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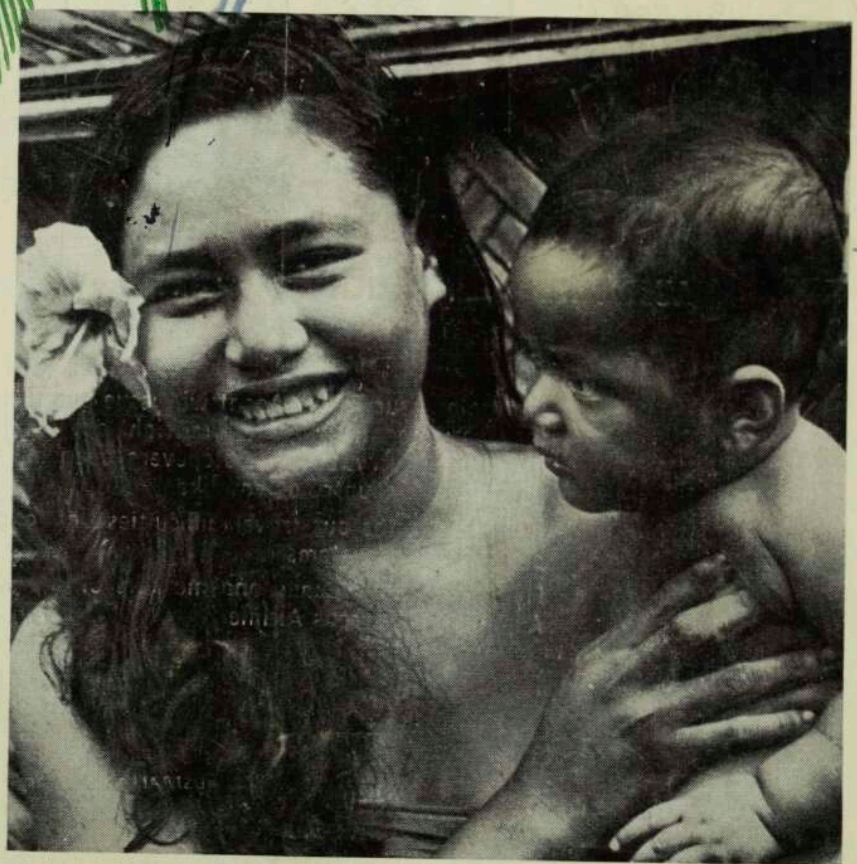
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NATIONAL LIBRARY OF AUSTRALIA

MAY, 1957 Vol. XXVII. No. 10

PACIFIC ISLANDS Monthly

2 D MAY 1957



A SMILE FROM SAMOA. A young mother, in a village not far from Apia, and infant. Baby is well-covered—but not in clothes; Mother wears a lava-lava, tucked-in beneath one arm, and a hibiscus behind one ear.

Photo: Bruce Moss.

lished 1930

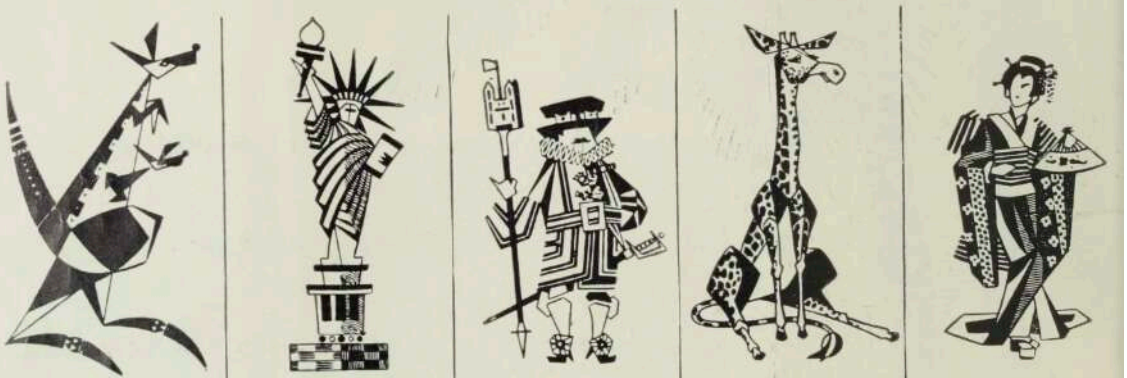
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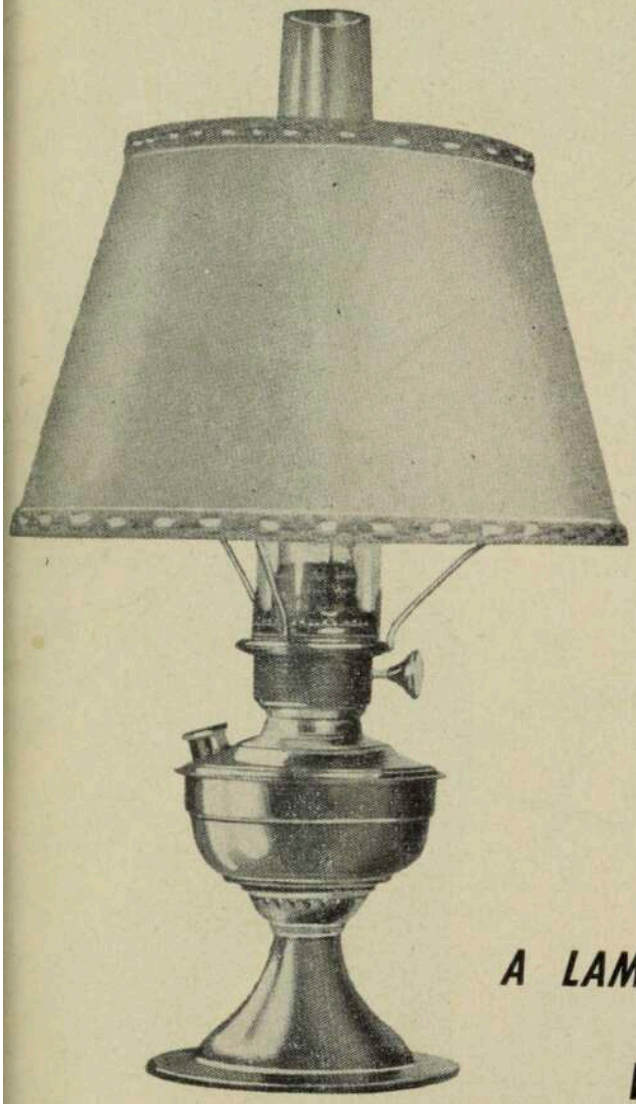
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Burns ordinary Kerosene.

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MADE IN ENGLAND

Representatives for Pacific Islands

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

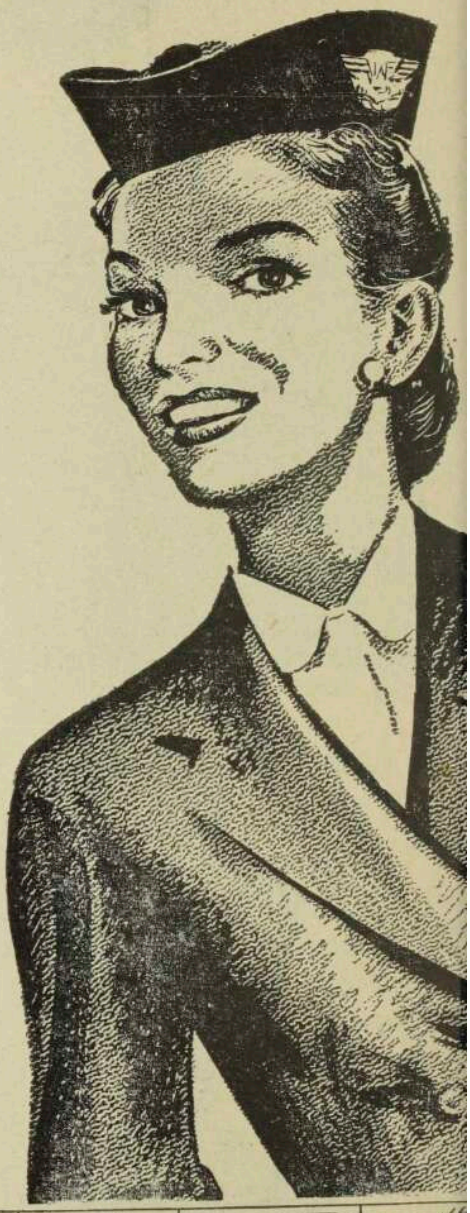
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when touring NEW ZEALAND—

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.

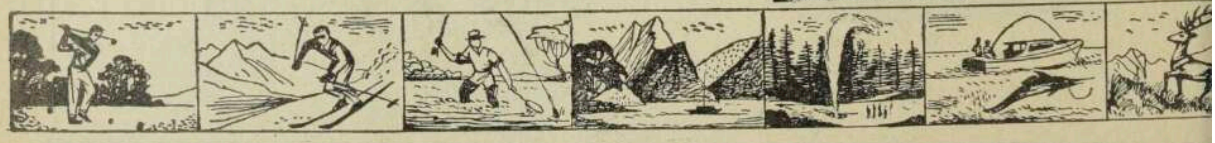
But it's a thousand miles from Bluff to the Bay of Islands. And that's why so many tourists fly—with N.A.C., of course: to save time, to travel in armchair comfort, and to enjoy a bird's eye view of beauty.



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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.



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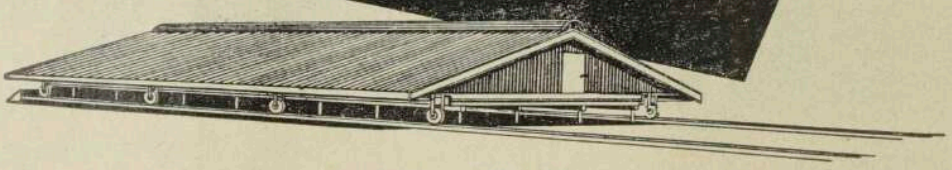


LAN-CHOO

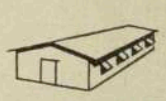
Ceylon's Choicest Tea

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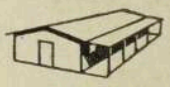
ASP PREFABRICATED STEEL BUILDINGS FOR THE PACIFIC ISLANDS

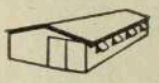


ASP Pacific Islands range includes:—ASP PREFABRICATED DRYERS FOR COCOA & COPRA: Illustrated above is ASP Cocoa Sliding Roof Sun Dryer—capacity one ton. Other dryers include ASP Cocoa Combined Hot Air—Sun Dryers and Copra Dryers—all designed in conjunction with and accepted by Departmental Heads of the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

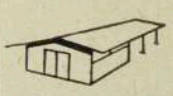


Single & Married Native Accommodation Units, with or without verandahs; separate wash and cook houses available.





ASP Cocoa Store Buildings, 40 ft. x 20 ft. x 9½ ft. wall height.



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

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

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

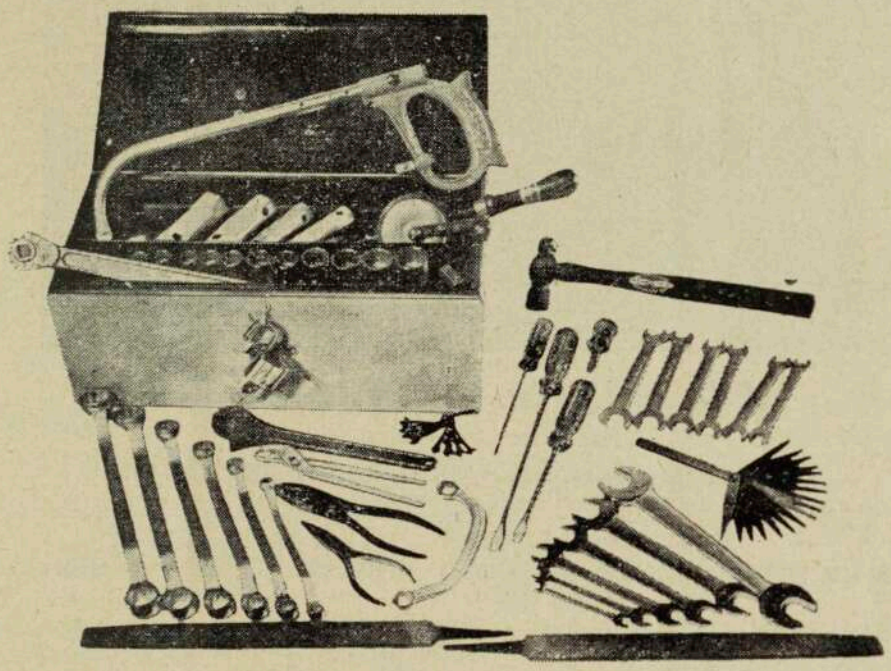
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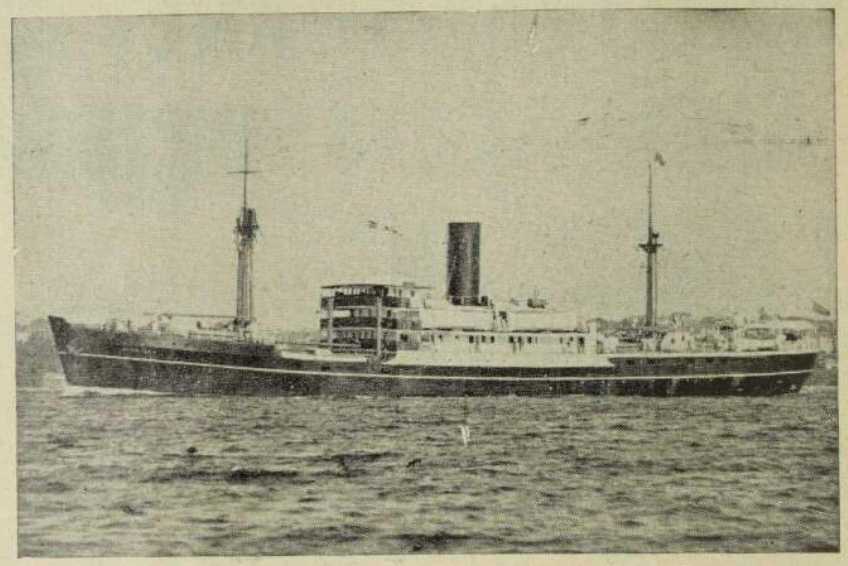
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Passenger and Cargo Liners

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, Madang, Lae, Port Moresby, y. Next Sydney sailing approx. May

Malaita sails from Sydney for Port by, Rabaul, Kavieng, Lombrum, gau, Wewak, Alexishafen, Madang, ydney. Next Sydney sailing approx. 25, then about June 28.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port by, Samarai, Lae, Madang, Lom- Rabaul, Samarai, Port Moresby, ne, Sydney. Next Sydney sailing May 31.

Montoro sails from Sydney, for ne, Port Moresby, Samarai, Rabaul, g, Lae, Port Moresby, Sydney, Mel- . Next Sydney sailing approx. May

ils from Burns, Philp & Co. Ltd., ge Street, Sydney.

Soochow: Next Sydney sailing May Brisbane, Rabaul, Kavieng, Madang,

Shansi: Next Sydney sailing May 28 isbane, Port Moresby, Samarai. Sinkiang: Next Sydney sailing June r Port Moresby, Samarai, Lae, g, Rabaul.
ils from Swire and Yuill Pty. Ltd., ge St., Sydney.

Sydney-Dutch N.G.

e weeks service by MV's Sigli, Silin- Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sigli May 22, Sinabang June 10, Silindoeng July 3.

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

Far East-S.W. Pacific-Australia

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

SS Funing: Southbound due Madang May 22, Rabaul May 25, Lae May 30, Samarai June 3, Port Moresby June 5.

SS Fengning: Southbound due Madang July 3, Kavieng July 6, Rabaul July 8, Lae July 13, Port Moresby July 18.

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.

Aros: Southbound due Rabaul May 29, Lae June 1.

Citos: Southbound due Rabaul July 2, Lae July 5.

Milos: Southbound due Lae July 13, Rabaul July 16, Honiara July 19, Vanikoro July 23.

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: June 11.

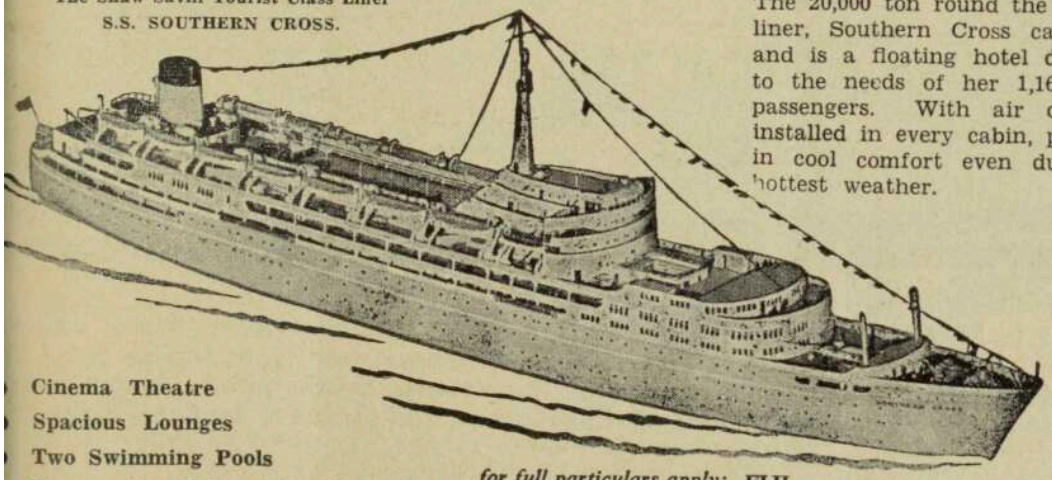
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORCADES	ORCADES (To UK via Panama)	ORSOVA	ORONSAY
SYDNEY	depart	——	June 11	May 28	July 12
AUCKLAND	arr/dep	——	June 14	May 31	July 15
SUVA	arr/dep	——	June 17	June 3	July 18
HONOLULU	arr/dep	——	June 22	June 8	July 23
VANCOUVER	arrive	——	June 28	June 14	July 29
	depart	——	June 29	June 15	July 30
SAN FRANCISCO	arr	——	July 1	June 17	Aug. 1
	depart	——	——	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*

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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
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Any Branch or Agency of Burns Philp (South Sea) Co. Ltd.,
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TAHITI
Etablissements Donald Tahiti, Papeete.
Cable address: Donald, Papeete.

Travel Shaw Savill

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MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailing from Auckland: June 1.

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

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands.

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, Tenaru, Yandina, Loavie, Pepesala, Somata, Gizo, Bougainville ports, Rabaul. Next Sydney sailing approx. May 23, then about J

Details from Burns, Philp & Bridge Street, Sydney.

Sydney-N. Caledonia-Tah

Vessels of Messageries Maritimes coming from Marseilles, via West and Panama, call about every six at Papeete, Vila (New Hebrides), N and Sydney, and return by same At present on this run are the ships, Tahitien, Caledonien and gent. Next sailing from Sydney: donien June 25, Tahitien August 1

MV Polynesie (Messageries Mar maintains about monthly passenge ings between Sydney and Noume the New Hebrides. Next Sydney June 14.

Details from Sydney agents: Mess Maritimes, 36 Grosvenor Street, Sy

Sydney-S. Africa-UK-Pac Ports-Sydney

Shaw Savill's new one-class all-pa liner Southern Cross makes four the-world voyages per year, two bound, then two east-bound, call 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 maint regular service from Pacific Coast American ports, with sailings ove days. Some ports depend on cargoes o

Thorshall: San Francisco May Los Angeles June 1-2, Papeete Ju 15, Nukualofa June 21-24, Pago Pag 25-26, Apia June 27-28, Suva Ju Lautoka July 3-4, Noumea July 7- Vila July 10, Townsville July 14- Francisco (inbound) July-Aug.

Thorsisle: Vancouver June 16-2

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

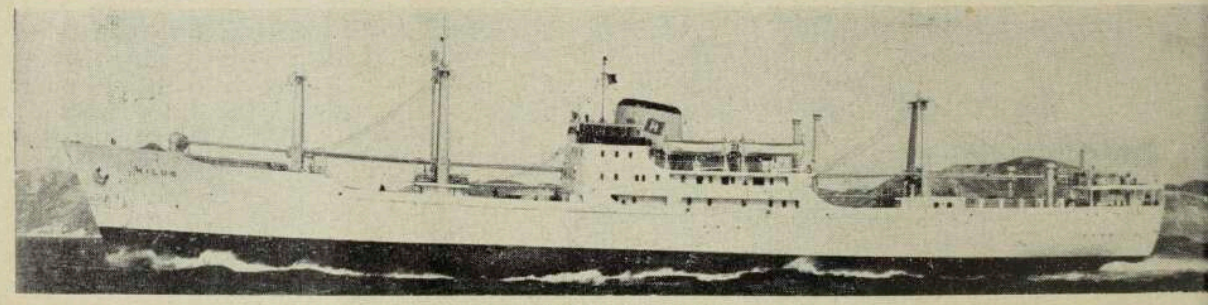
GENERAL STEAMSHIP CORPORATION LTD.

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



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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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minster June 27-July 2, San Francisco 5-10, Los Angeles July 12-13, Papeete 24-27, Pago Pago Aug. 1-2, Apia 3-4, Suva Aug. 7-8, Lautoka Aug. Noumea Aug. 13-15, Lae Aug. 20-21, Francisco (inbound) Sept. 9.
ails from General Steamships Cor-ion Ltd., 432 California St., San isco, USA, and Island Agents.

JS-Tahiti-Pago Pago-Fiji-Australia

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

Sydney-Fiji-Vancouver

fic Shipowners, Ltd., of Suva (sub- of W. R. Carpenter & Co.) operate vice three times yearly with the ton, 98-passenger vessel Lakemba the above route. Accommodation irely First Class, two-berth cabins. sailing from Sydney, late June, alls at Suva, Lautoka and Honolulu. ils from American Trading & Ship-o. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-(or NZ)-North America

four cargo vessels, Waihemo, a, Waikawa, and Waitomo, owned erated by the Union Steam Ship NZ Ltd., maintain a monthly across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next sailings: Wairuna, early June, Waikawa mid-July. The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver, via Rarotonga and Papeete.

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 Papeete May 22-24, Wellington May 30, Melbourne June 3, Sydney June 5-7, Auckland June

LONDON-SUVA

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VIA

PANAMA

For Sailings and Further Particulars Apply To:—

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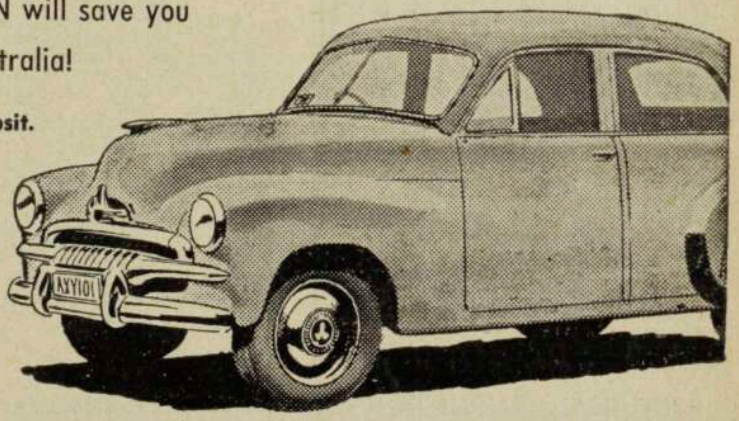
BURNS PHILP (SOUTH SEA) CO. LTD., SUVA, FIJI

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Australia's Largest Used-car Organisation

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10, Suva June 13, Pago Pago June 14, Honolulu June 19, San Francisco June 24.

Monterey: San Francisco June 4, Los Angeles June 5, Honolulu June 10, Pago Pago June 15, Suva June 18, Auckland June 21-22, Sydney June 25-28, Wellington July 1, Papeete July 5-7, Honolulu July 12, Los Angeles July 17, San Francisco July 18.

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 30, June 13 and 27.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

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

SOUTHWARDS

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

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

Note: Wed. and Fri. services ex Sydney connect at San Francisco with BOAC service to London departing San Francisco Thu. and Sat. BOAC service, ex London on Tue. and Thu. connect at San Francisco with Qantas Thu. and Sat. services to Sydney.

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

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

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

Mon.

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

Tues.

Depart:	Arrive:
	Townsville, 1.50 a.m.
Townsville, 2.50 a.m.	Pt. Moresby, 6.35 a.m.
Pt. Moresby 7.35 a.m.	Lae, 9 a.m.

Tues., Fri., Sat.

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

Wed., Sat., Sun.

Pt. Moresby, 7.35 a.m.	Lae, 9 a.m.

Thurs.

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

Fri.

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

SOUTHWARDS

Tues.

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

Wed.

	Sydney, 12.50 a.m.

Wed., Fri., Sun.

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

Sat.

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

Sun.

	Sydney, 12.50 a.m

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (May 29, June 12, 26, etc.).
Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thursday (May 30, June 13, 27, etc.), departs Hollandia at 9.30 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.20 p.m.

LAE-MANUS (DC3)

Alt. Wed. (May 29, June 12, 26, etc.).
Dep. Lae, 8.00 a.m.: Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 p.m.
Every alt. Sat. (June 1, 15, 29, etc.) departs Manus 8 a.m. and with calls at Kavieng, Rabaul and Finschhafen, arrives Lae at 2.50 p.m.

PORT MORESBY-KIKORI (Catalina)

Via Yule Is., Kerema, Vaimuru: Alt. Fri. returning same day (May 24, June 7, 21, etc.).

PORT MORESBY-DARU (Catalina)

Via Kerema, Kikori: Alt. Fri. returning Daru-Port Moresby direct same day (May 31, June 14, 28, etc.).

PORT MORESBY-SAMARAI (Catalina)

Pt. Moresby, Samarai, Pt. Moresby: Alt. Tues. (June 4, 18).

PORT MORESBY-RABAUL (Catalina)

Alt. Tues. (May 28, June 11, 25, etc.) Port Moresby-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul, returning via same ports (May 30, June 13, 27, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Alt. Wed. (May 29, June 12, 26, etc.) Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., direct to Madang, arr. 9.25 a.m.
Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Fri.: Dep. Rabaul 6.30 a.m. K Manus, Wewak, Madang, La 3.55 p.m.

CENTRAL HIGHLANDS (DC

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

LOWER HIGHLANDS (Beaver)

Fridays: Lae (7.30 a.m.) to Gorok ing at any of Nadzab, Kaiapit, Aiyura, Finintegu, Rintebe, Ben Kainantu, Goroka, Arona. Arri at Lae depends on stops made.

LAE-BULOLO-WAU (D.H. Bea

Dep. Lae: Mon. 7.30 a.m., Tues.
Dep. Wau: Mon. 8.55 a.m., Tue p.m. Bulolo is omitted on retur which take 30 minutes, Wau-La

LAE-BULOLO-WAU-PT. MORESBY

Dep. Lae Wed. and Sat. 9 a.m. via Wau to Port Moresby, return same route.

MADANG-GOROKA (DC3)

Tuesdays: Depart Madang 2 p.m. Goroka 2.35 a.m., returning sa depart Goroka 3 p.m., arr. 3.35 p.m.

NEW GUINEA-NEW BRITAI BOUGAINVILLE (DC3)

Fridays: Depart Lae 12.55 p.m., hafen 1.45 p.m., arrive Rab p.m.
Saturdays: Depart Rabaul 5.45 a.m to Lae, arr. 8.25 a.m.
Sundays: Depart Lae 12 noon, Fin 1 p.m., Rabaul 3.10 p.m.
Tuesdays: Depart Rabaul 5.45 a.m. hafen 8.10 a.m., arrive Lae 8.4
Alt. Thurs. (May 23, June 6, 2 Dep. Lae 8 a.m., Finschhafen, Buka, Rabaul, arr. 2.55 p.m.
Alt. Thurs. (May 30, June 13, 2 Dep. Lae 8 a.m., Finschhafen, arr. 11.5 a.m.
Alt. Fri. (May 31, June 14, 28, etc Rabaul 8 a.m., Madang, Goro arr. 1.20 p.m.
Alt. Fri. (May 24, June 7, 21, etc Rabaul 8 a.m., Madang, Gorc arr. 1.20 p.m.

SERVICES BY MANDATED AI Scheduled Flights with DC3 Ai

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

4. Aust.-Dutch N. Gu

By KLM Royal Dutch Airli (Super Constellation Servi

A weekly service between Sy Amsterdam with a call at Bia and Manila (Philippines).

DC3 aircraft link Biak with Sorong, Merauke, Tenah Merah wari, Noemfoer, Ransiki, Genj Kokonao.

5. N. Guinea-Solom

By Qantas with DC3 Aircr (Three flights every four w

Mon. (May 27, June 3, 17, 24, dep. 6 a.m.: Finschhafen, Buka, Vella Lavella, Yandina (BSI), arriving 5.25 p.m.

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day (May 28, June 4, 18, 25, etc.)
oniara dep. 7 a.m.: Yandina, Vella
avella, Buka, Rabaul, Lae, arriving
35 p.m.

6. Paris-Saigon-Noumea-Auckland

Transports Aeriens Intercontinentaux.
aircraft depart Paris every week
day 27, June 3, etc.) for Athens,
arachi, Saigon, Darwin, Noumea,
ckland. Leaves Auckland on return
ay 31, June 7, etc.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

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

9. Sydney-Noumea

By Qantas, with Skymasters (Three flights every four weeks)
(May 30, June 13, 20, 27, etc.).
ney dep. 11.30 p.m., arriving Ton-
ta, 7 a.m. Fri. (May 31, June 14,
28, etc.).
(May 31, June 14, 21, 28, etc.)
touta dep. 9.00 a.m., arriving
ney, 2.50 p.m.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.
sdays: Depart Tontouta 8 a.m.,
ve Santo 11.10 a.m., arrive Vila
p.m., depart Vila 2.15 p.m., arrive
touta 4.30 p.m.
ays: Depart Tontouta 8 a.m., arrive
10.20 a.m., arrive Santo 12.5 p.m.,
art Santo 1.30 p.m., arrive Tontouta
p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI With DC Aircraft (Irregular Service)
lights: July 7, Sept. 1, Nov. 3.

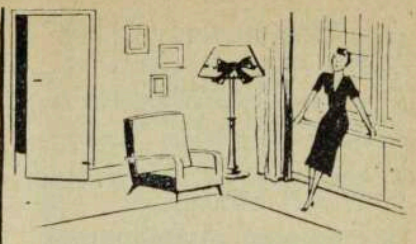
12. Norfolk Is.-Auckland

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

13. Auckland-Sydney

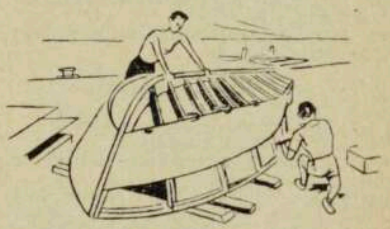
asman Empire Airways, with DC6 aircraft.
Wed., Thu.: Departs Auckland
a.m., arr. Sydney 1.00 p.m.
Sun.: Dep. Auckland 11.30 a.m.,
Sydney 3.00 p.m.
Dep. Sydney 10.00 a.m., arr.
kland 5.00 p.m.
Thu.: Dep. Sydney 3.00 p.m.,
Auckland 10.00 p.m.
Fri.: Dep. Sydney 11.30 p.m., arr.
kland 6.30 a.m. next day.

A PLYWOOD FOR EVERY PURPOSE



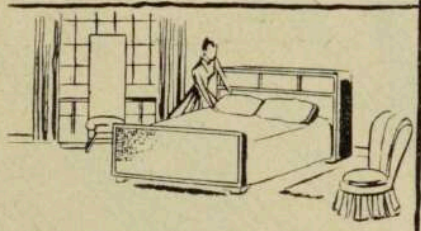
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The quiet, lasting beauty of Rosco Solid Core Doors and Panels adds new charm to any interior—for built in furniture too, the right material.



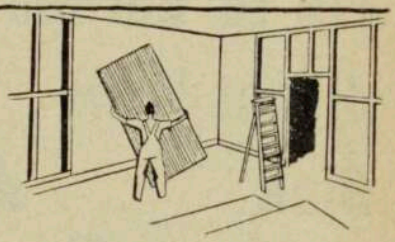
GENUINE SEAPLY

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14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Mon./Fri.: Dep. Christchurch 5.00 p.m., arr. Sydney 8.40 p.m.
Mon.: Dep. Sydney 8.00 a.m., arr. Christchurch 3 p.m.
Wed.: Dep. Sydney 3.00 p.m., arr. Christchurch 10.10 p.m.

15 Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

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

16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

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

17. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

Service normally fortnightly, with extra flights as required.
Departs Suva Thurs. 9 a.m., crosses dateline, arrives Satapuala (W. Samoa) Wed. 1.55 p.m., departs Thurs. 2 a.m., arrives Aitutaki (Cook Is.) 7.30 a.m., departs 9.30 a.m., arrives Papeete (Tahiti) 2 p.m. Departs Papeete Sun. 7.30 a.m., arrives Aitutaki 11 a.m., departs 12.30 p.m., arrives Satapuala 5 p.m., departs Mon. 8 a.m., crosses dateline, arrives Suva Tues., 10.55 a.m.
Leaves Suva May 30, June 21, 28, July 5, 12, 19, 26. Leaves Papeete June 2, 23, 30, July 7, 15, 21, 28.

18. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

(This service will terminate with the next flight.)

Dep. Suva 6.30 a.m., arr Nukualofa 9.50 a.m., dep. Nukualofa 2.45 p.m., arr. Suva 4.55 p.m.
Next flight: June 5.

19. Fiji-Samoa

Tasman Empire Airways, with Solent Aircraft.

Dep. Suva 6 a.m., arr. Satapuala 11.5 a.m.
Dep. Satapuala 1.30 p.m., arr. Suva 4.35 p.m.
Next flights from Suva June 20, July 4, 23, crossing International Date Line and leaving Satapuala June 19, July 3, 22.

20. Fiji Internal Airways

Fiji Airways, Ltd., Drover Aircraft.

Suva-Nadi Suva: Two flights daily except Sun., o e flight.
Suva-Nadi Tues., Wed., Fri. (additional to the above return flights).
Nadi-Suva: Wed., Thurs., Sat.
Suva-Labasa-Suva: Daily.
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 Inte Island Service

Regie Aerienne Interinsulair (R with Amphibious Catalina

Twice weekly service to the Le Group.
Wednesday: Papeete, Raiatea, Bora Raiatea, Papeete.
Friday: Papeete, Huahine, Ra Papeete.
Booking agents in Papeete: Messs Maritimes.

22. N. Caledonia-Loyalty Internal Service

Societe Caledonienne de Transp Aeriens (TRANSPAC), with Rap aircraft.

Noumea (Magenta), Lifou (Chepe Noumea: Tues. a.m.
Noumea, Mare (Tadine), Noumea: p.m.
Noumea, Mare, Lifou, Noumea, or N Lifou, Mare, Noumea, alterns Thurs. a.m.
Noumea, Koumac, Noumea (with ditional call at Plaine des G Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mo
Noumea, Poindimie, Noumea (wit ditional call at Houailou): Fri.
Noumea, Ile des Pins, Noumea: Sa and Sunday afternoons.

23. Micronesia

Trans Ocean Airlines.

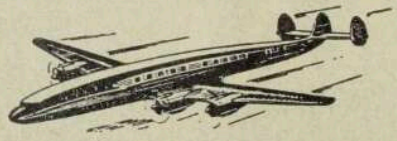
Using Grumman Albatross twin-n amphibious flying-boats, TOA oper service throughout the Trust Terri

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Details from Trans Ocean Airlines,
, Guam.

proximate Airways Fares

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

M SYDNEY (Aust. currency) TO—

	Single £ s. d.	Return £ s. d.	Table No.
y . . .	46 11 0	83 16 0	2
. . . .	55 7 0	99 13 0	2
. . . .	64 19 0	116 19 0	2, 7
a . . .	48 15 0	85 15 0	9, 10
a . . .	80 7 0	144 13 0	2, 5
Is. . .	27 10 0	49 10 0	8
Iowe . .	12 15 0	25 10 0	7
. . . .	76 0 0	136 16 0	1
. . . .	81 3 0	141 19 0	1, 20
nd . . .	52 10 0	94 10 0	13
hurch .	52 10 0	94 10 0	14

ays Fares

SYDNEY (Aust. currency) TO—

lu . . .	252 5 0	454 1 0	1
ncisco .	312 10 0	562 10 0	1
ver .	312 10 0	562 10 0	1
bfa . .	92 9 0	165 19 0	1, 18
. .	97 7 0	175 3 0	1, 18, 19
.	139 2 0	250 8 0	1, 18, 19
.	119 8 0	214 19 0	1, 18, 19
. .	90 0 0	162 0 0	4

AUCKLAND (NZ currency) TO—

. . . .	53 0 0	95 8 0	16, 17
. . . .	77 14 0	139 18 0	16, 17
Nadi	39 7 0	70 17 0	16
Norfolk Is. . .	19 15 0	35 11 0	12
Papeete . . .	97 0 0	174 12 0	16, 17

FROM SUVA (Fiji currency) TO—

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

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

NOTES ON THE MARKETS

Shell dealers in Sydney this month reported that there had been a downward trend in the trochus market. Their quotations in May were from £5 to £15 a ton lower than in April.

One dealer also reported a slight downward trend in the pearl shell market.

The price of New Guinea peanuts had been forced down by 1d to 2d per lb by the arrival in Australia of shipment of peanuts from China. A release of Kingaroy peanuts contributed also to a reduction in the price of New Guinea peanuts.

† About 200 new cars were imported into New Caledonia in April and May—a sign of the continuing prosperity of the Colony.

¶ Miss Jennifer Goodsir, daughter of Mr. and Mrs. W. E. Goodsir, of Suva, Fiji, will be married in June to Mr. Ivan Crooks, the Fiji representative of the London Liverpool and Globe Insurance Company. The young couple are well-known and personally popular, and the wedding will be a social highlight in the Fijian capital.

THE FIJI TIMES

Established 1869

Published Every Morning Except Sunday, **The Fiji Times** is the only English Language Daily Newspaper in the South Pacific Islands. It is Distributed by Fiji Airways and Road Bus Services, Every Day, all over Fiji.

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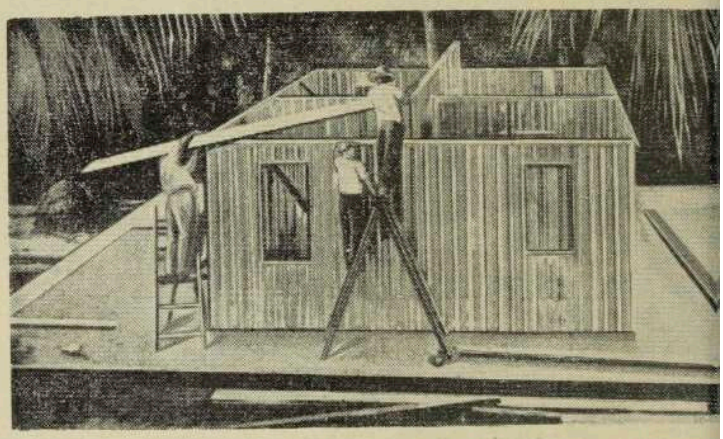
KINGSTRAND

the *frameless* building with the *load bearing* wa

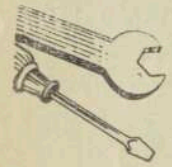
Goes up *FAST!*

NO COLUMNS
NO FRAME WORK

Kingstrand **frameless** construction sets new records in erection speed by utilising the high structural strength of specially formed aluminium sheet to eliminate costly columns, studs and framework.

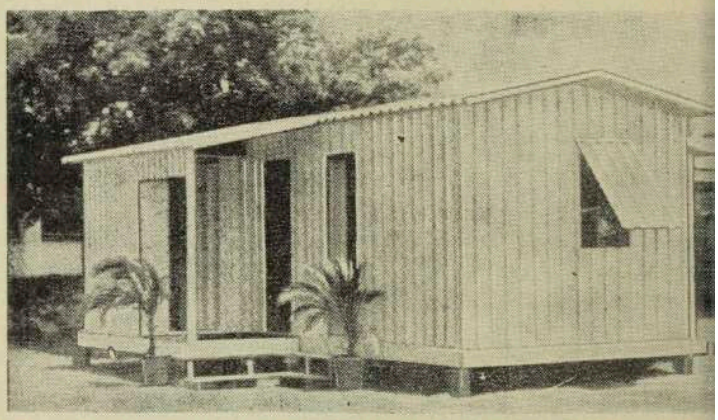


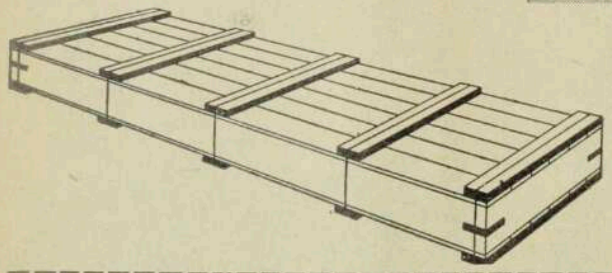
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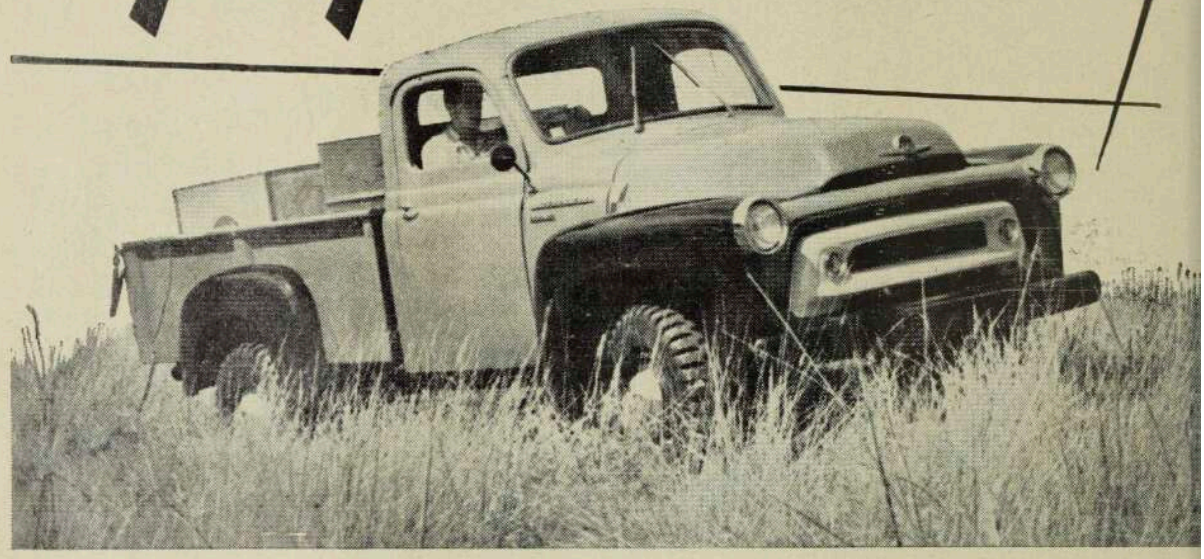
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ditorial...

ER 1957: WHAT IS GOING ON IN THE SOUTH PACIFIC COPRA INDUSTRY

RYONE with interest in the outh Pacific Islands will note at definite steps now are being to create a copra marketing isation to take the place of the h Ministry of Food copra- contract, which expires on ber 31, 1957.

same observers may be d by the fact that the primary in creating at least a British onwealth-wide organisation is er, the international concern monopolistic power was so felt in the 1920-1939 period, whose market control was d—rightly or wrongly—for a of painfully low copra prices. ng come through eight years d prices fixed by Government and enjoyed a standard of t rarely experienced by them war days, the coconut planters t well prepared to face the They have forgotten those d days of 20 years ago when product was at a starvation They feel that it just can't again.

be they are right—maybe the e in the world demand for t products, the result of a l rise in the standard of liv- overcrowded countries, will keep prices up. Maybe the nilever is different, in some from the 1930 Unilever, and t or cannot control world of oil-seeds. Nonetheless, uld be wise to observe closely ves that are in progress, and dy to act according to their dgment.

E is an old-established organ- ion called the International ociation of Seed Crushers as its name indicates, in- millers from most of the es where vegetable oil seeds shed. The treatment of copra nts an important section— no means the only section— industry.

e-war days, Unilever domin- his Association. This was —Unilever then seemed to most of the seed-crushers in untries. It is said that this the position now—that r, as a buyer of vegetable oil eets firm competition in the The signs indicate that y be so—that Unilever is no n unchecked monopoly—but ot know this positively.

ver, it *is* clear that Unilever ken all the initial steps to e among copra-producers y some system of orderly marketing, after December 31; and that this system will be based on grading. It is sought to establish, throughout all British coconut-growing areas in the tropics, and perhaps generally, certain standards for grading which will be upheld by the Association, so that they may become the basis of world marketing in the future.

The Copra Quality Sub-Committee of the International Association of Seed Crushers has recommended that a grading system be given a six-months' trial. It appears that the Association favours five grades of copra—the difference between Grade 1 and Grade 5 being, in value, between £5/10/- and £6 per ton. The Sub-Committee made this public statement:

"It was agreed that the relative values of grading schemes could only be assessed as a result of actual periods of operation.

"In view of this the members decided to recommend an experiment with a suggested analytical grading scheme.

"They would operate this in their mills for a period of six months in order to test its practicability as a means of assessing the relative values of copra to the crusher.

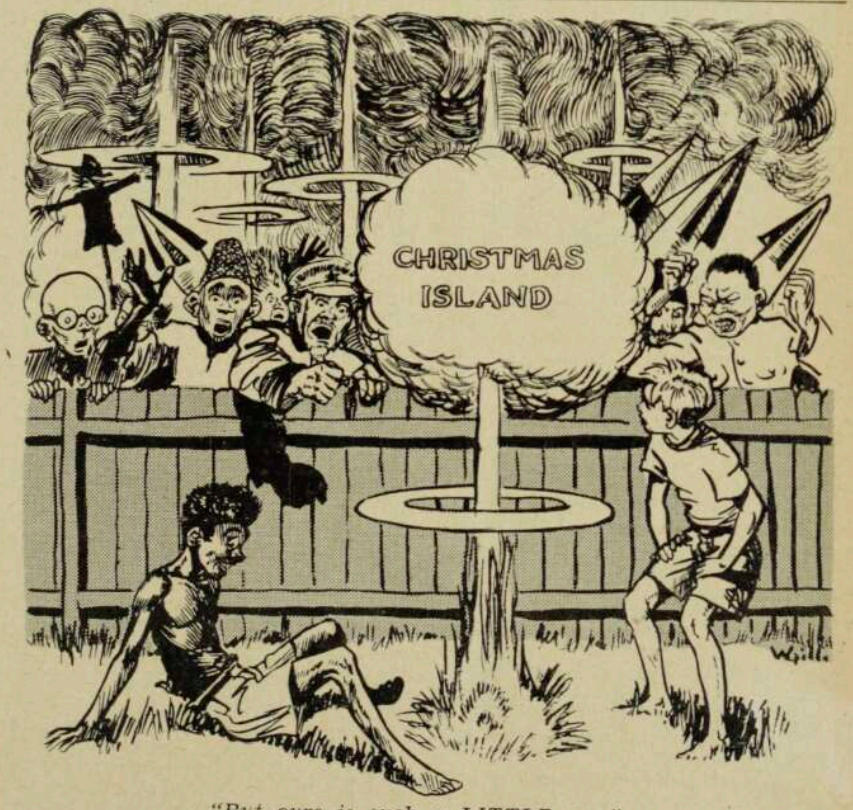
"All members were in agreement about the advantages of Marketing Boards or similar organisations in assuring to the individual producer a fair share of any premium earned for higher quality material.

"The Sub-Committee stressed the need for encouraging the replanting of large areas in order to safeguard future supplies of copra and to ensure prosperity for the producing countries whose economy is so closely linked with the coconut palm."

SO far as the South Pacific is concerned, the next step apparently lies in a series of more or less formal talks which will take place in London in the coming summer, between the international copra-buyers, and representatives of planters and traders in Papua and New Guinea, Fiji, Western Samoa, Solomons and Tonga. As indicated in April *PIM*, the discussions probably will begin with informal talks with Unilever men, and then they will move over to more formal meetings with the Seed Crushers Association, or its Sub-Committee.

There is much to be said in favour of the plan; but great patience will be needed in securing its acceptance by planters' organisations, and in its implementation.

The European copra-growers in the South Seas are mostly people of independent spirit, who make good copra and who naturally are unwilling to enter into any undertakings, through Planters' Union or otherwise, which in their view may affect their freedom to sell their



"But ours is such a LITTLE one."

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product how and when they please.

There is a steadily increasing volume of native-made copra coming in from native producers. A large proportion of this is from village people who know little and care less about the attainment of high grades, and who mostly sell their copra, at so much per pound, to small traders on the spot. Unless the application of the grading system is very carefully planned, it may become necessary for the Islands Administrations to police village copra-making—that is, if the Association's wish for orderly marketing, for the good of the whole industry, is to be given effect to.

The Association, and Unilever, of course, hope to meet these considerations by enforcing a strict system of grading through organised buying; and by establishing such a difference in price, through grading, between good and bad copra, that copra-producers will be forced by self-interest to seek the higher grades. Under the conditions which have ruled since the war, there is so little difference in the market rate, between good and bad copra, that the producer simply does not worry.

THE argument that better established prices for good copra will stimulate more planting of coconut trees must not be ignored, in the over-all picture.

The vagaries of the 1920-1940 market, plus the uncertainties (both commercial and political) of the post-war period, have heavily discouraged both new planting and replanting; and those who recognise the economic importance of the coconut palm in the South Pacific have reason for serious alarm, whenever they look into the future.

The answer lies in providing the non-indigenous planters with reassurances about the market and about their political security; and in training the indigenous peoples to become efficient planters.

There is definite political uncertainty in the two largest copra-producing areas—in New Guinea, because that Territory, unfortunately, is under the control of the unpredictable United Nations Organisation; and in Fiji, because the ever-growing Indian population is creating a situation which, if not wisely handled, will develop a challenge to all land ownership, indigenous or non-indigenous.

The men who control Unilever (and influence the Seed Crushers Association), probably will recognise and accept the foregoing arguments. Unilever in itself is quite powerful enough to bring about at least the creation and trial of a grading system, as a step towards more orderly marketing and the greater security of copra-planters.

If it can do this, while gaining and holding the confidence and goodwill of planters—especially those with long memories—it will be making a substantial contribution towards the economic stability of the South Pacific.

A move towards stabilisation of South Pacific copra marketing after 1957—especially in its relation to native welfare—surely should have been considered long ago by a body like the South Pacific Commission, which represents the six nations in control of the South Pacific Territories and Colonies. The fact that the Commission made no such move, and that the move has come, quickly and efficiently, from private enterprise in the shape of Unilever, is a sufficient comment on the lack of initiative and the time-wasting processes inherent in the average Government-controlled instrumentality.

THE EDITORS' MAILBAG

P-NG and the Oxford Atlas

Mr. Frank Eyre, of the Australian Branch of Oxford University Press, says that he was very interested to read Mr. G. A. V. Stanley's broadside about the P-NG section of the Oxford Atlas in April *PIM*. He thinks that Mr. Stanley must have been working on an old edition because some of the corrections Mr. Stanley suggests have already been made.

He says that Samarai, for example, is no longer on the mainland where it "unfortunately arrived" in a previous edition.

The rest of the comment has now gone to the Cartographic Department at Oxford, for comment.

What say you, Mr. Stanley? Were you using an old Atlas?

Back View of the Anti-Yaws Campaign

Members of WHO's yaws control project in the Pacific are known now as the people "who stick needles in little boys' bottoms." Anyhow, this is what Dr. Freidrich Tross, at present leading his team in the Gilberts tells us . . . and blames the picture on the cover of January, 1957, *PIM* ("a back-view of the anti-yaws campaign.")

He says it's OK with him—and that it was a delightful picture. We thought so, too.

It Could Have Been Tougher, Mr. Menzies

WHEN Mr. Menzies returned to Australia after his Far Eastern and P-NG tour he was literally a cot-case. But according to some Territorians, he was given the old well-known VIP treatment and a completely wrong impression of what the ordinary Territorian has to put up with in the normal course of duty.

Certainly, the Administ never shows much originali these red-carpet occasions. Th was treated to a native sing-s Ela Beach (Port Moresby), judging by some of the photog that emerged therefrom, some native girls were got up Tahitian hula-dancers. In pupils at the Technical Tr Centre were back in school Saturday morning to give minutes performance for the And so it went on. One irate from up yonder writes thus:

When VIP's arrive, Ad tration officers appear imma in long whites and tie. Why n shorts and open-neck shirt of day?

The local War Cemetery is clean of every leaf; every flower. Why not the wate track, the fallen bloom on the stone? The man who lies b still sleeps easily.

The Guard of Honour i hangar. Why not under t sun and conditions under Territorians go about their jobs?

The people at the Native H surrounded by products that the place like the Horn of C copia. Why not the usual of betel-nut and darned littl

The reception and banquet Residency or Government with a retinue of servants; pean caterer and formally-g women and their groomed e hand-picked for the occasion. not a meal in an everyday hold where Mrs. Housewife cope with lunch-hour shoppi the take-it-or-leave-it frozen plies; or in a Mess whe monotony of badly cooke badly served food is the ev fare of most single men and in the Territory?

The overnight stay in appointed, mosquito-free Why not an invitation to s night in Lae's "Bag-Town," the occupant is expected to his 21-months term without p invaded by hordes of mos and with sanitary condition pletely primitive? Or in the house quarters of 9PA, whe inmates are spied upon by n or in the "Stables" at Port M where female Administratio ployees are herded together in little larger than cupboards?

The Public Service Asso wages a ceaseless battle for conditions, better allowanc better housing for Territor ployees, yet whenever a VIP he is shown a pretty pictur everyone aids and abets thi deception.

So, you see, Mr. Menzies, w it was you suffered, it coul been a great deal worse.

(Continued on Page 129)

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PRA AFTER 1957

RC Mill Dominates i Position

From R. W. Robson, in Suva

IE copra situation here, as envisaged in the light of the expiry of the MOF contract next ember, and the resumption in 1958 of open-market conditions, is quite interesting.

On present indications, there will be three groups of sellers—the plantations tied to the Big Firms; the planters who now are banded together in the Copra Producers' Association and who have placed themselves under the guidance of Mr. Les Martin (a long-time secretary of the Fiji Planters' Union); and the independent planters—like the Borrons and the Hennings—who between them control a large section of the total production.

Mr. Martin's organisation represents a sincere attempt to get better terms for the producers through united marketing. These planters insist that they are not going to be dictated to by anyone—they will sell to the oil mills, or the big firms, or directly to buyers overseas, provided they can get their price. Mr. Martin now is proceeding overseas, and will talk again to Unilever in London (see March and April *PIM*).

There are certain inherent weaknesses in their plan. To sell as one body, they must set standards of quality; and if they have a mixed lot of good and bad copra-growers, that is most difficult. And they must be able to in some degree control shipping arrangements which is not easy. On the other hand, they are taking the only line which gives them a promise of calling their planters' soul their own.

The man who sits most prettily in this Fiji copra situation seems to be Mr. W. G. Johnson, managing director of Carpenter's Fiji establishment, and the boss of the Fiji crushing mills.

The Carpenter mills now are well established; the Carpenter interests have adequate shipping at their command both inside the archipelago and overseas; they will buy copra in any quantity, from shipload to barrowload; and they have the cash ready for prompt payment.

Therefore, it seems that in 1958 there are going to be three groups of buyers—overseas interests, the Big Firms, and Carpenters.

The more the merrier—and the better guarantee of good prices. Fiji's three main industries—sugar, gold and copra—look promising in the future, as far as one can see now.

Will Ye No Come Back Again?



. G. Menzies, arriving at Port Moresby on April 24, is shown G Police Commissioner C. Normoyle. Mr. Menzies had just d a rush visit to Japan, Siam, Hong Kong and the Philippines rther four days of effort were ahead of him in P-NG. When ed back in Canberra late on April 28 he said that it was exhausting journey he had ever undertaken and he hoped have to do anything like it again. Members of his party the P-NG section of the trip had been the most exhausting PM. Immediately after his return to Canberra he became was not expected to return to Parliament before it goes ss in June. One way and another it seems that the signs nts do not indicate a repeat visit by the PM to the Territory rly date. Photo: Papuan Prints.

The Position in P-NG

THE situation is somewhat different in Papua-New Guinea, from that outlined above by our correspondent. In P-NG, the planters are much more united in outlook; and there the Copra Board—by the planters' own wish—will continue to function when the MOF Agreement ends on December 31, 1957. It was believed that in order to "talk-turkey" to the seed-crushers after the end of the contract, it is desirable that it be done in the voice of at least a semi-government body.

MOF NEGOTIATIONS PROCEEDING

With almost half the year gone, there still (May 10) is no official MOF price for South Pacific copra in 1957.

Negotiations are said to be still "proceeding."

All South Pacific territories who come under the Copra Agreement have tentatively dropped the price by the full 10 per cent. on 1956 rates; therefore, whatever the outcome of the protracted negotiations, planters will not be disappointed.

They may even be pleasantly surprised—although the free market price has fallen by about £Stg.3 in the last month.

In their post-1957 plans, the New Guinea planting interests have had the full co-operation of the British Solomon Islands Protectorate—although the largest single producer of copra in the BSIP is Levers Pacific Plantations.

There is a copra-mill at Rabaul, owned, as is the Suva mill, by a W. R. Carpenter & Co. subsidiary. At present the mill crushes copra from its own plantations and also from private estates. The oil at present goes to the MOF, the meal to numerous countries as stock food.

The mill does not anticipate any trouble in getting copra for crushing after the contract expires, no matter what marketing arrangement is entered into by planters' representatives. Planters, then as now,

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will be able to sell their copra to anyone within the Territory who has a buyers' licence. Control over the copra industry under the present set-up comes through export licences.

In the BSIP

From April 1, prices paid producers by the BSIP Copra Board are £A56 for 1st grade copra; £A52 for 2nd grade copra; and £A45 for 3rd grade copra. It will be noted that there is a differential of £A11 between 1st and 3rd grade. Last year there was a differential of £9 between 1st and 3rd grades.

The object of this is to raise the quality of BSIP copra. When the prices were announced it was stated that there had been a great improvement in quality, but last year at least 50 per cent. of the copra was still 3rd grade. The Board considers that it is not too difficult a task for 3rd grade producers to achieve 2nd grade, and that the £7 difference in the price might encourage them to convert to hot-air dried production.

These prices have not been unanimously approved. At the meeting of the Protectorate Advisory Council on April 12, the Bishop of Melanesia, the Rt. Rev. A. T. Hill, put a motion to the meeting that the prices should be referred back to the Board for reconsideration with a view to reducing the £11 differential to bring 3rd grade copra closer to its real nett market value.

Members of the Council who were also members of the Copra Board abstained from voting, but the rest of the Council members carried the motion. Whether the Board has or will reconsider is not known.

There is about £3 difference between 1st and 3rd grades in both P-NG and Fiji. The International Seed Crushers are proposing about £Stg.6 differential between 1st and 5th grade; therefore £11 looks more than a little unreasonable. Is BSIP copra so much worse than that produced anywhere else?

New Judge For P-NG

THE appointment of Sir Coleman O'Loghlen, a legal officer and magistrate in Papua-New Guinea, to be acting Judge of the Territory Supreme Court, has been announced.

Sir Coleman O'Loghlen went to New Guinea in 1941. He served in the NGVR and ANGAU during the war.

He is the sixth baronet in a line created in 1838. The original O'Loghlen was born in County Clare, Ireland, in 1745.

Sir Coleman succeeded his uncle, the late Sir Charles Hugh Ross O'Loghlen, of South Yarra, Melbourne, in 1951.

Papua-New Guinea Worst Hit

INCONVENIENCE AND CONFUSION FOLLO ILLEGAL STRIKE BY QANTAS PILOTS

When Qantas airline pilots put themselves on the same of the industrial fence as the Bankstown (Sydney) Munic sanitary-carters and called a nine-days strike in defiance the Australian Arbitration Court, they inconvenienced travel all over the world, but caused commercial chaos in Papua New Guinea—one result of which was a demand by Moresby TAC that the Qantas monopoly of the Sydney- service be broken.

THE strike began at midnight on April 11 and was called off on April 20. It was stated that during that period the company lost about £500,000. However, as Qantas is owned entirely by the Australian Government this cannot be considered a life-or-death matter. Travellers as far distant as London and New York were exasperated and inconvenienced, but generally there were other airlines and other routes to serve their needs.

It was the residents of Papua-New Guinea, who depend on air transport for passengers and goods to an extent far greater than anyone else, who found themselves completely out on the end of a limb, and there was probably more heat generated by the Qantas strike in that Territory than by all the rest of the company's displeased customers put together.

Part of the trouble stems from the perhaps naive but generally held belief that airline pilots are superior individuals who, industrially, are not expected to behave like bus-conductors and garbage collectors.

Eleven days after the strike began it was called off, the pilots deciding to submit their claims to arbitration after all. Qantas officials then began the task of getting the wheels turning again.

At the end of the strike there was a waiting list of 200 people wishing to travel from Australia to P-NG. Within a few days there were 5,000 lbs of cargo waiting to go in the same direction. There was also a week's backlog of mail.

At the end of the first week following the end of the strike a special freight plane went north and whittled down some of the backlog of cargo—thereby pleasing a lot of people but displeasing some others.

We do not know what rule Qantas observed in forwarding cargo but, apart from priority cargo, the method seems to have been entirely arbitrary. Some people got their freight, and were happy. Many others did not—and they have been howling.

By May 3, most of the passenger waiting list had been dealt with, but 2,000 lbs of cargo—som deposited in the Sydney office of the company righ the strike—was still waiting.

In the Territory, Qantas i services continued to opera people coming in from o outward-bound on leave, p at centres like Lae and Mo

Mandated Airlines flew a flight to Cairns on April two sick people from Port M and brought back six bot blood plasma for the hospita

Charters flown by MAL, Air Service, Gibbes Sepik Ltd., and Crowley Airway busy conveying bank notes, mail matter and even cattle from Australia. First inwa to the Territory arrived on 18, and Post Office officials overtime sorting the banked-

Messrs. Bob Gibbes, Erio and Captain Peter Manser Junkers aircraft to Cairns 18) to pick up a load of A Tableland cattle for the Fra Mission, Aitape.

This was the first time a plane has ever flown over of New Guinea non-stop.

Crowley Airways flew an to Cairns on Good Frida charter took off at 5.30 a.m. ling via Port Moresby, Dar Island to Cairns.

GET ANOTHER AIRLINE TAC

IN Port Moresby and other businessmen claimed t non-arrival of vital do was bringing business to a chaos and the Moresby To visory Council passed a r asking the Administra sponsor another airline on ney-NG service in order the Qantas monopoly.

During the strike and th of confusion that followed Territorians were with the

Qantas has not always monopoly of the New Gui vice. For a few years Trans Airways ran Solent flying- opposition on the Syd Moresby section of the r withdrew about five years a

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ations became uneconomic. sibly the major cause of TOA's ure was the use of Solents which e been proved, on all major air es, to be exceedingly costly in ation. Another company, re- ly mentioned as a possible com- tor of Qantas, also runs Solents some smaller land-planes) but past experience it would seem to compete successfully on the G service, modern land-planes ld be necessary. These are ex- ive items of equipment.

obably the only private airline present equipped to even con- plate an extension of airline ations to P-NG is Australian onal Airways Ltd. which already run charter flights with Bristol- ghters to Port Moresby.

wever, even without the ser- of our crystal-ball, *PIM* can- see the P-NG Administration g an open invitation to this, ny other private company. e invitation might come much fittingly from a Chamber of nerce.

Such enterprise always looks from the outside looking in. ever, one vital factor in any

RY!

n-Arrival of April -Freighted PIMs

ies of "PIM" which normally Papua by air-freight were, in sent by sea, as at the time they ready for despatch, the Qantas' strike was continuing. It been intended to send all New a copies by sea, also. But on 20 the strike was called off elieving that air-freight might be faster, we recalled the es of the magazines and de- l them to Qantas Sydney air- t office on April 23—right the Easter holidays. On May least half of these bundles still there, in Sydney, along ,000 lb of other backlog freight. far as we can ascertain, the half of the "PIM's" deposited ril 23 went forward to New a by special freighter about t after the strike ended. How- no particular order was ed in sending individual s and it appears that some in some towns received their es, while others in the same lid not. Our own office in Lae ot received supplies up until although other establishments e had their "PIM's" a week

repeat: All bundles of the ines were deposited with s on the same day, April 23. that it was out of our hands. , however, apologise for the enience caused.—PACIFIC ICATIONS PTY. LTD.

air-freighting business is back-loading. There is much cargo available going north from Australia to New Guinea; but virtually nothing coming south from New Guinea to Australia. If this problem could be solved, P-NG residents could expect much better air-cargo facilities.

HOW OTHER COUNTRIES WERE AFFECTED

NEW CALEDONIA, which has three Qantas flights from Sydney every four weeks, missed out on the flight on April 18.

New Zealand people were stranded in Norfolk Island when one of the Norfolk-Auckland fortnightly flights, operated by Qantas under charter to TEAL, was cancelled.

The disappearance of the Qantas Sydney-North American flights meant that passengers and mails had to be transferred to Pan American Airways and Canadian Pacific Airlines. However, these lines did not have to run any extra services during the 9 days.

On the Kangaroo Route, BOAC and KLM seemed able to cope with the situation.

On the Wallaby Route to Johannesburg one flight came into the strike period, but was made up later.

The parties finally came together in conference before Commonwealth Conciliation Commissioner, Mr. J. H. Portus on April 20. They agreed that the question of pilots' salaries, the cause of the dispute, would be referred to Mr. Portus for decision, and that all air-crew members (about 200), dismissed during the strike be reinstated as from midnight that day.

The pilots went on strike when Qantas refused to pay salary increases the pilots sought. The pilots demanded increases ranging from £747 a year for first officers, to £1,840 for senior check captains on main trunk routes.

They claimed that these increases would have brought their salaries into line with those paid by British Overseas Airways Corporation.

During the 11-days strike, as they refused duty, pilots and air-crew were dismissed by Qantas. About nine pilots remained loyal to the company.

Salaries and conditions of the Qantas pilots stem from an award made by the old Arbitration Court in 1954. Since then Qantas has twice increased its pilots' pay and allowances. If pilots had accepted offers made by Qantas just before the strike the total increases since 1954 would have been £900 for a senior captain.

¶ Mrs. K. Thomas, wife of Mr. Gordon Thomas (both well-known ex-Territorians) has just spent five weeks in Camden (NSW) Hospital, but is now back at her home in Cambelltown, making a good recovery.

THE BOMB!

FIRST BLAST OVER

BRITAIN exploded her first H-bomb "in the Christmas Island area" on May 15, eastern zone time, May 14 western time..

Flt.-Lieutenant Alan Washbrook, RAF, dropped the bomb from a great height from a Valiant jet-bomber. The weather was described as perfect for the test with light N-W winds from 10,000 ft to 60,000 ft which would carry the radio-active fall-out away from populated areas.

It had been believed that the first test would be made in April.

The delay had given rise to reports that a "hitch" had developed, or that serious technical difficulties had arisen.

Speculation was intensified at end of April when it was announced that Sir William Penney would leave London on June 1 for Sydney—presumably en-route to Christmas Island. Penney had not intended being at Christmas Is. for the test—it was to have been supervised by another top British scientist, Mr. Gillan J. Cook.

Meantime, as regularly as the dawn, protests were lodged against there being any bomb-test at all; and as regularly, some member of the British Government has asserted that the bomb would be exploded, no matter what. It all becomes a little tedious.

Most realistic-minded people have by now accepted the premise that Britain had got to let her bomb off somewhere; but no one who lives within a 1,000 miles of Christmas Island was any too happy about it, and it would be idle to claim that they were—or are. Tests will continue until August.

Penrhyn Will Have Ring-Side View

"Anyone who says that British bomb tests are going to take place at Penrhyn Island is talking nonsense", said New Zealand's Minister of Island Territories on April 29. Mr. Macdonald was referring to a statement to this effect in the English "New Statesman and Nation" of April 20.

However, if the bombs are to be exploded in the vicinity of Malden Island, Penrhyn will still retain the distinction of being the nearest inhabited island—Christmas Island is more distant—and the explosion should be both seen and heard at Penrhyn. One authority has given the audible range as 1,000 miles in still air. Penrhyn is about 350 miles from Malden. RAF aircraft are now maintaining communications between the meteorological station there and Christmas Island.

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Sir Ronald Garvey's
Difficult Task

EXTENDED TERM FOR FIJI'S POPULAR GOVERNOR

The extension of Sir Ronald Garvey's term of Governorship by one year—giving him six continuous years of administration, ending late in 1958—has pleased the mixed communities of Fiji.

THE extension was the direct result of quiet but influential representations made in recent months to the British Colonial Office.

Sir Ronald Garvey came to the Governorship in 1952 much better equipped for his onerous task than most of his predecessors. He began his Colonial Office career in the South Pacific; spent some considerable time in Fiji; and married in Fiji, over 20 years ago, the attractive daughter of Dr. McGusty, the Chief Medical Officer.

Therefore, he wasted no time in getting acquainted with his job, as most Governors have to do. He already knew most of what there was to know about the complex problems of the races—the embarrassments arising daily from the facts that the Fijians own most of the land, but have not learned to trade and labour in European fashion, and that the Indians are increasing 25 per cent. more rapidly than the Fijians, and already outnumber the latter by nearly 30,000.

There is a land problem, an interracial problem, an industrial problem, and a whole range of social problems—all stemming from the facts that the establishment of the rich sugar industry brought about the Indian implantation in Fiji; and that Indian fecundity threatens to overwhelm the Fijians.

The Indians were introduced in the 'Eighties. In 1890 there were only 7,000 of them; by 1944, there were 113,000 Indians and the same number of Fijians; and to-day there are 170,000 Indians and 145,000 Fijians.

The British Crown, in 1872, undertook to preserve the Fijian land for the Fijian people. Now, the British Administration is seeking, almost desperately, for a formula which will meet half-way the developing Indian demand for a larger share in administration, a division of land rights with the Fijians, and the gradual elimination of European properties and authority from Fiji.

SIR RONALD GARVEY started at the point where most of the other Governors had ceased—namely, he knew all about the problems, but he could see no early practicable solution.



Sir Ronald Garvey.

In the few years since then, his policy and his plans have become fairly clear.

He hopes to gain the confidence and the genuine co-operation of the Indian and Fijian leaders, so that they may accept the facts as they are, and try to adjust future living conditions to them. This could mean some pretty drastic readjustments regarding land usage and voting rights (to which all races may perhaps agree). But, to achieve this, the Indians must forget India and accept citizen responsibilities only in respect of Fiji; and the Fijians must prepare to abandon their ancient communal village system of life, and become individualists, with a capacity to farm and trade independently, and to meet economic competition.

In these things, the Governor has had a good deal of success—one can see a pattern emerging. But it is slow and heart-breaking work.

The Indians tend to stick stubbornly to the ancient cultures and religions of India. The Fijians show a similar reluctance to abandon their village systems.

GIVEN time, Fijians and Indians eventually would collaborate faithfully with Europeans in solving their common problem world conditions are such tha is little time to be given.

Unless Fiji can evolve a w constitution within a very few to take care of population in racial differences and adminis control, Fiji is going to mee troubles.

Sir Ronald Garvey know and has been striving hard t a background against whic stitutional machinery properly designed and shap fore it is too late.

The few people in Fiji w see and appreciate this a that His Excellency has bee another year, wherein to w the task to which he applie self five years ago.

The great majority, who li day to day in the pleasant s and do not bother about political problems, also are g cause Sir Ronald and Lady conscientiously but amiably ing on the duties of Gove House, are held in high esteem.—RWR.

GOLD RIDGE

Clutha Will N Proceed

THE high hopes that Gold Guadalcanal, would pro British Solomon Islan tectorate with a new indust been dashed.

Clutha Development Com subsidiary of Placer Devel which was prospecting and there from April, 1956, to of the year, will not go on project.

Assays of samples taken high enough to justify th scale expenditure that wou been necessary.

Clutha withdrew its p from Gold Ridge in Janu made no announcement oth that it was "for the dur the wet season."

The High Commissioner Western Pacific, Mr. John discussed Clutha's decision proceed, at the meeting of t Advisory Council in Hon April. He said that it was blow to hopes of a mining in the Protectorate but the had spared neither money in exploring what was a deposit and the Governm grateful to them.

He said that in recent inquiries had been receiv other firms interested in and everything was being encourage the discovery of mining deposits. Results assay of phosphate depo Bellona were awaited.

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n Some
ifications—

MBER-GOVERNMENTS APPARENTLY RECOMMEND THE MIXTURE-AS-BEFORE FOR SPC

Those who expected a clash of international temperament, or mplete reorganisation or even disintegration of the South Pacific mmission at the meeting at member-Government level in Canberra, t concluded, must be disappointed. Members of the conference t, conducted their affairs in an atmosphere of cordiality; decided to ry on much as before; in the same place; and on the same budget.

AT is what one might infer rom the press-release issued fter the Conference, anyway. ver, we understand that a re- of proceedings will not be d until June, and it therefore d be as well to await this nent (and its 46 recommenda- !) before jumping to con- ns.

e conference was not a meet- of the South Pacific Com- n. but of the Governments , UK, Holland, France, Aus- and New Zealand) which rt it and supply the funds. was organised by the Depart- of External Affairs Canberra, losed to the press. A release made of Mr. Casey's speech he opened the conference on 30. Another at the end of dings on May 8. The latter nent, having been vetted by entatives of each delegation, endered as suitably innocuous, ch documents generally are. rom information received it appear that the Review rence has:

Re-affirmed the support of all Governments for the South fic Commission, and its con- ation at about its present level ctivity;

Clarified the fact that the mission will not guide or even tly influence the policies of Governments in their respec- territories, but will be a useful liary to them, by promoting -change of experience; by ning horizons of thought for sentatives of people who are raphically isolated; and also upplying technical assistance lected fields where assistance t available in other ways;

Directed that the work of the mission in future be carried t a more down-to-earth and ical level.

last item is of most ance. How this new policy e implemented is discussed in ss release in only the most terms. However, it has ggested that this might be y the Research Council of mmission fosterin~ a stronger with the Territories for work is to be done. e past, considerable numbers of Islands officials have attended Research Council meetings—without entirely satisfactory results. In future the Research Council will probably be smaller but the various territories will be encouraged to ask for technical assistance in their particular needs and be invited to bear the cost of Commission work undertaken on their behalf.

Previously, the Council has expended a lot of its energies in making regional surveys, the results of which were not always fully availed of by the several Pacific territories.

If a territory asks the Commission to do a specific job for it, and helps pay for the cost, that may be the most practical method of generating interest on both sides. Or so it is thought.

- *The Canberra Conference recommended that the Commission's internal organisation should be examined by a management expert who will also report on salaries and related staff matters.*
- *It was decided that for the next three years, the SPC could get along on its present budget—of about £Stg.200,000 per annum.*

NATIVE LEADERS NEXT MEET AT PORT MORESBY

Whatever might have been their differences of opinion in other directions, representatives who attended the conference seemed to be as one in the opinion that the South Pacific Conferences are successful and of great practical benefit to the people concerned. These conferences are held every three years and attended by leaders of the native peoples.

Mr. Casey indicated during the Review Conference that Port Moresby will be ready to be host at the next one in 1959.

Representatives also praised the work of the SPC Literature Bureau which is doing something to provide the newly literate people of the South Pacific with books in simple English.

IN an article in PIM of June, 1956, a special correspondent asserted that the South Pacific Commission was drifting into

(Continued on Page 137)

NEW P-NG ARBITRATOR

Long Delay In Case For 5 Days Week

IT has been announced that Mr. J. M. Galvin will be Public Service Arbitrator for Papua-New Guinea.

The appointment is for three years, and is in addition to his appointment as Commonwealth Public Service Arbitrator.

Prior to becoming Conciliation Commissioner in 1947, he had over 20 years direct association with the Trade Union Movement, most of which he spent as General Secretary of the Australian Federated Union of Locomotive Enginemen.

It is expected that the first case with which he will deal in P-NG will be the Public Service Association's claim for a 5-days working week. The Administration is opposing the claim.

It was decided well over a year ago to give the short week a trial of six months in Port Moresby, Lae and Rabaul. The trial period expired about nine months ago—but the 5-days week continued.

Delay to the hearing of the case has been caused by slowness in appointing a successor to the Arbitrator who resigned last year.

The delay is apparently to be even more protracted. Information obtained in Sydney is to the effect that Mr. Galvin will not begin hearing the 5-days week case until August 19 this year.

NEW PLANES FOR MAL

Two new DC3's have been purchased by Mandalated Air Lines, New Guinea. This will bring the company's fleet up to a total of five DC3's and three Dragons; the Dragons operate out of Wewak.

One of the DC3's was purchased from the Commonwealth Bank, Sydney; and the other one from Butler Airways. The company will put one of the planes into commission immediately and the other will remain South for some time.

† Three of Suva's 14 city councillors had leave of absence recently, and all found their way to Sydney. Deputy Mayor, Cr. W. E. (Blue) Goodsir, became ill while at Kadavu, and made a hurried trip to consult his doctor in Sydney. Next on the list, also ill and in Sydney for a check-up, was Mr. Jim Turner. Cr. S. Narain had arrived earlier for a hcliday and enjoyed Australia so much that he stayed for about three months. He went back on the *Orcades* on April 30, accompanied by Legco unofficial member, Mr. A. I. N. Deoki.

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By Judge and
By Jury

PATIENCE IS MOST NECESSARY IF YOU ARE CHARGED WITH LIBEL IN FIJI

By R. W. ROBSON

After nine days' hearing in the Supreme Court of Fiji, extending over two wearisome weeks, I was on May 10, fined £10 (called damages in respect of libel) for an effort I made in June last to defend the fair name of Fiji.

IT was the first time I ever had been in a supreme court of law as a principal; and it provided me—and others—with a remarkable example of topsy-turvydom in legal procedure. Possibly, its quaintest feature is that probably it finished with the plaintiff and me in complete agreement—namely, that there is nothing to enthuse about in the judicial system of Fiji.

The case can be simply stated.

Someone calling himself "CCC (NZ)" wrote on article entitled "The White Man's Burden," which was published in *Sydney Bulletin* of June 13, 1956. It contained a series or blazing inaccuracies, all calculated to defame Fiji and the people who govern Fiji and control its principal institutions. I then did not know who had written the article—and I did not care—but I now know that he was a wandering fellow who spent several weeks in Fiji, and whose purpose—according to his history and background—was (shall we say) obscure.

I wrote an answer in strong language (*Bulletin*, July 4; *PIM*, July, 1956), rebutting about a score of charges against Fiji; and in answering one of these, I said:

"As publisher of "The Fiji Times" I will say that the statement that 'the Government controls local news stories' is part of the campaign which a certain class of irresponsible newspaperman has been waging for months against Fiji's well-known Public Relations Office. As far as I know, the Fiji PRO has never either withheld a Government news story due for publication, or attempted to influence its presentation by the local newspaper."

LATE in July, 1956, I received a radiogram from a Suva solicitor saying that a Jack Thornton had complained that my article referred to him. I was surprised; read the article through two or three times; could see no possible connection with him; and replied accordingly.

I had known of Thornton for years as an itinerant writer, wandering around the Pacific, sending paragraphs and photographs to various journals, including the *PIM*. I had met him only once, but knew nothing about him.

When I was in Suva in September, these people served a writ upon me claiming damages for libel. I still could not understand it; but I felt that some strange business was afoot, so I handed it over to a Suva solicitor for attention.

Weeks later, I received in Sydney a copy of the "statement of claim," and then I discovered what was biting at Mr. Thornton.

Mr. Thornton insisted that as he was the only person conducting a campaign against the Fiji PRO in the period referred to (in a weekly journal called the *Guardian*), he was identified by the paragraph of my article (quoted above) as an irresponsible newspaperman, and as the writer of the June 13 article in the *Bulletin;* and that thr had been defamed.

The claim seem to me so a that I still refused to take it ously—I could not believe th would be proceeded with.

When I wrote the article not aware that Thornton was ning the *Guardian*, and I cer had never seen his "campaig the *Guardian*, and knew no about it.

MEANWHILE, Thornton w holts with the Governme Fiji. He had been allowe the country originally on the four-months' visitor's permi had been allowed to remain, f reason and another, for a con able time; but the authorities, time in 1956, had begun to about the same time his claim a me began to take shape. A from Fiji, published in NZ. that he was being "hounde the Government of Fiji; an dicated that he and his hard ing solicitor, Mrs. Bernard, critical of certain aspects Fijian judicial system.

At the end of April (just I was most anxious to go to berra during the Review Conf of the South Pacific Commiss

(Continued on Page 131)

DO YOU REMEMBER? From PIM of 20 Years ago

THIS was the month, 20 years ago, that Rabaul blew its top—Vulcan Island exploding into a volcanic peak, to be followed by eruptions from Matupi crater. But this did not happen until May 29, and nothing of the catastrophe appears in the issue of *PIM*, May, 1937. But here are some other items from that issue:

German missionaries working in New Guinea had been accused of pro-Nazi propaganda and had set off a trail of accusations and denials as between Roman Catholics and Lutherans. It was finally decided that some Lutherans, fresh out from Germany, had paraded their Nazism and had been slapped over the knuckles by the heads of the Lutheran Mission. (The Lutheran Mission that functions in NG today is the American Lutheran Mission. There were two separate Lutheran societies working in NG before the war).

* * *

Jack Hides and David Lyall were in Port Moresby and had been granted a claim for 45 square miles extending 21 miles along the Strickland River on behalf of Investors, Ltd. (Sydney). They had then returned to the Strickland by Guinea Airways seaplane. (High hopes were entertained for the success of this gold-search adventure—but it came to nothing).

* * *

The American yacht "Yankee" was in course of its second world cruise under the command of Captain Irving Johnson who was accompanied by his wife and infant son and a dozen young Americans who were paying their way. (This year, 1957, "Yankee" is again making a cruise—it is a different ship, but the same commander, same wife, different paying-guest crew. Infant son—who was later join brother—is no longer infant).

* * *

New Guinea Breweries, Ltd., h registered in Sydney with a nomina of £50,000 in £1 shares. It was that the company could brew and se gallons of beer per annum in New (brewery was to be at Wau) and s 3/6 per gallon. (We do not kn happened to this enterprise, but brewed. There is plenty of beer brew Territory to-day but it costs about bottle—not per gallon).

* * *

Beer is not the only commodity gone up in price. In 1937 you coul engaged and give the lady of yo a diamond solitaire ring for only A blue sapphire ditto cost only £10/ you could let your head go with a Kashmir sapphire surrounded by 10 for only £35. (Inflation has hit rom every other commodity).

* * *

By an official proclamation, the B of the Gilbert and Ellice Islands Col extended to take in the following Birnie, Canton, Enderbury, Gardner, Kean, Phoenix and Sydney. Claims of these were later disputed. Ca Enderbury are now Anglo-Americ miniums.

* * *

A start has been made on the G Buildings in Suva, Fiji, which were to cost the (then) fantastic sum of The impressive buildings that result cost many times that to-day—and at they replaced ramshackle wooden some of which had been brought Levuka when the seat of governm transferred.

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'ERRITORIES TALK-TALK

By Tolala

;. in P-NG

ırther to various remarks anent Winders report, recommending for the Territory. I see where erritorian from "far-off parts" M, April, p. 18), refers to it as astic. If nothing else it is—vill be—a mere fantasy. What the Administration powers of and recisions, plus Canberra's -riding despotism, how could it ther than a bureaucratic gesture? bureaucratic gestures don't n a thing these days. It would omething to include in the next rt to the UN Trusteeship Coun- "Local Government has been ted to Port Moresby, Rabaul Lae," and so forth. A despotic re in a supposedly democratic try and that's both ends and niddle of it.

Dead-End Now

really does seem that Minister ick and his minions in his de- nent have seen the light—in respects, anyway. They have ed that all the advertising in world will not fill "dead-end and that's what they've been ng P-NG Service cadets up recently.

e appointment of Dr. John her as Assistant Administrator, d of a chair-borne Canberra l, broke the ice. And now we Mr. Keith McCarthy going to as Acting Administrator. And s a step in the right direction cognising the Field Staff as tial administrators. Such a is as it should be, and I suspect the PSA of P-NG ving a finger in the pie in g out the plumbs. It does not n the job.

re are some knotty problems faced in Nauru for any Ad- rator: Diminishing phosphate ts, which have given the local s a high standard of living many years; and the eyes of are on the isle.

ly Hughes'

ıe Minister Menzies, on his at Moresby last month, is ed to have had a tilt at the ational critics of Australia's n NG and expressed himself atisfied with the progress be- ide there, adding: "We are in uinea to stay."

Hughes, back in 1937, when s in charge of Territories, l a stir in the political dove- when he declared to the led folk as he stepped out of ane on the Top Drome, at Rabaul: "What we have we'll hold." It was an answer to Adolf Hitler's demand for the return of the old German colonies, and top-ranking Australian politicians of the Lyons Government went into a flat spin when they read the press reports of Billy's utterances.

He may have thought he was safe from a "chiel' takin' notes" on a NG airstrip. But he wasn't and Reg. Halligan (Billy's off-sider at the time), was anything but happy over the long arm of the Press.

That was an eventful trip Billy made. It inaugurated the air-mail service from Sydney by WRC planes and at the same time Billy selected Salamaua as the most suitable site for the new capital to replace Rabaul following the 1937 eruption.

A lot happened in the score of years which followed the Little Digger's Visit.

Appeal for Old Records

The New Britain Historical Society seems to be getting away to a good start. G. A. V. Stanley, who needs no introduction to cultured minds in P-NG, gave the inaugural paper to the Society's meeting at Kokopo and dealt with the early navigators of the Pacific.

And no better man could have been selected to present such a paper. GAV's hobby is bibliography and I would say he has the best collection of Newguineania in existence.

The society has appealed to all members of the public not to discard old notes and diaries which may contain interesting data concerning the early days.

There are still a few old-timers in the Territory who could help out in this matter and, at least, lend old-time documents to the society in order that they may be copied and the data recorded for future generations.

Mission societies of New Britain could well assist in this, if they so desired, by having photo-stats made of the records which now lie in the archives at their headquarters.

The Propaganda department of the Vatican must have some rare documents. Let's hope that the appeal made by the NB Historical Society meets with the success worthy of such a cause.

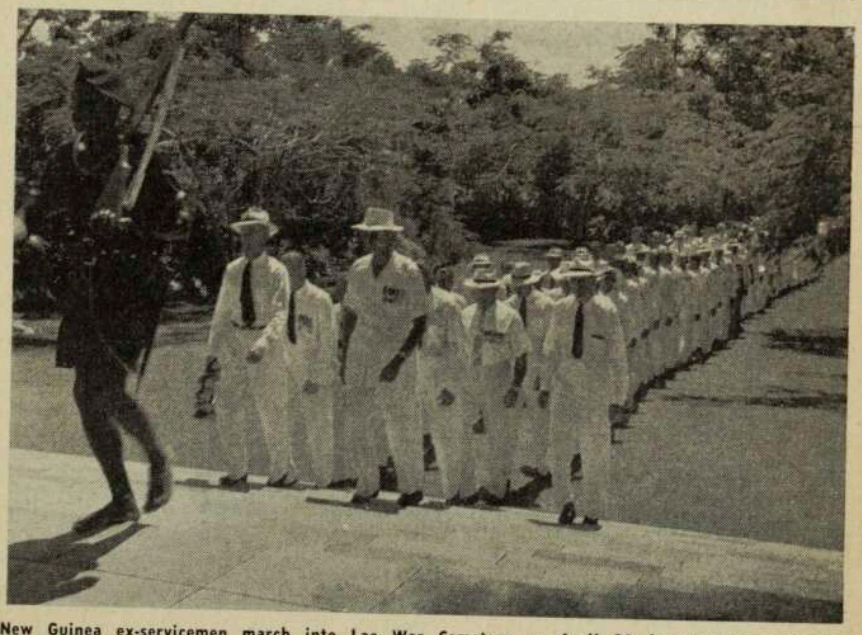
Postscript: It looks as though Kokopo may be the cultural centre of New Britain, while the modern Rabaul is absorbed in chasing the elusive £ and endeavouring to disentangle itself from the ever-increasing toils of political thraldom.

SPC Review

As I write (at the beginning of May) the South Pacific Commission Review is taking place in Canberra where ten years ago I witnessed its birth at the hands of Dr. Evatt, the then Minister for External Affairs, ably assisted by Eddie Ward, the Territories Minister.

It received a good Press then, despite a bit of bickering here and there and Evatt's pique at having to hold the sessions in the Grammar School instead of the House of Representatives—a matter on which the Dr. and the Speaker of the House, Rosevear, did not see eye to eye.

(Over)



New Guinea ex-servicemen march into Lae War Cemetery on April 25 for the Anzac Service.

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and Mrs. W. C.
at Lae airstrip
te to Pt. Moresby
ril 5. They were
ir way back from
dia, Dutch NG,
Mr. Groves spent
ight meeting the
ducation Director
comparing
ds and systems
here with those
in the Terri-
of Papua-New
"I was most
ed with their
clear-cut pro-
of education,"
. Groves. "They
ht on the ball,
an education
completely
d with a view
ng Papuans par-
in Government".
Dutch are using Malay as a lingua
and Mr. Groves said this had proved



to be of unestimable value in teaching. Modern textbooks, printed in Malay, are used throughout the schools.

doubt the Commission has
plished much in these ten
no doubt it could have
plished more had it been less
strung by unimaginative
cracy, and also if the same
iasm had been shown towards
the Casey pet—the Colombo
Likewise it was a Labour
an Evatt offspring.
his age of Planning one can
as a result of the review,
r instrumentality to be borne
implement further efficiency
for the regimentation of the
native people.

I'd like to be less cynical about SPC, but all this mammoth planning for everything gives me nothing but a pain in the neck.

Standard Pidgin Again

More planning was planned to take place in NG about the time the SPC planners got to work in Canberra. This was a conference of mission folk, held at Lae, and opened by Minister Hasluck, who is said to have preached them a sermon on brotherly love, the Golden Rule or some such apt theme. One of the targets of the conference is to "iron out differences in written Pidgin" and to adopt a standard system.

To me it seems an uphill job to try any kind of standardisation amongst a section of the community so torn by rivalry and bitterness that fisticuffs are resorted to on

The Pidgin English recording of the

ADAM AND EVE STORY

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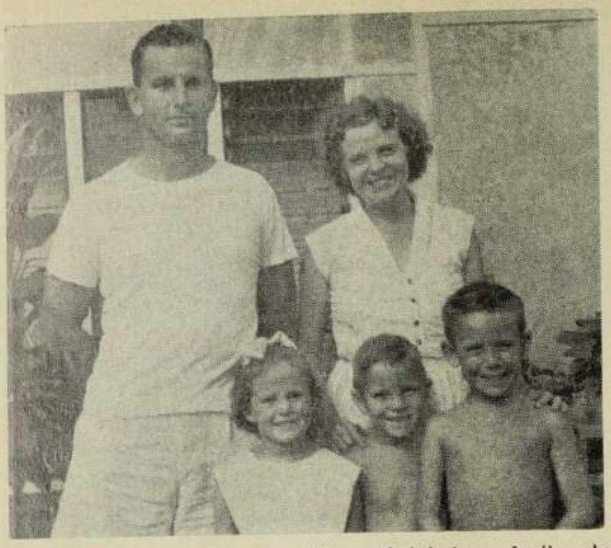
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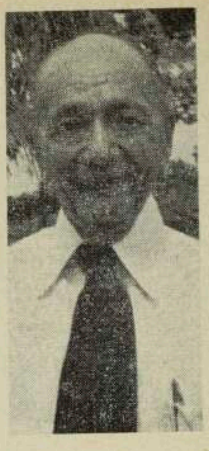
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Above Left: Mr. and Mrs. R. Phillips and their happy family, who went South on "Soochow" for four-months recreation leave in Brisbane. Mr. Phillips is Postmaster at Rabaul and praises his new post office which was opened last September 24. He says: "It is undoubtedly the best Administration building in the Territory". The paint-work sounds like an advertisement for a paint manufacturer: Azure and saxe-blue, yellow trimmings and maroon doors!

At Right: Mr. John Leimena of the Transport Department, Lae, New Guinea, and a very old identity, who has been in the Territory since 1906, and who became a Naturalised Australian at a ceremony held at the District Court, Lae, on March 18, at the age of 67. He was born in Ambon, Indonesia, and went to Kavieng, New Ireland, in 1906, and to Rabaul in 1909. When Australia took over the Mandated Territory after the First World War he acted as interpreter, translating German papers into English. From there he went back to Kavieng as Ex-Pro Board storeman. He enlisted as a merchant seaman during the Second World War, and after his discharge went to Hollandia where he worked for the Dutch Government between 1950-54. Since 1954, he has been with the Transport Department in Lae.

occasions. As Bishop Strong is reported to have said at the opening of the conference: "Enmity between various missions could do more to confuse the native than the multiplicity of religions."

If these workers in the Lord's Vineyard would only agree to a standard approach to the "benighted heathen" and not try to put the skids under denominations other than their own, they would be doing the whole country a service. Even the SPC might be able to devolve some scheme amongst its many projects which would lessen the confusion of creeds and thus serve a far better purpose than disseminating knowledge on how to catch fish or grow kaukau to a people who have managed to live very well on sea food and vegetables for many centuries before the ning white man interrupted the tenor of their ways.

A Venue for Scientists

Association of ideas! And reminds me of a paper I subm to the ANZAAS back in the 1930's for the anthropological se of which Judge Murray was sident that year. It dealt wit subject of mission rivalries, am other things, and was read i absence by my old friend Bill G who "agreed to a point" wit thesis.

However, the point I have in is that during this ANZAAS tralia New Zealand Associatio the Advancement of Science) gested in *The Rabaul Times* th anthropological and geolog sections, at least, of the Assoc should hold a conference in Guinea, where ample raw ma was available for investigati the members.

Now comes the glad news Geologist-Bibliographer G. Stanley is moving in no sma to hold the next meeting o Assn. in P-NG. This would



Mr. Trent Rodger Cheese and Miss Scott of Lae, who announced their en on April 24 at a cocktail party hel home of Miss Scott's father. Miss the fourth daughter of well-known Lae man, Mr. Arthur Scott, of Scotts (i The couple will marry shortly and m home in Lae. Mr. Cheese has compl years with Robert Gillespie (NG), Lt

splendid arrangement and hope that the Bureaucrats v tend themselves in doing utmost to encourage this.

G.A.V. is worthy of supp is not a long-haired scienti (although he has a beard!) most practical, down-to-ear dividual who knows his New and its literature.

Good Advice

I haven't a clue as to the of Margery Fisher, who w the Editor of the *SP P* "Advice to New Arrivals," would like to give her a pat back for the very sound she pens to newcomers, es as to the wearing of abb shorts and such other r

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W! Mr. Menzies felt the heat during ort visit to P-NG late April. He is shown at Lae Technical Training Centre. ion Officer J. Tong also shown.

ents in a native country. It sound all a bit fussy to warn g people about dress in this of Grace 1957, but as the writer conditions in Moresby (or the ds) are not the same as in ey or Melbourne and a certain um is required in order to future trouble. Semi-nudity is nderstood by the sophisticated e. Only too often have I heard remarks in their own language know what their reactions are. Revealing clothing is a of exhibitionism which does ay a happy dividend.

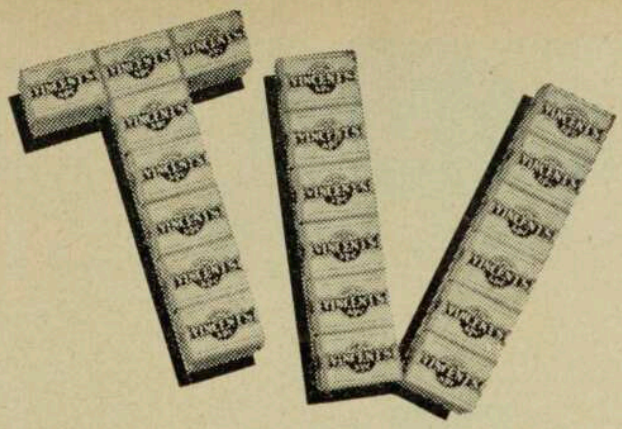
and Pieces

enth Day Adventists are one up ost of their competitors: They istributing batches of sermons nonographic records in various ages, including Pidgin. What Radio? TV? . . . According to t utterances by Mr. Paul ck, he is not too happy about USA's general attitude and its tion with UNO. What gives? ged: Ken Nettleship (Jnr.) to Rout, of Mosman. Ken is on of Customs man Nettleship war Rabaul) and Mrs. A. V. ship, of Hunters Hill . . . een Shorthouse, of Moresby, to e Arthur O'Rourke, of Aber- NSW . . . Margaret Bishton, ter of Ted and Mrs. Bishton, ernard Lawrence Carrick, of erai . . . Mr. John Howard, r of the Moresby Brewery, has ilar job to build a brewery na, Peru, in South America.

ews

Tahiti Nui Breaking Up

ean radio hams picked up distress from the bamboo raft "Tahiti Nui" on . The raft was reported about 800 miles coast of Chile and breaking up after ays of storms. Captain de Bischoff and -man crew left Papeete November 8 to South America.



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FOUR BISHOPS AT DOGURA

Anglican Heads Confer On SW Pacific Missi

AN important conference leaders of the Church England in the South Pacific Islands is taking pla mid-May at Dogura, the quarters of the Church of En in NE Papua. The Right L. S. Kempthorne, Bisho Polynesia, attended by one layman, arrived in Sydney Suva on May 9, and wen immediately to Port Moresby.

It was expected that Conference in Dogura woul attended by:

The Bishop in Polynesia (Right Rev. Kempthorne), representing Fiji, Ton Samoa. It was anticipated that th C. W. Whonsbon-Aston, Chaplain of Samoa, also would attend.

The Bishop of Melanesia (Right Rev. Hill), representing the Solomons and t Hebrides.

The Bishop of New Guinea (Right Rev. W. Strong) and the Assistant Bisho Rev. G. D. Hand), representing Pap New Guinea.

The Lord Bishop of Carpentaria (Rig John Hudson), representing the Torre Islands.

The work of these Pacific I Divisions is controlled genera the Church of England in Aus New Zealand and England, much of the funds requir provided through the Aust Board of Missions, Sydney.

The Conference at Dogura result of years of discussion correspondence, in which Kempthorne has taken a prom part. While the general prin covering the work of the Pacific Missions are substa the same, there are consid differences in practice. mostly are of a minor cha but they can prove very barrassing at times.

The Conference will seek t out differences, co-ordinate activities of the Church i various Divisions, and examin whole field of Mission wo relation to recent developmen present needs.

The convenors of the Conf had planned the inclusion of sentatives of Hawaii, when Protestant Episcopal Chur America is in correspondenc the Church of England; b head of the Episcopal Chu Hawaii was unable to come.

¶ Mr. J. S. Sparkes, ma director of Lever's Pacific Plan Pty. Ltd., BSIP, was r awarded the Gold Medal Royal Order of the Lion by t gium Government for his wo a number of years in the Congo.

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LMOUS WANDERER
THE PACIFIC

ankee Quarantined Suva

(See also Shipping News)

HE famous American brigantine *Yankee*, made famous during the last 20 or more years ough the voyagings of the owners, mmander Irving M. Johnson and wife, Mrs. Electa Johnson, ved unexpectedly in Suva on ter Sunday, April 21, and alled for medical help.

sick man, Don Alchin, was gnosed as a case of polio. He placed immediately in Suva pital, and the *Yankee*, and mmander and Mrs. Johnson and crew members were sent into rantine.

or a week, the handsome *Yankee* directly off the town, flying the ow flag. The sick man was to lown back to the US.

ie quarantine period expired on l 28, and the brigantine went gside the main wharf, and met y friends.

ie Johnsons own a large book- ng business in the United States, return there at intervals; but have spent nearly a quarter- ury wandering all over the h and South Pacific, in their luxuriously-fitted ships, writing books and articles, and dabbling a little in scientific matters. Both—and especially Mrs. Electa Johnson—have written many valuable articles for *PIM*.

It is probable that this will be the last voyage of the *Yankee*.

She is due in her home port on May 4, 1958.

DR. A. H. SAHU KHAN SUCCEEDS LATE A. R. MANU

DR. ABDUL HABIB SAHU KHAN, a qualified medical practitioner, has been nominated to the Legislative Council of Fiji. He will fill the vacancy caused by the death of Mr. A. R. Manu. Dr. Khan is a graduate of the University of New Zealand and is at present in private practice in Lautoka.

He comes from the very old and well-known Sahu Khan family of Suva.

During the Second World War he served with the NZ Armed Forces. Later he was a lecturer at the Central Medical School, Suva.

He is a past scholar of the Marist Brothers' School, Samabula Govt. Indian School, Suva, and the Govt. Indian Secondary School, Lautoka, where he matriculated.

Fiji, P-NG

Please Note

Samoan MHR's, Etc., Are To Be Paid

A COMMISSION of inquiry is to be set up in Western Samoa to fix the salaries of the new legislative body which will come into being in November next (European members elected; Samoan members selected by the Matai or heads-of family in accordance with Samoan custom).

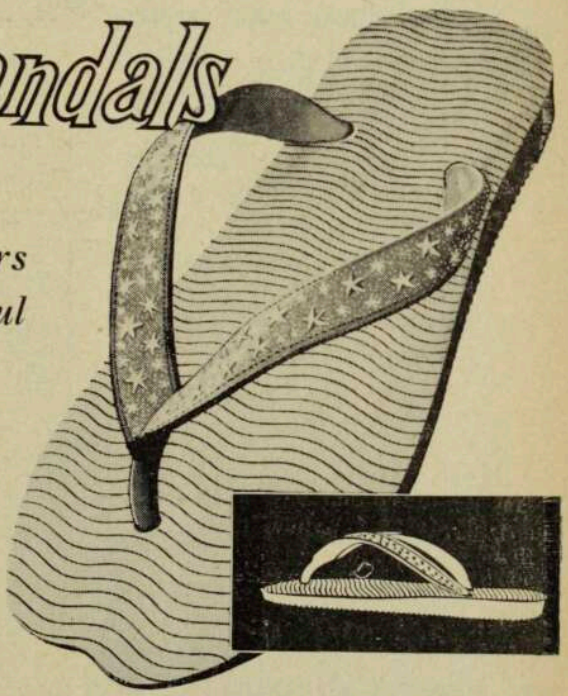
This new House of Representatives will have no less than 49 members (to govern a population of less than 100,000). There will be 41 Samoan members, three official members and five European members.

Even if each gets only £200 per year, the cost is not going to be peanuts.

This seems a strange set-up for a Territory which has been complaining for some time that its expenditure is rapidly outstripping its income. Members of Legislative bodies in most other Pacific Islands do not get paid at all.

As well as a House of Representatives, Western Samoa will have a Council of Ministers—11 of them altogether—and each of them will get £Stg.900 per annum.

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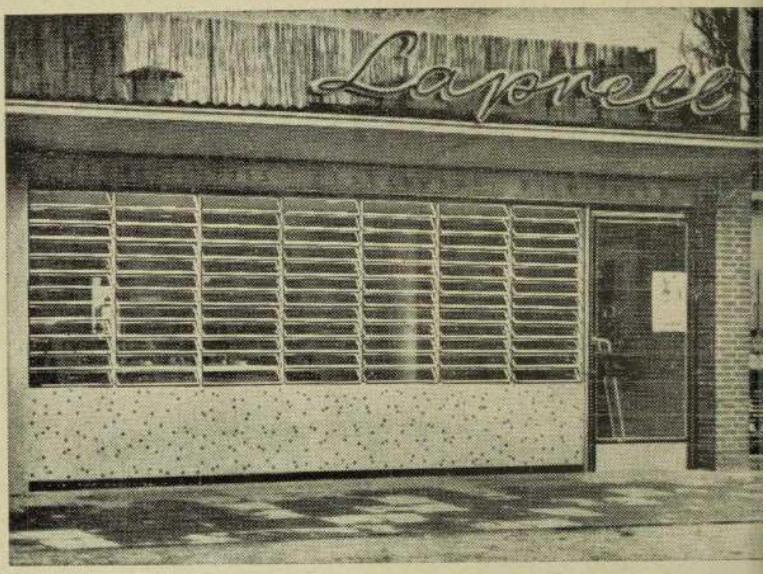
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mic Fallout

WHAT IT MEANS TO THE SCIENTISTS— AND WHAT IT MEANS TO YOU

By WAYNE DENBIGH

Five years ago, in October, 1952, the United States of America xploded in the Pacific the first Hydrogen Bomb ever conceived and anufactured by man. The scene was the Marshall Islands; the site, niwetok Atoll, from which the 150 inhabitants had been removed reviously and resettled on Ujelang, to the south-west.

later periods, two other H-bombs were also exploded. All three went off "according to dule"—with the exception of little-publicised "Rongelap in-nt."

veral hours after the largest H-b had mushroomed, in March, a top-secret radio message the US flagship headquarters a destroyer racing 100 miles wards for the necklace-string islets comprising Rongelap. ily, the 64 bewildered natives hustled aboard the warship whisked away. An unexpected ge of wind had carried the o-active cloud towards the sup-dly safe island.

icky white particles had already n to fall on Rongelap. Re-sembling snow, they actually were bomb-pulverised coral charged with radio-activity from the nuclear fission. This was atomic fallout!

Rongelap's people, the scientists from the rescue ship found, had been exposed to 175 roentgens of radiation. If they had remained at the atoll a few hours longer, most would have died, for the fatal dose, on an average, is 400 roentgens. Fortunately, all the Islanders, both young and old, recovered.

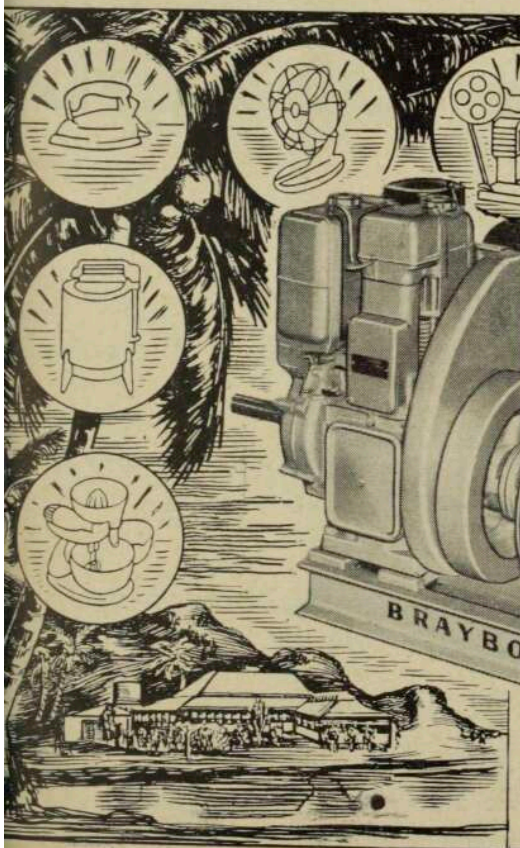
The fallout on Rongelap was one of the three types liable to occur after atomic explosions, according to material recently released by the US National Academy of Sciences, which had been making an extensive and intensive study of the subject.

Type one, described above, occurs anything up to 250 miles downwind from the explosion; it is the visible kind—concentrated coarse particles that settle to earth within a few hours and emit gamma rays that penetrate the unprotected body.

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These are the rays that scientists fear could cause marked changes in individuals' genes, the seeds of heredity, leading to cripples and other defectives in future generations. Experts stress that the absolute limit for this type of fallout is less than 250 miles from the explosion.

Since there will be no native population or unprotected Europeans within a 250-miles radius of Malden Island (near which one of Britain's crack Valiant bombers will drop her first H-bomb) the official attitude that there is no real danger from fallout during the forthcoming Christmas Island area tests conforms to the known scientific facts.*

THE second type of fallout is an invisible kind. Its microscopic particles are coated with radio-active fission products and are wind-borne in the troposphere (the layer of the atmosphere mainly responsible for the earth's weather) for weeks and even months. The particles reach earth mingled with rain and/or snow, but by that time most of their radio-activity has ceased. This fallout is mostly distant; that is, it may occur thousands and thousands of miles away from the point where the actual explosion took place.

There is a certain amount of gamma radiation when this fallout settles on the ground, but this type affects humans only mildly—it is not one-fortieth of the natural radio-activity that the average person is likely to be exposed to during the next 30 years from sources such as cosmic rays and radium and thorium in the earth.

THE third type of fallout is the most insidious. H-bombs blow about half of their radio-a particles into the stratosp (above 55,000 ft), where they re for a matter of years, by w time the principal gamma emitters (Cesium 137, for insta have become harmless—but on gredient still remains radio-ac Strontium-90.

* Penrhyn, inhabited, is only 350 miles from Malden.



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articles of Strontium-90 eventu- descend to the troposphere and e down to earth finally in rain snow, all over the world.

nstead of the penetrating gamma s, Strontium-90 emits only short- ge beta rays, with negligible ct on the human body. When it ches earth, Strontium-90 is scat- d far too thinly for the naked to see, of course.

ut, as the National Academy of nces experts have pointed out, drawing minerals from the soil, its absorb Strontium-90 and it ses to humans by way of vege- es and dairy products (par- larly milk and cheese), as a re- of cattle feeding on Strontium- mpregnated fodder.

he permanent danger is that ntium-90 resembles calcium and aken up by the bone structure he body, and thus becomes a ntial cause of bone cancer and emia (blood cancer).

ientists say that the quantity de- d so far in human beings is nless, but the salient point is even to-day a measurable unt of Strontium-90 has been d in some children's bodies, rently from contaminated cows' . This, even though it is nated that only one-quarter of Strontium-90 from past atomic in the Pacific, USA (Nevada), Russia has settled on earth so The remainder of this bomb- still is floating around in the 's upper storey.

actly what is Strontium-90, the an may well ask? Named for ntian, in Argyll, west of Scot- the place where the element bol: Sr.) was first discovered, white-silverish in its metal , Strontianite. The H-bomb cles are in the form of radio- e Strontian Carbonate; ordinary ntian Carbonate is a whiteish er which is in limited use, gh its cousin compound, ntian Nitrate, is well known—it the red glare in fireworks and l-fares.

other compound, Strontium nite, has been used medically as lterative in the treatment of ria and for tropical skin ses.

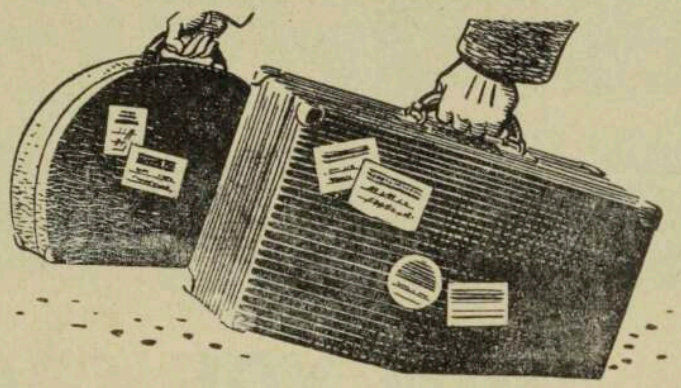
rmally, Strontium compounds ot radio-active nor particularly but Stronium-90 (the H-bomb retains its radio-activity for ceptionally long period. Some have shown, for example, that after 25 years it has retained than half its original radio- strength. Eventually, how- it turns into non-radio-active ium (from which zircons are).

t how much Strontium-90 the n body can absorb is still the t of much debate among ists, but an official of the ic Energy Commission in New has put the "permissible at one-tenmillionth of a curie dio-active Strontium (a "curie" being the unit of measurement of a radio-active substance).

The same scource has calculated that, taking into account the number of A- and H-bomb tests held since 1950 and the hypothetical number of probable tests in the next decade, the maximum possible amount of Strontium-90 in a human's bones would at the end of that period be only 25 per cent. of the allowable limit.

But there are too many "ifs" and uncertain factors in the calculation to place too high a reliance on this figure. One thing is certain, though: that the safety margin at present still is wide. Nonetheless, a grim question mark hovers over the answer as to how quickly this margin would shrink if H-bomb tests were accelerated?

The warnings have not gone unheeded. Now, nearly 90 monitoring stations have been set up around the world by the Atomic Energy Com-



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sion, its British counterpart and ociated bodies in other countries tside the Iron Curtain) to check tabulate the result of atomic ut in rain and snow from week week. The reports go to ral bureaus in USA and Britain.

en of the scientific world are ing their hopes on the United ons Disarmament Committee that this august body will suc- in the restriction of the number tomic bombs that can be test- in any given year. This, they would keep the Strontium-90 er factor under control.

wever, the men-in-the-street on-the-plantations and in-the- ds-stores), with a jaundiced and a sickly grin, recalls how ective the League of Nations rmament Committee proved to wo decades ago. He can only , even if reluctantly, with the ern Powers' viewpoint that the *are* necessary and that the ng Allied stockpile of atomic ons is the best deterrent to any Powers starting all-out nuclear re.

---

sphate shipments from Nauru Ocean Islands last year at 353 tons were a record, accord- o the British Phosphate Com- oners. Of the total, 1,081,842 went to Australia, 587,361 tons ew Zealand and 102,150 tons itain. The total tonnage de- d to Australia and New Zea-



LADIES ON LEAVE: Left to right, Mrs. B. Haydon, of Wau, New Guinea, who went to Australia recently on leave. (Mrs. Haydon's son was killed some years ago in an aircraft accident in NG; she entered one of his colour-photos in the PIM Quarter Century Competition where it won a prize). Mrs. R. Zuydam, wife of well-known Qantas pilot, Rinus Zuydam, returned to Lae in April after six weeks holiday in Japan. Mrs. J. Lloyd, wife of Qantas chief traffic-officer, Port Moresby, who spent Easter in Lae. And Mrs. O. M. Pittendrigh, her mother-in-law, who has spent five months in Port Moresby.

---

land was the largest distributed by the commissioners in these two countries in any one year.

† Five United States Naval vessels called at Suva, Fiji, on April 29-30. There was a total of 124 officers and 1,974 ratings on the vessels.

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They Need
The Means

Few Natives Can Enjoy NG Native Radio Sessions

(From Our New Guinea Correspondent)

A GALLUP Poll of native listeners to the Native People's Session, which is broadcast over 9 PA, Port Moresby, every afternoon, Mondays to Fridays, should be very interesting.

The news is given in English, Motu and Pidgin, followed by a very interesting programme of native music, etc., which is enjoyed by quite a few Europeans. But how many natives?

The bulk of the native population lives in villages which do not possess electricity or radios. The next biggest percentage is employed as house servants, and store and club attendants, and a small percentage as public servants and messengers in the Administration. The latter, even if they posses a radio, are still at work while the session is on the air, and the former either in their boi-houses or on walkabout.

A privileged few are allowed to switch on their employer's radio—if they are interested!

We don't know the exact amount of money paid in salaries to those responsible for the session, but an advertisement for a programme officer (education) for the ABC (who is shortly taking over branch from the Education De ment) is perhaps a pointer.

The appointment will be salary within the range £1,602-£ p.a., plus a District Allowan £275 p.a. (married) or £175 (sin A special allowance at the ra

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Richart-Spief Wedding



April 18 at the Registry Office, Port y. Miss Irene Spief was married to Mr. hart. Photograph taken after the cere-

Photo: Papuan Prints.

per annum is also payable to ied officers in respect of each pleted period of two years ser- in the Territory.

ties are organising and super- g the presentation of pro- mes for the native peoples in sh and in their own languages, ding educational material; act- s liaison with the Administra- of Papua-New Guinea con- ng these programmes and ing out such other programme s as may be required.

e value of radio as a medium tting the message of civilisation s to these people cannot be nised, but why does not the nistration go the whole hog provide simple receivers for es—and make available others nimum cost to town natives? s is done in Western Samoa some parts of Africa. The esian "Saucepan Radio" is known. It is a simple, tamper- receiver, tuned permanently he wavelength, and looks, as ame implies, like a saucepan ed up on its side on two small (Probably its prototype was from an old saucepan by some lous District Officer).

would all cost money, of course; he present service costs money and most of the message is n the jungle air.

the programmes were put on ght, they might have a bigger ing audience, also.

er spending some time in il, NG, Captain William Curtis, to His Excellency the High issioner for the Western c, returned to Honiara in April.

COPRA GRADING

Seed Crushers To Try Out Scheme

MEMBERS of the International Association of Seed Crushers will shortly begin a six months experimental period of analytical copra grading in their mills.

This course was recommended at the second meeting of the Copra Quality Sub-Committee of the Assn., held in Paris on March 27.

The Committee agreed that the value of grading schemes for copra could be assessed only as a result of actual operation.

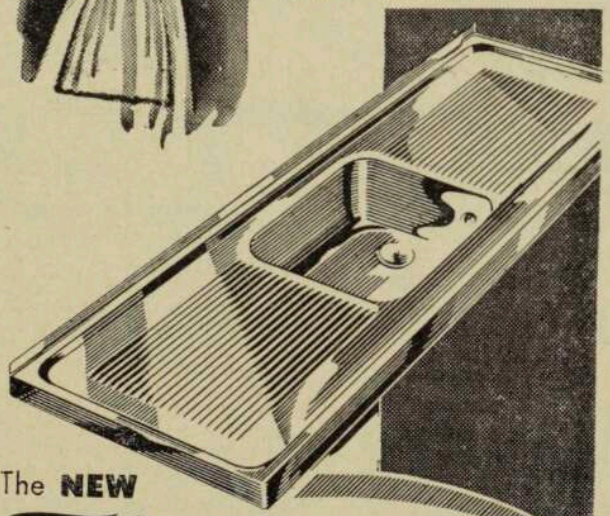
The Committee believed that marketing-boards or other organisations were of advantage to copra producers in assuring that individual planters got a fair share of any premium earned for high quality copra.

† Earth tremors were felt at Lae, Wau and Popondetta, P-NG, about 7.20 p.m., on April 14. They were of strength 3 and lasted 10 seconds at Lae and Wau, and 27 seconds at Popondetta.

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- 30 oz Peaches
- 30 oz Grapes
- 16 oz Grapefruit Segments
- 16 oz Apricots (Renmark brand)
- 30 oz Apricots (Renmark brand)



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Mr. Grocer — New season's fruit now available, buy your supplies now.

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ua-New Guinea Diary

. MENZIES GETS THE BIG RUSH-ROUND :: HOLIDAY UND UP :: MAKING IT DIFFICULT FOR METHO ADDICTS

Mr. R. G. Menzies, who returned from his Far Eastern and P-NG ip so exhausted he had to take to his bed for a couple of weeks, got e usual red-carpet, spit and polish treatment in the Territory. This, y some Territorians, prevented the PM from seeing the "real" New uinea. Others believed that his speeches while in P-NG indicated at he did not know as much about conditions there as was desirable. Come back again, and try it the hard way," they say. But we feel at Mr. Menzies is not anxious for a repeat performance just yet.

ROUGHOUT the visit of Mr. Menzies to the Territory of Papua-New Guinea—the second n Australian Prime Minister—Administration preened itself, ging and ushering, with a smile me irreverent wit pointed out) the cat who swallowed the ry.

e real credit should go to the & AILA, Papua-New Guinea Branch.

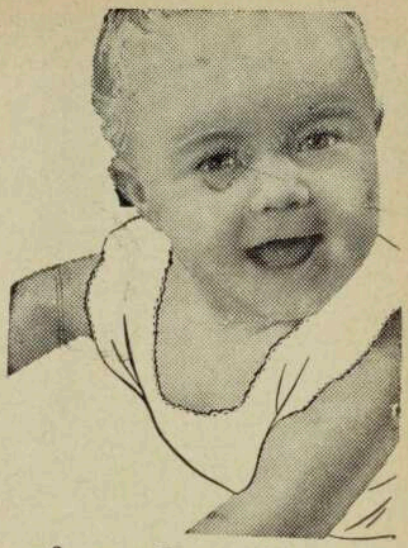
e State President of the P-NG h, Mr. R. F. Bunting, MLC, to- r with the State Secretary, Mr. Knight, last year interviewed Menzies in Canberra about the lishment of the long deferred r-Settlement Scheme. Their as that Mr. Menzies should go to the Territory and see for himself. But as late as March, this year, it was uncertain if he could make it.

Annexation of the Trust Territory of New Guinea also has long been the aim of the local RSL. All members (and residents), of course, were pleased by the PM's straight-from-the-shoulder speech at the public luncheon held at the Hotel Cecil, Lae, on April 27, where he said (amongst other things):

"Here we are (in the Territory), and here we remain."

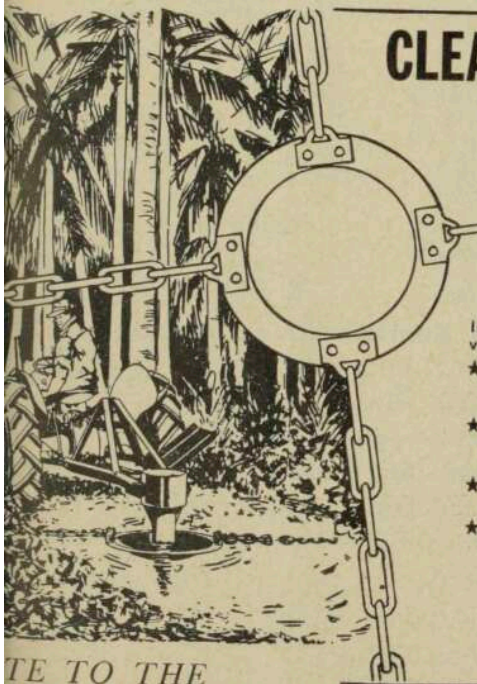
Earlier, in Port Moresby, he had said the integrity of Dutch New Guinea was vital to Australia.

He apologised for not having been before and recalled the first time



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that he had given any serious thought to New Guinea:

"Many years ago, when Mr. Hughes was Minister for Territories, he was in utter agony trying to make up his mind where the NG capital was to be. (Rabaul was regarded as unsafe after the 1937 eruptions). Sometimes it was Lae, sometimes somewhere else."

Mr. Menzies said that he always felt that whatever decision the "old boy" came to he'd have been sorry about it. "But, of course," Mr. Menzies continued amid laughter, "with true Canberra characteristics, nothing was done."

He said: "Throughout the tour I have found New Guinea a lovely and exciting place. In each place I have been completely astonished. At Rabaul I expected to find a despairing attitude towards the gigantic job of rehabilitation. They have been there—what? A few years after ruin and desolation—and I found an industrially developed town, showing every sign of ambition and success, that has been most astonishing. The increase in native income and health, and the real and wholehearted co-operation between the peoples show true development.

"Then I went off to Bulolo in my plane — your plane — our plane — skirting mountain tops with the pilot saying, 'lovely sight isn't it, Sir?' Then, a sharp right-hand turn to land, where I saw a rapidly expanding logging industry with up-to-date machinery, making a complete cycle from tree to finished plywood. Machines picking up logs with finicky daintiness—as one would a stick of asparagus—and putting them through processes to finished product."

Mr. Menzies said that the War Cemetery was the m beautiful he had ever seen.

In his job as Prime Minister Menzies said he had received r communications; some deli with a note of bitterness; some certain reservations; but all a



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same question: "Are we here on ferance?" "When will we be told go?"

After his visit to the Territory understood fully how residents , and reiterated: "Here we are here we remain. This is not an ression of power or tyranny, but at we believe it to be for the d of the people and the country."

Referring to a speech made by A. J. Bretag, he said: "He is d; he should be a Senator," and alled an occasion when he was England in 1941. Plymouth had taken a bad beating, and he had taken to see some Australian men, and as two or three Aus-ians cannot gather together any-re without speeches, he was ed to say a few words to them.

he usual interjections came— a good looking lad, who Mr. zies asked to step forward.

What are you"? asked the Prime ister. "Sir, I am a Sergeant," replied.

Unless you are careful, you will up a Senator," said the Prime ister.

long time afterwards Mr. zies met another lad of the same who said: "By the way, Sir, l be glad to know the Senator oing well." The interjector had me known throughout his unit The Senator."

. Menzies visited Port Moresby Anzac Day), Rabaul, Lae and lo during his rushed visit (and ed back in Australia exhausted). . Menzies left Port Moresby for ralia on April 28.

rritorians have gained the im-ion that the Prime Minister's will benefit the Territory ly, and that Territorian matters be given greater consideration anberra in the future.

A Territorian Comments

WELL-KNOWN businessman, Mr. J. V. Knight of Lae, who is also State secretary of the RSSAILA was asked by "PIM" to his impressions of the Prime Minister's

said the visit generally, and particu-ome of Mr. Menzies statements while in rritory, appeared to him and to many ts to indicate that the PM should make at visit at an early date, stay longer nsult such organisations as the Planters' tion, Farmers' and Settlers' Association, A, etc.

would get more informed opinion from han from the Administration which was "feed him the kind of diet they wished digest".

Knight said that the PM, on his own nt, appeared to rely on his "good Mr. Hasluck" to inform him "what in the Territory. Mr. Knight felt, lly, that the Prime Minister had never iven the real picture of some vital y matters, including the question of ntation on the Legislative Council.

Menzies had referred during his visit fact that Cabinet has frequently dis-giving the people of P-NG greater ntation in Legco "when signs showed e time was right for it". Mr. Knight at most Territorians did not share such

He said that the Prime Minister was probably unaware that at the last Legislative Council elections many people were unable to vote directly because the only polling places were in Port Moresby, Lae and Rabaul. Everyone else, if they wished to vote, had to cast a postal vote; these were unpopular, even in Australia. This system will be changed for the forthcoming elections (later this year) but in the meantime the Minister had formed his opinion: That the Territory people are not politically-minded.

He said that Soldier Settlement was another matter about which the Prime Minister had expressed interest at a very recent date. The P-NG State Branch of the RSSAILA had been trying to get something done in this matter for years, but without success. It was now too late to bring in a full land-settlement system. Most of the men who were eligible had established themselves after much sacrifice. But it was not too late to assist some of them who are still waiting for their first returns from their established crops. But to date they had received little or no consideration from the Australian Government.

Mr. Menzies referred to New Guinea as a "most important experiment". Mr. Knight thinks that he would be doing a greater service to the Territory and to Australia if he were to make himself personally acquainted with conditions there instead of hearing of them second-hand from people "whose UNO-istic leanings preclude them from seeing the real problems confronting the white settler".

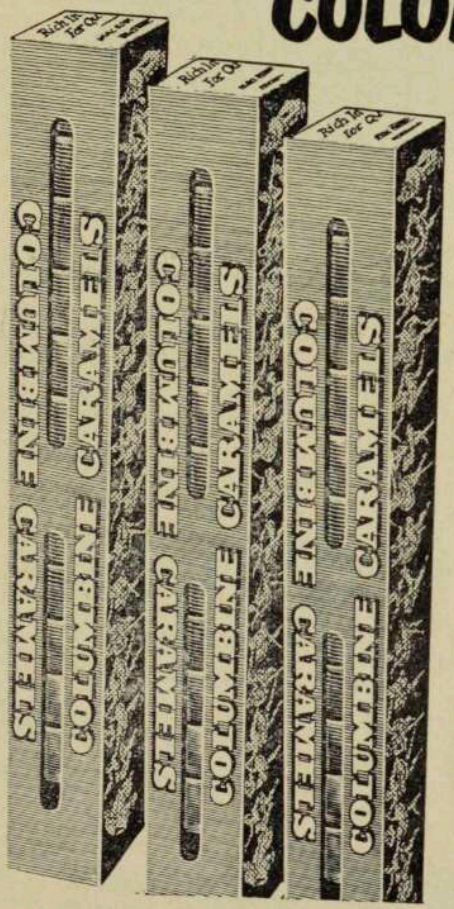
VIOLENT SATURDAY

Violent Saturday was experienced by picturegoers at Lae on Saturday, April 20, while viewing the film of the same name. The quake (it seemed like a minute and about strength 5 but was probably not) startled the audience to such an

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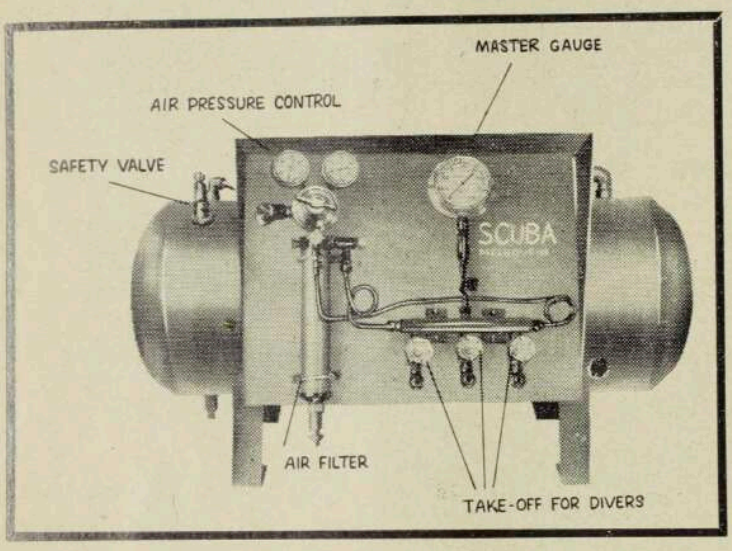
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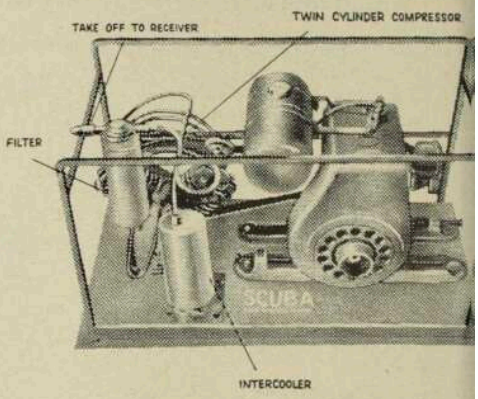
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Will operate 3 divers to 33 feet, 2 divers to 66 feet, 1 diver to 120 feet.

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.

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Motor: Cooper air-cooled.

Receiver: 1.7 cubic ft. of atmos.

Filter: Baffle and Norgren.

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ent that many left the theatre. y-water bottles crashed to the r in the refreshment bar, and building swayed. The theme of film was lost in actuality.

t Bougainville, another tremor ch began at 8.40 p.m. on April 23 lasted 36 seconds was strength nd caused breakages.

ERMANENT SHOWGROUND FOR SOGERI

me rain, come shine—and its lly the former—Port Moresby le trek to the Agricultural Show Sogeri every year. Despite the -soaked arena where shoes are ed, the slippery road and vehicle kdowns, they enjoy themselves. ext time, however, the picture be different. A piece of land been donated to the Society by R. I. Sefton, of "Debatak-u," and will be named the mas Sefton Memorial Ground," nemory of the late Mr. T. L. n, of Koitaki Estates.

e land has natural drainage when graded will be ideal for purposes. There are shade all over the land, a lagoon will uilt for wild ducks and other birds; permanent yards, stands stalls will also be built and the ty will be able to have its own s. Some Port Moresby busi-houses have already agreed to their own permanent booths. en completed, the ground will a cricket pitch and will be large enough for Rugby League and Australian Rules Football to be played on it, and later it is intended to use the area for polo-crosse.



Mr. and Mrs. Klaus Huebner after their marriage on March 30, in the Roman Catholic Church, Port Moresby. The bride was formerly Miss Maureen Murphy.

Photo: Papuan Prints.

WEATHER

Lae had its dryest February on record. Last dryest February re-

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corded was in 1946 when only 3¼ inches of rain fell. This February only 2 inches were recorded. Average rainfall for February is 9¼ inches, and the wettest recorded was 1953, with 15 inches. Average yearly rainfall recorded since 1946 is 175 inches.

Port Moresby had its wettest March for many years—including Cyclone Clara.

DON'T WASTE GRANNY, SHE MIGHT MAKE A MEAL

The primitive Forea group of native people, who live 35 miles south of Kainantu, E. Highlands, on the fringe of the Kukukuku country, eat their dead.

An Administration medical officer, Dr. V. Zigas, mentioned this in Port Moresby early in April when he announced a new killer disease he had found among the people. The disease, which is at present unidentified and affects women mostly, has been known among the natives for at least 30 years as "karu."

"Already 26 have died since last October and we have 80 people from one group suffering from it now. They will all die," said Dr. Zigas.

Dr. Zigas took two women patients back to Moresby with him.

"These may die," the doctor said, "but I have told the people that I will bring back their bodies. That suited them very well. As long as we keep faith by taking the bodies back so that they can be buried in their 'mother soil' the people won't mind."

As dead bodies appear to be their staple diet, they probably *won't* mind as long as they get their kai back.

BULAMACOW PREFERRED THE MAJORITY

The Assistant Administrator, J. Gunther, when opening Territory's first large-scale c auction at the Seven-Mile,

NEW BOOKS AND A BARGAIN

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Some Interesting Territorians on the Move



LEFT

b-Inspector W. Curtis and Mrs. Curtis who ed in Lae, New Guinea recently. Mrs. s was formerly Miss Nancy Harvey, of land, NZ. They were married in Brisbane March 2. Mrs. Curtis has packed a normal me of experience into her few years. Her job was school teaching, during which she wrote three children's books; this followed by work on a children's magazine. she went to England and from there merica to work for the famous Swedish rator, Gustaf Tenggren, who illustrates well-known "Golden Books" and who did pictures and designs for some of Walt y's early cartoons, including "Snow e".

ck in England, Mrs. Curtis went to in the famous fashion house of Molyneux fashion copy-writer. She then had the rtunity of going to the Paris branch of firm where she decided to learn the ess from the ground up. When she ated to dressmaking she later worked resses for Princess Margaret. On her return to New Zealand she made dresses for Queen Salote and Princess Mata'aho of Tonga which they wore to the coronation of Queen Elizabeth II.

She has travelled on the Continent, Norway, Denmark, Lapland and Japan. After Japan she worked in Sydney on the staff of "Junior Telegraph" and, later, "Weekend".

She met Mr. Curtis while on a trip to Lae last year. She is interested in native-teaching —she has had some experience with Maoris in New Zealand—and hopes to take up teaching again in the Territory. Only grouch about P-NG so far: No keys on the bedroom doors in the hotel where she stayed in Port Moresby.

CENTRE

Mrs. Nari Forster of Raua Plantation, Bougainville, who since her father's death in 1950, has run the place with a labour line of 117 natives producing 490 tons of copra yearly. She was in Sydney during the Easter Show to ride her two horses "Mate" and "Murray". She started Show riding when she was staying with her mother, Mrs. C. I. H. Campbell, at Moss Vale, NSW, in 1954-55. Her horses won six ribbons at last year's RAS, and "Murray" won the championship of Royal Melbourne Show.

Mrs. Forster's husband was killed in an accident at Bougainville in 1948. The petrol tanks of their launch blew up; Mrs. Forster and her then infant son Michael went overboard and swam until picked up by a workboat, but Mr. Forster was badly burned. In those days there was no doctor at Sohano and he died that night. In her absence, her mother is running the plantation. Mrs. Forster was born at Rabaul and has lived most of her life in the Territory.

RIGHT

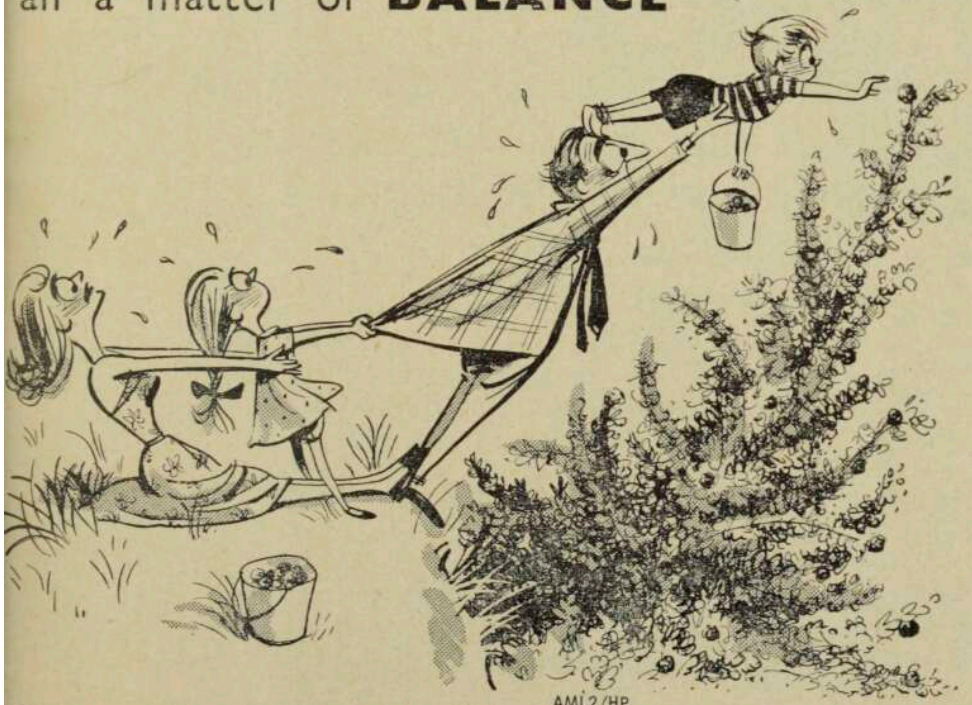
Mrs. Brian Lennon, of Middle Cove, Sydney, returning on "Soochow" to Australia after visiting Mr. and Mrs. Hockey of Rabaul. Mrs. Hockey is her daughter. At right is Mrs. L. J. Sutherland of the Telegraph Department, Rabaul. She has been in Rabaul 10 years and is now on leave in Sydney. Mrs. Sutherland is secretary of the PSA in Rabaul and attended the last two conferences.

Moresby, early in April, said the potential market for dairy produce in the Territory was tremendous; and that about 250,000 beasts would have to be slaughtered every year to satisfy the protein needs of about two million natives. About 35,000 tons of meat or fish would be needed for their requirements.

The 80 head of cattle realised about £2,500. The cattle had been bred at the Papuan Lowlands Livestock Station, and comprised six Jersey bulls, 42 heifers, cows in milk and dry cows.

(Continued on Page 113)

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ore Emperor was finished, the ly rich Loloma, alongside, was ered; and then, as both ror and Loloma began to fade the members of the same discovered and developed the menally rich Dolphin lode, a undred yards away.
luck still held. Just when all at Vatukoula were getting to the Dolphin returns, someone discovered that there were equally rich gold-bearing strata, underneath Emperor.

There had been dismay in the Fiji Treasury, when it seemed that Emperor, Loloma and Dolphin would, like all good gold-bearers, gradually fold up and fade away; so the Government listened with interest to the arguments of the goldmines proprietors.

"We think we might extend this industry indefinitely," said the engineers and managers. "We think that there is much gold at the deeper levels. But we cannot be sure without a survey that will be expensive; and, if the gold really is there, we cannot get it without very costly deep mining."

Fiji—fortunately for Fiji—is by racial necessity a kind of benevolent autocracy. There is no "democratic Parliament." The Governor can

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make important decisions without awaiting almost endless and usually purposeless debate by "the people's representatives."

The Governor decided in 1952 to make substantial tax concessions to the mine-owners on condition that the latter spent at least £200,000 on that survey; and there was no Parliament in which the elected could stand around and howl about these "gifts to the greedy capitalists."

The result was that the mine-owners, between 1952 and 1956 spent, on their geological investigation, not £200,000, but nearer £750,000; and they now have reported to the Governor that "the information about ore bodies at the deeper levels is sufficiently encouraging to justify capital investment on a large scale." Therefore, they have prepared a 5-years-programme of capital expenditure on the mine.

The mine-owners (Associated Gold Mining Companies—a consolidation of the Melbourne, or Theodore-Wren group) say that that programme will cost £930,000, of which £750,000 will have to be found as new capital. They appear to have left the rest of the problem (encouragement of new capital from overseas) in the lap of the Government.

THE Governor told his Legislative Council, on April 26, that the choice before them was plain and simple: they must assist the mine-owners in developing a probably large and rich gold industry at the deep-levels, and so provide a future for the 5,000 people now living at Vatukoula; or "face the social and economic dislocation involved in the closing down of the industry." He pointed out that the industry spends annually on wages and salary more than £500,000, "the greater part of which remain Fiji."

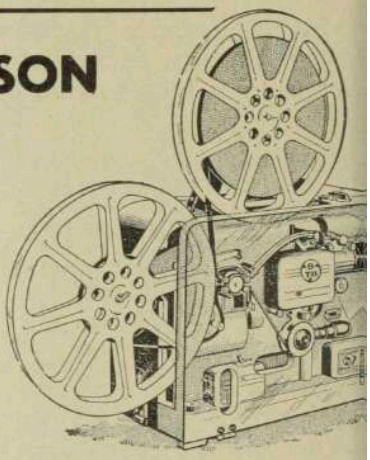
His Excellency thereupon mitted proposals for exemptio the Companies from income tax gold royalty for a period of years; and, in the circumsta as set out, there is little doubt the plans will be approved by Council.

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he Governor's statement has
ned up a new horizon for the
goldmining industry which, up
the end of 1955, had produced
ut £10,000,000 worth of gold.
he announcement will add con-
rably to the stability of the
ony's economy. With promise of
rofitable future for sugar, gold,
a and bananas (in their order
mportance) the average owner
capital need not worry much
ut his investment in Fiji.

E development may again direct
attention to the probable
geological fact that there is
e accessible gold in Fiji than yet
been discovered and surveyed.
ne two big islands have been
searched over for alluvial gold;
as is well known, some quite
ltable leases were worked in the
awai area before World War II.
it the Tavua gold, in the
hern part of Viti Levu, is not
vial, and it was extraordinary
that it ever was found by the
nary type of gold prospector.
e industry still is confined to a
et-handkerchief area, leased by
Melbourne group; but even the
perienced eye can see that the
type of country extends for
ast a hundred miles along the
hern coast of Viti Levu. This
ars to be all heavily mineralised,
it is hereabouts that all those
ing finds of manganese have
made.
ny skilled people have searched,
ourse, but nothing indicating
of this "telluride" gold has
found in payable quantities
here outside the Vatukoula
y. Yet it is a safe bet that there
re of it in Northern Viti Levu
ybe at those intriguing "deep
"—and the concessions now
ed by the Government of Fiji
induce outside interests with
l to go in and search for it.

ES IN
NCH PACIFIC

Plane on Coral Route

TRANSPORTS Aeriens Inter-
ntinentaux DC4 is expected in
oumea from France at the end
y.
vill bring Navy personnel for
ase at Noumea, but it is ex-
d that it also will make a
flight from Noumea via Fiji,
rn Samoa and Cook Islands to
Bora, French Oceania.
's activity in the South
c may herald some opposition
AL operations along the Coral
The great bottle-neck to the
any landplane on the route,
course, the fact that there
land airport on the island of
to serve the capital, Papeete.
gers on any land-based air-
e to Papeete, under present
stances, must be ferried from
Bora to Papeete either by sea-
or by ship.

No Passenger Flights to Loyalties

New Caledonia's internal air-service, Transpac, which has performed a great public service since its inauguration, has struck more trouble. It has had its licence to carry passengers between the New Caledonian mainland and the Loyalty Group temporarily suspended. The civil aviation authorities in Paris require the company to conform to further safety measures.

The Loyalty Group lies about 50 miles from the mainland. Since the company set up in business in New Caledonia, most of its passenger traffic has been between Noumea and the Loyalties.

It will continue to carry mails and freight along this route.

During the time that the New Hebrides was without an air service, Transpac operated a few services between Noumea, Vila and Santo. However, this service was later suspended by Civil Aviation authorities on the grounds of safety. The present service between Noumea and the New Hebrides is run by TAI with DC3 aircraft.

† A quarter of a million natives have already received injections in the campaign to wipe out yaws in Papua-New Guinea.





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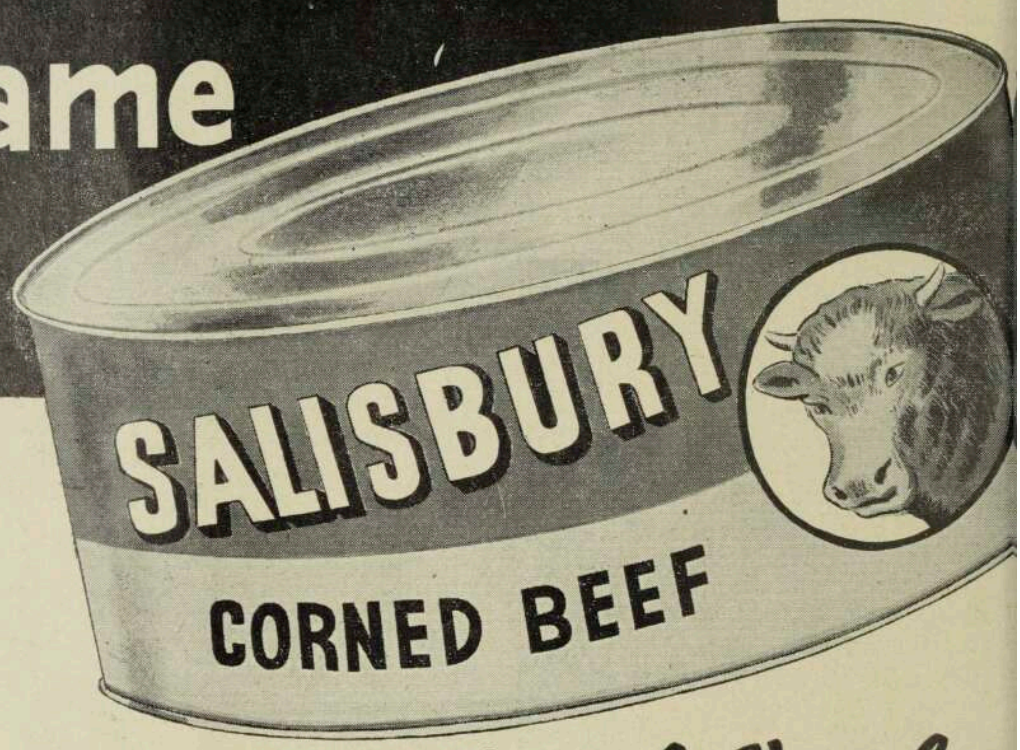
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ble, Bubble—
and Trouble!

AMOA FACES CONSTITUTIONAL CHANGES—AND SEETHES A LITTLE

n information supplied by Mr. C. Gardiner, of Malua, Western Samoa, in a letter dated April 11.

EN with 60 years' experience of this Territory tell me that if the Samoans here get self-rnment, civil war is inevitable. s not easy to convey all the nt facts and background in a —but here are some of them. e body which will be elected or nated to act for the Samoans under present conditions, almost inly be unbalanced—too many e section and too few of another d these sections are hopelessly gonistic one to another. eryone knows that the Samoans livided up as followers of one her of the three chiefly families masese, Malietoa and Mataafa. argument is that, until these ons, reconcile their differences viewpoints, Samoa cannot be ssfully governed by a united, ed body, which is the basis of cracy.

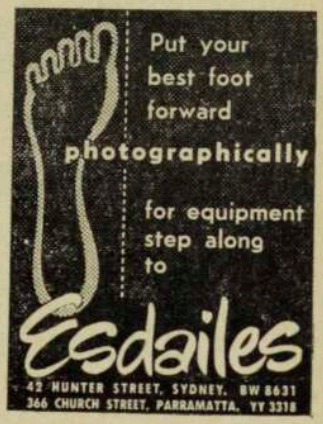
s held here that the present et-up—apparently quiet and on the surface—is lopsided and dominated by the Nelson family and connections.

It is claimed that all the Samoan MLA's are related to each other by marriage, to the Nelson family and Tamasese group. In the Assembly itself, Mr. Betham is Tamasese's brother-in-law, Mr. Moors is his uncle, Mr. Gurau's daughter is married to Tualaulelei, and Mr. Plowman is married to a member of the Mann family which, in turn, is understood to be related to the Nelsons.

When the Constitutional Convention was called together, the Europeans elected nine additional Europeans to assist the Convention. Only about half the electorate voted. Of the nine elected, seven or perhaps eight were either husbands of the Nelson girls, or first cousins or uncles. It has been stated here that only one of the nine—Mr. R. P. Berking, a former German planter—was not a connection of the Nelsons.

There is no reproach upon these elected people. On the contrary, they are generally esteemed. But if you accept those divisions of the Samoans among the chiefly families as fundamental, the dominance of the Tamasese-Nelson connections looms as a big difficulty in the country's political future.

As is well known, the Reparations Estates were recently handed over to the Samoan Government. It becomes an important section of the Administration. The Directors of the new Trust Corporation are Tamasese, Mr. Meyer Snr., (father-in-law of one of the Nelson girls), and Mr. E. Annandale (who is married to another Nelson girl). Not a word



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can be said against the social or commercial standing of these three —but they all are members of the Tamasese group. Surely the choice was wide enough to have permitted the NZ authorities to have mixed the selection a little, and thus to have avoided political embarrassment.

THE New Zealanders argue that these ancient chiefly divisions must be ignored, if Samoa is to make progress in the future as a united country. They may be right.

But the Samoan commoners talk constantly among themselves. The things that have been done—maybe unconsciously— by the NZ authorities in creating all this preliminary governmental machinery seem to point all the one way—and the Samoans are unhappy and disturbed.

The votes of the part-Europeans in this Territory, numbering thousands, are an important factor in future government. Politically, these people are quite unsophisticated, and can be easily misled.

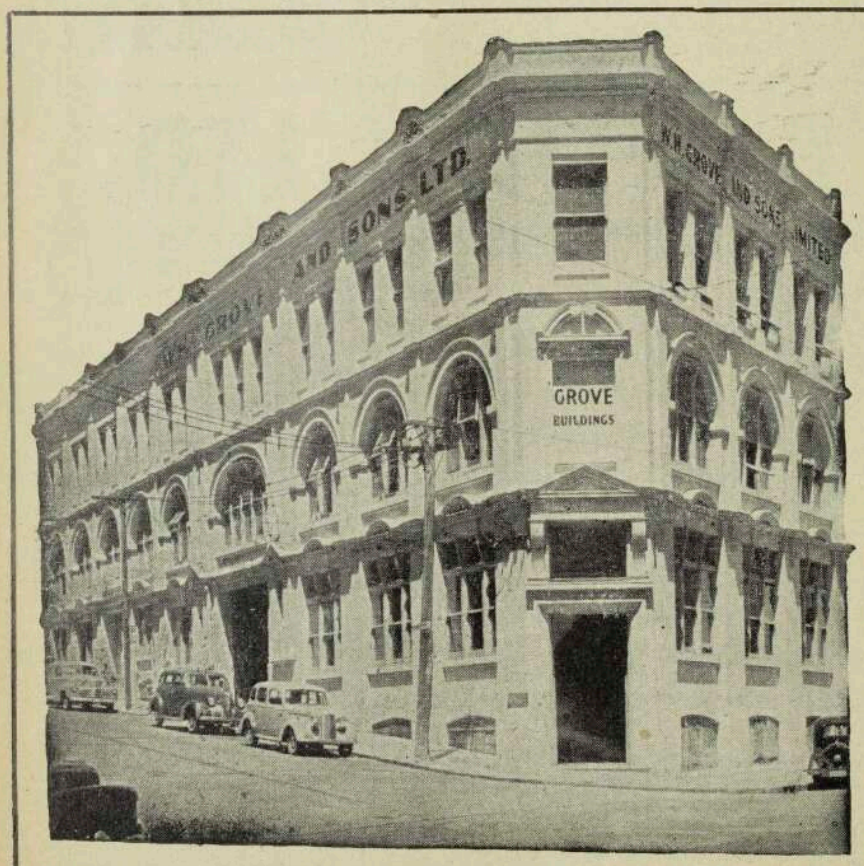
Strong feeling, based on the chiefly divisions, has been expressed among the Samoans in both Savaii and Upolu. One report is that Savaii may seek administrative separation from Upolu. Another is that a prominent Samoan leader remarked publicly that, as there now was a connection between the Tamasese and Mataafa families by marriage, he hoped there would be no civil war.

Mataafa has just concluded a tour of Upolu, the declared purpose of which was to recruit members for his Planters' Union, which has as its objectives the building of cocoa driers, bulk sale of their pro and indenting of goods on a mission basis for the small Sa stores. That seems reaso enough, on a surface; but so the older Europeans wonder wh the organisation ends there.

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some villages, there has been of throwing out the chiefs and lishing the whole Matai system.

the New Zealanders are wise nd skilful enough, they may get hrough this difficult period of sition without civil trouble. But aps their difficulty is not lack isdom and skill, but lack of a er appreciation of the ancient l systems upon which Samoan as a whole is built.

e most conscientious product he best British schools can go y astray here if he does not rstand Samoan history and tion—the implications of which lose to the core of their lives.

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BANANAS

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s reported that New Zealanders re the world's champion cold-ountry banana-eaters—in 1955, ding to statistics, they con-d no less than 250 million nas. This means that in 1955 man, woman and child in the nion ate more than 125 bananas. nd to end, 250 million bananas l measure about 3,500 miles.

w Zealand always has been re-d as a good banana and orange et by the nearer tropical ls of Fiji, Tonga, Western oa, and Cook Islands—its ite for those tropical fruits t times seemed insatiable.

one time, Fiji held most of banana market—the luscious ct of the Rewa Valley seemed NZ's favourite. But, steadily, a and Tonga bored in, and Cook Islands bananas (the usually produce mostly es for export) got a place. In and 1954, Fiji supplied half of Zealand's imported bananas; 5-56 the proportion was down ne-third—due partly to in-d consumption, partly to r marketing by Samoa, partly ji's production being reduced ceptional floods.

re is another cause. Fiji ex-s are not making sufficient use frigeration, and the otherwise or Fiji banana arrives in NZ imes in poor condition, com-with the consistently chilled a from Samoa. Fiji traders re taking the matter seriously, emanding reforms.

A. F. R. Stoddart, CMG, who een Colonial Secretary in Fiji veral years, completed 30 years itish Colonial Office service on 27. He expects to go on long late this year, prior to retire-

SITE FOR NEW FIJI BREWERY

A SITE for the new Fiji brewery, in the new industrial area near Walu Bay, Suva, is now being cleared, and the erection of the necessary buildings will be commenced shortly.

So far as is known, the only capital being invested in this new enterprise is being provided by Messrs. W. R. Carpenter & Co. (Fiji) Ltd. It is presumed that a new Company will be formed to own and operate the new brewery, but there has been no registration yet.

Provided that there are no difficulties on the technical side, to influence the quality and flavour of the beer, this industry should do well in Fiji. There is a steady natural increase in the Fijian, Indian and part-European communities, and all three are steady beer-drinkers.

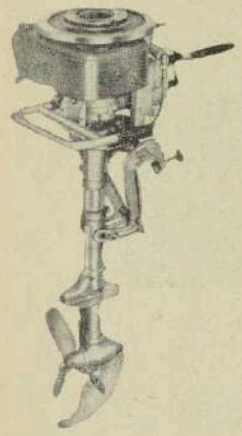
† The Rev. Robert Porter has been appointed Archdeacon of Ballarat, Vic. He was formerly of the Anglican Mission in Papua, and following the Mt. Lamington eruption was awarded the OBE for his work amongst the survivors.



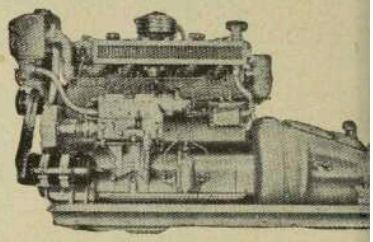
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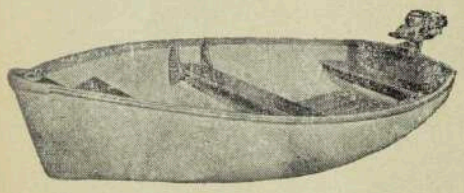
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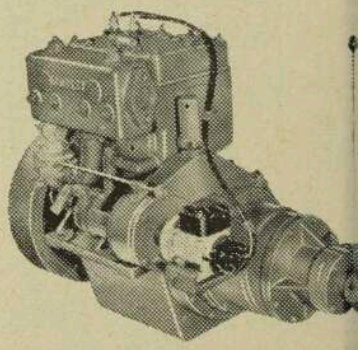


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is Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

OK ISLANDS SHIP-OWNERS HAVE MANY PROBLEMS

he name of Cook Islands ship-er Dick Brown has become ost synonymous with marine sters since he went into the ship- business with vessel number —the schooner *Tahitienne*—soon the war.

hitienne, *Karoro*, and *Mahurangi* successively ended their days I waters—but the Brown Line seen good times, too, and each has been promptly replaced, Brown now owning the Fiji- ketch *Taveuni* and managing smaller English-built ketch *In-*.

ok Islands shipping troubles be set down in the main to ulty in obtaining qualified and ble engineers for service in uncomfortable vessels; to ice from engine spares and the ical impossibility of carrying range of engine spares aboard; nplete absence of safe harbours lipways for carrying out neces- maintenance.

example of what happens was in March. A skipper arrived Auckland in January to take *Taveuni* from Captain Henry on (now Second Officer in n vessel *John Williams*). En to Penrhyn with a big load of passengers, *Taveuni's* motor down. With little wind, the drifted for days before the was temporarily repaired. meanwhile were being air- ted from England and Auck- and when the *Taveuni* eventu- rrived back at Avarua, Raro- the engine refit commenced ide the jetty.

r to this, on March 9, *Inspire* longside this same jetty when the seismic wave from an earth-quake in the far North Pacific swept into the "harbour," causing her to part most of her lines and swing across onto the reef on the west side of the harbour. Luckily the ketch floated off on the next surge, though leaking. She shifted to Avatiu harbour, half a mile away, to clear the jetty for *Taveuni*.

Taveuni arrived back and stripped down her motor. Then on March 14 came news of another North Pacific earthquake. *Inspire* hastily took *Taveuni* in tow to the leeside of Rarotonga—but no wave arrived. *Taveuni* was returned to Avarua jetty. She was there with engine dismantled when, on March 16, a heavy northerly blow sprang up, bottling her in the narrow harbour. All available lines were laid out and the vessel managed to ride it



kii", with Mr. Davis at the controls, d out on Port Hacking, NSW. Note of NG Highlander on tail fin. See story, 06.

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out—at the cost of many fathoms of chewed-up lines and some damage to the jetty.

The performance was repeated two days later. *Inspire* and Mr. John Harrington's small ketch *Manu* also narrowly escaped destruction at nearby Avatiu on this day.

Both got to sea, but *Inspire* suffered further damage to bulwarks by mooring lines before getting clear.

After all this it was not altogether surprising that, when ordered by the Administration to take his vessel to sea, regardless of her present condition, to clear the wharf for *Maui Pomare* lighterage operations, the skipper refused to do so, packed his gear, and returned to Auckland by air.

Rumours to the contrary, Mr. Brown has, in recent years, offered good money for skippers and engineers and has had some costly experiences in this direction. Life in the Cook Islands maritime service is anything but beer and skittles.

"DONKEY" IN TROUBLE

The New Hebrides Condominium ketch *Don Quixote* (usually irreverently called the "Donkey Shot", after the French manner of pronouncing it), spent three months in dock in Noumea recently, and then sustained further damage on a rough voyage home.

The vessel left Noumea on March 28, and when 70 miles north of the island of Lifou, in the Loyalties, suffered damage in what was locally described as a "violent tempest."

Don Quixote turned and ran before the gale before finally finding refuge in Yate, on the SE coast of New Caledonia. Amongst other damage, the ship's radio was demolished. After minor repairs the vessel finally got away for Vila April 3.

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pments throughout the world, BBC's weekly Merchant Navy gramme is one source.
rst broadcast on Thursdays at GMT (Friday morning in W. ific), it is repeated at 2200 GMT lays and again at 0715 GMT ollowing Mondays.
arious frequencies are used but best at present is probably one he 19-metre band on the Mon- transmission (7.15 a.m. Fiji .)



old Jap wreck ("Tenyo Maru") on the near Lae, NG, which is used as a land- y local air pilots. Contracts have been salvage of NG mainland wrecks (see

NCHED IN COCONUT MILK

first of the Leper Trust vessels launched in Auckland pril 17 by the NZ Minister for ories, Mr. MacDonald, had a of coconut milk broken over ows in lieu of the more ional champagne.
vessel was *Fauabu Twomey*, cost £N20,000, and has been ted to the Melanesian Mission rk around the Solomons and Hebrides. Two similar vessels will be completed later this ill go to the Methodist Mission e Roman Catholic Mission.
launching *Fauabu*, Mr. Mac- d is considered to have ed the three ships with the ttle of coconut milk. When her two are ready for service will have no formal launch-

RE ABOUT TENT RAFTS

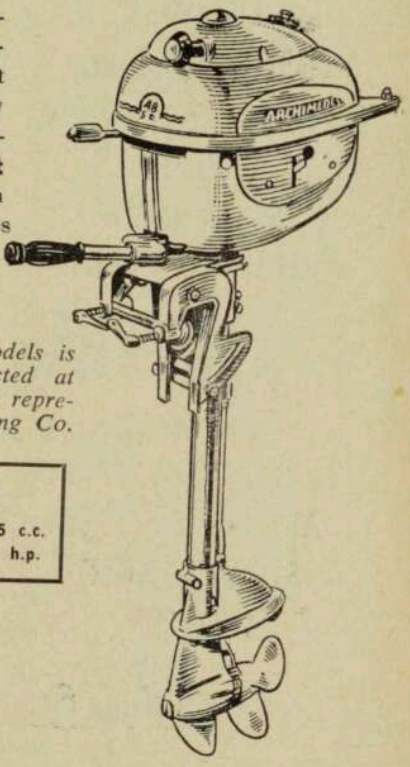
floating tent type of inflat- ubber lifeboat (described and d in January *PIM*, pp. 99 5), was demonstrated to Aus- ship-owners and represent- of maritime organisations a nths ago and impressed most e who saw it.
RFD Rubber-dinghy, as the stration model was called, n three sizes to accommodate or 20 people. The two smaller types could be launched by one man; the largest required two men to throw it into the sea.
When not in use, the dinghy is packed in a valise. To launch it, a light painter is secured on deck to some convenient rail or object and the raft, still done up in its valise, is heaved into the sea.
The operating cord is pulled and gas is discharged from a cylinder inflating the dinghy. The demonstrator informed his audience that survivors could then jump directly onto the inflated canopy and slide into the raft; or jump into the water and climb aboard up a ladder. The floor is a double skin which is inflated manually by a bellows provided. This increases buoyancy as well as providing insulation from the chill of the sea. Beneath the floor are rubber pockets which fill with sea water and stabilise the dinghy.
The canopy also is double skinned, thus protecting the occupants from sun and cold. Flaps at each end can be raised or lowered to regulate temperature. With all flaps lowered, it is claimed that the clothes of survivors who have been completely immersed will dry out in a very short time.
There is no means of propulsion —the whole idea of the raft being that it should remain near the area in which the vessel foundered so that survivors can more easily be picked up.

(Over)

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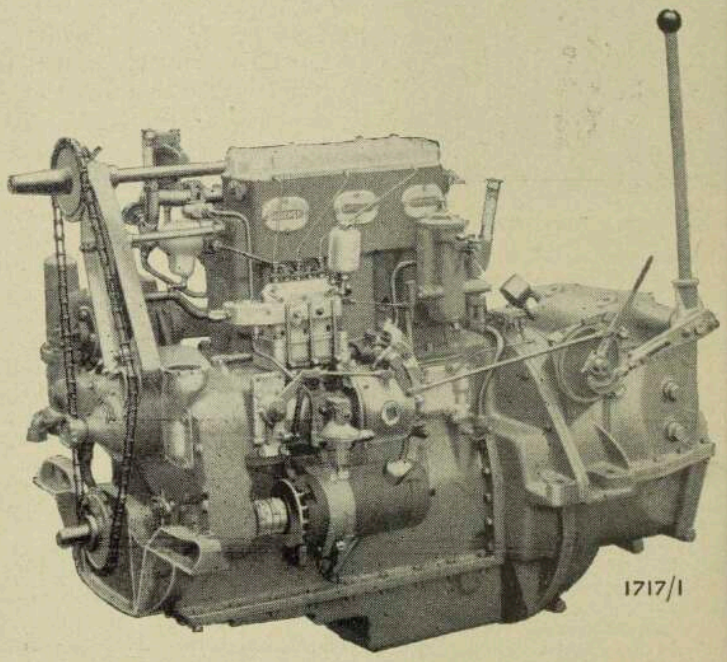
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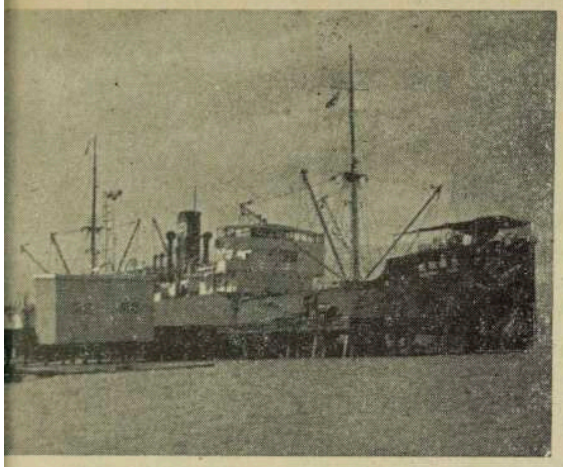
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Japanese Load Scrap in NG



About 3,500 tons of scrap metal were loaded on to the "Esutoro Maru" in P-NG recently. New Guinea Metals, Ltd., who are exporting the metal to Japan, expect that about three more trips — lifting 10,000 tons — will about clean up their scrap. At £27/10/- for highest grade ferrous metal and up to £200 for non-ferrous metal, that makes pretty nice money in anybody's language. The "Esutoro Maru" (above) under Captain Atsuta and with an all Japanese crew, loaded 2,130 tons at Finschhafen, over 400 tons at Lae and 1,000 tons at Samarai.

RAH AIDS AIR-SEA RESCUE

new aid to air-sea rescue work ch should be of considerable e to operators of small ships ch frequently get into trouble in nd waters, is being introduced the RAAF.

imarily, the aid is designed to ue airmen who have been forced n in the sea, and the equipment esigned to fit into Mae West- of lifejacket. Its total weight lbs. However, the equipment d be equally valuable on life-rafts—such as the tent-type described above.

The equipment consists of a beacon with a folding aerial; and a battery with a capacity for about 20 hours of continuous operation. The beacon contains a small speech unit with which two-way communication can be maintained over short distances. The speech unit uses up about 20 times more battery current than the automatic transmission from the beacon, but would need to be used only in the last stages of rescue, anyway.

The transmission of distress signals starts immediately the survivor releases the whip aerial. The signals are picked up on a cathode ray tube in the search-and-rescue aircraft over a range of 66 miles for an aircraft flying at 10,000 feet. One aircraft equipped to receive these signals can cover 30,000 square miles in four hours, come haze, smoke or fog and can pinpoint a survivor's exact position.

The equipment is called SARAH —Search and Rescue Airborne Homing.

Safety equipment daily becomes more versatile and more varied. But the foolhardy still continue to put to sea with no more emergency gear than the Pilgrim Fathers took with them aboard the original *Mayflower*.

GOYA HENRY IN HOSPITAL

Captain Goya Henry, of the P-NG Administration vessel *Thetis*, is in hospital in Lae with a shattered thigh—result of a slamming door on board his ship while in Madang.

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He is expected to be out of circulation for about three months.

Capt. Henry has many claims to fame: one being that, like the also famous Douglas Bader, he has a "tin leg" and was the victor in a war with authority over retention of a commercial pilot's licence. He was the first qualified Australian commercial air pilot and instructor with this alleged disability.

However, in the post-war he has returned to sea-faring, in the NG coastal fleet.

He began his life of adventure at the age of six when he rescued another small boy from drowning at Grafton, NSW. For this he was awarded the Royal Humane Society's Silver Medal.

Swimming is in the Henry family. Goya won his Blue for it at Sydney Uni.; and a brother, Ernest, represented Australia at the Olympic Games in Paris in 1924.

Captain Henry served in sail in his youth—at one time on the American six-master *E. R. Sterling.*

UNIDENTIFIED SHIP CALLS FOR HELP, DISAPPEARS

On March 6, Honiara radio received a distress call from an unidentified vessel to the effect that it had engine trouble and would be unable to reach port in the New Hebrides.

Air-Sea Rescue was alerted and inquiries made from Sydney, Noumea and the Hebrides for any vessel which might be in NH waters —all without result. No ship has subsequently been reported missing and nothing has been heard from the ship responsible for the message.

This kind of irresponsibility comes into the same category as the sending of hoax messages over the tralian Flying-Doctor netw (There was one last year; an recent weeks Australia was a convulsed over an untrace message purporting to come fro woman dying of snake-bite).

A year or so ago a vessel in

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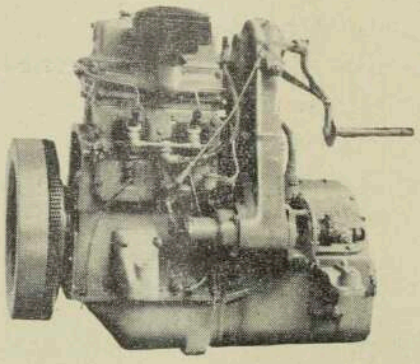
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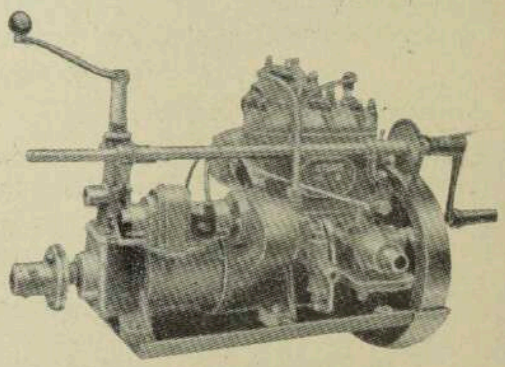
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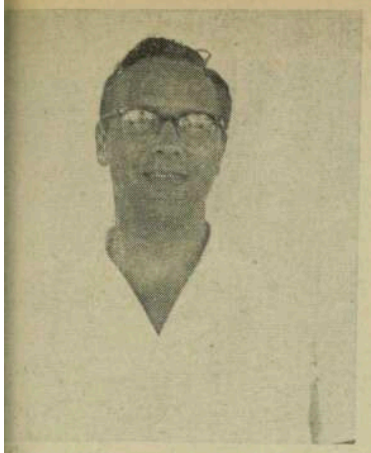


Model P55M, 8 H.P. Stuart Engine.

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. Folke Hillerstrom, managing director of iaktiebolaget Helsingborg, owners of alia-West Pacific Line, on board MS s" at Lae. Mr. Hillerstrom, son of the er of the ship-owning company, has visiting the company's agents in Aus- , will visit Rabaul and Honiara, returning weden via New York and London where xpects to arrive by the end of May. It seventh visit to Australia and his second e. In Helsingborg, Mr. Hillerstrom looks the Imperial War Graves Commission's of 46 graves. The graves are those of alians, Canadians, and South Africans, were members of the RAF. Mr. Hiller- visited Lae War Cemetary while he was e and was greatly impressed with the fully kept surroundings. (See page 105).

l Sea had a brush with a reef sent out distress signals. Almost ediately after, it extricated itself went on its merry way—but eniently forgot to inform the orities of the fact.

NORDLYS REVISITS RAROTONGA

e lavishly appointed topsail oner *Nordlys* looked in at Raro- a late March from Tahiti on rrand for her American owner, er S. Johnson, who owns the ail schooner *Tiara Maori* now ng in the Cooks.

rdlys was originally in service the Scripps Oceanographic In- te. Captain Johnson plans to her active and shipshape on er work, based on Papeete.

P FACTORY-SHIP WITH A PAST

e of the five Japanese whaling ry-ships now making their way to Japan from the Antarctic e *Nisshin Maru*. It is interest- o recall that this vessel gave ies to the German raider *et* in the Antarctic late in Feb- , 1941, soon after that raider destroyed the Nauru phosphate llations.

er completing that bombard- in December, 1940, Captain Kruder, of *Komet*, received ed instructions from Germany south and destroy any allied ng ships that could be found. ere *Komet* met only the *Nisshin* whaling fleet and received ies before heading for Ker- guelen Island to refit in a quiet bay and take on food and ammunition from a German supply ship, before continuing on to sink more ships in the Galapagos area.

MICRONESIAN FLEET ADDITION

News comes slowly from Micronesia and only now have details of the Marshall Islands Import-Export Co.'s new *Mieco Queen* come to hand. Specially built in Hongkong to serve the co-operative company's routes between the 34 islands of the Group. She is a single-screw steel vessel of 228 tons gross with machinery and accommodation aft and a single long hold served by single derricks at either end.

She carries a crew of 12 and was under command of the company's Captain Leonard de Brum on her delivery voyage last year.

The company also owns the former Tasmanian schooner *Milleeta*, purchased from Island Trading Co. of Guam, in November, 1955. The latter company purchased the schooner from Tasmania about six years ago.

OLIVER MAC MAKES IT

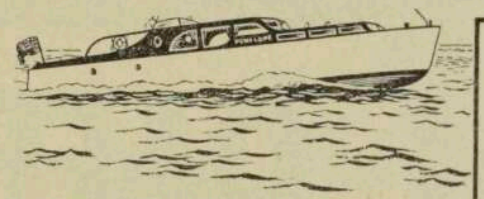
The steam-tug *Oliver Mac* (formerly of the WRC Fiji fleet) finally arrived in Hongkong on

(Continued on Page 102)

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CROWN—115 h.p.*

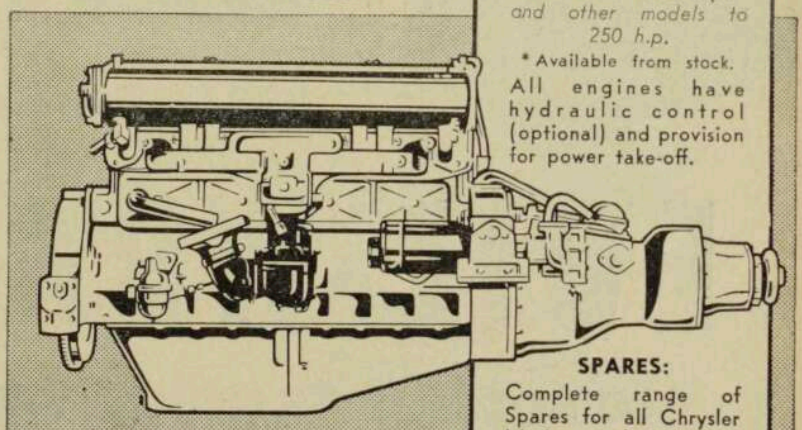
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JNKIST AND
INDBLOWN

rials of CI
itrus Growers

HE difficulties inherent in pro- moting the flow of perishable produce some 1,800 miles from Cooks to New Zealand were hlighted in mid-March when the *ui Pomare* arrived at Rarotonga break the hurricane season ernation and uplift the first kings of a healthy citrus crop.

or some weeks past, the fruit on l-loaded trees had been ripening hout access to a market and it good to see the old "Pom-pom" w up again, disgorge welcome es and mail and make ready for e 6,000 cases of citrus from otonga, and 1,000 plus from both itaki and Mangaia. It was about normal initial picking.

icking, packing and loading is organised in Rarotonga and k Islanders respond with a will such concentrated bursts of munal activity. But Nature has bursts of activity, too.

otices in the local news-sheet d growers to pick only well- ured fruit, thus unwittingly avating the embarrassments were to follow.

Fresh northerlies developing, Rarotonga roadstead became untenable and the *Maui* pulled out, languishing in the lee of the island for four days and waiting for a break as oranges, mandarins, lemons, and grapefruit displayed an increasing and blatant maturity.

But most of the fruit packed was finally loaded and away went the "Pom-pom" at her full seven knots, bursting with fast ripening citrus. Final outcome unknown as yet.

This was a bad break for Mr. Baker, local Director of Agriculture, just back to realities from furlough in the West Indies, where citrus is big business. They have their troubles there, too, Mr. Baker says, mostly entomological. But no shipping headaches, as the juice is extracted on location, and canned for distant markets.

Future prospects for CI citrus are promising, however, Nature permitting, as she generally does. To supplement the busy little *Maui's* monthly visits, Union Company's refrigerated *Navua* will make calls in April and May and should uplift some 20,000 cases each time.

Meanwhile, a solid start has been made on the foundations of Rarotonga's cool store, designed to offset this problem of ripe fruit and slow ships. Refrigerated ships of Cook Islands size are hard to come by and cost the odd million to build. Some say that fast surface carriage to New Zealand would obviate the need for refrigeration. Mr. Baker says no; cool storage and refrigerated carriage are essential to the full utilisation of the planned citrus output.

As a hard-headed Yorkshireman who has handled an orange or two, he should know.—G.R.

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W. Samoa Has Financial Troubles

THE Treasurer and Finance committee of the Western Samoa Executive Council were trying mid-March to find ways of balancing the 1957 Budget in time for the session of the Legislative Assembly due to commence at the end of the month.

The Government of Western Samoa is faced with a big decline in revenue and a continuous increase in current and capital expenditure

A bad cocoa crop, a marked decrease in the price of copra and reduced banana exports have, in the last year, combined to make the task of running the Territory's finances more difficult.

Some critics are blaming the current troubles on a Government spending spree following the boom year of 1955, when Samoa got equivalent to £Stg.510 per ton fob for her cocoa, and an average 40,000 cases of bananas were being shipped monthly to New Zealand.

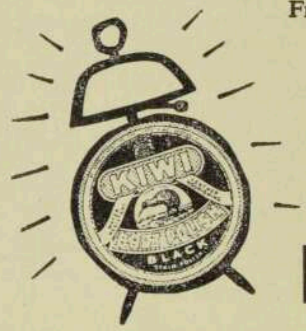
There seems no immediate prospect of better cocoa prices or increased banana exports; and the export of copra may drop, due to the refusal of Samoans to accept the Government copra-grading scheme or the prices declared by the Copra Board.

¶ Brother Jude Featherstone, of the Marist Mission, in Bougainville, has been in hospital in Sydney for the past three months.

† High Talking Chief Mariota Tuiasosopo, aged 52, long a leading figure in American Samoa politics, died suddenly on March 3. He was founder of the present syste Samoan legislative policies and s as both Speaker of the Hous Senate President in past year was a member of the Senate a time of his death. He is sur by his wife, Venise, daughter- Betham, sons Palauni and Ma Jr.

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amatic Incident
March, 1943

STRANGE BLIPS WHICH LED TO A FATEFUL BATTLE

was late in the night of March 1, 1943. An Australian Beaufort plane, in command of Squadron-der Smibert, cruised slowly over waters of the Bismarck Sea ich is the part of Huon Gulf, in New Guinea area, nearest to the stern end of New Britain).
he Beaufort, from the Milne Bay e, had been told that three Jap troyers were believed to be iewhere in that area, and he had n instructed to locate them.
here were four men in the plane gineer, navigator and radio man, addition to the pilot) and the n in the front of the picture "Sparks". He was searching the k sea round about with his radar ipment.
resently, he cursed aloud. "I ight I had 'em," he complained. got a couple of blips—now the hine's gone on the blink, and getting blips from everywhere. k at it!"
ire enough, if the radar was to believed, there were a lot of s down there. They did not be- the radar.
ut the skipper decided to make . He swung away that way, and y again this way.
sewhere, the radar behaved nally, but it repeated the blips he same place, when they re- ed.
EN the crew awakened to the fact that, quite without warn-ing, they had stumbled upon an ny fleet at sea. They kept ing, while sending an immedi-radio report to their base. There no reaction—no shot, and no of a hostile plane—from the ened ships.
low many ships shall I say?" d "Sparks". "I counted eighteen, that seems fantastic."
th pilot and navigator, who had hed the screen, agreed that e were between sixteen and ity.
etter be on the safe side, and e it fourteen," said the skipper; the first message went out.
r three to four hours the ifort kept circling, reporting the and steady westwards progress he fleet. The Beaufort had no bs, but it carried flares, which it ised from time to time to minate the surface of the sea, the ships.
ien the Beaufort set off for e.
st before dawn, it passed dron after squadron of Aus-an and American planes—in came within a whisker of col-liding with a Flying Fortress.

The alert American-Australian command had taken no chance—it had sent out, from every available base, every plane it could summon up, for the kill.

AND a mighty kill it was. For that lone Beaufort, by sheer luck, had contacted the great fleet of transports which the Japanese had assembled in secrecy in a last desperate effort to retrieve their failing campaign in the Lae-Salamaua-Buna-Wau-Bulolo district of New Guinea.

There were 12 transports (carrying 15,000 men), 10 warships and some scores of planes—although the latter took little part in the defence of the convoy. The convoy was headed for Lae.

As dawn broke over the Bismarck Sea, in the morning of March 2, the fleets of Allied bombers and fighters literally fell upon the great convoy. A few small warships may have escaped, but—as far as is known—not one transport got away.

The ships fought back valiantly, and the Japanese died bravely—but

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e slaughter was of a character dom exceeded in that South cific War. The Allies lost only ir planes.

The Beaufort's crew was asleep ring March 2. But on March 3, ile the bombers and fighters were ll out clearing up the Jap nnants, the Beaufort went back reconnaissance; and it reported t smashed ships, debris and dead n were scattered over hundreds square miles of Bismarck Sea.

That was the story as told to me a quiet-spoken man who sat be- e me recently in a plane, en route Fiji.

He was Mr. N. S. A. Layton, and was the navigator on that ufort plane. He told it to me as mple incident of wartime service ven now, he did not realise that fortunate appearance of those ormal blips on the radar screen ned the way to one of the most matic battles of the Pacific War, to a Japanese defeat which ctly changed the course of the

When they lost that convoy, in way, in the Bismarck Sea, the s knew they never could take Moresby; and that, without esby, they must abandon their hwards thrust through the mons against Australia, New and and Fiji.

r. Layton now is an officer of Colonial Sugar Co., of Queens- and Fiji, and he is responsible for the technical and intensive training of managerial staff. He is in Lautoka for a few weeks, conducting a school for selected men of the CSR Co. staff in Fiji.—R.W.R.

COFFEE PEST IN N. CALEDONIA

A BORING-INSECT called a "Scolyte" is causing considerable damage to New Caledonian coffee plantations. The pest bores into the maturing coffee beans and renders them unfit for commerce.

Damage has been heavy in the current season although main harvest is still some way off and it is anticipated that anything up to 70 per cent. loss of beans may be anticipated on some plantations.

The large increase in the pest population is blamed on the unusual dryness of the last few months.

Jet Age Comes to New Caledonia

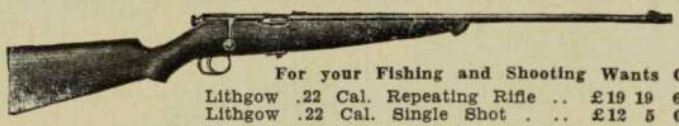
THERE was a certain amount of mild perturbation in Noumea about Easter following the appearance of vapour-trials high in the sky.

However, explanations were soon forthcoming. The trails were the only visible signs of Canberra jet bombers flying between Australia and Fiji, and travelling at about 600 miles an hour.

This was the first time that vapour trails had been seen in New Caledonian skies.

¶ Mr. and Mrs. C. M. Teulon, who were for many years in Fiji, are returning to England on retirement in June. Mr. Teulon's last appointment was Director of Roads and Buildings, Government of Libya. In Fiji he was with the PWD.

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THE MYTH OF CHEAP LABOUR

In Fiji Imported Food Is Cheaper

A DEPRESSING run of unfavourable trade balances during the past three years, together with an anticipated decline in import revenue this year, due to the credit squeeze, are causing many people to consider the economic future of Fiji.

It is impossible to overlook the uncomfortable fact that the Colony's exports are not being increased either in variety or quantity.

There is nobody to interest overseas concerns in starting new industries in Fiji or to examine the Colony's potentialities.

It is also unfortunate that various new industries started in the past under apparently favourable conditions, folded up, due in some instances to faulty planning and lack of local experience. These failures tend, of course, to discourage other new enterprises.

Timber development at Kadavu by local people familiar with local conditions will, it is hoped, help to reduce the amount of timber imported into the Colony, particularly if proper drying methods are adopted so it can compete with imported oregon.

However, it is reported that one Suva concern intends closing down its mill on the grounds that ti can be imported cheaper.

The importation of dried evaporated milk last year to value of £192,833 is another r tion on a country which ha

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id and the agricultural population increase its dairying industry, d also produce more pigs and ultry.
Pork, poultry and eggs are im-rted in fairly large quantities and Christmas time, New Zealand ultry of better quality can be ught more cheaply than local ds. Often throughout the year ported eggs are cheaper.
Fish also presents a rather ex-ordinary situation in that it is eaper to buy deep-frozen fish ught all the way from Scotland, n fresh fish caught in local ters. Fish is an important article diet with the native people and re also is always a demand from ropeans, Chinese and Indians. A all trawler to supply local fish the lines being planned in nga would help to reduce both orts and the cost of living.
hese are small matters but they ect the growing tendency to more and more on overseas ntries for all that we wear and ch that we eat.

TRIBUTE

he Late Charles Wurth

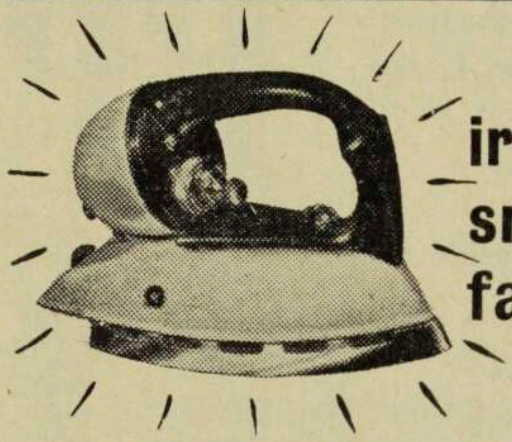
HARLES THEODORE WURTH, who died in Brisbane on March 15, was born in Townsville on ember 20, 1881, and not in South ica, as stated in PIM of April (p.

is connection with Africa was ially through the Boer War. He demobbed in Brisbane at the of it, but then returned to South ca, where he worked for the ernment Railway Department some years.
1909, he was back in Australia ying for appointment to the uan Government Service. He me a Treasury and Custom's in Samarai but in mid-1910 ed on to become Chief Clerk in Government Secretary's De-ment, at Port Moresby.
early 1912 he became a Resident istrate and until the middle of served in this capacity in the Central, Kumusi and Mambare sions.
early 1915, he left for Australia nlist in the AIF. I saw him n he was passing through Daru he expressed the fear that he d be accepted as a conscript not as a volunteer. However, conscription issue, then before Australian people, was defeated. was with the 25th Battalion in ce and at the end of the war ied, in Edinburgh, Miss Elsie , who returned with him to la, where he became RM of Northern Division, which had formed by amalgamating the Kumusi and Mambare Divisions. remained there (with HQ at a Bay) until moved to Port sby as RM of the Central sion sometime in the 1920's. became Commissioner of Lands, with a seat on the Legislative and Executive Councils in July, 1936, and so remained until he retired from the service in 1939. He was highly thought of by Sir Hubert Murray and by those with whom he worked.
A good and upright man who made many friends. A gentleman. *Bamahuta,* Charlie.

Fourth Banking Company for Port Moresby

THE National Bank of Australasia, Ltd., opened a branch in Port Moresby on May 1. The bank, which offers full trading facilities is in the Burns Philp building in Musgrave Street.
Mr. R. A. Willock, who was formerly manager of the Barham branch in New South Wales, is manager at Port Moresby. An official of the company in Sydney said it was not known as yet whether the bank would open branches in other parts of P-NG.
The National Bank is the fourth to establish itself in the Territory. The others are the Commonwealth, NSW and ANZ.
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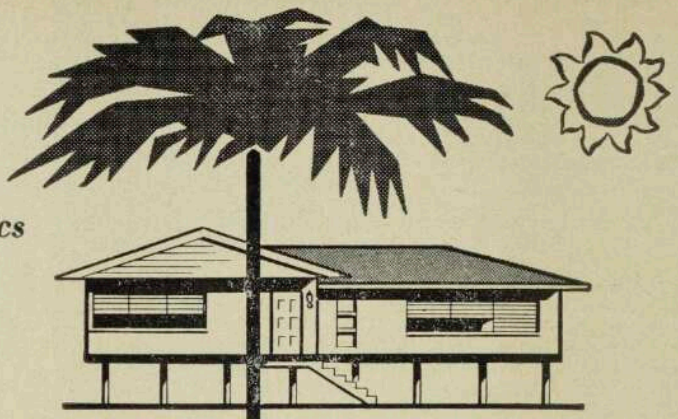
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HOW PAT COSTELLO, DEAD AT 69, BROUGHT MILLIONS TO FIJI

WAY back in the early 'Thirties I received from Fiji a letter which I often since have quoted. as signed "Pat Costello."

ie letter said that an old pector named William Borthwick discovered some remarkable s of "good gold" among the tal hills in the Tavua district of Levu. He thought the dis- y was worth investigating. Did ow anyone who might be in- ted.

lid know a man, named Brown, had been crying to me only a days before that, although he funds to invest, he "could not onto anything," while less hy folk were making fortunes of the then new goldfields in Guinea.

ent Costello's letter to Brown; Brown went to Fiji immedi- . He came back and scolded me fiercely. He said the Fiji prospects were moonshine. (It was a telluride ore, with which he was not familiar.)

But Pat Costello did not give up. He was instrumental finally in interesting the Wren-Theodore group, of Melbourne, in the Bill Borthwick discovery; and so was born the group of companies (Emperor, Loloma, etc.) which developed into one of Fiji's largest industries, the goldfields at Vatoukoula, and brought millions of good "hard" money into the British Colony.

The incident came to memory today, when I learned that Pat Costello was dead, at the untimely age of 69. But justice had been done. Pat, a modest trader and investor 25 years ago, got a full share of the gold discovered by Borthwick —the prospector whom he had "staked"—and when E. G. Theodore died, several years ago, Pat took his place as a Director on the Emperor and Loloma Boards.

I THINK that, in half a lifetime spent among the Islands of the South Pacific, among interest-

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ing and hospitable people, Pat Costello was the friendliest man I ever met. He gave one always the impression that he was mighty glad to see one again; and he loved to sit right down, there and then, and examine the gossip of the South Seas generally, and of Fiji in particular. I never failed to gather newsy news from Pat, plus a couple of stories spiced with his lively Irish wit.

But, although his social qualities made him popular far and wide, there was a tough side to Pat Costello. He gained much, and died a rich man—but he got it the hard way. He had nothing but intelligence, industry and shrewd vision when he went from Queensland to Fiji, as a shipping clerk, nearly 50 years ago; and he forged ahead, as storekeeper, hotelkeeper, landowner and investor, by hard work, enterprise, and a judgment that was hardened and sharpened in innumerable encounters with other keen traders.

He was a great family man—very happy in his own home, and happier when he was surrounded by relations. At one time, there were six Costello brothers established in various industries in Fiji, all well known, esteemed and enterprising citizens; but I think it was Pat who pioneered the Costello invasion of Fiji; and it was Pat, through his share in the gold discovery, who probably contributed most to Fiji's economic advancement.

As time passed, and hard work and far-sighted investment made Pat rich, his outlook widened, for the benefit of his adopted country.

No man took a keener interest than he in the welfare and the future of the Colony of Fiji and, as was inevitable, he gave much in the way of public service. For long ye he was a member of the Legisla Council and the Executive Cou and of many public bodies, inc ing the Suva town council. Ex that he was not born in Fiji ranked equally, on merit, with old-established men of affairs form that hard core of valu citizenship which gives Fiji unique strength under to-day's ficult conditions. (

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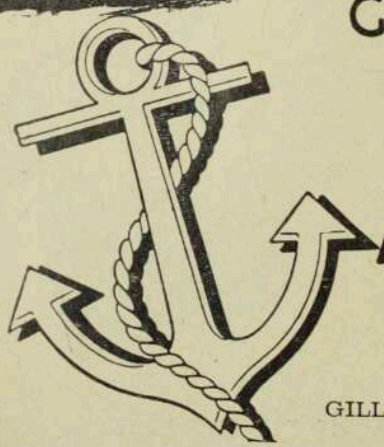
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OST of Fiji's residents—certainly, all the older people—knew Mr. Costello, and esteemed him hly. When his death occurred April 15, tributes to him, as a d man and a good citizen, came m the leaders of all four com-nities.

uring his long years as a trader the "Northwest", he had had ch contact with the Indians; and gained and retained until the the esteem and goodwill of most the Indian leaders.

ympathy was extended to Mrs. tello, who had been her husband's d companion over the long years. e was survived also by his ghter Peggy, who married John y, a Wing-Commander in the Zealand Air Force. She later t with him to London when he appointed NZ Air Force Attache e. Then, at the height of his nising career, he developed an ss which was incurable, and soon after. The family was ed in London by Mr. and Mrs. tello a couple of years ago. Bray and her children later led in Wellington, NZ.

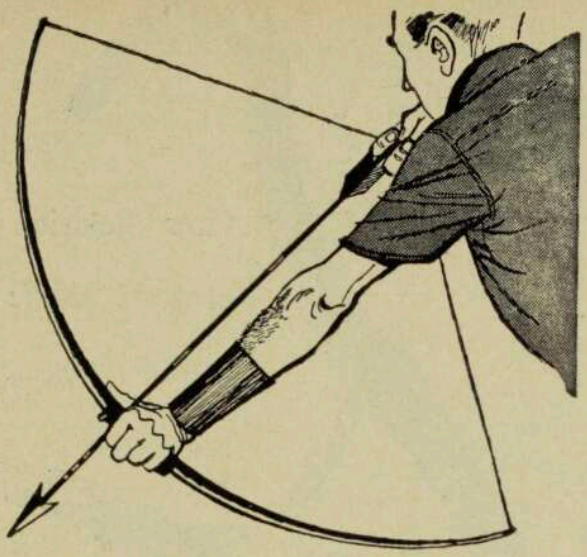
he Melbourne Cup doubtless will un in future Novembers; but it not be quite the same, now Pat ello is dead.

very springtime, for countless s, Pat had business to do in ralia; and, by a series of those cidences which stalk all lucky hants, his business always took to Melbourne in the first week ovember; and brought him back Sydney soon afterwards, to be tained by a group of old friends admirers there. Many of us will that annual occasion when we to induce Pat to admit, very , that his Cup choice had ed.

died too soon, and too sud-y. But he did have an interest-nd very successful life—and he ved every minute of it.—R. W. SON.

Solution to Crossquiz from Page 82

	N	E	B	O	L	E	Y	N			H			
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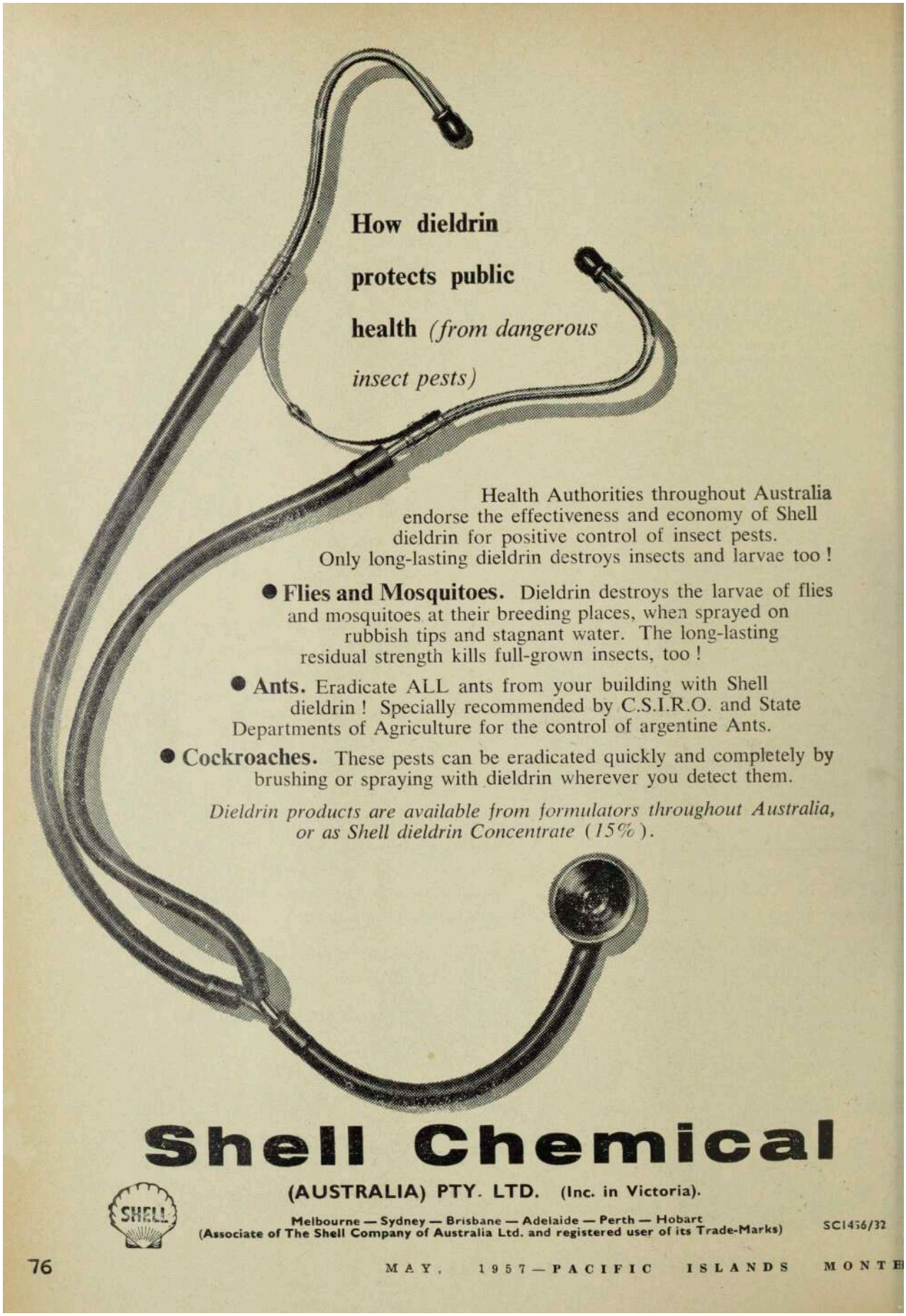
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MAGAZINE SECTION

Tropicalities

ILK FOR SCHOOL CHILDREN

A NATIVE teacher at Ihu, on the west coast of Papua, is to be congratulated on being the first introduce a daily cup of milk to s pupils. The milk supply comes om carefully tended goats. The acher is also planting citrus trees d Australian lemons so that the tive children will be able to have daily supply of fruit, too. In hiti, it has long been the practice r children to receive a lunch of it and milk.

WITNESS OF HORRIBLE CEREMONIES



HIS curious object was presented to the Duke of Edinburgh, Prince Philip, by a well known ident of Rabaul, when His High- s visited New Guinea last vember.

t is described as a head, and it i been broken from the full re (a stone representation of a n) and mounted. The figure was d by the ancient Tolais (the ive people at the eastern end of w Britain) in horrible cannibal ctices.

he ceremony took place in an a known as Moromoro. The per- selected as the victim was stabbed with a sharp bamboo knife; his blood was collected in a half-coconut shell; the men present (no women were allowed anywhere near) drank the blood; they danced around the victim; and then the dead man was eaten.

The gentlemen who took part in this ceremony were called Iniat; and thenceforth they were forbidden to eat pig.

The area called Moromoro is known and feared by the Tolais of the present time.

HOW WILD IS "WILD"?

TWO "wild" dogs from the Highlands of New Guinea made newspaper headlines in Australia in March. Captured in the NG Southern Highlands, these were the same dogs described for *PIM* by Sir Edward Hallstrom in February *PIM*. (P. 17).

Passengers on the ship were warned about these ferocious creatures—it was said that they would bite and scratch and, if the hated human kept clear of their teeth and claws, they might even spit.

Then, one morning, a woman shrieked. Her baby boy, she cried, was being mauled by one of the wild dogs. Rescuers came at the double—to find the dog and the child having a romp together. Thenceforth, they were nearly killed with kindness.

They are described as "resembling an Australian dingo, but they howl instead of barking."

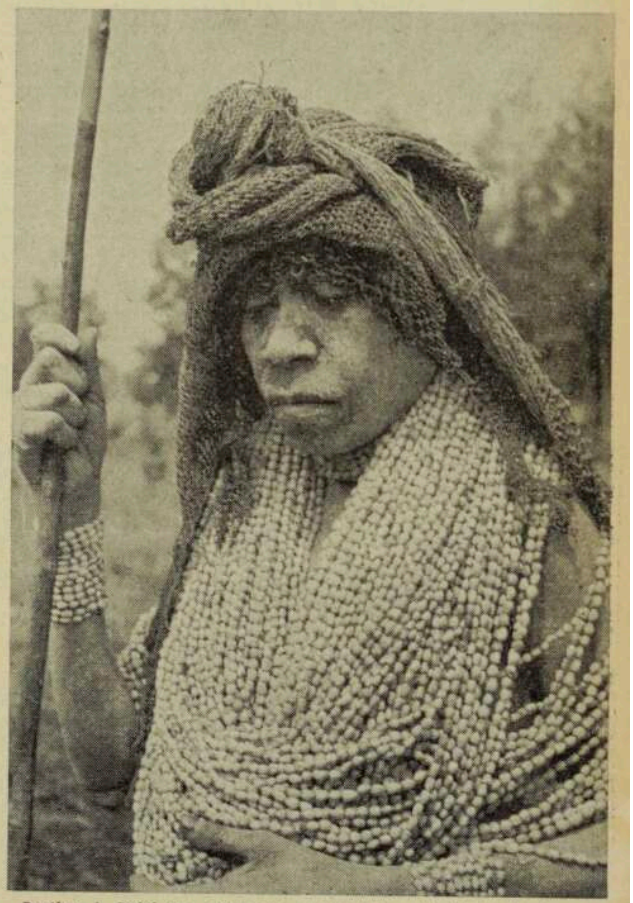
A STAB AT THE PEARLSHELL MYSTERY

"JUST how," many intelligent people have asked, "can the pearlshell industry sustain the high prices that this product has fetched in recent years?"

When Mr. Mikimoto perfected the genuine home-made pearl, popular opinion had it that there could be no great future in nuturing pearl-shell beds just to become buttons on gents' shirts. No longer, it was thought, would expensive limousines be seen on remote coral strands. In future, skin divers would have to walk home to their two-storeyed mod-con residences on the lagoon edge.

With plastic buttons now being stamped out in million dozen lots, it is certainly difficult to imagine MOP being bought for the same purpose at the current price of over £600 per ton.

This nacreous product is shipped to strange places these days; Geneva and Stuttgart, for example, and a mysterious atmosphere that pervades case marking and shipping has convinced the cynics that, in



Brother J. Delabarre, of Papua, proves his point that Job's-tears are for women (PIM April, p. 18). This widow of the P-NG Southern Highlands, as a sign of mourning, is covered with mud and many pounds weight of the dried seeds, strung as necklaces.

Photo: J. Delabarre.

Cold-War tactics, pearlshell is a must.

The average pearlshell buyer in the field is an elusive fellow who flits around the world with lips tight against importunate enquiries. Nothing can be gained in pursuing him. Not in business hours, anyway.

But suppose, as an island resident, you have a friend a pearlshell buyer in New York, and you write and ask him for a straight answer to this MOP mystery.

That's just what happened, and, in an apparently unguarded moment, the Manhattan man came back with a very interesting answer. Pearlshell, he wrote, can prevent barrel-flash in gunfire, and is mixed with explosives for that purpose.

This is the best that we have heard yet, and we will consider it confirmed if strong denials are received from top levels.—G.R.

(It would be even more to the point perhaps in these days of push-button warfare, if it prevented fall-out after atom-bomb explosions.—Ed. *PIM*).

HAS YOUR COMMUNITY GOT A BIGGER THIRST THAN THIS?

A SMALL European coastal community in Papua-New Guinea, permanent population 20, last year purchased from the local store 1,000 dozen bottles of beer.

Our arithmetic makes that 600 bottles per person per annum. Quite a thirst.

In addition, extra hundreds of dozens of beer are bought direct from Port Moresby; and there is also a good healthy trade in whisky, gin, rum, etc.

I WANT TO GET ON WITH MY GARDEN

AN advertisement in the Cook Islands news-sheet in mid-March:

EXCHANGE: Have one rake and one garden fork. Will exchange for either a garden spade or a shovel. Apply Community Development Office.

Pacific Island Night

By Marjorie Court McLaughlin

From the shore, the sun has found
a painted pathway
To skyline etched against the
shadows of the bay.
The winds that rove the palm-tree
aisles with panther tread
Are hushed to sleep. The tide steals
in; and overhead
A lone bird wheels and cries . . .
Light fades, and crystal-clear
Above the Point one star burns
bright. And night is here.

¶ Mr. R. J. A. Ingram, who has been secretary and a director of United Island Traders Ltd., Rarotonga, Cook Island for 7½ years, will leave the company at the end of July and enter business on his own account.

Their Size Surprised the Captain—

BUT SUVA'S SMALL SHIPS SAVED THE "NORBRYN

ON the morning of April 1, early risers in Suva saw a curious and thrilling spectacle beyond the reef—a 10,000-ton steamer, weather-stained, listing badly and wallowing on the end of a long tow-line.

At the other end, the sturdy little Suva ship *Ratanui*, of 250 tons, slowly and patiently, at 1½ knots, struggled along with her inert burden.

The crippled Norwegian tramp steamer *Norbryn* was on the last leg of her voyage to sanctuary in Suva.

In mid-February, the *Norbryn* left Victoria, British Columbia, with a cargo of nearly 2,000,000 board feet of timber, carried on deck, and 3,370 long tons of newsprint in her holds, for Australian ports.

The full story of the series of mishaps which befell the ship is not yet available. But from what is known, the *Norbryn* had been at sea about 30 days when fire broke out in the boiler-room, putting the starboard boiler out of action.

The crew fought the fire for about three hours before it was subdued.

With his ship partially crippled, Captain Karsten M. Reinertsen decided to make for Suva, the nearest port, running the ship on only one boiler.

Then fire was discovered in the cargo, 'tween-decks. As the decks were completely stacked with lumber, holes had to be cut in the steel plates to admit the fire hoses. After that fire was put out, the crew stood watch on it for many days.

AFTER several days, the port boiler also failed, leaving the ship drifting helplessly. She had no power at all—for essential work, cooking or refrigeration.

All the fresh meat on board went rotten and was heaved overboard, to be ravaged by scavenging sharks, following the ship.

There was no light in any part of the ship and no lanterns or alternative arrangements. (One of the seamen had a candle.)

Engineers worked solidly, endeavouring to repair the port bo while Captain Reinertsen kept owners advised of the situation

The ship drifted helplessly on broad Pacific for five days.

When it became clear that tl was no hope of restoring powe the ship, Captain Reinertsen go touch with his agents in Suva, ing them to arrange a tow.

THERE are no sea-going tug Suva. At the end of last y the *Oliver Mac*, a sea-going which had been lying idle in S Harbour for years, was sold.

The only ships available for job were the *Ratanui*, of 250 t and the *Yanawai*, 225 tons, skipp by Captains Lumsdale and Sm

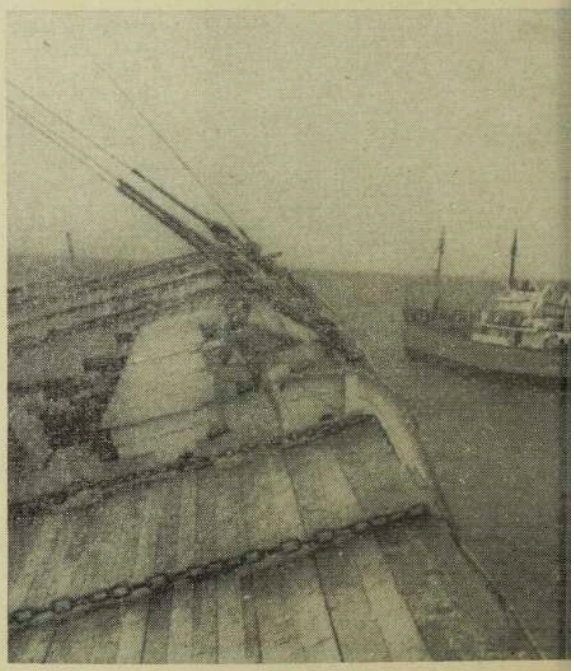
The position of the *Norbryn* given as about 40 miles nort Round Island, in the Yasawas, a 100 miles from Suva.

So the little ships set out. *Ratanui* reaching the *Norbryn* p.m., on Thursday, March 21, the *Yanawai* later.

Meanwhile, aboard the *Nor* a leak occurred in the oil sto tanks, and the oil poured into port bilge.

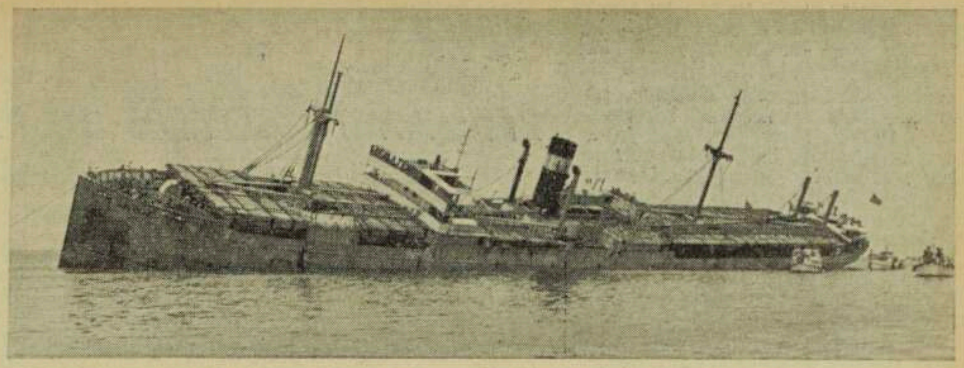
Gradually, the *Norbryn* bega list to port—just a little, then n and more. At the time the commenced, her list was estim at 16 degrees. When she rea Suva, it was nearer 30 degrees

Captain Reinertsen said that leak was not in any way associ with the fire. It was just on those things, which would have dealt with in the normal way—



The little "Ratanui", photographed from the sloping deck of the "Norbryn", at the end of the tow.

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he Norwegian tramp steamer
rbryn" listing heavily after her
to Suva.

Norbryn had no power and con-
iently no pumps.
ife aboard became a nightmare.
leep was impossible because of
angle of the ship. The seamen
watch groped their way through
darkness to their crazily-tilted
ks. They tried to prop their
ling up level.
it, with the ship at the mercy
very wave and current, when-
they fell asleep, they would
l to the deck and slide down
the list of the ship.

PTAIN REINERTSEN breathed
thanks when the *Ratanui* and
Yanawai arrived—though his
ngs were mixed when daylight
aled the inadequacies of his two
stants. How could two little
s, built for trading among the
ids (he later referred to them
launches" although they are the
e of the local BP fleet), hope to
a deadweight of 10,000 tons—
less, listing and completely un-
erative?
n Friday, March 22, the tow
menced.
most immediately, the *Yanawai*
in difficulties. Being a twin-
v vessel, she could not take a
ope directly astern. She practic-
stood on her tail and refused
nswer her helm.
Ratanui bore the brunt of the
, while *Yanawai* helped when
could, sometimes taking a rope
ships when the seas were calm.
e *Tui Cakau* (Captain Wendt)
d the company during the tow.
d weather blew up. Time and
n, the towropes parted. At one
seas were so formidable that
mall ships were unable to get
lines back aboard the *Norbryn*
bout nine hours.
board the *Norbryn*, the men
n sawing up the timber cargo
uel for the galley fires. With
resh meat, they were drawing
e ship's ample stocks of tinned
d beef. But other normal cook-
ent on as usual.
ing wasn't so easy! Captain
rtsen said a man could eat the
r of the next but one along,
ot be found out! And a man
lucky if he ate everything be-
the rolling of the ship shot the
off his plate and over the side.
10 days, the *Norbryn* hobbled towards Suva at the end of a frail towline. She was so hard to manage, and the swell was so heavy, that the small ships could not use the narrow Beqa Passage, but had to take her right around Beqa Island, through Kadavu Passage.

Then, on the morning of April 1, after weeks of mishaps and anxiety, trial and tribulation, the helpless *Norbryn* was drawn by the *Ratanui* and the *Tui Cakau* along the barrier reef towards the entrance of Suva harbour.

Captain Reinertsen thoughfully regarded that reef and the white surf boiling over it.

Difficult to the last, *Norbryn* chose that moment to lose her rudder control and swung round, head on to the reef. The towing vessels pulled her back again on her course.

The captain had been told that the entrance was 1,200 feet wide—wide enough for a dozen *Norbryns*, bow-on. But would she be bow-on? Or would she swing with tide and current? The most anxious moments of all were ahead.

Tui Cakau and *Ratanui* took the lead. Six small Suva ships, *Ratu, Popi, Adi Cakobau, Adi Waidau, Tui Nakoba*, and Government tugs No. 5 and No. 9, made their ropes fast to the *Norbryn's* stern. Then full steam ahead. They swung her around until her bow was centred in the reef opening.

Slowly, nerve-rackingly, *Tui Cakau* and *Ratanui* pulled her to safety, while the other little ships controlled her astern.

Captain E. L. James, Acting Harbour Master, piloted the convoy in and it was his voice which at last gave the order—"Let go the anchor!"

The crew were taken ashore and billeted at the Flagstaff Battery, FMF, while the officers went to hotels. And they all slept for the first time for several weeks.

ABOARD the *Norbryn*, in the captain's sea-cabin, the curtains were canted crazily to the angle of the ship. Captain Reinertsen, plump and portly, friendly but discreet, wedged his weary frame in a corner of his couch and started on the long labour ahead—getting his ship seaworthy, attending to all the legal matters which follow a mishap at sea.

But the ordeal was over. The *Norbryn*, sea-stained and oddly off-balance, lay safely at anchor in Suva Harbour.

Pioneers of Papua

Mr. W. CUNNINGHAM BRUCE

By J. Nixonwestwood

MR. W. C. BRUCE had charge of the Police in the "occupation days"; and he had a most difficult task, not only in training the natives, but also in attempting to keep order generally, which in those days was no easy job.

He was a huge, genial man, very gruff, but exceedingly kind-hearted. He was also very forthright and would not stand any nonsense from anyone, be they in the Service or just plain civilians, such as some of the BP managers.

He also had charge of the Armed Constabulary. He made his first visit to the Territory when Sir William MacGregor was about to retire. His name is not mentioned in any report prior to 1898, but he was a personal friend of Captain Barton and Sir George Le Hunte. He took up his onerous duties in the early 1900's.

Bruce found his job a difficult one, because he had to contend with some very cheese-paring authorities in Brisbane. Any innovation suggested to help him in his work was more often frowned on than agreed to.

DURING Bruce's term of office he was called upon to hang one of the men who were responsible for the death of a European who had been murdered in the hills behind Port Moresby. It was a particularly ghastly crime and was committed in a spirit of real bravado.

In the village (near to Sogeri), the visits of the Patrol Officer had been much reduced, and the natives thought the "gubment" had quit, so they started to rob gardens and villages of whatever they could lay their hands on. Becoming bolder,

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they looted European bungalows, and finally got so cheeky that they attacked and killed one of the Europeans.

There were several culprits, but only one was condemned to death, and it fell to Bruce to have to do the hangman's job. The gallows were erected by John MacDonald, who was the jailer at that time, and the place was at the beginning of Elakona, just at the bottom of the hill to the left. It was well screened from the public; but even with all these precautions, poor Bruce, big as he was, was trembling like an aspen leaf.

The native Sergeant who helped Bruce was a Kiwai whose name was Kesavi; and he, like Bruce, did not relish the job—Kesavi more so, because the news would travel to the killer's village, and something might happen to him if he had to go on a patrol to the district again.

After all the arrangements were complete, Bruce asked the boy if he had anything to say before he was launched into eternity. The answer was: "What for you mace me plenty other fellah man he help killem taukurrakurra."

With that, Bruce turned his head and told Kesavi to pull the lever, and said most fervently, "and may God have mercy on your soul."

Soon after that "job," Bruce resigned the Service; because, although a big and gruff man, he was very tender-hearted, and not cut out for that kind of work. As the head of the Constabulary, he was excellent, and it was due to him that, when the new Administration took over, they had a very well-trained Armed Constabulary which could be relied on to take care of any emergency, and do their job without too much European supervision.

BRUCE then commenced business as a clearing contractor and manager of estates, from the planting to the bearing stage. He also contracted to get timber for firms and individuals; and in this connection he helped George Francis Whybrow, and later Arthur Jewell, to get timber for the sawmill which had been erected at Manu Manu.

On the plantation side, he employed Harry Gofton, as manager of the Lolorua Estate, and Mrs. Gofton (now Mrs. Flo Stewart), accompanied Harry to the kabun and they took care of the Estate until about the beginning of World War I.

Mr. and Mrs. Gofton, who understood natives, seemed to be able to control the New Guinea workers with success, and they were complimented by Bruce and other Europeans on the way they managed the Estate. Arthur Jewell finally took the place over, and he, with his wife, appeared to be able to keep up the good work which Bruce, through Harry, had accomplished.

Bruce ended his adventurous life as a prosaic planter.

"Papuan Republic"
Scheme of 1851

BENJAMIN BOYD'S ILL-FATED EXPEDITION TO GUADALCANA

By *A. J. SHEAT*

SOMEDAY a movie magnate may make millions of dollars by unfolding on the cinemascope or vistavision screens of the world the 1960 or so version of "The Last Cruise of the Armed Yacht *Wanderer*."

Comedy, stark tragedy, mass scenes of natives in the minimum of clothing, murder in the jungle and a dramatic climax as the 240-ton yacht is wrecked on the bar of Port Macquarie, NSW, should make this a "colossal, stupendous" box-office success.

Benjamin Boyd, millionaire owner of the yacht *Wanderer*, might well be a role to win an Academy award for some movie actor fresh from triumphs in current movies like "Round the World In 80 Days" or "Moby Dick."

It was recently stated in the Sydney newspapers that "the oldest ghost town in Australia, Boydtown, on Twofold Bay, near the New South Wales-Victorian border, is for sale. . . The National Trust, which fosters the restoration and preservation of historic buildings, hopes to restore the village and re-create the atmosphere of the period. Benjamin Boyd, a London Stock Exchange millionaire, came to Sydney in his luxury yacht *Wanderer*, in 1842. . ."

The story of Benjamin Boyd is well known. *The Pacific Islands Year Book* records that he was murdered by natives in 1851 when he unwisely went ashore on Guadalcanal, in the Solomon Islands.

IF ever Boydtown is restored to what it was in the eighteen-forties then one of the star attractions might well be Boyd's Waterloo gun, salvaged from the wreck of the *Wanderer* and brought to Auckland, NZ, by Mr. Samuel Browning. Benjamin Boyd established branches of the Royal Bank of Australia when he arrived in Sydney in 1841, and Mr. Browning came to Australia in the middle of the century as managing inspector of the bank and wound up its affairs.

No doubt the brass 12-pound cannon was of considerable sentimental value to Mr. Browning and he took it with him when he left Sydney in 1855 to reside permanently in Auckland. He died there in 1888, and some years later the gun was presented to the city of Auckland.

For several decades it was an object of interest among the flower beds in Albert Park. Then a new museum was built and the old brass cannon was moved to the museum. Space limitations have resulted Ben Boyd's gun being left in storeroom. Nobody, except museum staff has seen it for gene tions.

However, Auckland museum, w one of the world's finest collecti of Polynesian and Melanesian a and crafts, has two sketches on walls of events in the last cruise the *Wanderer* in 1851.

How a hundred canoes greeted arrival of the *Wanderer* at Nukur or Byron's Island in the Kingsr Group (now known as the Gilb Islands) on August 5, 1851, is sho in one excellent water-colour ske made by John Webster, who sailing master of the *Wanderer* who lived on until 1912 and buried in Auckland.

The burning of native houses Wanderer Bay, Guadalcanal, Webster and crew as a reprisal the murder of Benjamin Boyd, October, 1851, is shown in anot sketch.

Then, for good measure, there among the rare books in the Au land Public Library the s volume in which Webster recor the melancholy "Last Cruise of Wanderer."

JOHN WEBSTER, a remarka personality in his own ri teamed up with Benjamin B at San Francisco in the early mor of 1851. Boyd had sailed *Wanderer* to California when n came of the gold discoveries of I —which were so soon to be follo by the equally great gold discove in Australia in 1851 and later ye Webster had reached California supercargo on a ship sent by enterprising Auckland mercha Brown and Campbell.

Aged 33 at the time, Webster come to Australia in the eighteen-thirties and worked a cattle-drover and explorer in b country inhabited by hostile bla In 1841, he moved to New Zeal and spent several years runnin sawmill among the warlike Ma of Hokianga Harbour. So he well equipped to act as Boyd's gu

Those who have wondered millionaire Boyd should risk life fortune in the Cannibal Islands 1851 will find the answer Webster's book, where he offers follcwing explanation: "There a definite object in view. This the establishment of a Papuan public or confederation of some . . . a social and political organ tion on which the simple machin of an independent state might

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ted. Had not death cut short Boyd's career he might have ceeded in this object. As it is task is reserved for others." hers have succeeded in parcel- the South-west Pacific into the Protectorate, the New Hebrides dominium and so on—with re- s not altogether happy for white lack men).

hn Webster's book was printed ydney by F. Cunninghame, gen- steam printer, of 184 Pitt Street, date was probably a hundred s ago. This book is now a col- r's item, kept under lock and in a few libraries. It has a frontispiece showing the derer in full sail.

YD'S expedition of 1851 was made with two ships, the *Wanderer* and her tender, the oner *Ariel*. Here is Webster's ription of the ships: "The derer, RYS, was a fast-sailing ail schooner of 240 tons (old urement). She had a flush Her armament consisted of brass deck guns mounted on ages, four rail guns, two on each and one brass 12-pounder rsing gun (long tom) which done service at Waterloo. In here were 13 serviceable guns, es two small guns for firing ls. These had been obtained the wreck of the *Royal George* ithead.

e *Ariel*, a schooner of 120 tons, been purchased in San Fran- as a tender. She carried sup- for the expedition and goods ade.

was to have commanded the r, but as I preferred to sail Mr. Boyd he deputed the com- of the *Ariel* to Mr Bradley. st of the crew of both vessels Islanders. The crew of the were exclusively natives of the Hebrides."

ing from San Francisco on 3, 1851, the *Wanderer* was at Hawaii, in July, and reached au, Gilbert Islands, 174 deg. on August 5, and Ocean Island gust 15.

September 6, the *Wanderer* at San Cristoval, in the on Islands. There the ship re- d for a month. Boyd, who was f shooting, went ashore several and shot pigeons for dinner. loomy foreboding, had the men on board realised it, was tice left by a British warship, g all shipmasters that in 1847, the natives of one village n Cristoval had murdered French missionaries, and that rch, 1848, a French corvette stroyed two native villages in tion for these murders.

to Guadalcanal (spelled with l "r" by Webster as on all maps) went the *Wanaerer*. r went ashore on October 12. days later while the *Wanderer* t anchor in the bay—since as Wanderer Bay—on the west coast, Boyd went ashore before breakfast accompanied only by an Ocean Island sailor who pulled the dinghy. Boyd took his gun, saying he would be back for breakfast and would bring some game for dinner.

Two shots were heard. Boyd did not return. Webster and the white men on the *Wanderer* became anxious.

Natives put out in canoes and surrounded the *Wanderer*. Webster hurriedly distributed boarding pikes and handed up muskets from below deck. The muskets were each loaded with 10 pistol bullets.

So unexpected was the attack that followed that Webster had not loaded the ship's guns. However he managed to load a swivel gun with grape shot and fired at the nearest canoe. This decided the battle, giving the crew time to run out the deck guns and open up on the savages with grape shot.

All this happened while Webster was expecting Benjamin Boyd back for breakfast. "None of us doubted", he wrote, "that Mr. Boyd had been murdered. A native was seen running along the beach with Mr. Boyd's hat on . . . Having got long tom (the Waterloo gun) to bear on the village we soon expelled the savages who were lurking among the houses."

Why did the natives of Guadalcanal attack the *Wanderer*? Webster, with his wide knowledge of Maoris and Islanders was sure that the natives at Wanderer Bay wanted to get the knives and tomahawks (carried as trade goods), which in their eyes were untold wealth.

Webster and six others, well armed, went ashore and found the dinghy in which Benjamin Boyd had left the ship. From footmarks in the sand he assumed that natives had speared Boyd as soon as he landed. Wads from Boyd's gun indicated that he had fired both barrels at his attackers.

Webster says, "It was now sundown. Breakfast still lay on the cabin table untouched as it was in the morning, awaiting the arrival of Mr. Boyd."

The crew, fighting for their lives and desperately trying to learn the fate of the *Wanderer's* owner, had been too busy to eat.

In the next three days the *Wanderer's* crew burned villages and searched in vain for traces of Benjamin Boyd. In a village Webster found a head which he thought was that of Boyd's Ocean Island boatman. So on October 12, 1851, the *Wanderer* was headed southward towards Sydney.

On November 8 came the wreck of the *Wanderer* at Port Macquarie.

What a sorry ending to the Pacific cruise which had started only five months previously in San Francisco! John Webster sums up with these sad thoughts:

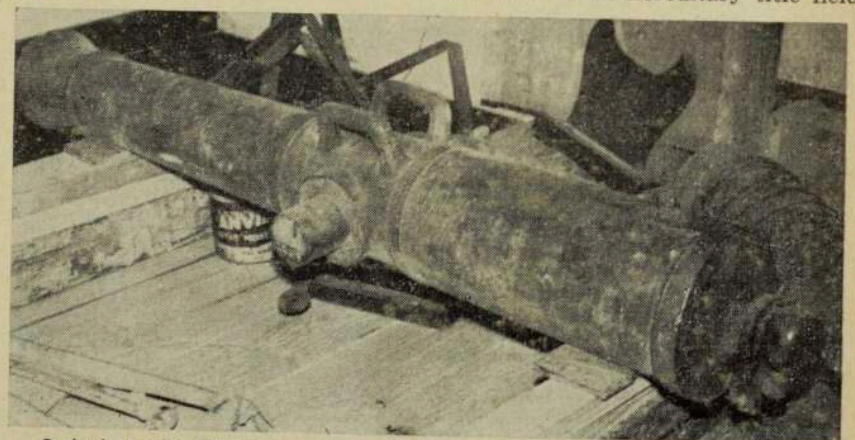
"From the moment that our gallant commander fell so suddenly and unexpectedly among the ruthless savages in Guadalcanal, it seemed as though an evil fortune brooded over the yacht; and in the short month after the death of him whose pride she had been, her fragments lay scattered on the beach; and the wanderings of the *Wanderer* were at an end."

John Webster lived for another 60 years. He spent some time on the Australian goldfields and then went to England, where he was made much of by Mr. Boyd's friends, and also by Queen Victoria and the Prince Consort.

Returning to New Zealand, Webster entered into the timber export business on a large scale. In later years he lived in retirement on the shore of Hokianga Harbour, at Opononi. He died in 1912.

The gun mentioned earlier in this story and known as Boyd's Waterloo gun, was said to have been presented to Boyd as a mark of Royal favour. It has been stated that he had been Lord High Constable of Scotland at the time of the coronation of Queen Victoria in 1837, and this was one reason why he was presented with the gun.

It may be that Boyd deputised for one of his relatives, but the office of Lord High Constable of Scotland is an hereditary title held



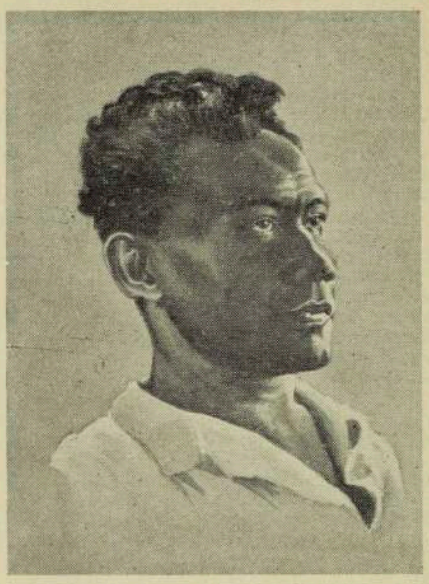
Benjamin Boyd's Waterloo gun, salvaged from the wreck of the "Wanderer" in 1851 and taken to New Zealand by Mr. Samuel Browning. After being set amid the flower beds in Albert Park, Auckland, it was removed to the museum and now lies forgotten in a storeroom.

by the Earls of Erroll since 1315. The chiefs of the Boyd clan had formerly born the title of Earl of Kilmarnock, but the title was abolished when the last Earl of that name was beheaded in 1745 for supporting Bonnie Prince Charlie. One of the sons of this unfortunate Earl married into the family of the Earls of Erroll and a descendant inherited the title.

Simeona Peni . . .

A MAN of whom Samoa may well be proud. He was born at Funafuti in the Ellice Group, where his father was a Samoan missionary. After schooling at Vaitupu school and at the George V school at Tarawa in the Gilberts, Simeona was sent to the Central Medical School in Fiji. He graduated there and joined the Gilbert and Ellice Islands service as an AMP at the age of 22. His first post was at Funafuti in 1940, and during the succeeding years he has given distinguished service to his profession in the Colony.

He is married to Lise Pedro of the Tokalau Group, of Portuguese descent, and they have one son and four daughters, all of school age. Simeona has a brother serving as a missionary in the Ellice Group, and his sister is married to a missionary in Samoa. The preparations for the H-bomb at Christmas Island have forced the evacuation of the Gilbertese working there under the direction of the District Officer, Mr. P. G. Roberts. This has also meant the end of Simeona's tour of duty at Christmas Island, where he has assisted in organising the Gilbertese into a healthy and happy community and also helped the settlement of the armed services who are there for the Atomic tests, or "Operation Grapple". Simeona is a tall and athletic type, and he regrets that his age (39 years) has forced him to give up football. He is now settling at medical headquarters Tarawa, where he will carry on the good until he eventually retires to farm the fa lands at Moata'a, near Apia in Samoa.—B HILDER.



PIM CROSSQUIZ NO. 86

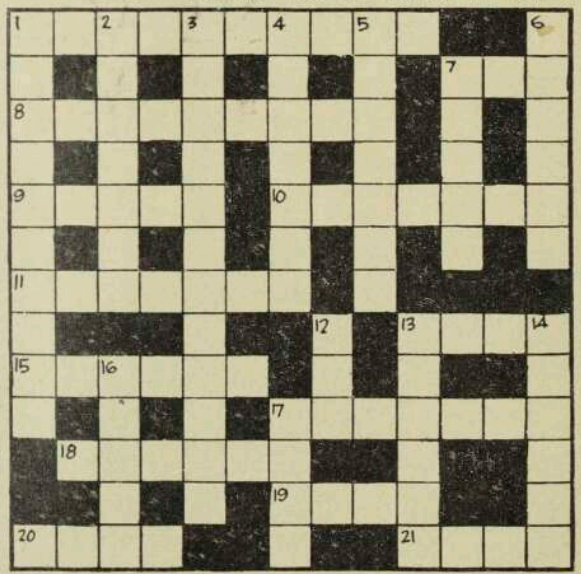
Solution on Page 75.

ACROSS

1.—Who was referred to as the Queen "of a thousand days"?
7.—How do the Scots say "have"?
8.—What single-shot, short-barrelled pistol was carried by gamblers in early days?
9.—The life of what English settler was saved by the American Indian princess Pocahontas?
10.—Joan of Arc was also known as the "Maid of ——"?
11.—What race of pygmy natives in South Africa is fast dying out?
13.—What common commodity is made from a compound of fat and potash?
15.—Which chess piece only moves along the diagonal squares?
17.—What instrument that measures angles between distant objects is used in navigation?
18.—What is an alloy of copper and tin?
19.—What is the main item in the Chinese diet?
20.—What is the term for sailing a boat close to the wind?
21.—On what playing fields was the Battle of Waterloo won?

DOWN

1.—What is the capital city of Abyssinia?
2.—In mythology, what name was given to the water nymphs who attended Neptune?
3.—Who was one of the most important figures in the foundation of Mormonism in America?
4.—What straw used in hatmaking has the same name as a domestic fowl?
5.—Who captained England in the five tests against Australia in England in 1948?
6.—Which American who died in 1951 built up the largest newspaper empire in the world?
7.—Of what Chinese province is Kaifeng the capital?
12.—In what organ of the body is the retina?
13.—What was the practice in India of widows burning themselves on their husbands' funeral pyres?
14.—Who was Premier of France at the signing of the Armistice with Germany?
16.—What is the name for one of the short crosslines of Roman type?
17.—What was the name given to a slave formerly existing in Russia?



A Bomb of One's Own

BY WHIM WHAM

Ours is the safest H-bomb yet.
It will not hurt a Fly.
Some Jokers say we should not
It off—but we reply
That our Precautions are compl
No serious Risks remain.
Science is sure—need we repea
—Objections are in vain.

This harmless necessary Job,
This well-conducted Test
Need trouble None, nor need it
You Jokers of your Rest.
This calculated Crack of Doom
Cannot get out of Hand:
Just trust the Boys in the Back R
To bring it off as planned.

The reassuring Scientist
Can estimate precisely
The dreadful Blast, the lethal Mi
He's got it worked out nice
What's coming up, beyond a dc
He'll forecast by his Skill—
Of course, he has to try it out
To find out if it will!

As safe as Houses is our Bomb
Outside the danger Zone.
Fear not the Radiation from
THIS Test—why, it's our o
Planned so as not to hurt one
Of our devoted Heads—
Give Thanks, you Jokers, of
Care;
Lie easy in your Beds.

(The above nonsense verse was pub a couple of months ago in the "New Z Herald". It probably expresses the mo most South Pacific residents when they co plate Our Bomb—amused cynicism.)

† The US Department of Agricu has developed a new, all-pur insect repellant, reported to be most effective preparation of kind ever to be invented. The chemical formula has been tu over to a private concern, which begin marketing the repellant sh under the name "Off." The repellant, whose active ingre is dietryl toluamide, can be widely against flies and mosqui

¶ Friends of Mr. John Num senior Cook Islands AMP, wil pleased to know that he is ma a good recovery following surgery at Greenlane Hosp Auckland, late in March.

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NEW GUINEA

ETCH BY MALO

The Drake Goes West

HIKOP was one of my first house servants when I went to live on a Copra Plantation in New inea after World War II. He was m a local village and had served husband prior to the War, prov- a faithful servant.

hikop was plump for a native, h a bulging tummy. He wore his -lap fastened beneath the bulge, wing his navel. He was ugly, but placid, good tempered ex- ssion and ready smile made up his lack of beauty. He was to get on with.

e walked with a waddle, like a k, and for purposes of reference, nd his back, I christened him "Drake."

hikop followed my uncertain in English better than the other ants, translating any ambigu- order I may have given him. nderstood a few English words, and surprised me one day when d him to put some flowers into s for the house. My only vases hat time were Japanese shell s, found in the bush on the tation after the war. I knew the for "flower" was "pulpul," but ad no idea what to say for e," so I asked the Drake:—

What name sumting belong put pulpul?" (What is the name of thing for flowers?).

grinned broadly and answered: tridge."

felt crushed!

r the most part, Chipok was a g worker, but, like all natives, d his lazy days, when he would pear into the Labour House remain deaf to my calls, until as ready to answer, or if he pened to see the "Masta" aching. Then a muffled "Yes- would be heard and Chikop emerge and waddle across to ungalow, at a pace according e urgency of my call or the mity of the "Masta."

his energetic days he would pear into the bush during his noon break, first informing

ssus, me like go kis (catch) im od."

n, armed with an axe over his der and pushing a low two- ed handcart, off he would go. ionally one of the younger would accompany him, usually coercion, the party returning four o'clock, the youngster ng the laden cart and often ng the axe as well. Then they go to the beach for the daily wash," for Chikop was clean himself and saw to it that the younger lads under his charge developed the "wash wash" habit.

When off duty, Chikop liked to decorate himself with a scarlet hibiscus flower; or a white fowl feather or two. Occasionally white splashes of lime marked his fore-head or cheeks. His other artistic tastes ran to decorating the kitchen walls with faded croton leaves, discarded from the vases, and often left until they became withered sticks and I had to order their removal.

I suspected Chikop of being a gambler. He never seemed to have any money, even after pay day and his tobacco ration disappeared quickly, while articles he acquired did not remain long in his possession.

While shopping in Chinatown one day, Chikop requested me to buy him two red lap-laps. Occasionally my husband would buy an article for a trusted servant and collect the cost on pay day, or make a gift of it. With this in mind I paid for the lap-laps. A few days later I saw one of the lap-laps on another native. I recognised it by the white stitching I had hemmed on it when Chikop asked me.

The second one was worn by the Drake himself a few times, then it, too, disappeared.

Chikop had been taught to sew by the Mission and occasionally I would get a request for the loan of "one pella needle, na black tred," and armed with my large darning needle and a length of black cotton, Chikop would retire to his house to reappear later with a double lap-lap (he liked red best), decorated with a seam of black dog-teeth stitches down the back. The needle was always faithfully returned.

Returning from leave once, my husband brought back a mouth organ as a present for Chikop. He played it after his own fashion for a day or two, then I saw it in the hands of another native. I wondered if he had won, bought or cadged it!

Characteristic of his kind, Chikop liked gossip and had an extra-ordinary capacity of picking up scraps of information, duly relayed to my husband or me, about the comings and goings of European residents in the District; news of accidents or punishments meted-out to native wrongdoers by the Administration; and the shipping news. We discovered, however, that the Drake's shipping information had to be accepted with reservation until confirmation from a more reliable source could be obtained.

Being a native of a coastal village, Chikop was a keen fisherman and spent hours with a spear on the reef or a line on the beach or wharf. At night he would either glide in a canoe or walk over the reef with a flare made from dried fronds of the coconut palm. Many natives used such flares, and on dark nights it was a beautiful sight to see numerous twinkling lights along the shores of Buka Passage. Seen from a short distance, the native carrying the flare was transformed into a ghost-like silhouette. On such nights there would be good catches of richly-coloured fish.

One morning, after breakfast, I told Chikop to catch me a fish for dinner. I expected he would pop down to the reef below the house during his afternoon-break and catch a fish. When my husband came in from the plantation and I told him, he exclaimed, "Whatever did you tell him that for! The old blighter will take the day off and make a picnic of it."

That is exactly what he, of course, did! Late in the afternoon he returned with one small fish dangling on the end of a rod, to be soundly berated by my husand. I never asked Chikop to go fishing for me again.

Amongst his accomplishments Chikop counted gardening, with usually good results, except on one occasion when I wanted a kitchen garden, and put him in charge of the preparations and planting. In due course rows of grave-like mounds appeared in a clearing near the bungalow, the seeds were planted and I looked forward to eating lettuce, carrots, tomatoes and cabbages. To prevent the activities of marauding fowls and protect the seedlings from the hot sun, Chikop built a fence of sticks round the plot and covered it lightly with palm fronds. In spite of care and attention, the garden was a failure, but later a further effort on another site brought successful results.

Our gardener then turned his attention to the ornamental portion of the garden. In a surprisingly short time the path from the front steps of the bungalow to the beach track became a mass of brilliant yellow and flame-coloured cannas and red poinsettia, while a hedge of variously-coloured crotons formed an effective screen between the bungalow and the Labour Quarters at back and side.

SOME of the natives on the plantation wore shorts instead of lap-laps, but this was not permitted the house boys on duty, and when Chikop acquired a pair of shorts, it was only by chance that we saw them on him. One night, after the house servants had finished their work for the day, the cook came to my husband to make a small request on behalf of Chikop. It was unusual for Chikop to send another boy to ask favours for him, so my

(Continued on Page 97)

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This Month's New Reading

Conducted by JT

A PARTNERSHIP IN GENIUS

IT can probably be said that, in the military sphere, the master of tactics captures the public mind and imagination; while the master of grand strategy remains obscure, almost unknown to the multitude.

So it would appear, at all events, from the history of World War II.

The names of the great battle Generals, Alexander, Montgomery, Eisenhower and Mark Clark, remain fresh in the memory. The name of a man, who probably above all others, influenced and shaped the course of the war, was, at best, dimly remembered.

We can use the word "was" advisedly, in this case. Since the recent publication of Sir Arthur Bryant's brilliant war biography and history, *The Turn Of the Tide*, Field-Marshall Lord Alanbrooke is one of the best-known men of the War II generation. This book has done more for him in the publicity sense than all the very considerable honours heaped upon him at the end of the conflict.

Bryant's book is based firstly on Brooke's private diaries; secondly, an autobiographical notes supplied by Brooke to the Royal Regiment of Artillery, with which he was early associated.

Bryant himself supplies the literary cement that incorporates these extracts into a free-flowing narrative that covers the period between the outbreak of war in 1939 and the surrender of Italy in 1943.

Soon after the outbreak of war in September, 1939, the British Expeditionary Force left for France. Its Commander-in-Chief was Lord Gort; his two Corps commanders were Sir John Dill and General Alan Brooke. Brooke therefore was in a first-class position to size up possibilities during the nine months of the Phoney War, and when in May, 1940, the Germans outflanked the Maginot Line and advanced on the Allies across Holland and Belgium, he was not unduly surprised by either the technique of the *blitzkreig*, or by the unpreparedness of Belgium, or by the low morale of the French.

The Germans reached the coast on May 21, and swiftly turned north to seize the Channel Ports. By the night of the 25th, only Dunkirk remained in Allied hands, and a 35-mile breach in the Allied lines lay wide open to the Germans to the north of the British lines on the Franco-Belgian frontier. Through this gap the Germans were poised to pour, threatening the retreat of 250,000 British Regular Army troops —and, more vital, threatening also to deny to Britain her future leaders in the field that were to turn the tide of war in North Africa, Italy, Burma and, after D-Day, in Europe.

That these men escaped German prison-camps to fight another day; that the British army reached the coast at Dunkirk to be rescued by the Navy and the amateur seamen of England, is attributed mainly to one man, Alanbrooke.

In the four critical days between the collapse of the Belgians, and the beginning of the Dunkirk evacuation, Brooke's four Divisions covered the long flank left exposed by King Leopold's surrender, while the bulk of the British army struggled back to the Dunkirk beach-head.

Within 48 hours of Brooke's return to England from Dunkirk, he was given the task of returning to France to command the 140,000 British troops left there, and to try to bolster a fast-disintegrating Republic. To Brooke the writing was plainly on the wall in France, and at the price of some political displeasure, he extricated his troops before the final blow fell.

Back in the beleaguered island, he was given the task of preparing England's defences against the invasion believed imminent, and, at the end of 1941 he became Chi the Imperial General Staff in cession to Dill.

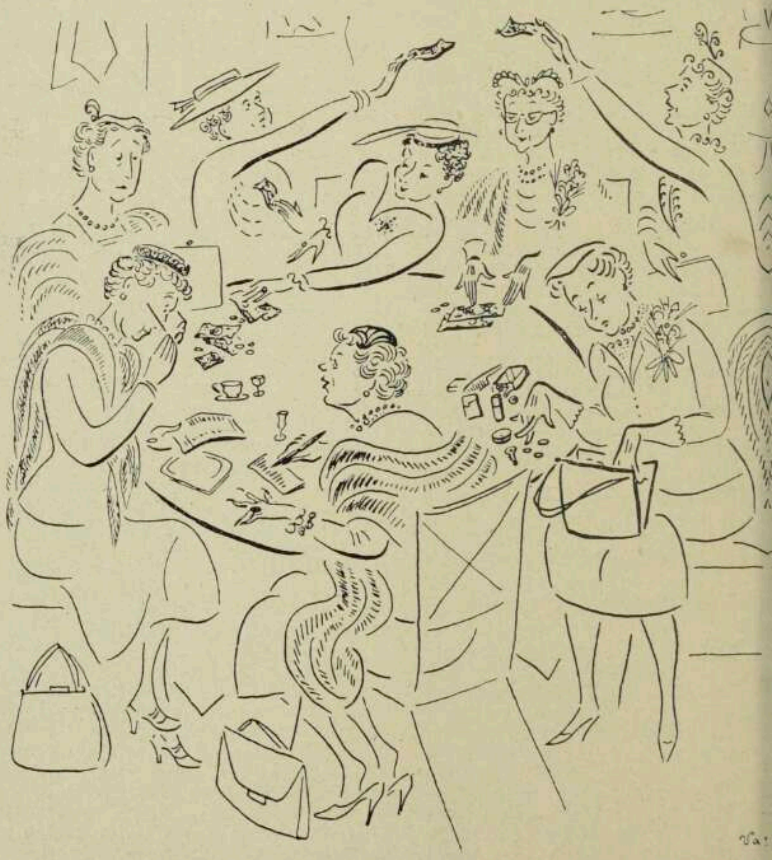
His new appointment was or eve of Pearl Harbour; the Rus were being driven back to the of Moscow; the Mediterranean closed; Malta beseiged; Ro within striking distance of C invasion of England from acros Channel was still a possibility.

"Added to that," remarks B in contemplating the task, " was the certain trial of wo hand in hand with Winsto handling the direction of the

Small wonder then that as as Churchill left him, after off him the job. he should sink t knees and ask guidance of although, as he said, he wa normally an "exceptionally ous person."

The war now for Brooke be not a matter of battle tactic of strategy, and, with the ent America into the conflict, strategy. Disasters continued thick and fast in 1942, but n was necessary not only to su but also to plan for attack.

It was Brooke's strategy North Africa should be cleared the Mediterranean reopened Allies and that Europe shou attacked through its "soft-u belly"—Italy.



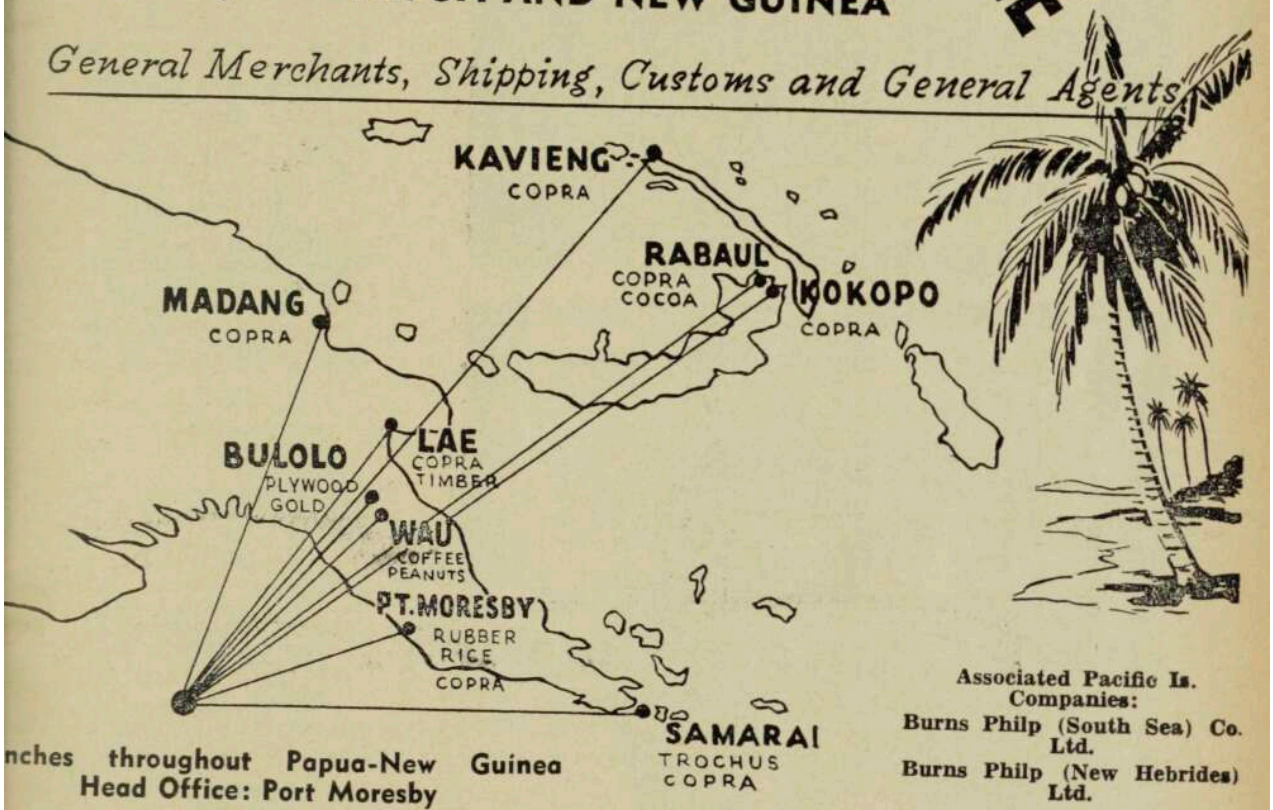
The American female abroad—a drawing from "So Near And Yet So Far", reviewed on

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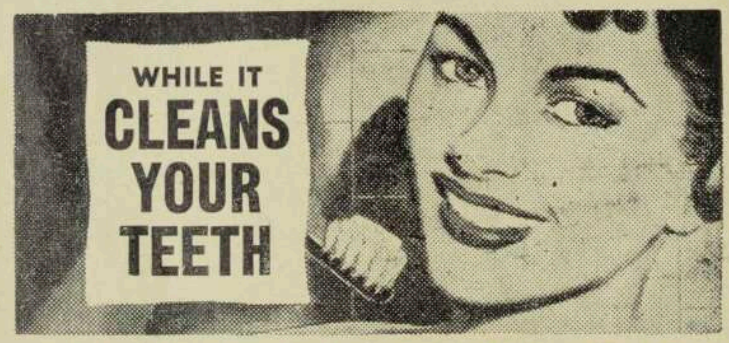
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Scientific tests over a 2-year period show a startling reduction in tooth decay for those who brushed their teeth with Colgate's right after eating! In fact X-rays showed no new cavities whatever for almost 2 out of 3 people.



Keeps children's teeth healthy

Scientific tests showed that the Colgate way of brushing teeth right after eating stopped decay for more people than ever before reported in all dentifrice history. Your teeth are whiter — brighter — and you are assured of round-the-clock protection against decay-causing enzymes.

Colgate Dental Cream is Australia's largest — America's largest — the world's largest selling dental cream

G233D

This strategy, as history written, paid off. But Brooke opposed in these plans, freque by his master, Churchill; and alv by the Americans who rega everything short of startin Second Front, merely diversion As early as 1942, when the US fo were untrained and untried, when the American war output rudimentary, the American Cl of Staff were already arguing benefits of settling the issue qu by a sea-borne frontal attack German-occupied Europe.

It was also part of Bro strategy that the conflict in Eu should be finalised before forces equipment were diverted to Pacific. It is abundantly clear this book that if it had not for the Pacific-conscious Adm King, of the USA, the South Pa territories would have been le the mercy of the Japs until such as Hitler and Mussolini were posed of, and the whole forc Allied armament was availabl roll back the Japs from as far s as Australia and New Zealand.

In Brooke's plan of glo strategy, we may have been legitimately expendable, althou could scarcely be expected Australians rejoiced in the ide the time. This was the basis o wave of anti-British sentiment undoubtedly attacked us here i South Pacific in the early da 1942.

Brooke does not say so in so m words, but one is given the pression that he believed that tralian politicians were "squea when they insisted that AIF t in the Middle East return in 1942.

AS CIGS, Brooke attended conference of World-lea Casablanca, Washing Moscow and Quebec. Undoub the most exciting portions o book are the passages from Bro diary that describe the meetin these Titans, when Great N descended from their pedestals paraded all their human, if always endearing, qualities

For four years, Brooke Churchill daily. His was the of translating Winston's intu and inspirations into hard fac sorting out the possible from merely desirable.

Sometimes these Herculean b lasted into the small hours o morning, and Brooke's diary i of resigned exasperation at master's unfortunate habit of on all eight super-charged cyli into the a.m.

Churchill usually remained i until mid-day. His unfort CIGS had his office routine a as other duties, and these calle an office appearance at regu hours.

Churchill's resilience in dis his vitality and courage wer traordinary. His health perhap more so—best examplified pe by the fact that when he, o

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asion, arrived in Cairo after an night flight, he announced that had already had two whiskies a cigar, and demanded a bottle white wine for his breakfast.

Brooke describes one of his early ounters with his Chief at equers in these words:

> inner lasted until about 11 p.m. by the we had finished having snuff, etc. After er the PM sent for his dressing-gown to on over his siren-suit. The dressing gown marvellous garment, rather like Joseph's -coloured robe. We then proceeded up- s where he had a small cinema . . . hing Russian and German films until mid- . From mid-night until 1 a.m. there was xplanation of "Bumper exercise" which I to give . . . He then proceeded to dis- impending operations in North Africa and Mediterranean. Finally at 2.15 a.m. he sted that we proceed to the hall for some wiches and I hoped that this might at mean bed. But no! He had the gramo- turned on and in the many-coloured ing-gown, with a sandwich in one hand some watercress in the other, trotted and round the hall giving occasional skips to the tune of the gramophone. ach lap near the fireplace, he stopped to e some priceless quotation or thought.

ooke finally got to bed on that sion at 3 a.m.

e CIGS frequently encountered PM's exotic taste in dressing- ns—usually when he had been moned to the morning bed-side which Churchill conducted rs of State. On the occasion he surrender of Singapore, he been thus summoned and found his master "propped up on the pillows in his red and gold oriental dressing gown, his few hairs ruffled on his vast domed head, a cigar sticking out of his mouth, his finished breakfast tray beside him and the bed littered with papers and despatches."

The dragon dressing gown was, recorded Brooke, worth going miles to see.

The partnership between the far-seeing, practical soldier, on the one hand, and the erupting personality and inspired leadership of the statesman on the other, was, as Bryant has called it, a "partnership in genius" which saved Britain in her years of peril.

(Published by Collins. Australian price, 37/6.)

Score Two for MacLean

IT is much more difficult to find the words to review a book that is selling in thousands, than it is to verbally slay the mediocre or the pretentious. For the best-seller,

Brunton's
PLAIN AND SELF RAISING
FLOUR
Ask for it!
ESTABLISHED 1868
Agents for Fiji, Tonga and Samoa:
C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji.

Energetic in the tropics? OF COURSE!

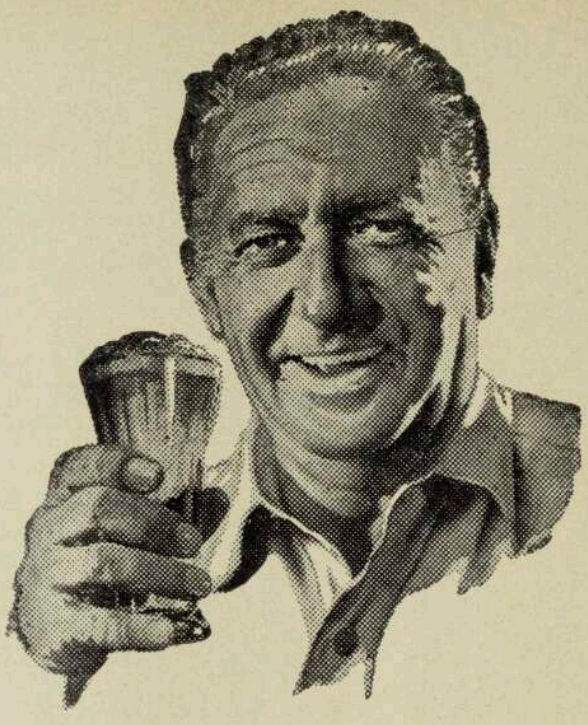
What a wonderful difference daily 'AKTA-VITE' makes to the whole family! And it costs so little! Delicious 'AKTA-VITE' contains the vitamins you need for bounding health—A, B_1, C, D—with calcium and phosphorus for sturdy growth. Chocolate and malt flavoured, 'AKTA-VITE' can be taken in hot or cold milk, on fruits, desserts and ice-cream, in sandwiches or straight from the jar. 'AKTA-VITE' makes life in the tropics a daily joy.





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e adjectives have already been ed up, inside the jacket flap, this aves the reviewer with nothing uch more to do than to state the vious.

So, of Alaistair MacLean's *The uns of Navarone*, we'll say that it good.

Like this writer's first book, *HMS ysses*, which has sold 300,000, the *uns of Navarone*, leapt into the st-seller class immediately it was eased and has already been ialised many times—in NSW by *Daily* and *Sunday Telegraphs*.

This, of itself can be said to be recommendation, although this iewer believes that the public te is still the best criterion of a k's merit, in spite of such aberra- ns as a Micky Spillane vogue.

good book appeals to human otions. *The Guns of Navarone* eals to the reader's sense of ex- ment, of imagination, and above to the belief held by most of that there are some men above er men—in courage, resource, urance, leadership, and the will the enterprise to carry through make credible, some mission ch appears impossible.

here is not a line, not a page his story that is without action excitement, and one is soon in situation of reading each ence with a growing awareness urgency in keeping with the po of the book.

or myself it was a one-night stand: dipped into late in the afternoon; finished by 3 a.m.

The story covers four days in the lives of five men whose job it was to silence the guns of Navarone, a German-held fortress island in the Eastern Aegean. The guns guarded the approaches to Kheros, an island off the Turkish coast, where 1,200 British soldiers waited for death, or rescue. If it were to be rescue, the Navy would need to use the short route through the Navarone-Maidos channel—for time was the essence of this operation: a German landing on Kheros was timed for six days ahead.

Aerial attempts to put Navarone's guns out of action had been abortive, due to the protecting rocky overhang of the island; other suicide-units' attempts had failed because the southern side of Navarone was one vast, apparently unscalable, cliff.

These were the five men chosen for the impossible: the leader, Mallory, a New Zealander, whose chief qualifications apart from the fact that he was a magnificent soldier, was that he was the world's most accomplished rock-climber, the scaler of the unscalable. Dusty Miller, an American, "a genius with explosives, resourceful and cool, precise and deadly in action, regarded . . . as the finest saboteur in Southern Europe." Lieut. Andy Stevens, RNVR, navigator of the crazy craft that was to take them

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to Navarone, an alpinist of some note, fluent in Ancient and Modern Greek—but afraid of his own fears. Petty Officer Casey Brown, first-class guerilla fighter, radio operator and ex-Clydeside marine-engine mechanic. Lastly, Andre, the giant Greek. . . "Endlessly patient, quiet and deadly, tremendously fast in spite of his bulk, and with a feline stealth that exploded into berserker action . . . the complete fighting machine . . . their insurance policy against failure."

It was an incidental cause of some satisfaction to this reviewer that the hero is a fellow countryman who, apart from being a super-man, was undoubtedly of considerable culture, "speaking Greek like a Greek, and German like a German," while the only Australian character in the story, a Squadron-Leader, spoke like a refugee wharf-labourer from Wooloomooloo.

Maybe in electing a New Zealander to the role of hero, the author intended a subtle compliment to Sir Edmund Hillary. But, in any event, on behalf of the tribe, I likewise bows.

MacLean's first novel, *HMS Ulysses* (its first quarter million was sold within six months of publication) is being filmed. The *Guns of Navarone* is pretty certain to follow suit.

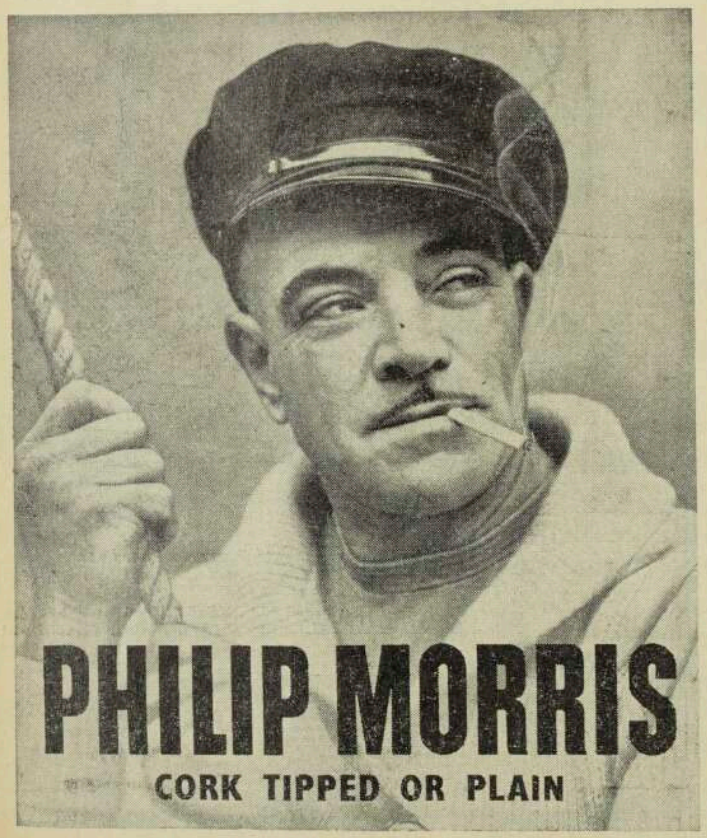
(Published by Collins. Australian price 17/6.)

Was Your Journey Necessary?

IT is a distinct contribution to human knowledge when any writer sets out to describe how a section of human-kind ticks. Emily Kimbrough's *So Near and Ye Far* comes into this cate Thanks, Emily.

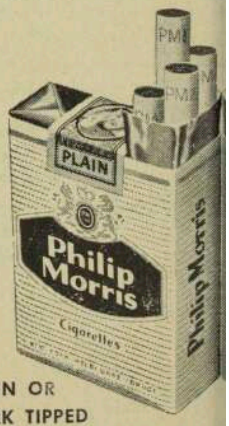
The middle-aged to aged i nationally perambulating Ame female, solo or in packs, is o the phenomena of the modern You see them in Suva; you see

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London; in Rome, Paris Johannes-g, Victoria Falls, Switzerland, hiti; anywhere, in fact, that the ury liners ply and the airlines .

erpetually consulting itineraries thout which they do not know re they have been, or where they to go); figuring out the amount hillings, lira, francs and whatnot t go to the dollar; foreheads sed over the amount they should mink stoles clutched around n, ticking off in their guide books "must" things that they have ; they move remorselessly on g the well-worn routes, tourist l to tourist hotel, back eventu- to Little Rock, Arkansas or lison (Wis.), where, we presume, sink thankfully back into ine, ritualistic pilgrimage com-ed.

nily Kimbrough is one of these titutional peringrinators, and written other books on her els. This particular story con-s a visit with four college ds—now all grandmothers—to Orleans and Louisiana. As the says, so near and yet so far, Emily and friends give it the treatment.

e follow them, menu by menu, famous eating house to famous urant; from fancy wrought-work to antique shops; and out the country to stay at a famous tation house "open all year" and umerous other side excursions nmended in the Guide Books. is all-female excursion in its oe-girls-together naivete will, ourse, remain an unexplained ery to those not troubled by mass-migratory urges experi-d by the American woman. Miss rough does not attempt to ex- the why of it; it is just one ose to be accepted facts of merican way of life.

In case it has escaped you, Miss Kimbrough is the other part of the best-seller of other years, *Our Hearts Were Young and Gay*, in which she collaborated with Cornelia Otis Skinner. *So Near and Yet So Far* would have been a much better book if the partnership had been continued.

It is illustrated by line drawings by Mircea Vasiliu—a name unknown in this part of the world—although the drawings themselves could be regarded as perhaps the best part of the book.

(Published by William Heinemann Ltd. Australian price 26/-.)

Down Among the Frogmen

THE publication of new war books remains at the flood. Fact, fiction, stories about air war, land war, sea war—and war under the sea. Following the rule of diminishing returns to its logical conclusion, we now have one about midget submarines: *Frogman, VC*, by Ian Fraser. At the time of the exploit that won him the decoration he was Lieutenant Ian Fraser, RNR.

Fraser has a light-hearted manner of writing that amounts to grand-scale understatement. The exploits, moreover, came right at the end of the Pacific war, in July, 1945, and the dangerous task that he and his three shipmates were called upon to perform was, it transpired, unnecessary.

Fraser served the early war years in standard-sized submarines in the Mediterranean. In 1944, he volunteered for special work with the new midget subs and in this service found himself, in 1945, in Australia, on a Very Top Secret mission.

Air reconnaissance had shown two large Japanese cruisers apparently floating in the sheltered waters of Johore Strait. It was believed that these had been turned into floating fortresses and that they would play a vital part in the defence of Singapore should the Allies launch an assault.

It was planned therefore that two of the midgets should attempt the penetration of Jap defences of Johore Strait, attach limpet mines to the cruisers and blow them up.

The midgets, which held a crew of four in a crouched position and complete discomfort, were towed to the approaches by orthodox submarines, and then left to their own commanders' wits to get through the boom, and through British, Dutch and Japanese minefields, and to traverse the many miles of clear, shallow water to the cruisers.

Fraser's target was the *Takao*, and at times the course was through water less than 15 ft deep. Through this they crept, in broad daylight, under the noses of a thousand Japs, sometimes scraping the belly of the midget on the gravel of the sea bed.

When they had at last arrived at *Takao*, it was found that both forward and aft, the cruiser was almost aground and only amidships was it possible to wedge the midget and get to work. There followed an agonising hour of tension in the confined space of the foul-aired sub while the Navy frogman Magennis left by the wet-and-dry compartment and fixed his mines, setting them to explode six hours later.

When he finally rejoined his mates and it was time to go, it was found that *Takao* had settled on them in the falling tide, and it was impossible for them to either back out or go forward. They pumped water, blew water, revved engines.

(Over)

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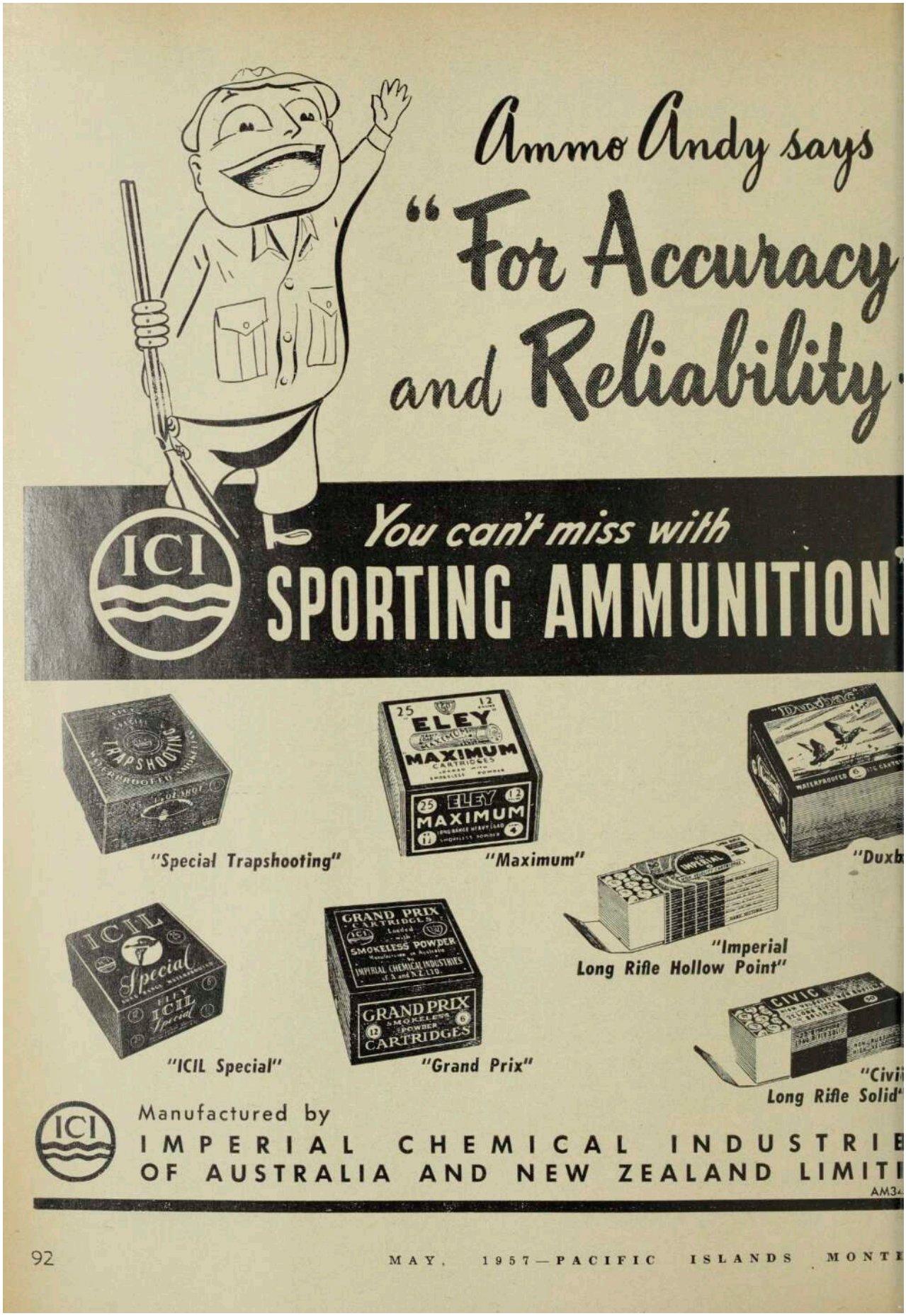
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no avail. They appeared stuck
n there on the bottom of *Takao*
the limpet mines. The mines
d not be "shut off"—any inter-
nce would have exploded them
ediately. They thought of wait-
in the midget until half an hour
re the explosion, when it would
lark, then abandoning ship and
g to seek refuge in the neigh-
ing mangrove swamps. Then,
all seemed lost, with a final
t, the sub floated free. The
age back to the boom-gates was
e to the accompaniment of the
l near shaves and alarms, but
were able to pass through the
unseen before they were shut
he night, and by midnight, had
e contact with their mother
arine.
bsequently it was found that
impet mines had blown a large
in the side of the ship—but
ry little avail. It was learned
at the time of the attack there
been only a skeleton crew on
o for the very good reason that
had been written off by the
long before, following an earlier
orpedo attack.
reconnaissance pictures did
how this; nor did they show
real state of affairs after
r's first excursion. It was
n that some damage had
red—but not enough. He was
ed to make a repeat visit, this
to finish the task. While he
was preparing for this in Borneo, and sweating at the thought, peace in the Pacific was mercifully declared.

Fraser and his shipmates were recuperating in Sydney when it was announced that he had been awarded the Victoria Cross. One of the first messages of congratulations was a telegram signed "Henry." Fraser could not remember any Sydney friend of that name and it was some time before it was realised that the message was from the Duke of Gloucester, then Governor-General of Australia, and to whom Fraser had demonstrated his midget sub in Sydney Harbour some time before.

(Published by Angus and Robertson, Ltd. Australian price, 21/-.)

Love

DESIGNED especially for the lending-library trade, *Daphne*, (Barbara Collard), is what is popularly called a "woman's novel."

There is the orthodox number of shattered lives, a beautiful soft female who loves unwisely the kind of men given to flitting.

The dissection of a lot of no-hopers. But as an ever-increasing number of people come into that category, we can say with truth: That's life!

(Published by Peter Davies, Ltd. Australian price, 15/6.)

Pie in the Sky

MR. MAX CATTO, a gentleman who has more imagination than is good for anyone, has called his latest opus, *Gold In the Sky*.

Gold in the Sky was the name

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of an American airliner which crashed in a Congo swamp on a flight between Khartoum and Johannesburg. All very credible. The imagination takes over from there.

The glutenous swamp, in the middle of Congo jungle, was such that the airplane (the hero is an American) was not damaged. The passengers were got out and left for more salubrious parts, threatening action for damages, but physically intact.

Experts come from across the Atlantic, to look at the swamp, to look at Gold in the Sky nestling in it; to look at the forest; but to shake their heads.

Gold in the Sky was pronounced unsalvable. Presumably the airline company or its underwriters wrote off the whole $700,000 of her value.

Enter an English professor and his geologist daughter, Stella; also Dennis, an Amerigan geologist looking for uranium but down on his luck.

They all meet around a small bush pub, run by a Belgian and his wife who turn out, if you can believe it (and we, knowing a lot about tropical bush pubs, don't), the most delicious French-style food.

Stella and the Professor conceive the idea of buying the airliner (it was going for a song) and by force of will and damn-all else, dragging it across country and down-river 600 miles to Entebbe, where it would again be worth $700,000.

By devious means, Dennis is induced to join the expedition, to supply the engineering know-how and, if they deliver safely, to take one-third of the profits.

Now, although the trans-Atlantic experts had proved to themselves that it was impossible to get Gold in the Sky out of the swamp, Stella and Co., found singularly little difficulty in doing just that, with aid of an old truck borrowed a local Indian trader.

Nor did they experience any difficulty in getting the local habitants to cut an avenue the length and proportion of Champs Elysee from the swam

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e river which very conveniently wed in the direction of Entebbe. Now, one might have thought that ving hacked down this avenue in e jungle so that it was possible tow a giant airplane a couple of les, it would not have been very ich more difficult to make an equate strip from which the air- ft could be flown off.

But no—Stella and Co, do things hard way. Gold in the Sky is ed with pontoons, hitched to an ient launch and towed, although this should be necessary, heaven ows, as the river flows in the ection they want to go. To dy the whole caboodle, huge gs of Africans are engaged to ceed along each bank, with guy es.

he difficulties these natives must e encountered, staggering along iver bank attached to an aero- ne about the size of a Super- stellation, encountering the kind growth that river banks in atorial Africa produce, is some- g to fire the imagination. How- , the reader is left to fire it, if vishes. The author does not help his department, confining most he narrative to the clash of wills personalities between Stella and nis.

is equatorial river upon which glide is, moreover, a most ex- rdinary stream. Apart from the that 600 miles from its mouth, lreds of miles from tidal influ- , its banks grow *mangroves*, it s serenely across the country- jungle and savannah, without ck, a rapid or a waterfall.

nally river and Gold in the s come to the parting of the , at a point where many miles gh-plain are still between the and Entebbe. The veldt, we old, stretches huge and brown lat, punctuated by an occasional bush, quite 60 miles to the on.

t is this the spot where Gold e Skies takes again to her own nt? No. Another truck is ned and behind it the huge lane waddles forward once finally entering the front of the airport. Operation com-

perhaps not quite. Stella and is initially hated each other's and this antipathy is the lying theme of the story. How- the old-hand is not fooled by and no doubt is without sur- when we leave the pair cosily ner in bed in Entebbe.

shed by Wm. Heinemann. Australian 20/-.)

rican Way of -Type II

ERICAN life has more angles an a polygon. There are no ink stoles in *The Colour of* (by Lenard Kaufman); the is on small town respect- . And, although in the end Pa gets out his gun, it is hard to reconcile the facts that the gangster-dom of some of the American stories we have read recently, and the public morality of a small town in Virginia can possibly exist on the same continent.

The theme of this story is jealousy —nile, jade and emerald varieties. All belong to spoilt-boy Leon Martin who wants to marry Stella Blunden, firstly because she is beautiful; secondly because she is engaged to Harry Williams; thirdly, and most important, because he felt that it would annoy his family who had arranged for him to marry someone else.

Leon's jealousy is not of the common or garden kind, but psycho-pathic. If he were not the char-acter in a book and the pivot on which the plot turns, he would be regarded as just common crazy, first stop the reception-house.

Stella and Harry marry, and to escape the wrath of Leon, flee from Flatbush, New York, to a town in Virginia. Harry gets a job selling second-hand cars and they furnish an apartment on the time-payment system. But to no avail. Along comes Leon, hot on the trail, privily seeks out Harry's employer and neighbouring apartment holders and tells the tale: Harry and Stella are living in sin; Stella is really Leon's wife.

The reactions are immediate. Harry's boss sacks him on the spot and takes the trouble to warn every other employer in town that Harry is a moral delinquent, a 100 per cent. business risk. Neighbours

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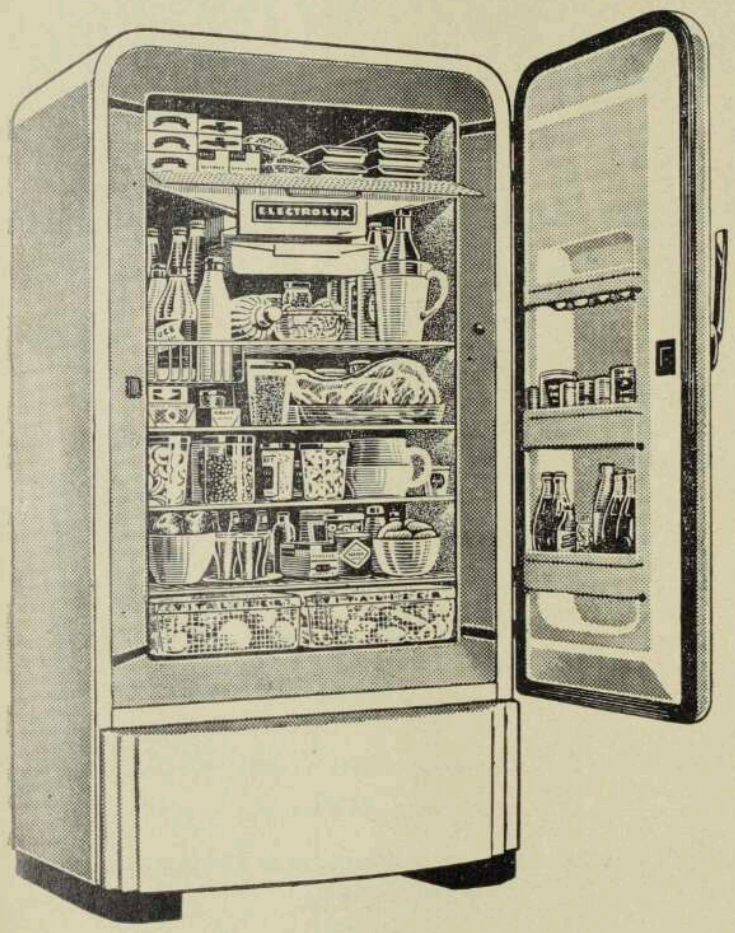
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ive to present Bibles, suitably rked at passages about adultery. The ingredients of a good story not have to be within the der's own experience, but it is tty difficult for a British reader magine a situation where a per- is hounded out of a town of 00 people, every avenue of ployment closed to him, simply ause some villain alleges that he living with a woman without efit of clergy. It becomes even e incredible when the victim has umentary evidence to prove that rything is on the up-and-up. pparently American citizens exist out the protection of the laws slander. A lawyer explains to ry that even if Leon could be sted on a technical charge of urbing the peace, they would a tough fight, especially if had a smart lawyer on his And even if Harry won, at half the worthy citizens of inia would believe the verdict g, on the principle that where is smoke there's fire. rhaps the most startling thing he novel is the description of y aged 32 as ageing, middle , greying and bald-headed. en allowing for the undoubted rs of life in the United States, seems a bit severe. Remind fill in our application forms he Old People's Home.

lished by Peter Davies Ltd. Australian 18/9.)

The Drake Goes West

(Continued from page 83)

husband asked why he did not come himself and sent for him. A rather embarrassed Chikop apeared, looking like a fat, shy baby in his first pair of pants.

There was very little shape in the khaki shorts he was wearing and, while the legs were too short for him, his posterior, in spite of its outsize, hardly filled the back portion and his round tummy overhung the narrow belt in front. All that was needed to complete a comical picture was a safety pin!

We kept our faces straight with an effort.

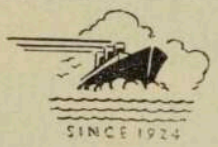
When he had been with us for about 18 months, Chipok announced that he wanted to "go pinish" to rebuild his house in the village, which had been damaged in a storm. He assured us that he wanted to return when his house was finished, which assurance was accepted with doubt—but hope—as good house boys were hard to find at that time.

After he was paid off, Chikop hung round the station for a long time, as though reluctant to make the break and I began to hope that he would change his mind and stay, but eventually he disappeared down the road to the village, a large red lap-lap draped over one shoulder and round his body like a toga and carrying his personal possessions wrapped in a grubby cloth. A small native followed him, carrying other bundles.

For some months afterwards, we had an occasional glimpse of Chikop when he came with some of his "one talks" to our wharf with copra from the village groves for transport to the other side of the Passage for sale to a Chinese trader. Then one day he turned up and asked my

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husband to allow him to come back to work in the house.

He remained with us for about six months, then "went pinish" again and that ended his service with us. He died a mysterious death not long afterwards.

The story of his end was told to us by various natives, and ultimately confirmed by the Administration.

Chikop had purchased a new canoe, a smart affair with mast and small sail. He decided to try it out one fine, breezy day and was seen to set out from the village beach to cross the mouth of Buka Passage towards the sea.

Two days later the canoe drifted on to a reef inside the Passage undamaged and with sail intact, but empty. A search, lasting several days, failed to discover any trace of Chikop's body. No clue to his fate was ever found.

His relatives held a wake in the village in his memory One of them approached my husband ostensibly to buy some rice and tinned meat for the feast, but obviously indicating that he hoped Chikop's long service in our employ would merit the goods being a gift, instead of a purchase.

It did—and the gift was made.

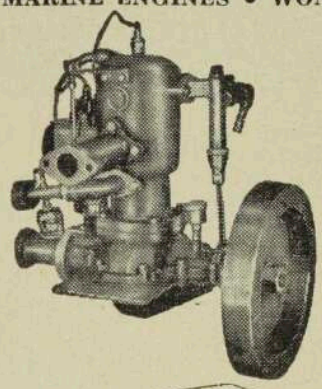
With this assistance, Chikop's departed spirit was duly honoured according to tradition.

† Natives who wish to join the Auxiliary branch of the P-NG Public Service will soon be able to acquire the required standard of education. Classes, which will take them to 9th grade of the present syllabus, are to begin in Port Moresby shortly.

† The Netherlands Minister for fence, Mr. C. Staf, will pay a weeks' visit to Netherlands Guinea in May-June. He will a at Biak by air on May 28. He inspect installations and unit the Royal Dutch Navy.

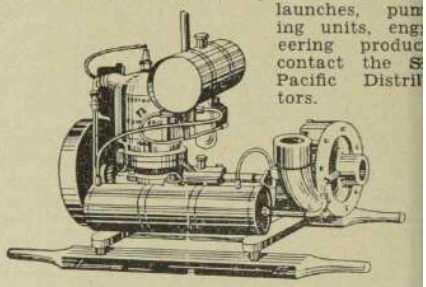
BLAXLAND - CHAPMAN

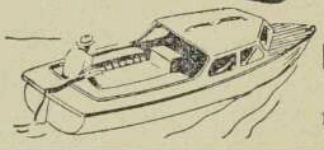
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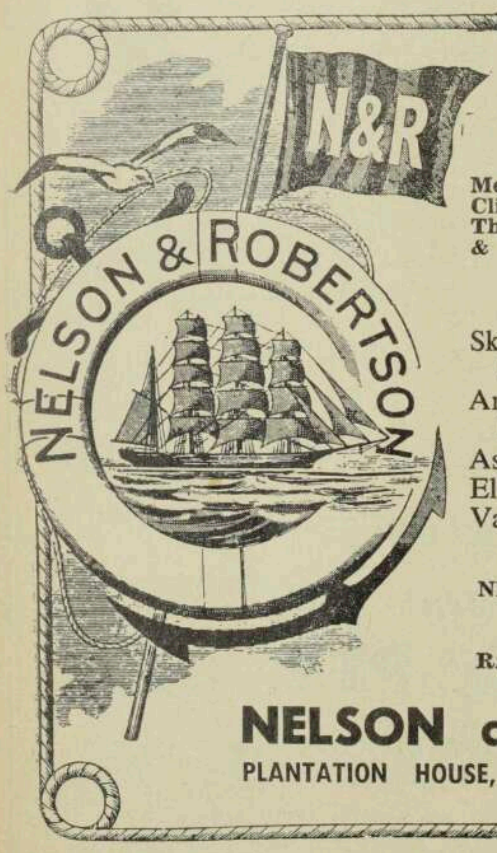




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r World of Stamps.—IX

A Royal Hobby

ANY world-famed personalities are known to be keen stamp collectors. This is a good thing t ensures that the collecting of ips as a hobby enjoys widespread port, as many will follow the aple set by such personalities! oung Prince Charles, heir to British Throne, when a small was presented with a stamp n by the schoolchildren of ford, and his mother, Queen beth II, who is herself a col- r, has furthered his interest. February of this year, when the n and the Duke of Edinburgh touring Portugal, it is reported, ren stopped the Royal car and, ell as offering her flowers, pre- d her with a collection of guese stamps—for Prince les.

nice gesture, indeed!

is well known that the late George V and George VI took cerning interest in the royal tion.

. . . .

ECHOSLOVAKIA is to issue ear stamps to mark the hold- a Youth Stamp Exhibition at ibice. I recall that Bolivia, in similarly printed stamps—six mber, for the 1st Students' nal Stamp Exhibition. Early urrent Bolivian stamps figured jects for the designs.

. . . .

ne of the most attractive of zoological stamps have come East Germany, where a set of tamps has been issued to ise the famous Berlin Animal In striking fashion, the s give fine pictures of nts, rhinoceros, flamingoes, ons, bison and polar bears, of which are not natives of ny at all. Nonetheless, such s are worthy additions to our ding collection of "zoo" stamps.

Charity Stamps

rity stamp issues are not new mp collectors, and over the have been issued to assist in aid of relief work amongst s of famine, floods, fire, earth- and cyclones.

Austria, which has done so for the relief of refugees from ry, was one of the first to ice special charity stamps. stamps were re-issued with dded premium. About the time, Spain circulated six for the same cause, inscribed, Hungarian Children." The portrayed a young boy and ainst an envelope.

. . . .

August a gathering of over Scouts from about 100 es will take place in Sutton ld, Warwickshire (UK), in connection with the 50th anniversary of World Scouting. Additionally, the occasion will be recognised as the centenary of the birth of Scouting's founder, Lord Baden-Powell, who died in 1941.

Stamps from participating countries will feature typical Scout designs, that from the Netherlands Antilles picturing Baden-Powell who, incidentally, established the Girl Guides (Girl Scouts in the US) in 1910. Only recently, a month-long Guide Rally at Quezon City, attended by delegates from 23 Pacific countries, netted a special Filipino stamp.

. . . .

One of the dread diseases affecting mankind is polio, otherwise infantile paralysis, and stamps have been issued in recent times to direct public attention towards it. A woman shielding her two children from its influence, figured on a new stamp from the USA, and the Argentine issued a stamp in appreciation of the help given to it by other nations of the world to combat the disease. A little time before that another Argentine charity stamp appeared along the same lines, bearing the head of a woman affected by the fever.

. . . .

Now eighteen years of age, Princess Ferial, daughter of ex-King Farouk of Egypt and ex-Queen Farida (Farouk's first wife), first appeared on her country's stamps in 1940; at the time she was only 18 months old. This was a pretty portrait study which was repeated in 1943, when the Princess celebrated her 5th birthday.

(Continued on Page 101)



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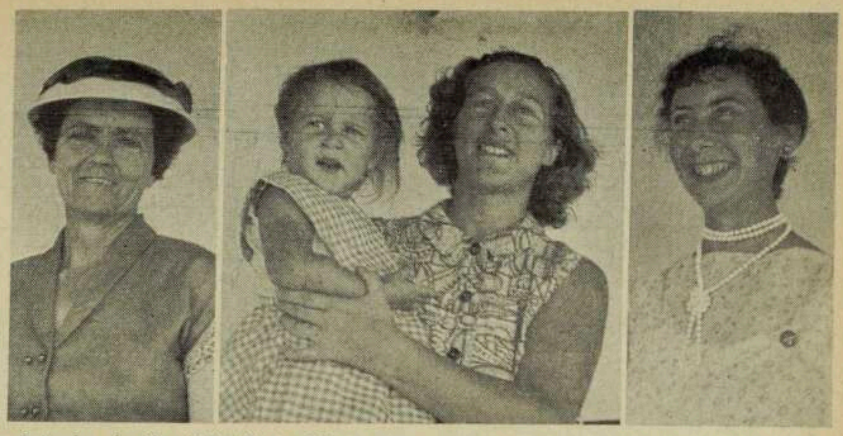
Inscribed in English and Arabic, stamp was sold with a surtax augment children's welfare funds.

Some of the early stamps from South American republic of nezeula are inscribed "Escuelas" hools) and "Instruccion" (educa-n), but were originally intended duty stamps to assist in financ-work amongst public schools.

These stamps were adopted for mal postal use when a shortage "postage" issues existed.

Mr. W. G. Johnson, managing ctor of Messrs. W. R. Carpenter o. (Fiji) Ltd., Suva, flew to New land in April after a business to Sydney, and in Auckland underwent an abdominal opera-. He made an excellent recovery, returned to Suva in May after eriod of convalescence and holi-in New Zealand.

report has been sent to the aul Vulcanologist from the Dis-Office at Bogia, NG Mainland, five inches of ash covered is village on Manam Island on l 3 and 4. About 800 feet of tation has been burnt off from top of the mountain above is. This was reported by the ter of the motor vessel *Koro*.



Returning in the "Tulagi" to BSI to the South Sea Evangelical Mission was Miss D. Henderson, after a year's leave. She has had 24 years' experience in BSI, mostly on Malaita.

"Tulagi" carried Mrs. R. Ferris and daughter Suzanne (aged 3½ years) back to Bougainville, NG, where Mr. Ferris manages Arigua Plantation.

Miss Lois Connerton, a Presbyterian missionary, returned to the Paton Memorial Hospital at Vila, NH. Miss Connerton has spent two and a half years at the hospital and has just completed six months leave in Australia.

† Fiji's "navy", HMS *Viti*, spent Easter at sea on a training cruise to Kadavu. Lieut. J. B. Wisdom was in command.

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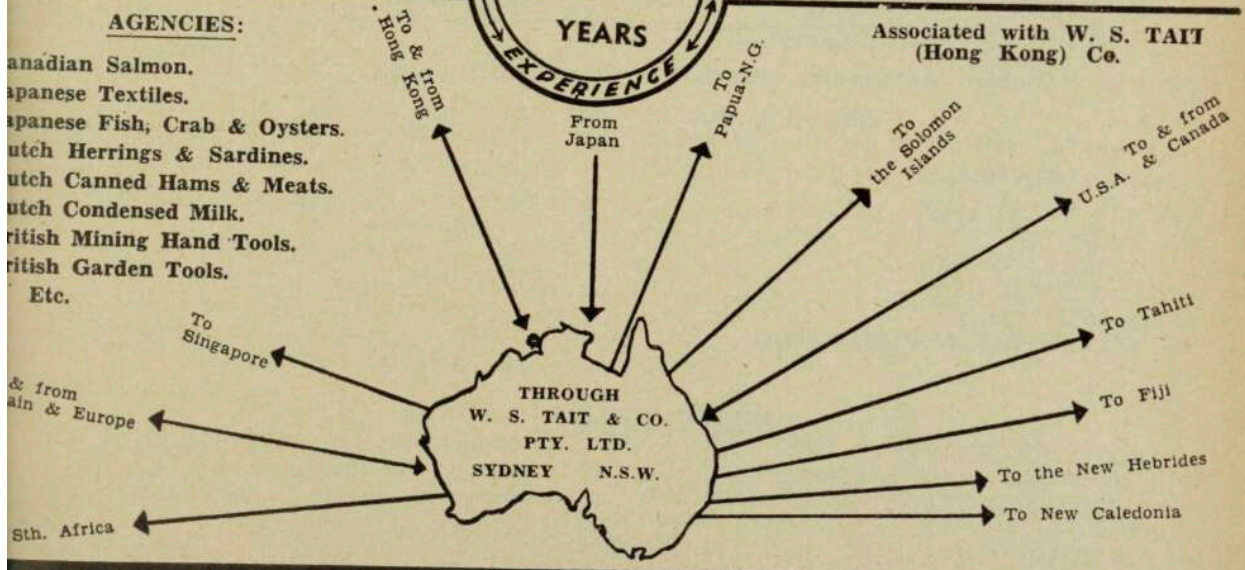
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News of Pacific Shipping

(Continued from Page 63)

April 5, five months after leaving Noumea.

Oliver Mac was sold last year to M. Jean Hagen, of New Caledonia, who immediately readied her for her last voyage to the East, towing the ancient *Loyaute* loaded with scrap. Captain R. T. Hamilton was in command and it was expected that the vessels would reach journey's end before New Year.

However, bad weather, and shortage of coal due to bad weather, delayed proceedings considerably and *Oliver Mac* and her tow spent a couple of months in Rabaul (*PIM*, March, p. 57).

The New Caledonian crew of 30 has now arrived back in the Colony by air.

NEWS OF CRUISING YACHTS

• *SOLACE*, 33-ft English ketch, which arrived back in New Zealand waters from the Cooks late December, cleared Auckland again April 1 in continuation of world cruise. With Lieutenant-Commander Victor Clark, RN (Retd.) is West Indian Stanley Mathurin, Don Whale, of NZ, and Nakau Marsters, of Palmerston Island—where the yacht was wrecked then rebuilt several years ago. *Solace* heads first for the Cooks, then will turn back westward along the usual circumnavigators' route. Plans are to reach England by August, 1958.

• *TAIHOA*, of Auckland, 47 days out from Bora Bora, reached Hilo, Hawaiian Is., on January 22, remained there 8 days, then continued on to Honolulu, leaving there April 6 for US Pacific coast. Bob Fenton and Gunnars Dambe man *Taihoo*.

• *ZONDA III*, of Argentina, still lies at Auckland with the En yacht *Diana*. Carlos Paiva, of Z *III*, has transferred to the A land yacht *Imatra*—earlier rep as sold to a Papeete owner. I May reported sold to Mr. A Rusden.

• *YANKEE*, Irving John famous topsail schooner, vi

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ka", which came to grief on reef at r, on the Rai coast, New Guinea, on 29. Local smallships, directed by g Harbourmaster, tried but failed to her off, and it is understood that she total loss (see April PIM, Page 118). Plantation is shown in background of

Photo: H. L. Dockery.

tonga early April for the first in her 20-odd years of globe-ing with paying guests. Present plement is 23, hand-picked by ister mariner. Johnson's maxi-allowance for Tahiti is 5 days, oid lotus rot. The *Yankee* has putation for keeping a close dule no matter how remote her colourful ports of call. She ue back in her home port, cester, Massachusetts, at 11 a.m. 7, 1958. Note the hour. She a great picture as she de-d Rarotonga in April under full s for Aitutaki, Palmerston, Tonga and Suva. *Yankee* is lly sold and this is likely to be ast world circuit.
ter in month, *Yankee* arrived va with polio case on board as put in quarantine; see else-this issue).

AMERHAK II.—A late April r to *PIM's* Sydney office was oseph Havkins, of Israel. Busi-To take us to task for a para-we published in September, wherein we said that the yacht flying the Egyptian flag. ugh it might have been re-d as a slip in the type at the (and the rest of the paragraph Mr. Havkin's nationality) he s that in view of recent events ld almost be regarded as a

Havkins is an Israeli and re-himself as a wandering am-lor for the Jewish people. He s that he landed in Australia 7/10/- and since then the local community has taken care n and will also pay his air-ack to Israel. He will leave y about mid-May and, so he hitch-hike to Darwin, flying el from there by stages. When home he will get a job as a n for a year until he has money to come back to Aus-tralia to continue his voyage. When asked why he simply did not stay in Australia and get a job he said he had to renew his contact with Israel.

Lamerhak II is being taken care of by the Cruising Yacht Club, at Rushcutters' Bay, Sydney. Mr. Havkins says that when he and his 23-footer get going again they will do some of the trip overland—*Lamerhak* has already been hauled overland from New York to the Pacific seaboard. One of the overland treks he is contemplating is from the Cape to the North African coast (west of Egyptian territory, we presume).

He said (a joke) that he had been thinking of visiting the Seychelles and rescuing Archbishop Makarios; and (seriously) that there was much sympathy for the Cypriots in Israel as they were "now going through what we have experienced."

DOCTOR SAILS HIS HOME WITH HIM

Dr. Charles Moody, a former resident doctor at Bundaberg General Hospital, Queensland, is now a medical missionary at the Unevangelised Fields Mission at Wasua, on the Fly River, in a remote part of Western Papua.

Not for Dr. Moody the conventional methods of travel. He sailed from Bundaberg in his 40-ft launch *Crusader* 1,220 miles up the Queensland coast, then across Torres Strait, to Daru, at the mouth of the Fly.

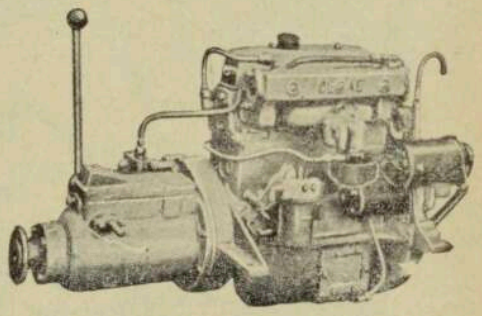
(Continued on Page 105)

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Vith him were his son, Peter, d 16, and a missionary, Mr. K. wn, who flew to Bundaberg from ua to help Dr. Moody navigate launch up the River to Wasua. s he expects to live on the launch t of the time, Dr. Moody has d it up as a houseboat. His beat be up and down the 600 miles he river to visit the mission's lispensaries.

V VESSEL FOR BSIP MISSION

75-ft vessel for the Dominican ners in the Solomon Islands is g fitted out at Berry's Bay by ne Halvorsen Ltd. It is expected she will be ready for departure Sydney at end of May. Who be in charge of delivery opera- s is not yet known.

e vessel is an ex-Navy general- ose type. She is now being d with a Gardner diesel engine. e new ship's name will be *Salve ina*. Official christening is duled for about middle of May.

ING TO SOLVE HONIARA'S PORT PROBLEMS

40-ft tow-launch for the BSIP Authority was loaded on the *ebank* in Sydney in early May. e tug was built by C. A. M. Fisher, r instructions from Captain Kennedy, Sydney ship-brokers. ll be used mostly for lighterage in Honiara.

ur 35-ft scows for the same destination are also under order through Captain Kennedy. It is expected that these will facilitate the loading and unloading of cargo from overseas ships at Honiara—which has no harbour worthy of the name, and no wharf.

MACUATA ON SLIPWAY

The 80 tons *Macuata*, owned by Burns Philp (SS) Co., which ran on a reef and was extensively damaged in early January, and towed to Suva in partly submerged condition in mid-January, was finally put on the slip for repairs in late April.

Ironbark timber from Australia was specially imported to replace the damaged keel; the vessel's mainmast which was damaged will be replaced by one of oregon which is on order from Canada. Damage was done also to some of the ship's frames and planks and to cabins.

Repairs to the hull are being done on the Government slipway by the well-known Suva ship-building firm of C. Whippy. This firm built *Macuata* and her sister ship *Taveuni* for Burns Philp (SS) Co., in 1954. *Taveuni* has since been sold to Mr. Dick Brown, of Rarotonga.

MILOS, *AROS* IN SMART PASSENGER TRANSFER AT SEA

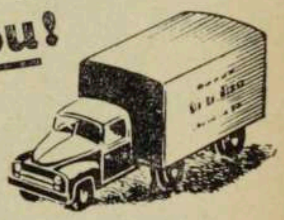
Although the Swedish vessel *Milos* berthed at Lae, New Guinea, straight from Manila on April 22, she had four passengers who had been on board only 16 hours. This slight-of-hand was accomplished by transfer from MV *Aros* at Sugar Loaf anchorage, four miles from Lae. The passengers, including the Managing Director of the Australia-West Pacific Line, Mr. Folke Hillerstrom, wished to go to the Solomons, and as no planes were available he boarded the *Aros* in Brisbane. She was then northbound to Japan direct. It was estimated that she would be off Lae

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about the same time as *Milos* arrangements were made to tra the passengers. The *Milos* anchored off Sugar Loaf bec another ship was at the wha Lae. *Aros* arrived about 2 a.m April 22, transferred her passe and went on her way. *Milos* be at Lae at 7.30 p.m. on the same

The *Milos* is one of a fleet of ships belonging to Rederiaktiebo Helsingborg, owners of the tralia-West Pacific Line. Sh beautifully fitted out, and carr passengers. At Lae she lo "Klinkii" ply-wood for Australia left Lae on April 23 bound Rabaul, BSIP, and Sydney.

SALVAGE OFF P-NG MAINL

The Administrator of Papua Guinea, Brigadier D. M. Cle announced on April 18 that salvage rights for recovery of tain Administration-owned u water war surplus materials been granted to a Melbourne pany, Anglo-Pacific Trading Co Ltd.

The selection of the succ tenderer was made after consi tion of several tenders receive cluding some from overseas cou and after examination of capacity of each tenderer to out the major work of vessel sa which is expected to continue least two years.

The Company will work i operation with a large Jap salvage organisation, Mats Limited, and it is likely that anese workmen will be broug the Territory to carry out c cutting and collection operati

Because of pending Court (dispute over ownership of c wrecks), the Administration h at this stage granted salvage at Rabaul, but it is expected recovery of the salvage mate Kavieng, and Wewak will beg an early date, and progressiv Finschhafen, Samarai and Mil where sunken vessels and materials are located.

Payment of royalty of up per cent. of the value of ma recovered will be made by the tractor to the Administration.

SPEED-BOAT FROM NG I

Mr. Colin Davis, secretary Timber Development Associat Australia and a spee enthusiast, hopes to break the tralasian water speed record boat, *Klinkii*. Mr. Davis wan build a speed-boat, and he wanted to draw attention to Guinea timber and test it extreme conditions.

Commonwealth-New Gu Timbers co-operated with h his project, and helped him to suitable timber.

He had Lieutenant David one of America's topline spee designers design his craft for When the design arrived in

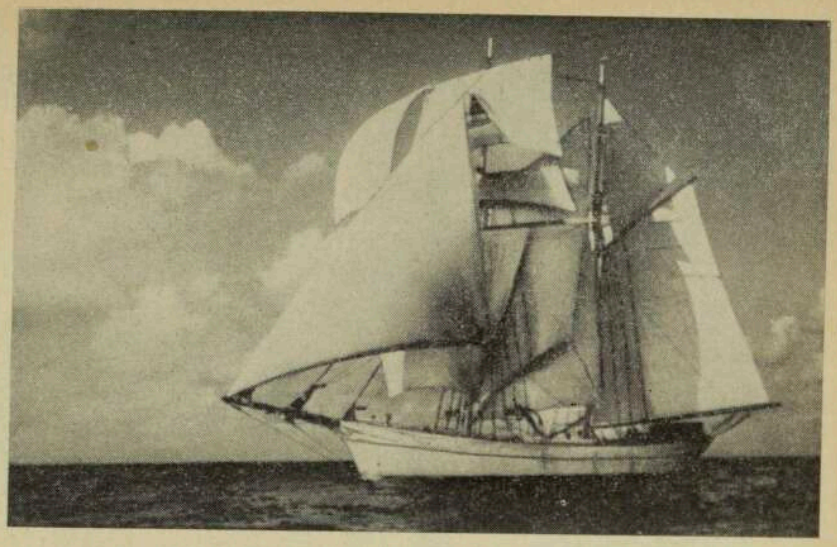
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lia, Mr. Davis had it modified to
local conditions, and com-
sioned Mr. B. King, of Fuller's
dge, Sydney, to build it. The boat
almost finished when Mr. King
to give up work because of ill-
lth, so Mr. Davis handed the
over to a Norwegian, Mr. Harold
h, to finish.
he entire hull, with the exception
the cowling, is of water-proof
nkii pine plywood from Bulolo.
cowling is of Bulolo cedar and
a veneer 1/16 in. thick. The
kness of the plywood varies from
. to ⅝ in. thick.
ther timber used in the frame-
k is Canadian Sipka spruce and
tralian mountain ash.

he boat is powered with a 190-hp
linder overhead valve Chevrolet
or. It is 7 ft 6 in. wide, 20 ft long,
weighs 1,100 lb. The maximum
d Mr. Davis has attained at
ent is 70 miles an hour. He has
to America for an Edelbrock
ersion, which will be fitted to
kii during the winter. He will
iron out other faults in the
during the off season.
hen the Edelbrock gear is fitted,
Davis hopes that he will be able
tain a maximum speed of 120
an hour, and break the existing Australasian record of 105 miles an hour, held by New Zealander Len Southward.

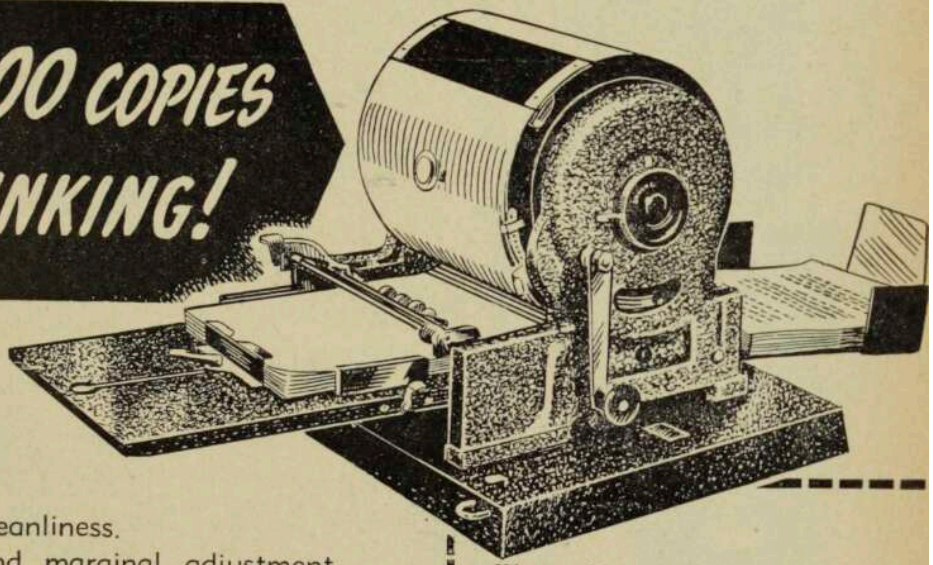
He has only had *Klinkii* out in Port Hacking, Sydney, so far, but will not make his record attempt there because of restricted space.

(Over)



"Yankee", with all sails set, on a former visit to the Pacific (see story, page 102).

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ord attempts will be made from rby Kogarah Bay.
fr. Davis is a member of the vcastle Branch of the Royal tor Yacht Club, and the St. rge Motor Club, Sydney.

VERAL GRANT STILL KEEPS THAT TREASURE

hand this month a letter from J. Havens, who last appeared in in January issue (p. 62), just r he and party had left Eng- in the 70 tons *Gold Seeker* ook for the treasure alleged to gone down with the *General nt* off the Auckland Islands, h of NZ, about 100 years ago. lis was Mr. Havens second at- pt. His first in a vessel, *Absit n*, in 1954, came to an end when vessel was wrecked in the Red

ice the January paragraph, the id expedition has also come to —on Timor, during the mad h weather; but apparently Mr. ns is already thinking of a attempt. He writes us, more rrow than in anger:
irstly, *Absit Omen* was a MFV there was no syndicate which ibuted (as *PIM* stated) and a considerable sum of money. whole thing was my investment loss except that my crew mem- had contributed to cover their alling for the journey. Needless y, this kind of crew frequently interest in voyages on small, active and uncomfortable craft and after a while you never can tell when they will pack up and leave you.

"With regard to the second attempt which ended by *Gold Seeker* being blown ashore in Lore Bay, Timor, and about which you have no doubt learned by now—all monies used to purchase and equip the vessel were supplied by myself. Crew members victualled themselves on the voyage out and necessity forced me, before leaving England, to raise a small mortgage on my ship. I won't bore you with my feelings after three years of endeavour and not a little hardship, to have had so much hard luck and so little encouragement. I'll just say that I have a feeling about the *General Grant* treasure and do not propose to give up my quest.

"I am 37 and a native of Sydney and *not* retired. In between spells at sea, I have erected batteries, stamps, mills and other installations on mines in four different countries."

The wreck of *Gold Seeker* and subsequent happenings were the usual seven-days wonder in March. By the time the expedition had reached Singapore apparently most of the original crew had had it—a fact that, as Mr. Havens points out, is not unusual under such circumstances. Some new crew members were engaged there, including a young journalist, Verity Gill, and besides Havens there were six on

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board when the vessel went aground on Timor. After a day or so, Havens decided to walk across the island to Dilli to report the wreck and get help.

After he had been gone some days, the crew got restive and contrary to native advice put to sea in a 16-ft lifeboat, intending to sail round the island to Dilli. Instead they were swept out into the Timor Sea and eight days and 300 miles later they were (luckily for them) washed up on the northern end of Bathurst Island. Another eight days followed before they were found, near to death, by a couple of Australian miners.

Mr. Gill had kept a diary and immediately improved the shining hour by having it published in several instalments in a Sydney newspaper.

As he wrote it, it was all highly dramatic. But it is old stuff to old hands. All men (and some women) dream of a life of adventure on the wide blue ocean. One day of seasickness on a small ship is sufficient to cure most of them.

NEW COASTAL VESSEL FOR PAPUA

A vessel, name not given, was completed late in April in Brisbane for the British New Guinea Development Co., and left soon afterwards for HQ in Port Moresby.

The vessel was built by Norman R. Wright and Sons, boat-builders of Bulimba, Brisbane. It has a length of 42 ft; beam of 13 ft; and draft of 4 ft. It is copper fa and copper sheathed and hardwood construction. The is powered by a Gardner die 74 bhp at 900 rpm.

The wheel house is imme

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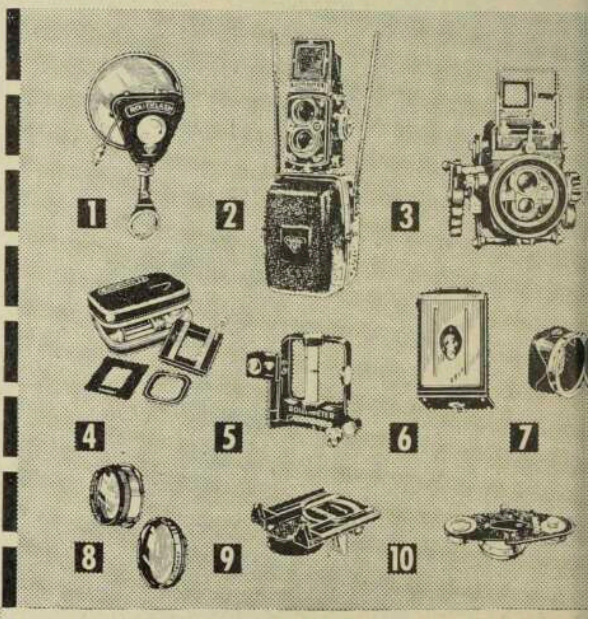
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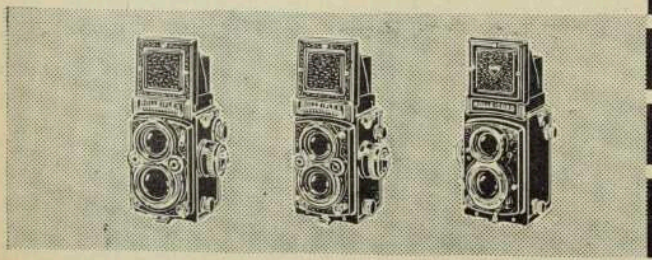
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Passengers who sailed for the Solomons aboard the April "Tulagi" included Misses Ruth Lotze and Gillian Kimber, who were headed for Honiara to visit Miss Lotze's parents. Mr. Lotze has been with the Government Trade Scheme at Honiara for a number of years.

Mr. and Mrs. W. T. Wade (right) left for Malaita where Mr. Wade will run the mission ship "Evangel" for the South Sea Evangelical Mission. Malaita residents since 1935, the couple had retired to Melbourne four years ago.

† Suva's second Hibiscus Festival will take place this year between September 19 and 23. In addition to the Miss Hibiscus contest and soap-box derby, other novelty events are being planned by the Junior Chamber of Commerce, which organised the festival last year.

e the engine and all naviga-
l instruments, engine control
guages have been brought up
e steering position for conveni-
in handling the boat. A two-
Crammond radio has also been
lled in the wheel-house.

self-contained unit for the cap-
is abaft the wheel-house—
ng compartment, toilet-wash-



he new vessel leaving Brisbane.

and a galley fitted with a kero-
stove, kerosene refrigerator
tainless-steel sink.

s cargo-personnel carrier has
modation for four native crew
lso for carrying native deck
gers. It will be used on the
n coast.

eacher and Vocational Train-
llege is under construction at
n, Honiara, BSIP—but there
been the usual delays, this
f steel from England. When
ted, the College will provide
aining courses—one for teach-
d clerks; and the other for
t tradesmen, such as car-
s.

chief of the New Caledonian
r bureau has been asked by
itish Government to make a
of the radio-activity in the
here during the H-bomb tests
istmas Island.

e R. V. Kay, of the Cook
High Court, returned to
nga in April after four
s' leave in New Zealand. He
companied by Mrs. Kay.

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Papua-N. Guinea Diary

(Continued from Page 47)

r. Ken Bourke, who has a pro- y outside Port Moresby, where has installed all necessary hinery for supplying local re- its with fresh milk, bought half yarding.

e Iokea Native Society Ltd., pi, Papua, purchased ten cows a bull to establish a dairy. The e will be sent to Kerema by accompanied by an Agri- ral Officer and several natives the area who have been trained imal husbandry by the Depart- of Agriculture. Acquisition of cattle is a big step towards ving economic independence he Society.

a World Health Day Talk on 7, W. L. Conroy, Chief of the ion of Agricultural Extension, "It has long been known that supplies, and in particular the ity, quality and continuity, is f the fundamental factors re- ible for the health of peoples. ses which cause illness and ng more in a well-fed popula- become killers among people ing from some major dietary ncy; the vitality and capability articular groups is greatly ed by diet."

went on: "In Papua and New a the questions of adequate ctivity, continuity of supply, y and variety in agriculture f vital importance since so much of the population still lives directly by consumption of the produce from its own land. Commerce and communications have not yet developed sufficiently for deficiencies in local food supplies to be met from outside sources.

"Agriculture, and the related livestock industries, to-day, as in the past, supply the great bulk of the world's food requirements and it would appear that this will remain the case for a long time, if not indefinitely.

"There are many difficulties in the path of the overall programme for improving the food situation in the Territory. However, these problems are being attacked both with optimism and understanding by a steadily growing force of Agricultural Extension workers, supported by trained native assistants and ably assisted everywhere by the field staff of Department of Native Affairs."

HIGHLANDS DEVELOPMENT PLAN

Projects in connection with the Highlands Development Plan include the installation of a water wheel in the vicinity of Mendi (Southern Highlands) as an experiment for utilising water power in timber cutting and the collection of clay and limestone for building experiments. Mr. R. B. Digby and Mr. W. R. B. Smith are at present in Wau carrying out a survey, and inspecting existing mechanical installations, roads and bridges. Mr. Smith is being posted to the Highlands as Regional Engineer, with present headquarters at Goroka.

EASTER HOLIDAY ROUND-UP

Territorians were starting to look a little bleary-eyed after a hectic fortnight of Easter holidays, Anzac Day, and the Prime Minister's visit.

Many people took advantage of

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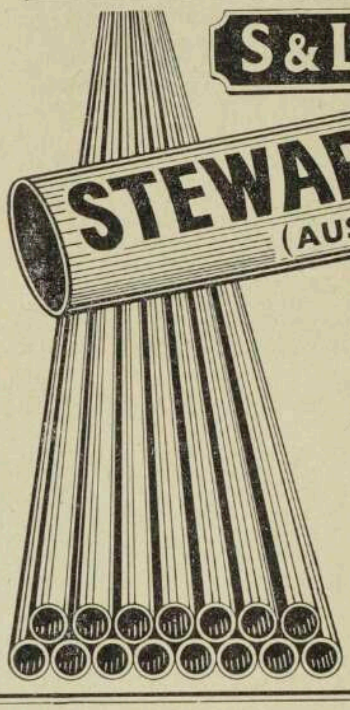
the 5-day break at Easter (Public Servants in the Territory, for some unknown reason, get the Tuesday after Easter) to take a trip, flying to Cairns, Rabaul, Madang, Lae, Wau, Bulolo and Goroka. Cars, jeeps, boats and canoes were all pressed into service as means of transport for the holiday trek.

Followers of sport had plenty to choose from.

Players from Port Moresby took the honours at Goroka, where the P-NG Amateur Golf Championships were played. Mr. John Biddle (78), (PM), won the championship from Mr. W. G. Willoughby (PM), on a play-off, and Mrs. Crag (PM), who tied with Mrs. Punshin (Goroka), (142), won the Associates on a play-off over 9 holes. This was a hard-fought contest which was finally decided in the twilight, the women returning a 46 and 47.

The American Tournament at the Port Moresby Tennis Club, held over the Easter week-end, in which 42 players contested the two divisions, resulted in a win for Jim Horner and Ross Stephens with 37 points in Division 1; and Phil Bliaux and Miss Peggy Treweeke with 33 points in Division 2. Jan Hava, former Bulolo champion, who has played against Drobny in Czechoslovakian games, was placed fourth with his partner, Grahame Prior.

In the cricket match between Cairns and Port Moresby, played at Port Moresby, over the week-end, brilliant bowling by Stan Richter was a feature of the match. He took 11 wickets for 27 runs. Port Moresby had an outright victory and won the match by an innings and 39 runs. This was their third win over Cairns and won back for the Ray Goriss Trophy. Outsta batsmen were Roy Corrodus 57 runs, and Bob Clapham (Ca who remained at the wicket hours during both innings scored 36 runs.



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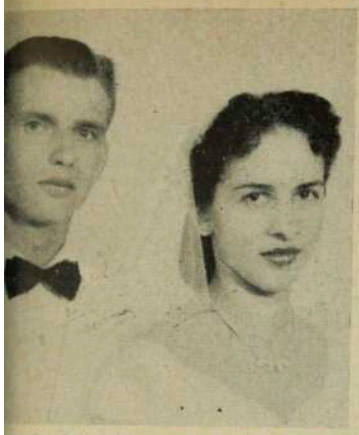
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April 22, Miss Lorna Evans, daughter
l-known Territorian Mr. Ted Evans, was
to Mr. Hans Mueller, formerly of
erg, Germany.
Photo: Papuan Prints.

a dinner given by the Port
sby Cricket Association to the
s Cricket XI, which was at-
d by about 100 guests, the
nistrator, Brigadier D. M.
id, presented the Ray Goriss
y to the Captain of the Port
sby team, Mr. Ken Bainbrigge.
leland said the Australia-New
a sporting visits were to be
raged, and that they had the
support of himself and the
nistration.

, on the grimmer side, holiday
nts included three in Port
by and one in Lae.

Port Moresby two natives had
escapes when a truck they
ravelling in ran about 150 feet
an embankment from Old
Road. They were treated at
ative Hospital and allowed to
Mr. C. Kirke, Port Moresby
or, had his car badly damaged
collision with another vehicle
Rouna Road. Mrs. Townsend
d injury when a car she was
plunged 30 feet from Upper
oad to Port Road.

Lae, Mr. Frank R. McDonald
(57), a Works Department
ee, suffered lacerations to face
rist when a jeep he was
ing in left the road and
d up in a ditch in Huon Road.
McRae and Leslie Trewin, a
ger in the jeep, were admitted
pital, treated and allowed to

ch services were well attended
peans and natives. At Manus
many sea-going canoes were
up on the beach. These
full of natives from outlying
s for the special Easter ser-
The Buin natives and people
gainville faced an unhappy
They had just received word
well-loved priest of the dis-
ad died in Sydney.

ANZAC DAY

hollow thud of marching feet
eerie silence before dawn
from war cemeteries and
shrines throughout the Territory on Anzac Day, 1957, when ex-service-men attended services to honour their fallen comrades.

In Port Moresby, the Federal President of the RSL, Sir George Holland, gave a three-minute address and laid a wreath on the Cross of Sacrifice.

At Lae, the State Secretary of the RSAILA, Papua-New Guinea, Mr. J. V. Knight, spoke to the assembly:

• *Once again, on Anzac Day, we assemble in memory of our Fallen in War. There may yet be many people who are tempted to believe that we can forget about War, but unhappily this is not true.*

Of course, everyone has heard of Anzac, if only for the reason that Anzac Day is a public holiday and I am afraid that many have forgotten, if indeed they ever knew, what it was all about. Some think of it as a famous victory, but it wasn't, and as a military operation, the campaign at Anzac achieved little and was a costly failure. But as a gallant exploit, there is something about it that fires public imagination.

Anzac conjures up such characteristics as courage, initiative, determination and self-sacrifice. Here was fashioned a new tradition of courage and sacrifice, as genuinely Australian as the Rising Sun Badge and the Slouch Hat.

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me resolution in fulfilling them, en we rest on the solemnity of is moment, on the memory of ty done.

wn services were later followed eneral services at 11 a.m. At ul, an address was given by RSL President, Mr. C. W. arlane. Wreaths from the RSL branch, the RSL State Branch, P-NG Native Ex-servicemen's ciation and the P-NG Admin-tion, were then laid on the taph.

Port Moresby, the Prime Min-Mr. R. G. Menzies, took the e at the Anzac Day march—first Prime Minister to do so e Territory's history—which in-d native Returned Soldiers as bers of the League for the first

Kokopo, a remembrance service held at the 1914-1918 war rial on the Bita Paka road, wreaths laid by the Kokopo ranch and State branch of the Native Ex-servicemen and the nistration.

Lae, units assembled in rial Avenue and marched gh the entrance gates of the ery to the Cross of Sacrifice. Federal President, Mr. J. t, read a message from Sir e Holland, Federal President e RSL, and a message from . W. Fraser, Dominion Pre-, NZRSA. Wreaths were on the Cross by RSL bodies, NGVR, Boy Scouts, school en, the Red Cross, District issioner and the general

r observance made, it wasn't efore groups formed for the onal "two-up" and cries of got a quid he heads 'em," ack him out," "Who wants a who wants a taily," were heard the normal hum of conversa-It was another form of re-ance when tales were told unes lost and won in far-off f war.

D LEASES FOR NATIVES AND OTHERS

uble block of land on the gby League oval at Konedobu, Moresby, has been leased to deration of Native Associa-for a tender of £3,550—£50 than the next tender. The tion will use the land for a for co-operatives societies.

e were 17 applicants for six of land and they were d as follows:

tres Ltd., £525; Persson and , £650/7/6; T. F. Leonard, Pacific Products Ltd., £1,000; p Paints (NG) Ltd., £1,750; ion of Native Associations,

MORESBY AERO CLUB

okesman for the Aero Club ia said in Part Moresby mid-at after careful examination Club's progress it had been decided to appoint a full-time flying instructor.

He is due to arrive from Australia shortly, and was formerly an instructor at the Royal Aero Club of Victoria. The Club is also planning to add a further plane to their fleet of two Tiger Moth aircraft. This would probably be a "Chipmunk."

FINGERPRINTING

The director of Civil Affairs, Mr. S. Lonergan, has advised the Port Moresby Town Advisory Council that the Territory Police force is, and has been for many years, in possession of fingerprinting equipment and all officers were familiar with its use. (See *PIM*, April). Mr. Lonergan said the Territory Police Force also had the facilities of the Australasian Central Fingerprint Bureau at its disposal.

The Port Moresby Town Advisory Council, at a meeting in March, recommended that the Administration appoint a fingerprint expert, with all the necessary equipment, to the Territory Police Force.

Councillor Kriewaldt told the meeting that police at present could not testify in court on fingerprint evidence because they were not experts, and fingerprint testimony was not admissable evidence to a Territory court unless it was given by a trained expert.

(Moresby and Lae police stations have equipment and the officers to operate it. Inspector Woodmancy, at PM, is considered an expert.)

TERRITORY SCOUTS WILL GATHER HAPPILY

Territory Scouts are to hold a "Happy Gathering" at Sogeri, Port Moresby, next Christmas. Although not a Jamboree, it will be the first large gathering of international Scouts to be held in Papua-New Guinea. Invitations are being sent to Scouts in Australia, Tasmania, New Zealand, the Pacific Islands, the Philippines and Great Britain.

LAE BULOLO ROAD

The Lae-Bulolo Road has been out of commission for some weeks. Dur-



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ing the Easter week-end it was inaccessible as far up as Sunshine, and since then, with heavy rains, the Bulolo River has broken through in another place. Plywood for shipment on the *Mangola* from Lae had to be flown to Lae.

All available Works Department equipment was put on the job and it was reopened for traffic on April 26.

BULOLO HOSPITALS NOW ADMIN. CONTROLLED

The European and Native Hospitals at Bulolo are to be taken over by the Administration Health Department. The hospitals were formerly controlled by the Bulolo Gold Dredging Company.

DECISION UPHELD

Walter Frederick Barker, an employee of Government Stores, Madang, who was charged with indecent dealings with a young boy and sentenced to 18 months hard labour at Long Bay Gaol, Sydney, last year, appealed against the severity of his sentence to the High Court in Sydney, recently. He lost the Appeal and the decision of Sir Beaumont Phillips was upheld.

WHICH, RATES OR RENTALS? OR BOTH?

That 63-page report on the desirability (or otherwise) of introducing local government into the Territory of Papua and New Guinea, compiled by J. R. Winders, AASA, ACIS, AIMA, has come in for some windy discussions. Would-be mayors and aldermen are dreaming dreams, but the majority of the people are of the opinion that local government is a big step and needs a lot of consideration.

At the Lae Town Advisory Council, held March 26, the Chai Mr. A. J. Bretag, said: "I feel sonally, that it will be some before the town of Lae will the stage where local gover can be implemented . . . and tainly would suggest that what be kept uppermost in the mi

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people planning this local gov-ment, is that when it is imple-ted, the burden placed on the ilders of the ratepayers will not excessive. With that end in view ould certainly suggest they give sideration to the transferring of leasehold properties into free-l, thus eliminating the rentals applicable."

• *This brings up a very in-resting point: little, if any, P-NG nd is freehold, and it is usually the unimproved capital value land that rates are levied. easeholds may be bought and ld in the Territory but the iginal method of disposing of ban land in the post-war years, s been by tender. Some of the iounts tendered for residential ocks around Port Moresby and ier towns have been exceed-gly high, even on Australian ndards. In addition to this iount the tenderer must pay annual rental. If local gov-ment should be set up, will the cupier of the land also be called on to pay rates? Or will annual ntals be dispensed with?*

MPING DOWN ON METHO. ADDICTS

e drinking of methylated spirits apuan natives reached a new in the first week in April; 14 arrested and appeared in on April 8. One, a native man, was sentenced to 3 hs imprisonment.

is was in the week before new ol measures were brought into (April 8) which require es to obtain a permit from a ict Officer for *each individual ase* of methylated spirits.

The old permit-system had n lifted in March with the re- that storekeepers in Port resby had doubled their sales methylated spirits.

e new system of control has introduced as the result of sentations made regarding the ing of methylated spirits by es since the promulgation of iquor (Natives) Ordinance.

s Ordinance prohibited the r supply of intoxicating liquor tives, and makes it an offence natives to drink methylated s, but allowed the supply and ssion of these spirits for tic lighting or heating, or for n a person's occupation or This placed the onus on the er to ascertain the reason for the methylated spirits was ed, and it is now considered adequate control requires re-on of supplies to natives in sion of a permit.

new permit must now be ed for every purchase, and ecify the quantity and purpose hich it is required. The per-will then be cancelled by the er signing his name across the , and giving the date of the ase.

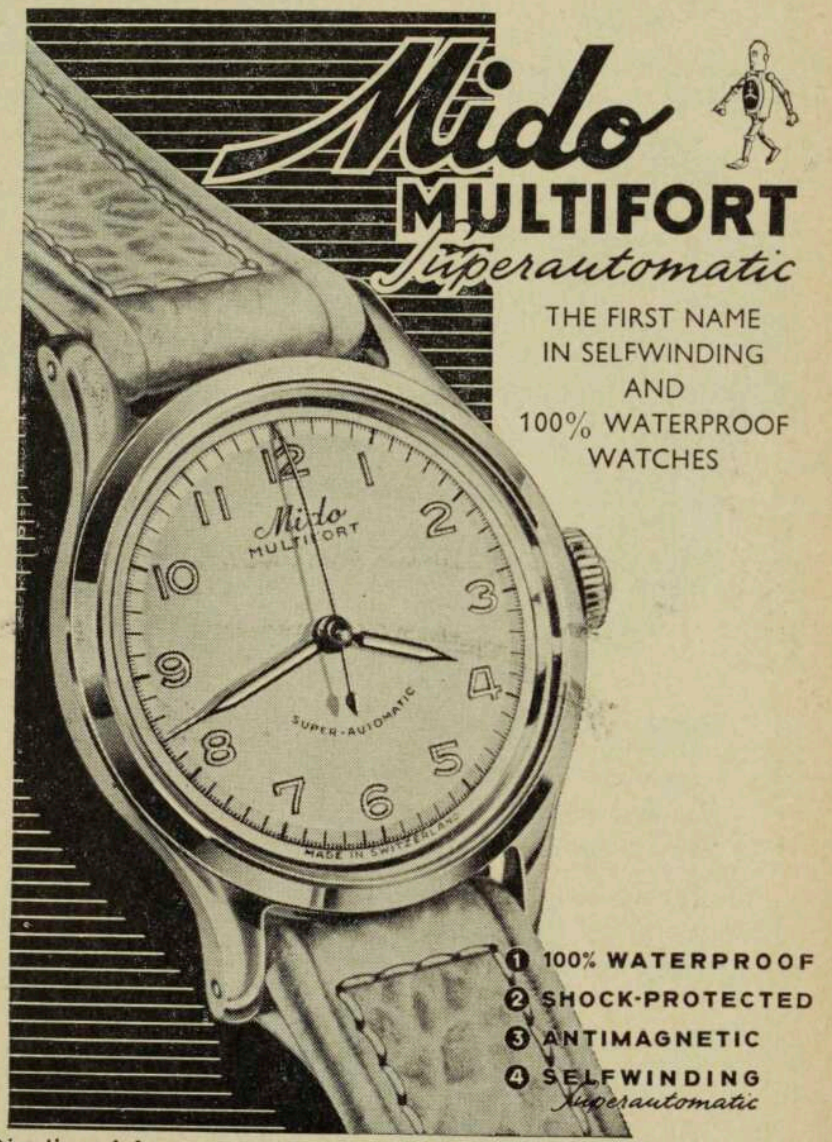
Under the new regulations it is an offence to supply methylated spirits to natives without a valid permit.

HIGHLAND LABOURERS— DEARER AND DEARER

With the extension of the road network in the Highlands an increasing number of labourers are being transported by motor vehicles, and it has been decided that a flat rate of £4 will be charged for each native worker engaged for employers through the Goroka Highland Labour Scheme.

This charge will be in addition to the normal handling fee of £2 for each employee, the statutory attestation fee of 5/- for each man—and, of course, his air fare to his place of appointment.

"Previously employers have been charged with the actual costs incurred in the movement of men transported by air from their villages to Goroka, and then from Goroka to their homes on termination of labour agreements," the Director of Native Affairs, Mr. A. A. Roberts, said when announcing the new charge effective on and from April 1.



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HOW IT IS DONE: The new APC drilling site at Komewu in Western Papua is 8½ miles from the limit of navigation on the Aworra River and in order to move drilling rig quickly without having to construct roads across swamps, these big Sikorsky S58 helicopters, owned by World Wide Airways are lifting loads up to 5,000 lbs and transporting them quickly to the drilling site. The flying-in process is a continuous one, the helicopter making several trips between river and site without landing. Equipment, etc., is assembled in cargo slings or nets and the helicopter, with an attachment device underneath it, hovers over the load and is directed into position by a ground marshal who attaches the sling. The helicopter then rises and flies the cargo to the site. These photographs show a helicopter hovering over a load which is being attached; and also a helicopter in flight with a load swinging beneath.

★ ★

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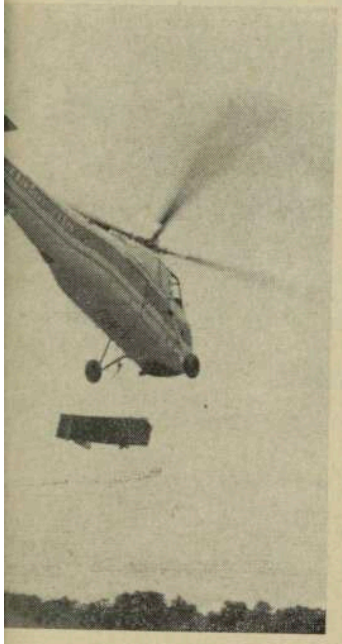
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e case of labourers from the
n Highlands District pro-
into employment through
roka centre, the charge will
tal of £10/5/- for each man."

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ring completion at Boroko,
oresby (picture in April *PIM*)
cted to be operating in time

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to cope with outbreaks of fire during the coming dry season.

The building will house a permanent European fire officer and two new engines, costing more than £15,000, which are on order from England and expected in Port Moresby in June.

Positions for four firemen have been advertised in Australia, and the present fire officer, Mr. J. Donnelly, will probably be the officer-in-charge of all stations.

Fire fighting is to be taken out of the hands of the police, who have, in the past, had to cope with this as well as other duties.

A sprinkler alarm system for Government buildings is now being planned.

EVEN MORESBYITES CAN GET MALARIA

People in Port Moresby who were under the impression that the area was free of malarial mosquitoes are in for a rude awakening according to the Acting Director of Health.

An epidemic of malaria was possible in Port Moresby following the recent wet season, and residents were warned against failing to take suppressives by Dr. R. F. Scragg.

Dr .Scragg said malarial mosquitoes appeared from time to time around Hanuabada and the Brown River areas. An epidemic had occurred in 1950 following similar heavy rains.

OPERATIONS WAITED ON QANTAS STRIKE

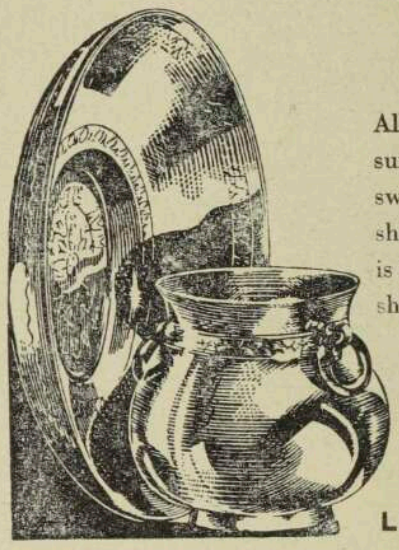
A team of thoracic surgeons led by Mr. H. D'Arcy Sutherland, which were due in Port Moresby on April 17, was delayed because of the Qantas strike.

Forty-six natives in an advanced stage of TB have been brought from various Territory centres an awaiting chest surgery at th Beach, Port Moresby, Native pital.

BENZ COULDN'T TAKE BE

A Mercedes Benz, driven b Stan Ward, electrician of Lae, to grief in the Bends area o

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-Bulolo road on April 14 when ollided with a truck travelling he opposite direction. The car badly damaged where it struck truck and bounced off the side ie bend.
r. Ward sustained injuries to head but his two young sons were travelling with him were irt. A doctor who was travel- along the road at the same brought them back to Lae, e Mr. Ward received treatment.

E PARENTS RAISE MONEY

well-patronised two-night val, held in the Masonic Hall, early in April, by the Parents' Citizens' Association, raised than £300.
lling victims were invited to heir luck at all the usual money rs, and one well known ADO his voice luring customers to ke
e funds raised will be used for purchase of a tape recorder, y books and playground and ng equipment for the Lae ry School which accommodates upils.
Association's next project will raffle for a Morris Minor 1957 car worth £820. One thousand s will be sold for £1 each. The will begin in May and close ne, 1957.

ILL COST YOU 3d. A CALL IN LAE, RABAUL

manual telephone exchanges, have been in use since the of the war, were replaced tomatic exchanges in Lae and l on April 13 and May 11, re- vely.
new exchanges have been in- in air-conditioned buildings are designed to withstand the ium earth tremors that can be enced in each area. They cost timately £50,000 each.
scribers will now pay £5/12/6 for a telephone service, plus r each local call. To date has been no charge for calls— flat rate per annum on each
A Phonogram service at the entres throughout the Terri- rill be introduced when the tomatic telephone exchanges. talled.
Director of Posts and Tele- Mr. W. F. Carter, has an- d standardisation of police ne numbers throughout the ry. An easily remembered ', 2222, has been chosen for w automatic numbers in Lae abaul; and Port Moresby number is to be changed to n with the other centres.
t very high frequency (VHF) runk lines between Lae and and also between Lae and will be brought into service ter the cutover to automatic es. This will provide con- telephone communication Lae, Bulolo and Wau.
1957 telephone directories at being issued to all telephone ers in the Territory contain the new Lae and Rabaul telephone numbers.

MORE DIFFICULT NOW TO GET INTO THE TAXI BUSINESS

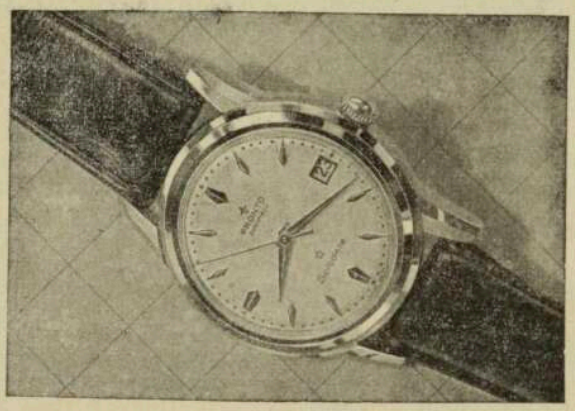
The Director of Civil Affairs, Mr. S. A. Lonergan, has announced new regulations to cover the granting of Certificates of Registration for public and private hire cars in the Territory which came into effect on April 4.
Previously, control over the granting of Certificates of Registration for public and private hire cars was vested in the Superintendent of Motor Traffic, but it has been decided that Town Advisory Councils, will advise as to the number of Certificates of Registration required to meet the needs of the town or area which each individual Council represents
After receiving these advices the Administrator will determine the number of registrations which may be granted. Applications will then be invited through notice in the Government Gazette for the grant of the available certificates, and the allocations will be made by ballot. To be eligible to participate in a ballot, applicants must be of good character, and be engaged in operating public or private hire cars, or be about to enter into this business.

PLANTATION WORK NOT POPULAR WITH HIGHLANDERS

Echoes of native discontent over long working hours are being heard

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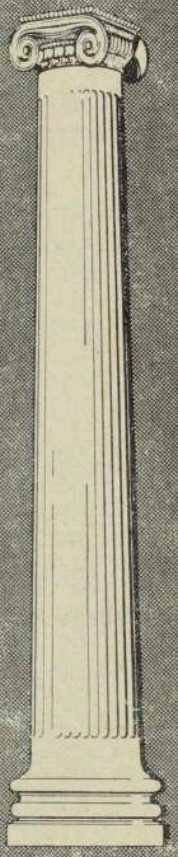
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far as the Kanosia District, ia.

e Chairman of the Central rict Advisory Council, Mr. P. J. ison, at a meeting held on h 19, suggested that, "with due ct to the Public Service, the -Day Week could be having a effect on the natives working e plantations, as many of them other people working under conditions and consider that hours are not equitable." The er under discussion was "Labour tions with regard to the plant-ndustry."

s. M. Jewell said, "I am very rned with the very frequent growing desertion rate of the and labour in the Kanosia ct. Unfortunately, the trouble d at Lolorua and the High-rs complained that it was too where they were working, but was their only complaint. At stage they had worked at ia for only four months and then taken back to Kairuku, e to Port Moresby and finally o Bisianumu to work."

. Jewell considered that their eason for discontent was they d to be near Port Moresby and were shrewd enough to realise with persistence they would e their aim.

Jewell granted that the area y hot but explained that the tions could not be moved and ecessary for labourers to work t area.

V. Gavera, native represent-on the Council, inquired provision for recreation by ers on plantations. He thought this was inadequate, it might some bearing on their dis-t. Members of the Coun-eed that this was an import-tor but in this direction the under discussion were well for.

chairman said he would write District Commissioner, at , stating that there was a tendency for Highland employed both on coastal nterland plantations becom-satisfied with their place of ment, particularly when their was not near a big centre they would be able to sup-their earnings at week-ends. uld ask also that the men a good briefing on the con-they would be likely to er in their new surround-d have impressed upon them portance of their respons-o carry out their agreements.

land natives who had a on for being "dumb" when st went down to the coast have not taken long to find y about. Those who work a -day week around Port on "agreements" hire es out in the weekends as rs and other casual labour bably earn more on those n in the rest of the week.

In contrast to most natives they seem to be inspired by the idea of getting rich quickly.

FIJI'S ANNUAL WAIL

Monied Tourists But Not Enough Hotels

SIGNS of the slow, but steady growth of the Fiji Tourist traffic are in evidence. Individuals and parties began to appear in April, as the hot weather receded, and the coming months promise a profitable season. Reports say that plenty of travellers are booked already for Fiji.

The big tourist buses introduced by Whites Travel Agency last year to provide services entirely for tourists have now changed over to scheduled road services for all and sundry—quite a big and important advance for Fiji.

They provide an alternative for the overseas traveller who does not wish to travel by air and who wishes to see the country, but finds the hire-car rates a little high.

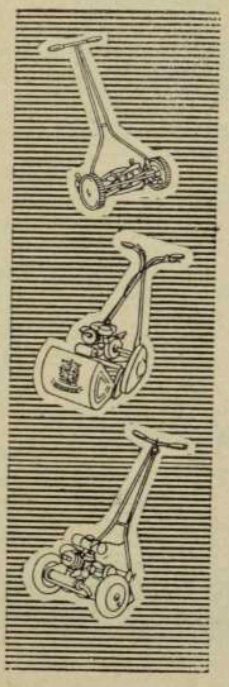
Some attractive tourist and sightseeing cars have just been put on the roads by Hunts Travel Service—the business started modestly by Mrs. Iris Hunt a few years ago, and now grown into a big and flourishing concern.

The hotel position has not improved, and now is a very serious travel bottleneck, except for Sir Hugh Ragg's now famous Korolevu Hotel, on the South Coast, no new hotel has been built for years.

There still is no resumption of building operations on the South Seas Hotel, the concrete skeleton of which lies gaunt and unlovely at the corner of Gordon St. and Victoria Parade, in Suva. Some arrangement under which the 23-bedrooms building, when completed, will be be run as a first-class hotel, was leased to Northern Hotels Ltd., to be run as a first-class hotel was made four months ago. But apparently details of shape and cost have not been completed yet.

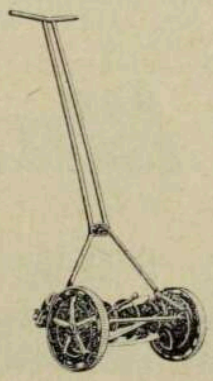
† The French Naval sloop *Confiance* arrived in Noumea recently from France. *Confiance* is convoying two naval patrol boats, one destined for New Caledonia and the other for Tahiti. They will replace the two patrol boats which have been on the Oceanic stations now for a few years, the *Tiare* and the *Lotus*. The two new craft are named *Petunia* and *Zinnia*. However, with the retirement of the two now in service their names will pass to the new vessels. *Confiance* replaces the *Dumont d'Urville*, flagship of Admiral Toulouse Lautrec Montfa. *Dumont d'Urville* will be scrapped.

¶ The Administrator and Mrs. Norman, of Norfolk Island, are at present absent from the Island on leave during which their daughter Deborah will be married to Mr. Timothy Bird, of Ceylon. During Brigadier Norman's absence official duties are being carried out by the Official Secretary of NI, Mr. C. I. Buffett.



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REPORT PUBLISHED AND CULPRITS SACKED

PWD Scandal in Fi

"A SERIES of malpractices had continued for years Fiji Public Works Depa was inquired into by a specia mission some time ago," sa Auckland correspondent.

"What happened to the r Was anyone punished?

"The general belief is that all smothered up and hidden by the Fiji Government. W not have added to British C Office prestige if the faults ha frankly acknowledged, and culprits fully punished, in th of the public?"

There was more to the same It is alleged that, under the PWD, certain people enjoyed favours, such as the repai overhaul of yachts, overha engines, making of furniture, of cheap materials and fittin so forth. In so many words, said that the PWD was a firs "racket" in which a vari public servants took part.

We sent the statements t for inquiry. Here is the ansv

"Over the years things ca did get very slack in the Works Department; but most trouble was cleaned up wh Committee of Inquiry sa Director of Public Works and a number of the people in ately concerned in the malpr revealed by the inquiry were

"There was a very st tightening up. For a time, stance, it was impossible to g the Public Works Departmen at Walu Bay without a forma and for a pass you had to go p ally to the Director of Public himself. This was an inevita action to the results of the and things have begun to g to normal again.

"It is absurd to suggest th whole matter was hushed up inquiry was held in publi although it was a long time the report was published, the tion was being straightene Action had already been take the report was made public.

"I do not know of any in tion. I am certain that the no question of threatening anybody who gave evidence. the Governor himself who the inquiry and his attitu that he wanted to get at the He certainly would not have ated any victimisation f moment and that part of the is quite absurd.

"As the writer says hims was on his way to New while the inquiry was bein He probably does not kno the people concerned were and the report published."

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POSED MEMORIAL
FAMOUS AIRMAN

va Proud of
sociation
h Smithy

TER a large private gathering f Fiji's business men had heard fascinating address by Mr. Stannage—"My Personal lections of Charles Kingsford ı" — momentum and shape given to the movement to col- he funds necessary to erect a rial in Suva to the famous r aviator.

his initial Trans-Pacific flight Francisco to Brisbane) in 1928, hy" made only two stops in *Southern Cross*—at Honolulu uva. The story of his miracul- anding in small, tree-lined Park, in Suva, has been told times.

nage was not with "Smithy" at occasion; but he was on neer trans-Tasman and North ic flights; and his stories ated the lovable, erratic and ost resourceful character of lia's most notable airman.

r speakers from Suva's n citizens described how they adio watch on "Smithy" while w the Southern Cross from lu; how they organised which frantically cut trees emoved wires from Albert how they put round the hat ect £100 for the four airmen. total resources when they were one US dollar, now ed in a glass case in the Suva e Club).

remarkable that in Suva, f one of "Smithy's" most re- le exploits, the manager of adcasting Commission should nage, and the head of Fiji s should be Harold Gatty— f whom were so close to y" when he made his pioneer nearly 30 years ago.

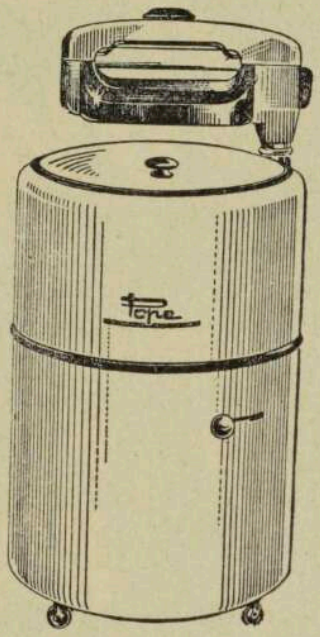
expected that the memorial a plain, impressive construc- stone, probably carrying a head of the aviator, and a inscription saying that he the Southern Cross there in Park in June, 1928. The ent should be at the western the Park, facing Victoria and the Grand Pacific Hotel.

nemorial plan has been under ation for some years. It w as if it may reach finality.

Peter Robinson, first vet- officer to be posted to the ghlands, took up duties at early in April. His services o be available to private for testing TB in their cattle,

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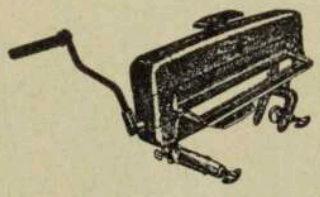
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EDITORS' MAILBAG

(Continued from Page 18)

Birds of Paradise Vest Indies

R. D. W. EVERITT, a London reader, has sent us a clipping from an April issue of the on *Daily Telegraph*, which is guing in the matter of the in- ation it does not supply.

e clipping is of a letter to the r, signed by Collingwood Ingram, Kent, who corrects something previously by another *DT* r on the subject of Birds-of- lise on the West Indian island ttle Tobago.

e island was purchased by Mr. m's father, Sir William Ingram, 08, with the intention of mak- t into a sanctuary for the r Bird-of-Paradise, then in r of extinction at the hands P shooters in New Guinea.

William succeeded in getting st 44 BOP and subsequently others, all from the Aru s, off the Dutch New Guinea

Mr. Ingram says that this ere they came from and *not* resent Australian Trusteeship ory.

birds were released on Little o, in 1909—but whether they hed or not is not certain. It be interesting for NG readers ow whether they did or not. ps it was "not"—there is a tion that the Commonwealth nment has been approached w supplies. Mr. Ingram says nnot imagine why—as the l birds did not come from G mainland, anyway.

Aru Islands, although only 100 to 150 miles off the lands NG coast, are now part Republic of Indonesia. It therefore probably be much to get BOP from the Aus- Territory than from Aru.

the death of Sir William , Little Tobogo passed to his sons, who presented it to d on the understanding that uld be maintained as a ary.

ancy that Tolala had some- o say about this West Indian of NG Birds-of-Paradise in me years ago.

ars Since n Blew its Top

New Guinea Women's Club ey reminds us that it is just rs this month since the n in Rabaul that all but ut that town.

Club's secretary sends along rses with the reminder—not good poetry but the senti- expressed the feelings of old ians of that time. The was a song, if we remember y, sung at the Frangipanni Ball to the tune of *Mademoiselle From Armentieres*. The Frangipanni Ball, an annual May event, was supposed to commemorate the first flowering of the frangipanni blossoms after the town had been covered with ash and pumice dust. The flowering of this tree had significance for these Territorians—indicating to them that Rabaul would rise again. The vicissitudes of Rabaul, of course, did not end with the 1937 eruption. Four years later came the Japanese invasion and from that catastrophe Rabaul also emerged.

New Bishop



New Caledonia's new RC Bishop, Monseigneur Pierre Martin, arrived in Noumea on March 29 to receive a tumultuous welcome at the aerodrome and later in the day a civic reception. The enthroning ceremonies took place in the evening of the Bishop's arrival. He is shown here at the hostel for the aged conducted by the Little Sisters of the Poor. The majority of the Sisters in this institution are Australian. Bishop Martin is something new in Bishops for New Caledonians. He is comparatively young and was ordained a priest on the battlefield in 1940. He was for a considerable time a guest in that infamous Nazi "pensionat" Dachau. He later joined the Free French Forces as a volunteer.



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Missions and Admi Talk About Education—and Liq

A CONFERENCE betwee P-NG Administration a various mission bodies of New Guinea was opened Minister for Territories, Mr. H on April 29, and lasted until It was held in Lae and a by the Administrator of Brigadier D. M. Cleland, and Director of Education, Mr. Groves.

Mission representatives 37, plus 13 observers.

Education in the Territory trolled by the Administratio directly runs many of the But mission education work sidised by the Administratio fixed scale.

Amongst matters discuss the importance of the educa native women; and the recom tion of the Select Committee Legislative Council regardi consumption of liquor by The committee had recom that the native people be e to the use and abuse of into Many of the mission represe held that educating the na the use of liquor was impos

The Anglican Bishop o Guinea, the Rt. Rev. P. N. said that the propaganda direction was needed by th peans and not the natives.

(Later, in Port Moresby, th Department said that Bisho was obviously commenting o thing about which he knew that statistics proved that tory towns have a good re in relation of drinking; and the first quarter of this ye were only two cases for d ness recorded in Port More this matter *PIM* is with the Statistics are unlikely to pro Territorians drink less than land Australians; althoug could prove that Territori hold more or that one ha drunker in P-NG before brought before the court. who has lived for any peri P-NG hotel knows that dru not lacking from the P-NG to the contrary. The Bis referring to the fact that Eu who live in the Territory moral obligation to show example to the natives. Ho people live up to the letter high ideal these days?)

† Another overseas expert in Fiji in April. He was M McDougall, who is expected in the Colony three months t the Government on the A tration financial system.

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Thornton Libel Suit

(Continued from Page 24)

to proceed to Suva to defend alleged libel claim.

e hearing commenced on April id it extended over nine weary (or two weeks), finishing on 10. Here are some of the side- of the trial, as I saw them:

. modern court-room, with the orst acoustics and the hardest enches I've ever known in a ourt.

. bumbling, inefficient pro- edure, unworthy of any country ith a pretence of modern ethods. Quite extraordinary me-wasting by "learned ounsel" permitted.

o modern system of recording vidence. A painstaking British idge slowly and deliberately aking notes of question and nswer, thus further slowing proceedings already slowed by barristers' methods.

hese conditions greatly pro- nging a hearing, so that the sts—to be paid by some un- rtunate litigant—were prob- ly trebled and certainly ubled.

plaintiff himself gave evid- e, and there were two wit- sses only; and the issues were mple (identification and fair nt)—yet the presentation of the plaintiff's case took from Monday morning until after noon on Friday—a performance I should never have believed, had I not sat for five days on those hard boards and seen it.

The evidence was not in the least complicated—it consisted mostly in the presentation to the Court of the *Bulletin* (to show the two articles which started the rumpus); of some 33 copies of the *Fiji Guardian*, an inconspicuous little weekly which I had never before examined, and which Thornton proved that he had "edited" between September, 1955, and June, 1956, and wherein he had consistently criticised the PRO; a file of the *Fiji Times and Herald*, showing that that newspaper, over a period of months, also consistently criticised the PRO; and the *Pacific Islands Monthly* of December, 1955, and January, 1956, showing that in those issues I had criticised the *Fiji Times* pretty trenchantly for its attacks upon the PRO, and other matters.

MY case was presented by skilled counsel, and in my opinion it was a perfect and complete reply to the charge that I had libelled a particular person. It proved the following:

- When I dealt with the campaign against the PRO I referred to "a class of irresponsible newspaperman" and to no individual.
- I did not appear to have identified Thornton when I said that irresponsible newspapermen had been waging war on the PRO, because there had been a definite campaign in the *Fiji Times* (which I had referred to publicly in January) and criticism also in other newspapers.
- I was completely unaware of Thornton's "campaign" in the *Guardian*, because I had regarded the *Guardian* as a publication of no status or importance, and had never seen it, except one or two copies at long intervals.

My defence consisted of non-identification of Thornton, and of fair comment. Counsel were so certain that we should succeed on those counts, that we did not attempt to justify the term "irresponsible"—which, of course, would have involved a complete raking-over of Mr. Thornton's record. We said: "Why bother about Mr. Thornton's record—Mr. Thornton was never referred to?"

My counsel, addressing the jury, said that he would not argue the question of whether my comment had been fair, because the plaintiff and witnesses, in evidence, had agreed that the comment, provided it was not aimed at Thornton, was perfectly fair. So he devoted his address largely to identification, and quite properly claimed that he had proved lack of identification, through the testimony of plaintiff and his witnesses, even before the defence had started.

(Over)

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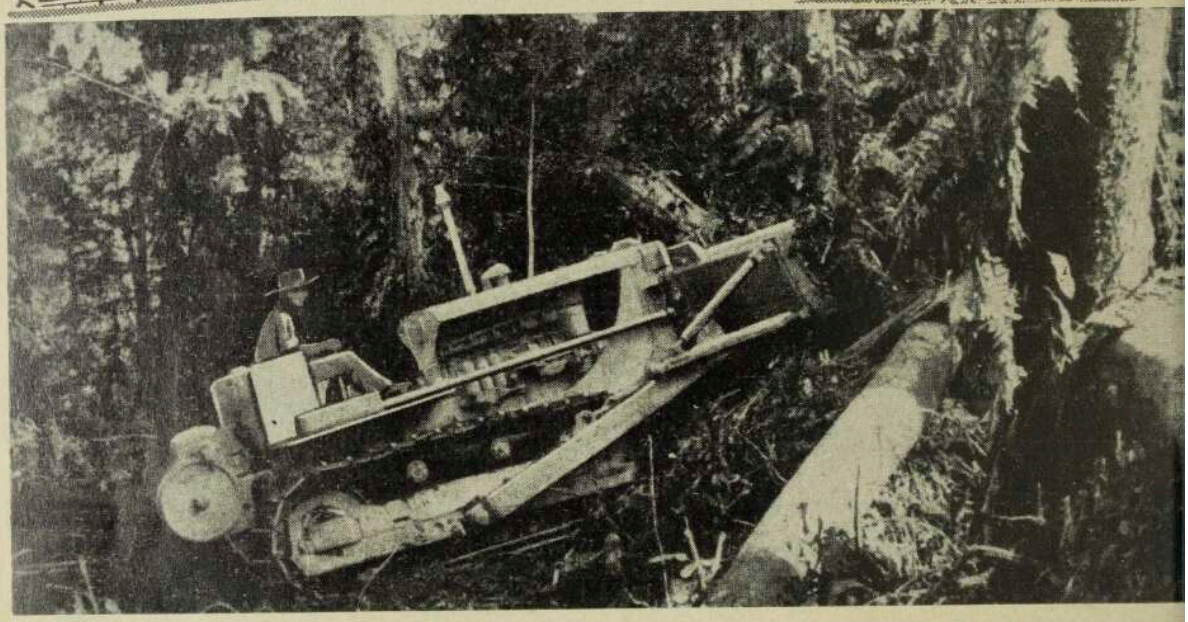
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ING to waste of time in court, t was Friday morning (ninth ay of hearing) before the judge ied up.
e judge summed up for about inutes. It was apparent, from utset, that his comments were ally in favour of Thornton. Our nce—and more especially the rt of our evidence—had ently been rejected *in toto;* nguage I had employed in the e in which I had defended the ame of Fiji was condemned.
ally, the Judge set 5 questions e jury. The first was, whether fair comment. The next three ons were concerned with the fication of Thornton. The last What damages do you award? dicated that, in his opinion, ton had been identified and ed. And then he said this, or to this effect:
first question for the jury to r was: Is this fair comment? answer was Yes, they need nswer the other questions—ould be the end of the matter. was not fair comment—and s opinion it was NOT fair ent—they would proceed to r the other questions.
repeated once, if not twice, rds "In my opinion, it is NOT omment"—it was a direction o jury could be expected to

The seven jurors (all good, solid citizens of Suva) filed out.
Clearly, our case was lost.
Immediately, various listeners, including lawyers, came around. Their unanimous view was that the jury should have been left entirely free to make up their own minds on at least the first question and that there should be an appeal on the ground of mis-direction of the jury.
I said: "I'm already down the drain on this thing, whether I win or lose—I could never recover all my costs. The verdict is worth challenging only if heavy damages are awarded. What do you think will be the damages?"
The guesses ranged from £500 to £1,000.
"Well, then, let us appeal by all means, if you're sure it can be upset," said I.

THE jury came back. As we expected, they answered the first and following questions in accordance with His Lordship's directions. But on the last and (to me) vital question (damages) they answered "£10."
That, of course, changed everything. £10, after proceedings extending over seven or more months, and a Court hearing of nine days!
Better to pay the £10 and—if so ordered—the costs involved in what I call my 9-days-wonder, the Fiji Supreme Court, than go on with an expensive appeal, in which I had little hope of recovering costs, no matter how completely I won. . .
I looked across at the plaintiff. He was observing the wide grins of his successful counsel, with a rather peculiar expression. I suppose he had little to smile about. Out of a year's intermittent fighting in the law courts of Fiji, he had collected £10 and an official request that he leave the Colony.
I felt we were *en rapport*—on the subject of Fijian law, and its application, at any rate.

Time to Examine British Set-up in Fiji — Especially the Judiciary

IN an early issue of *PIM*, Mr. R. W. Robson, as a "learned" litigant of Fiji—after all, real learning consists as much of experience as of scholarship—will examine the judicial system now in operation in Fiji, against the constitutional background of Fiji, present and future.
In a country such as Fiji, where there is no representative government, the quality of the judiciary is of great importance.
Apart from the powers exercised by the Governor, it is the Colony's only means of ensuring justice and freedom for the individual.
In the light of conditions now existing in Fiji—and which apparently have existed for some time—Mr. Robson will examine the records of the British Colonial Office personnel now administering the Fiji judicial system, including the two judges.
Examination of the Fiji judicial system necessarily is extended to the whole Governmental system in Fiji, as provided and controlled by the British Colonial Office.
According to well-informed people, a new Constitution for Fiji is just around the corner. It could be that it now is under consideration.
We should not be met with a British *fait accompli*.
Mr. Robson will argue that, if there is to be a new Constitution for Fiji, the people of Fiji—and especially the non-official Europeans, the Fijians, and the Fiji-born Indians—should be given a share in its preparation.

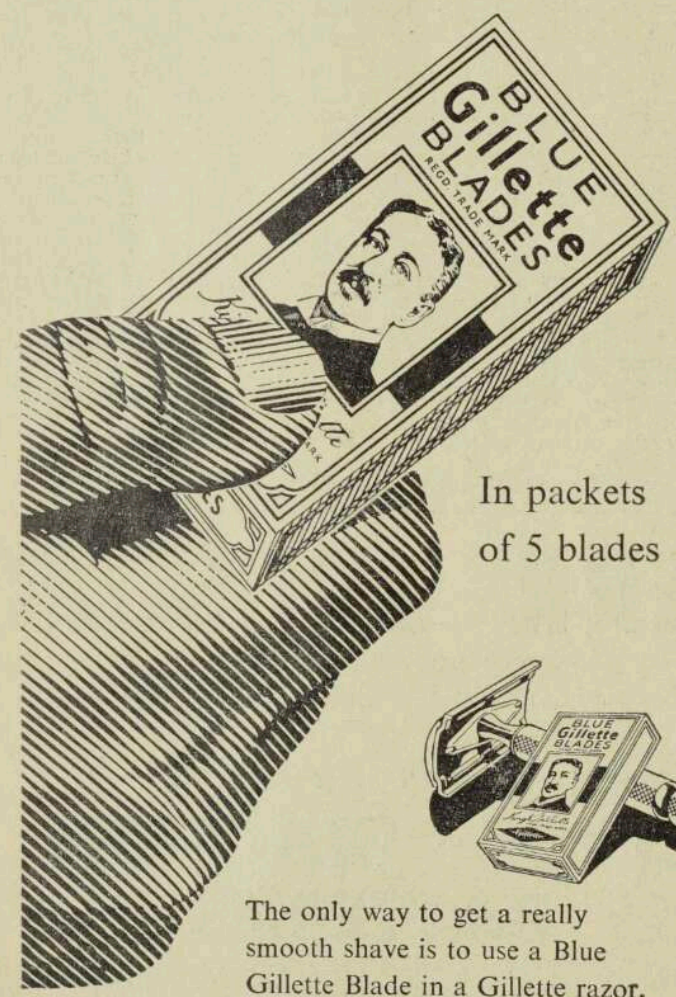
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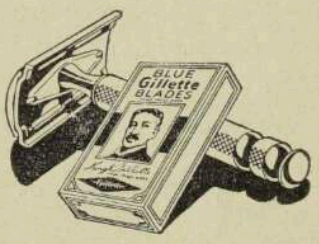
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NT Rice Proj
Strikes Troubl

THE Northern Territory rice
ject received severe se
this season through flood
the depredations of wild gees
W. A. Gunn said this month.
crop had been reduced from
acres to between 600 and 700

Mr. Gunn is Australian
sentative of the chairman of
tory Rice Ltd. (Mr. Allen Cha

He said that the company
profit from its experience this
It had started to prepare 5,000
of ground for next year.

Territory Rice Ltd. was form
July last year with the obj
developing a £25,000,000 rice-
ing project at Humpty Doo,
of Darwin. It hoped, by 19
would be producing 500,000 to
rice at a cost of 2d lb.

American investors are sup
two-thirds of the capital, an
remainder comes from Main
an Australian investment com

Mr. Gunn said that a gro
American rice-growing experts
inspected the project and ha
ported that they had no do
was economically sound.

He announced that the com
had received large funds
America with which it would p
creditors.

Recently, Darwin Fruit and V
table Supply Ltd. issued a Su
Court writ against the compa
£1,800 for goods allegedly sup
Qantas Empire Airways and s
other companies immediately
summonses against the compa
various sums of money.

N. CALEDONIAN CATTLE INDUSTRY IN BAD

THE once-flourishing g
industry in New Caledo
now in a bad way—due
to the fact that locally c
meat is now not permitted
exported but must be consum
the home market.

The meat-canning firm of O
once had a herd of its ow
20,000 cattle; the number n
less than 8,000.

Many graziers, discourage
low prices offering for beef,
neglected their stations and
herds.

It is hoped that a recent in
of 20 francs per kilo in the
paid for meat will help
situation.

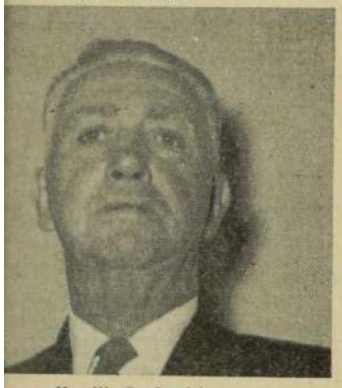
Two Government vete
officers have gone to Austra
purchase stud cattle which,
hoped, will improve New Caled
herds.

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ive Owners
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eresting Phase of Fiji Timber Industry

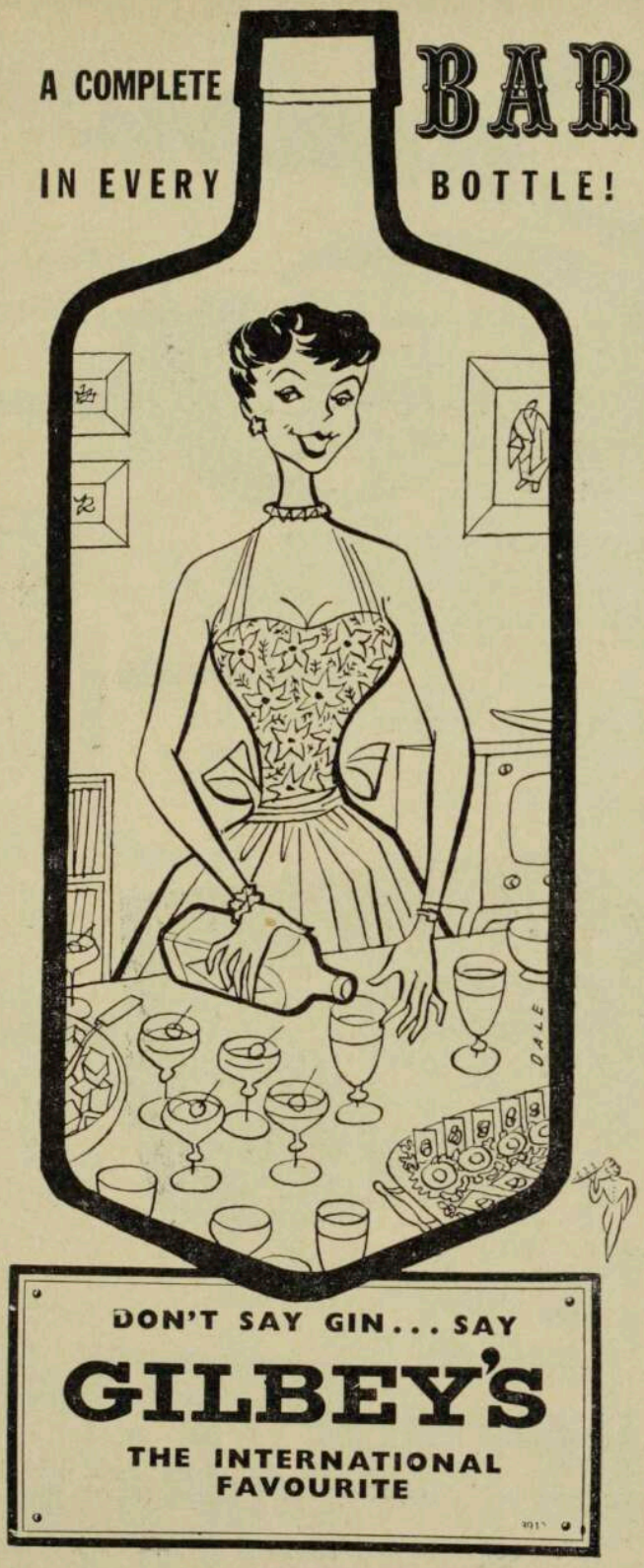
ERE has been an interesting change in the timber industry in Fiji. The well-known dsir enterprise, the Nadarivatu ber Company, is adandoning its ations on the northern coast of Levu, where most of the ssible stands of timber have worked out, and transferring ne large island of Kadavu, off south coast of Viti Levu.
ere appear to be large areas od timber country in Kadavu the Goodsir organisation plans ork it, as the Kadavu Timber pany.
e Fijians who live there are owners of the land and the r on Kadavu; and an arrange- has been entered into between Company and the Fijians, with knowledge and consent of the rnment, under which the ns join the enterprise as share- rs or partners. Provision also de for the long-term operation is enterprise.
W. E. Goodsir, the managing or, who formulated this plan, well-known Deputy Mayor of He has been recently in y, receiving specialist medical tion, and appears now to be tely well again.



Mr. W. E. Goodsir.

nch Planes for earch and Rescue

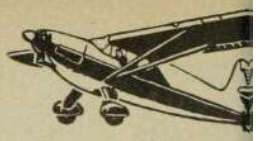
uly, three Lancasters of the nch Fleet Air Arm will ve in New Caledonia to be at Tontouta airport for use in rescue work in the South- Pacific area.
are fitted with all aids to ork and will be a valuable t to the work already being n the area by the Search- escue squadron of RNZAF lands based at Laucala Bay,



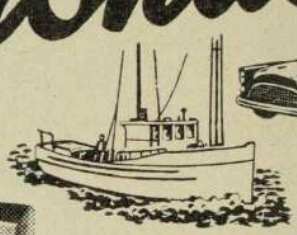
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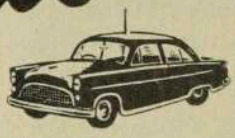
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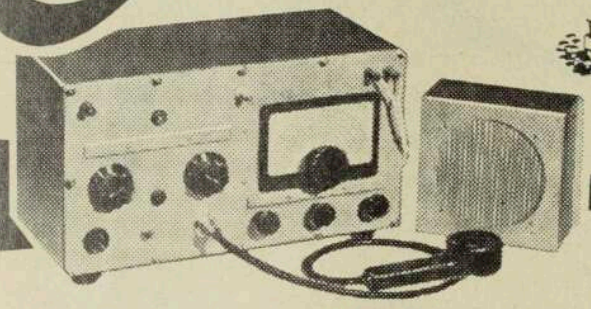
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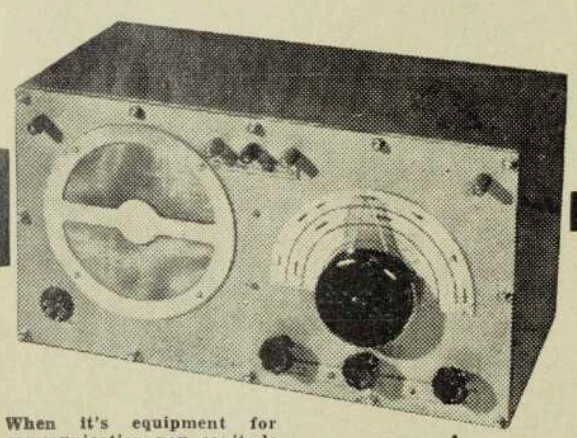
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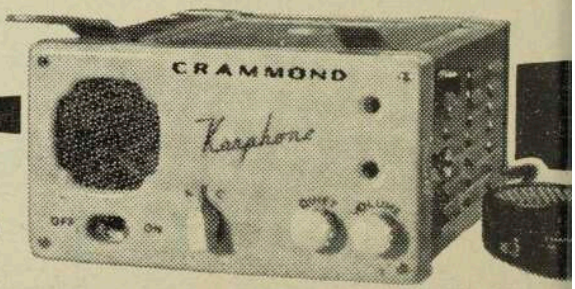
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ference on Future of SPC

(Continued from Page 23)

lity and bureaucracy and these points:

The Governments concerned d approach the South Pacific nission with imagination and osity.

They should look critically at representatives on the SPC.

They should get rid of hide- l officials and ex-officials who nly for files and regulations, know nothing of people and dreams and ambitions.

here is no place in the Com- ion, either, for academic sts or narrow-minded, pinch- men without vision who are by fancied slights.

he Commissioners who should ot, and added to from among like, are those who have l themselves in the territories ho have retained both energy nagination. Such men have l, and will continue to earn, espect and affection of he Pacific peoples.

hen the list of Com- ners has been overhauled, w Commission should in turn ritically at the permanent Any deadwood of careerism indow-dressing should be cut and new life thus infused now far from lively body.

STRALIAN SUPPORT

governmental review confer- as now been held. We will ow for some time whether it roduced the shake-up our ondent thought necessary.

ever, it is as well to realise s at present constituted, the as limitations. Its architects d it as an *advisory* body. gh they may have regarded its strength, it is also its ss. The SPC has no power the different Islands admin- ns to accept its conclusions, hough member governments support the organisation 100 t., individual administrations, of authority in their own group, have shown consider- ssive resistance to the idea Commission.

ates to the conference the work of Mr. W. D. (he was described by the "pivot of the con- "). Mr. Forsyth was, of the first Secretary-General Commission before taking up appointment. He has now d to External Affairs De- it.

s he who shaped the SPC s organising ability was acclaimed. Mr. Forsyth, r, *believes* in the SPC. If ed, he might prove the at the SPC needs.

SPC is regarded as Aus- "baby", and Australia cer- ays more for its upkeep than any of the other member governments.

In the ultimate analysis, therefore, whether the SPC continues to live and to grow probably depends upon Australian support. And already there have been suggestions that although some sections of the Australian Government are behind the SPC, other sections of the same administration fail to support it in the way that they should.

Sordid Tragedy in New Caledonia

A MACABRE tragedy which could outdo the imaginings of Edgar Allen Poe has just come to its close in Noumea.

Nothing was wanting in the set-up; a drunken orgy, a corpse with a fatal knife wound, the whole in a ruined hut in a desolate valley on a wild night. To cap it all, the actors were lepers.

The incident occurred some months ago at Ducos peninsular within the boundaries of the Ducos Hansenian sanatorium. During a drunken brawl amongst some native patients who had gone to an out-of-the-way corner to drink, one of them was knifed and died. His assailant's trial ended early May, the trial being held at Ducos Sanatorium.

Sentence: five years seclusion.

More than a little ironic as the accused is already in seclusion because of his disease.

Veteran Missionary Retires

THE Rev. T. C. Carne, formerly of the Indian District of the Methodist Mission in Fiji, and his wife, Dr. Elsie Carne, have settled in Victoria, where they have two married daughters.

Mr. Carne went to India in 1915 to join the Methodist Mission at Mau, where he was concerned with educational work, which included managing and teaching in a secondary school. He stayed in India for 25 years before returning to Australia for eight years.

He went to Fiji in 1948 to join the Methodist Mission staff, and held several appointments with the Mission in the Colony. From 1951 until last month he was chairman of the Fiji Indian District of the Mission, and has been succeeded by the Rev. L. D. Fullerton.

Dr. Elsie Carne, in 1910, graduated in Medicine from Melbourne University, where she specialised in bacteriology. After her marriage in 1951 she went to India and continued her medical work.



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SAMOAN GOVT. BRINGS SUIT

Second Thoughts on a Stone-Crusher

IN a judgment delivered May 2 on behalf of himself and Judge E. F. Rothwell, the Chief Justice of Western Samoa, Judge C. C. Marsack, the sale of a Public Works Department stone-crusher was set aside on a legal technicality but an order for the return of the crusher was not given. An amount of £125 was awarded the Samoan Government as representing the value of a diesel engine.

The "stone-crusher" case had excited considerable interest in Western Samoa.

The Government of Western Samoa claimed the return of a stone-crusher and a diesel engine or their equivalent value, this claim being detailed as follows:

(A) Possession of a Hadfield stone-crusher, or a sum of £1,000 if possession cannot be had.

(B) Possession of a McLaren diesel engine, or £500 if possession cannot be had.

(C) £50 damages for detention of the stone-crusher.

(D) £50 damages for detention of the diesel engine.

In presenting the Government's case, the Attorney-General stated the action concerned the disposal of a Hadfield stone-crusher and a McLaren diesel engine, both purchased by the Government in 1948 for a total of £2,869.

After negotiations, which were rather confused, this equipment was sold to Douglas Atoa, contractor, in April, 1956, for a total of £10.

In giving judgment, the Court stated that:

"The plaintiff has succeeded not on the merits but on the technical point that the delegation of power under Section 122 (2) of Public Revenues Ordinance from the High Commissioner to the Treasurer was made without legal authority. Although the contract has been set aside, this sale and purchase was a bona fide transaction and defendant acted in good faith throughout. Consequently, the Court allowed no costs against the defendant."

The judgment of the High Court has surprised some people in view of the contradictory evidence given during the hearing of the case. In sworn statements, officials of the Public Works Department, particularly the Acting Director of Works, Mr. E. E. Hendricksen, and the Chief Clerk, Mr. J. R. Lee, gave completely different versions of the transaction, the former stating that the matter of the disposal of the stone-crusher and the diesel had never been referred to hi that he had never approved while the latter asserted tha Hendricksen had definitely ap of it. There were also othe tradictions in the sworn state of the witnesses. The Fin Secretary, Mr. L. M. Cook, sta evidence that he had given ap of the transaction conditional approval of Mr. Hendricksen, he was assured by Mr. Lee, ha granted.

Evidence was given, tha crusher and engine had not condemned or written off; it w junk.

The defendant, D. Atoa, evidence stated that he had a stone-crusher to supply c metal under a contract with L. A. Pearson. He had appr Mr. Cook and Mr. Hendr about buying or hiring a c from the Public Works Depar He offered £10 to Mr. Lee f crusher and Mr. Lee, after phone conversation with Mr. told him that Mr. Cook agr Mr. Hendricksen approved. M went to Mr. Hendricksen's and returned, saying tha Hendricksen had accepted th Mr. Atoa stated that he ha £320 to the PWD for repai making parts.

In early May, the Gover was considering an appeal Supreme Court of New Zeal

AXES, THREE-QUARTER AXES, TOMAHAWKS...

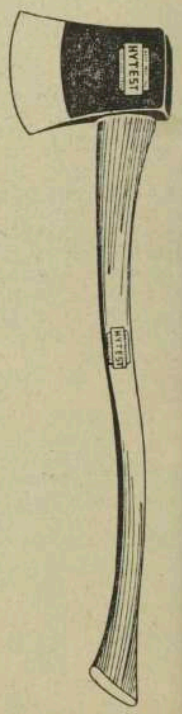
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LING
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aking Ends Meet in W. Samoa

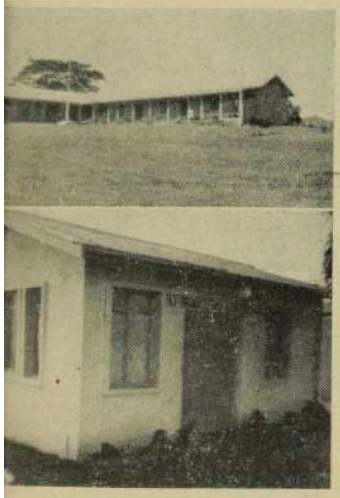
ESTERN Samoa like many other countries faces diminishing returns from exports—ly due to falling prices for ultural products—and increased nditure on social services and tenance costs.

tal trade during 1956 amounted ,593,600, a decrease of £713,000 the record established in 1955. n cocoa prices were high). rts at £1,860,400 decreased by 0 from 1955 and exports at ,200 decreased by £678,200. unfavourable trade balance nted to £27,000 but, at the of the year some 4,700 tons pra valued at £275,000 were re. Most of this was shipped 1957.

actual production of copra 56 increased by 1,500 tons ared with the 1955 production 677 tons.

pared with 1955, cocoa exports sed by 220 tons but decreased in average value from £S283 per ton to £S200 per ton. Copra exports decreased by 2,600 tons and in value from £S65 per ton to £S58/10/- and there are indications that the price may be further reduced in 1957 by 7½ to 10 per cent. Banana exports decreased by 155,500 cases at the same f.o.b. price of £1/0/9 as for 1955.

ew Buildings for NW Viti Levu



his school, built and operated by community of Lautoka, Fiji, assisted Fiji Department of Education with d provision of teachers' salaries, has of 5,044 sq. ft., contains six class- nd in addition an office and a t has five qualified male and female n the staff, and 320 pupils. It has es of land made available from the ugar Refining Company, Limited, in e is a spacious playground and ample cultivation of crops and gardening.

The Fiji Broadcasting Commission's g station at Waijavi, Lautoka, built of last year to provide better radio for NW Viti Levu.

Photos: S. B. Lal.

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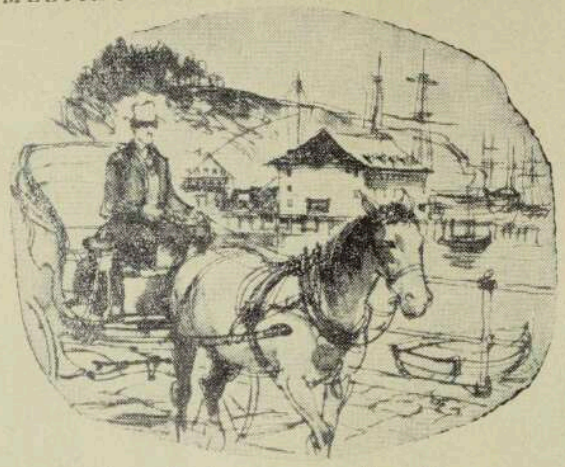
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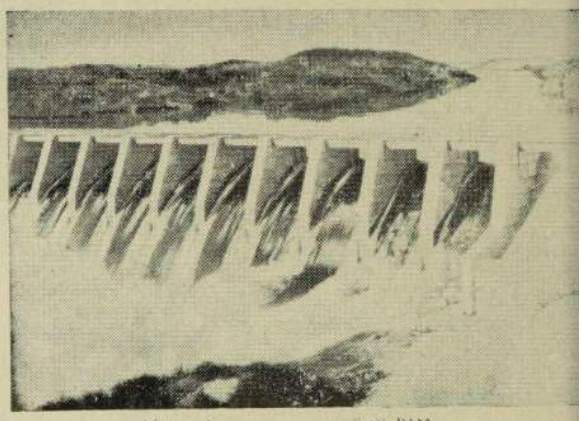
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MEETING THE DEMAND FOR MORE ALUMINIUM . . .



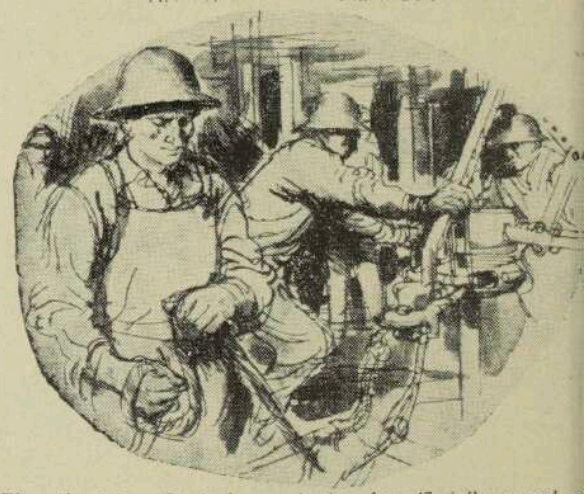
A PROGRESS REPORT **QUEBEC**

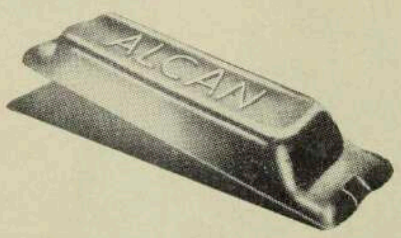
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't Shoot—"

RESBY GAOL-BREAKERS KEEP POLICE, ARMY HOPPING FOR 20 DAYS

After 20 days in which hundreds of police and troops mbed bush within a 20 miles radius of Port Moresby, two the four native prisoners who escaped from Bomana Prison rm were recaptured on April 27.

EY were Kita Tunguan and Keana Keporaka.
he third prisoner escaped—as captured on May 5; and the n was shot—accidentally or de-tely—a couple of days after reak on April 8.
a, a Sepik, who was serving sentence for rape of a woman , gave himself up on April nd later led Inspector G. n, warder of Bomana prison, e place where the other two ers were hiding. Keana was red after a struggle but the man, Ame Aite, escaped a rain of police bullets.
ing the manhunt, police, pters, the Pacific Island ent and volunteers were d into service; but the es were always one hop . Rewards were offered for nation leading to their e, but there were no takers.
ng their 20 days of freedom, nvicts broke into houses in uburb of Boroko, stole a and bush knives and food; ed a small boy with a knife enerally terrorised the whole

ng this time, when each Moresby householder would ve been unduly surprised to ta and Co. turn up anywhere bottom of his garden, the Law Department issued a ent that made confusion e confounded. It was ntly designed to inform s when they might shoot in fence—and at what part!
se it should ever be required lar circumstances we reprint in full, but suggest that a -ball also be included in the old equipment:

NG TO CITIZENS ON THE LEGAL N RELATIVE TO USE OF FIREARMS AGAINST LAW BREAKERS

ment by the Secretary for Law, Mr. W. W. Watkins)

uth Pacific Post" on April 17, 1957, rt on the search for three escaped from the Bomana Jail contained the statement:
Sunday the search continued relent-The native people were showing signs reness. One walked into the Police and said to an officer:
these men come to my place, may them?'
Officer said: 'Yes, if you have to. the legs?'
Officer answered: 'If you have to hem it doesn't matter where.'
"The native said: 'Thank you Taubada, I will do that'."

This advice, allegedly given by a Police Officer, on which no confirmation is available, **CAN AMOUNT TO ADVICE TO COMMIT WILFUL MURDER**, or at least **MANSLAUGHTER**.

The Criminal Code only permits shooting when a person finds his life, or the life of others, is threatened, or that he is in danger of suffering grevious bodily harm and believes himself unable otherwise to escape the carrying out of threats to his life or safety.

Section 257 of the Criminal Code gives the right to a person who is not a Police Officer to arrest an offender without warrant, and if the person about to be arrested takes flight in order to avoid arrest, it is lawful for the person seeking to arrest him to use such force as may be reasonably necessary to prevent his escape, but, this Section **DOES NOT AUTHORISE THE USE OF FORCE WHICH IS INTENDED, OR IS LIKELY TO CAUSE DEATH OR GRIEVOUS BODILY HARM.**

Section 258 provides that when any person has lawfully arrested another person for any offence, it is lawful for him to use such force as he believes, on reasonable grounds, to be necessary to prevent the escape or rescue of the person arrested. **BUT**, if the offence is not a crime which is such that the offender may be arrested without warrant, this section does not authorise the use of force which is intended or is likely to cause death or grievous bodily harm.

If a person is attacked by one of the escaped prisoners, that person is entitled to defend himself but is bound to avoid, to the extent consistent with his own safety, infliction of injury upon the attacking person. If the individual attacked is likely to be overpowered, then, and then only, may he use all the force at his disposal to overcome the attacker. In doing so if the attack can be broken without inflicting death upon the attacker, e.g., shooting the attacker in the legs, then this course should be taken.

It will be seen therefore that if one of the escaped prisoners merely came upon the land, or upon the curtilage of the dwelling of the native who was alleged to have sought the advice of the Police Officer, that native would have no right whatsoever to shoot the prisoner, either in the legs or anywhere else. He is entitled to arrest the prisoner, and if the prisoner takes flight or resists arrest, then the arresting native or any person similarly placed, may use as much force as is necessary to restrain the prisoner, without inflicting upon him grievous bodily harm. If the arresting native finds that his life is threatened, or that he is in danger or suffering grievous bodily harm from the prisoner, and believes himself unable to escape otherwise the carrying out of the threats, then he may shoot the prisoner.

This position applies to all persons coming into contact with the escaped prisoners or any other offenders.

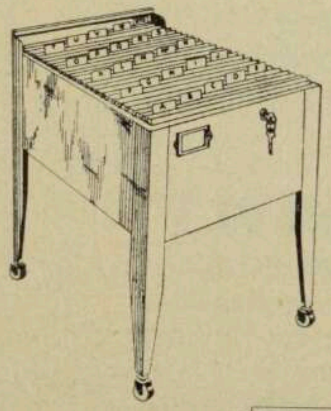
However, it is impossible to lay down a specific rule as to when force may be used, as the use of force must be related to the circumstances of each particular incident.

HOLDENS FOR FIJI

AN order for 75 Holden vehicles from Fiji has been received by General Motors Holdens in Australia. The order is made up of cars, station sedans, utilities and panel vans. Burns Philp (South Sea) Co. Ltd., of Suva, has been appointed the distributing agent for Fiji.

First prize in a NSW Special Lottery was won in May by Mr. E. J. (Ernie) Wauchope, who now resides at Bayview, NSW, but is well-known to old NG Territorians as owner of Awar plantation, Madang coast. The prize was worth £12,000—a handy sum even for retired NG planters

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MUCH PETTY THIEVI IN SUVA

PETTY theft has reached ap proportions in Fiji, and a definite business ris trader who does not provi losses from theft, just as h vides against loss from depre or fire, is taking a substanti

Thefts are in both the d and business worlds.

All classes of household s must be kept under constant while people handling goods times feel that the only wa can keep their property in possession is to chain it do very high degree of cunn shown in carrying out the The thieves steal a little b time, so it will not be notic

The unwary traveller, for e leaves a roll of notes in hi while he takes a shower sneak-thief does not take notes—only one or two—a traveller does not notice the age.

In a Suva club recently sponsible Committee began askance at the stock of liqu finally ordered a check. The £550 worth of whisky missin

Evidence was that one Club servants had someho able to get a duplicate made manager's store-room key, a bottles had been filched cunningly, over a long perio

An hour ago, in an offic where this is being written, discovered that about £27 ha taken from the appar securely-locked drawer of a

Not a block away, a ret bemoaning inexplicable gaps of his stock.

There are innumerable suc —and they all show planni ingenuity. The CIB section police here, when apprised, time in making a close inqui the thieves are so smoot cunning that the police fin blank faces and a complete evidence. In most of thes they are sure that these a side jobs"—thefts commit trusted staff members.—*R.W.*

¶ Mr. D. P. Ragg, arri Suva, Fiji, in May, and a ments were completed under by assuming the chairman Northern Hotels Ltd., he w over some of the burden of stration from his father, Si Ragg. Sir Hugh will cont act as managing-director Co., which now controls seve in Fiji, and will have anothe charge when the construc the new Club Hotel (co Victoria Parade and Gordon Suva) is completed. Mr transferred his residence to some years ago; but he n spend about one month i three in Fiji.

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ters' Congress

ates of the Fiji l Workers' Con- which was in in March and t the Governor , Sir Ronald



: Mr. N. Pear- C (Commissioner ur); Mr. B. D. n (President, strial Workers' and Inter- Airport Em- Union); Sir Rarvey; Ratu Vunisina (Secre- eral, Fiji In- Workers' Con- Mr. J. A. C. ing Commissioner of Labour). g: Mr. A. L. Parke (Secretariat); Luke (General Secretary, Fiji Seamans' olomoni Bulicokocoko (General Secretary, Fijian Stevedores' Union); Mr. Ram Narain (President, Fiji Sugar Industry Employees' Association); Nemani Waka (General Secretary, Fijian Mine Workers' Union); Mr. Nand Kishore (FIW Congress representative to The Duke of Edinburgh's Study Conference, 1956).

Photo: Caine's Studios.

Y WITHOUT
T NUMBERS

Suva, You Ask a Taxi Driver

city of Suva probably is que among the capitals of world in that it is without ed houses in its streets, and regular mail deliveries— within a district within a of hundred yards of the ffice.

now are over 40,000 people . The streets extend for om the Chief Post Office— valleys and over the hills. s not a numbered building of them.

would be bad enough in -language, one-community t creates endless difficulties munication and transport nall city where there are ommunities, and three s are constanly employed.

run anywhere within a lius for 3/-, and the Indian seem to know the dwelling man and woman in the That is what prevents chaos. e, one has no way of anyone whose address is ome street or road—and a of these thoroughfares are length.

presumably, is why the ce has arranged no general by postmen, as in any rge centre in the civilised Even postmen are not nt.

ck of street numbers has e organisation of a reliable er delivery service prac- npossible.

ck of numbers in the streets n before the City Council ion: but the Council just refuses to get serious about it. No one knows why.

Lautoka, which insists on being Suva's rival, is showing Suva the way. Lautoka has made preparations for the numbering of the buildings in its streets.

Aqualungs Can Be Dangerous

SOME people believe that pearl shell diving operations in the Cook Islands might be aided by the introduction of modern aqualung self-contained diving equipment.

Last year, Captain Hugh Williams purchased a few aqualungs and applied for a license to operate them with native divers at Penrhyn. However, after due consideration, the Resident Commissioner of the Cooks refused such permission, at least for the present.

The dangers involved with the use of this equipment are much greater than generally realised—probably a good deal greater than with the standard helmet-and-hose gear.

Thorough instruction of divers and strict supervision by a trained man is essential. Availability of a decompression chamber for use in case of accidents is also highly desirable in commercial diving operations, and this can only be operated by a fully trained man.

Given these conditions, aqualungs may provide a means of obtaining good shell in deep water which is at present inaccessible to the helmet-and-hose men—or the skin divers which do most of the present diving.

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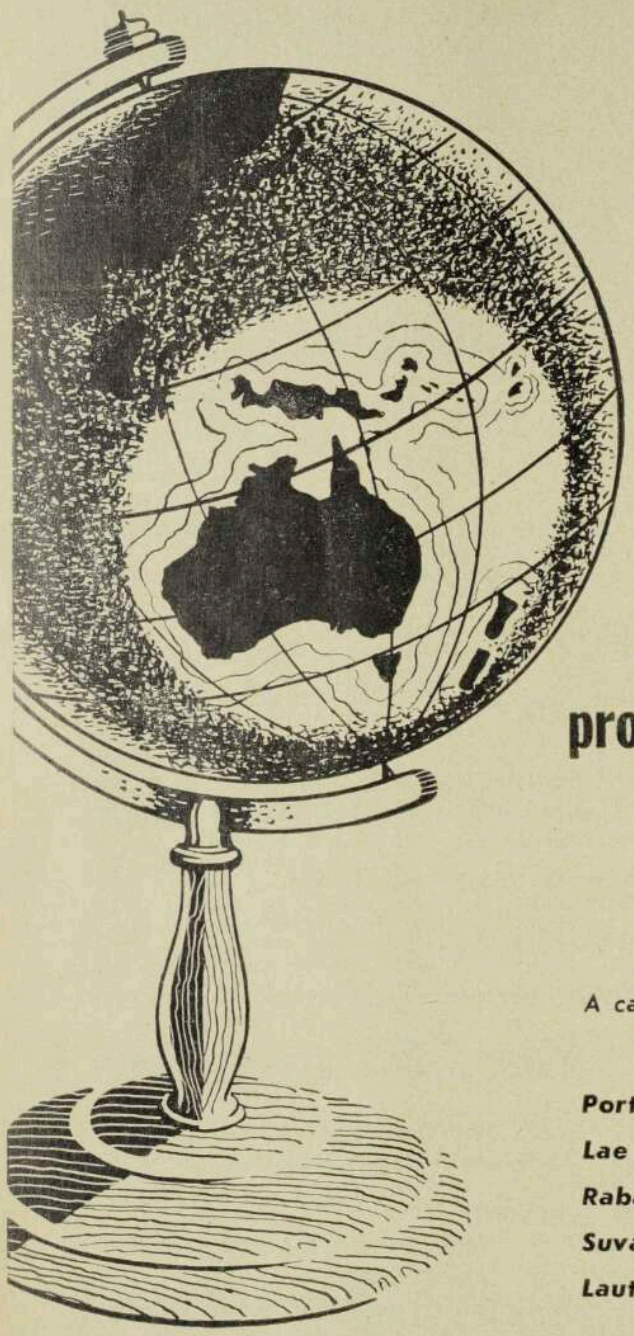
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Pacific Commerce and Industry

TRALASIAN PETROLEUM CO. PTY., LTD., SLAND EXPLORATION CO. PTY., LTD.— perating companies for Oil Search, Ltd., d on April 10 that Kuru No. 2 was at feet. At Komewu the drilling outfit was finished and the hole was expected to about half-way through April.

* * *

LO GOLD DREDGING, LTD.—Interim of 25 cents (Canadian) was declared 26 and will be paid from all offices company on June 5. Payment from the office will be made in Australian , calculated at the rate of exchange n May 15. Dividends payable to non- of Canada will be subject to the Absentee Tax of 15 per cent.
e three months ended February 28, oz of fine gold were recovered from 0 yards dredged. The value of the 35 US dollars an ounce was 474,775 In the nine months to February 28, z were recovered from 6,324,500 yards. e of the gold recovered was 1,382,535 rs.

* * *

, PHILP AND CO., LTD.—Net profit year ended March 31 was £536,023, f £62,600 or 13.2 per cent. on the year's profit. Profit remained after depreciation (down £49,432), £250,000 for tonnage replacement (steady), for property replacement (steady), and tax.
vidend in unchanged at 10 per cent. orbs £375,000. Gross profit was 1, an increase of £74,465.
irectors said that merchandise sales to improve, but high operating costs competition reduced profit margins. motor vessel, "Montoro", began in February. This ship, of 3,000 d weight, was built in Norway for

s may place an order for another 8,000 tons early next year if they n reasonable delivery. Cost of this uld be about £1,500,000.
sale of Penneys, Ltd., to G. J. Coles Ltd., Burns Philp received 3,600,000 ary shares and £1,025,000 in cash. ult, the company received 1,080,000 us shares and will be entitled to 1,404,000 new shares at par.

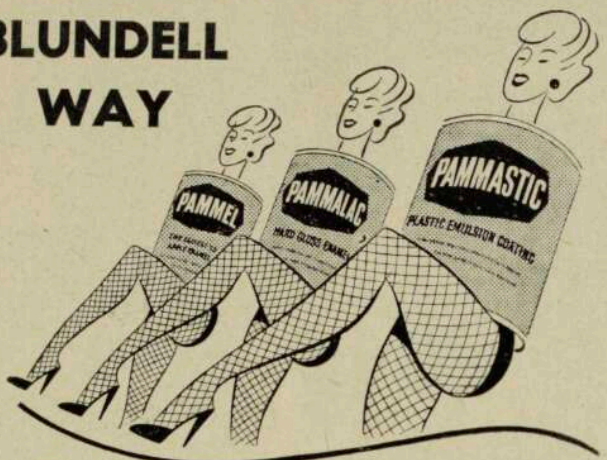
* * *

PHILP (SOUTH SEA) CO., LTD.—Gross the year ended January 31 was 3/5 and the net was £136,509/1/5. profit, together with £64,069/13/8 rward from the previous year made 15/1 available for distribution. An vidend of 1/- a stock unit paid on 2, amounted to £37,500. A final f 1/- will take another £37,500. Of e £50,000 is added to the reserve ing a total reserve of £525,000, 8/15/1 will be carried forward.

* * *

PLANTATIONS, LTD.— A four per dend was announced at the first eting held in Rabaul last month. hn Douglass and Ian Walton went ey to attend. The two retiring Messrs. F. N. Warner Shand and B. e re-elected.
irman, Mr. J. W. Douglass, in his : "The result of the trading period nths shows a net profit (after pro- 729 for depreciation and £947 for remuneration) of £13,083. This re- sidered most satisfactory, particularly

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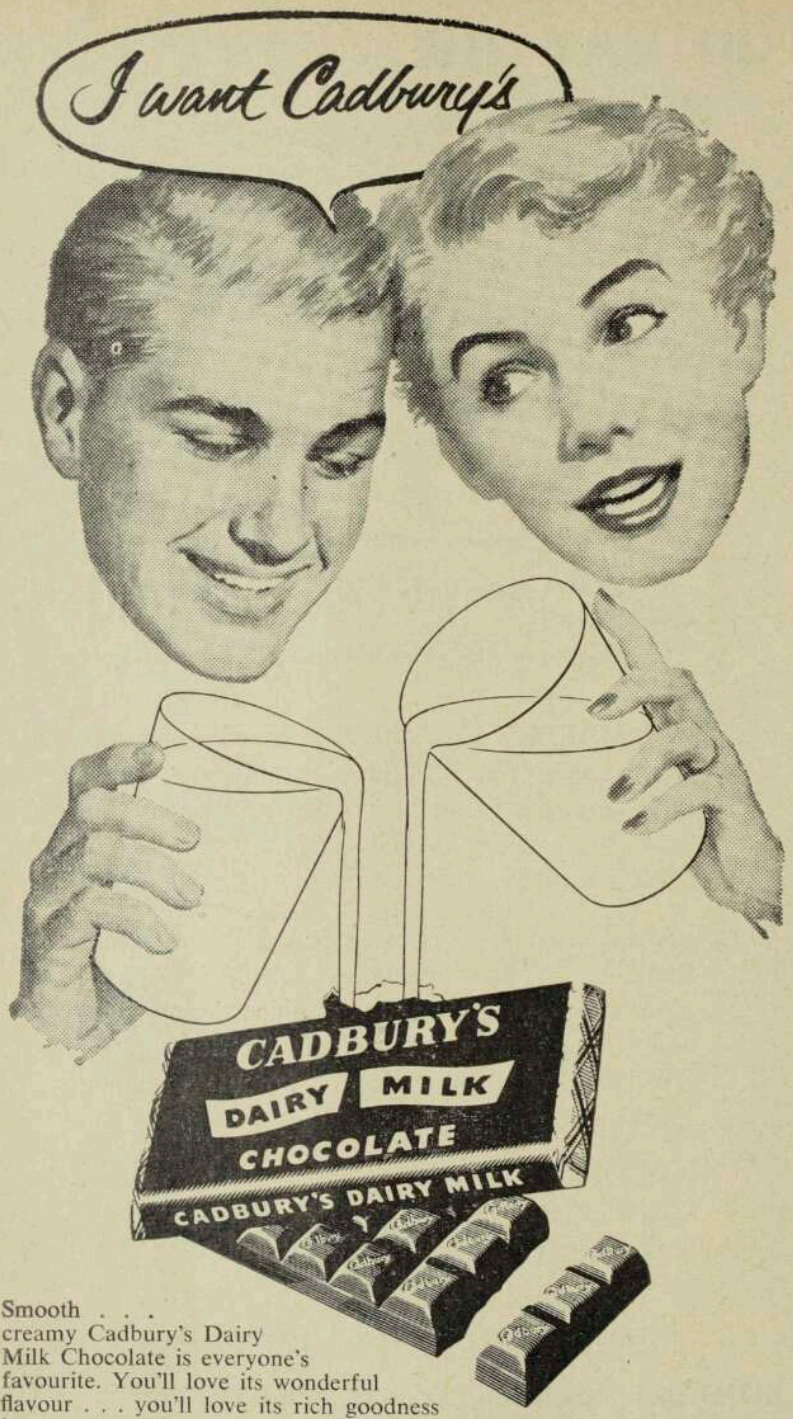
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Tang Mow, Wewak • P. W. Reilly & Co. Ltd., Goroka

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MD2/ZFC/7

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DAIRY MILK CHOCOLATE

as in this, our opening trading perio
has been considerable reorganisation ne

* * *

ENTERPRISE OF NEW GUINEA.—The
the two months to March 31 was 3
retorted gold.

* * *

GUINEA AIRWAYS, LTD.—Net profit
year ended February 28 at £42,649 re
an increase of £6,178. A final div
£24,000, comprising £12,000 on ordi
preference shares, will be paid to the
company, Guinea Holdings, Ltd.

Information on the holding compan
accounts relates only to the issue o
to subscribers of the memorand
articles.

On completion of the proposed exc
shares with Guinea Airways shareho
holding company will pay a dividen
a share (5 per cent.). The dividend
£21,000 of the holding company's c
£420,000. The interim payment of 5
on Guinea Airways shares required £8

Total dividend amount will, there
£29,000, compared with £20,000 for
vious year. This confirms the directo
tations of a 10 per cent. rate when th
reconstruction was announced.

The latest result is after tax £27,0
£1,000) and depreciation £15,000
£1,725).

* * *

LOLOMA (FIJI) GOLD MINES, NL.—
pany, with King Island Scheelite (19
and United Uranium, NL, has been
24,000 square miles prospecting ar
of the Mt. Isa Mines northern lea
liminary geological investigation was
ing, United Uranium reports. On th
Star lease, under option at Tenna
sampling has given gold assay v
further investigation.

* * *

NEW GUINEA GOLDFIELDS, LTD.—TH
ing director of NGG, Mr. J. Hohne
Pt. Moresby recently that the swing fr
ground methods to open-cut mining at
leases would mean the progressive
of about 1,700 native employees. Ho
felt that the company's coffee projec
in which NGG has been engaged
years would absorb some of this lab
company recently imported a coffee-
their Wau plantation). The company
been interested in mining in the Kain
(NG Eastern Highlands) for the past
and native and European miners
wanted there. The company will
leases they have pegged. Kainantu
sidered a low-grade ore proposition.

* * *

PAPUAN APINAIPI PETROLEUM CO
The directors have made a second c
a share on the whole of the contribut
of the company, making these shares
The call is due and payable on Ma

* * *

PLACER DEVELOPMENT, LTD.—A
dividend of 50 cents (Canadian) a
declared on April 30, payable to
holders registered in the company's
May 23. The dividend will be paid
offices on June 20. Payment from t
office will be made in Australian
calculated at the rate of exchange
May 24, 1957. Dividend payable
residents of Canada will be subject t
Absentee tax of 15 per cent.

* * *

SANDY CREEK GOLD SLUICING, LT
February and March about 67 oz of
recovered from about 4,000 cubic
material treated.

* * *

SANGARA (HOLDINGS), LTD.—Thi
company for Papuan rubber and coc
is paying an ordinary dividend of
cent. for the year ended January
the first ordinary dividend paid
Sangara venture began in 1938.

The operating company, Sangara

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evelopment Co., Ltd., made £33,345 net for the year ended October 31, after off £4,483 depreciation. Of this, 1 was paid as a dividend to the holding y which shows a net profit of £24,014 year to January 31.

operating company's profit for 1954-55 18,618, of which £10,361 was paid to lding company in dividends. During the he holding company paid arrears on nce shares, requiring £13,768.

rence dividend of 6 per cent. for 1956- quires £4,589 and ordinary dividend £14,626. This leaves £493 carried compared with £9,463 brought in.

directors say that rubber output for the se by 106,000 lb to 475,218 lb, and output by 1,400 lb to 4,453 lb. A 10,000 high yielding rubber seeds were d from Malaya and established in a

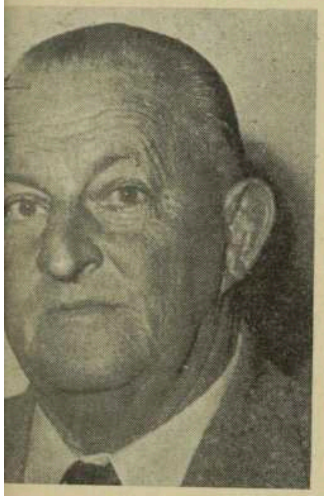
37 acres were planted out with this elding rubber and some areas which maged by the Mt. Lamington eruption so been replanted.

directors added that in January two ders, Messrs. J. Wallace and E. H. gh, visited the plantation and said re satisfied with its operation.

* * *

OIL, LTD.—The 3,993,000 5/- shares for public subscription have been among 6,500 shareholders in Australia seas, the directors report.

va Visitor to Sydney



Hay, of the Suva City Council department, who is at present on e. After spending three weeks in he went to Auckland to visit his n, who is at the Teachers' Training dmore, and daughter, Margaret, who ved at the Auckland telephone

f the four men who walked -time famous Kokoda Trail e Easter holidays, Kevin use, aged 17, is believed to f the youngest ever to have e trip. Armed with maps pass, the men did the 30- lk in 5 days, in heavy rain ough thick jungle.

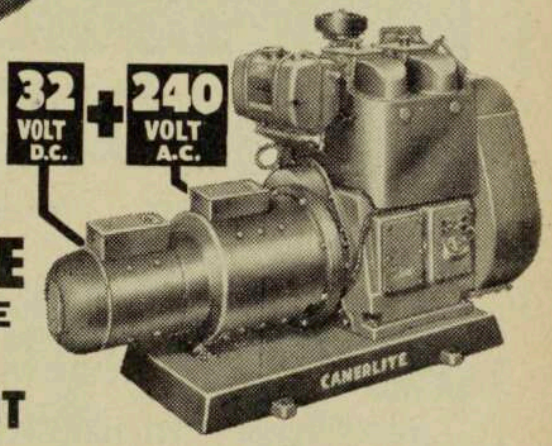


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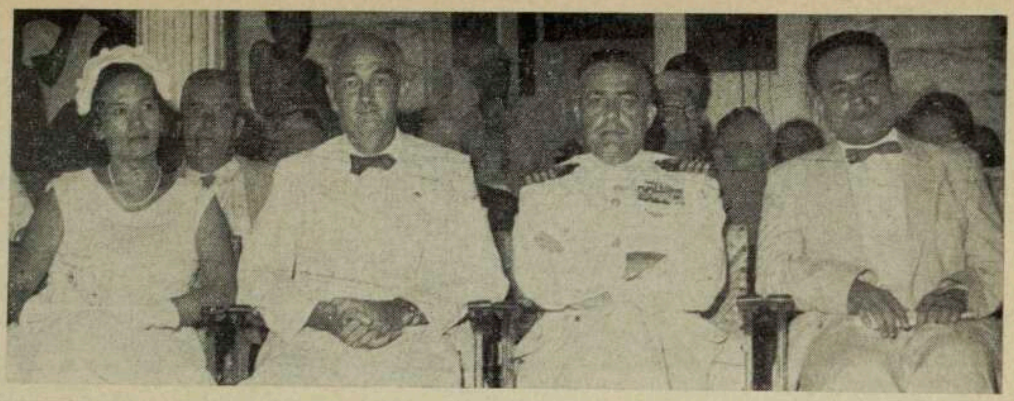
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emony in Pago Pago

-raising Day (April in Pago Pago, can Samoa, was ed this year by ligh Commissioner estern Samoa, Mr. Powles (second left). Others in otograph are Mrs. n; Commodore Dwyer, USN; and or P. T. Cole- of American

o: Pan American



Zealand's Extraordinary Attitude to Islands Residents Seeking Medical Aid

cases have recently come to notice of *PIM* concerning l known and respected ts of the Pacific Islands—one ahiti and one from Tonga— ve been required by the New l Government to lodge large f money before being per- to enter the Dominion for treatment.

demands appear to be de- to prevent non-residents be- a charge upon the State; y be related in some way fact that New Zealand is, n minor way, a welfare State, g free medical services, enefits and a high rate of to its residents. The net n the two cases dealt with e embarrassment, inconveni- nd certainly resentment. s of the Eastern Pacific look Zealand for medical and id, as residents of the Pacific look to Australia.

ently the smart thing, so ew Zealand is concerned, is on a visitor's permit, and into hospital.

sident from Tahiti who re- medical attention is Mr. Nordman, who is suffering taracts on his eyes. From 0 bond was demanded and understand, has now been d.

resident of Tonga, no less 0 was demanded. Our New correspondent who has in- nto this case has been in- by the victim's sister that ukualofa doctor's advice he to go to Auckland, enter have a complete check-up eed be, an operation. He applied for permission to e country and was informed would first have to deposit of £500. He calculated that l require at least another travelling and medical ex- nd would also need to leave nother £200 to carry on his while he was absent. This of ready cash he did not

As he did all his banking with the Bank of New Zealand he asked the Bank to check up on the matter in New Zealand, or go bond for him as he wished to be in NZ only three months.

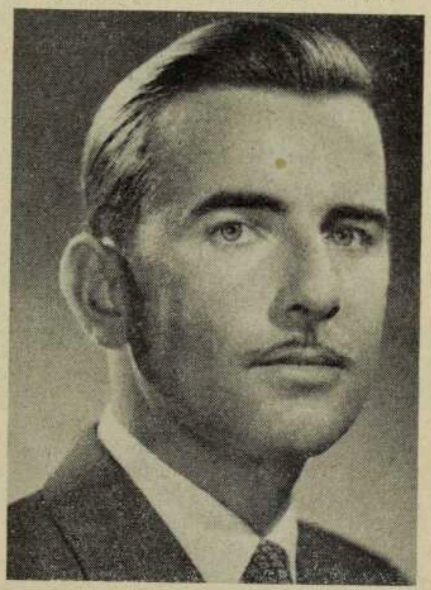
The Bank replied (so we are informed) that the deposit was required by law from anyone in ill-health and that the Bank could not help him.

This man has now decided to enter hospital in Suva, where there is no red tape.

Islands residents, particularly those of part-European descent, have complained frequently to *PIM* of the insolence they have encountered from immigration officers in New Zealand. But this is the first time we have heard that the Dominion now puts a price on its medical aid and that if you cannot pay up first, you can die at home as far as the New Zealand Government is concerned.

It should be noted that neither of these men wanted free medical attention. They were prepared to pay for that. But what they did object to was having to find a large sum in cash simply to establish their bona fides with the Government.

Businessman Visits P-NG



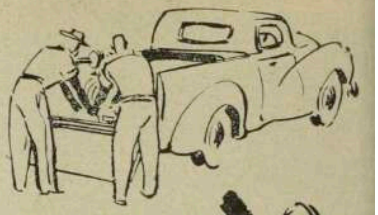
Mr. Keith Braybon of Braybon Bros., electrical engineers of Sydney, who will leave Sydney for Port Moresby and outposts in early June. He will stay four weeks in the Territory and visit Lae, Madang, Wewak, Rabaul, Goroka and Minj.

† Mr. J. B. Sedgers, managing director of New Guinea Co. Ltd., Rabaul, came to Australia this month for leave.

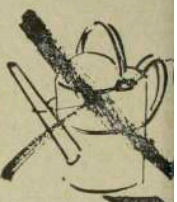


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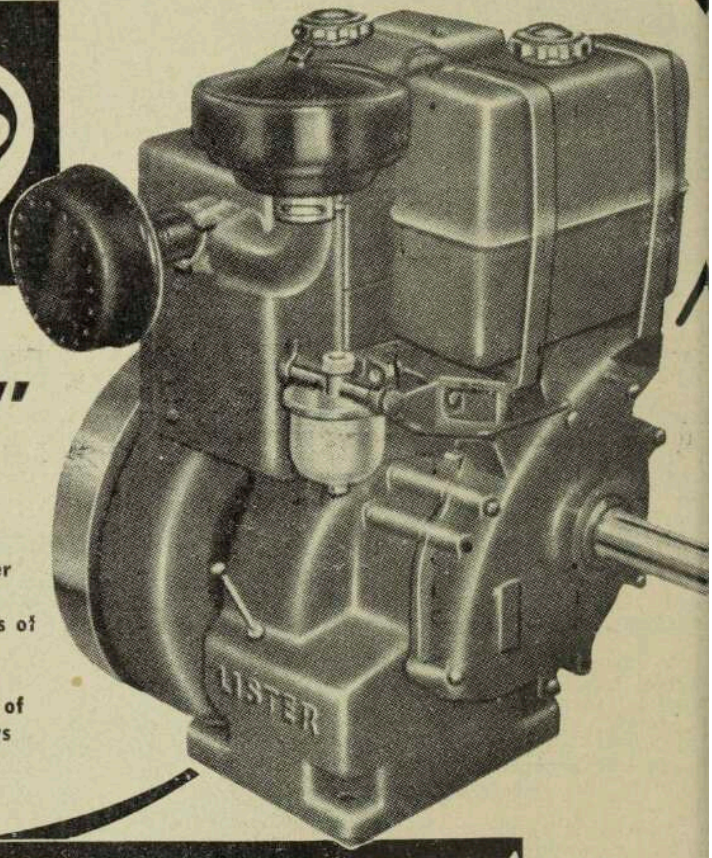


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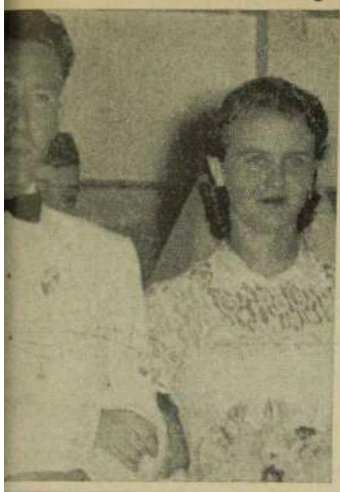
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ands Weddings





Mr. Anatole married Miss rown at St. rt Moresby, on

Mr. and Mrs. McEvoy leave man Catholic Port Moresby, r marriage on . Bride was ian McGarry. Papuan Prints.)

Miss Emma , daughter of Mrs. A. J. of Suva, Mr. Henry the Methodist uva, on March s on the office he Fiji Broad- mmission. She the vocaliste of the Colter ythm Sextette, s on the air

the wedding e couple left ch under a h of honour by Mr. Bob BC Technician nd Mr. John oth guitarists extette. The also is a and member tette. (Photo: g).



THE OLD ORDER CHANGING IN FIJI

Scott Home Bought By Indian Investor

THE old home of the Scott family, well-known "Holkham", in Bau Street, Suva, was sold recently to Mr. Hemraj, a prominent Indian (Gujerat) investor, for a price reported to be close to £18,000.

The property consists of a very large bungalow, surrounded by lawns and gardens, and about 20 acres of grounds, in the older part of Suva's residential district. It was occupied for very many years by the late Sir Henry Scott and his family; and Sir Henry died there last year.

It is not known how Mr. Hemraj proposes to treat the property; but it is presumed that he will at least partially subdivide it—being so near the centre of the city, it clearly has much value as a site for residences. It was reported in April that he had already sold three acres to the adjoining Marist Brothers establishment.

Little by little, a large proportion of the alienated land in the town areas of Fiji—especially Suva—is passing into Indian ownership.

The Indians are showing considerable enterprise in constructing new buildings of flats, and in reconditioning old residences for use as flats. This has been a contribution to the solution of the housing problem. The latter is still acute—but not as acute as it was.

FLUTTERS IN NH

Sudden Interest In Mining

AT least three organisations or individuals are prospecting for manganese on Efate in the New Hebrides. Three planters in one area have formed a syndicate at Undine Bay in the north, the Makatea Phosphate Co. is prospecting another area, and another planter had a geologist up from Sydney to make an inspection.

There does not seem to be any doubt that there is manganese in large quantities, but most of it is in the inaccessible native areas.

The planters in the syndicate have signed an agreement with the natives so that the latter will be fully protected if the area is exploited.

The advent of the Makatea Co. into prospecting is not altogether unexpected for it has been reported that supplies of phosphate on Makatea are running out.

The opinion has been expressed that there is gold on Efate and one or two other islands, but that lack of access to the jungle has made exploitation difficult.

Observers believe that more than manganese is involved in legislation recently passed to control "mining activity."

Within the last two months the Makatea Phosphate Co. has started building a dock at Vila. Last September and October the company was prospecting in an area between 10 and 15 miles away from Vila.

† Mr. Bill Nicholson, formerly electrical engineer to the Suva City Council, was badly burned at his Newport (Sydney) home just before Easter and was two weeks in hospital.

¶ Bishop Francis John Doyle, newly consecrated Roman Catholic Bishop of Eastern Papua, returned to his diocese from Queensland at the end of April.

The Pacific Islands Society

(Founded 1937)

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

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

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY, Box 2434, G.P.O., Sydney.

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Deaths of Islands Pe

MRS. S. HORTON

Residents of Norfolk Islan shocked on April 11 when Horton, the wife of the Rev Horton, the Anglican vicar following the birth of their child.

Mr. and Mrs. Horton had to the Island a year previou a newly married couple and two young people quickly en themselves to residents.

Showing great fortitud assisted by the Rev. Mr. Ba the Methodist Church, Mr. conducted his wife's funeral at All Saint's Church, and graveside.

MR. MARCUS ESTALL

An old and respected resid Rarotonga, Mr. Marcus Estal there on March 26, aged 77. H Tahiti, in 1881, Mr. Estall the Tuamotus when that Gre struck by the severe hurric 1902. Two years later, at t of 23, he settled at Rarotong

Mr. Estall is survived b children—Messrs. James, ar Estall, of Rarotonga; Mrs. M. of Rarotonga; Mrs. D Reid, o ington; Mrs. McVregh, Mrs Campbell, Mrs. L. Grey ar Arthur Estall, all of Auckla Mr. William Estall, of Wa NZ.

MR. BEN ALLEN

One of the best-known of the Burns Philp Lin Benjamin Allen, died in Syd March at the early age of 5

Mr. Allen joined the se staff of BP in May, 1925, and course of his career serv *Marsina*, *Montoro*, *Mul Morinda*, *Macdhui* and *Bulo*

He was on the *Macdhul* du war until she was bombed Japs and set afire in Port M

Owing to ill-health, he l sea in December, 1954.

He is survived by his wi one daughter.

MR. P. COSTELLO

The death of Mr. Pat is reported on page 73, this

MRS. NORMA VICAR

The death occurred in Mel Victoria, on April 26, of Mrs. Vicary, of Madang, New Guin is believed to have been early 40's.

Mrs. Vicary was the wife Roy Vicary, an agricultural of Madang, NG. Both were v known in the district.

She is survived by her h and by three children, te Pamala and Beverley; and who is about 7.

LADY ELLIS

The death occurred in Au New Zealand, on April 28 Ellis, widow of the late Sir

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the man responsible for the very of phosphate on Ocean nd Nauru.
y Ellis was a prominent h and social worker and 60 ago she became the first ary of the New Hebrides n, the forerunner of the yterian Overseas Mission.
is survived by her daughter, G. R. Milne, of Wellington,

MR. G. S. ROWLEY

of Fiji's best known business Mr. G. S. Rowley, the Ba er of the CSR Company, died ly in Ba on April 26. He was rs old.
Rowley went to Fiji 30 years a chemist; and practically service was given in Ba and as chemist and manager. In e was manager of the Pine-Canning Division of the CSR Lautoka.
Rowley took a keen interest ling and golf, and was gener-pular. He leaves a widow wo daughters—Mrs. Walter n, of Labasa, and Mrs. t, who lives in New Zealand.

AR TRADER RETURNS
RIEND

Banno's New Business in Fiji

NG the busier merchants traders in Fiji to-day is Banno, a Japanese. He is own and appears to be regarded.

ct, some of the Europeans lians who are interested in merous manganese mines Viti Levu look upon him something approaching —he has been buying so anganese for Japan that he e something towards holding local price of the ore.

is the Mr. Banno who, the unfortunate incident l Harbour in December, aded in Tonga and other agoes thereabouts, as Banno

M pointed out more than the years before the Pacific anno Brothers seemed to epresentatives everywhere; the interests of trade, they a great deal about the and organisation of our Pacific islands.
nno has informed pre-war here that during the war n the Philippines; and that, the war, he and other business men would like e unhappy affair forgotten. expected that Mr. Banno, he end of this year, will is own trading establish-Suva and Lautoka.

25TH ANNIVERSARY OF PARIS-N. CALEDONIA FLIGHT

A SHORT ceremony led by the High Commissioner for France in the Pacific, M. Aime Grimald, marked on April 5, the 25th anniversary of the first Paris-New Caledonia flight.

The ceremony took place before the monument (at the entrance to the Tontouta aerodrome) which commemorated this event.

On April 5, 1932, the two-engined plane built by Couzinet and called the "Biarritz" landed at Tontouta after a flight of 134 hours flying time, but 28 days out from Paris. Unfortunately the plane on landing was badly damaged. The crew of three consisted of De Verneil, pilot; Deve, navigator; and Munch, engineer.

By way of contrast, the regular plane of the French line TAI, a Douglas DC6, left the aerodrome during the ceremony and would land it's passengers in Paris just two days later.

† The Pacific Islands Society met on April 23 at 77 King Street, Sydney. The guest speaker was Sister Margaret Evans, of the Royal North Shore Hospital, who spoke of a recent trip through Spain and Portugal and illustrated it with a colour film.

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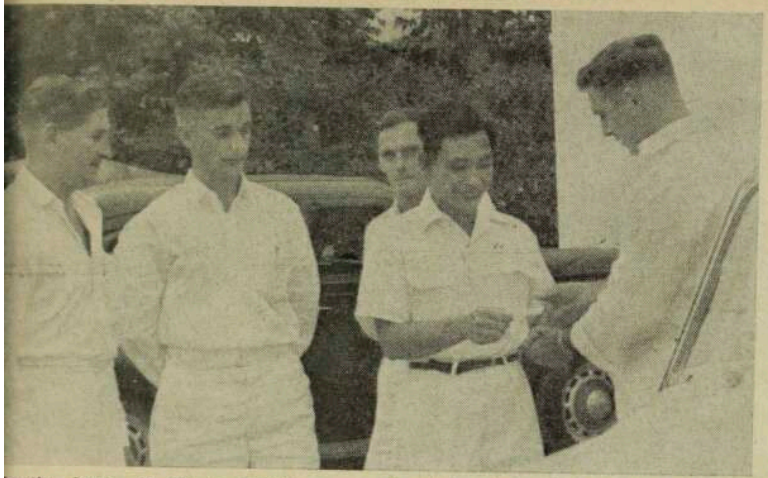
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Lucky Holden Winner in Rabaul



imothy Seeto, of Rabaul, receives a en car, prize in a raffle held recently abaul Aquatic Club to raise funds for use. The club was formed last July ld soon be in a position to organise peed-boat racing.

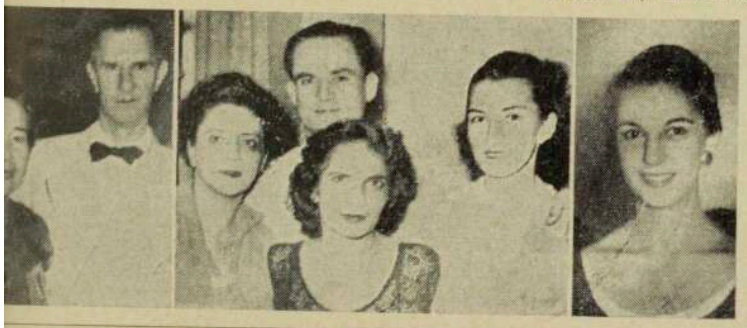
The photo shows, from left to right: Club president, Mr. Graeme Blake, secretary, Mr. Preston Crothers, treasurer, Mr. Les Pipes, Holden winner Mr. Timothy Seeto, and seller of the winning ticket and Club vice-president, Mr. Mike Flynn.



t visitors to a Polynesian Association gathering in Sydney were, top (left to right): e Blacklock and Gordon Carey of Suva, Fiji. Mr. and Mrs. Hugh Ormsby of New Club chieftainess Mrs. Norman Light, of a NZ, Bay of Islands chiefly family, and Mrs. lm, who was Alma Young, of Norfolk Island, descendant of one of the "Bounty"

(left to right): Mr. and Mrs. Alf Lussick. Mrs. Lussick is from Apia, W. Samoa, and ell known in New Guinea. Monsieur and Madame Helme of Tahiti and New Caledonia, me M. Rolland and Madame B. Doudoute, also of Noumea. Miss Jeanette Morgan, f Mr. and Mrs. Dave Morgan, of Fiji.

Photos: Bayside Studios.



s of monkeys having been different parts of New a have been coming in to It is feared that these may have been taken into try by the crews on the nickel ships. If monkeys in, they could breed and a pest to planters. How- ere have been monkey New Caledonia before— thought to have been left behind by American troops—but real proof of their existence has never been proved.

† Mr. George Bezar, who has been conducting a popular ex-service-men's session over 1ZB (New Zealand) has been seconded for three years to the Fiji Broadcasting Commission as copy supervisor. He will take up his new post this month.

US "INVASION"

This One Did Come Back!

OF the million or so Americans who passed through or fought in the SW Pacific area during the war, the number who have come back to settle could be counted on the fingers of one hand. However, one of those is 45-years-old Mr. Alvin J. Blum, who liked this part of the Pacific so much he came back to set up business—in Honiara, BSIP, of all unlikely places.

But Mr. Blum won't have it that Honiara is at the end of the line.



Mr. Alvin J. Blum.

"We think the only future for economic advancement to-day rests in these islands," he said. "Everything else has been taken up."

The "We" consists of Mr. Blum, his wife, his 23-years-old adopted daughter and his 10½-years-old daughter, at school in Brisbane.

From 1942 to 1945, Mr. Blum was stationed in New Zealand, New Caledonia, New Hebrides, the Solomon Islands, New Guinea and the Philippines. He stayed in America only 18 months after his discharge, and then set out for the Pacific and other parts.

In 1954, after much wandering around, he decided to go into business in Honiara as a taxi proprietor. From this beginning his enterprise mushroomed into a dry-cleaning and laundry establishment,

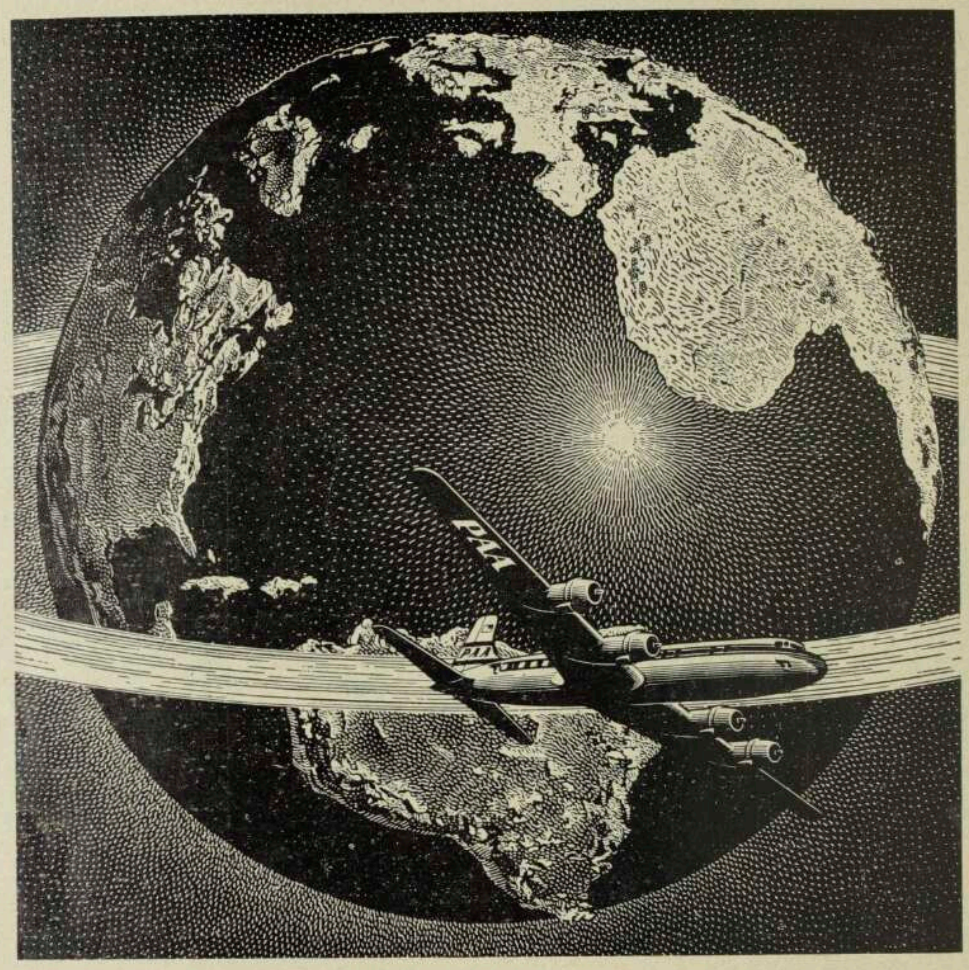
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akery, an ice cream factory, a ery and a frozen foods shop. -day the foundation on which uilt his business (the taxi ser- is gone.

verybody in Honiara has a car," ays.

t his business now has a more foundation, and is a thriving rn. Everything is under one over 2,500 square feet. He ys a staff of 18—11 natives and Europeans.

s. Blum and Mrs. Mills (his ed daughter) do all the bake- work, and turn out anything 300 to 500 2-lb loaves a day. sell their product, which is in electric ovens, at 2/- a Mrs. Blum and Mrs. Mills work at 4 a.m. to have the atch of bread ready at 11 a.m. often they work until mid- to fill all orders.

ice cream factory turns out oduct which finds a ready t, particularly among the s.

the raw and processed ials come from Sydney, which nports through the Islands g firm of Nelson and Robert-

Blum himself is overseer of tivities, and in addition he is sonal charge of the laundry. speaks very highly of the s.

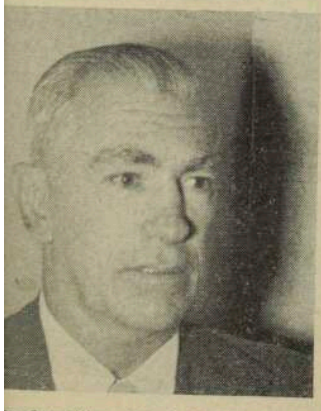
en the right opportunity an contribute to a balanced ," he said.

d if he planned to leave the ns at any stage, Mr. Blum Never. We have our home

Blum came to Sydney last to recouperate after an on, and also attend to some s.

lans to return to the Solomons *Tulagi* about May 24.

n Sydney in May



y Councillor, Mr. J. B. Turner, who ent in Australia for medical treat- Turner, who has lived in Fiji all ay settle in Australia.

FISHING ENTERPRISE

Santo Enlists Japanese Know-How

SANTO, New Hebrides, is to have its fishery enterprise and fish-cannery after all.

Little has been heard of this project for almost a year and at that time it was believed that nothing would come of the scheme, due to anti-Japanese feeling in the New Hebrides and in Australia.

Some British residents were against the fishery because it was based on Japanese know-how; these British residents, through the Australian press were able to stir up some opposition to the scheme in Australia through the well-worn scare line that pockets of Japanese would be established close to Australia's eastern seaboard.

The scheme to catch and can tuna in Santo with the aid of Japanese fishermen and technicians was the brain-child of Mr. D. J. Gubbay, and it was fully set out in the *PIM* of May, 1955. The original scheme may have been modified since then, as it is now stated that the cannery side of the project "involves a French canning company, Compagnie Parisienne Sunbel." D. J. Gubbay & Co., in the fishery part of the project is associated with Nanyo Boeki Kaisha.

Work is now in progress on a wharf at Palikula (SE Santo) and also a refrigeration plant that will be able to turn out 20 tons of ice per day. There will be a freezing chamber and cold-storage as well as an ice-making plant. A mechanical conveyor will transport the fish straight from the fishing vessels to the plant.

The bulk of the fish taken and treated for export will be tuna, with some bonito. The fish will be caught by Japanese-owned and manned ships which will operate on 12 months contracts before returning to Japan for overhaul, etc. There are at present 15 Japanese technicians at Palikula supervising the erection of the freezing plant; 34 more are expected to be given 3-years entry permits pending the time when local people, native or Tonkinese, are trained to operate the plant.

Mr. Gubbay first became interested in the idea of a local fishery and cannery when the American canners, Van Camp, successfully established themselves at Pago Pago under a similar scheme of co-operation with Japanese fishing boats. It is well known that New Hebrides waters are fished by the Japanese. Mr. Gubbay thought that it would be a good thing if some of the fish from local waters were diverted to the enrichment of the Hebrides.

It would be a much better solution all round, of course, if the New Hebridians themselves bestirred themselves to large-scale fishery with the diligence, enterprise, skill and endurance of the Japanese. But so far as we know, no Hebridean has shown the slightest disposition to do this. And neither has any other native of any of the other South Pacific islands.

Teal Withdraws From Tongan Service

FOR the second time Tonga has been cut off from air-communication with the outside world. Tasman Empire Airways has announced that from June, the flying-boat service between Suva and Nukualofa will cease at the request of the Tongan Government.

Tonga has recently had built in Holland a small vessel called the *A'oniu* for the Tonga Copra Board. It was announced last month that she would maintain a service between Suva and Nukualofa. However, she is not due in Tonga until December, 1957, so in the meantime Tonga will have to make do with the regular visits of the USS Co.'s motor-vessel *Tofua* for travel beyond the Kingdom.

TEAL has been running an irregular flying-boat service for about four years. At one time a regular service with DC3 aircraft was maintained by National Airways Corporation of New Zealand. The Tongan Government then decided to stop the service on the grounds that it was costing too much and it was of no use to Tongans, anyway, but only to Europeans.

CORAL ROUTE AIR FARES UP

TEAL made another announcement in April—this time that Coral Route fares would rise from May 1.

It will now cost £NZ107/10/- or £NZ10 more to fly from Auckland to Papeete and about £NZ2/10/- more to fly from Auckland to Apia. There will be no increase on the Hibiscus Service (DC6 aircraft) between Auckland and Nadi, Fiji.

European air-fares rose by 5 per cent. on May 1. This is not expected to have any effect on international airlines operating in the South Pacific—yet.

LAVE IN CANADA

KITIONE LAVE, heavyweight Tongan boxer, is at present in Canada undergoing an intensive course of coaching and training.

His manager, Mr. Vin Conboy, has complained that Lave has been consistenly sidestepped by British heavyweights but that negotiations had begun with a Canadian syndicate to take Lave nearer his ambition of fighting for the world championship.

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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 4 cents lb. ($US89.6 or £A40 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 May 7 was steady at 6,000 Pac. francs (£A42) delivered Vila/Santo. European price, May 3, 67,000 Met. francs (£A84/5/- approx.) c.i.f. per short ton.

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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 May 8 was £Stg.192/10/- per ton, c.i.f. London.

P.-N.G.:—Good grade £220-£230 ex wharf, Sydney.

W. SAMOA:—May 8: £Stg.200, f.o.b.

COFFEE:—P.-N.G. May 8: Top grade 6/7 per lb.

PEANUTS:—P.-N.G., May 8: Kernels 1/10 - 2/- lb.; Virginia bunch, in shell, large, well cleaned, 1/8 per lb. del. Sydney; other 1/5 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on May 7 was: No. 1 RSS, spot, 89¼ Straits cents (31-2/3d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on May 8: 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.w.; under 5 tons £61/10/- per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £67/10/- per ton, f.o.w.; under 5 tons, £68 per ton. **Other Pac. Islands:** Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—Prices between the majority of the Torres Strait producers and Otto Gerdau Co. (USA) for 1956, remained as for 1955 (1957 prices not yet fixed), i.e.: Sound grades £A736; D, £A390; E, £A300; EE, £A225; all f.o.b. Australian ports; May 7, 1957, quotation by independent pearlers: Sound, £A900; D, £A670; E, £A455; EE, £A260. **Cook Is.-Manihiki:** Apr. 1: Loose shell on beach, £Stg.448 per long ton. Export price, £Stg.800-900 f.o.b. Rarotonga. **Tuamotus,** 175-185 Pac. francs per kilo (£1,000-£A1,060 per long ton) f.o.b. Papeete.

TROCHUS:—One Sydney agent 8 quoted, in store: N. Heb., £A47 £A515; and BSI, £A520, all f.a.q.; quoted: N.G., £A495, ex wharf, Sy

GREEN SNAIL:—Quote No. 1 SW Pacific, in store, Sydney. £A465, subject to rejects. Quote £A460.

LONDON AND U.S. PRICE

Copra:—London, May 7: Straits, fair, merchantable, del. weights United Kingdom-North European May-June, £Stg.63/5/- £Stg.63/15/- (seller). New York, Philippines in bulk, U.S. Pacifi ports, $US160 (seller).

Coconut Oil:—London, May 7: in bulk, c.i.f., United Kingdo European ports, May/June, (reseller). London, May 6: Straits c.i.f., bulk, May/June £Stg.91/1 seller).

Cocoa:—London, Apr. 20: Accra/ bond (buyers), May, £Stg.212/10 ton.

Coffee:—London, Apr. 20: U Uganda native robustas f.a.q. Ap shipment £Stg.253/10/- (sellers) Aug., £Stg.254/10/-; Sept., £Stg. Oct., £Stg.252/10/-, all long to Mombasa.

Rubber:—London, May 7: Spot Stg.26¾d lb, c.i.f. Oct./Dec., 26⅝ 26¼d.

Green Snail:—London, Mar. 14 pore, £Stg.565, Penang, £Stg.560, long ton, c.i.f.

Trochus:—London, Mar. 14: Sa £Stg.585; Singapore, £Stg.600; Si Macassar, £Stg.570; Mergui, £Stg per long ton, c.i.f.

ISLANDS MINING SH

FIJI

	Aug., '39	June, '56	M
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 N tralia on Samoa, basis £100 B. £A123/12/6; S. £A124/10/9. **London,** basis £100 London: B. S. £101/10/-. **Samoa-NZ,** basis £ B. £100; S. £100/10/-. **Samoa-F** £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH (Pt. Moresby, Lae, Rabaul, Goroka Kavieng, Madang, Wewak), **BANK** (branches: Port Moresby, Lae, Rabaul, Madang, Samarai, agencies: Wau, Boroko, Kokop **BANK** (Port Moresby) and NA **BANK OF A/ASIA.** (Port Moresb exchange rate Australia-Papua-N per £A100.

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