEW CALEDONIA: Thirteen stamps comprised the issue made by the French colony in 1903 for the 50th anniversary of French occupation, but only four designs were used in the centenary issue of 1953. In 1931, four values were printed for the 1931 Colonial Exhibition in Paris, and in 1932 and 1933 other overprinted stamps were provided in connection with the Paris to Noumea flight.

The 1937 International Exhibition in Paris was marked with six stamps, and the International Anti-Cancer Fund and radium anniversary issue of 1938 was of one value. In addition, two stamps commemoarted the New York World's Fair in 1939, five appearing for the sesquicentenary of the French Revolution.

The Mutual Aid and Red Cross issue appeared in one value during 1944, and the 1946 "Victory" stamp was followed the same year with six for the "Tchad to the Rhine"



Agents: **PAPUA:** The B.N.G. Trading Co. Ltd., Port Moresby.
NEW GUINEA: Burns Philp (New Guinea) Ltd., Rabaul, Lae, Madang and Kavieng.
FIJI, SAMOA, TONGA: Morris Hedstrom Ltd., Suva, Fiji.
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memoratives. In 1949, 1950 and , events recognised were the versal Postal Union, Colonial fare and Military Medal. D. Day recalled in 1954.

ETHERLANDS NEW GUINEA: vidual stamps were introduced in 1950; two special stamps in assisted in relief work for ms of the devastating floods in and, while three overprinted Cross commemorative stamps issued in 1955.

EW GUINEA: Stamps do not issue individually for New nea (as distinct from the com- d Territory of Papua-New nea). The first commemoration from New Guinea came about 31, with 13 values marking the anniversary of Australian ad- stration. Two observed the r jubilee of George V, and four -lighted the coronation of ge VI, in 1937.

EW HEBRIDES: First special uction for the British admin- tion occurred in 1949 with the coinciding with the Universal al Union anniversary, while one comprised the 1953 coronation ing for Queen Elizabeth. The ch section furnished four UPU ps in 1949, while four stamps commemorated, in 1956, the 50th anniversary of the Condominium.

NIUE: Stamps of a commemorative nature were struck during 1935, 1937, 1946 and 1953, individually relating to the silver jubilee of George V, coronation of George VI, Peace and Victory in Second World War, and the coronation of Queen Elizabeth II.

NORFOLK ISLAND: A compartive newcomer to stamps, the island had its first commemoration issue in 1956—two values marking the 100th anniversary of the landing of the Pitcairn Islanders.

PAPUA: Although four stamps in 1934 observed the 50th anniversary of the territory as a British Protectorate, a further five figured in the set available in 1938 for the jubilee of declaration as a British possession. Meanwhile, four stamps each marked the 25th anniversary of the reign of George V, and the coronation of George VI.

WESTERN SAMOA: Since 1877, when the first stamps appeared, few occasions have been commemorated postally. Exceptions were the 1935 and 1939 productions marking the silver jubilee of George V and the 25th anniversary of New Zealand administration, with three and four stamps respectively. Four other stamps celebrated Peace in 1946; and two were provided for the 1953 coronation of Queen Elizabeth.

TONGA: A popular stamp country, its first "special" production was in 1899, in one value, in connection with the wedding of King George

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NORFOLK ISLAND . A. E. Martin



Tubou II and Queen Lavinia.

A total of eight stamps figured in the two series produced in 1938 and 1944 for the 20th and 25th anniversaries of the accession of Queen Salote.

Four were included in the UPU issue of 1949, and Her Majesty Queen Salote's 50th birthday was recognised with three other stamps, in 1950. In the next year six stamps were distributed for the 50th anniversary of the signing of the Treaty of Friendship with Britain.

WALLIS & FUTUNA: Stamps marking various significant occasions appeared in 1931, 1939 (2), 1944, 1946, 1952 and 1954. These stamps were for the Colonial Exhibition, New York World's Fair, 150th anniversary of French Revolution, Mutual Aid and Red Cross Funds, Victory, "Tchad to the Rhine," Postal Union, centenary of Military Medal and 10th anniversary of D. Day.

¶ The Rev. C. L. Williams has become Queensland secretary of the Methodist Overseas Mission. Mr. Williams is well known in Western Samoa, where he served as a missionary between 1940 and 1955.

¶ The Rev. W. F. Paton, who spent many years in the New Hebrides as a Presbyterian missionary, has been awarded the degree of Doctor of Letters for a thesis on the "Language and Life of Ambrym." Dr. Paton went to Ambrym in 1933; he retired from the Hebrides a few years ago and is now living in Tasmania.

¶ Mr. W. J. Power, of Ba, Fiji, celebrated his 102nd birthda March 8. He was born at Wes Station, Vic., in 1855, and a in Fiji 61 years ago as a stoc for the Colonial Sugar Refinir He was already five years pas allotted span when he retired early 1930's. He has resided since.

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ostume of the First Class

(Continued from Page 79)

uainted with the Commissionaire, o greeted me with a salute as I ered the swing doors, hoping per- s for a free ticket for a show m a distinguished patron. M. ois had collected all the essential outrements that made up the ndour, and in the dressing room assisted me into the Wellington ts and overalls, then the coat is called a coatee—why, heaven ws) and finally the sword-belt sword. The former required siderable adjustment as my waist asurement is that of a model. hen the cocked hat; all was well e for one item—there was no ther in the hat. I pointed to hat and said to M. Dubois, "I it a feather."

le returned with a magnificent mage of off-white and scarlet this I fitted into the hat. I now complete. M. Dubois sug- ted that I should step outside admire myself from all angles the long mirror. I expected to a little ethereal, with a sug- ion of floating to a more rarefied osphere. On the contrary, I felt heavy as a lump of lead and ld hardly move one foot from floor, but the noise of the gling spurs and the sword trail- on the ground awoke me to ities, and with as much dignity possible I took myself to the or.

as it really *me*, I thought!

the hall a photographer was ng pictures of the sets of umes for publication in the azine known as *Costumes and sses for the Stage*. I watched with interest for a few seconds, n, with a bright smile, M. ois looked at me and said: u-wish-photograph? We-make-glossy-photo-all-same-stars."

ertainly, I did not want any tograph—no one would recognise anyway, except possibly one or of the Under-Secretaries in at Smith Street.

I was now over and M. Dubois duced a heavy steel trunk in h to pack the uniform, while I e out the cheque which ran well three figures. He took my ue to the cashier but returned no receipt and asked if I ld step upstairs and see that leman.

he cashier was bald, wore steel- ned spectacles on the end of his and had a large walrus stache.

e was holding my cheque in one d and a copy of some theatrical ew in the other. He looked at and said: "You play Governor omething?" I replied that I was playing anything and that I the Governor-designate of St. na.

Never 'eard of it," he said, "its 'ere," and pointed to the re- . Still looking suspiciously at cheque he inquired whether I wanted to take the "costume" away. As it appeared to weigh at least a quarter of a ton in its steel trunk and would require the service of the British Transport Commission to remove it, I replied facetiously that I could hardly carry it under my arm.

"Very well," he said, "that'll be all for to-day," and handed me my receipt. I pushed through the swing doors for the last time, took a cab to my Club and indulged in strong drink.

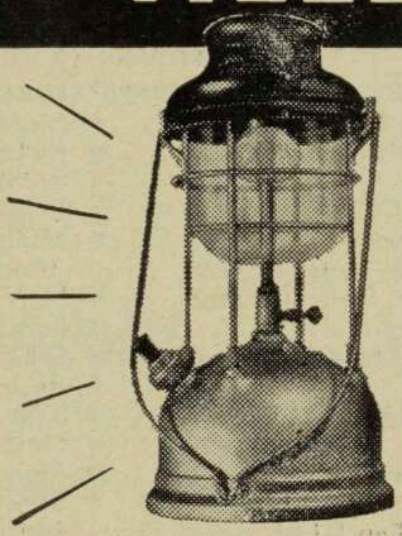
THE great day arrived. I landed in my costume, stood obediently on the chalk mark at the salute while the band played the first four bars, mounted the rostrum, said my piece and was driven to Plantation House. I sat down with difficulty. It was a beautiful island and through the French windows I could discern the blue of the sea. It was also very warm.

Everything looked wonderful. I thought of the Cote d'Azur which in some ways it resembled. I was tired, hungry and very thirsty. What I wanted at that moment was "un menu gastronomique a deux mille francs avec un bon bouteille de Blanc de Blanc."

My reverie was broken by the ADC. "Will that be all, Your Excellency?" he said. Almost mechanically I replied: "That'll be all for to-day, thank you," as I pressed the bell for the butler.

As I sipped my orangeade I reflected how truly it is written that the meek shall inherit the earth.

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I TACKLES OLD, RITATING PROBLEM

ir Allowances For pical Leave

VING to its geographical situation, and its proximity to the self-governing Dominions of Australia and New Zealand, British Colony of Fiji has some liar angles in its administration. ne, in particular, is connected the privileges and emoluments he administrative staff sent out he home country.

somewhat similar situation s in the French Colony of New donia.

e non-official Europeans in are almost all Australians and Zealanders. A very large proion of the trade, commerce and stry of Fiji is controlled by ralian companies, such as nial Sugar Refining Co. Ltd., s, Philp & Co. Ltd., and W. R. enter & Co. Ltd. All the banks (New South Wales, New Zea- and Australia and New Zea- are owned by the Dominions, not the mother country. is, in fact, an Anzac economy. e staffs of the commercial con- are almost wholly Australian New Zealanders. They receive ies and leave privileges calculated on the claims that the costs of living are higher in Fiji; that tropical conditions demand more lengthy leave, to enable the persons concerned to visit more temperate climates (although Fiji-born Europeans laugh at this, and insist that Fiji is just as comfortable and healthy a place to live in as is Queensland); and that their children must be sent "South" for training and education after the age of ten, or so.

The various non-official employers of Europeans, in the course of time, have reached standards of pay, leave, etc., which are generally acceptable. But they are becoming complicated by three factors:

- There is an increasing number of local-born Europeans, educated and trained to serve in offices, stores, ships, workshops, etc., who seek none of the privileges referred to above.
- The Civil Servants (or officials) sent by the British Colonial Office to Fiji enjoy considerably greater privileges (especially in relation to overseas leave) than the Australian and New Zealand staffs of the commercial concerns.
- The Colonial Office has been taking into the Fiji administrative service a growing number of Australians, New Zealanders and local-born Europeans, Fijians and Indians; and the latter, doing similar work, naturally claim similar leave privileges and emoluments, although it is much easier and cheaper for them to go home.

THE Colonial Office scale of allowances for tropical leave, as applied to Fiji, has been a source of argument and irritation for a long time. The Fiji taxpayers (mostly local-born Europeans, Australians, New Zealanders and Indians) have shown increasing resentment at being asked to bear this particular cost.

The present Governor of Fiji, Sir Ronald Garvey (who has courageously faced up to many Fiji problems which most of his predecessors ran away from), set up a Committee to study these problems of Civil Service leave conditions and make recommendations. The Committee has reported, and it was announced in mid-March that the following changes and alterations will be made:

(CONTINUED ON NEXT PAGE)

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There will be a general reduction in the period of leave. Senior officers, for example, will get four days' leave for each completed month of service, instead of five days. They will receive an amount in cash in lieu of the leave thus lost to them.

Instead of officers being allowed additional leave to compensate for the time lost in travelling (amounting in some cases to 80 days, when the officer travelled by ship to Britain and back), they will be allowed only the time needed to travel there and back by air. If they elect to travel by sea, the additional time required is taken out of their normal leave period.

Officers will be encouraged to take their leave in Australia or New Zealand every two years, instead of in Europe every three years, as in the past.

For purposes of leave calculation, air in future will be regarded as the normal means of travel. In the past, senior officials taking their leave every three years, and claiming full time for sea-travel, would be absent for eight or nine months; and the cost of the man's salary, travelling expenses and relief-officer represented a heavy burden on the finances of the country, and interference with service efficiency.

Where before a senior official got 260 days' leave at the end of three years' service, plus his return fare to United Kingdom, he now will get 150 days (4 days for each of 36 months, plus 5 days for air travel); and efforts will be made to induce him to accept, instead, 98 days (4 days for each of 24 months, plus two days of air travel) every two years in Australia or New Zealand.

The thing that the Committee obviously has been aiming for is not so much a saving in money alll for leave, as avoidance of l dreadful waste of time (and disi tion of service) representeo travelling time added to the period.

The change will be welcome both employers and taxpaye Fiji. Three months' leave ever

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rs is about on a par with what ate employers allow to their opean staffs from overseas. his is almost about equal to the e allowances and privileges wed in respect of Papua and Guinea service by both Admin- ation and private employers— lly three months after 21 ths, which is about 4½ days' e for each month of service

ONG FEELING ABOUT PRIVILEGES IN NEW CALEDONIA

there has been discontent in iji in connection with emolu- ents allowed British officials overseas, it is a mild thing pared with what the local-born peans of New Caledonia feel rds the salaries, allowances and leges given to the French ials of the French Colonial Ser-

commentator recently in New donia writes to *PIM*:
hey are horribly overpaid—and is one of the reasons why the of living in New Caledonia is gh. . . The administrative per- el from France—including ol teachers—get all the favours; the unfortunate local-born, no er how qualified, receive only r positions. . .
ew Caledonians who have saved alf their lives in order to buy econd or third-class return ge to France often find the ious first-class half-filled with rivileged officials from France, lling on leave at the expense e Colony. . .
here is always a lot of snobbery e part of French-from-France als, who will not mix on terms uality with the local-born.
here long has been a demand an overhaul of the New donia administration, with a to admitting the educated and ed local-born people to the ce; but the chief aim of the officials is to keep salaries and eges at the highest possible and maintain them as a close rve for the gentlemen from e."

---

s Gladys Gebbie, NZ organis- secretary of the Girls' Life de, left for Niue in March to ise GLB work there.

Kurt Meyer, one of W. a's most successful cocoa plant- ill represent the NZ Govern- on the W. Samoa Trust Estates ration, which took over con- f NZ Reparation Estates at nd of March.

Nessbank left Apia on March th 950 tons of copra for the h Ministry of Food, and 338 f cocoabeans for the English t. The *Matua* left on March th 9,000 cases of bananas for Zealand, and 53 tons of cocoa-

Boroko is Growing

The new fire station, almost completed, at Boroko, a Port Moresby suburb. Living quarters are upstairs. Of similar architecture to the Boroko Hotel, it looks like part of that establishment.



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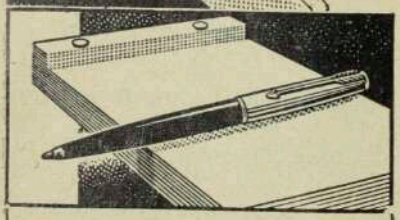
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Spade-Work
in

ESTABLISHING THE BEEF INDUSTRY IN THE P-NG TERRITORY

In the New Year, the first 130 head of cattle were settling in at Anderson property at Gusap, at the head of the Markham Valley, w Guinea. Other shipments will shortly follow. This project is just e of many independent cattle enterprises that may one day make pua-New Guinea housewives independent of the freezer and imported at.

. R. L. ATKINSON, principal of Cashmere Downs Station, Mount Garnet, Nth. Queens- and Mungalla Stud, Ingham, Queensland, conceived the idea e cattle project in the Mark- area of New Guinea.
a holiday trip he was struck e quality of the country and, he returned to Australia, he ached Mr. S. Staines, who be- manager of the company was formed to develop the block.
Atkinsons and Mr. Staines een interested in the develop- of Zebu-cross cattle, with the of evolving a breed of beef suited to tropical climates.
Atkinson has spent a fortune is.
ut 1943, he bought a champion Polled Hereford bull at the Sydney Show ("Milton Duntroon"), from Mrs. Anthony Hordern — for 750 guineas—probably the best British-bred bull ever to go to North Queensland. But the results of crossing this animal with existing North Queensland strains were generally negative.

Mr. Atkinson had seen Zebu cross-bred cattle doing so well under hard conditions in North Queensland that he decided that, with British breeds alone, he was on the wrong road. He decided to try mating a few Zebu bulls with his good quality Hereford and Polled Shorthorn cows. The results were markedly successful. The calves outgrew and outweighed, at weight for age, all other British cattle on the property.

Mr. Atkinson decided to begin breeding the Zebu-cross. His results were remarkable and are well-known in Queensland. He has made up his mind that his Zebu-cross cattle will do well in New Guinea.

Not all of the cattle brought to Gusap are Zebu cross-breds. He has included a few Herefords and a few Polled Shorthorns, with a view to continuing the experiment further.

While all the cattle have done well at Gusap since they arrived in December, it has been noted already that the cross-breds are better than the purely European strains.

They now have at Gusap a pure-bred Santa Gertrudis bull at the head of the stud which is to be established at Gusap. Mr. Staines

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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.

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said: "While he is doing exceptionally well, he isn't going any better than any of the Australian-bred Zebu cross-breds.

"We anticipate being able to supply to cattle-breeders in NG bulls by the Santa Gertrudis bull, from the Zebu cross-bred cows, which should be ideally suited to local conditions."

Results, so far, suggest that presently the NG housewife may be able to forget about freezer meat and get the equal of the best fresh beef in the world for her table—it is a matter of a local killing and cold-store organisation.

Gusap is about 94 miles up Markham Valley. The first shipment of Atkinson cattle (130) was brought in on the barge *Wewak* early in December, and taken to 3-mile quarantine station at Lae, for a fortnight. They then walked 20 miles on the first day; were yarded and sprayed again on the second day at Erap; and arrived on the property at Gusap after 5½-days walking, in good condition.

The Agricultural officer at Erap, when told it was anticipated that the cattle would arrive at Gusap within 5½ days, exclaimed, "They are not racehorses." To which Mr. Staines replied: "No, they are Zebu cross-breds—and they'll do the journey OK."

On their 23,000 acres at Gusap—undulating country, ideally suited for pasture improvement—the Atkinson interests are conducting experiments with some of the well-known tropical grasses, such as Para and Mollasses. The whole area will be ploughed and planted with artificial grasses.

Zebus and the cross-breds are the only cattle in the world which do not run a sun temperature. They appreciate shade but it is not necessary for them. The Zebu-cross is bred primarily to withstand rigors of tropical climates and produce first-quality young beef.

¶ Mr. Herbert J. Price, Secretary of the Vacuum Oil Copmany, r in March after 30 years with company. He is credited with ar ing for most of Vacuum's o etc., in P-NG and Pacific Isla

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ettlement of the
Rewa Valley

FIJI HAS UNUSUAL PROBLEM FOLLOWING A SUGAR-MILL CLOSURE

One of the most interesting tasks before the Government and ople of Fiji is the re-settlement of the Rewa River Valley, under new conditions imposed by the coming withdrawal of the cane-gar industry.

sugar-planting pioneers of iji grew their first cane in the eventies on the flats of the a and Rewa Rivers, and the ry between, which includes the area.

re were various sugar-growing rns; but they all finally were abandoned, or gathered up e Colonial Sugar Refining Co. which began operations in the area of Fiji, in 1880. The Co. erected the Nausori mill, on anks of the Rewa, and en-ged cane-growing along the Valley.

the ensuing 70 years, the CSR arned by experience that the -Suva-Navua area, being on wet" side of Viti Levu, is not table for cane-growing as the g-Ba-Lautoka-Nadi - Sigatoka which is "dry."

CSR Co., long ago, warned Indian cane-growers in the Valley that unless they ed their methods and especi-ndertook large-scale drainage, ugar-production at Nausori not be considered economic, mparison with the results ed in the mills at Penang, Ba autoka.

nothing was done. A few s ago, the Co. announced at the conclusion of the 1959 ng season, the Nausori mill cease operations.

e then, the shocked Indian rowers have promised numer-forms in agricultural methods, cane with higher sugar con-but the Co. says its decision vocable.

as undertaken, however, to l the help within in its power change-over from a cane-g to a general agriculture ny.

Rewa is a big river, subject sudden, heavy flooding, and the course of the ages it has ed very large flats and sub-valleys on either side. It is that it is navigable by small for 60 miles from its large The waterway is used largely transportation of sugar-cane ields to mill, and of bananas he growing communities of banana-planters in the upper the valley.

ough the town of Nausori, built around the mill, is mostly Indian (representing cane-workers, mill-workers and traders), there are large communities of Fijians (villagers and professional planters) also in the Rewa area.

Fiji, at first, was startled by the decision to close the Nausori mill. But, now, the Colony is reconciled to the idea.

More sugar will be produced at the other mills, to compensate for the loss of Nausori; and the fertile and attractive Rewa area may be converted to the production of more valuable crops. For example: There are 165,000 Indians in Fiji's population of 340,000; and they are rice-eaters; and Fiji now imports (considering the state of her economy) far too much rice, in view of the fact that excellent rice, both hill and padi varieties, can grow in Fiji, and especially in the Rewa area.

(Continued on Page 105)

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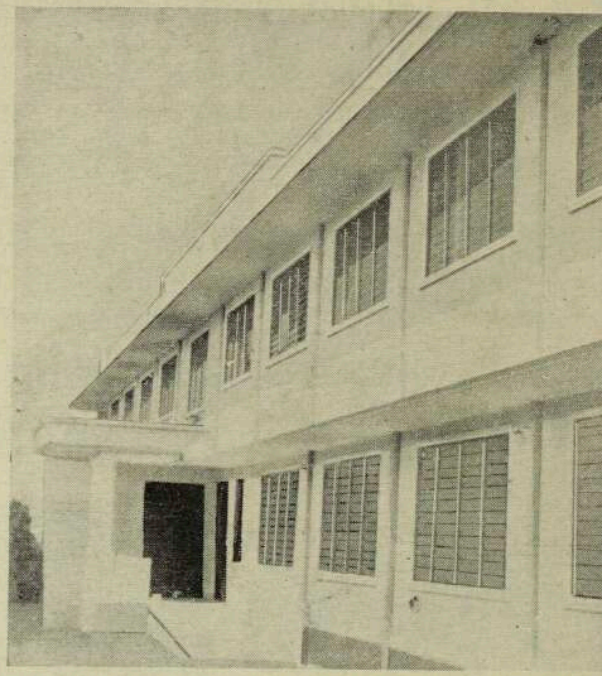
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, investigations have supported
e opinion that good economic
ops can be grown on the
River flats, as an alternative
gar-cane.
an cane-growers have been
his by an expert, Dr. H. Evans,
inent plant physiologist, who
nvited by the Colonial Sugar
ng Co. Ltd., to advise on crops
ould replace sugar-cane. He
physiological botanist at the
Cane Research Station at
tius, and was later at the Im-
College of Tropical Agricul-
n Trinidad as Senior Plant
logist on the Second Cocoa
rch Scheme.
Evans said he was greatly im-
d with the suitability of
parts of the Rewa area for
and coffee—two crops which
go together for balanced
ny.
oca, kumala, dalo, various
and other green vegetables,
ananas, black pepper, pig-
and butter-fat production
lso regarded by him as good
ute industries. Rice already
established industry around
ri.
e Indian growers still cling
tely to the belief that a sugar
ill can operate. Others are
ng the inevitable—that when
ll is closed at the end of the
ush, the market for cane will
ear.
immediate steps to tackle the drainage problem that contributed so much to the failure to produce cane of high enough sugar density must be taken, said Dr. Evans.

IF some of the Indian growers persist in their objections to growing other crops, they will have no alternative but to sell their land, or their leases.

They will have no difficulty there. Fiji is crowded with land-hungry Indians who are eager to obtain land for general agriculture, even if it involves harder and more continuous work than cane-growing.

Also, there now are many young Fijians who served in Malaya and who are keen to emulate the improved farming methods they have seen overseas, and thus improve their economic condition.

Many Fijians are anxious to break away from the old tribal way of working village lands on a communal system, with the restricting influence of the older men, content more or less with subsistence farming.

The opening-up of these CSR lands beside the Rewa will offer practical opportunities for the establishment of co-operative farming among young Fijians. Most observers believe these opportunities will be seized.

BUT the call is for an over-all plan for the development and re-settlement of the Rewa Valley; and a co-ordinating force to direct the interests and activities of the various institutions affected. Here are some of the factors to be considered:

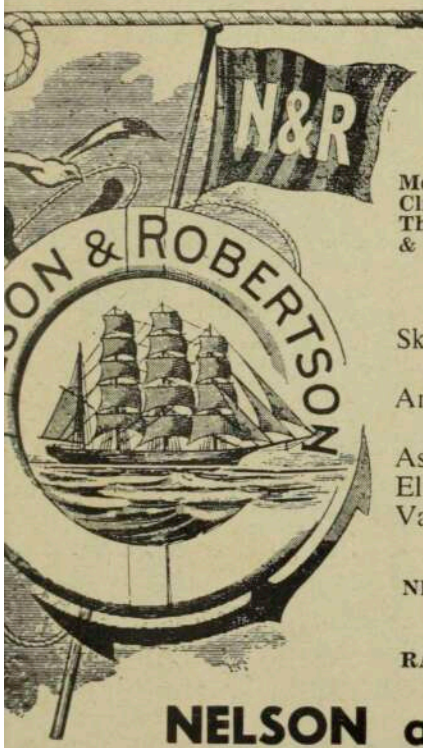
- Much of the Rewa sugar-growing land belongs to the CSR Co., which hitherto has leased it to the Indians for cane-growing; but which now is prepared to make it available for any useful purpose.
- Most of the Rewa land generally is owned by the Fijian native communities; and all that is not in actual use for native subsistence is, more or less, administered on behalf of the natives by the now big and

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powerful Native Land Trust B which has Governmental auth

• Some Rewa lands are by Indians, but not much. In generally are increasingly either to buy land, or obtain long leases.

• It is British Government to encourage the Fijians to abd village communal life, ano organise themselves as individu peasant farmers.

• Consequently, there is an all problem of land titles ano apportionment.

• There is a further s problem in the fact that this is subject to frequent flood and this calls for major work signed for river-straightening, channelling, drainage, etc.

• As in all settlement pro there is need for a co-ordinate to provide roads and transpor facilities.

• There will be need for form of direction and contro methods of agriculture and s husbandry.

The more thoughtful men have been considering the Valley task of re-settlement an problems it contains; and hav advocating the formation at an date of a Rewa Valley Aut for planning and co-ordinati dealing with the various enunicated above.

That seems to be the only to follow, if economic confusio racial troubles are to be avo

THE future of Nausori, or miles from the capital, na interests Suva very much

Nausori is fast becoming a of Suva. Many who work in live at Nausori because o easier housing conditions the between 600 and 800 city w travel into Suva from Nausor morning on the bus services.

There is a large native po tion in the surrounding d who shop at Nausori.

If various forms of agri for which the Rewa Valley i able replace cane-growing, M may grow in size and import though the change-over p may disturb its economic b considerably.

The Suva City Council an Public Works Department often complained of a short unskilled labour. Maybe a p tion of the Indian labour no ployed by the CSR Co. coul employment in Suva.

Even at the present time firms and local bodies send to Nausori each morning too labour into Suva.

The Rt. Rev. S. G. Caulton, Bishop of Melanesia, and who 1955 has been Assistant Bish Auckland, has become Vicar George's Church, Epsom.

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e Were Mistakes in:

UTTING PAPUA-N. GUINEA ON THE "OXFORD ATLAS" MAP

BY G. A. V. STANLEY

the dust-jacket of the latest dition of the Oxford Atlas, it ates (amongst other things) atlas inevitably contains some kes and mis-spellings. It is nope that users will inform any errors, so that the maps Gazetteer may be kept up to and as accurate as possible." here goes.

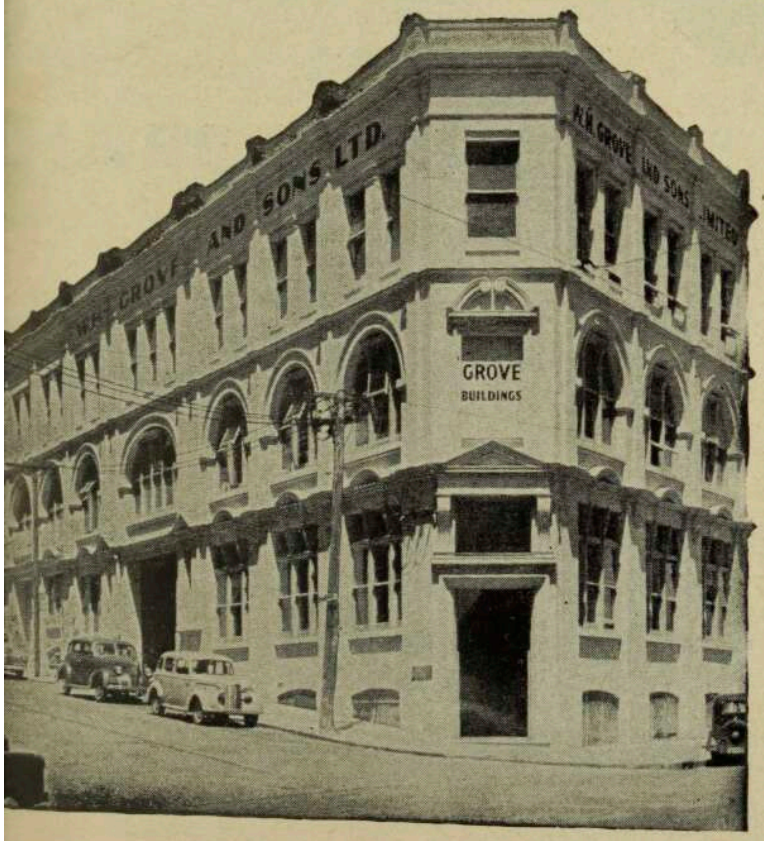
Oxford Atlas (10½ in. x 15½ 88-plates of maps; XXVI- of Distribution Maps; and ges of the Gazetteer; plus es of Appendix, Addenda and enda) in the characteristic -blue binding of the Oxford rsity Press, is a handsome mpressive production. It was ears in preparation. It is 1951, which means that it ut in hand soon after the n 1946, when the cartographic al covering remote places, e South-West Pacific (which in World War II suddenly became a battle area) had been immensely increased.

This material, covering Papua and New Guinea and Netherlands New Guinea (to which area I confine my criticism) was undoubtedly available in London during the compilation of the Atlas. The Terrain Studies, Terrain Handbooks and Special Studies issued by the Allied Geographical Section of the SWPA, and also the Australian Series of Charts prepared and issued by the RAN were certainly available to the Editors and their Assistants and Examiners (who checked the maps). The Australian Aeronautical Sheets (Scale 1 : 1,000,000) were also readily available, but very evidently none of this material was used.

The craftsmen of Messrs. Cook, Hammond and Kell (the printers of the maps) are credited with having devised the ". . . new system of layer tints . . ." to indicate topographical relief and bathymetry. In a note on "Compilation of the Atlas" it is stated that to show relief "Actual contour lines have been omitted, since they interfere with the smooth gradation of the layers, and with the legibility of the lettering. The junction of the layer tints are, however, contour lines." Let us see how the new system of delicate tints and subtle shades works out in practice.

Netherlands New Guinea (Irian, and more recently *West* Irian to the Indonesians) is shown on Plate 61, in the scale of 1 : 16,000,000. The Territory of Papua and New Guinea (presumably *East* Irian to the same gentry), drawn to the same scale, is depicted on Plates 66-67.

The political boundary of the Republic of Indonesia is clearly shown as passing between New Guinea and the Aroe (or Aru) Islands, but the boundary with Australia is not shewn. Presumably it is along the oceanward edge of the Sahul Shelf (which is not named on the maps), along the 100-fathom line, but the very faint colour difference between the 100-fathom line and the 1,000-fathom line is in such marked contrast with the dark-blue shade covering



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hs of over 1,000-fathoms that casual observer might easily ake the Australian (Sahul) f as embracing Soemba, Timor Ceram, as well as the naheras and Biak, north of vink Bay. Such an impression t lead to most unfortunate cal conclusions.

Torres Strait "Port Kennedy" ewn, but not Thursday Island. larger rivers in Netherlands Guinea are not named, ugh the names are shewn on 66. The political boundary he Republic of Indonesia is ed from Plates 66-67, where ould be of most use to alian users of the Atlas, who not commonly aware that r and Jamdena are but 350- and 250-miles respectively our nor'west coastline (or say, ame distince as that between urne to Canberra and Sydney nberra respectively).

the matter of political laries, the 141st meridian of Greenwich is correctly as the boundary between rlands New Guinea and the tory of Papua and New ea. But on Plates 66-67 the lary is incorrectly shewn as ooth curve eastwards from Hollandia to Nukumanu instead of directly north the 141st meridian to the or, thence eastwards along the or to 160-deg. E., thence south along that meridian to a parallel of latitude about halfway between Nukumanu and Ontong Java, thence west to 159-deg. E., and thence sou'westwards to Bougainville Strait, between Bougainville Island and Choiseul Island (in the BSIP).

A small thing, one may say, but for an authoritative Atlas to shew such "information" is misleading. Again, on Plates 66-67, the Australian interstate boundaries are shewn, but not the boundary between Queensland and Papua.

Turning to a detailed criticism of the depiction of the Territory of Papua and New Guinea on Plates 66-67, it is very difficult to know where to begin. Perhaps the most serious defect is the fact that the green colour tint between sea-level and the 500-foot contour is rather darker than the green colour tint between the 500-foot contour and the 1,000-foot contour; and that the next layer (tinted light yellow) up to the 2,000-foot contour is often omitted altogether.

It is quite understandable that the omission of the yellow should be necessary along steep mountain fronts, such as the northern scarps of the Bismarck Range (not named as such, although Mt. Wilhelm, the highest peak, is shewn, but incorrectly as 14,190-feet instead of 15,400-feet), and the Owen Stanley Range (named, although its highest peak Mt. Victoria, 13,120-feet, is omitted).

But elsewhere the omission of the yellow is confusing. The result is that the eyes must be strained severely to pick up even the salient topographical features with which one is so familiar. Admittedly, if one is not familiar witn them, no eye strain is involved, but then, on

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the other hand, a quite false impression of the morphological shape of the Territory is gained.

Again, in North-East New Guinea the complete omission of the Ramu River is incomprehensible; in Papua the Strickland River is shewn, but not named, and its headwaters are omitted presumably in favour of printing the words Muller (sic) Range, which is given thereby an importance which is certainly does not merit.

Around the coastline, it appears to have been the intention of the Editors to shew all Government Stations and coastal towns. Commencing on the north coast, at the Netherlands boundary, Vanimo is omitted; Aitape, Wewak, Marienberg (a mission station only), Bogia, Madang (an important centre), Ribi (unknown on modern maps), Finschafen (important), Lae (very important), Salamaua (abandoned since World War II), Morobe (a former German Government Station but abandoned since World War I), Buna (destroyed in World War II), Tufi, Baniara, Samarai (an island, and not, as depicted, on the mainland), Abau, Rigo, Port Moresby (the capital of Papua-New Guinea), Kairuku, Kerema, Kikori, Pagona (unknown on modern maps), Daru (an island and an important centre, but incorrectly depicted as on the mainland) and Bugi (a village, near a Government Station) are all shewn (except Port Moresby) as of the same size and importance. The only inland "towns" shown are *Balwa* in NE New Guinea, quite unknown unless it is a misprint for Bulwa, a small centre of no importance compared with Bulolo and Wau nearby (both are omitted) and *Mugulo* in H (quite unknown to modern ma

Serious omissions inland (in New Guinea) are Ambunti i Angoram on the Sepik I Telefomin, Wabag, Mt. HH Goroka and Kainantu in the I lands; Wau and Bulolo; an Papua) Kiunga and Mava

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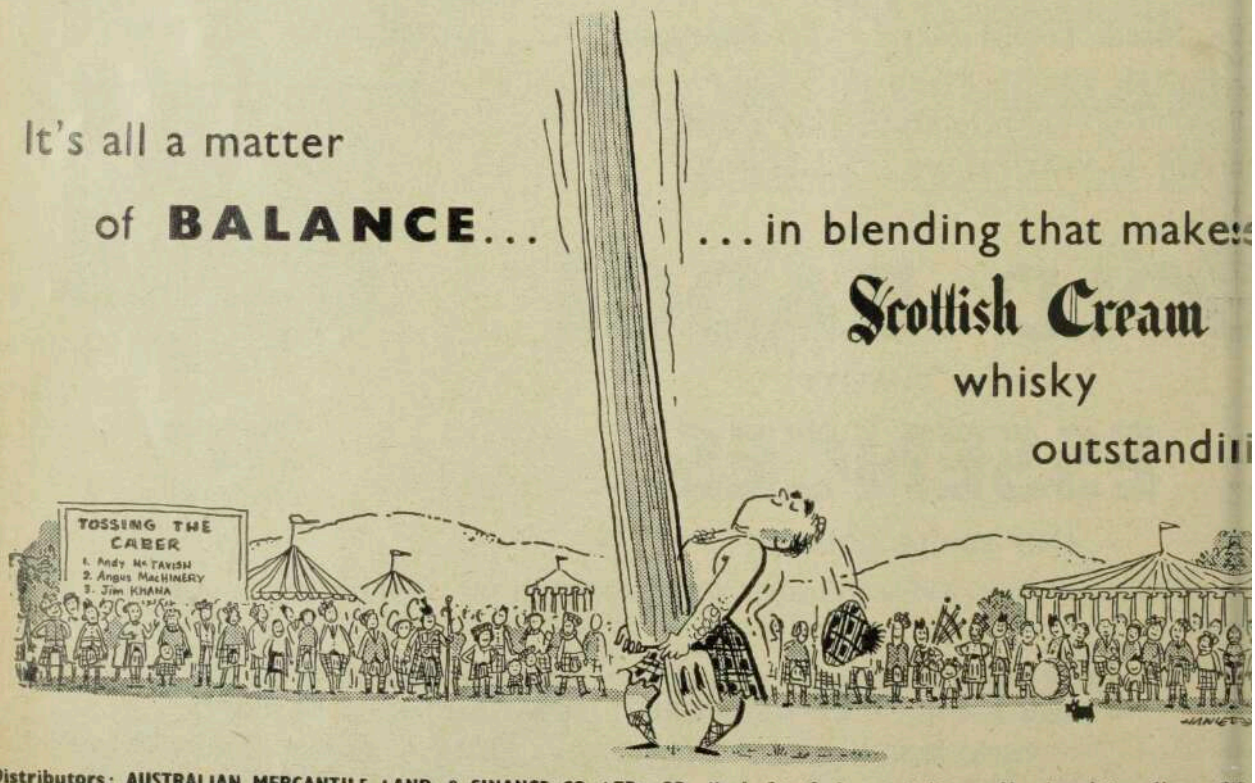
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rray), Lake Kutubu, Mendi and
(in the Southern Highlands).
a, in Papua, is shewn, but
adays is of little importance
pared to Popondetta, which is
ted. There is ample room on
map for all these names.

the Bismarck Archipelago the
ur layering gives a misleading
ression of New Britain.
ngai, which is up to 2,800-feet
, is coloured as if it were less
500-feet. Similarly, Bougain-
, owing to the defective colour
me appears to be very flat in
southern part. In Papua, the
trecasteaux Islands appear to
uite flat, like the Trobriand
ds nearby; in actual fact they
steeply mountainous, up to
-feet in Normanby Island, up
up to 8,500-feet in Goodenough
d.

en on the small scale of 1 :
f they are quite large enough
e coloured brown instead of
, to indicate their true nature.

of which adds up to one
: the Oxford Atlas has been
badly compiled and edited in
ase of New Guinea, both in the
erlands and the Australian
. As one of the largest islands
e world, and nowadays, more
ever, a centre of political and
tific interest, it deserves better
ment.

is to be hoped that in future
ns some pains will be taken
medy these glaring defects to
I have drawn attention, and
sert information which is of
aphical significance.

best source material is
ps the "Atlas of the Resources
apua and New Guinea," pre-
by the CSIRO, issued by the
try of National Development
nberra, and dated 1951, which
ot secured the wide circulation
it undoubtedly deserves.
, the general map prepared by
National Mapping Section of
Department of National
opment should be consulted.
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---

la, a Fijian pupil at Auckland
mar School, won the senior
put, the discus and 75 yards
at the school sports meeting
rch.

and Mrs. James Barrie, with
three children, returned to
a, NG, in March after four
s in Australia. Mr. Barrie is
tricultural officer.

the instigation of Mr. L. John-
f Noumea, 24 quail were air-
ted to New Caledonia from
Zealand in February. It is
that they will be acclimatised
They will be released about
way up the island.

☆

From the Markham to Adelaide

Mr. Keith Noblett, right, manager of "Wanaru", MacRobertson's cocoa plantation in the Markham Valley just out of Lae, NG, sees where the end product of the cocoa beans he grows will ultimately be sold. He is shown with Mr. Jack Highett, South Australian manager of the company, inspecting plans for the new warehouse to be erected in Adelaide, SA.

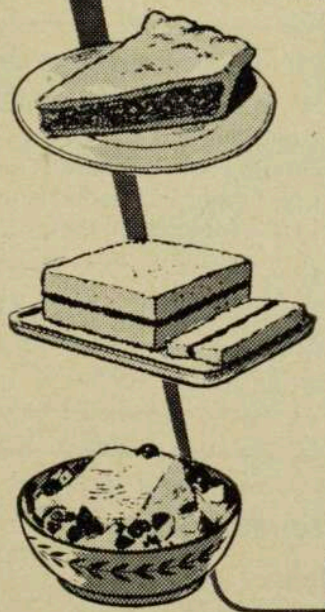
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ws of Pacific Shipping

(Continued from Page 47)

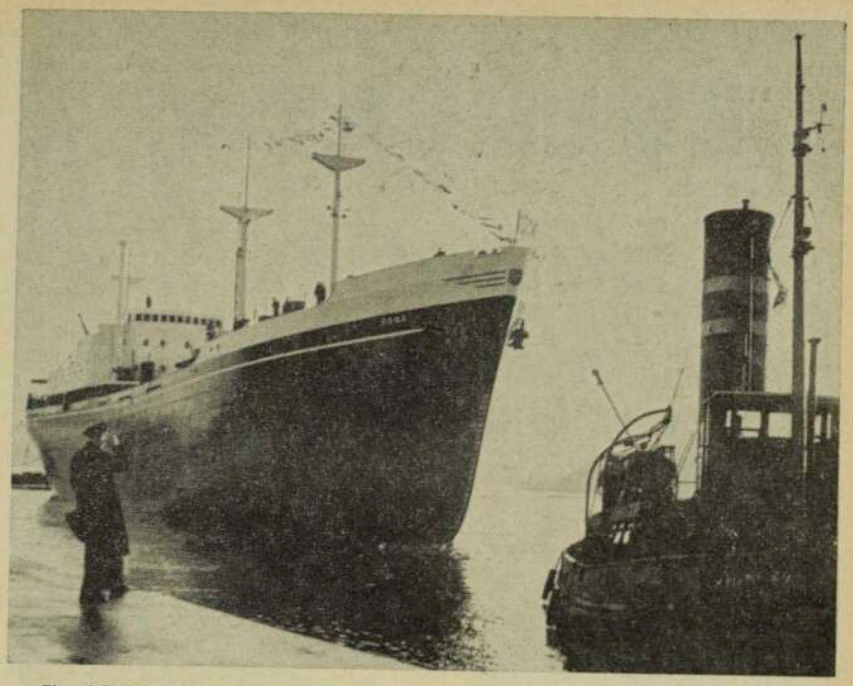
albacore tuna in a region which interest as a potential fishing id for the United States tuna

nultaneously with the *Manning's* tions, two other Honolulu- l Fish and Wildlife Service were studying the live-bait urface tuna resources and the ic environment of the region. ling from Hawaii on January *Manning* fished one series of ns southward across the or to a position southeast of Marquesas group, another series g the islands, and, after re- g at Tahiti, a third line of ns was fished northward across Equator on the longitude of eg. W.

hough the abundance of deep- ning yellowfin tuna was gener- ow on the two longitudinal ns, some excellent longline g was experienced in the esas, particularly in the western part of the archi- . Yellowfin catch rates there s high as 8 fish per 100 hooks y, and the tuna were large, ing 139 pounds each. In all, *anning* took about 23 tons of fin in 38 days of fishing, as s smaller quantities of alba- igeye, and skipjack tuna.

S OF CRUISING YACHTS

AKAYA and owner Teddy of Auckland, were in the



The Colonial Sugar Refining Co.'s new "Rona" just after her launching at Aberdeen on January 15. The naming ceremony was performed by Lady Knox, wife of Sir Edward Knox, Chairman of CSR. The vessel of 6,600 tons d.w. is specially constructed for the sugar trade and is expected in Sydney via Suva on her delivery voyage about the middle of this year. She replaces another CSR Co. "Rona" which was sold last year to John Manners & Co., and is now operating out of Hongkong as "Suva Breeze". It is John Manners and Co. that has recently purchased the BP steamship "Mangola", and MV "Muliama". (See story p. 115.)

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news in March when an unk
gun-man opened up on yach
owner one evening as the cra
at her Auckland moorings.
Hayes, who was on deck a
time, hastily retired below
doused his lights. The polic
investigating. *Wakaya* has
several Island cruises in
years.

• *DEBONAIR'S* former
Sydney Patrick Fisk, has becom
subject of an intensified
search in NZ. Details were
in a recent *PIM*. In March
detectives were assigned to
up the mystery of the man
Government car was found a
oned on a lonely road, a thi
flask opened, a cup of tea
drunk, and jacket lying neat
the back seat.

• *SOLQUEST*, 40-ft Tasm
yacht, is to clear Sydney fo
US via Auckland and Island
in April. Aboard is Mr. L. S
wife, and two young sons, I
and Wayne, 4.

• *WHITE HART'S* Bridget
held an exhibition of her
paintings and woodcuts at an
land gallery in March—while
band Tony headed the fishing
back towards a season of s
fishing in Canadian waters.
plans to return to Auckland
year.

• *LADY STIRLING* was ano
among other small craft at
Moresby in March and tr
after the fury of "Cyclone O
which battered the port for
days. The 48-ft auxiliary schr
powered by a 65-hp diesel moo
well known in Fiji, where
years ago, and with different o
she was on loan to the Ca
mission.

She is refrigerated and carr
to 9 months food supply at all
All rigging is stainless steel
anchor, windlass, lighting, etc.,
trically operated. She carrie
flag of the Royal Akarana
Club, Auckland, NZ.

Owner Worthington told of
slow cruise through the Barrie
to Thursday Island, Bramble
and Port Moresby. "The fish,
Mr. Worthington, "were elusi
we collected shells instead."

They left Auckland last Jun
planned to make a leisurely ple
cruise to the Mediterranean
ports via Suez but on rea
Brisbane news of the Suez d
changed their plans.

They are at present refitti
Port Moresby and marking
until the wet season is over
then departing about the e
April for New Guinea ports, B
Philippines, possibly Japan, t
Singapore and Ceylon; later t
West Indies. Time is unimpo
the Worthingtons expect to be
about 5 years.

Mr. Worthington is accom
by his wife and small son and
member Clark Ebbett. The or
team had a female crew m
who left the ship at Hayman I
and later married there.

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e" aground after tidal-wave at Rarotonga, in March (see page 42).
Photo: F. M. MacKenzie.

e leaving Port Moresby, Mr. ngton hopes to pick up two crew members—male or

LAHARA owners, Mr. and Mrs. shton, and daughters Lynette nnifer, have exchanged the ins for the sea. They re- to New Guinea in March, r. Ashton will take up duties) at the sub-district of Minj, Western Highlands. He was y at Kandrian, New Britain, umber of years.

Ashton sailed over 16,000 n his 33-ft auxiliary sloop , which he had built in in 1951 for the Hobart- yacht race of that year. ished second in the race. was entered immediately n the trans-Tasman race obart to Auckland and again second. During 1952-53, nton was attenting the Aus- School of Pacific Adminis- in Sydney, and sailed *Lahara* n Montague Island races, g in second places. Christmas, w the family off on a cruise Zealand aboard *Lahara* for 2 months, after which she aken to Kandrian, New

56, Mr. Ashton, with three Europeans, sailed to Sydney B, taking 7 weeks for the This year he entered her Hobart-Sydney boat race last time before selling her.

NGOLA SOLD TO EAST

Burns Philp Line cargo ship a has been sold to Far interests and will be seen on the Sydney-New Guinea where she has been for ears.

likely that she will be re- placed on that service by the new *Montoro* which is currently on a voyage to Singapore.

Mangola was one of the Commonwealth "E" class World War I "standard ships" (after the style to the Liberty ships of World War II). It was said of them that they were "built by the mile and cut off by the foot." The amidships section determined their size; bows and sterns being added to suit

She was built in Australia about the end of War I and christened *Eudunda*, but during the post-war disposal of government-owned shipping, was purchased, about 1922, by Burns, Philp and Co. It was said that she paid for herself on the first voyage—to Singapore and on to Rangoon for rice.

For periods during the depression she was laid up, and occasionally ran up to Ocean Is. and Nauru to bring back phosphate.

During the Pacific war, coming south along the Queensland coast in company with *Wanaka*, both ships were blown up on a reef by a hurricane.

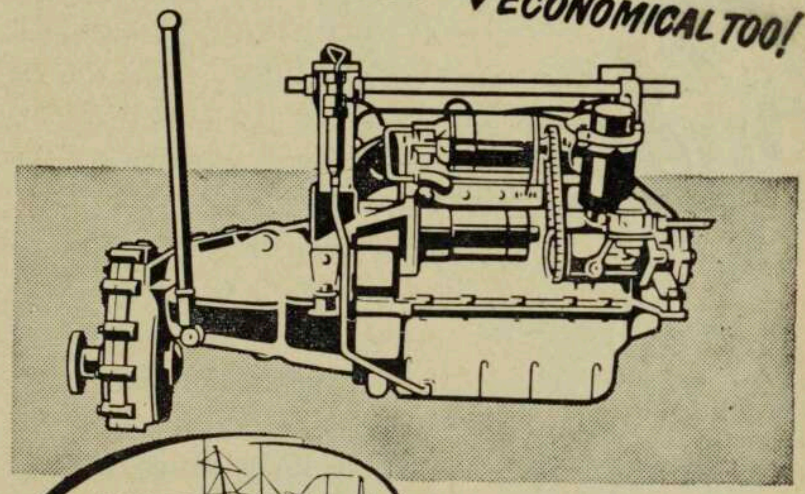
Mangola went back to the Singapore run after the war, but several years ago was switched to the P-NG cargo service. She now goes into John Manners and Co. service.

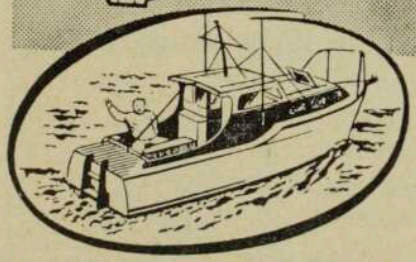
MULIAMA ALSO SOLD

Burns, Philp's small motor-vessel *Muliama* was, early April, disposed of, also to John Manners and Co. Her crew of Solomon Islanders were

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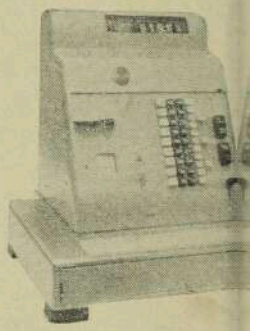
ANNOUNCEMENT

We are pleased to advise all our friends that our Pacific Islan representative, Mr. W. J. Rodgers, will again be visiting the territ on the approximate dates listed below:—

LAE..... 13/15th May	WEWAK ..... 15/18th June
RABAUL ..... 15/20th May	MADANG ..... 18/25th June
HONIARA ..... 20/28th May	GOROKA ..... 25/28th June
BUKA..... 28th May	LAE ..... 28th June to 7th July
KIETA..... 29th May	PT. MORESBY . 7/16th July
RABAUL ..... 29th May to 12th June	SAMARAI ..... 16th July
KAVIENG ..... 12/15th June	PT. MORESBY . 17/27th July

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patriated on the *Tulagi*, which left ney for Islands ports on April 5. he ship, it is believed, has been consistent profit-maker in the icult post-war period, but it is known whether she will be re-ed by the company.

uliama, 689 gross tons, was built Hongkong in 1937 for the New nea inter-island service and red that service at the end of year. After the war she be-e a sort of maid-of-all-work, tly on the Solomons run, but side excursions to Papua, and Gilbert and Ellice Is. as re-ed.

AVUA FOR COOK ISLANDS

e Union Steamship Co.'s fruit hter *Navua*, normally in the -Samoa-Tonga-New Zealand na trade, is to be employed also he Cook Islands citrus trade Winter, operating in conjunc-with *Maui Pomare* and with tever USS Co. trans-Pacific hbound freighters are available. *avua*, one of the company's r vessels, has no passenger mmodation. She was to make first run from Auckland to the s in early April.

EFITTING IN AUCKLAND

ptain Hugh Williams took his tly purchased MV *Melva* back uckland from the Cooks inter-d trade in March for some e alterations.

white-metal main bearings in motors were being replaced bearings of a higher melting . Oil coolers were also being and the salt-water cooling lation pumps replaced by large s.

e motors had shown a tendency verheat in their new tropical ce. Captain Williams said that lterations, while not absolutely tial, should be a considerable ovement. The vessel was ex-d to clear Auckland again for Cooks by mid-April.

e Tonga Government's aux-y ketch *Hifofua* was expected uckland during April to under-nnual survey.

AIMS PAID FOR LOSS OF *VASU*

ndon underwriters have now in full all claims in respect e MV *Vasu*, which was lost dur-a voyage between Suva and in June, 1956.

spokesman for Burns Philp Company, owners of *Vasu*, said va on March 22, that the evid-taken in Fiji before a Marine of Inquiry into her loss, and indings of the Court, had been to London for perusal by the rwriters. (The text of the re-of the Court was published *M* in January).

INQUIRY INTO *MATUA* GROUNDING

ere will be no formal inquiry the stranding of the USS Co.'s *a* on Duff Reef on January 22. , Feb., p. 63).

e NZ Minister of Marine said Wellington, in late March, that preliminary inquiry showed that the mishap had been caused by an error in an instrument which corrected the compass. Captain J. Broughton and his officers and crew were complimented on their exemplary standard of seamanship.

..*Matua* was on a routine voyage between Apia and Suva when she grounded on the reef. She was on the reef only a few hours before she was pulled off by American destroyers who were in the area. She suffered no damage.

JOYITA STILL OUT OF CIRCULATION

Two months after she had gone ashore on Horseshoe Reef, Fiji, and had been towed to Levuka, *Joyita* was still pulled up on a beach there.

Her engine and other mechanical gear are in a Levuka workshop but there has been little attempt to make her hull seaworthy. *Joyita* was holed amidships on the starboard side while she was on the reef. There was damage also to keel and rudder.

Job of making *Joyita* seaworthy is going to be expensive; and there appears to be some doubt as to whether it will be done at all.

Joyita was bought last year by Fiji planter, Mr. David Simpson, to be used in inter-island trading. It is believed that she was not carrying much insurance when she went up on Horseshoe Reef.

MARY AND *MARGERY* AGROUND

The BSIP Marine Department had a little trouble with reefs in the Solomons area in February.

MV *Mary* went aground on Rua Sura Reef on February 3 and remained there five days until pulled off by MV *Baruku*. *Mary* reached Honiara under her own power but she sustained considerable underwater damage, which was repaired at Tulagi.

Margery went aground in Suava Harbour on February 19, but was pulled off by *Betua* with only slight damage.

(Continued on Next Page)

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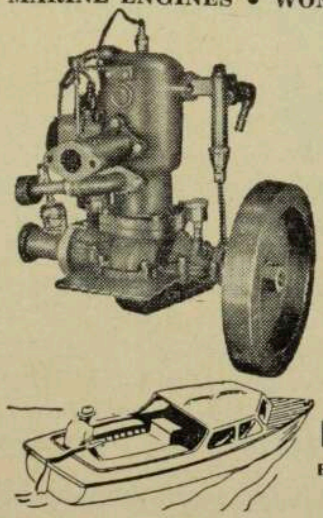
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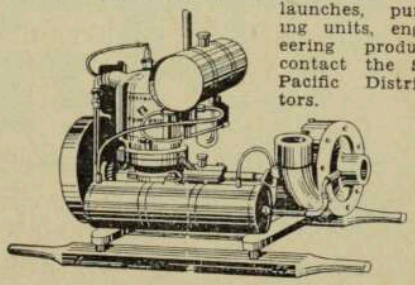
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LOSS OF MV *BUKA*

The 66-ft trawler MV *Buka*, owned by Mr. Bruce Bragg, of Lae, New Guinea, which had run a regular cargo service from Lae to Finschhafen, Madang, and occasionally Wewak, went up on a reef 4 miles west of Saidor Point on the night of March 29.

She had discharged her cargo and was on her way back to Lae with a load of 100 to 130 empty drums which have since been jettisoned.

The vessel radioed Saidor Weather Station, which advised DCA Tower, Lae, that she was aground and required assistance, and the Harbour Master at Madang despatched the *Henrietta* to her aid.

Mr. Bragg decided to see for himself the extent of the damage and chartered a plane to fly over the vessel.

After viewing it, he decided that something bigger than *Henrietta* was needed to pull her off. Arrangements were made for the Lutheran Mission vessel *Sindang*, with the Madang Harbour Master aboard, to try, but this attempt failed.

The Harbour Master reported that *Buka* was making water steadily and that the position was unfavourable. At high tide on 31st, about 6 p.m., another unsuccessful attempt was made to free the stricken vessel, after which the Master and crew of the *Buka* were taken off and returned to Madang.

Although the vessel was fully insured, the loss is a severe setback to Mr. Bragg, who was planning to extend his wharf at Lae and equip his other vessel, MV *Morna*, for local trips.

Morna will now have to replace *Buka*. Mr. Bragg hopes to salvi the engine from the *Buka*.

† A cheque for £100 was rece sent from Honiara, BSIP, to Hungarian Relief Fund. The mo was the proceeds of St. Valentii Ball, held by the local branch Red Cross.

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IT IS OUR PLEASURE TO ADVISE THAT THE MANAGER OF OUR EXPORT DEPARTMENT, MR. KEITH CARNEGIE, IS AGAIN VISITING THE TERRITORY OF NEW GUINEA AND WILL BE AVAILABLE FOR INTERVIEW ON THE DATES, AND AT THE PLACES QUOTED HEREUNDER.

PORT MORESBY	HOTEL PAPUA from April 23 until May 4.
RABAUL . .	HOTEL ASCOT from May 5 until May 14.
MADANG . .	HOTEL MADANG from May 14 until May 21.
GOROKA	HOTEL GOROKA from May 21 until May 24.
LAE	HOTEL CECIL from May 24 until June 2.
WAU/BULOLO .	PINE LODGE, BULOLO, June 2 until June 6.

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EW PARLIAMENT
OCTOBER

How Samoa Faces Up To Nationhood

NE of the most interesting political changes in the South Pacific occurs this year, when stern Samoa will take another inite step forward towards com-te self-government.

he Fono of Faipule and the islative Assembly will be dis-ved in September; and a general tion in October will complete the ablishment of a House of Repre-tatives.

n the House there will be 49 nbers and a President—3 official, Europeans (elected by voters of opean status, male and female, r the age of 21), and 41 Samoan nbers elected under the Matai em (by the heads of Samoan ily groups).

he present Executive Council will replaced by a Council of Min-rs; and in the Council (presided by the High Commissioner), e will be 3 official members, 2 ourable Fautua; and 4 Samoans 2 Europeans elected by the se of Representatives.

n this way New Zealand, hold-the Trusteeship of Western oa from the United Nations, will have a directing voice in government of Samoa; but the oans actually will enjoy a very e measure of self-government.

ESTERN Samoa thus has travelled a long way, in a political sense, since the early s of the Mandate, and the Mau llion, and the tragedies of -35

ne uninstructed people who de-ed the Mandate system after ld War I gave New Zealand a Mandate over Samoa, although Zealand knew little more about oa than did the Grand Llama Tibet, and the "C" Mandate designed for primitive people pable of governing themselves, the natives of New Guinea.

ne designers apparently were ware that the Samoans were nesians, and that Polynesians—n the case of Tonga, or the Zealand Maoris—were capable ccepting at once a considerable sure of self-government.

ne Samoans bitterly resented the date conditions, and appealed atedly to New Zealand for more ideration.

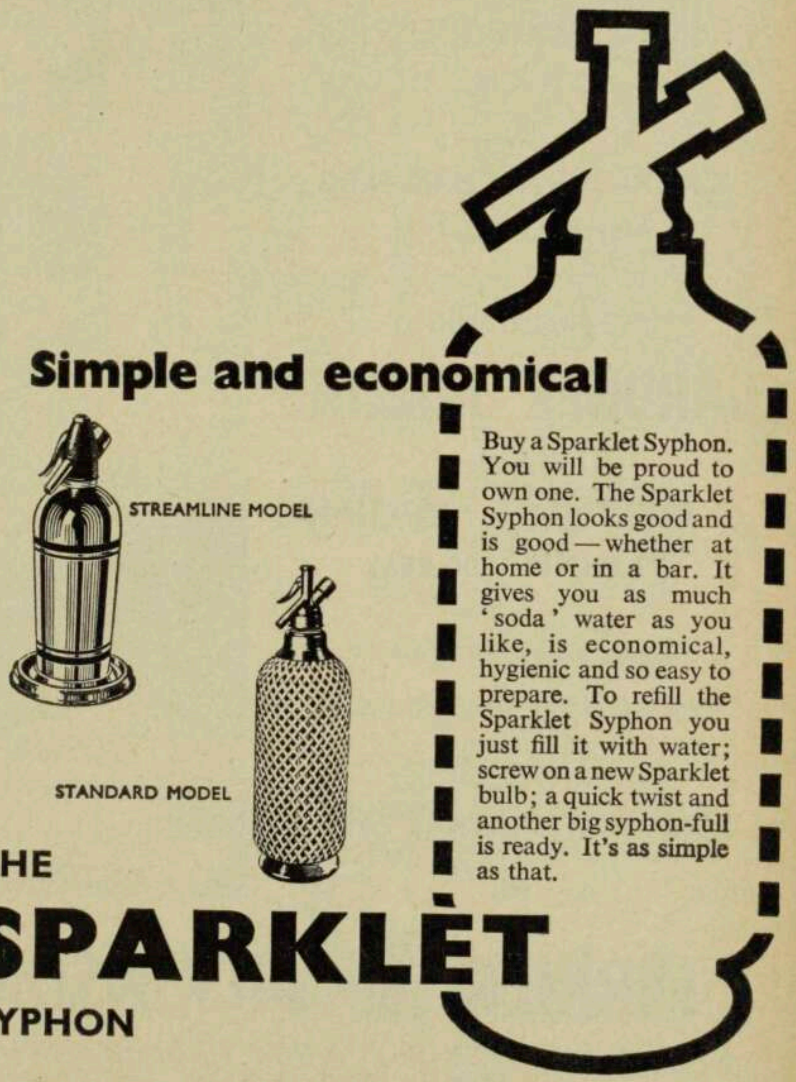
w Zealand replied by sending dministrators a series of stiff-ed soldiers (Generals, Brigadiers Colonels) who from 1920 to the Thirties treated the Samoans f they were in fact primitive ges.

The Samoans became sullen and unco-operative, and formed their subversive, anti-NZ Mau. The Administrators tried to break up the Mau. Prominent Europeans (O. F. Nelson, A. G. Smyth, Judge Gurr), who ranged themselves beside the Samoans were arbitrarily seized and banished.

The inevitable clash came in December, 1929. One European policeman, and 11 Samoans, including High Chief Tamasese, were killed.

A restless armed peace lasted until 1936, when New Zealand elected its first Labour Government. The latter immediately changed the Samoan policy; cancelled the edicts of banishment and sent the Samoan leaders back home with full honours; and made many concessions in local government to the Samoans. It deported the few surviving Chinese labourers—W. Samoa now is the only large Pacific Territory without an Asian community.

Since then, the Territory has made extraordinary progress. The 40,000 Samoans taken over by NZ in 1920 have become 100,000; and the new nation—for that is what it is—is prosperous, self-supporting, 80 per cent. literate, peaceful, and within a couple of generations probably will be entirely independent.



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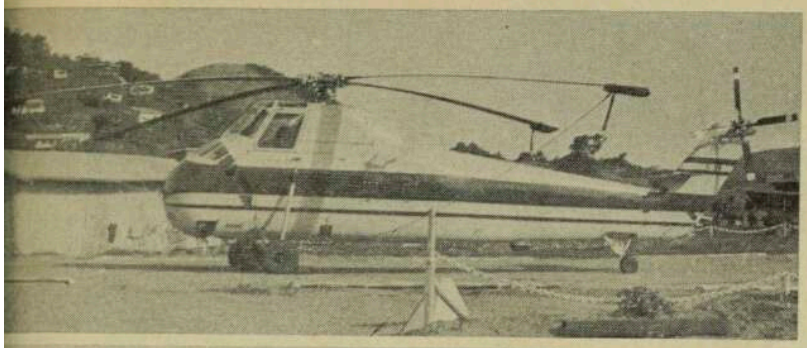
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In Papua Helicopters are Commonplace





Helicopters are as common around Port Moresby (and Papua's Gulf country) as buses in Suburbia. The little bubble-helicopter (lower) with rubber pontoons is now an old-timer. But the large "family-model" (above) is a new importation. Two of these 300,000 dollar Sikorskys went into service for World Wide Airways in March. A third machine had been damaged before delivery. One of the Machines lost a rotor-blade flying around Moresby in March, but no damage was done to anyone on the ground, or to instructor or his pupil.

¶ Mr. Frank William Clark, schoolmaster of Levuka, Fiji, recently won £10,000 in a Tasmanian lottery.

¶ Owen Henry Maurice Scott, second son of Mr. and Mrs. Maurice Scott, of Suva, Fiji, was christened on March 16 at St. Luke's Church, Laucala Bay, by the Rev. Dr. G. R. Hemming. Godparents were Ratu George Cokobau, Mr. Geoffrey Edwards and Mrs. L. G. Usher.

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arge Coffee Crop Predicted

E United Nations Food and Agriculture Organisation headquarters in Rome estimates that world coffee crop for the -57 season will reach a new d.

r statistical purposes the coffee ends on September 30. The for the current year is icted at 870,000 metric tons. compares with 847,000 tons in 56, and 804,000 tons in 1954-55.

NS FOR WORLD COFFEE COUNCIL

presentatives of the main producing and consuming tries in the Americas were ing in Washington, DC, in uary, to continue discussions he possibility of establishing a d Coffee Council which these tries first suggested a year ago.

e conference was to work out alled plan for presentation to an and other coffee-producing tries.

e proposed Council would ol the production and market- of the main world crop to the long-range advantage of all rned.

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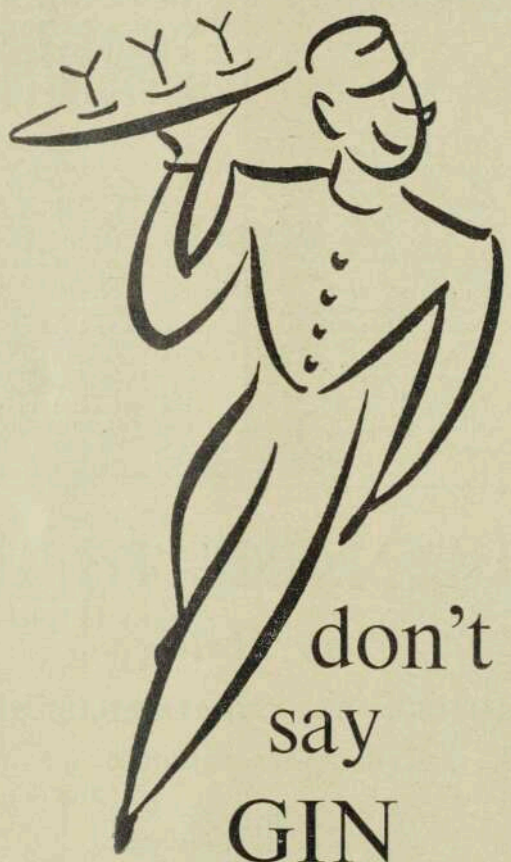
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3642

THE BAD AND THE GOOD OF IT:

Facilities for Travellers In P-NG

THE BAD:

Recently I voyaged from Sydb to the Territory on a well knor vessel belonging to a well knor firm.

A good 75 per cent. of passengers were returning Tes torians who have moved bey their back doors and were in position to compare and critio They did both.

All complained of the service,e lack of service. Floors cabins were unswept; towels mained unchanged for days; staff was inadequate to cope w the number of passeng Generally speaking, all gained impression that a favour was be done by Australian unionised lab in allowing passengers on ship, and that both owners passengers were at the mercy of crew (stewards).

This, in fact, was borne out a days later in Lae when one of stewards was overheard to be that he had collected 14 ho overtime money for which he worked only 10 hours. He went to say that if the boss (c steward) started throwing weight around and giving too m orders, he got nothing done beca the staff "just slows down."

A bystander interjected with remark that "there must be se discipline on board a passen ship." The steward's reply to was a careless shrug and the ad that "Our Union is pretty str and there are plenty more ship

THE GOOD:

In an hotel in the Territory sa time later I was particul impressed by the service given the dining room by the native sa Alert in their snow-white ra they spilt no liquids, moved sile and efficiently, and, believe it not, served to the right and away from the left, as any tra waiter should.

This, incidentally, was a rarely performed on the ship, then only by accident.—P.

¶ Mr. J. E. Bell, who will be r membered in Fiji as resident par ot Sands, Junor and Comp accountants and auditors, of S between 1949 and 1951, now is li at Albany, Western Australia. H ever, he has not entirely given his interest in and association the Pacific Islands—last month was enquiring from *PIM* abou volume on how to run a planta in New Guinea.

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ETTER TO THE EDITOR

Pitt Street Planters Blamed For Sangara Dissension

HAVE just received February issue of *Pacific Islands Monthly* and have read your comments on ges 115 and 116 on Sangara oldings) Ltd.

The financial writer who is said have been quoted is obviously acquainted with the facts and has o obviously been furnished with formation from certain men—e who made overtures to become Director of the Company and two the others who for a period acted Directors of the operating com-ny.

First let me point out that I am t Managing Director; neither am Secretary of Sangara (Holdings) d. I am Managing Director of ngara Plantation and Develop-nt Co. Ltd. and have been since inception. The Secretaries of h Companies are Messrs. E. A. nes & Co., a well known firm of blic Accountants in Port Moresby.

Sangara Rubber Plantations Ltd. s the original company which ued certificates to investors. The er companies were later brought o being for the purpose of pro-ing more capital for the essential rks being carried on by the ginal company. When the amal-nation took place, the people who gained mostly were the certificate holders of the original company, not the shareholders.

The assets were taken over at valuation, shareholders made no gains but the value of the plantation, which is no below present-day costs, was written up by over £60,000, all of which went to certificate holders.

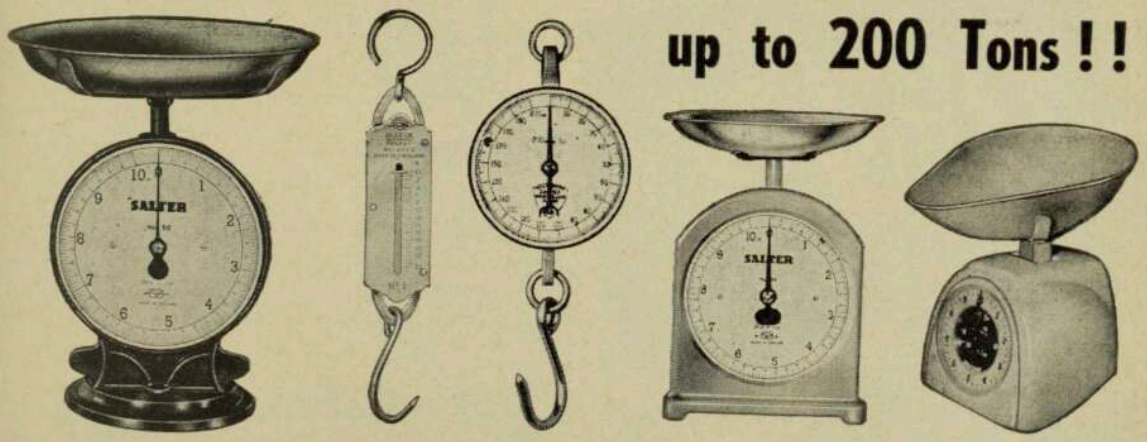
At the same time it must be remembered that these certificate holders had, prior to the amalgamation, received back in cash sums totalling well over £50,000, some of the original investors having received back at least 50 per cent. of their investment. (Over to P. 125)

French Nuns Teach by Example

This house on the outskirts of Hanuabada village, Port Moresby, is exactly the same as every other house in the village—except that it is a great deal cleaner and neater. It is the home of half-a-dozen French nuns, who believe in teaching by example. This Order also obviously believes in the dignity of labour. They make enough for their own modest needs by turning to for any job from making hats to scrubbing floors; from baby-sitting to teaching French, or helping Moresby women to organise their parties.



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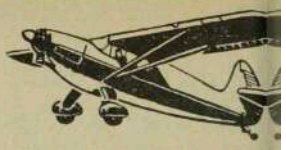
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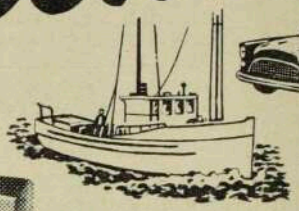
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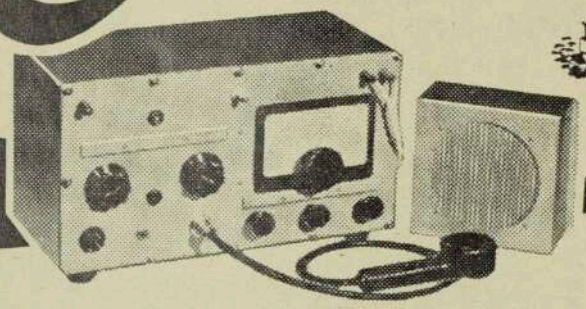
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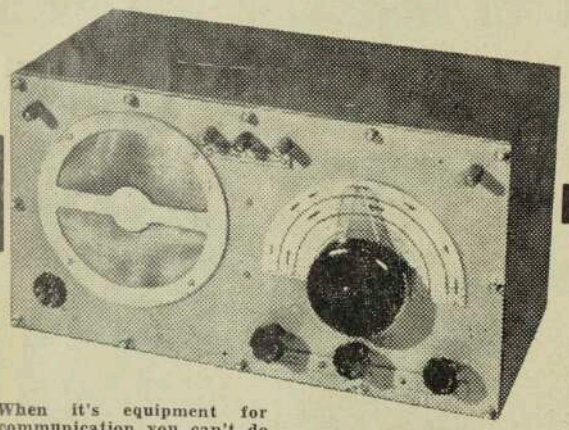
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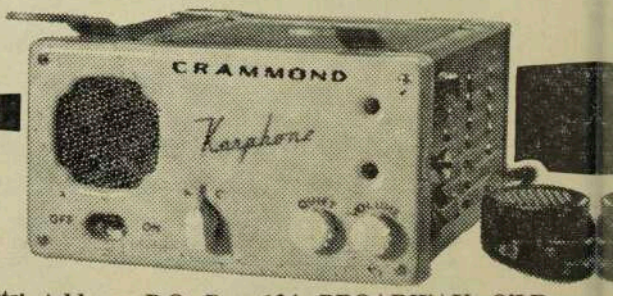
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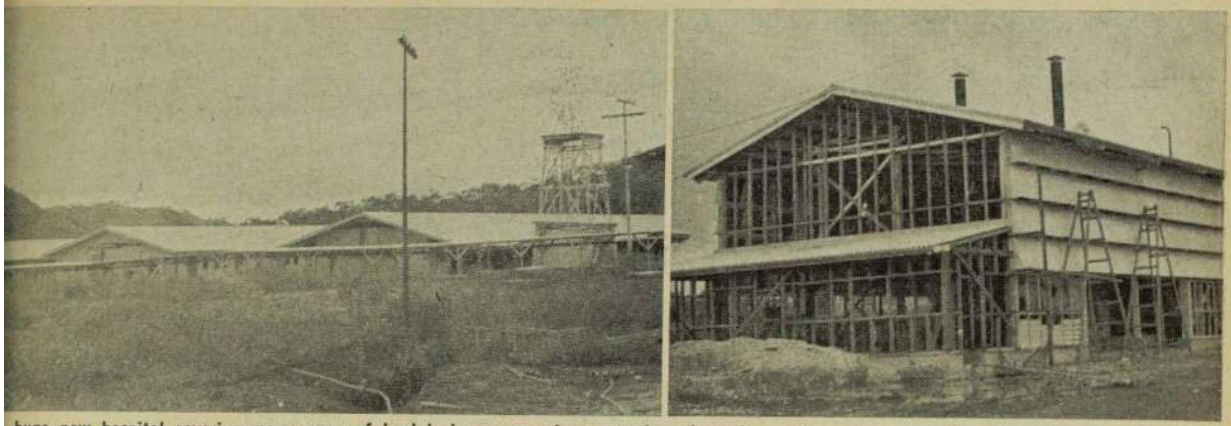


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w Hospital for Port Moresby . . .



huge new hospital covering many acres of land is in process of construction about four miles out of Port Moresby. When complete, native uropean hospitals well be adjacent. At the left are shown some units of the native hospital that have been completed. At right, the unit of the hospital, situated on the European side of the establishment.

e original company received very serious set-backs. First, was the Japanese occupation ne plantation and the Pacific itself. Secondly, there was the it Lamington eruption. h these disasters, as it subntly turned out, caused the of many thousands of pounds directly and indirectly. As a of the Mount Lamington ter it will be some time before cres of the Company's planted will be fully productive the question of production and Production for the year ended ber 31, 1956, was 475,000 lbs, an ase of 106,000 lbs over the ous year; while production both for 1955 and 1956, comfavourably with those of other ations in the Territory. profit of £33,309 was made by perating company for the year October 31, 1956, and it is now sed that the holding company per cent. on its Preference es—6.2/3 per cent. on its ary shares. The arrears of rence Dividend were brought date during the financial year rations, but this loss has now eliminated and a reserve of created. New plantings of ielding rubber have been ed to Revenue Account. y one of the original ors was a certificate holder, here has been ample opporfor further nominations for Directorate but to date no r nominations have been re-

year, no proxy forms were ut but previously when proxy were sent not more than came back and they were favour of the Chairman or iter. n the Company was short of to carry on in its initial my wife and I guaranteed mpany's account and lodged ies with the banks but now he need is no longer there ne Company is coming along successfully, others want to step in and take control, and to attain their objects are stirring up a minority of shareholders.

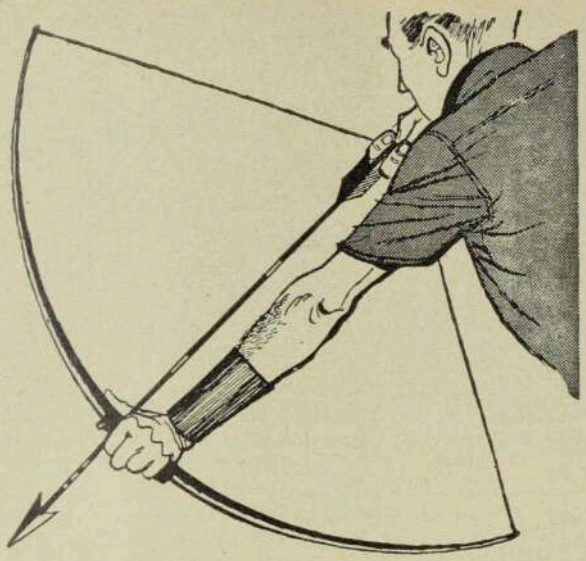
These men have no knowledge—except for one or two brief visits to the Territory—of conditions in Papua and of the work on a rubber plantation.

As regards mismanagement, I claim that no one could have done any better under the prevailing circumstances. Previous Managers were not dismissed but resigned for personal reasons and each one did good work, otherwise how could such a fine plantation have come into being? It did not come into being by accident.

It is the intention of the Directors to apply for Stock Exchange listing but it is not considered desirable to do so until the sniping by office-seekers ceases. (Continued Overleaf)



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the Company's shareholde:
then only a small portion o
have been influenced by tl
paganda being circulated.
were made to influence Me
shareholders but the efforts
and they unanimously ex
themselves as satisfied with t
gress being made.

Victorian shareholders hol
shares than do the Sydney
holders, yet the latter want
trol everything and to r
plantation from Sydney. Hov
Australian Directors are tl
Kerema Rubber or Mariboi
and do they hold their m
in Sydney? Mariboi Rubber
similar experience once wher
were made to control it
Sydney.

I am, etc.,

D. S. W

Sangara,
Popondetta, Papua,
March 28, 1957.

ANOTHER VENDETTA?

Mystery Explos in Lae Car

A MYSTERIOUS explosio
parked Ford Zephyr car
the Lae Picture Thea
March 18, which injured the
shattered the glass in bot
doors and windscreen and
hole (about the size of a .22

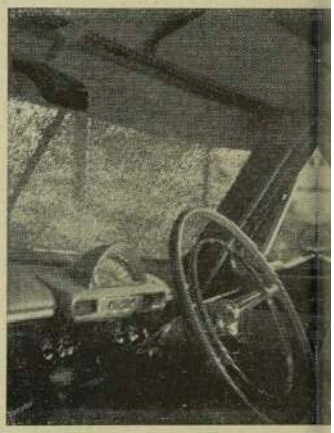


Photo shows the "crackled" appe
the windscreen after the explosion.

in the roof of the car, I
local police a problem.

The owner, Mr. Georges S
who is married to a Chine
and is employed by the Dep
of Works as a power-house
ant, was taken to the Lae H
where he was treated for
wounds in the chest, injuries
middle finger of his right

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had the top joint of his right finger amputated.

Simunek, who had been at Theatre with a friend, said he to the car at interval to find nes, which he was in the habit eping there—three boxes were found on the seat. He lit a tte with the car's electric r, put it back and was ng for matches when a flash red, injuring and dazing him.

dashboard of the car was rked, and no singe or burn were evident on the floor or of the car. The charred finger rubber glove, which Mr. ek claims to be his property ast seen by him under the f the car, was found on the

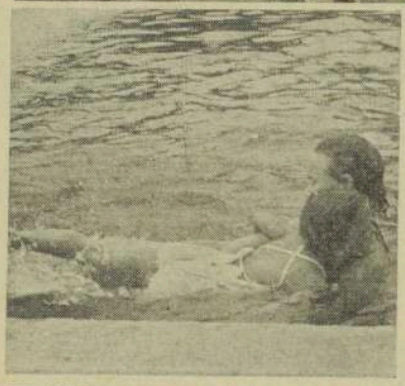
RT LICENCE FOR BSIP TROCHUS, ETC.

NCES are now necessary be- re trochus, green-snail and rtle shell can be exported from itish Solomons to places out- e Sterling area.

regulation is apparently de- to plug up some small y leakage.

re licences are granted, ex- will have to have payments ch goods credited to their ts with a bank in the BSIP.





☆

Learn to Swim, in Lae

With complete disregard of hair-dos, two infant teachers take to the Moresby Gofton Baths at Lae, NG, each Wednesday to teach the town's smallest citizens to swim. Above: Some of the class. Left: One of the pupils going through her paces.

☆

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Matthew Finch. Perhaps you do not regard tistry as anything to laugh at, but you're e to change your mind when you read this book by the author of **Dentist in the Chair.**
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rist Bureau Chairman Hits Out

DMINISTRATION POLICY DRIVING PEOPLE AWAY FROM NORFOLK ISLAND

Norfolk Island's Administration has succeeded, in the last four ars, in reducing the permanent population from 1,176 to 800; and urists from 1,467 per annum to 703.

IS statement was made by Mr. T. J. Needham, Chairman of the Norfolk Island Tourist Bureau, report presented recently for ear 1955-56.

said that the Administration nued to pour money into pro- that become financial liabilities, ad no immediate value. The st industry, on the other hand, a proven source of income to sland and on this tourist in- y depended the Island's chief s of communication with the de world—air services.

measure of the Administra- interest in Norfolk's most industry was that its official sentative attended only five last 20 meetings of the Bureau. Administration's contribution reau revenue, up until the end 5, was £104 per annum, a sum had not been increased for ars. In January, 1956, when it appeared certain that the Bureau could not carry on further with existing sources of revenue, a special meeting of Bureau members asked that the grant be raised to £500 per annum.

The Bureau made six other requests—all relating to work to be done to make the Island more attractive to tourists.

The Administrator of NI said that he was unable to give answers to the requests but that he would pass them on to the Department of Territories in Canberra. In spite of numerous requests for a reply, nothing was heard about any of the matters raised until a letter was sent direct to the Minister in October, 1956. As a result of this, the grant had been increased to £400; but nothing was done about the other requests.

The NZNAC air service between Norfolk Island and New Zealand terminated in September, 1955, because of landing fees introduced at Norfolk by the Australian Government, and at Auckland by the NZ Government; the reduction of the permissable landing and take-off weights for DC3 aircraft by the Australian Department of Civil Aviation, and the cost of installing required additional radio-equipment in NAC aircraft.

Qantas began to operate a service from Sydney through Norfolk Island to New Zealand with Skymaster aircraft in November, 1955.

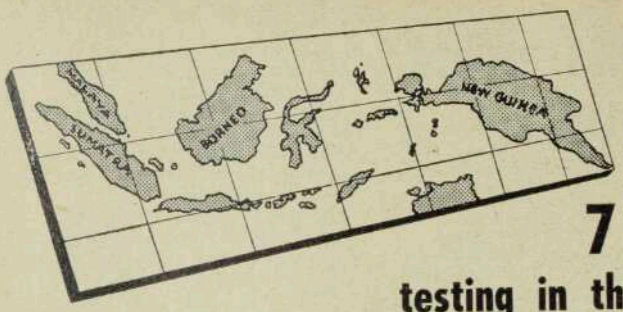
The Bureau is a voluntary organisation which obtains accommodation for visitors, arranges and conducts local tours, endeavours to improve tourist facilities, and, to the limit of its resources, provides information about the island to overseas travel agencies, etc.

Mr. Needham said that for the past two years, expenditure by the Bureau had greatly exceeded revenue and if it had not been for the increased grant the Bureau would have had to cease operations entirely. He said the next year's grant was as yet an unknown quantity.

He said, in conclusion, that the Bureau receives assurances from the Minister and the Administrator that plans and recommendations are being "considered" but the consideration fails to materialise into action.



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GALATHEA MEDAL

Tonga and Tugi Honoured by Denma

THE Pacific voyage of the I Scientific Expedition *Galatea* nine years ago w called on March 11, when Tugi of Tonga was presente the Galathea medal. This was struck in Denmark last y commemorate the Galathea's cessful voyage.

During the ship's stay in T waters, the Kingdom had hearts and homes to the men expedition and Prince Tugi H had assisted with his own pe knowledge of the area. O records had been put at the e tions disposal.

The medal was presented British Consul, Mr. C. R. HI as there is no Danish represe in the Kingdom.

Mr. Nott said that March a fitting day for the preser as it was the 58th anniver the birthday of King Freder of Denmark; and secondly, exactly five years since the *Ga* left Tongan waters, and on occasion the ship celebrate Frederick's birthday in T waters and by crossing the national Date line was a celebrate it again the followin

Prince Tugi thanked the for presenting the medal, wh said he regarded as not on honour to himself but to a took part in assisting the expedition. All scientific kno was for the benefit of mankin wherever its frontiers were ad all mankind benefited. The both he, himself, and the G ment had been very glad t all assistance in their power

He recalled that at the t the *Galathea's* visit, his Princess Fusipala, had beer ously ill with cerebral me and the medical officer of t pedition had supplied the ne drugs (which happened to of supply in Tonga at the and had attended the Princes sonally till the ship left. lieved that this had been instrumental in saving his life. He and his family would have a feeling of very warm tude to the expedition.

† An Anson aircraft, whic previously been used for tra ing VIP's from Woomera Range, Central Australia, ha purchased by Carsair Air Port Moresby. The plane is modified for Territory work. as been operating only 18 m but already has a fleet of craft.

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ers to the Editor

recting Some Ideas About Why The Dutch Hold On In N. Guinea

the March, 1957, issue of the *Pacific Islands Monthly*, on page 142, an article was published under the heading, "Our hbours In New Guinea—One on why the Dutch hold on."

is article, however, is incorrect far that in 1940 the number of h citizens in the East Indies did amount to 500,000, but only to 00, and during the War this de-sed—to 220,000 in 1945.

the time of the transfer of eignty over the East Indies were about 225,000 Nether-ers in that country. The greater of these 225,000 were Eurasians, xed European and Asiatic blood, recognised fully and without iction as Dutch citizens.

e Netherlands Government has thought of Dutch New Guinea territory where these Dutch ns from Indonesia could find a home. They were at liberty r to stay and work in Indonesia, go somewhere else, for in-e, to Holland, which almost them preferred to do.

ple who could not afford to for their transport could get a passage from the Dutch Gov-ent. The total number of hmen who, since the last war, returned to Holland from nesia, amounts to 165,000. To-bout 55,000 Netherlands citizens ive in Indonesia.

y a very small percentage, ps a few thousand, of the citizens who after the war in the East Indies were, with d to previous experience, ilities and education, suitable mployment in New Guinea. A housand of them only decided ttle in New Guinea. The total ese migrants was about 4,000. he total number of Dutchmen stern New Guinea in 1956 was

Netherlands Government on occasions has solemnly pledged the autochthonous population tch New Guinea will be allowed ermine its own future as soon is able to do so. Therefore, me Government is constantly oting a progressive develop-of the Papuans and their ry. But the Netherlands Gov-nt has not had it in mind, at me, to send the 165,000 people left Indonesia to Netherlands Guinea.

I am, etc.,
D. J. VAN WIJNEN,
(Information Attache).

Section,
al Netherlands Embassy,
y.
3, 1957.

"THE Reason Why the Dutch Hold On" in Western New Guinea is the title of an article in your March issue. There are one or two statements there which I should like to challenge.

You say that the Indonesians, with the help of the United States, drove the Dutch out of Indonesia after World War II—and thus greatly embarrassed Australia.

Maybe there was something like that—but what about the part played in the whole sorry business by Australia? I do not remember that Dutch soldiers, on their way to Indonesia, were obstructed and maltreated in the United States. But they *were* obstructed and maltreated in Australia, by Australians. Australian wharfies would not allow Dutch ships to sail from Australian ports with supplies for the Dutch in Indonesia.

Am I not right in saying that one of the loudest voices raised against the Dutch at that time was the President of the Assembly of the United Nations—an Australian Cabinet Minister named Evatt?

America owes nothing to Australia—but Australia owes much to America.

I am, etc.,
CHARLES SULLIVAN
Sydney.

There's more to Executorship than You realise!



Most private Executors strike trouble from the start. All too frequently, the urgent problems they face—probate, taxation, property management and investments—are entirely new to them. Bewildered, these amateur Executors either buy advice or make snap decisions. As each Estate must pay its own way, the beneficiaries must lose every time through mismanagement.

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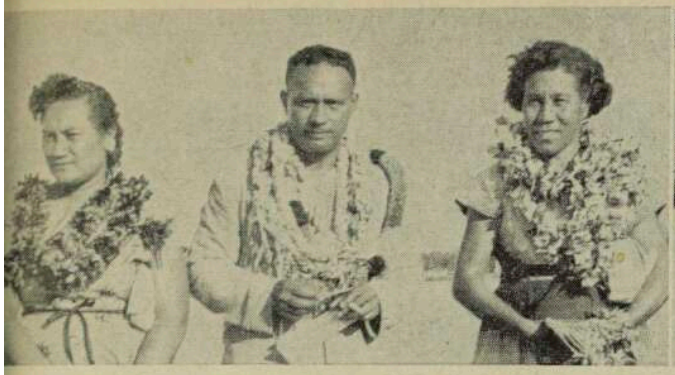
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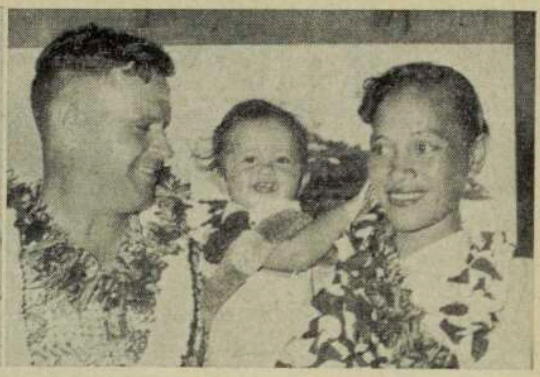
There is no Substitute for Quality

X/EXS/2

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ravellers from Apia to New Zealand . . .





: Looking forward to their first trip w Zealand on furlough were Mr. and . T. Leota and Nurse Puvava, of Wes- amoa. Better known as Tautasi, Mr. is the Samoan Medical Practitioner in of the hospital at Lalomanu, Aleipata. ospital was the subject of the PIM coloured cover in July, 1955. Nurse Puvava was also stationed at Lalomanu Hospital but is now doing Infant Welfare and District Nursing work.

RIGHT: Amongst passengers to New Zealand on the January "Matua" from Apia were Mr. and Mrs. Bob Bugg and their daughter Sharon. They were going to Christchurch on furlough. Mr. Bugg has been Chief Sanitary Inspector, W. Samoa. In his spare time he has been a well-known figure on the Golf Course.

Photos: Edwards Studio.

INC BOOM
TINUES

kel Keeps Cal. Prosperous

E to a world shortage of inerals that New Caledonia an produce, 1956 was, in this erous French Colony, a year reat mining activity — par- rly in respect of nickel; hrome and iron production was satisfactory.

trary to the two previous last year's efforts were con- ated mainly in exporting ore 1954 and 1955 were devoted y to production of ore for ng at Noumea. Production e from the mines more than ed in 1956.

increase in production is due e world shortage of nickel, Japan in particular clamour- or ore; another factor of the t is that poorer ores are in d. Ore with 2½ per cent. is now finding a ready market. , especially, is taking this type .

of production of the ore has with the introduction of nical extraction and loading. zers and power shovels have eplaced coloured labour using and shovel.

well as Japan, France, Aus- and Germany are well in the t to the great benefit of New nia.

Nickel Company's big mines io, on the East coast, regist- normal production for 1956. h the smelters at Noumea ed less than usual, a con- ble amount of ore was ex- .

Smaller mines in this area have been opened, too. The market for low-grade ores has resulted in the reopening of mines that have been abandoned for years.

As nickel is always surface-mined n New Caledonia, little capital is needed to re-open these old mines. Even in the neighourhood of Noumea, this activity is evident. Several old mines are now in production, including one near the mission village of St. Louis, which was run pre-war by Krupps. It is now run by the Pentecote interests.

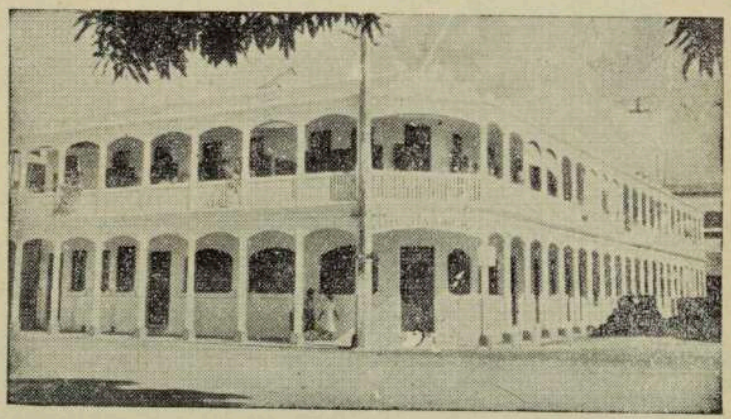
The chrome situation improved a little during 1956. The big American controlled company, Tiebaghi, exported slightly more than the previous year and the price also firmed. Most of the Chrome goes to the dollar zone;; it brought in 12 million francs (£84,000).

In 1956 the first iron ore was exported from New Caledonia to Australia. Over 21,000 tons were exported from Prony Bay, carried in the Nickel Co. ships going to Port Kembla and Newcastle for coal and coke. Production for this year is expected to be greater.

At the smelters, big improvements

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This well-known Hotel is centrally situated in Suva's main business quarter :: Modern accommodation provides comfort in all climatic conditions :: Only the best of Beers, Spirits and Wines is served.

Telephone: 80. VINCE COSTELLO, Proprietor.

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and additions have been made to plant. A huge steel stock hanger has been built. Travelling belts will carry the ore from the ships straight to this hangar, where it is prepared for the furnaces by a process known as "fritage": Coke is added to the ore, which is heated on its way to the furnaces.

Improvements in this process have resulted in a noticeable lessening of smoke over the town of Noumea.

A fourth water jacket furnace has been installed and will soon be in action. The addition of this furnace will greatly increase the smelters output.

Mr. C. R. H. Nott, OBE who has been British Consul in Tonga for some three years,, and who is now on leave, will take the post of Secretary for Fijian Affairs towards the end of this year, when he returns from Europe. He was formerly well known in Fiji as a District Commissioner. Mr. G. K. Roth, OBE, the present Secretary for Fijian Affairs, goes on leave in September, and then retires from the British Colonial Service.

† Pan American Airways continues to find calls at Pago Pago profitable. The Company has increased flights from Nadi, Fiji, to Tafuna, in American Samoa, to bi-weekly frequency. May flights occur on the 2nd, 16th and 28th.

† Police in Lae, New Guinea, conducted a blitz on traffic offenders in March. Of a total of 22 offenders charged with breaches only one case was discharged. Charges included eight accidents, two of driving under the influence of liquor, thr negligent driving, and two offe ing without a licence. A sta shuffle has enabled one offi devote his time almost entir traffic duty.

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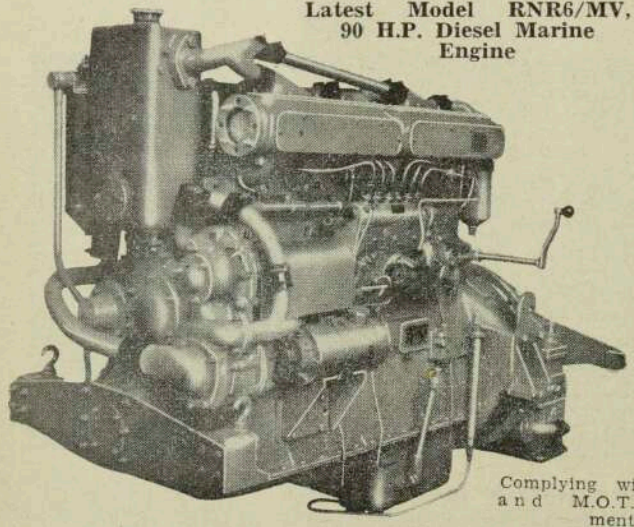
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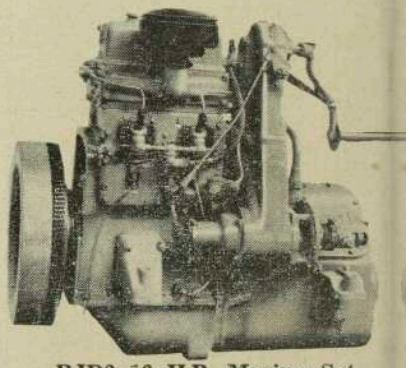


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ADING IS BEST!

r. FAURE TRIES TO CONVINCE RELUCTANT FIJI COPRA PRODUCERS

Fiji copra producers who have shown some hostility to copra ading, local and international, had something to say on the subject Mr. J. A. C. Faure, principal buyer for Unilever who visited Suva te March.

R. FAURE said that the establishment of an international system of grading should urage Fiji producers to ship r copra, particularly if the us grades were loaded and un- d separately.

was commenting on a sug- on that quality was not im- nt, as copra of all grades was ed in bulk in ships' holds and d together.

was true, he said, that South ic copra, good and bad, had taken out of ships' holds and d together. But that was be- the buyers had no control shipping arrangements.

said that the International rushers' Union hoped that the ardised grading system would cepted all over the world.

ra would be shipped then in various grades by using tar- ns or by partial bagging. The buyers would have to keep the copra of the various shippers separate so they would know whom to claim from, if inferior copra was received.

• *He said that improved standards from the South Pacific were necessary. American Customs authorities had recently refused, under the Food and Drugs Act, to allow low-quality, infested Philippine copra to enter the United States.*

If European countries ever decided to do likewise, the position would be serious for South Pacific producers of poor copra.

Mr. Faure said that the best Fiji copra was quite good; but the worst was very bad. Millers wanted to avoid refining loss on the lower grades and were thus prepared to pay a premium for higher quality copra.

The creation of five grades of copra was aimed at; buyers would probably pay a standard price for Grade 3 with higher prices for

Samoa Does Not Like it Either

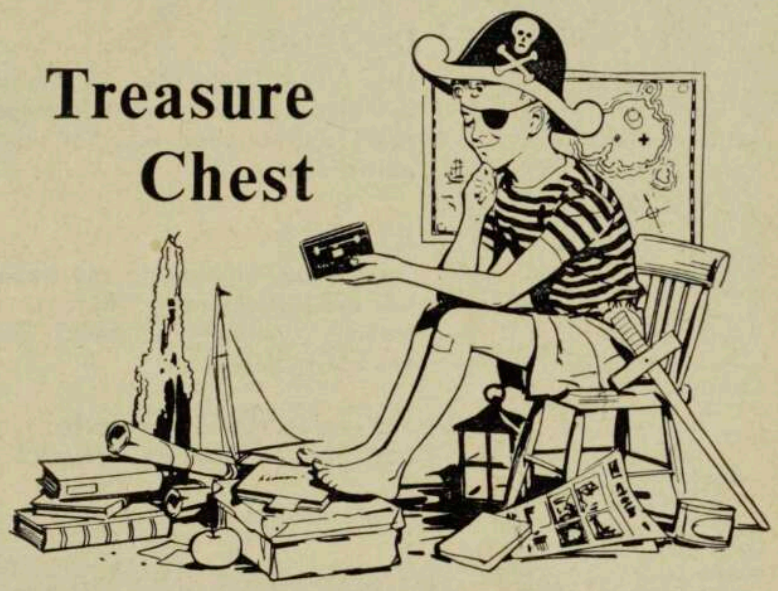
PRA grading, recently introduced into Western Samoa, is o more popular in that Territhan elsewhere.

theory, many planters agree there should be grading; but their own copra is downd or rejected they are apt to a different view of it.

Western Samoa, copra-grad- was introduced on February 1. mid-March, merchants were ting to the low shrinkage rate ed; the Samoan producers were ting to the reduction of 6/- per s on second-grade copra. And was general disagreement on competence of the various ls to decide which was high- copra and which was not.

latter point is one in which pra-grading schemes suffer to extent. Basically, copra- ng as it now operates in the c, is governed by the individual of copra-inspectors. And as differs to some degree from the s, there must be variations in decisions.

til such time as copra grading ne with scientific instruments, removed from the decisions of n beings, there no doubt will nue to be howls from the ns.



Treasure Chest

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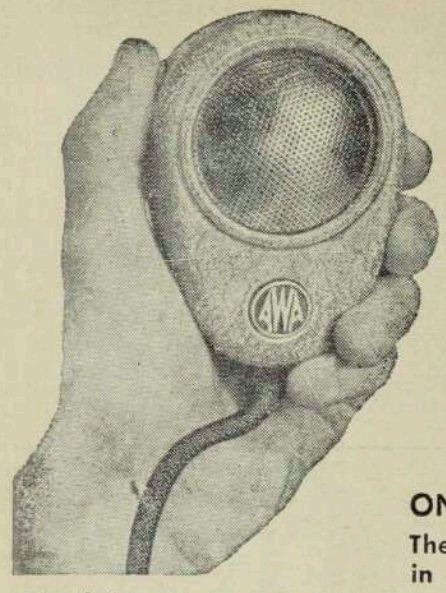
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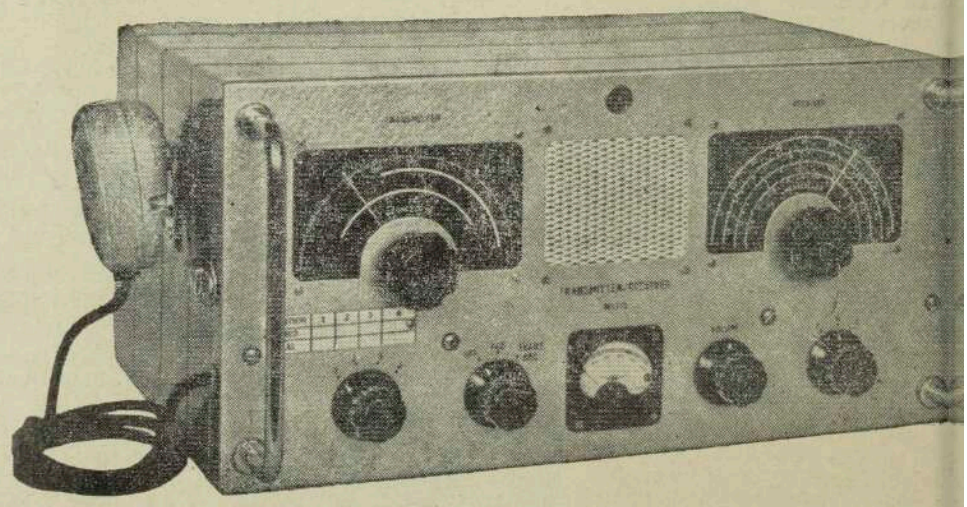
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es 1 and 2, and lower for Grades
d 5.
has been suggested that the
rence between the price for
e 1 and Grade 5 be between
5/10/- and £Stg.6.
*He was optimistic concerning
future of copra provided it
ained cheap in comparison
h whale oil. As the taking of
ales was limited by inter-
ional agreement he did not
nk that competition from
ale oil could increase to any
ent.*

e Duke at Norfolk Is.

ER reading Mr. Selby New-
ld's letter in your January
sue, criticising the reception at
nment House, Norfolk Island,
nour of His Royal Highness
ke of Edinburgh, I feel I must
t some of the statements re-
g the behaviour of "holiday
s, tourists and mainlanders."
"holiday makers and tourists"
no defence as there was not
gle one present, unless there
a "gate-crasher." Invitations
lso withheld from the house-
of residents on the grounds
eople in this category had, in
ain, already had opportunities
ing the Prince in their own
towns in Australia and New
d.
refore it was considered that
rmanent residents, especially
k Islanders, should have the
to themselves for this short
However, this ruling caused
embarrassment to those
ining house-guests (about 30
who, as British subjects, felt
were entitled to meet the

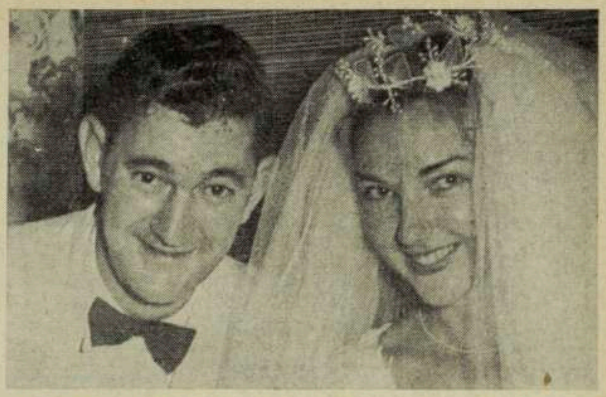
as fortunate enough to be
t at the Reception, and in my
there was nothing to
e in the behaviour of guests,
e organising. In fact, I
t the whole affair ran on
heels. From my vantage point
verandah, looking down on
n, I could watch the Prince's
ied progress as he moved
the people and it was most
ble that he lingered longest
versation with the Norfolk
folk, so many of whom he
ecognise from their Pitcairn

200 invitations, gilt-edged,
ed, and worthy of framing,
sent to bona-fide Norfolk
rs. The remainder were
le to all residents and those
in an official capacity.
understandable that Mr.
d's facts could be incorrect,
her he nor his wife were pre-
the reception, although as
ent residents an invitation
ailable to them.
who were fortunate enough
n to the Prince's broadcast

☆

Bussey-Williams Wedding

At the Church of England, Port Moresby on March 1, Miss Hilary Williams was married to Mr. R. W. Bussey.
Photo: Papuan Prints.



☆

on his tour could be left in no doubt that he carried away happy memories of his stay on Norfolk Island, and on behalf of every member of this community I feel I can express sincerest gratitude to the Prince for honouring this tiny outpost of the British Empire with a visit which will go down in the history of Norfolk Island as our most memorable occasion.

I am, etc.,

MRS. C. J. CAMERON.

Leeside,
Norfolk Island.

† The US Coast Guard Cutter *Ironwood* spent two weeks in Pago Pago, overhauling lights and buoys and also provided means to transport 32 Samoans from Hawaii on leave from military service. Other visitors included Navy Destroyers *Carpenter, Fletcher, Radford* and *O'Bannon* on March 21 and 22.

APPEAL FOR MUSEUM SPECIMENS IN P-NG

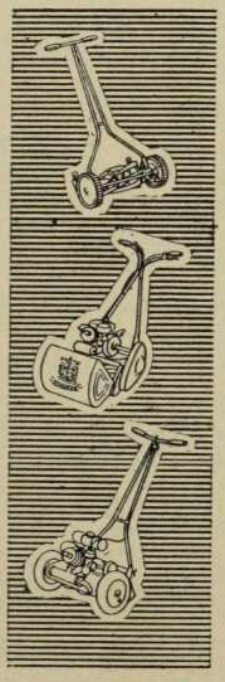
ALTHOUGH over 2,000 items are already on display at the Papua and New Guinea Public Museum and Art Gallery, more are wanted.

An appeal was made recently by the President of the Museum, Mr. Justice E. B. Bignold, to residents of the Territory who have suitable speciments in their possession.

Many articles of antiquity are fast disappearing, he said, and it is the aim of the Trustees to preserve them wherever possible.

Most of the exhibits at present in the Museum have been collected by Patrol Officers.

Any person desiring to present or sell suitable specimens to the Museum should contact their nearest District Commissioner.

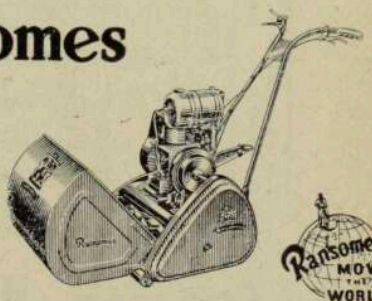


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Anti-Malaria Campaign Is On, in Sepik

AN all-out battle against malaria amongst natives is to be waged soon in the Sepik area of New Guinea.

A residual spraying campaign is to commence next month at Wewak and Maprik, where houses will be sprayed with DDT, and the natives trained in the use of spray pumps. The Administration malariologist, who has just returned from an extensive tour, considers the Sepik the worst malaria area in P-NG. He said that every child in the Sepik between the age of 2 and 4 years was affected. If they lived longer than 4 years they were affected mentally and physically.

About 60 tons of anti-malaria equipment will be air-lifted to Sepik District outstations. Gibbes Sepik Airways is using a Junkers aircraft and will make a number of trips to Telefomin and Maprik for pilot projects there.

Camoquin, a stronger malaria suppressive drug than Paludrin or atebrin is to be introduced to native patients at aid-posts.

† First steps towards forming an orchestral group in Port Moresby will be taken shortly when music classes in wind and brass instruments will begin at the Public Service Institute. Classes will be taken by Inspector Crawley, well known Band Master of the Royal Papua New Guinea Police Band.

† An invasion of sea-wasps from as far afield as Queensland has hit Ela Beach, Port Moresby. This particular type is the most dang known form of jelly fish (it c several deaths in Queensland) bathers have been warned careful. Several people hav ceived nasty stings and have to be treated at the Port Mo hospital.

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DEATHS OF ISLANDS PEOPLE

OLONEL JOHN WALSTAB

e death of Colonel John tab, well-known former Super- ident of Police in New Guinea, ported on page 155, this issue.

MR. COLIN M. BROWN

. Colin McKeon Brown, a ent of Fiji since 1904, died in on February 13, aged 69. He to Fiji as a cane planter and, v years later, joined the staff e CSR Co. He spent most of time with the Company in sa and retired in 1937. He was in England. He and his wife with their daughter, Mrs. Jean e (wife of Dr. T. H. Clunie, of Voeux Road, Suva); but Mrs. n died last year. Besides Mrs. e, Mr. Brown is survived by a Mr. F. M. Brown, of the CSR Raki Raki.

IR. DONALD McKINNON

Donald McKinnon, a planter had lived continuously in the ion Islands for 26 years, died s home in Lane Cove, Sydney, arch 4. He was in his seventies.

McKinnon came from Cal- India, to the Solomons in and took up a plantation at on Vella La Vella, about 250 from Honiara; and he spent next 26 years developing his ation and producing copra. He a well-read and a very well- ned man, who took a keen st in public and international s; and he was a member of the h Solomon Islands Advisory il for a long time. In 1938, he had given 21 years' service e Council, he was made a er of the Order of the British e.

McKinnon left the Solomons 41 and was married in Bris- in that year; and his wife es him. He went to the ons on a special visit in 1945, he attended his last meeting Advisory Council. Soon after his health began to deteriorate e underwent an operation re- in Sydney. He had many s and well-wishers in the West Pacific who since have ribute to his memory.

E. J. STUART-RUSSELL

death occurred in Brisbane, sland, on March 19, of Edward Stuart-Russell, 59, formerly of Moresby. Although of a well-known in Papua, Mr. -Russell (apart from war e) lived in the Territory for about three years.

was employed first by Steam- Trading Co., and then left e over the management of Plantation for the Catholic n.

returned to Australia on February 20 this year and a month later died of a sudden heart attack.

His father, John Rae Stuart-Russell, was at one time Registrar of Titles, Port Moresby. A brother, Henry, formerly Collector of Customs, Samarai, died some years ago in Australia. A sister, Mrs. Drew, still lives in Port Moresby.

Mr. Edward Stuart-Russell served in the 18th Battalion, 1st AIF, and was badly wounded. He enlisted again in the Second World War and served for 2 years in New Guinea as a signalman in the Air-Warning Wireless Co.

He was married last year while at Obo Plantation and is survived by his wife, Vivienne.

MRS. DOROTHY LESTER

The death occurred in Suva on March 30, of Mrs. Dorothy E. Lester, daughter of Mr. and Mrs. J. B. Stinson, a much respected Fiji family.

Mrs. Lester was Canadian-born but had lived in Fiji since 1913. She was well known as the secretary of the family firm of Stinson's, and as an active worker for the Holy Trinity Anglican Cathedral, where she was a choir member. She took a keen interest in the church's youth movement, and was a foundation member of the Fiji Arts Club.

She married Mr. R. B. Lester, in Suva, in 1927. She is survived by her husband and by a son and a daughter.

MR. ABDUL RAHMAN MANU

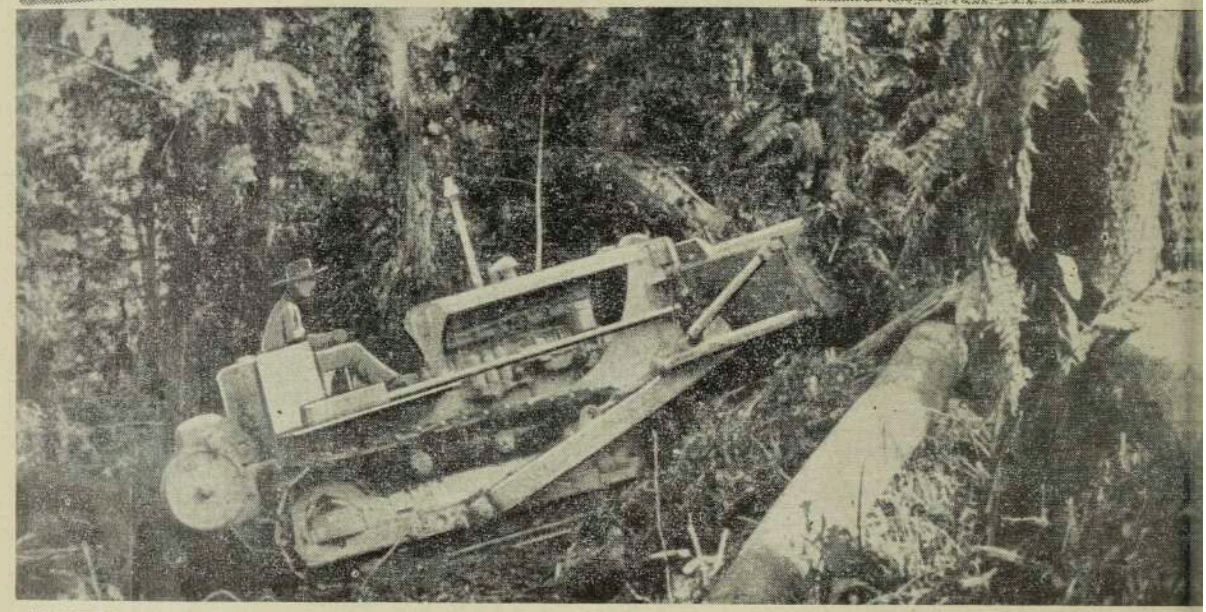
An Indian nominated member of the Fiji Legislative Council, Mr. Abdul Rahman Manu, died at Lautoka, Fiji, on March 29, aged 48.

He was born in Fiji and until recently owned a business in Lautoka, and a cane farm in the district. He was nominated to the Legislative Council last year. (over)



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. Manu was president of the Natal Islam, Fiji. He is sur- by his wife and family.

MRS. H. T. ALLAN

e death occurred on Friday, 5, of Mrs. Gertrude Allan, wife ll known Colonel H. T. Allan, rly of New Guinea, and now sident of Mullaway, Coffs ur, NSW.

. Allan became seriously ill ago and was admitted to a y hospital for special treat- but her condition did not ve and she died after a long of unconsciousness.

. Allan was widely known in Guinea. She was with Colonel Allan when he was gold- g at Wau before the war; re- in Sydney while he rendered e war service in the Middle nd in New Guinea; was with gain in the New Britain area after the war, he became interested in copra; went to rth Coast of NSW, when he erred his interests to land isions and banana-growing; pent part of 1955 and 1956 im in Britain, Europe and the of Spain. She was a woman lture and charming social es, and will be missed by a ircle of friends.

MR. C. T. WURTH

death occurred in Brisbane -March of Charles Theodore at the age of 76.

Wurth was, until his retire- a well known resident of where he was at one time a nt Magistrate, and later Com- ier for Lands.

ntered the Papuan Service World War I but left the ry temporarily to serve in h Battalion, AIF. When he d to Papua after the war, k with him a bride, from rgh.

believed that Mr. Wurth was n South Africa. As a young was a noted amateur boxer. iderable part of his service ua was in the North-East n, where he was credited with ood work.

s survived by Mrs. Wurth, ughter Jean (Mrs. David Cox, wick, Q'ld.)

MRS. M. HOPEWELL

M. Hopewell, an old resident who was held in high regard, Suva on March 26, aged 78. sband, Mr. C. H. Hopewell, er 20 years ago. Members r family are well known in e daughters include Mrs. R. of Lautoka; Mrs. Randall s. Mercer, both residents of SA; Mrs. H. F. Sale, of Suva; A. Moore, who died in 1942. pewell's brother, Mr. Arthur is a resident of Suva.

To Teach in New Guinea



Miss Valmai McConnell of Sydney, who left Lae, on March 21 aboard the Government vessel "Morobe" for Dregerhafen Education Centre, where she will teach about 100 native girls.

Miss McConnell graduated in Arts and gained her Diploma of Education last year in Sydney. This was followed by a course at the Australian School of Pacific Administration.

† A Sydney accountant well known in Papua-New Guinea, where he has planting interests and is a member of the P-NG Copra Marketing Board, Mr. H. Quinton, had a windfall in April: he shared £12,000 first prize in the NSW Lottery with a medical friend. They took the ticket as the result of an April Fool's Day joke—but it was a joke that paid handsome dividends.

AT LAST!

Lae Has Minor Oil Strike

FOR the second time within five years, oil has been found in Lae, New Guinea, but not, alas, in payable quantities.

A Chinese resident, Mr. Peter Lee, was sinking a well in March when, after going down 18 ft he found what smelt and looked like oil. A sample was analysed by Vacuum Oil Co. and pronounced a mixture of kerosene and dieselene. Already ten 44-gallon drums of the mixture have been taken from the hole. It is presumed that it could be used in oil-burning stoves.

About four years ago another resident, Mr. H. H. Hansen, was digging a hole for a septic tank when he experienced the same thing. Following heavy rains the oil spread to a depth of 2 inches over his land and killed all vegetation.

A Mr. Woodland, who lives in the same area as the two "oil-wells" recalls that during the war it was the site of a big American oil dump, and that about five years ago about half a million empty drums were removed. He is of the opinion that leakages from tanks and drums have seeped into the ground and formed a large pool of oil on top of normal water level.

† The Netherlands Minister of Affairs Overseas, Mr. G.Ph. Helders, will in May pay a visit to Netherlands New Guinea for orientation purposes. The Minister will arive in Hollandia the third week in May and will stay for a month. A delegation of members of the Netherlands Parliament will visit Netherlands New Guinea in August, 1957.

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LIBEL CASE FAILS

MLA V. "Samoa Bulletin"

THE libel suit brought by Mr. Gurau, European elected ber of the Western Sa Legislative Assembly, against owners and the editor of the *Bulletin*, at Apia, in which damages were claimed, was before Judge E. F. Rothw Apia High Court on Februar In a judgment delivered on ruary 28, the Judge found in of the defendants.

The defendants were repre by Mr. R. Metcalfe, while the plainant appeared on his ow half.

The complainant claimed th following sentence, contained leading article in the *Sa Bulletin*, of September 21, 19 untrue and libellous and pu with the intention of discr the complainant as a member Legislative Assembly in the e the public:

> *Does it (the public) also that the enemy of foreign Mr. Gurau, is himself asso with a wholly foreign-owne which is operating in W Samoa without a trading whatsoever?*

Mr. Gurau claimed in ev that the editor of the local had conducted a political cam against him and other mem the Legislative Assembly, th minating in the leading art September 21 containing pe attacks upon those membe himself.

Though he did not ob criticism of his political view activities, he strongly objec attacks on his personal int and the innuendo of the se quoted charging him with a of the existing laws governing ing in Samoa.

Defendants submitted tha words were not capable of famatory meaning and wou tend to lower the plaintiff estimation of reasonable me did they attack his characte nothing dishonourable or im was implied.

The Editor of the *Bulletin* T. J. Dunleavy) stated tha name of the firm with whic Gurau was associated was woldt and Company, own Hamburg, and that the firm op in Samoa and had no license.

Defendant claimed tha editorial complained of political commentary writte a debate in the Legislative Ass It was intended to show d ancies between the conduct o

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ians and their attitude in the bly. At the time of writing, lant had no ill-feeling towards f the politicians mentioned. arding the term "enemy of ign capital," Mr. Dunleavy that he had formed his n as a consequence of the re- made by Mr. Gurau in the bly, and his opposition to the ng of licenses to two overseas

Gurau submitted sworn evid- hat in 1954 when applying for ing licence for Breckwoldt & e was told by the Collector istoms and the Attorney- al that no such licence could nted but that there was no on to Gurau, as a licensed ssion agent, representing the n Samoa.

u claimed that if there had ny suspicion of a breach of y by him, it would have been uty of the Government to ute him.

xpenses of his business were by him and not by Messrs. oldt, and therefore the latter not be considered to be ng in the Territory.

sel for the defence claimed e public conduct of a public nay be discussed with the freedom and made the object ile criticism. He also claimed e words used were substanti- e.

r Dunleavy, when recalled, d that he had obtained the ation regarding the licence ckwoldts from the licensing ty and that he had been told s Mr. Gurau as commission epresented the firm, no sep- icence was required.

Rothwell found that the inant had, in the Legislative ly and outside of it, been en in opposition to invest- f foreign capital in trading s in Samoa, though it was hat he had qualified his ition by confining it to s which, he felt, were not in st interest or for the best ment of Samoa. He had, r, not said so in public.

gh the term "enemy of capital" was somewhat in- of malice in the legal sense, e word "opponent" would een safer to use, the Judge that the word "enemy" did nscend the bounds of fair-

urther found that the firm kwoldt and Co., with which nant is associated as man- nd agent, has no trading authorising it to carry on in n Samoa. Therefore, in re- f the second part of the e, the defence of justification , while for the first part the fair comment succeeds and nt must go for both de- s.

Eventful Trip to Hospital

THERE are still occasional moments of drama in the Outposts of Empire.

After an eventful voyage from Vanikoro to Honiara, Mr. J. Webber, of Vanikoro, was admitted to the Central Hospital, Honiara, on March 7, with severe injuries to his left hand, the result of an accident with explosives.

Fortunately for Mr. Webber, at the time of the accident MV *Kovala* was en route to Vanikoro and Tikopia with stores, and Mr. C. J. Hadley, Forestry Officer, and Mrs. Hadley. The BSIP Medical Dept. ordered the *Kovala* to disembark the Hadleys and the stores immediately, taking Mr. Webber on board and return direct to Honiara.

On the return voyage, within 12 hours of Honiara, the port steering wire carried away. The crew did a speedy job of improvisation by cutting and fitting an awning wire in three hours.

---

† First fire extinguisher sprinkler system in Papua-New Guinea is to be installed in an Administration Hostel at Konedobu. The system, which is costing £5,000, is to have its own gravity tank independent from the town water supply as that is often too low for fire-fighting purposes.

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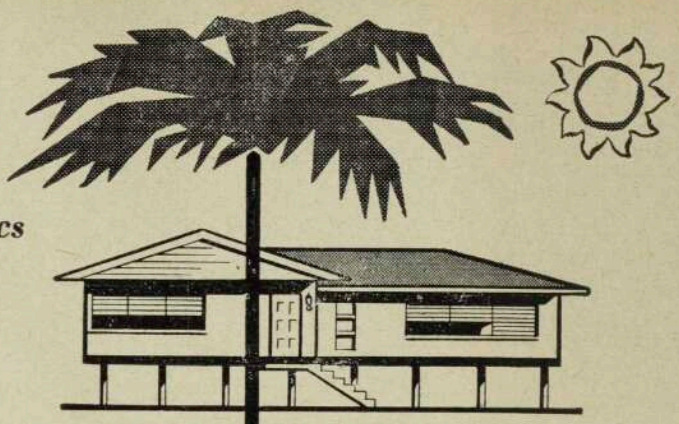
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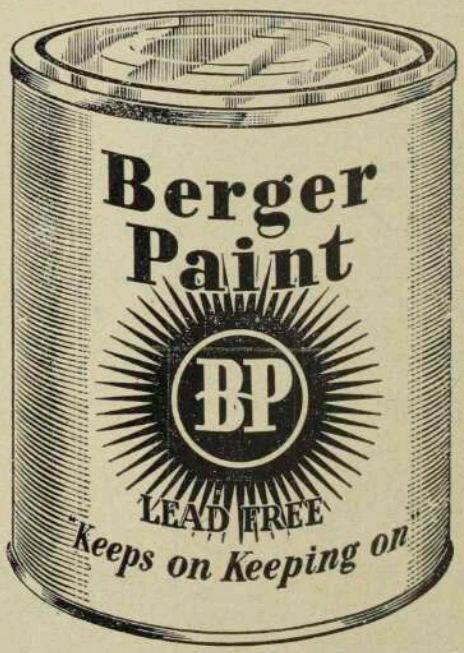
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Moresby Weddings . . .





At left, Mr. and Mrs. R. Fisk after their wedding at Taurama Chapel, Port Moresby, on March 9. The Bride was formerly Miss Findlayson. At Right: at Ela Church, Port Moresby on March 14, Mr. Frank Best of the Vacuum Oil Co. was married to Mrs. M. ker. Photo taken at the reception which followed.
Photos: Papuan Prints.

up Declares f-Yearly Dividend

UP Plantations Ltd., which s incorporated only in July, 56, has declared a dividend of cent. for the first six months the new set-up.

company owns extensive tions in the Madang area of Guinea. Copra production at ns exceeded estimates, and although outside the flush was regarded as satisfactory. cipating announcement of d, shares which had been par (10/-) for some months 11/- in early March, and till holding that price early

TARIAN DIFFERENCES IN NG

visit of Pastor Roy Harrison, the SDA Mission to the all island of Unea, NG, in ber, which resulted in an being made upon him by a Catholic native, was at the ion of native Seventh Day ist adherents on the island. wing a small item on the in March *PIM* (p. 117), we been asked by SDA head- s in Sydney, to make this ear.

Van Camp Tuna Company d a record load of 900 tons ed tuna and fishmeal on the *all*, leaving Pago Pago, Ameri- moa, on March 7.

Easter Tournament at Goroka, NG

ORGANISERS are busy calculating catering requirements for the big crowd of visitors expected at Goroka, Eastern Highlands, NG, for the Easter weekend.

The Papua-New Guinea Amateur Golf Club Championships, over 36 holes, will be played there on Easter Sunday.

A field of 54, comprising the Territory's leading golfers, will contest the event.

Melb. NG Women's Assn. President Goes Overseas

A PARTY was held at the home of Mrs. Gath Walker, at Cotham Road, Kew, recently to farewell Mrs. Victor Pratt, who leaves for England on the *Jason* on April 26.

Mrs. Pratt has been the very popular President of the New Guinea Women's Association of Melbourne for the past two years. In proposing a toast to her, Mrs. Walker spoke of her many sterling qualities and the valuable work she had done for the Association.

Mrs. H. A. Gregory, on behalf of members presented Mrs. Pratt with a travelling clock and a wallet.

Among Territorians who gathered to wish Mrs. Pratt farewell were Mesdames Street, McGuigan, Green, Thompson, May, Watson, Clark, Haines, Holland, Farnworth, Smith, Spensley, Waterman, Picknell, Best, Mason, Mantle, Rowe, Marriott, Hosking, Rigby and Misses Rogers and Youlden.

¶ Mr. Peter Ball, Manager of the Commonwealth Bank at Wewak, New Guinea, was married to Miss June Willis at the Lutheran Church, Lae, on March 16. A large reception was held at the Hotel Cecil and the couple later went on to Goroka for their honeymoon.

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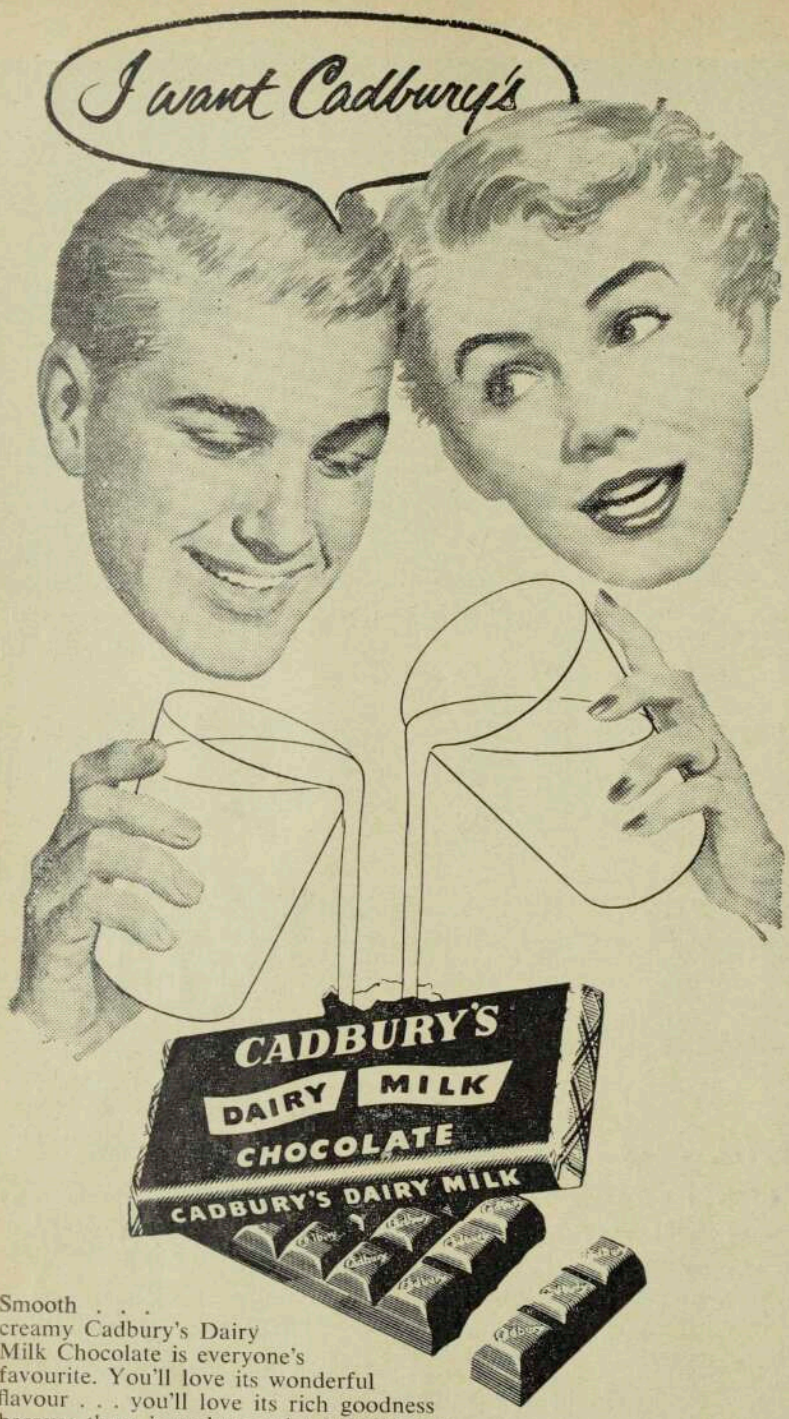
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ADVISORY COUNCIL
ROUND UP

Meetings at Lae, Wewak and Mad

LAE

The District Advisory Council met t on March 19. Members were told £40,000 tender for the extension oo to the Lae wharf had been let to Hoo Constructions Ltd., Port Moresby, and b early start would be made on the p

Discussions arose as to the usefu the extension and Mr. H. Starr illustr sketches how trailer trucks stopped a hatches. He thought £40,000 for 10 wharf was too much. The chairman, n L.R. Niall, said that 100 ft was only stage and it was hoped that eventu wharf would be 800 feet long.

The proposed Administration sawmill came under fire.

Mr. Bretag said a Government sawm town like Lae would be in competiti private enterprise and must stifle the progress of the community, unless it to cut timber entirely for Governmm The large amount of money involveo construction of the mill could have bd on higher priority projects in order tensify the progress of the District. doubtful whether the sawmill was

* * *

AT MADANG

Madang District Advisory Council Madang on March 18.

The Chairman advised members that t pontoon had been constructed oo Sumerang River but that no furthe had been made available; that a heavy nails had been received to anch the Marsden matting strips on the bd lessen the damage to vehicles passa them. Replacement of Marsden mat timber was contingent on road funn had been cut because of the decisioo vote the capital works funds to ho the Territory.

It was suggested by Mr. Cahill Agricultural Department be requested b an officer up the North Coast Road to called Yordik where a group of nat planted a couple of good groves oft trees which are about to bear.

In spite of being told that thi planting the trees too closely, the na gone ahead and they were now chop every second line. The fallen tre formed a potential breeding ground fo ceros Beetles near a couple of othe tions. The officer could advise the what trees to cut out and how to db them.

The Chairman took opportunity to members that the Agricultural Show w held in June and suggested that might like the next Meeting of the Advisory Council to coincide with date of the next Meeting was set Monday, June 3, 1957.

* * *

AT WEWAK

The meeting of the Wewak Town Council held on March 18 beat all re briefness. The meeting opened at 8.10 O in the temporary absence of the Chairm J. A. Corrigan), Pastor Conley was un

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ted to act as Deputy Chairman. The utes of the previous meeting were read confirmed, outward and inward corres- dence noted and the meeting closed at p.m.

ring its short life, the meeting read a r from Mr. E. A. S. Ross tendering his nation and it was moved by Mr. Richard- seconded by Dr. Roth and carried that: letter of appreciation and thanks for ort given to the Council be forwarded to E. A. S. Ross."

Roth also reported to the Council that: re is now an efficient native in charge osquito control work in Wewak, and that Medical Assistant is in charge of the ing machine'."

hird RAOOB Ball at Bulolo

EMBERS of Lodge Bulolo, Royal Ante- diluvian Order of Buffaloes, and their ladies seem to have put more siasm and hard work than ever into 3rd Annual Regalia Ball which was held in the Bulolo theatre on February 16.

Members of Lodge New Guinea and Lodge Primo 31 were also present and the regalia of the gentlemen and the beautiful dresses of the ladies combined to make a brilliant show.

Guests of Honour of the evening were Mr. A. E. Gazzard, General Manager of Bulolo Gold Dredging Ltd. and Commonwealth New Guinea Timbers Ltd. and Mrs. Gazzard. Other official guests were District Commissioner H. L. R. Niall, M.B.E., Mrs. Niall and Miss Lois Niall of Lae; Mr. Michael. J. Leahy, M.B.E., F.R.G.S. and Mrs Leahy of Zenag; Assistant District Officer T. Leabeater and Mrs. Leabeater of Wau.

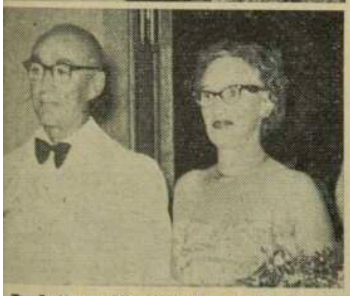
The Official Party was preceded by a Guard of Honour and Brother J. Treuer, S.p. and Mrs. R. E. Halpin who together received the guests on behalf of Lodge Bulolo.

Mr. and Mrs. Gazzard received, as a lasting souvenir of the evening, a pair of silver serviette rings engraved with the Lodge insignia and their own names.

A number of novel as well as very pretty table decorations competed for the prize which was won by Mr. and Mrs. L. Duff for their effort depicting Bulolo Valley Industries. Task of judging the tables fell to Miss Niall and Mr. Leahy.

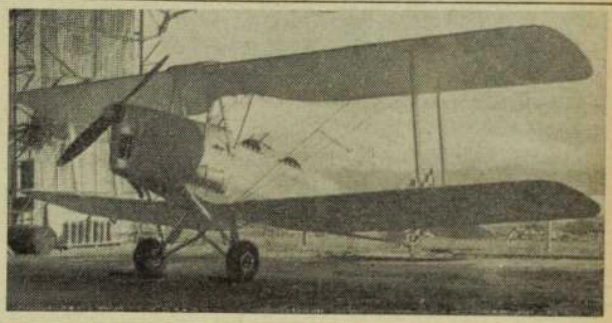


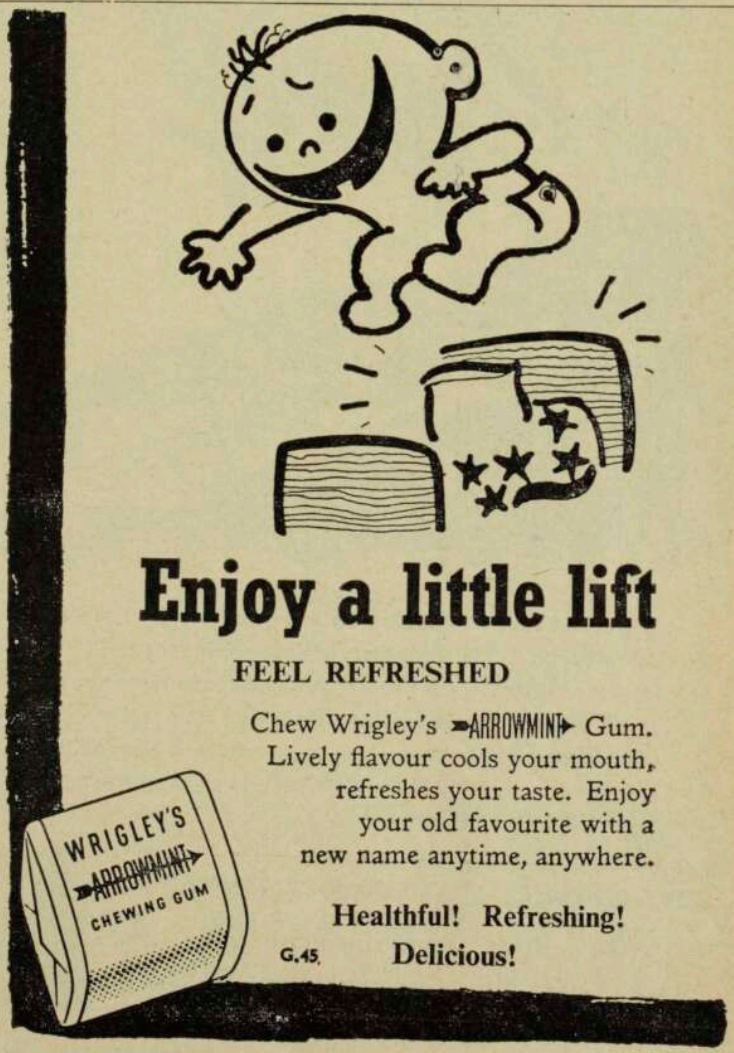




To Bottom: Mr. and Mrs. A. E. Gazzard. nd Mrs. M. J. Leahy. Mr. and Mrs. R. Niall. Photos: Brady and Harris. (See story).

Lae Aero Club which was formed about 3½ years ago with a foundation membership of nine now has become the owner of this Tiger Moth plane. The plane which is practically new, was recently purchased from the Department of Aviation for £800. After their long wait, all members are eager to start flying.

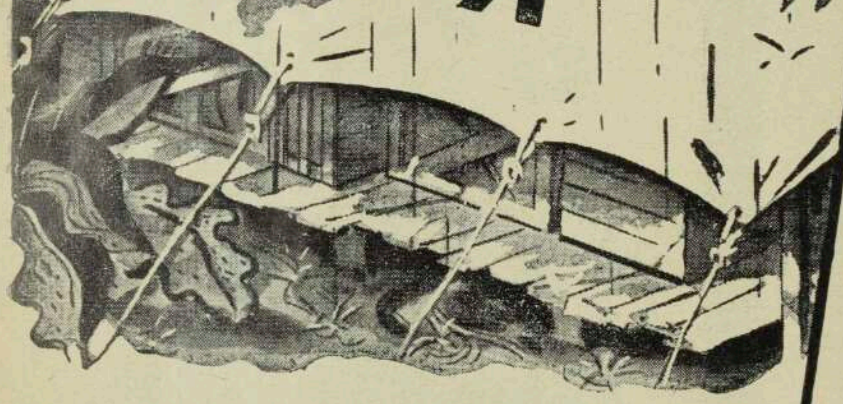




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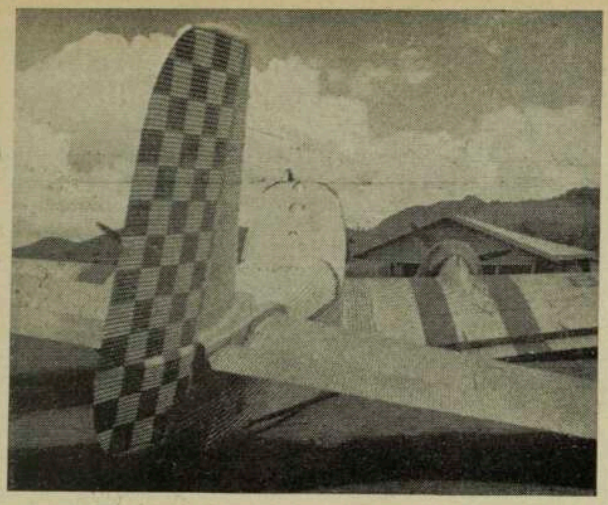
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Junkers crash
, NG, on March
At right, rear
f aircraft show-
w fuselage was
and twisted
of alignment.
The Qantas
after the plane
uck it.
ory below)





knocking down overhead wires, and passing over the head of Mrs. Crawford, crouching in the ditch.

The impact swung the plane around and it came to rest with one wing-tip on the strip and the other on the road. Its back was broken.

Gibbes' purchased the Junkers in Sweden last year. It is expected that repairs to the plane will be carried out on the spot at Wau.

A new building, to replace that demolished by the Junkers is to be erected by Qantas at Wau on a site not yet decided upon. The old building was insured for £500.

SOON!

Cool Air for Lae Hospital

AFTER delay that ran almost to years, the new hospital at Lae, New Guinea, appears now to be within measurable distance of getting its air-conditioning plant.

Official explanation of the delay is that there are only two suppliers of air-conditioning plant in Australia and these have been so busy on the home front they have had no time to spare for New Guinea work. Local rumour in Lae was that piping already installed for the air-conditioning equipment was of the wrong size.

The whole matter appears now to have been resolved, however. In March, two technicians from Mech. Engineering, NG, which firm had sub-contracted from Yorkaire, Sydney, to do the job, arrived and completed the installation of units and duct work.

The electrical work was in progress in April, undertaken by a contractor from Sydney, and all that is needed now is an engineer from Yorkaire to arrive and test the units and charge them with refrigerant.

† Dr. and Mrs. Alec Larson, and daughter, left Rarotonga by the *Waitemata* on March 25, and are travelling to the UK via Canada. Dr. Larson is returning home after completing his term as AMO at Rarotonga hospital.

H AT

Action Saves ...s Agent

people, Captain Peter Manser
l Mrs. Ivy Crawford, had
ky escapes from death on
u, New Guinea, airstrip on
23.

in Manser was taking-off
load of timber in a Junkers
ed by Gibbes' Sepik Airways,
he port engine failed, caus-
plane to swerve across the
towards the Qantas office,
is situated on the edge of
p about 100 yards from the

Crawford, who is agent for
in Wau, was watching the
ake-off. Seeing it approach
nsing possible disaster, she
y left the building and
ived or fell into a ditch be-
road.

lane went on, its left wing-
hing through the building,

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ITI NUI DRIFT

By Slow-Raft to Valparaiso

HEN the bamboo raft *Tahiti Nui* slipped the towline some twelve miles off Papeete last November aptain Eric de Bisschop and our companions had hopes that astbound drift via the southern might end at Valparaiso in four months.

t things are not working out way. Just five months later aft crossed the half-way mark ngitude. However, that did not that the voyage might take nonths.

e slow struggle south-east into rable winds and currents s over. From there on pro- might prove increasingly . Still, the raft is in a cold- region and there seems small that shore will be a welcome when it eventually appears, ps in early June.

nwhile there is regular radio ct.

t position report intercepted *M* put the raft at 44 deg. 42 S, 109 deg. 48 min. W at 1800 on March 27.

R. C. HARVEY RETIRES

TER 18 years in the service of iji, 12 of them as Director of griculture, Mr. C. Harvey left for the United Kingdom on tirement leave on April 11.

went first to Fiji in early 1939 nior Agricultural Officer fol- 12 years service in Tangan- In 1945, he became Director riculture, Fiji, and the same a Member of the Legislative il. Last year he was appointed e Executive Council. In 1950, s awarded the CBE.

was a member of numerous ment and semi-government and during the war was Con- of Produce and Marketing.

EXPLORATION IN PAPUA

TRALASIAN Petroleum Com- ny Pty. Ltd., and Island Ex- oration Company Pty. Ltd., ed progress as follows on 9:

U No. 2: Hole has been deep- 12 ft to 7,305 ft.

IKEWA: 13⅜-in. casing has emented at 2,531 ft and the as been deepened 1,116 ft to t.

EWU: Erection of the drill- tfit is nearing completion and le should spud-in in a few

NATIVE APPRENTICESHIP SCHEME IN P-NG

MAIN business of the Native Apprenticeship Board when it met in Port Moresby, Papua, on March 25, was a review of the first year's activities at the three operating centres, at Rabaul, Lae and Port Moresby; and the consideration of the examination results obtained by apprentices in their first year's work.

Some of the boys, such as those employed for long periods at the Government Printing Office, have had years of experience and training and were allowed to start their indentures at an advanced stage, i.e., third year.

This means that after another 12 months, they will have completed their apprenticeship and will qualify as first tradesmen trained under the Scheme.

Mr. D. Linton, Executive Officer of the Apprenticeship Board, who has just returned from an inspection of Lae and Rabaul apprenticeship centres, says the Scheme is well established and receiving support from private employers, such as motor garages, engineering workshops and building contractors. About 150 boys have signed agreements, more than half of which are with private employers and the rest with Administration Departments.

It is expected that eventually a centre will be established at Madang to cater for youths outside the Morobe District of the New Guinea mainland. There are marine slipways and engineering workshops at Madang.

Members of the Native Apprenticeship Board are: Mr. John Hohnen, General Manager of New Guinea Goldfields (Chairman); Captain Orme Denny, Area Manager of Qantas, Lae; Mr. A. Beavis, of Kwato Mission, Samarai; Mr. Ian Huskisson, of APC; Mr. C. Gee, of Posts and Telegraphs; Mr. G. Toogood, of Native Affairs; and Mr. W. McMahon, of Administration Technical Education.

† Mr. Charles McPhee, the well known Pacific artist, arrived at Rarotonga from NZ on March 21 with his wife and son. Mr. McPhee and family sailed for Tahiti on the *Waitemata* on March 25.

† In mid-March, Mr. Ronald Powell and Mr. Ioba Marsters returned to Rarotonga from the SPC Fisheries Training Course held at Noumea. Earlier in the month they had flown from Fiji to Aitutaki in an RNZAF Solent with a cargo of live trochus-shell for re-planting in Aitutaki lagoon. Over 300 shells were successfully transplanted, and it is hoped that from this small beginning a profitable industry will finally be developed.



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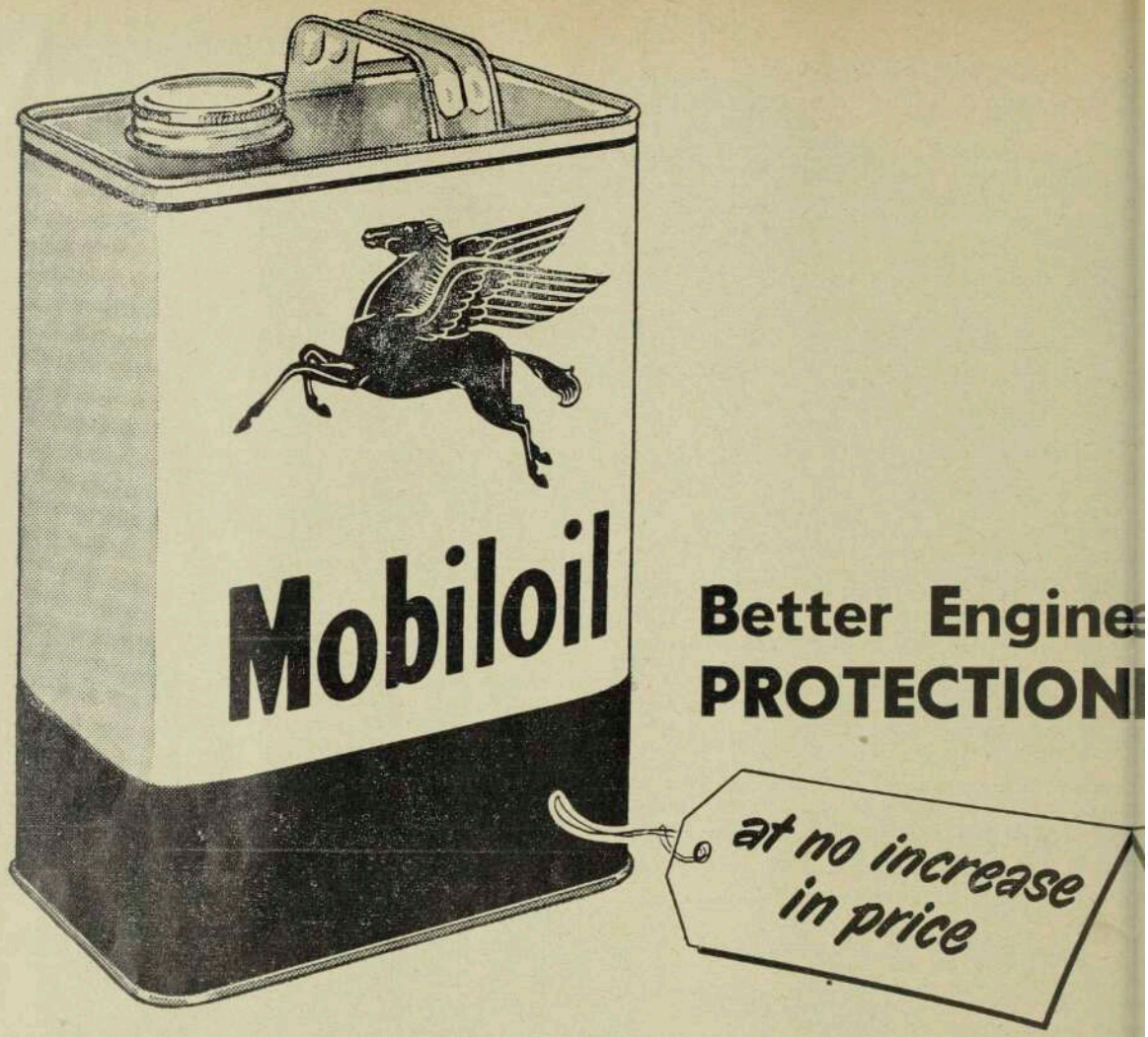
The Carlton, 56 Castlereagh Street, Sydney.
Hotel Rex, 58 Macleay Street, Kings Cross.
The Rex at Bondi, Beach Road, Bondi Beach.
Thirroul Rex Hotel, Thirroul, South Coast, N.S.W.
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ORT TO
TERRITORY

# of W. Samoa
urns from NZ

NZ High Commissioner in Western Samoa, Mr. G. R. owles, returned recently to from six weeks official trip to Zealand and, after discussion the Executive Council on some e more important aspects of sit, reported as follows:

AINING SAMOANS: Samoans be trained in the Samoan Office and possibly in New d for employment in the Office.

important problem of agri- al training for selected boys estern Samoa was discussed e NZ authorities. It is planned ablish a large regional agri- l Training School in Western and the Avele Boys' Agri- l College near Apia may form cleus of the new school which erve other Island Territories, ng neighbouring American . It appeared that all the ries and particularly Ameri- amoa, were enthusiastic and here was every chance that oject would go ahead as soon financial considerations in- were agreed upon. The new should be ready to commence ortant work next year at the

SON WITH AMERICAN A: Mr. Powles conferred with or Coleman, of American during his stay at Pago Pago tions between the two Terri- One of the topics discussed e remission of the processing levied in USA on foreign- d copra; this affects ex- f Western Samoan copra to A.

KING AND FINANCE: A l survey is to be made in n Samoa by a team of high als of the New Zealand y, the NZ Reserve Bank and k of New Zealand, probably . The proposals would in- he setting up of a "Board nce" and the establishment ank of Western Samoa" by e of the local Branch of the New Zealand at Apia.

NA PRICES: Mr. Powles ed the recent increase in the bananas. He also pointed lesirability of wiring banana o safeguard them from and of using locally-made cases. He also stated that damage was done to banana rough handling at Apia.

ISH H-BOMB TEST: Mr. was given assurances in on regarding the coming tests at Christmas Island, stating that the Samoan people were in absolutely no danger whatsoever. No heavy fall-out was involved, the tests would take place far from inhabited islands and would be so arranged as to avoid danger to persons and property and contamination of fish. Similar assurances were given to the Governor of American Samoa by the US Navy.

VISIT OF NZ PARLIAMENTARIANS: At the invitation of the local branch of the Commonwealth Parliamentary Association, New Zealand Parliamentarians intend to pay a visit to Western Samoa in 1958 after the New Zealand elections and to be present at the first meeting of the new Western Samoan Legislature, which will be elected at the end of 1957. They will bring with them, as a gift, a mace which traditionally symbolises the authority of the Speaker.

CIVIL AVIATION: A statement made by the New Zealand Minister of Civil Aviation (Mr. Shand), on March 5 stated that technical and economic considerations prevent the continuance, for an indefinite period, of flying-boat operations on TEAL'S Coral Route from Fiji via Western Samoa and the Cook Islands to Tahiti, and the possibilities of land plane operation have to be examined. A technical survey will be made in order to ascertain the costs involved in making the aerodromes in Western Samoa and Rarotonga suitable for long-range land-based aircraft.

Mr. Powles said that at least three organisations interested in operating air services in the Territory between Upolu and Savai'i and between the two Samoans, have made applications and negotiations were still going on.

EDUCATION: The policy concerning scholarships is to be revised. In future, scholarships will be given only to pupils who had obtained their school certificates in Western Samoa. The money is to come from the Western Samoa Trust Estates profits and the control of the scheme would pass from New Zealand to the Western Samoan Government.

HEALTH. Refresher courses and opportunities for advanced study are to be provided for Samoan Medical Practitioners. A start has been made and one SMP, Tautasi, will shortly commence a course on Public Health at the Otago University Medical School.

PUBLIC SERVICE: Scholarship boys are in future to be accepted as cadets in the Agriculture Department and, if found suitable, be sent to New Zealand and Australia

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to undertake diploma or courses at New Zealand and tralian Agricultural Colleges.

The New Zealand Police Tr School would be prepared to Samoan boys for recruit cou Samoan Constables for 3 m training courses.

NEW TELEPHONE EXCH AT APIA: The proposed insta of a new central battery ex at Apia is to be proceeded wi tenders for the installation be available shortly. Work commence early next year.

SAMOANS IN NEW ZEAL The large and continuing in Samoans into New Zealan created special problems, parti concerning housing in Auckla other large towns. There difficulty in obtaining jobs an tain Samoans are stranded i Zealand as they have no mo fares back to Samoa. Other Sa are getting into trouble a deported back to Samoa, the S Government having to bear t of their transport back.

It may be required in futu emigrants have to depo amount in Samoa to cover th turn fares, before being gra permit to leave Samoa.

† The third Young Men's Ce the Cook Islands was for Tupapa, Rarotonga, on Ma with 40 members, and the co for the first year was elect Tupapa district is close to A Rarotonga's port and most populated area, and the new thus has a correspondingly membership than the Cent Ngatangiia and Arorangi.

Airways Fares

(continued from p. 13

FROM SYDNEY (Aust. currency						
Honolulu	252	5	0	454	1	
S. Francisco	312	10	0	562	10	
Vancouver	312	10	0	562	10	
Nukualofa	92	9	0	165	19	
Apia	97	7	0	175	3	0
Papeete	139	2	0	250	8	0
Aitutaki	119	8	0	214	19	0
Biak	90	0	0	162	0	0
FROM AUCKLAND (NZ currency						
Apia	53	0	0	95	8	
Aitutaki	77	14	0	139	18	
Nadi	39	7	0	70	17	
Norfolk Is.	19	15	0	35	11	
Papeete	97	0	0	174	12	
FROM SUVA (Fiji currency)						
Apia	25	0	0	45	0	
Aitutaki	48	17	0	87	19	
Nukualofa	17	1	0	30	14	
Papeete	71	12	0	128	18	

NOTE: To obtain the equ of Australian currency in currencies (Sterling, Fiji, Ne land, French Pacific francs) page of this journal.

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JOHN WALSTAB!

ler of NGVR
Dies in Melbourne

to his long and well-earned
t is Colonel John Walstab,
O, VD, after a lingering ill-
his home in Melbourne and
iently in the Heidelberg
iation Hospital.

e will be many old New
residents who will regret
sing.

Walstab was always the
the disciplinarian and the
for regimental routine. He
carcely have been otherwise
was born in the Victoria
Training Depot at Victoria
ks, Melbourne in 1885, and
ally all his life had some
ion with either the Police
Army.

rrived in TNG in 1921 as a
s of the AN & MEF, after re-
from War I, where he com-
the 5th Battalion, AIF,
stinction. He was posted to
as District Officer and, in
the New Britain area and
ok up the new position of
Inspector for the Territory.
me Superintendent of Police
in 1927, a position he filled
tstanding merit; part of this
he acted as Government
y.

areful regard for depart-
routine was widely known
old Territorians will re-
the time when, as Super-
nt of Police, he recommended
ply of a typewriter for his
ient; forwarded the file to
Administration and there,
ng Government Secretary,
d the application, "Not
d."

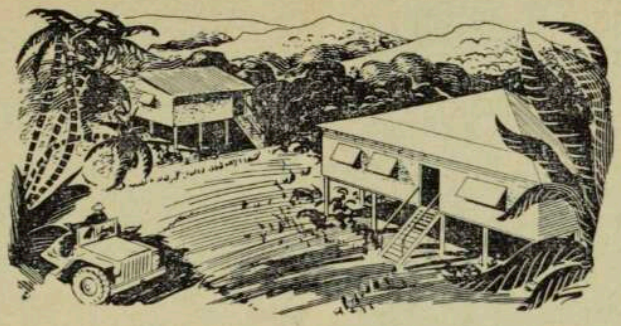
War II became a fact it
hn Walstab who formed
lubs in various Territorial
to prepare the men for any
ity and, at the same time,
rd to the terms of Mandate
precluded the establishment
armed force.

he was instrumental in
g permission for the rais-
defence force and it was
his energetic activities that
Guinea Volunteer Rifles was
n 1939.

40 he himself enlisted for
service and was appointed
the 1st Australian Corps
Middle East; later he became
Provost Marshal of AIF
ters in the Middle East.

the War, he retired to his
Victoria and for some years
in indifferent health.

passes a Grand Old Soldier
Gentleman. *Vale* John
—G.T.



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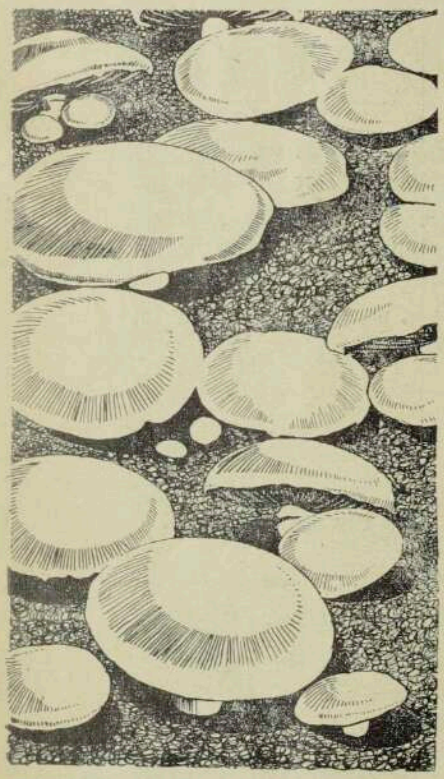
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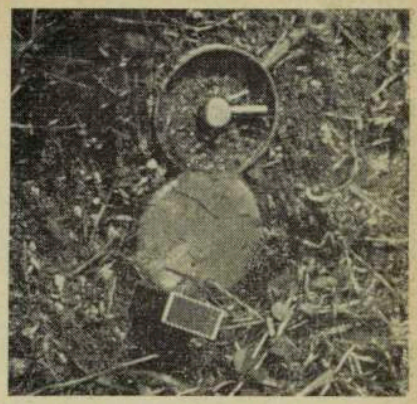
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New Recruits for New Guinea Field Work



group of young Cadet Patrol Officers in grounds of Hotel Cecil, Lae, New Guinea, when re en route, in March, to their various posts (shown in parenthesis). Left to Right: (Mendi); B. Duffy (Madang); F. Howard (Madang); G. Duggan (Hagen, Western Highlands); worth (Lorengau); B. Moyle (Kavieng); J. Tierney (Wewak); P. Maroney (Lae); C. Cooper en); R. Hiatt (Mendi, Southern Highlands); R. Donovan (Wewak).

War Relic



A bomb found recently in hospital grounds at Finschhafen, New Guinea. It is presumed to be unexploded although it is right beside pathway which has been used for months.

Native boys cutting the grass in hospital grounds discovered it. They reported it immediately to the hospital which had it fenced off and notified the A.D.O., who in turn notified District Commissioner, Lae, who advised Bomb Disposals. The bomb was (early April) awaiting arrival of a Bomb Disposal unit. One native boy excitedly told PIM's photographer of his uncle's fate with a similar bomb. A small key will be noticed on top of the bomb photographed—it appears Uncle turned the key, the bomb exploded and Uncle was no more. Matchbox was included in photograph for purposes of comparison.

)/- for a Swim . . .



ia-New Guinea no one thinks anychartering a plane (at £75 an hour) a ball—or fly from Lae to Finsch- a day's swimming. On Sunday, the C'works Rugby League Club, Guinea, organised an outing for friends, wives and children. A chartered (at 50/- a head), all piled cluding children, babies and a dog minutes later disembarked at Fin- They were met and entertained by of the Finschhafen Golf Club, and ll day of sports and swimming returned home happy and tired. (C'works Club has been Lae Premiers for the last six years—since the League was formed in Lae —and hopes to top the list again this year Matches start on April 28).

The excursionists found Finschhafen ideal for their outing—about 30 Europeans, including neighbouring missionaries, got together last year to build a night-and-day swimming pool for themselves. In the same spirit of co-operation, they have also provided themselves with a club-house.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

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Restores Manhood and Vitality

OLDFIELDS PRODUCTION

llowing production was anced for New Guinea Golds Ltd., for March: Golden Mill, 1,152 ozs fine gold; 1,423 r. Golden Ridges alluvials, ne gold. Koranga alluvials, fine gold. Tributes, 102 ozs . Timber, 110,871 super feet.

† On March 22, HMZS *Rotoiti*, commanded by Lt.-Commander W. J. Brown, RNZN, arrived at Rarotonga. The *Rotoiti* is one of the two Royal New Zealand Navy frigates that will act as weather ships and patrol vessels during the forthcoming British hydrogen-bomb tests to be controlled from Christmas Island. The *Rotoiti* will be stationed in the Central Pacific for some months.

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TENDERS

ESTATE W. J. WATSON (DEC'D.)—SANTO. Sealed tenders endorsed "Tender —W. J. Watson Estate" are invited and will be received at the office of Burns Philp Trust Company Limited, 7 Bridge Street, Sydney, until Saturday, June 29, 1957, for the purchase of the following: **Lease No. 30**—Subdivision C—500 acres at Adzonne River. Comprises 5 acres cleared grazing land and approximately 140 acres planted with coconuts. Lease runs for a period of 96 years, commencing July 1, 1905. **Lease No. 5**—In the name of Robert Watson (Snr.). Subdivision E—500 acres at Adzonne River. Comprises 50 acres planted with coconuts. Lease runs for a period of 96 years, commencing July 1, 1908. No fences appear to exist anywhere, except around the dwelling. **Buildings:** These are mostly constructed of bush timbers and native leaf roofs. **Launch:** "Lola". Arrangements were made last November for complete new deck and new cabin to be installed in this vessel. Size and capacity of the craft is unknown. **Livestock:** Cattle—16 head. Horses—3 head. As a guide to intending tenderers the Probate values of the Estate are as follows: 2 Leaseholds referred to above, £3,000; Launch "Lola", £1,750; Contents of dwelling house and other moveable property, £212; Livestock, £95; Store Stock, £157. The highest or any other tender will not necessarily be accepted. Stanley Gordon Jones, Attorney for **Burns Philp Trust Co. Ltd.,** Administrator of Estates.

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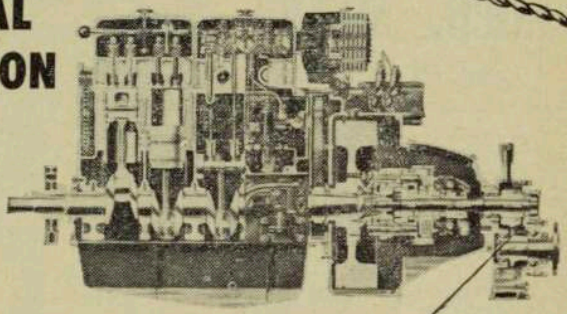
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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 140 Pac. Francs; $US 2.23.)

COPRA

(1957 MOF price not yet finalised. Most territories have tentatively dropped their prices by 10 per cent.)

Price negotiated between British Ministry of Food and British South Pacific Territories for 1956 was £Stg.58/10/- FOB main ports. Stabilisation funds and other charges reduce the actual prices to producers.

PAPUA-NEW GUINEA: — Approx: £56/5/-; £55/11/6; £53/2/0 tentatively

FIJI: — Tentatively; Plant. gde. £F50/5/6; FMS £F50.

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 Yandina: 1st grade, £56; 2nd £52; 3rd £45.

NEW HEBRIDES:—Buying price on Mar. 30 rose from 5,750 Pac. francs to 6,000 Pac francs (£A42) delivered Vila/Santo. European price Mar. 22, 68,000 Met. fcs. (£A85/8/6) c.i.f. per short ton.

NEW CALEDONIA:—Noumea. Feb. 20: 7,250 Pac. francs (£A50).

FRENCH OCEANIA:—Recent prices were: Top grade 10.50 Pac. francs per kilo (£A62/15/- per long ton) f.o.b., Papeete; lowest grade 5.35 Pac. francs (£A39).

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 Apr. 8 was £Stg.195 per ton, c.i.f. London.

P.-N.G.:—Good grade quote No. 1 £220, quote No. 2 £220, both ex wharf Sydney.

W. SAM.: No stock.

COFFEE:—P.-N.G. Apr. 8: Top grade quote No. 1 6/9; quote No. 2: 6/10-6/11 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 Apr. 8, was: No. 1 RSS, spot, 90⅞ Straits cents (32-1/5d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on April 6: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 60/-, Green 58/- 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.**—Dry, brown, etc., £70 per ton Sydney or Melbourne.

PEARL SHELL.—Prices betwe 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; Apr. quotation by independent Sound £A900; D, £A670; E, EE, £A260. **Cook Is.-Manihiki:** Loose shell on beach, £Stg.448 ton. Export price, Apr. 8, f.o.b. Rarotonga. **Tuamotus.** 175- francs per kilo (£A1,000-£A1, long ton) f.o.b. Papeete.

TROCHUS:—One Sydney agent 8 quoted, in store: N. Heb., N.G., £A520; and B.S.I., £A525, a another quoted: N.G., £A520, f.a

GREEN SNAIL:—Quote No. 1 SW Pacific, in store, Sydney, subject to rejects. Quote No. 2: £A460.

LONDON AND U.S. PRICE

Copra:—London, Apr 5: Straits fair, merchantable, del. weight United Kingdom-North Europea Apr./May £Stg.66/5 (nominal). PH in bulk, Apr./May $176.50 (seller York, Apr. 5: Philippines, c.i.f. U.S Coast Ports, $152.50 (asked).

Coconut Oil:—London, Apr. 5: crude, c.i.f., bulk, Apr./May £ per ton (reseller). Ceylon, in bu United Kingdom-North Europea Apr./May shipments £Stg.103 (s

Rubber:—London: Apr. 5: Spot Stg.27¼d lb. (nominal). July/S

ISLANDS MINING SH

	Aug., '39	June, '56	A
FIJI			
Emperor	b9/11	b10/3	
Loloma	s25/6	b27/-	
PAPUA-NEW GUINEA			
Bulolo		b124/-	b45/-
N.G.G. Ltd.		b1/10	b2/2
Oil Search		b3/11	b14/11
Ent. of N.G.		—	s2/-
Oriomo Oil		b5/-	b6/6
Papuan Apin.		b4/11	b3/6
Placer Dev.		b68/6	b101/6
Sandy Creek		b1/5	s6d

EXCHANGE RATE

FIJI.—Through BANK OF NS BANK and BANK OF NZ. Aust Fiji, basis £100 Fiji: Buying, £. Selling, £A113. Fiji-London, ba London: B, £110/15/-; S. £112. basis £100 NZ: B. £111/11/9; S.

SAMOA.—Through BANK OF M tralia on Samoa, basis £100 B. £A123/12/6; S. £A124/10/9. London, basis £100 London: B. S. £101/10/-. Samoa-NZ, basis £ B. £100; S. £100/10/-. Samoa-Fi £100 Samoa: B. £111; S. £110.0

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/- pe

BSI.—COMMONWEALTH BANK at Honiara) quotes exchange r tralia-BSI: 10/- per £A100.

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NORFOLK IS.—Commonwealth quotes exchange rate **Australia Island:** 5/- per £A100.

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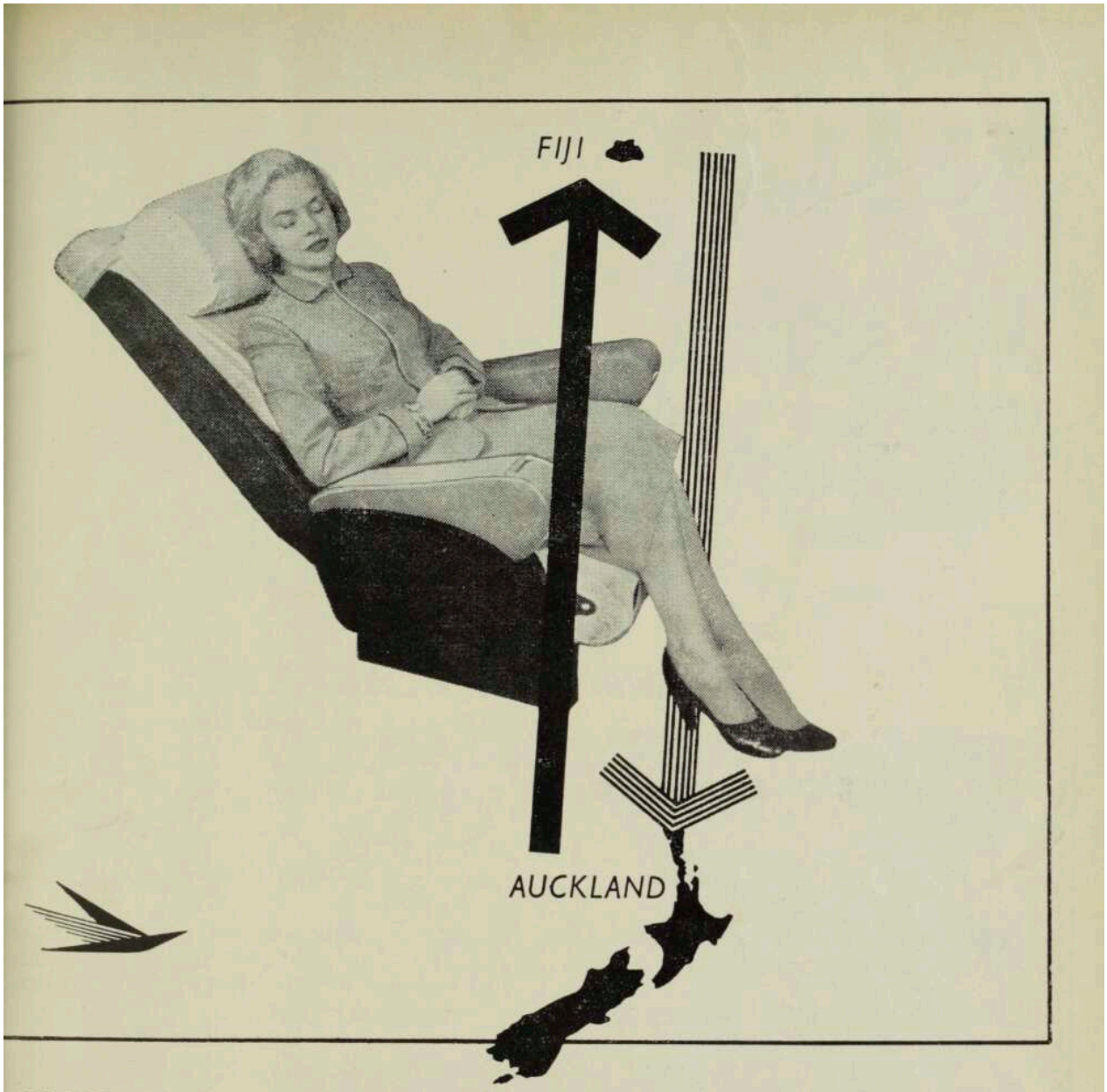
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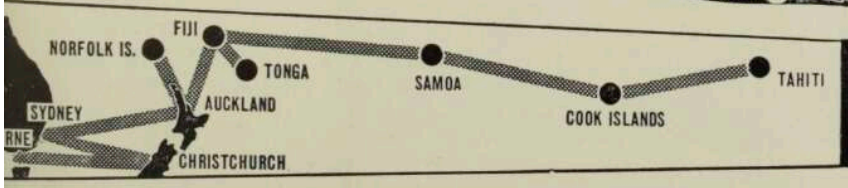
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