

Vol. XXVII, No. 11 (Jun. 1, 1957)

Date : 7/17/26, 8:13 AM

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JUNE, 1957 Vol. XXVII. No. 11

PACIFIC ISLANDS Monthly

276
344

28 JUN 1957



These four young Highlanders, wearing their best bunches of leaves, attend a Highland Gathering of the New Guinea sort. Civilisation has sneaked upon them, however—note the tobacco tin tucked under the arm of the second boy from the right. (See page 84 this issue).

ished 1930

red at the G.P.O., Sydney
mission by post as a newspaper



QANTAS

serves **5** continents



AUSTRALIA



AMERICA



EUROPE



AFRICA



ASIA

Qantas or your Travel Agent will issue one ticket, valid for twelve months, to take you right around the world. You can travel in a hurry, or make stopovers, spending as much time in each country as you like.

Qantas smooths out travel difficulties—of language, foreign etiquette and customs.

Fly to the playgrounds and markets of the world with Qantas, Australia's Overseas Airline.

QANTAS

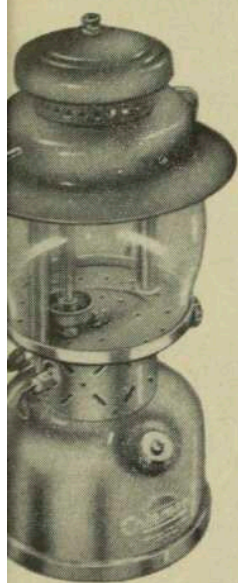
AUSTRALIA'S OVERSEAS AIRLINE

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

Q50.84

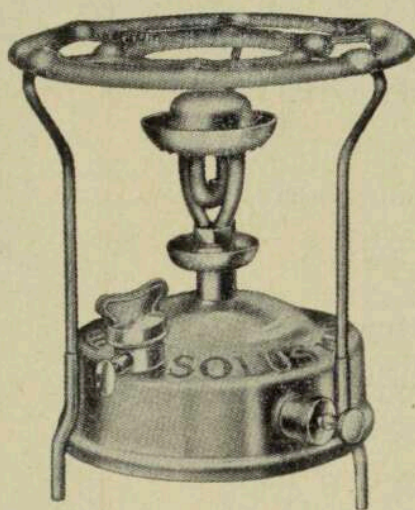
Coleman **Coleman** **Coleman**

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



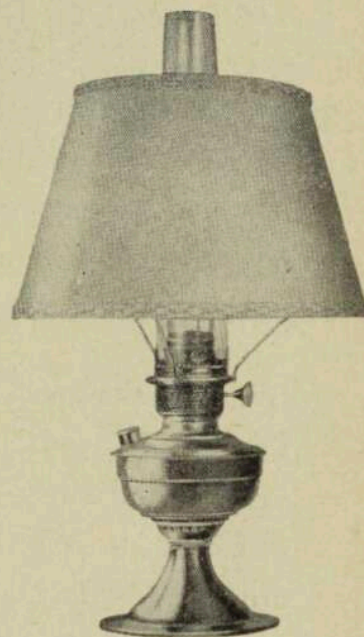
LANTERNS

Designed to withstand heavy usage and exposure to all weathers these lanterns have built in jet cleaning needles, air-seals on pumps and heat shock proof globes. They spill and burn safely in action. Two sizes.



SOLUS STOVES

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



KEROMAN LAMPS

Table lamps of lasting quality finished in polished brass. Burns kerosene and gives a brilliant yet pleasant incandescent white light. Has centre draught feature with heat resisting glass chimney. No pumping or preheating is necessary. Height 24 in. Diameter of base 7½ ins. Weight 3 lbs.

Gillespies' for Service

111 PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

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.

flyin'g's the way to travel

NAC



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



NEW ZEALAND NATIONAL



AIRWAYS CORPORATION

Only LAN-CHOO TEA gives you this

DOUBLE ECONOMY



YOU SAVE THAT EXTRA SPOONFUL

every time you make tea
with LAN-CHOO. That's real
economy!

SAVE THIS LABEL

and share in the LAN-CHOO
BONUS PLAN—over 350 useful
presents to choose from.

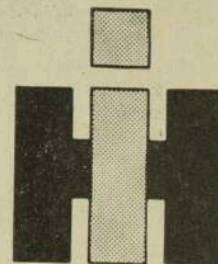


LAN-CHOO

Ceylon's Choicest Tea

Quality-built products from International Harvester in Australia...

I.H. products available from Australia include motor trucks, wheel and crawler tractors, farm equipment and refrigerators. Skilled workmanship, latest design and high-quality components are your guarantee of a long life of trouble-free service.

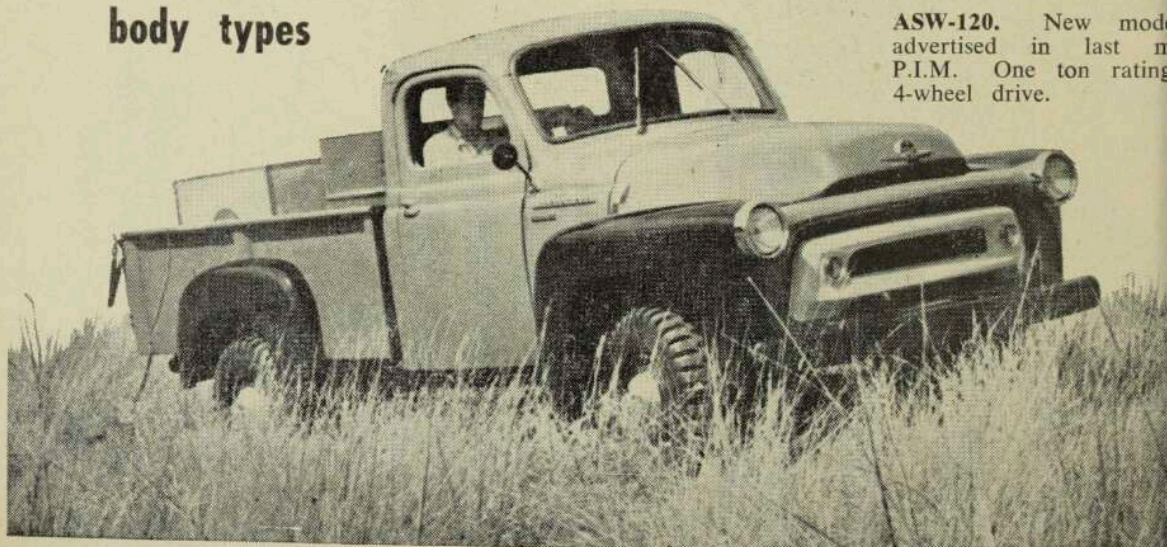


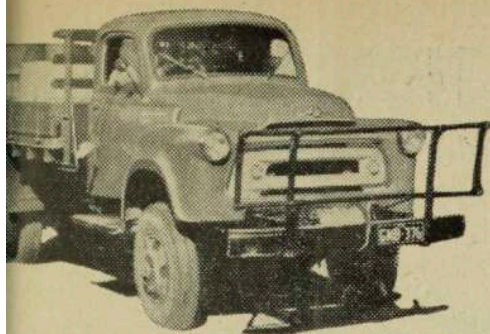
INTERNATIONAL TRUCKS

Standard and
4-wheel drive
models
in a wide
range of load
ratings and
body types

The greatest range of non-dollar trucks available and they're made in Australia — at the International truck works outside North America. The Australian International trucks include models from 12 cwt. up through the range to the AS series 4 to 5 ton—and up to 11 ton rating semi-trailer.

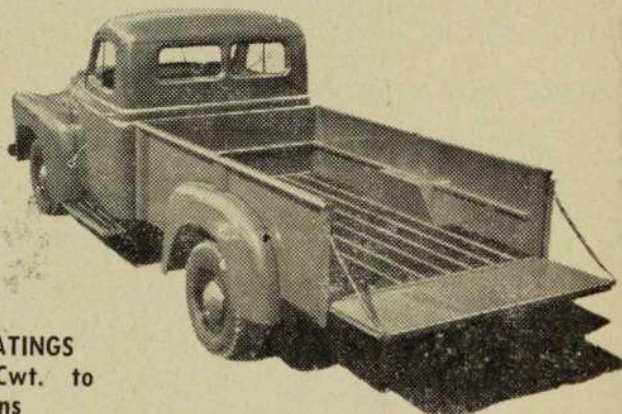
ASW-120. New model advertised in last month's P.I.M. One ton rating 4-wheel drive.



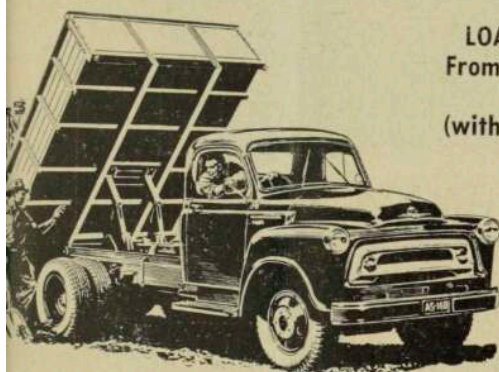


AS-110. A light-duty (12 cwt) truck with an all-steel pick-up body. A smart, economical unit with a steering column gear change.

ASW-160. Bigger capacity 4-wheel drive with a variety of body types including tippers and trays. Its mighty powered 6-cylinder engine is made in Australia.



LOAD RATINGS
From 12 Cwt. to
11 Tons
(with Semi-trailer)



AS-160 Series—Standard drive trucks available with either single or two-speed rear axle. A wide range of body types and a choice of petrol and diesel engines.

BIG RANGE OF I.H. PRODUCTS

available from these I.H. distributors in the S.W. Pacific

International motor trucks. McCormick International wheel and crawler type tractors. Ploughs, harrows, cultivators, earth scoops, rippers, dozers—low-cost feed grinders. Defender kerosene and electric refrigerators.

DISTRIBUTORS:

PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby. **SOLOMON ISLANDS:** Mr. K. H. Dalrymple Hay, Honiara. **NEW CALEDONIA:** Agence Automobile, Noumea. **FIJI, TONGA AND SAMOA:** Burns Philp (South Sea) Company, Limited. **TAHITI:** Hintze and Company, Papeete. **NEW HEBRIDES:** Kerr Bros. Pty. Limited, Sydney. **DUTCH NEW GUINEA:** H. Englebert n.v. Hollandia.

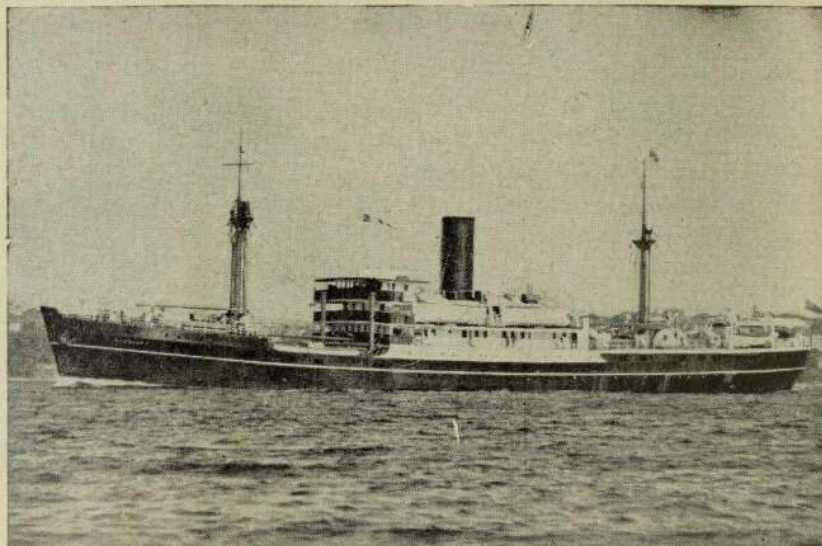
INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

INTERNATIONAL HARVESTER

CT SALES OFFICES IN CAPITAL CITIES. WORKS: DANDENONG AND GEELONG, VICTORIA

THE CHINA NAVIGATION CO. LTD

(A British Company incorporated within the United Kingdom)



NEW GUINEA AUSTRALIA LINE

Passenger and Cargo Liners

Regular Services between AUSTRALIA and NEW GUINEA

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

JAPAN — HONGKONG — NEW GUINEA

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

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

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

Calls at Samarai subject to inducement.

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

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

AGENTS

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: Steamships.
NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Rabaul. Cable: Colyeram. New Guinea Co. Ltd., Kavieng. Cable: "Camohe".
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Willsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
JAPAN: Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.
GENERAL AGENTS AUSTRALASIA: Swire & Yull Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 171
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

Shipping Time-Tables

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

Sydney-Papua-N. Guinea

Malekula sails from Melbourne for Port Moresby, Samarai, Rabaul, Alexishafen, Madang, Lae, Port Sydney. Next Sydney sailing July 2.

Malaita sails from Sydney for Rabaul, Kavieng, Lombrum, Wewak, Madang, Lae, Sydney. Next sailing approx. July 9.

Malolo, modern liner, sails about 4 weeks: Sydney, Brisbane, Port Samarai, Lae, Madang, Lombrum, Rabaul, Samarai, Port Moresby, Sydney. Next Sydney sailing July 16.

Montoro sails from Sydney, for Port Moresby, Samarai, Rabaul, Lae, Port Moresby, Sydney, Melbourne. Next Sydney sailing approx. July 16.

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

Malikang: Left Sydney June 20 for Port Moresby, Samarai, Lae, Madang, Lae.

Malansi: Next Sydney sailing June 20, Brisbane, Rabaul, Kavieng, Lae.

Malchow: Next Sydney sailing June 20, Brisbane, Port Moresby, Samarai, Lae, Port Moresby, Sydney, Melbourne. from Swire and Yull Pty. Ltd., St., Sydney.

Sydney-Dutch N.G.

4 weeks service by MV's Sigli, Silindabo and Sinabang carrying passengers and cargo from E. Australian Hollandia and Sorong, DNG (with

Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Silindabo July 3, Sibigo July 24, Sigli about Aug. 24.

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

Far East-S.W. Pacific-Australia

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

SS Fengning: Southbound due Madang July 3, Kavieng July 5, Rabaul July 7, Lae July 11, Port Moresby July 15.

SS Funing: Southbound due Madang Aug. 11, Rabaul Aug. 13, Lae Aug. 17, Samarai Aug. 21, Port Moresby Aug. 23.

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

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian

ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; south-bound vessels call at Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, and Melbourne, with quarterly calls at Gizo (opt.), Honiara and Vanikoro.

Citos: Southbound due Rabaul July 3, Lae July 6, Brisbane July 14, Sydney July 18, Adelaide July 23, Melbourne July 29.

Milos: Southbound due Lae July 29, Rabaul Aug. 3, Honiara Aug. 6, Vanikoro Aug. 10, Brisbane Aug. 17, Sydney Aug. 21, Melbourne Aug. 26.

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 Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailing from Auckland: July 9.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa,

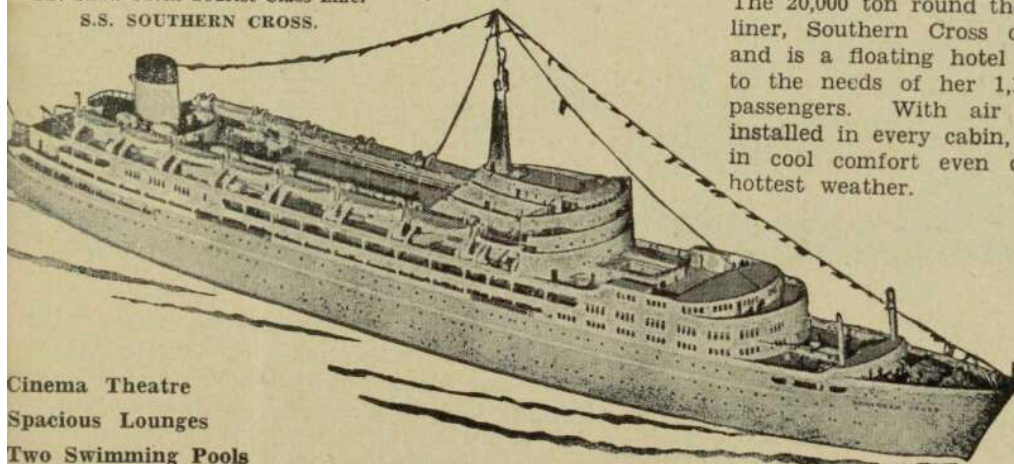
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORSOVA	ORONSAY	ORION
SYDNEY	depart	—	July 12	Aug. 6
AUCKLAND	arr/dep	—	July 15	Aug. 10
SUVA	arr/dep	—	July 18	Aug. 14
HONOLULU	arr/dep	—	July 23	Aug. 20
VANCOUVER	arrive	—	July 29	Aug. 27
	depart	—	July 30	Aug. 27
SAN FRANCISCO	arr	—	Aug. 1	Aug. 30
	depart	—	Aug. 2	Aug. 31
HONOLULU	arr/dep	—	Aug. 6	Sep. 5
SUVA	arr/dep	June 29	Aug. 13	Sep. 13
AUCKLAND	arr/dep	July 2	Aug. 16	Sep. 16
SYDNEY	arrive	July 5	Aug. 19	Sep. 20

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

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



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

Cinema Theatre
Spacious Lounges
Two Swimming Pools
Unencumbered Sports Decks

for full particulars apply: FIJI

Any Branch or Agency of Burns Philp (South Sea) Co. Ltd.,
Head Office: Suva. Cable address: Burnsouth.

TAHITI

Etablissements Donald Tahiti, Papeete.
Cable address: Donald, Papeete.

Travel Shaw Savill

Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailing from Auckland: June 27.
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 Terri-

tories in Wellington, or to any office of the Union SS Co. of NZ Ltd.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, leaves Sydney for Norfolk, Vila, Santo, Honiara, Tenaru, Yandina, Loavie, Pepesala, Somata, Gizo, Bougainville ports. Next Sydney sailing approx. July 9.

Details from Burns, Philp & Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes coming from Marseilles, via West and Panama, call about every six weeks at Papeete, Vila (New Hebrides), and Sydney, and return by same route. At present on this run are the ships, Tahiti, Caledonien and Gent. Next sailing from Sydney: donien June 25, Tahiti August 2.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger services between Sydney and Noumea, the New Hebrides. Next Sydney: Polynesie July 5, August 2.

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

Sydney-S. Africa-UK-Panama Ports-Sydney

Shaw Savill's new one-class all-passenger liner Southern Cross makes four the-world voyages per year, two west-bound, then two east-bound, calls at 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 maintain regular service from Pacific Coast American ports, with sailings on alternate days. Some ports depend on cargoes.

Thorshall: In the Pacific due Papeete June 25-26, Apia June 27-28, Suva July 3-4, Noumea July 5-6, Vila July 10, Townsville July 14, Francisco (inbound) July-Aug.

Thorsisle: San Francisco July 5, Angeles July 12-13, Papeete July 15, Pago Pago Aug. 1-2, Apia Aug. 3.

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, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.

APIA—Morris Hedstrom Ltd.

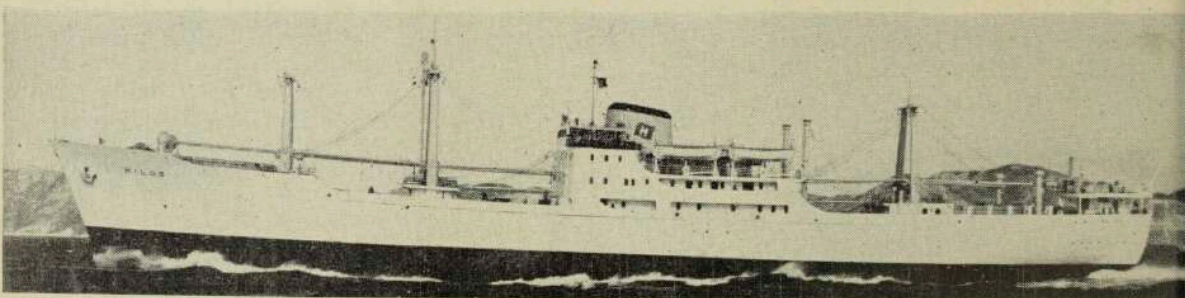
SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

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

AUSTRALIA - WEST PACIFIC LINE



"M.V. MILOS"

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

Quarterly calls are made at Honiara and Vanikoro on the Southbound voyage.

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. Phone: BU 1111. Branch Office at Melbourne: 51 William St. Phone: MB 2840.

AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.

ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomon Islands Trading Corporation.

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

8. Lautoka Aug. 9-10, Noumea Aug. 10-11, Lae Aug. 20-21, San Francisco (in-Sept. 9.
 from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Island Agents.

S-Tahiti-Pago Pago-Fiji-Australia

on-Oceanic Line of San Francisco is a regular five-weeks passenger-service from Los Angeles with the Alameda, Sierra and Sonoma. Terminal ports vary with cargoes. Vessels call at Papeete, Pago Pago and Suva, depending on cargoes. Sailing from Sydney: Alameda about 10, Sonoma early July, Sierra late

Sydney-Fiji-Vancouver

Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operate three times yearly with the 98-passenger vessel Lakemba on the above route. Accommodation: First Class, two-berth cabins. Sailing from Sydney, June 27, to Suva, Lautoka and Honolulu. Sailing from American Trading & Shipping Co., Pty., Ltd., 19 Bridge St., Sydney.

Sydney-(or NZ)-North America

four cargo vessels, Waihemu, Waikawa, and Waitomo, owned and operated by the Union Steam Ship Company of New Zealand Ltd., maintain a monthly service across the Pacific, from Sydney to Suva, Lautoka and Honolulu, and USA ports, via Suva, Nukualofa, and Apia, as cargoes

offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next sailing: Waikawa late 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: San Francisco June 30, Los Angeles July 1, Papeete July 9-11, Auckland July 17-18, Sydney July 21-24, Auckland July 27, Suva July 30, Pago Pago July 31, Honolulu Aug. 5-6, San Francisco Aug. 11. Monterey: Due Sydney June 25-28, Wellington July 1, Papeete July 5-7, Honolulu

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

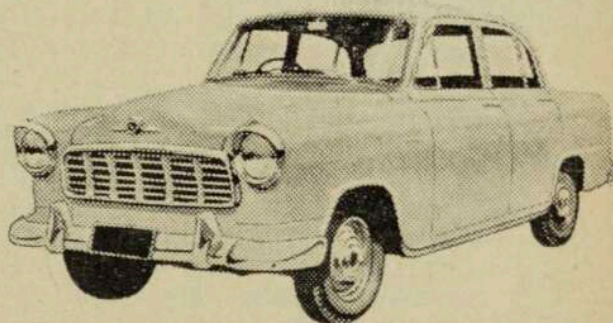
For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., 138 LEADENHALL ST., LONDON, E.C.3.	BURNS PHILP (SOUTH SEA) CO. LTD., SUVA, FIJI
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Own a Car on Your Holidays AND SAVE!

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

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



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

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

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

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

NAME _____

ADDRESS _____

P.I.M.

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., Tues., Thur., Fri.: Sydney, Nadi, Canton Is., Honolulu, San Francisco, Los Angeles, Seattle, Portland.

Mon., Tues., Thurs., Sat.: San Francisco, 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 June 27, July 11, etc.

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 Tue. and Fri. northwards; Wed. and Sat. southwards.

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

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

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

SECTIONAL SERVICES PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

Mon.

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

Tues.

Depart: Townsville, 2.50 a.m. Pt. Moresby, 7.35 a.m.

Tues., Fri., Sat.

Depart: Sydney, 8 p.m. Brisbane, 11.45 p.m.

Wed., Sat., Sun.

Pt. Moresby, 7.35 a.m.

Thurs.

Depart: Sydney, 8 p.m. Brisbane, 11.45 p.m.

Fri.

Cairns, 6.15 a.m. Pt. Moresby, 10.5 a.m.

SOUTHWARDS

Tues.

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

Wed.

Depart: Sydney, 8 p.m. Brisbane, 11.45 p.m.

Wed., Sun.

Depart: Lae, 10.30 a.m. Pt. Moresby, 12.30 p.m. Brisbane, 8.30 p.m.

Fri.

Depart: Lae, 12.45 p.m. Pt. Moresby, 2.45 p.m. Brisbane, 10.20 p.m.

Sat.

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

Sun.

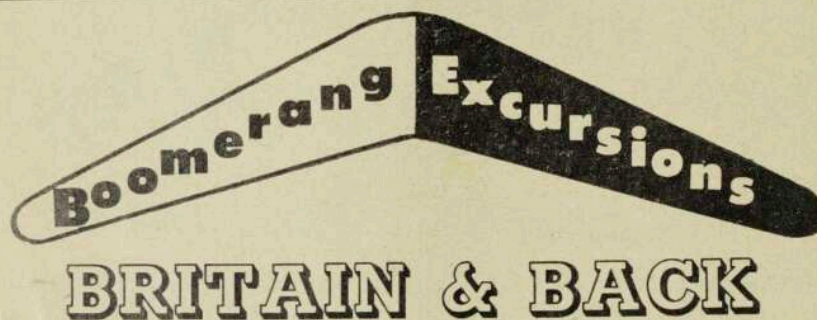
Sydney.

3. P-NG Internal Services

Operated by Qantas

LAKE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (June 26, July 10, 24) Departs Lae 11.00 a.m., calls at Wewak and arrives at 3.30 p.m. Every alternate (June 27, July 11, 25, etc.) Hollandia at 9.30 a.m., and at Wewak and Madang, at 3.20 p.m.



special First Class off-season rates
FROM £ Stg. 290 RETURN

FROM
SYDNEY
1957

24 AUG.: ORONSAY—28,000 tons
25 SEP.: ORION—24,000 tons
18 OCT.: ORCADES—28,000 tons
19 NOV.: ORSOVA—29,000 tons

Boomerang Excursion Tickets, showing savings ranging from 33% to as much as 43% as compared with normal return fares, are available for return from the U.K. between 1 Feb. and 31 May.

ORONSAY—28,000 tons: 27 FEB.
ORION—24,000 tons: 18 MAR.
ORSOVA—29,000 tons: 26 MAR.
ORCADES—28,000 tons: 23 APR.
ORONSAY—28,000 tons: 21 MAY

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1958

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LAKE-MANUS (DC3)
 (June 26, July 10, 24, etc.)
 Dep. 8.00 a.m.: Finschhafen, Rabaul.
 Arr. 3.00 p.m. Manus.
 (June 29, July 13, 27, etc.)
 Dep. 8 a.m. and with calls at
 Finschhafen, Rabaul and Finschhafen.
 Arr. 2.50 p.m. Manus.

MORESBY-KIKORI (Catalina)
 (June 26, July 10, 24, etc.)
 Dep. 8 a.m. Kerema, Vaimuru: Alt. Fri.
 Arr. same day (July 5, 19, etc.).

MORESBY-DARU (Catalina)
 (June 26, July 10, 24, etc.)
 Dep. 8 a.m. Kerema, Kikori: Alt. Fri. returning
 to Port Moresby direct same day
 (July 12, 26, etc.).

MORESBY-SAMARAI (Catalina)
 (June 26, July 10, 24, etc.)
 Dep. 8 a.m. Samarai, Pt. Moresby: Alt.
 (July 2, 16, 30, etc.).

MORESBY-RABAU (Catalina)
 (June 26, July 10, 24, etc.)
 Dep. 8 a.m. Moresby-Moewe Harbour-Talasea-
 alnot Bay-Rabaul, returning via
 ports (June 27, July 11, 25, etc.).

NEW BRITAIN-BOUGAINVILLE
 (Catalina)
 (June 26, July 10, 24, etc.) Rabaul,
 Teopasino, Kieta, Buin. Return-
 same day.

**NEW GUINEA-MADANG-WEWAK-MANUS-
 KAVIENG-RABAU SERVICE**
 (DC3)
 Dep. Lae 6.30 a.m., Madang arr.
 8 a.m. Wewak, Manus, Kavieng.
 Arr. 3.45 p.m. Rabaul.
 Dep. Rabaul 6.30 a.m., direct to
 Lae, arr. 9.25 a.m.
 Dep. Lae 6.30 a.m., Madang,
 Wewak, Manus, Kavieng, Rabaul,
 arr. 3.05 p.m.
 Dep. Rabaul 6.30 a.m. Kavieng,
 Wewak, Madang, Lae, arr.
 3 p.m.

CENTRAL HIGHLANDS (DC3)
 (Lae 7.45 a.m.) to Wapenamunda,
 at any of: Goroka, Nondugl,
 Minj, Mt. Hagen, Balyer R.,
 Wapenamunda. Arrival back
 depends on stops.

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

BULOLO-WAU (D.H. Beaver)
 Mon. 7.30 a.m., Tues. 11 a.m.
 Wau: Mon. 8.55 a.m., Tues. 12.25
 Bulolo is omitted on return flights
 take 30 minutes, Wau-Lae.

BULOLO-WAU-PT. MORESBY (DC3)
 Wed. and Sat. 9 a.m. via Bulolo,
 to Port Moresby, returning via
 route.

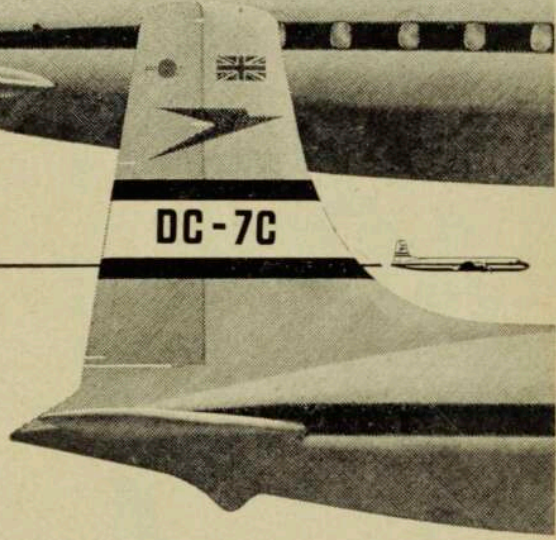
MADANG-GOROKA (DC3)
 Depart Madang 2 p.m., arrive
 Goroka 2.35 a.m., returning same day;
 Goroka 3 p.m., arr. Madang
 4 a.m.

**NEW GUINEA-NEW BRITAIN-
 BOUGAINVILLE (DC3)**
 Depart Lae 1.30 p.m., Finsch-
 hafen 2.20 p.m., arrive Rabaul 4.30
 p.m.
 Depart Rabaul 5.45 a.m., direct
 to Lae, arr. 8.25 a.m.
 Depart Lae 12 noon, Finschhafen
 3.10 p.m., Rabaul 3.10 p.m.
 Depart Rabaul 5.45 a.m., Finsch-
 hafen 8.10 a.m., arrive Lae 8.45 a.m.
 Thursdays (July 4, 18, etc.).
 Lae 8 a.m., Finschhafen, Rabaul,
 Rabaul, arr. 2.55 p.m.
 (June 27, July 11, 25, etc.).
 Lae 8 a.m., Finschhafen, Rabaul,
 Rabaul, arr. 2.55 p.m.
 (June 28, July 12, 26, etc.). Dep.
 1.30 a.m., Madang, Goroka, Lae,
 arr. 2.20 p.m.
 (July 5, 19, etc.). Departs
 1.30 a.m., Madang, Goroka, Lae,
 arr. 2.20 p.m.

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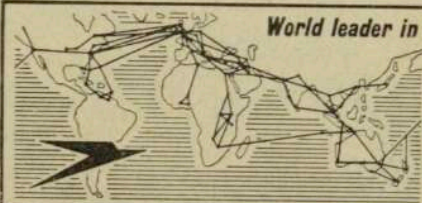




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Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Tues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.
Wed.: Depart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

4. Aust.-Dutch N. Guinea

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5. N. Guinea-Solomons

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

Mon. (June 24, July 1, 15, 22, 29, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.
Tuesday (June 25, July 2, 16, 23, 30, etc.) Honiara dep. 7 a.m.: Yandina, Vella Lavella, Buka, Rabaul, Lae, arriving 3.35 p.m.

6. Paris-Saigon-Noumea-Auckland

By Transports Aeriens Intercontinentaux. DC6B aircraft depart Paris every week (June 24, July 1, etc.) for Athens, Karachi, Saigon, Darwin, Brisbane, Noumea, Auckland. Leaves Auckland on return June 28, July 5, etc.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

By Qantas, with Skymasters
Alt. Sat.: Dep. Sydney midnight, arr. NI 6.45 a.m. Sunday; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. Alt. weeks makes NI-Auckland-NI flight. (See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters
(Three flights every four weeks)
Thurs. (June 27, July 11, 18, 25, etc.) Sydney dep. 11.30 p.m., arriving Tontouta, 7 a.m. Fri. (June 28, July 12, 19, 26, etc.)
Fri. (June 28, July 12, 19, 26, etc.) Tontouta dep. 9.00 a.m., arriving Sydney, 2.50 p.m.

10. New Caledonia-New Hebrides

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

Saturdays: Depart Tontouta 8 a.m. Vila 10.20 a.m., arrive Santo 12.15 p.m., depart Santo 1.30 p.m., arrive Tontouta 4.40 p.m.

11. New Caledonia-F Wallis Is.

TAI with DC3 Aircraft
(Irregular Service)

Next flights: July 7, Sept. 1, Nov. 1

12. Norfolk Is.-Auckland

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

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

Tue., Wed., Thu.: Departs Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Sat., Sun.: Dep. Auckland 11.30 a.m., arr. Sydney 3.00 p.m.
Sun.: Dep. Sydney 10.00 a.m., arr. Auckland 5.00 p.m.
Tue., Thu.: Dep. Sydney 3.00 p.m., arr. Auckland 10.00 p.m.
Mon., Fri.: Dep. Sydney 11.30 p.m., arr. Auckland 6.30 a.m. next day.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

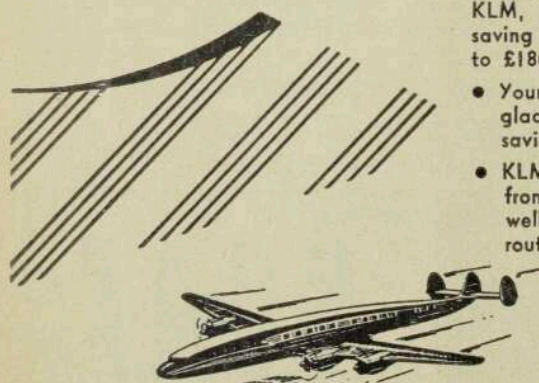
Mon./Fri.: Dep. Christchurch 5.30 a.m., arr. Sydney 8.40 p.m.
Mon.: Dep. Sydney 8.00 a.m., arr. Christchurch 3 p.m.
Wed.: Dep. Sydney 3.00 p.m., arr. Christchurch 10.10 p.m.

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6. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.
Dep. Auckland 4.15 p.m., arr. Nadi 9.15 p.m.
Dep. Nadi 9.30 a.m., arr. Auckland 2.30 p.m.
Dep. Nadi 12.30 a.m., arr. Auckland 6.30 a.m.
Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.

American Airways, with Skymasters
Dep. Auckland 3 p.m., arr. Nadi 10.15 p.m.
Dep. Nadi 9.45 a.m., arr. Auckland 5.10 p.m.

17. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.
Normally fortnightly, with extra as required.
Suva Thurs. 9 a.m., crosses date-line, arrives Satapuala (W. Samoa) 1.55 p.m., departs Thurs. 2 a.m., arrives Aitutaki (Cook Is.) 7.30 a.m., departs 9.30 a.m., arrives Papeete 2 p.m. Departs Papeete Sun. 11 a.m., arrives Aitutaki 11 a.m., departs 12.30 p.m., arrives Satapuala 5 p.m. departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m.
Suva June 28, July 5, 12, 19, 26, 8, 29. Leaves Papeete June 30, 15, 21, 28, Aug. 11, Sept. 1.

18. 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 July 4, 23, Sept. 9, crossing International Date Line and leaving Satapuala July 3, 22, Sept. 8.

19. Fiji Internal Airways

Fiji Airways, Ltd., Drover Aircraft.
Suva-Nadi-Suva: Two flights daily except Sun., one 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.

20. French Oceania Inter-Island Service

Régie Aérienne Interinsulaire (RAI), with Amphibious Catalina
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21. N. Caledonia-Loyalty Is. Internal Service

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

22. Micronesia

Trans Ocean Airlines.
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† Chief Judge C. C. Marsack, of Western Samoa, sentenced a Samoan planter, Siala Taukoko, 33, to 15 years imprisonment with hard labour in May. A verdict of manslaughter of his half-uncle had been brought in by the four assessors before whom the trial was held.

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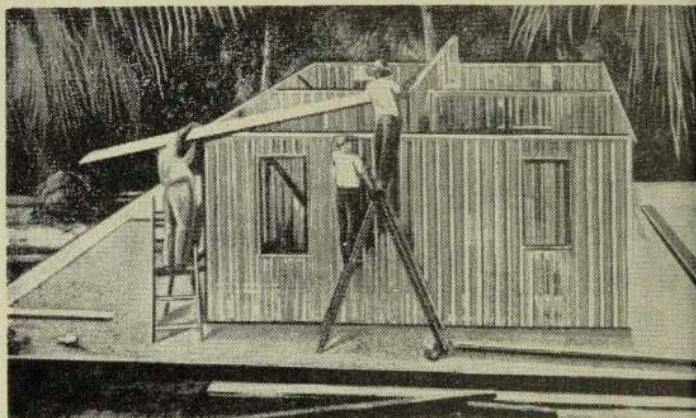
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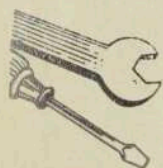
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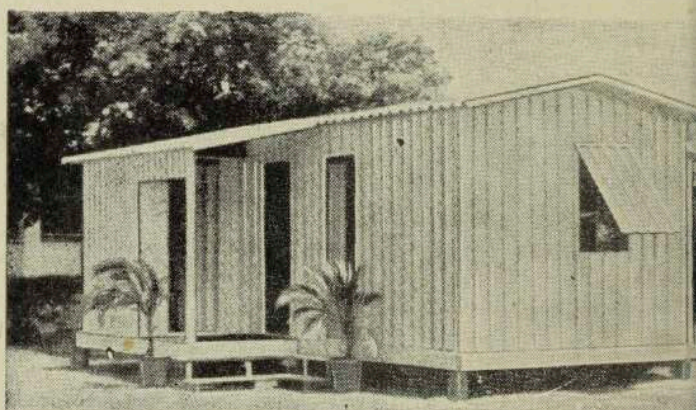
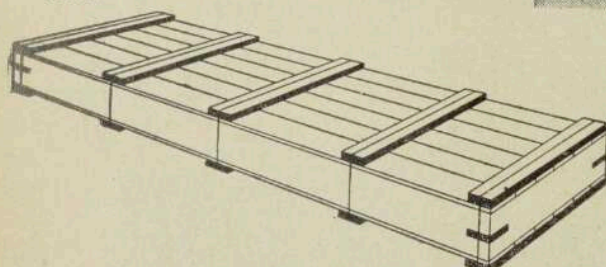


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Publisher:

R. W. ROBSON.

Editor:

JUDY TUDOR.

Manager:

SELWYN HUGHES.

PHONES: General Business,
Advertising, Subscriptions:
MA 9197-8, MA 7101,
MA 4369, MA 1395.

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Publications (New Guinea)
Theatre Building, Fourth St.,
New Guinea, Miss Pat Robert-
son, Manager.

LANCH OFFICE IN FIJI:

Times Building, Gordon St.,
Suva.

PRESENTATIVE IN N.Z.:

Whitcombe, P.O. Box 5179,
Auckland.

PRESENTATIVE IN U.K.:

Wallis, 13 Rood Lane, London,
E.C.3., England.

DURNE OFFICE: Newspaper
247 Collins St., Melbourne,
Victoria.—Tel.: Cent. 2053.

TS: All main trading firms
operate in the Pacific Islands.

**FIJI TIMES AGENCY IN
AUSTRALIA**

Pacific Publications Pty. Ltd.,
Press House, 29 Alberta St.,
(Telephone MA 9197-8), is
Australian Agent for THE FIJI
TIMES, of Suva, Fiji.

Pacific Islands Monthly

No. 11. Vol. XXVII

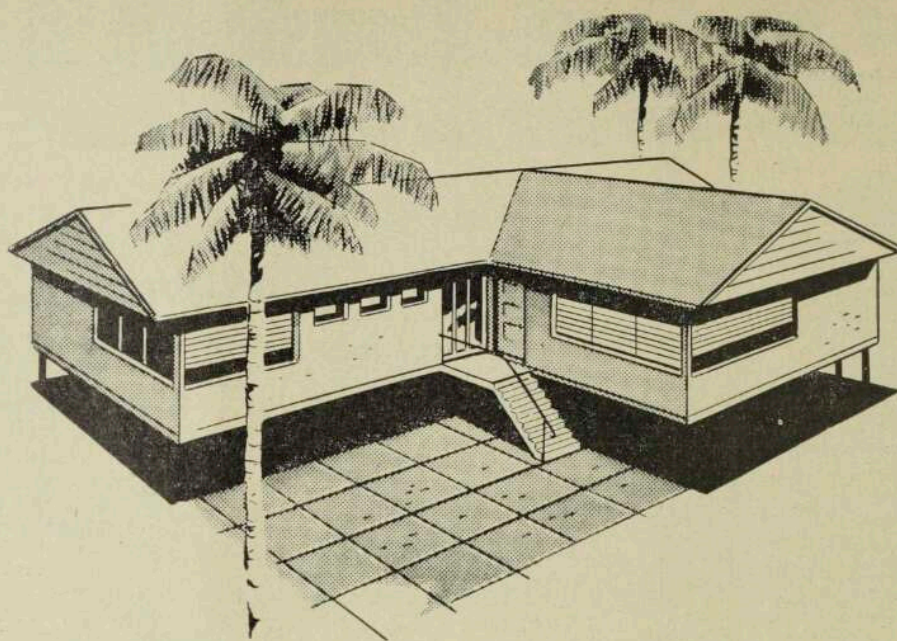
JUNE, 1957

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Editorial...

NEW SHAPE AND NEW DIRECTIVES: AN EFFORT TO SAVE SOUTH PACIFIC COMMISSION

IT for re-shaping and re-ecting the South Pacific amission goes to one of Aus-ablest young public servants m Douglass Forsyth, of the ent of External Affairs. Had come to the rescue, when he Commission probably would en put out of existence, as hy conception which grew wrong way.

the Commission held its "Conference", early in May, as been some newspaper and ather about the value of the ts lofty aims and its good and the need for maintain- efficient order, so that it continue to help raise the l of native living in the eas.

ore one heard of the com- rs, the more one realised y knew little of what they king about.

ations which on- sible for 16 erner- ing Terri- n the South Britain, Aus- rance, United New Zealand, Netherlands) brought to- after World o do a neces- o—namely, research into l, health and problems of ive peoples, nd ways and of dealing se problems, ordinate the atation of ecommenda- the 16 sep- Administra-

made a per of mis- s—excusable, because they ating some- atirely new, eering in a herto un- Each little Government decades along its d, jealousy ng its priv- mpletely in- to the fact out 90 per its problems mon to all Territories. rst mistake,

of course, was in selecting Noumea as the Commission's headquarters. The French were much more gener- ous than any other country in pro- viding accommodation; and the ex-wartime buildings of Anse Vata were very suitable for SPC pur- poses.

But Noumea is too far off the beaten track for an institution that should be in close and frequent touch with all Territories; so that the extra costs involved in transport, communications, and operation in two languages have been embarrass- ingly heavy.

THE second, and almost fatal mistake, was in the system of co-ordination that was adopted. Admirable work was done by the officials and associates of the Re- search Council—an astonishing mass

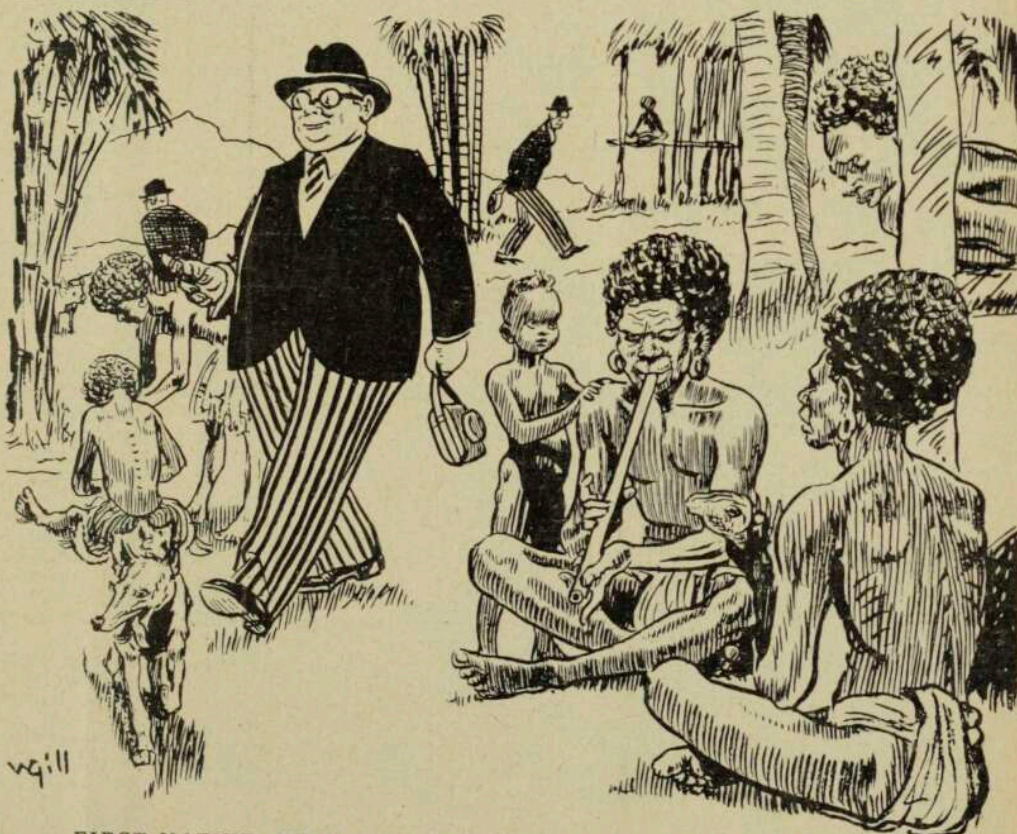
of useful data of all kinds, affect- ing life generally in all the Islands, was assembled, classified, printed, and used as the basis of various re- commendations; but those recom- mendations rarely reached the administrative machinery of the 16 Territories in a form capable of digestion and application.

The main fault was that the re- commendations and reports had little if any authority behind them. The great majority of officials in the individual Territories probably glanced with interest at the head- ings; some may have used the documents for guidance, at times; but, generally, those scores and hundreds of carefully compiled re- ports were just piled up in pigeon- holes.

We have 144 books and pamphlets from the South Pacific Commission in PIM office, providing valuable material on scores of important subjects; but there is no indication how this data have been or are being used to improve and strengthen the various Islands Administrations.

THE fault, of course, has been in the link between the SPC and the 16 Administrations. (Over)

It's on again!



FIRST NATIVE: What name something?

SECOND NATIVE: Politicians, dear boy. Must be Winter again down South.

(An Australian Parliamentary party will again tour Papua-New Guinea—in July. See page 19.)

In theory, the connection between formulation and implementation was through the Departments in the six countries which constituted the Commission. The SPC recommendations were supposed to go to the Ministers who appointed and instructed the Commissioners; and the Ministers were supposed to consider them, and then pass on those which they approved to the Islands Administrations, for implementation.

Of course, the usual thing happened.

Ministers are not trained administrators—in most cases they are merely successful politicians—and the Commission's recommendations usually were lost somewhere between Noumea, the capitals of the six constituent countries, and the headquarters of the 16 Territorial Administrations. The latter usually got the reports upon which the recommendations were based; but no directive.

This weakness was pointed out soon after the SPC began to function; but no one took any notice.

Inevitably, under such conditions, the SPC began to fail and stumble. Some men and women of outstanding ability, who had gone enthusiastically into the SPC service because of their love of the Islands and the Islands people, lost heart and went elsewhere. By the middle of 1956, the SPC was the target of growing criticism—some of it well-informed and to the point (see *PIM* of June, 1956—p. 23).

It appeared then, regrettably, that the days of the SPC were numbered. The SPC had the knowledge, the equipment, and a great eagerness to serve; but it lacked direction, did not know where to go, and more or less got in its own way.

It was then that W. D. Forsyth returned to Canberra from United Nations, where he had been Australia's representative at Ministerial level. He had been the SPC's first Secretary-General.

There is little doubt that Mr. Forsyth was shocked by what he found; and he certainly acted quickly.

In the latter part of 1956, urgent representations went forth to London, Washington, Paris and The Hague from—it is believed—Canberra and Wellington. It was a question of either closing up the SPC, or making it work.

The other nations showed a spirit of co-operation; and the men they selected to represent them at the Review Conference of the South Pacific Commission in Canberra, at the end of April, fortunately were of a calibre suitable for the job. The outstanding personalities—in addition to the Commissioners themselves—were Mr. P. Rogers, CMG, Under-Secretary at the Colonial Office, London; and Mr. Forsyth.

By unanimous wish, Mr. Forsyth "chaired" the Conference; and his guiding hand was perceptible

throughout some strenuous days. He was ably supported, in the work of giving SPC new shape and direction, by Mr. Rogers.

It really was a "review" conference. Some of the men who assembled there were very competent to review and criticise; and the collapse of the SPC structure could easily have been brought about.

But the reviewers decided that sufficient good had been achieved since 1949—though often in a blundering way—to justify an effort to maintain the SPC facade, while altering the structure somewhat and changing the machinery in certain important respects.

So far as outward appearances go, it is the same SPC—consisting of Commissioners appointed by six Governments, a Secretariat, a Research Council, and a triennial South Pacific Conference of native delegates from the 16 Territories. But the 46 resolutions of the Conference (made public on June 1) show that the SPC has been told that it must "re-direct its efforts" and "revise its methods"—or get out.

It is not put into such brutal language—but that is what it means.

THE Commission is told that its "work programme", instead of wandering across the wide fields of the Pacific, "should be concentrated on a limited number of activities, with clearly defined objectives of practical value to the Territories", on a "long-term-basis".

Furthermore, it is told to "refrain from engaging in basic scientific research except in those cases in which research is necessary to the solution of a problem of practical importance to the Territories."

Resolutions 6 to 12, and 19 to 23, set out in detail the Review Conference's demand that the SPC should establish a much closer liaison between the Commission's work programme and the practical needs of the Territories. In other words, the SPC must develop its own channels of quick and effective co-operation with the Administrations of the Territories, instead of awaiting that long, slow and generally useless procedure of sending recommendations from Research Council to Commissioners, from Commissioners to Ministers, and from Ministers to Administrations.

By Resolutions 15 to 18, the SPC is told to revise the system under which it sought to accumulate a mass of expert reports on endless Islands subjects, and so make the SPC headquarters a sort of clearinghouse for technical information; and instead to deal directly, in a simplified way, with the various charge of research into Medicine, of technical and scientific guidance on a limited number of problems.

"Territories' participation in the work of the Commission" is strongly emphasised.

"Governments should whether Commissioners have sufficiently wide powers to ensure effective functioning of the mission", says Resolution significantly.

RESOLUTION 27 says that the Research Council has well in the past, it not achieve maximum efficiency economy", and should be composed and operated in a new way.

The three "Executive Officers" in charge of research into Economic Development and Development) are retained, and the Secretary-General, *officio* members of the Council of 12 is to be composed by six appointees nominated by the Commission by the Governments, and two "special consultants", recommended by three Executive Officers and Secretary-General.

The Council is to meet each year and the Commission down the list of topics for concentrated attention."

The South Pacific Conference (which now has met twice and once in Noumea) is to meet every three years; and is expressed a strong wish that next conference shall be in New Guinea.

The Resolutions, as a matter of form, go on to the six member Governments. Their acceptance is regarded as certain.

WE observers, who saw the mission brought into existence, watched its establishment, studied its operations, had one comment to make, in the face of a question: *Who is going to make this new plan, and make it work?*

In the South Pacific Islands, their six governing nations, separate and independent Administrations, there unquestionably need for a body like the SPC to function effectively, it can real help to the Governments, Administrations and the communities.

But it will not function effectively unless it is under the direct personal control of someone (Chairman, or Director, or Secretary-General, or anything else—it does not matter) who has experience and knowledge to realise the need for the SPC, and strength to instruct the politicians and make the SPC the service required.

In the past, there has been such personality in command of the SPC, and its decline in present usefulness was inevitable. First-class men were promised or twice, in its service; but there were too many gentlemen, few real managers and directors among the Commissioners, and good men never got a chance to the top. An efficient manager can be a gentleman; he has not too ruthless and brutal, if

h Way Is
Safe Way

TIGER-BOOST FROM XMAS BOMBS

MENTATORS who were
aiming before Britain
ed her two H-bombs off
mas Island that they were
little ones" are now claim-
at the second one is the
st ever."

biggest droppable bomb any-
qual to about 5,000,000 tons
f. The US and the Soviet
have built bigger ones—but
not yet devised means of trans-
ferring them into enemy territory.
ver, one pre-blast claim by
British appears to have been
so far as available reports
y "haven't hurt a fly." Even
which has its home islands
by touchy gentlemen with
counters, concedes that they
seen "clean-bombs" with no
ctive fall-out.

6 Europeans and 350 natives
nning Island, nearest to
as, felt, heard and experi-
encing on the day of the
losion. Neither have there
any adverse reports from
a, closest inhabited island to
where some of the tests
pected to be made.

have been no accidents with
ctable wind changes and
ing has gone to schedule. In
it can be regarded as a
for British scientists and
en a badly needed boost to
prestige—which was, God
badly needed.

o with a Christmas Island
a view of all that went be-
ould have been fatal in more
an one.

believed that there will be
explosion in the present
What is to happen to
as Island after the series
not known; but as the tests
en (so far) successful, and
UK has spent so much on
allations, it is unlikely that
ver be entirely relinquished.

ient service out of the pre-
eration of workers.

review Conference, and its
utions, are all to the good.
s praiseworthy effort will
little unless there is strength
tion and control. There
ave been a 47th Resolution,
ing some outstanding per-
as Chairman, and giving
wide powers.

IT'S ON
AGAIN!

Cold Weather Drives MP's North

WINTER down south brings head
colds; up north, it brings Aus-
tralian politicians.

Another two weeks, Papua-New
Guinea tour, commencing July 10,
has been arranged for eight Federal
politicians. The party comes from
both sides of the house and it will
"make a general survey of condi-
tions and Government administra-
tion in Australian-controlled terri-
tories."

This has been going on for years,
of course. During this time, Terri-
torians have learned a lot about
Austalian politicians. It is doubtful
if Australian politicians have learned
as much about Territorians.

The Minister for Territories, Mr.
Paul Hasluck, spent a couple of
weeks in New Guinea, including the
Highlands, in June.

† Ratu Penaia Ganilau, Roko Tui
Cakaudrove, has been elected by the
Fiji Rugby Union to be tour man-
ager of the Fiji rugby team to tour
New Zealand. It will be recom-
mended to the Government that
Ratu Penaia be appointed Govern-
ment representative with the team.
Mr. J. W. Ackroyd, headmaster of
the Suva Boys' Grammar School,
has been appointed team manager,
and Apakuki Tuitavua, who cap-
tained the Fijian teams in Australia
in 1952 and 1954, is co-manager.

W. Samoa's Delayed Hydro Project Now Completed

WESTERN Samoa's Alaoa Hydro-
Electric Scheme on the upper
Vaisigano River, which was
initiated by the former Director of
Works, Mr. W. G. McKay, in 1952,
and was delayed in 1955, when it
was discovered that the earthen
forebay, as constructed, would not
hold water, has now been completed.
The electricity power supply for
Apia and neighbourhood should now
be sufficient for all requirements.

Work on the scheme was recom-
menced in April, 1956, after an
amount of £85,500 had been spent.
An access road was then built, the
forebay (reservoir) was effectively
sealed and head works, outlets and
reticulation improved at a total
additional cost of £21,000.

The opening ceremony of the in-
stallations took place on June
3, the official birthday in W.
Samoa of Queen Elizabeth II. Over
500 guests were invited.

The 600 acres of land on which
the project was built was given to
the Government by High Chief
Malietoa Tanumafili II.

† The death occurred in Santo, New
Hebrides, in May, of M. Leon Wright,
for many years a planter in the
Condominium. He leaves a wife
and children.

Were Drifting for Six Months



This picture was taken from the Chilean frigate which, in late May, took in tow the bamboo
raft "Tahiti Nui". (See page 103). Captain Eric de Bischoff and four companions set out from
Papeete, Tahiti, in November, 1956, to try to drift to South America. Within 400 miles of their
goal they were caught in violent storms. The raft sank after it was taken in tow. The picture
shows the raft and four of the crew shortly before they had to abandon ship.

As Beneficial
As An Oil-Well

PAPUA MAY BENEFIT FROM A £150 MILLION ALUMINIUM PLAN

Developments which have followed swiftly upon the discovery of one of the world's largest bauxite deposits (bauxite ore is the basis of aluminium) in Cape York Peninsula, Northern Australia, may have a far-reaching effect upon the Australian Territory of Papua (south-east New Guinea).

THE meaning of various moves which have been taking place in the past seven or eight years, under some veil of official secrecy, now is becoming clear.

We knew of deposits of bauxite (small in the Wessel Islands, and large in Arnhem Land), off the coast of the Northern Territory of Australia, north and north-east of Darwin. But Weipa was found only in 1956.

There is a huge and growing world demand for aluminium.

The British Aluminium Company Ltd. (BAC) has a large share in producing the world's supply.

The first step in aluminium production is the location of large and accessible deposits of bauxite. Bauxite carries a high proportion of aluminium in the form of hydrated oxide. The bauxite is taken out—it lies near the surface, so open-cut mining usually is practicable—and crushed, and treated with chemicals, and put through large kilns; and thus is produced alumina, which is aluminium oxide.

The next, and very important stage, is the subjection of the alumina to massive electric current—an electrolytic process by which alumina gives up its pure aluminium, the light, tough metal which is the basis of an increasing number of industries.

Therefore, the chief factor in the production of aluminium from bauxite is a massive supply of cheap electric power. It is provided, for the British Aluminium Company and its associates, by harnessing the

rivers of Northern Scotland; for the North American producers by harnessing the great rivers of North-west Canada.

AFTER World War II, those North Australian bauxite deposits attracted increasing attention. Finally, in 1950, the Australian Commonwealth Government (as owners of the Northern Territory) and the British Aluminium Company, as producers of aluminium, became equal partners in a new Company called New Guinea Resources Prospecting Company Ltd.

Prospecting has been going on ever since.

Examination of the Arnhem and Wessel bauxite deposits was a comparatively simple technical proceeding. It was proved that the ore was present in Arnhem Land in huge quantities—but the Wessel deposits are not big enough to justify large-scale working.

The provision of the necessary electric power was another matter. That is where "New Guinea" came into the Company's title.

The Commonwealth is interested in the establishment of aluminium production works at Bell Bay, in Tasmania. At one time, it was planned to carry the bauxite from Northern Australia to Bell Bay—but the cost of Australian labour, in mining and shipping the bauxite, rather discouraged that plan. It then was considered probable that the bauxite would be brought from deposits in Indonesia.

Meanwhile, quietly and without

publicity, experts began examining that great river, the Purari, which carries always a very large volume of water from Central New Guinea through steep ranges into the Gulf of Papua. Here, said some people, is potentially enough hydro-power, running to waste in a almost uninhabitable country, to refine all the aluminium ore in the South-west Pacific.

The survey went on from 1951. *Pacific Islands Monthly* referred to it at intervals since, and to the interesting idea of it all; but nothing seemed to come of it. We know now that serious obstacles were encountered.

- Difficulties in preparing for great dams and hydro-stations under "severe tropical conditions"—no exaggeration, the view of anyone who has been in the Gulf of Papua region.

- Physical problems regarding building dams and tunnels—"geologically immature" country. The Purari River comes down through limestone which have been described as terrifying.

- In a geological sense, it is an unstable country.

- It is a country in which almost impossible to build storage dams to control the water. If the Purari is harnessed, the "harness" applied to the minimum flow—which means that only 10 per cent of the flow will be available. However, there is enough, according to the experts, to produce a huge supply of hydro-power from only 10 per cent of the river.

- There is no suitable deep port anywhere on the Papuan coast, westwards of Yule. There is a gap of 200 miles, the probable hydro-electric site on the Purari River, Yule Island harbour.

- Finally, was there enough Arnhem Land bauxite in the Purari-Yule Island area to justify enormous construction?

That appears to have been the position up until a few months ago.

THEN the powerful Zinc Corporation Limited—or some of its satellites—discovered the deposits in the Weipa River area on the western side of Cape York Peninsula, in Northern Australia. Immediately, the whole picture changed. It was now possible to produce aluminium from local Australian bauxite, per mile across the eastern end of the Gulf of Papua, from the mouth of the Weipa River, assumed a new significance.

The Australian Commonwealth Government announced on that date:

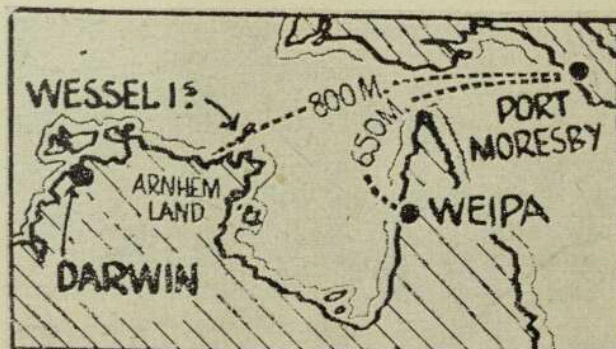
- The Commonwealth's interest in New Guinea Prospecting

This rough plan (from Sydney "Daily Telegraph") shows how the bauxite ore field, in the Weipa River area of the Cape York Peninsula, is situated in relation to the rivers which flow into the Gulf of Papua, eastwards of Port Moresby.

It is estimated that the Weipa River Bauxite deposits are about 500 miles from the top of the Gulf of Papua, and 650 miles from Port Moresby.

Other Bauxite deposits are on the coast of the Northern Territory, about 800 miles

west of Port Moresby, and 600-700 miles from the Gulf of Papua.



Ltd. was being sold to Consolidated Zinc Pty. Ltd.

Consolidated Zinc and British Aluminium, now equal partners in Guinea Prospecting Company, will continue to investigate New Guinea's hydro-electric potential. Finally, the investigation is based on the Purari River, and the (Purari) river).

Future surveys confirmed extensions, those interests would be dealt with a plan for the establishment of a refinery for North Australian bauxite, "which would cover many years and would involve hundreds of millions of pounds." Finally, the maximum expenditure envisaged in the whole plan did not exceed £150,000,000.)

There was an assurance that the undertaking would be pressed forward with all possible speed. Although the world production of aluminium is now 3,000,000 tons per year, buyers cannot get enough. Experts calculate that demand for production will double every ten years.

It can be seen that, so far as the development of Papua is concerned, the development may rank in importance with the oil industry—when oil is discovered. The plan that now is under close consideration, and which will be decided with if present indications are confirmed by closer expert investigation, consists of the following: hydro-electric works will be based on the Purari River, in a suitable place between the river and the sea, for the production of a very large volume of elec-

Power will be carried by land-roads about 200 miles, to a dam to be established in the deep water behind Yule Island. There will be constructed a factory for the reduction of alumina by the electrolytic process.

Port nearer the mouth of the river, in the Gulf of Papua, will be found and developed, it, of which will be the site of the factory. This in turn will be 200 miles from the bauxite deposits. But to date give little hope of port.)

It will be mined at both the Land (where there is an estimated 100 years' supply) and at the Purari River (Cape York); refined here by chemical and kilns to alumina; and the alumina thence shipped across the Strait to the new port on the coast of Papua, for further refinement by the electrolytic process, to produce aluminium.

There have been suggestions that electric supply required might be obtained in Australia by nuclear power from the uranium deposits discovered recently in Cape Peninsula, instead of in Australia, and that the hydro-electric power from Papua might be brought

The New Brewery

In Fiji

CARLTON UNITED, MELBOURNE, JOINS CARPENTERS IN ENTERPRISE

It has been announced that the new brewery now being built in Suva, Fiji, will be the joint enterprise of Messrs. W. R. Carpenter & Co. (Fiji) Ltd. and Carlton United Breweries Ltd., of Melbourne.

THE idea of a brewery for Fiji came originally from Carpenter interests, and the launching of the enterprise last year was assumed to be entirely a Carpenter concern. However, the big Australian brewery company apparently came into the picture in recent months.

It is argued that the partnership (there will be only Carpenter and Carlton United in it) will be for the good of Fiji. Both companies have limitless resources; Carpenters have the local knowledge and the Fiji organisation; Carlton United have the technical "know-how", so that a suitable brew is assured.

A brewery of modern design has been planned, and is now under construction in Suva; and no expense will be spared in the equipment.

The brewery will commence operations early in 1958.

QUESTION OF NATIVE DRINKING Under Government directions, a

formal inquiry into the conditions governing the drinking habits of all races in Fiji is now in progress.

Under to-day's conditions, the members of some races must have an official permit to drink alcoholic liquor. Many observers think that the "Permit" system has had its day and that it must be superseded by something else, without any



In foreground—the beginnings of the new Suva brewery at Walu Bay. Photo: Stinsons.

suggestion of racial discrimination.

It is considered possible that the Government will favour a system of licensed premises, apart from the ordinary hotels, wherein liquor of specified types will be available to all classes of people. The Government, in this way, would be able to maintain much closer supervision over the drinking system than is possible with ordinary hotels.

IN NEW GUINEA, TOO

A somewhat similar problem has developed in Papua and New Guinea, where the more sophisticated natives are demanding access to liquor.

The natives of New Guinea are not nearly so advanced in the social scale as the peoples of Fiji;

so that matter is more difficult for the Administration to handle.

One suggestion—now being considered by the Administration in P-NG—is that beer of a lesser alcoholic content be made available to natives there. But—such is human nature, no matter how primitive!—beer becomes less desirable in the view of drinkers, as its alcoholic content decreases; until a point is reached when it is not wanted at all.

Another Brewery for New Guinea

The brewery recently planned for Lae, New Guinea, by a company of which Messrs. R. F. Bunting, Lee Ashton and Meyer are prominent members, is now under construction.

A group of buildings is taking shape in the waterfront area, behind the Vacuum Oil Company's establishment, and some people expect that the brewery actually will be in operation by the end of 1957. The administration already has provided suitable roads of access.

The problem of water-supply is being solved by the construction of a series of very large water-tanks, to take the run-off from the extensive roof area of the brewery buildings. Lae has a dependable rainfall of about 160 inches per annum, spread over most of the months.

The coming of the brewery seems to have precipitated a kind of war in empty bottles. Until recent times, in most Territory towns, empty bottles accumulated in vast heaps—it was not economic to send them away, and no one wanted them.

Now, in Lae, they are not only being gathered up—some interested parties actually are buying them. It is not clear whether the bottles are being sought by the brewery, or by the existing aerated water factory, or by a new aerated water factory that is being organised by Chinese interests. Anyway, bottles are in active demand.

Observers expect to see some lively competition in beer distribution, very soon. This always has been a good market for certain Australian beers; the South Pacific Brewery, established in Port Moresby after World War II, now enjoys a wide and profitable demand for its products; and it is unlikely that they will admit the newcomer to their domain without resistance.

Much may depend on the quality of the brew. The original South Pacific brewer, Mr. Meyer, is the man in charge of the new enterprise. Flats for the accommodation of Mr. Meyer, and his assistant, Mr. Neimann, already have been

constructed near the site of the new brewery.

A block containing offices, bath-rooms, visitors' room, chemical store room, laboratory and employees' recreation room has been erected, and the stumps are in for the 160 ft. x 60 ft. main building.

When completed, the plan includes garage, workshops and storage room and the three rain water tanks. The catchment area of 20,000 square feet will give 1,000,000 gallons of water a year on Lae's average rainfall. A well will supply water for the ice-plant. The main building will house a fully automatic plant capable of filling 300 dozen bottles an hour.

Plant, most of which is to be imported from England and Germany, at a cost of over £50,000, will include mash filters, fermenting tanks and lager tanks.

It takes approximately 2 gallons of water to make one gallon of beer, and with 1-million gallons of rain water at its disposal the company should be able to produce half

a million gallons of beer a year is anticipated, however, 250,000 gallons will be produced initially.

FIJI BIRTHDAY HONOURS

The following decorations awarded to residents of the recent Queen's Birthday Honours:

CMG: Mr. G. K. Roth, Secretary for Fijian Affairs.

CBE (Civil Division): Mr. Scott, DFC.

MBE (Civil Division): Mr. Warner, Registrar of Co-operative Societies; Mr. L. H. Simpson, Levu copra planter; Ramaqa, Senior Assistant Practitioner.

BEM (Military Division): Warrant-Officer O. Johansen, Military Forces.

COLONIAL POLICE MEMBERS: Superintendent J. Colclough, in charge, Western Division; Sergeant Neman, senior sergeant in Fiji Police

DO YOU REMEMBER?

From PIM of 20 Years ago

New Guinea was the big news in our issue of June, 1937—that Territory having struck a patch of news-worthy happenings that would have caused a rash of headlines to-day—and even in those more conservative days caused the Australian rival dailies, *Sydney Morning Herald* and *Daily Telegraph* to charter special planes and make expensive arrangements to get the story (and the pictures) first.

Here are some items from our issue of 20 years ago:

About eight pages of that June issue were devoted to a description of the Rabaul eruption which began on May 28, 1937, with earth tremors. On May 29, Vulcan—formerly a small flat island—erupted and built up a cone 600 feet high, and on May 30 Matupi crater followed suit. The population of Rabaul was evacuated to a tent-town at Kokopo and on June 9 the Burns Philp steamer "Montoro" took 75 women and children, at Government expense, to Australia. Two Europeans lost their lives and a month after the eruption over 400 natives were still missing.

About 10 days after the eruption, with the actual danger passed, there arose sharp conflict between the Administrator and the civilians as to whether Rabaul was again habitable or not. The Administrator said it was; most residents said it was not. The conflict as to whether Rabaul was fit for a capital continued from then until a few years ago—when it was decided that, taking everything into consideration, it was still the best place in New Britain for a town.

En route from Lae to Madang on June 20, 1937, the Burns Philp flag-ship of the Sydney-New Guinea service, MV "Macdhui", was damaged by two fires that broke out on board, and she was left drifting with engines disabled. In response to SOS calls, BP's "Neptuna" reached her the following day, picked up her

passengers and towed her to Salamaua which port she sailed direct to. Passengers were loud in their praise of the master, Captain A. Campbell, and who fought the first fire in the engine room and the later fire in the hold.

It was announced that a contra weekly air-mail service from Sydney to Lae with calls at intermediate points, let to W. R. Carpenter and Co., for an initial period of five years. Carpenters ordered three DH 86B planes from Britain. It was expected that they would be in service in January, 1938. Calls would be made at Brisbane, Cooktown, Port Moresby and Salamaua, and 15 passengers could be carried as well as mails. (Things have changed since then! Wau was the centre of the gold-mining industry then, and a small farming community as it is today. Of course, to-day Salamaua simply exists as a town at all).

Amongst other Coronation Day events, Fiji had the foundation stone laid for new Government Offices. In a letter under the stone were buried copies of the day's "Fiji Times", "Shanti Dut" (the newspaper) and the Fijian journal "Nai" (the magazine).

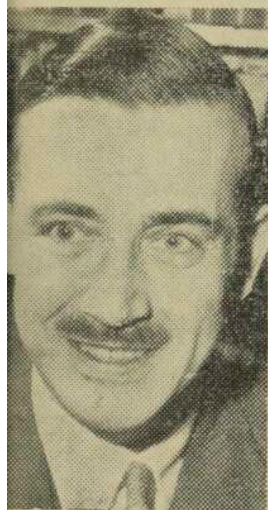
The CSR Co. reported that the "pineapples in Fiji" has proceeded as expected and fulfilment of the expectation and pack a crop next year can be seen.

NOTE ON COST OF LIVING: According to advertisement in that issue, you could get a pineapple at the Grand Pacific Hotel in Suva for 17/6 per day. (The advertisement in June, 1957, issue says "from 55/- per day").

NG's New CJ is a Young Man

A new Chief Justice of Papua-New Guinea (Mr. Justice A. H. Mann, MBE), whose appointment was announced in May, is 43, but has had considerable experience at the Victorian Bar in a variety of jurisdictions. He succeeds Sir Beaumont Phillips, whose death is announced on page 22.

The new Chief Justice has been a member of the Victorian Bar since 1928. He was educated at the King's Grammar School, and studied law at Melbourne University.



Chief-Justice Mann.

He interrupted his career to join the RAAF during the Second World War. He served in Great Britain as a navigator in the famous No. 46 Squadron, RAAF. After the war, he resumed his practice in Melbourne, and took silk in 1955.

From his legal studies and work at the Victorian Bar, he has an active interest in the sciences, and is the co-author of a book on the field of reproduction. His chief hobby at present is painting.

The new Chief Justice was sworn in by the Governor-General (Sir William Slim) at Canberra on 10 May, and left immediately for a preliminary visit to Port Moresby.

On announcing his successor, the Governor for Territories (Mr. Paul Hasluck) paid a tribute to the experience rendered by Sir Beaumont Phillips over a period of more than 20 years.

There are few other Australians who have given so much of their time to the Territory and been so closely associated with the growth

of an understanding of its many problems", Mr. Hasluck said. "As a personality as well as a lawgiver, he will live long in the memory of the peoples of the Territory of all races."

AFUHA'AMANGO DOES IT AGAIN

Acquittal in Tonga Sedition Charge

A 68-years-old member of the Tongan Parliament, S. P. Afuha'amango, was acquitted on June 11 of a charge of sedition.

The trial began on June 5 and had caused intense interest in the Kingdom—and not a little in other parts of the Pacific and Australasia. Afuha'amango was arrested in Vavau on April 25 on a charge of having "made a seditious document" in February in which he was alleged (amongst other things) to have stated:

- Queen Salote appointed her eldest son, Crown Prince Tungi, as Premier and her next son as Minister of Lands.

- The Minister of Works, the Minister of Police, the Minister without Portfolio, the Governor of Ha'apai (now dead), and the Speaker of Parliament were all close relations of Queen Salote and were appointed by her.

- The daughter of the Governor of Vavau was the wife of Prince Tungi.

Bail was refused and he was in custody for 40 days—during which time he was re-elected to Parliament.

There is a group of Tongans which, for a long time, has considered that Tonga is governed by the Nobles, and that the common people have not sufficient voice; letters and articles by these Tongans have from time to time, appeared in PIM.

Afuha'amango has been something of a stormy petrel in Tonga for many years. He was charged with defamation of character against Queen Salote as long ago as 1924

Manihiki Will Be There . . .

By the time Scout-Master Ben Ellis (seen here chatting to the Prime Minister of New Zealand, Mr. S. G. Holland) gets to the Jubilee World Jamboree in England in August, he will probably be able to claim that he travelled further than any other Scout there. He comes from Manihiki, in the Northern Cook Islands, and travelled 650 miles in a trading schooner to pick up the New Zealand ship at Rarotonga. Ellis will be the sole



representative of the Cooks at the Jamboree. —NZ Official photo.

NOTICE OF APPEAL IN LIBEL CASE

Fiji and Fiji's Supreme Court

I ANNOUNCED, in the May issue of *Pacific Islands Monthly*, that I was preparing, for early publication, an article in which the future Constitution of Fiji would be critically examined and discussed, in view of the changing situation created by the steady and rapid growth of some of Fiji's communities.

It was indicated that, in that connection, the quality and history of the Supreme Court of Fiji would be discussed.

Since then, as a result of further advice and information being made available to me, I have decided to appeal against the verdict given by the Fiji Supreme Court on May 10, in the claim for libel brought against me by Mr. J. Thornton. (The Court found in favour of the plaintiff, and the jury awarded him £10 damages.) A Notice of Appeal has been filed.

It is possible, therefore, that a discussion of the constitution and history of the Supreme Court would be *sub judice*, in some way, and even be regarded as contempt of court. It is not practicable to examine the Constitution of Fiji, in the way proposed, without some reference to the Supreme Court. In the circumstances, it has been decided to postpone the publication of the article referred to, until after the appeal has been dealt with.

—R. W. ROBSON.

—and acquitted; was charged again with defamation of character against Premier Ata, in 1946, and also acquitted; and was once excluded from Parliament, for a period, for physically assaulting the Minister without Portfolio.

Sydney-New Guinea

Air Service

DCA SHOOS ANSETT AWAY FROM PORT MORESBY

The application by Ansett Airways of Australia to establish a new air-service between Australia and Port Moresby, made known in late May and rejected by the Australian Department of Civil Aviation shortly afterwards (May 28) has caused considerable comment in the Territory.

ANSETT'S plans became known only a few weeks after the recent pilots' strike which completely disorganised P-NG commerce and infuriated hundreds of intending passengers who wished to travel between Australia and the Territory by Qantas.

Psychologically, Ansett could not have picked a better time to launch their scheme. Territorians were very sympathetic—not so much because they all intend to patronise Ansett, but because they think it will "keep Qantas on its toes."

Qantas officials in P-NG would be the last to deny that this feeling is general in Papua-New Guinea at the present time.

Reasons given by the Department of Civil Aviation for refusing the permit have been described as "specious".

The Department refused the permit because:

- It was considered that existing services provided by Qantas were satisfactory; and

- That the Department was reviewing the whole policy on the New Guinea services and would not alter the present arrangement until the review was complete.

The second reason for refusal probably refers to the fact that when the new airstrip at Port Moresby is completed, towards the end of 1958, Super Constellation aircraft will be able to be used on the Sydney-Port Moresby service (with feeder services beyond); and it is expected that Qantas services to the Far East will be routed through Moresby instead of Darwin.

ANSETT WILL APPLY AGAIN

A SPOKESMAN for Ansett said that the company would apply again for a licence.

The company had applied for a licence to operate between Cairns and Port Moresby—Ansett services already operate to Cairns from Australian southern States.

It had planned a three-times-a-week service which would eventually become a daily service.

Fares would be cheaper than Qantas.

In addition to providing for Territory requirements, Ansett wanted

to develop the tourist potential of New Guinea.

The company has bought four Convair Metropolitan airliners, worth £400,000 each, with the New Guinea route in mind.

Delivery of the first plane was expected early this month, with two more to come in September and the last in October.

Captain S. C. Middlemiss, of Ansett Airways, went to Port Moresby in May to survey the situation. On his return to Sydney he said that he had had an encouraging reception from residents and commerce.

"We thought a precedent had been created some years ago when Trans-Oceanic Airways held a licence," he said. "Having created a precedent we thought the department would automatically grant us one."

(Trans-Oceanic Airways ran a flying-boat service Sydney-Port Moresby a few years ago in opposition to Qantas. The company failed.)

DCA Interference

QANTAS Empire Airways' international air services compete successfully, on their own merits, with the best air services in the world and they can, if they wish, and without artificial protection, compete just as successfully with any other air service that is introduced on the Australia-New Guinea service.

So far as this journal and its owners are concerned, we have enjoyed the happiest relations with Qantas, and the greatest possible co-operation.

However, it is quite obvious that the people who live in the Territory of Papua-New Guinea are generally of the opinion that another airline on the Australia-P-NG service would greatly benefit the Territory.

At the same time, a reputable Australian airline is willing to enter this service without asking for any aid from the Australian Government other than permission to do so.

Therefore, the refusal of a licence by the Department of Civil Aviation, acting in order to protect the Gov-

ernment-owned Qantas, or for reasons of so-called "government policy" can be regarded only as warranted interference with freedom of private enterprise which the present Australian government is pledged.

Because of the importance of transportation and air-freight to the Territory of Papua-New Guinea the decisions of the Department of Civil Aviation have an influence on the lives of the people there is almost incredible. This is the first time that the wishes of the people of the Territory have counted to what the Department permit.

On the face of it, one can imagine that the Department will be fulfilling its functions if that aircraft operated safely and it should have the power to

QANTAS NG POLICY

ON JUNE 12, IN SYDNEY

A QANTAS SPOKESMAN MADE THIS STATEMENT

It is the company's policy to introduce Super Constellation aircraft to Port Moresby as soon as the Port Moresby strip is suitable. The Super Constellation aircraft will be available when the strip is ready.

In the meantime, Qantas policy is to uplift all loads offering.

proposed extension-of-operation of established airlines is hard to stand.

It would be idle to suppose that Qantas, even though enjoying a monopoly, has not had real difficulties in providing the service it has for New Guinea. One of these problems has (as we pointed out in May) been that of banking. Plenty of cargo goes to New Guinea; almost none comes back.

Ansett plans a service as a relief from Cairns. That is the key to its back-loading problem.

QANTAS CHAIRMAN VISITS P-NG

THE Chairman of Qantas Airways, Sir Hudson Fysh, visited all main centres in Papua-New Guinea in May, and met all citizens, organisations and the Government.

He said that when the new airstrip was completed at Ja (Port Moresby) that airport would likely be used by Qantas on its Far Eastern Services; and that it would permit also, the substitution of Super Constellations on the Sydney-Port Moresby service.

Sir Hudson said that arrangements were almost complete for Qantas to replace the Catalina on some internal routes in the Territory, with a single-engine aircraft. These planes can have floats, or both, thus acting as an am-

ers' No. 1 Problem

PACIFIC REPRESENTATIVES IN LONDON TO DISCUSS COPRA AFTER 1958

will have two and probably three representatives at the forthcoming London conference on copra-marketing.

of the other British protectorates in the South Pacific, who are more united on the issue they will take after the Copra Agreement ends on December 31, this year, will send

L. R. Martin will attend on behalf of a number of plantations on Vanua Levu and Taveuni; probably Mr. C. Harvey, Director of Agriculture in Fiji, will represent the Fijian planters, such as the Borrons, Jennings, and the big firms not yet announced whether they will be represented or not. The Pacific territories will send the following representatives:

New Guinea: Mr. Ian Macdonald, chairman of the P-NG Marketing Board, who is in London.

Solomon Islands: Mr. E. J. Pett, (probably).

Princetown: Prince Tung who travels via the Orsova.

Western Samoa: The Hon. M. Lelei, who travelled to London via Canada.

Is. and Nuie: NZ Government Senior Trade Commissioner East.

indications are that the copra will be divided into three groups in relation to future marketing:

It is generally believed that copra will continue to sell mostly to crushers.

Papua-New Guinea and the New Hebrides will combine to

ship their copra by the westward route to Europe—with the local crushing mill at Rabaul receiving about the same proportion of local copra as at present.

• Western Samoa, Tonga and Gilbert and Ellice Islands will combine to ship copra by the Panama Route—or to combine in the construction of a central mill for local crushing.

The copra mill is the idea of Prince Tung. However, it would take two or three years to get it into operation and whether it would be an economic proposition for two small territories which produce a relatively small amount of copra would need careful investigation.

With less than six months to go before the MOF contract ends, the various marketing organisations have little enough time left to decide what shall be done with South Pacific copra in 1958. After they have met in conference in London with the representatives of the crushers, delegates will return to their respective territories to make a full report.

Copra Rates For 1957 May Be Surprise

BELIEVE it or not, the price of copra for the year 1957 under the British MOF contract (which governs the price received by coconut planters in Papua, New Guinea, Solomon, Gilbert and Ellice, Fiji, Tonga and Samoa) has not yet been fixed.

At the date of this writing (June 14) the argument still is proceeding in London; but it now has shifted to Ministerial level, and a formal announcement from London, Canberra, Suva and Wellington is expected about June 20.

It was generally assumed, in January, that the price for 1957 (the last year of the nine-years MOF contract) would be down by 10 per cent. on the 1956 price. But the Australian copra interests in London led a strong campaign in favour of a reduction of less than 10 per cent., and apparently produced arguments which impressed the British Ministry.

Well-informed circles now expect that the reduction in the 1957 rates will not exceed 7½ per cent.; and there is a distinct possibility that it will be no more than 5 per cent.

If this should be the case, it should provide an unexpected windfall for British copra-producers. Most of the Territories' copra authorities, since the beginning of the year, have been taking over copra at rates based on the assumption that the full 10 per cent. reduction would operate.

(Current "free price" is around £Stg.62/15/- c.i.f. London).

Fatal Air-Crash in New Guinea

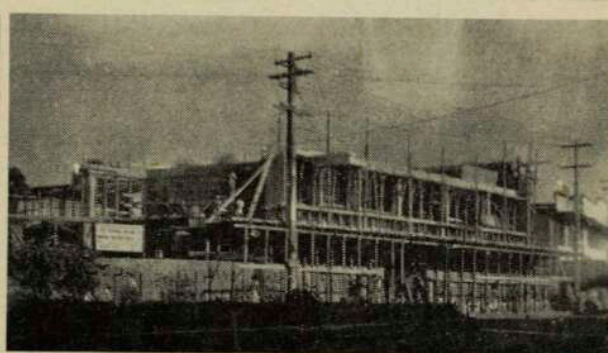
PILOT J. A. W. Gray, owner of Territory Airlines, and a passenger, J. Smith, lost their lives when a Tiger Moth plane crashed in heavily wooded foothills at the foot of Arona Gap, Eastern Highlands, New Guinea, on June 1.

The plane was on a flight from Goroka to Lae. When it was overdue, five planes were sent out to search for it. They could not locate it, but late on June 2 native runners brought news of the crash to Gusap, from which a ground party immediately set out. The bodies of the two men were taken to Goroka.

Mr. Gray was well-known in the Territory. He was a pilot with Mandated Airlines before taking over Territory Airlines.

† Mr. Dwight Long, who made one of the memorable post-war round-the-world smallships voyages in his yacht *Idle Hour*, is now living in Culver City, California, USA.

Changing Face of Suva ...



... still is proceeding apace in Suva, Fiji. Already, modern buildings, two-storeyed, extend almost without a break along the northern side of Victoria

Parade, from the Triangle half way to the Grand Pacific Hotel.

Photographs show two more buildings in course of erection—on the right, the new Burns Philp Arcade, immediately east of the Triangle,

and planned to cover a wide area immediately facing the Central Building; and, on the left, the McGowan Building, which will now be the first on the right as you cross Nubukaloe Creek bridge, at the northwest end of Thomson Street.

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ERRITORIES TALK-TALK

By Tolala

Timing

T about the time of the big
aol-break at Moresby, which
ceived an almost day-to-day
age in the Sydney Press, the
of Edinburgh was preparing his
n-slide lecture for London
aces on his Commonwealth

referring to New Guinea, he
he old story about the native
oose," released when the Japs
in, with instructions to report
at the end of hostilities
h they did—or are reported to
done)—all of which seemed
dicate to the Duke that life
3 gaols is not a very dis-
ing one. In his broadcast he
explained that to the native
er prison is a treat. They
ree square meals a day and
sting work to do.

further confuse the issue, a
rra message on May 30
the Administrator as issuing
der "that prisoners must not
ced in leg-irons."

at with juvenile delinquents
sent to mission schools,
ers rushing back behind the
?) after a 3½ years' war, and
tive punishment being ad-

vocated by the Minister, it is little
wonder that the ordinary P-NG
citizen of any colour becomes some-
what apprehensive of the crime
increase and the deterrent measures
adopted to meet the situation.

New C.J.

For P-NG

Once again the Territory's Chief
Justice will hail from Victoria.
Retiring CJ (Sir Beaumont Phillips)
was born at Ballarat, and his pre-
decessor in the TNG, Judge Wanliss,
was also from that State. Mr.
Justice Mann was educated at
Geelong Grammar; service with the
RAAF in Britain immediately gives
him a standing with Islanders and
the fact of his taking silk in 1955
gives him further prestige.

His father, Sir Frederick Mann,
was a former Chief Justice of Vic-
toria and Lieutenant-Governor of
the State for nine years (1936-45).

Territory judges have a some-
what arduous task when compared
with Australian conditions: The
multiplicity of languages; and the
montony of interpretation; the con-
flict of cultures; and no jury.

It's no sinecure, but both terri-
tories have been most fortunate in
these appointments.

A Political

Peg

Once again the poor, unsophistic-
ated, down-throdden, exploited
native in P-NG (this description is
not original), is made the chopping
block for Union agitators, desirous
of extending their influence at any
cost.

And once again the vocal vehicle
in this campaign is a one-time
Administration official in the Dis-
trict Services, yclept Gus O'Donnell,
who, in a letter to the *SMH* (27.5.57),
gleefully announces that the Labour
Council will ask the ACTU to "in-
vestigate" trade-union conditions in

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Subject to stocks and market fluctuations.



Lieutenant Clark Hawkins and Corporal Arthur Pitts of the United States Map Service, Far East, at Lae airport on May 1.

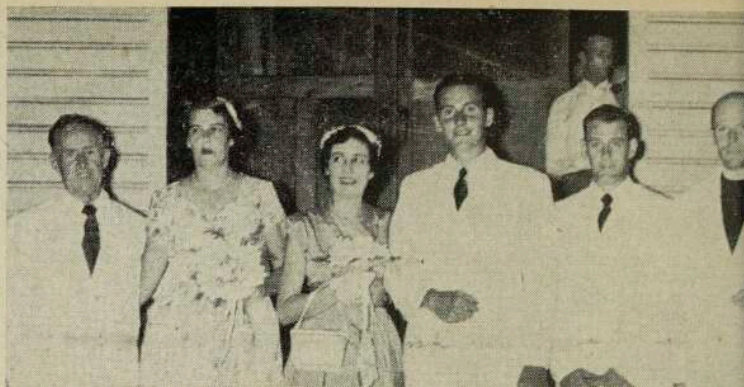
Young men in American Army uniforms are a rare sight in the Territory these days, especially those with the unusual colour patch (Fuji Mountain in white on blue background) of the Topographic Unit, American Far East Forces.

Lieutenant Hawkins, who hails from Pennsylvania, has been away from home about a year, and Corporal Pitts, Mississippi, about two years, most of which has been spent in Japan working on maps of strategic areas.

Both men were going to Kavieng where they will join fellow Americans, who have been there since September, 1956, and 40 Australians. Together they will do a ship-to-shore survey of New Ireland. "The Americans have a small ship and equipment, and the Australians do most of the work," Lieutenant Hawkins said. They expect to be on New Ireland until about October, 1957.

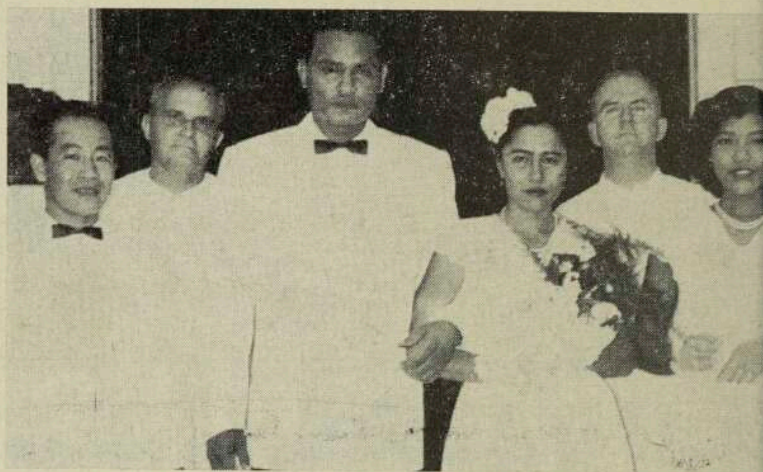
P-NG and arouse Party interest in the Territory.

He regrets that the ALP "should be so little concerned about the



At the Methodist Church, Rabaul, NG, recently, Mr. Alan Sutherland was married to Marjorie Izard. Photograph shows (left to right): Mr. R. Galloway (who gave the bride away); Mrs. Fardon, matron-of-honour; bride and groom; Mr. R. Sheen, best man; and the Fardon of the Methodist Church.

Photo: C.



Mr. and Mrs. Y. C. Wong (centre) after their wedding recently at the Rabaul Catholic Church. Shown with them, left to right, are Mr. Thomas Chow, best man; Father Franke; Father and Miss D. Seeto, bridesmaid.

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thousands of workers in whether they are black or

He introduced the time-bogey "colonialism" and the right of lawful assembly

The inference to be drawn from his letter is that the P-NG labourer is working under very adverse conditions, without the safeguard either his social or economic position.

As an ex-Administration Officer, O'Donnell must have known preventive measures enforced by Government against any general conditions and the action and paternal guard shown to native workers by Government.

To me it appeared to be political sniping, using the union as a peg on which to hang union propaganda.

Two days later the SMH published a letter from Michael J. Leary, Zenag, an old identity known and, as co-author of *The Land Time Forgot*, well qualified to issue with Gus O'Donnell.

(Continued on Page 129)

TO P-NG

Phillips Dies Melbourne

death occurred in Melbourne June 6 of Sir Beaumont Phillips, until recently Chief of the Supreme Court of the Territory of Papua-New Guinea.

Beaumont was a cancer and although his death was expected, it has caused sorrow many friends and admirers Territory. Territorians, as a are hypercritical—but few, if found anything in "Monty" s to criticise, either in his l duties or in his personal He gave 32 years of his life Territory and endeared him- pre-war and post-war gen- s.

as a man of great personal e, and this did not forsake ven at the end.

as born in Ballarat, Victoria, nuary, 1890, educated at College, Melbourne, and at College, University of Mel-

He was admitted to the bar toria in 1915 and enlisted afterwards in the First AIF. er transferred to the Aus- Flying Corps and served as enant Observer.

een 1920 and 1925 he was a Commissioner for land dis- the British Solomon Islands, came a Judge of the Supreme of New Guinea in 1928.

his work in organising the ion of Rabaul after the 1937 n he was awarded the CBE. Knighted in 1955.

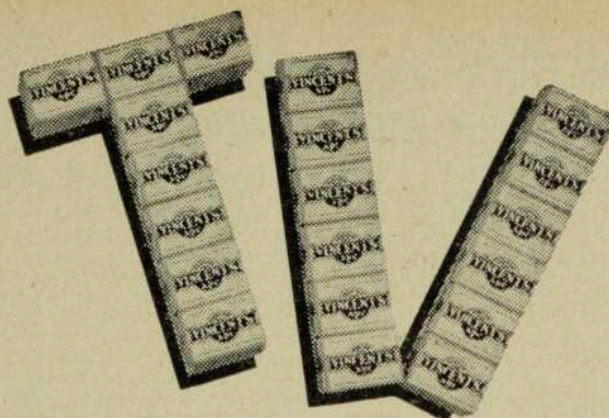
e Second World War he again in the Air Force (1940-46), the time overseas, and re- with the rank of Group-

married, in 1943, Miss Marie Smith, who survives him.

as appointed to the judiciary P-NG Provisional Territory, and in 1949 became Chief of the Supreme Court in and New Guinea.

CORRECTION

article on page 41 of May 1, concerning RSSAILA and dier-settlement in New we stated that: "The State of the P-NG Branch, Mr. untung, MLC, together with ate Secretary, Mr. J. V. last year interviewed Mr. in Canberra." This should ad, "The State President of IG Branch, Mr. R. F. Bunt- ether with the Federal Pre- Sir George Holland . . . etc."



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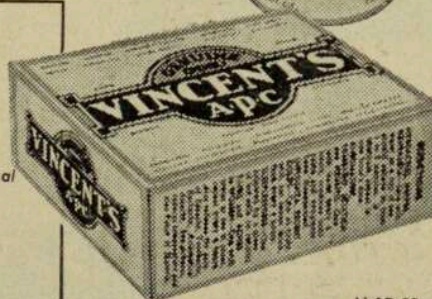


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New Postal Voting Formula

ELECTIONS FOR NEW COUNCIL IN PAPUA-N. GUINEA

PREPARATIONS now are being made for the election, in August, in New Guinea and Papua, of representatives (European) of the three Districts in the next Legislative Council (Islands, Mainland, and Papua).

At present, New Guinea Islands District is represented by Mr. D. Barrett; New Guinea Mainland by Mr. George Whittaker; and Papua District by Mr. E. A. James.

Mr. Barrett will be opposed in the Islands District by Mr. Dudley Jones, well-known law practitioner of Rabaul.

It is now known that Mr. Whittaker will not again seek representation of the Mainland seat—he has given up his residence in Lae and retired from active business in the Territory. Mr. Ian Downs, planter, of Goroka—formerly well known as the District Commissioner for Eastern Highlands—has announced that he will be a candidate for this seat in August.

Mr. Clem Kirke, Port Moresby solicitor, has announced that he will contest the Papua Mainland seat, standing against Mr. James, the present member.

There will be a simplified postal voting procedure for the election.

In a statement issued on May 7, the Administrator said that the amendments to the Legislative Council Regulations are being instituted as the result of complaints that the system of postal voting followed in previous elections was so cumbersome that many persons were discouraged from voting, and in areas where mail services are infrequent, the procedure made it difficult for electors to vote at all.

The postal voting procedure will now be as follows:

(1) Electors will not be required to submit a form of application for a postal vote.

(2) As soon as nominations of candidates close and postal ballot papers are printed, the Returning Officers will forward postal vote certificates and postal ballot papers to all electors who reside ten miles or more from the nearest polling place.

(3) The new postal vote certificate will contain more detail than previously, and the elector's declaration must be witnessed by another elector who is satisfied as to the identity of the voter.

(4) An elector who is entitled to vote by post on grounds other than place of residence, e.g., illness, absence from the Territory, may apply for a postal vote either in person by radiogram or by letter.

The electoral rolls will close on July 1 and nominations on July 1. Election day will be August 3.

Persons eligible for enrolment must be residents of 12 months standing, who are not under the age of twenty-one, and who are not natives or aliens.

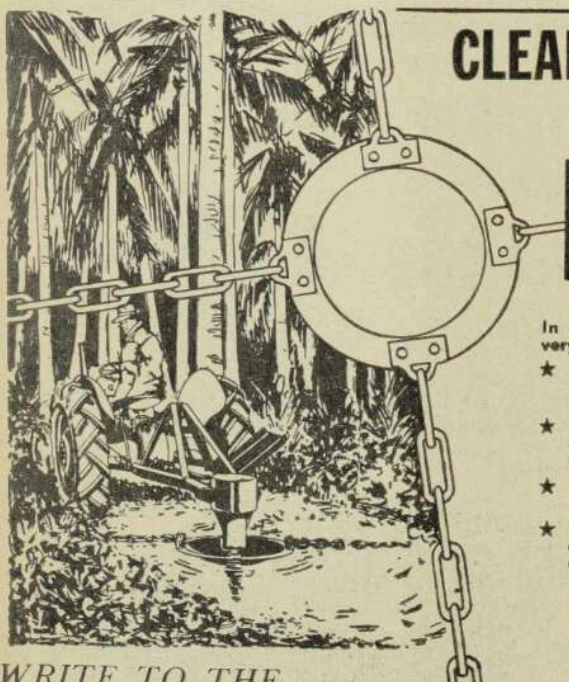
"Fijians" and the Tasmanian P

MR. Harold Krishna Nair, a Fiji-Indian, has been admitted to the Bar of the Supreme Court of Tasmania. Formerly a teacher at Ba, Fiji, he arrived in Tasmania in 1953 and graduated from the University of Tasmania earlier this year.

He will practice in Fiji.

He is the third Indian from Fiji to be admitted to the Bar in Tasmania—Mr. S. M. Koya was admitted in 1953 and Mr. Abdul Kader in 1954.

These young men have gained considerable Press attention in Tasmania. There is nothing new with that except the newspapers concerned persist in describing them as "Fijians."



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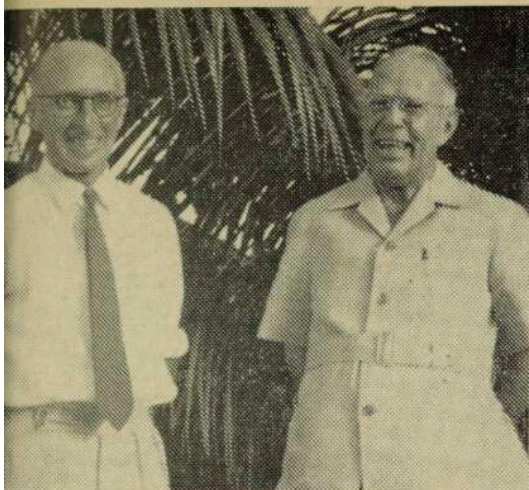
In New Guinea, Fiji and other Pacific Islands, this low cost machine is dealt very successfully with plantation cover crops, Kunai, Sida Retusa, etc.

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- ★ Rotor revolving at slow speed of approximately 300 r.p.m. will not unduly damage coconuts.
- ★ Interchangeable between tractors, i.e., Ferguson to Fordson, etc.
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- ★ Once set up by a competent man the machine can be operated virtually unskilled labour.
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for
L. Chalmers

some considerable responsibility for the economic disturbance caused by the closing of the mill.

On present appearances, it seems that Mr. Chalmers will not only take charge of CSR Co. affairs, in relation to the Nausori close-down, but also will act as the liaison officer be-

Mr. J. L. Chalmers (left) photographed in Suva last month with his father-in-law (Sir Hugh Ragg).

Photo: C. H. Meen.

tween the Company and the half-dozen Departments of Government—such as Lands, Public Works, Agriculture, Education—which necessarily are involved in this far-reaching change.

It is a big job, and an interesting one; and the way in which it is carried out will have considerable bearing upon the future of Suva, which lies so close to the important Rewa Valley.

¶ An important step in the progress of Papua and New Guinea was noted in April, when Mr. Richard Myerscough was sent to Port Moresby to be the permanent representative there of the big press association, Australian Associated Press-Reuters. Hitherto, AAP-Reuters has not been represented in the dual Territory by a staff man. Since April, and in the future, the chief news events of the Territory are being covered by daily despatches from Port Moresby to the principal Australian newspapers.

SETTLEMENT OF FIJI'S REWA AREA

Important step in the economic organisation of the Rewa Valley, in Fiji (made necessary by decision to close the Nausori mill—see March PIM) was in April, when the Colonial Refining Company appointed L. Chalmers (manager at) to the newly-created post of Settlement Manager, with quarters at Nausori.

Chalmers is very well and ably known in Fiji. Mrs. Chalmers is a daughter of Sir Hugh

as explained in our March issue, the cessation of the sugarcane industry in the Rewa Valley at the end of the 1959 season, for a lot of planning, active organisation and industrial readjustment in 1957-53, if considerable economic trouble is to be avoided.

Ownership and usage must be considered; a far-reaching scheme of drainage and roading must be effected, if suitable new industries can be established in place of sugarcane production; a further scheme of encouraging and training and equipping the Indian and Fijian farmers and planters may be necessary.

The various Government departments concerned were wondering how to attack the problem—of a lot of problems—so that the recent might become effective when the Nausori mill closes down. CSR Co. quietly took its own line, and selected and appointed Mr. Chalmers.

CSR Co. has large interests in the Rewa area, in land, buildings, and of all kinds. It also has a—without being asked—

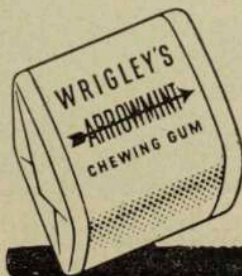


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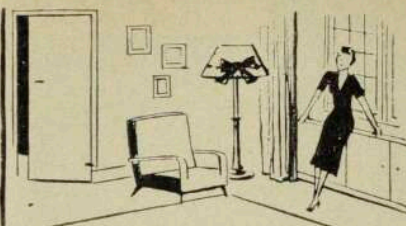
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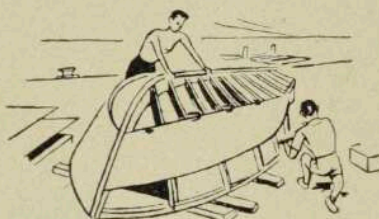
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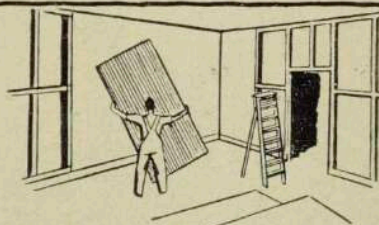
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TUG-BOATS AND TOURIST HOTELS

Prince Tungi's Plans For Tonga

PRINCE TUNGI, recently said that he does not want the termination by the Government of the TEAL boat service to Tonga. It is economic at present. For only the USS Co.'s *Tofua* calling at Nukualofa, but the *Matua* will be regularly, until about April year.

About that time, says Tungi, the tug and freight

Prince Tungi with an

Prince Tungi has complained a correspondent in Suva that years we have mis-spelt his name by dropping out the "n" and calling it "Tugi." He says that is a Polynesian language, Samoan, Maori, etc., and Polynesians never leave a "n". Only Fijians do that.

We stand corrected—but to us that somewhere we have issues of postage stamps with spelled "Toga."

being built for the Government the Copra Board should be vice. They will run mail, passenger and freight trips to Fiji.

Prince Tungi hopes to build a tourist hotel in Tonga even when, he says, plane trips again be justified.

One of Prince Tungi's plans is to institute postal deliveries to Nukualofa—accompanied by numbering. It's possible to beat Suva there!

He also wishes to emulate New York to the extent of naming thoroughfares running on "streets" and all transverse "avenues" or "boulevards." This makes for ease of location in place in town.

At the next meeting of the Legislative Assembly, Tongan will be given the vote. There will be a general election then. Prince Tungi hopes that at the general election women will only vote but will also stand as candidates.

Plans are well under way for the weekly Tongan newspaper, the Government. It will be bilingual. Prince Tungi says the Government paper, it will be the Government, so all news will be accessible. Every head of government will be a PRO and the people will be told what the Government is achieving."

Papua-New Guinea Diary

McADAM COMES UNDER FIRE :: THE SEASONAL IL ABOUT LAE-WAU ROAD :: THE PLANE WITH THE SWANSDOWN SEATS

During the month, all public bodies in the Territory, from the legislative Council (see elsewhere) to the TAC's, have been taking the country to pieces and reassembling it, verbally, nearer to the desirable. Apart from relieving the Territorians' internal pressure, however, this public airing of (usually) quite legitimate grievances, has (as usual) produced no discernible results.

ANOTHER TERRITORIAN RETIRES

Spectator First-Class H. J. Checkston, who first went to the Territory in 1937, has retired. He left Lae on May 21 for south—his address Belgrave, Victoria, where he has a home. His wife joined him about two months ago. Checkston joined the old New Guinea Administration as a Police Sergeant Officer and was in Rabaul at the time of the Japanese invasion. He and a group of residents fled out a few steps ahead of the Japanese and were later rescued from the east of New Britain by a small boat from Port Moresby and taken to Brisbane, Queensland. In 1943, he was

back and remained with ANGAI until the end of the war. After the war he rejoined the Territory Police Force and has been 2IC of Lae Police District since mid-1952. Mr. Checkston is 58.

AIR-MINDED NATIVES—EVEN WHEN DEAD

Natives of Wain, a village outside Lae, New Guinea, recently chartered a plane from Crowley Airways to take the body of one of their villagers, who was killed in an accident on May 17, back home.

The dead man, Guiato, who was a messenger for the Treasury Department, Lae, was riding an Administration bicycle down the steep part

of Huon road when the machine got out of control. At the intersection he tried to turn the corner, but ran wide and struck a 3-ton truck travelling in the opposite direction.

Guiato sustained head injuries and died later in hospital.

VUNAMAMI GETS THE CHAIR

An award with a cash value of £50 is made each year by the Commonwealth Bank of Australia for the most progressive Native Council in Papua-New Guinea.

The Bank's interest in the work of the Councils and the develop-

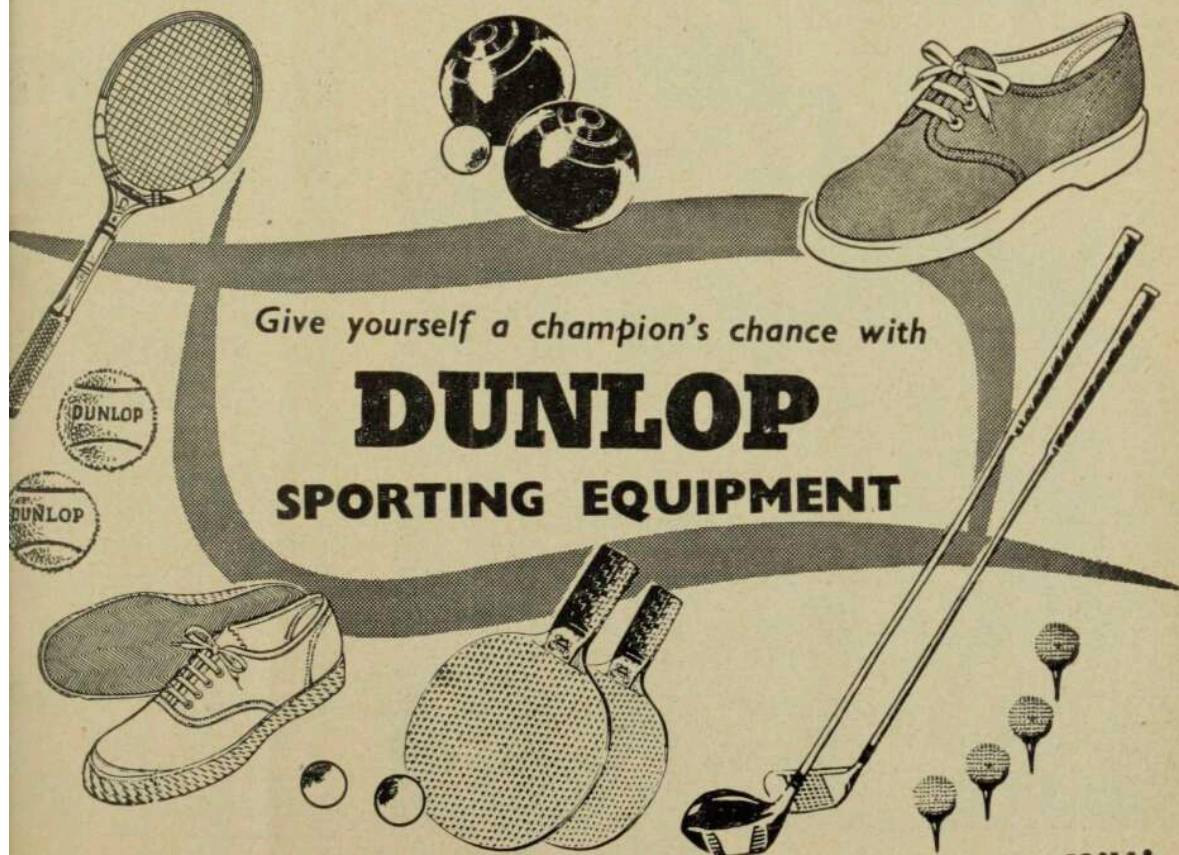
The Pacific Islands Society (Founded 1937)

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

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

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ment of the Territory generally prompted the award.

The award for 1956 goes to the Vunamami (New Britain) Native Council; the award will be a presidential chair for the Council Chambers to be used by the President in his official capacity. In design, the chair will resemble the Speakers' chairs used in British Parliaments.

The award is made on the basis of points allocated for the extent to which the estimated programme for the year has been carried out: proficiency of Councillors and staff; promotion of community participation in the Council's activities; progress in health and education; economic development planning; promotion of social welfare measures, and co-operation with the Administration in the provision of essential services.

A report by the Native Local Government Executive Officer, Mr. H. Plant, on the record of the Vunamami Council during the past year stated that hard work and good executive ability was evident in carrying out the 1956 programme. The President, Tovin, was outstanding, and all Councillors and members of the staff had played a full part in the year's activities. Extensions had been made to the Council School at Ngnalaka; economic progress in the area in-

cluded the continued successful operation of cocoa fermentaries and a rice huller, and Council influence had helped to promote new cocoa plantings in the area.

At Lae, on May 17, the District Commissioner, Mr. H. L. R. presented badges of office to Councillors of the Lei-Labu Local Government Council, and



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At the Roman Catholic Church in Rabaul recently Miss Kcosje Bal was married to Mr. Hameren. Mrs. J. Carroll was matron-of-honour; Mrs. Tony Avenell, best man; and Mary Burgess, flower-girls.

Photo: C. H. Meen.

time receiving the resignations of Luluais and Tul Tuls within the new council area.

Six councillors were elected by secret ballot, after which they were given a short period of training.

A group of villages in the Leilivatu native council are the first in the Morobe District to change to the new system of native administration. Over 2,000 natives are now in the council area and it is expected that by the end of the year 4,500 will have joined. Now the initial step has been taken and their fellows, all are anxious to

IF HE WERE NOT IN GAOL suggestion by Mr. I. Downs at the last Eastern Highlands District Council meeting, held at Milne Bay, that "it would be a good idea to try and find, and to make a native member on the council." brought a reply from Mr. I. Downs that "the only one I can think of—Apo—is in gaol."

Father Schaefer said he could only do so for the Chimbu people, but thought it would be still too far for them to be members of the council at present. "They do not know the way the Administration works, how would they be able to make themselves understood? And how could they understand?" Father Schaefer said.

After discussion it was proposed by Mr. Downs, seconded by Father Schaefer and carried: "That the possibility of including native representatives on the District Advisory Council be investigated by the District Commissioner, and that a panel of names from each sub-district be submitted by relevant ADO's for the next Council Meeting, so that one representative from Chimbu, Goroka and Kainantu may be nominated."

MR. MCADAM ASKED TO RSVP

This same meeting discussed the desirability of posting a Forestry Officer to the Highlands; and the promised visit of the Director of Forests.

Mr. Downs reminded the meeting that the Director of Forests (Mr. McAdam), has made promises to four different District Commissioners, dating back to the immediate post-war period, that he intended visiting the Highlands.

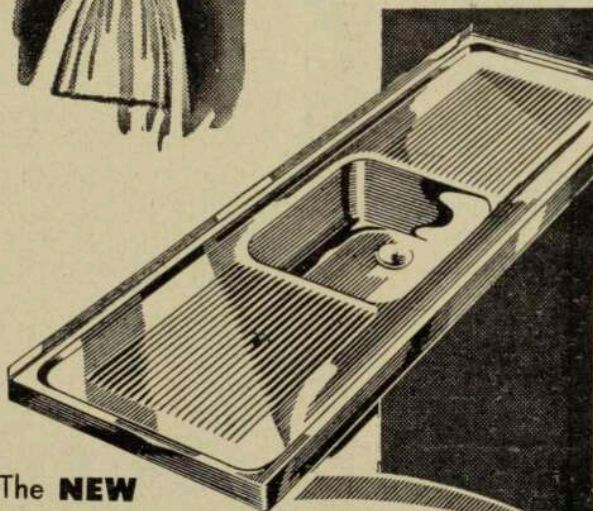
Mr. Downs said he would like to move that a letter be written to the Administrator drawing his attention to the fact that the Director of Forests had not visited the Highlands for 12 years. He pointed out that the Director had visited Singapore, Ceylon, and many other places in this period and that it should be possible during 1957 for him to make a visit to the Highlands area.

(Continued Next Page)

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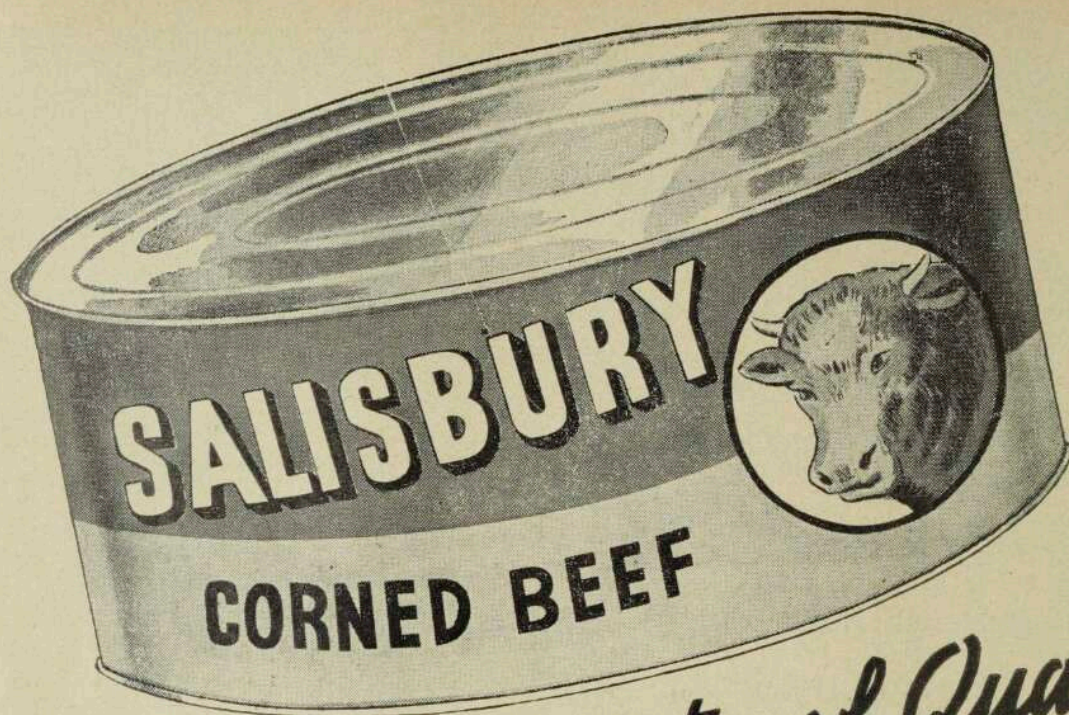


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TRADES SCHOOL WANTED

Highlands residents want some of technical training for to be established in the area. Downs pointed out at the DAC approximately one-fifth of the native population of Papua New Guinea lived in the Highlands, and urged a technical training centre for carpenters, plumbers, and other people in useful trades.

It was pointed out that the Education Department desired students to know English before they have technical training.

Mr. Schaefer said that much could be done with Pidgin-speaking students, and added: "If we wait until they have gone through the end of sixth, seventh and eighth grade we might wait six or seven years. To qualify in English should be necessary."

KAINANTU PEOPLE SUFFER FOR LACK OF DC3 SERVICE

People in the Kainantu area who rely on their economy on Douglas C-47 rates are having a tough time.

With the breakdown of the airstrip, mainly due to adverse weather, only light aircraft can get in and freight rates are doubled. When the airstrip is "out" to freight rates rise from 3d to 1lb; on a drum of benzine or foodstuffs and fertiliser it is a matter of life and death.

For six years ago the natives were flourishing business of potato vegetable growing, but it fell because Kainantu airstrip was closed to DC3's. The natives then lost interest because they had no other means of getting their produce to market. (A DC3 will lift 10 bags against a possible 3 by a light aircraft).

Airport Inspector has recom-



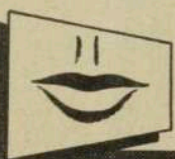
CHINESE DAUGHTERS OF OUR LADY OF THE SACRED HEART, ALL FROM RABAUL: They are from left to right, Sr. M. Lucienne, Catherine Seeto Kit Ching, daughter of the late Mr. Seeto Ngar Man and of Mrs. Seeto Yee Po; Sr. M. Rosita, Catherine Chan Foong Chin, and Sr. Mary Theresa Chan Foong Hin, both daughters of Mr. John Achai and the late Mrs. Rose Chan; Sr. M. Patrick, Theresa Chue Beck Wan, and Sr. M. Agnella, Mary Chue Sin Wan, daughters of Mr. and Mrs. Gabriel Achun; Sr. M. Paulita, Sophia Choi Ching Kit, youngest child of the late Mr. John Choi Wong and of Mrs. Choi So Yo; Sr. M. Callista, Betty Seeto Ho Ching, whose parents, Mr. and Mrs. Seeto Ah Ying, live in Malaguna Road.

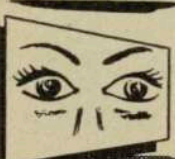
The distinction of being the first Chinese girl to return to Rabaul as a religious, to teach in her former school and work amongst her own race of people goes to Sr. M. Rosita. The honour, however, to be the first Rabaul girl to enter religion belongs to Sr. M. Rosita's own sister, Elizabeth. Elizabeth Chan Yit Kui, the eldest of Mr. Achai's 14 children, went to China in 1927. After her schooling she remained there to join the Congregation of the Sisters, Helpers of the Holy Souls, in Shanghai.

About three years ago all the European members of this Congregation were expelled by the Communists. For a while after this, meagre information could be had about the Chinese members still left in Shanghai. However, for the last 18 months all communication of these sisters with their relatives or friends has ceased. At present there is no means of ascertaining if Mother M. Elizabeth is still alive or not.

For some years already Father Gabriel Chan Tin Cheong, SJ, Mother Elizabeth's brother has been imprisoned by the Communists. It is not known whether he is still alive, either.

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mended a laterite runway strip to bring it up to all-weather requirements, but this is a long and costly job.

The Eastern Highlands District proposed that the Administration seek funds to enable the Kairua airstrip to be made an all-weather field; and in the meantime they subsidise Kainantu residents when the airstrip is unserviceable to DC3 aircraft.

SOME AIR FREIGHT REDUCTIONS

Representations have been made by the Highland Farmers' Settlers' Association to the air companies in respect of reduction in freight rates. Mr. C. Greathead said that Malayan Airlines had brought their rates down, but Qantas had not. He said that the matter of the reduction had been referred to DCA for approval, and DCA had approved Qantas, apparently had then referred the matter to Sydney, which did not approve.

(Mr. Greathead made his statement in April, and no later information is available).

MORE TAXIS NEEDED

Lae has eight hire-car "operatives" at the present time, although that presumably does mean that it has eight operational taxis. Since one of the town's businesses went out of operation some time ago, what taxis are frequently not enough.

The Lae Town Advisory Council feels that four more "plates" should be granted, making 12 in all, providing for the town's increasing population and increased number of tourists.

New Motor Hire Car regulations came into force in early April. The Advisory Councils may now petition the Administrator on the granting of taxi plates.

£5,000 IS THE ANSWER TO LEMON

Wau-Lae road has been giving usual seasonal trouble for months past, although with the onset of the official wet season the upper reaches of the Markham trouble should shortly improve.

Lae has its official wet weather rest of the Territory has been called dry; this is due to the configuration of the Huon Gulf, in relation to the mountain ranges behind. But any season can be in Lae although at its wet causes purely local flooding.

The real trouble on the Wau is caused by rain at the head of the Markham, as well as structural difficulties and inadequacies in the road itself.

The worst trouble is at a place called Lemon Tree, about 14 miles outside of Lae, on the Wau-Lae road. The Markham Bridge. When Markham floods, water backs up to this point and covers the road for about half a mile. Large lorries



Wedding of interest took place recently in Rabaul, when Mr. Bruce Ian Sutherland, of the R. N. G., when Mr. Bruce Ian Sutherland, Mrs. L. J. Sutherland of Rabaul, was married to Miss Ann Wright. The bridal couple were accompanied by the chief bridesmaid Noela Lyme and the flower-girl Judith Quick.

Photo: C. H. Meen.

get through but to vehicles of a lower calibre the road is impassable. It has been estimated that it will cost about £5,000 to raise the standard of the road at this point. The road is the life-line of the district and gold industry in Bulolo. It might be thought that the cost would be a small price to pay for getting out a trouble spot that is a continual source of irritation and loss of valuable time. Towards the end of May the District Director of Works said the road was trafficable both ways.

AGRICULTURAL DEPT: LADYBIRDS AND MEALY-BUGS

It had been hoped that ladybirds would be the solution to the mealy-bug pest which is causing some trouble on coffee plantations in the area. Ladybirds seemed to have solved the trouble for a while but most of the plantations are now suffering a reinfestation of the mealy-bugs, and small black ants are believed to be the reason. The ants are harboured and protected by these ants, and are carried up the trees by the ants. The ants deposit a covering, sometimes an inch thick, on the leaves of the coffee trees, and this deposit is knocked off, and the mealy-bugs are found on the leaves. The planters in the district have been asked to cut off portions of the trees that have been thus infested and send them to the

CSIRO for research.

In the meantime, the only way to get rid of the bugs appears to be to get rid of the ants—by spraying with dieldrin or some other chemical.

POLICEMAN REWARDED

The native constable who recaptured Ame Aite, the third escapee from Bomana prison (*PIM*, May, p. 141), will be given an open commercial order worth £11/5/-, in recognition of his services.

Police regulations prohibit the payment of money to members of the Force, but as the donors wish some portion of the fund to be paid

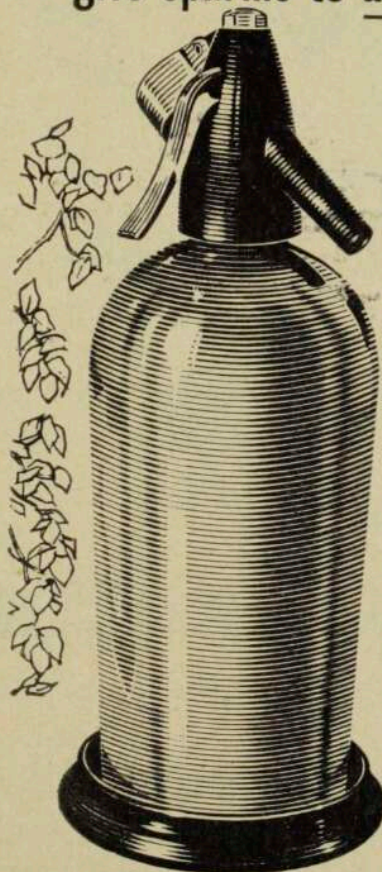
to the constable, this is being done by means of an open commercial order.

The remaining £20 of the public fund is to be shared equally between the Amenities Accounts of the RPNGC Police Depot at Kila, and that of the Pacific Islands Regiment.

Referring to the action of the European and native residents of Moresby, who subscribed the public reward money, the Assistant Administrator, Dr. J. T. Gunther, expressed the thanks of the Administration for this public-spirited gesture, and said it reflected the donors' keen and practical interest

Sparklets

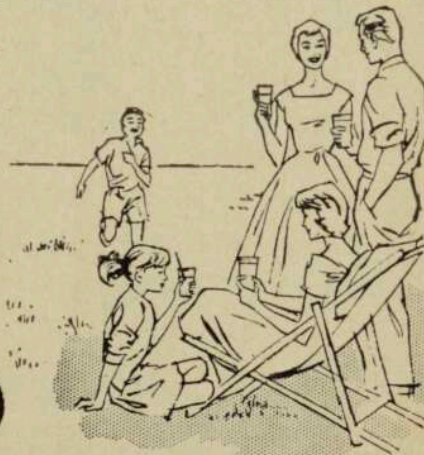
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Joseph's Hall (above) was officially opened on May 11 at Boroko, a very up-and-coming Moresby suburb. This Catholic hall will be used for church services, but will also be available to any denomination or society for hire.

Photo: Papuan Prints.

ens in a matter of civic wel-

OUR POLICE AND FIRE IDE SERVICE AT BOROKO

Combined Police and Fire
was opened at Boroko, in
rt Moresby area, on May 15.
ew station is located in a
g erected as a permanent
ation near the Boroko Hotel.

This will provide a 24-hour police
and fire service for the district,
with telephone number 5139, and
a European officer in charge.

The Commissioner of Police and
Fire Brigade Superintendent, Mr.
C. Normoyle, said that this exten-
sion of police and fire services is
being made despite heavy calls on
available staff, but the requirements
of the Boroko area have been met

because of the rapid growth of this
residential zone.

Later on it is planned to add an-
other eight buildings in the form of
a square, at a cost of about £40,000.
They will include a mess for police-
men and firemen, with a common
kitchen, separate barracks, ablution
blocks, married quarters and a gaol.

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Following a new policy, the fire station and police station would, in the future, be separate organisations and when the new project is completed the two units would work entirely independently of each other.

PS PROMOTIONS

Mr. G. Twogood (formerly of Native Affairs) has been provisionally appointed OIC of Planning and Development with the Department of the Administrator.

Mr. Walter William Watkins, who has been acting in that position, has been appointed Secretary of the Department of Law.

Mr. Watkins, who served with the 2/32nd battalion, 9th Division, for four years in the Middle East, New Guinea and Borneo, joined the Papua-New Guinea Public Service in October, 1946, as a Legal Officer in the Government Secretary's Department. He advanced to the position of Crown Law Officer in charge of the Crown Law Office, and more recently has been acting as Secretary of the Department of Law. He is 44.

HAVE YOU GOT A BANKER'S SEAT?

The popularity of DC3's for Territory work was shown recently, when £65,000, which was considered to be about the highest price ever received in Australia for a second-hand DC3, was paid by

Mandated Airlines, Lae, for the Commonwealth Bank's DC3.

The aircraft has been described as the most luxurious DC3 in the world, with seats costing about £200 each. The aircraft has had low

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• FOOTNOTE: The vital question here—and our query is—whether it is not academic—is whether

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H. M. Arrowsmith, general secretary of British and Foreign Bible Society in attended the Mission-Administration education conference, in Lae from April 29 to (see May PIM).

ends to keep those magnificent 10 seats, which were specially designed to cushion the VIPs of the banking world, or whether they intend to throw them out and instal those tin soap-dish arrangements that masquerade as seats in domestic services in PNG?—Ed. PIM.

ABC CELEBRITY

Now we are going to have culture. ABC has announced that Sam Clarkson will give two lectures in Port Moresby. He will be the first ABC overseas lecturer to visit the Territory.

DEATH IN LALOKI

The OIC at Bomana Gaol, near Port Moresby, Mr. George Gough, issued a warning to natives against swimming in the Laloki River. This followed the drowning of a native in the river in May.

Mr. Gough said that in eight years, nine people had lost their lives below the Falls—one European and the rest natives—and many more above the Falls.

Hidden snags, strong currents, whirlpools and large numbers of crocodiles, are all traps for the unwary, apart from the fact that Highland natives can swim and Europeans should not go in the river, Mr. Gough said.

The native was 35-years-old and his body has not yet been recovered.

MOTHERS SURMOUNT ALL OBSTACLES FOR FANCY DRESS BALL

Preparing junior for a Fancy Dress Ball is a headache to mothers everywhere, but more so in the

Territory. After the preliminary brain-washing for a character, comes the search for materials, and ideas have often to be changed to conform with supply.

We dips our lids to the ingenuity and enterprise of Lae mothers who presented their offspring at the third annual Fancy Dress Ball organised for the Lae Pre-school Centre at Stewart Hall on May 14.

The judges had a very difficult task to choose "firsts" from an assembly of characters who could have stepped out of a Walt Disney fantasy.

Awards were:—

3-years and under:—Best girl, Pamela Devonish, "Queen of Hearts"; best boy, John Howes, "Grenadier Guardsman".

4-years:—Best girl, Jane Dobbyn, "Hula Girl"; best boy, Rodney Williams, "Matador".

5-years:—Best girl, Marilynne Mort, "Midnight Fairy"; best boy, Colin Worrall, "Jockey".

6-years:—Best girl, Joanne Devonish, "Butterfly"; best boy, Graeme Murtagh, "Golliwog".

7-9 years:—Best girl, Robyn Myers, "Lampshades"; best boy, Chris Margin, "Egyptian".

10-14 years:—best girl, Jennifer Hale, "Daisy Duck"; best boy, Ian Hendrick "Rejected Produce".

Best Pair:—John Colwell & Caroline Devonish, "Adam & Eve".

Most Original:—Brian & Karen Zavattaro, "Spanish Couple".

More than £30 was raised at the Ball towards Pre-school funds.

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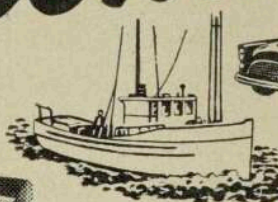
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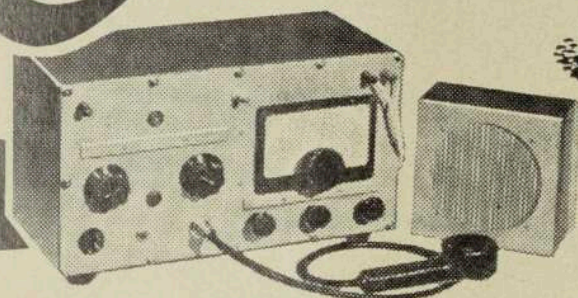
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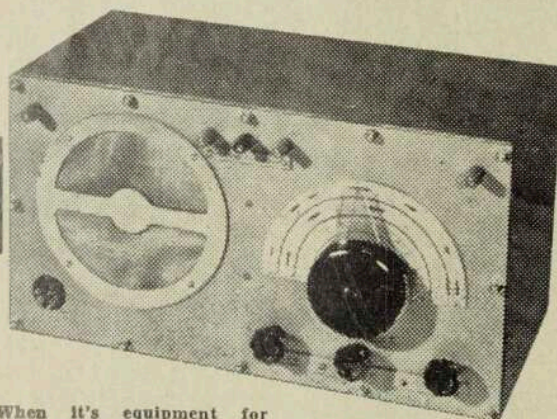
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A native winner of a flower-show award is presented with a prize on May 4, by the Administrator, Brigadier D. M. Cleland.

Photo: Papuan Prints.

point on an unnamed cone north of Numa Numa Bay. Both areas were pinpointed for a ground inspection.

Lamonai crater is on Fergusson Island, on the southern side of Subutula Bay, and is one of three craters in the area—Oiau, also on Fergusson Island, and Dobu Island. Within a radius of five miles of

Lamonai there are some 2,600 natives living in 10 villages, and also one Mission. About 4,402 people, in 16 villages live within a ten-mile radius.

A series of earth tremors and a number of landslides were felt in the vicinity of Oiau Crater in August, 1955. At that time evacuation plans were prepared so these would be ready should activity become dangerous, then or later. These have been kept up to date,

REMAINDING VOLCANOES

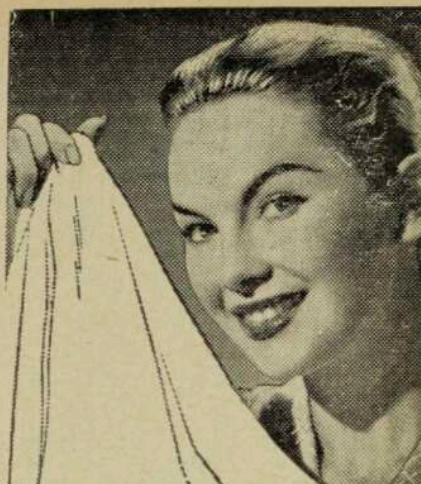
When first news of the activity of Lamonai crater, on Fergusson Island, Papua, came early in May, the Administration Vulcanologist, Mr. Taylor, flew over the area and made a report that an air inspection of Lamonai, Oiau and Dobu revealed no obvious changes of alarming nature. A close inspection revealed that the thermal area (near Salamo) has changed since last seen in June, 1955, the geyser slightly more active and temperatures correspondingly higher.

Inspection of Lamonai by Mr. Taylor on May 3 confirmed that the swamp on the floor of the crater had dried up; no visible steam was being emitted. An earthquake recorder was set up and is operated by a Native Vulcanological Assistant at the summit. The recorder is to be made a permanent installation even though the current investigation finally shows no immediate danger of increasing activity.

On May 8 Mr. Taylor descended from the low southern wall and carried out a three-hour inspection of the floor of the crater. He found more than an odd patch of dying vegetation and dry swamp bed, he observed no evidence which could possibly be attributed to recent volcanic activity.

For an aerial reconnaissance of volcanic areas on Fergusson and other Islands on May 9, Mr. Taylor reported that no changes were apparent at Diodio, Mud Bay, Lamonai, Oiau and Dobu. He was accompanied by the District Commissioner for the Milne Bay District, Mr. A. T. Timperley, Patrol Officer.

However, the party located a previously unidentified thermal area on the south-western slopes of Lamonai, and a summit thermal



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and would go into effect any time the need arises.

GOROKA STILL PAYS 9d PER POUND ON PARCELS

Goroka residents have got no satisfaction from the P-NG Director of Posts and Telegraphs over the surcharge of 9d per pound on parcels posted to the Highlands (PIM, April, p. 55). They have had some hard things to say about the whole set-up.

All mail, including parcels, has to be flown in to the Highlands from the coast—there is just no other way of getting it there, yet. Goroka seems to have been singled out for preferential treatment in this instance, partly, in the beginning, because the Director of P&T believed that some commercial houses were taking advantage of parcels-post to have parcels air-freighted cheaply. However, the ill far outweighs the good in this instance—everyone has to pay the impost, at twice the cost of ordinary air-freight rates, and at the receiving end.

At a public meeting recently Mr. Ian Downs said that the Administration presides over the most expensive mail service in the world—and probably one of the worst postal services "for the money" in the world. "In a developing territory such as this," he said, "one would think that mail could be one of

the things on which the Administration would be glad to sustain a small loss. . . . I personally think that the whole system is iniquitous, stupid and quite unnecessary."

THE WET IS WET THIS YEAR

Lae's "wet" season looks like being up to standard this year. By

mid-May, 17 inches of rain been recorded for the month year's "wet" was abnormally and was the lowest ever recorded. Only 14 inches of rain fell the whole of May last year.

This year's wet May followed damp April—25 rain-days produced 16½ inches. Easter week-end

INTERESTING BOOKS

KUNDU (Morris L. West). A tensely dramatic novel set in the Highland Vau New Guinea. 16/-, postage 9d.

A COMPARATIVE STUDY OF THE MELANESIAN ISLAND LANGUAGES (S. H. The author deals with the language of each group of islands, after a general of their early records, representation of sounds, the roots and word-formation. postage 3/-.

MALEKULA (A. Bernard Deacon) 1934. This book deals with the vanishing in the New Hebrides. Illust., s/hand. £2/17/6, postage 2/6.

SAVAGE LIFE IN CENTRAL AUSTRALIA (Horne & Alston). A book on the habits and customs, as well as the beliefs of the Wonkonguru tribe and neighbours, illustrated with a map and many plates. £1/17/6, postage, 1/6.

GARDENING IN THE LOWLANDS OF MALAYA (R. E. Holtum). This book attempt to deal briefly with all aspects of gardening in the lowlands of Malaya. £2/15/-, postage 1/6.

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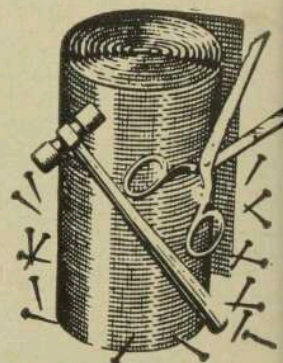
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and Mrs. M. C. Massey with their two girls, Jill and Patsy Hutton, after their wedding in the Methodist Church, Rabaul. The bride was formerly Miss Barbara Ross.

Photo: C. H. Meen.

a modest 5½ inches towards total.

OFFICIAL FILM

film unit, an Administration and the Department of Civil on is collaborating to make a n. colour film of the work of patrol in the Southern High- of New Guinea.

film will be produced by Mr. n Williams, senior producer of ews and Information Bureau Division. The cameraman is G. Leake and the director is eter Dimond. The patrol will ish a new patrol post and the tment of Civil Aviation will out aerial surveys of the over which the patrol is to This aspect of the operation so form part of the film.

s is one of the series of films made under the project ap- by the Minister for Terri- and the object of the film e to depict the work of the ustration in new areas of the ory, and to illustrate the n and physical problems asso- with this phase of Adminis- activities. It will show how

contact is made with primitive groups, and include sequences dealing with the work of a European Medical Assistant accompanying the patrol.

The unit was expected to arrive at Tari, in the Southern Highlands, in mid-May and to begin shooting immediately.

● *The above is good news. It might conceivably show some of our critics how difficult a job remains to be done in New Guinea. It might also remove that nasty taste in the mouth left by the epic "Walk into Paradise".*

NEW GUINEA AERO CLUB PUTS ON SHOW

Following the purchase of their first plane, a Tiger Moth, at the beginning of April, members of New Guinea Aero Club, Lae, have logged 108 flying hours.

In the same period three private pilots have renewed their licences;

an ex-RAF pilot, John Green, has been re-issued with his commercial licence; and there are seven new hands in training and a further four partly-trained students flying regularly. Finally, a friendly ex-enemy, Karl Brinckmann, a former Luftwaffe fighter-pilot, who is now a ground engineer with Qantas, is hard at work obtaining his commercial licence.

Not bad for two months' operations.

To celebrate their achievements and the official opening of the Club, members and pilots from local airway companies staged Lae's first aero pageant and ground display on May 19.

Fly-pasts of a number of different types of aircraft; individual displays where performance qualities not normally evident in their everyday operations, such as short landings, take-offs and engine performances and aerobatics, were per-

(Continued on Page 113)

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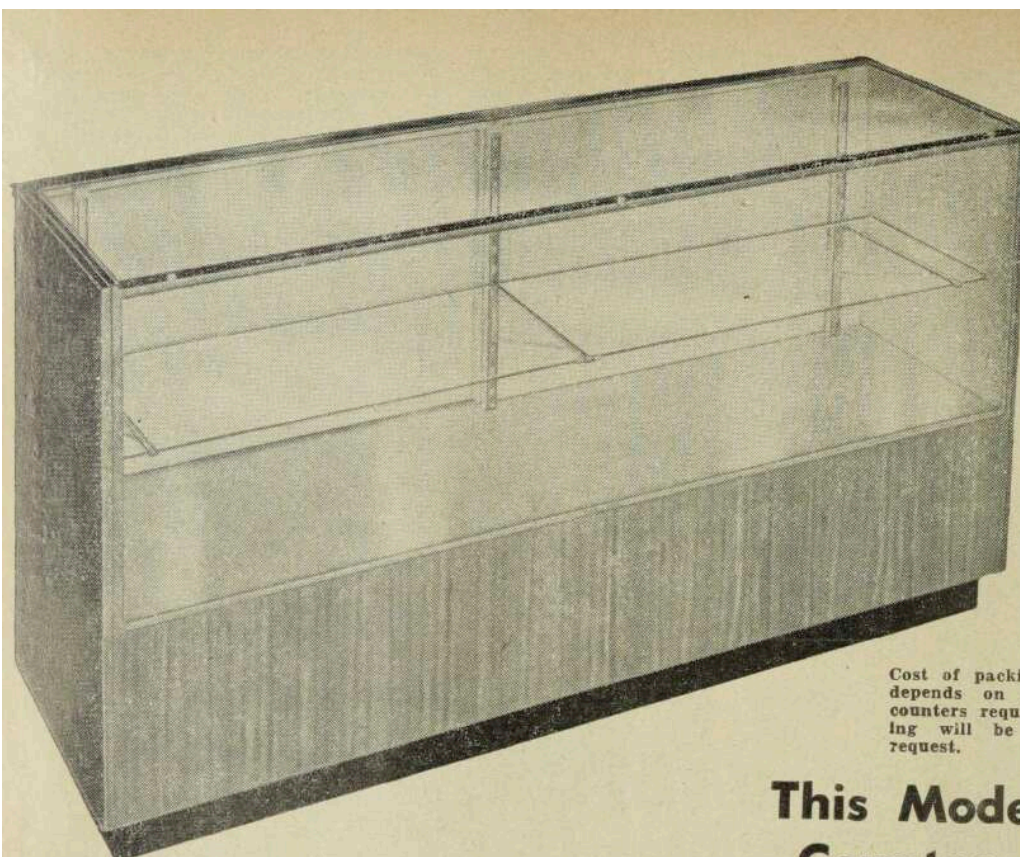
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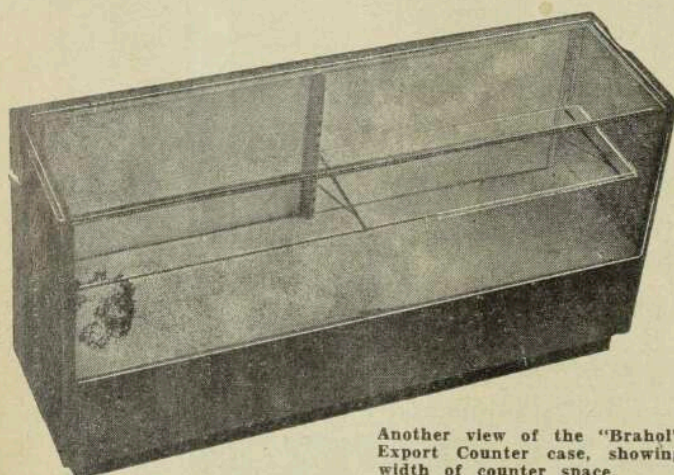
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Another view of the "Brahol" Export Counter case, showing width of counter space.

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LAY TRIAL SHOWED UP EXTRAORDINARY BSIP COPRA HANDLING SYSTEM

Indications of a system of copra handling in Gizo, BSIP, inefficient that it borders on the fantastic, is the main result of a private investigation conducted by *PIM* following allegations made in Sydney in April by Alistair Imlay that he had been victimised by the Protectorate Government.

System of handling copra as in force up until the end of last year but may (or may have been changed since.

Imlay told *PIM* in Sydney that he had gone to the BSIP as a produce collector in 1954. He was dismissed months ago after he had been charged on 24 counts relating to allegations of having forged copra etc.

Imlay had been appointed to the position while in London, where he had been working for a building firm. He knew nothing about copra and his only tropical experience had been on a tea plantation in Ceylon. Imlay had apparently been made out to be a person skilled in copra, either from the Protectorate or from the adjoining Territory of New Guinea.

Prior to reaching the Protectorate, Imlay did not know that his main duty would be the inspection and grading of copra. The only instruction given him in this was that he was handed a short pamphlet and a form setting out the points system on grading used in the Protectorate.

To this man was then entrusted the responsibility of grading the whole of the copra passing through Gizo. Not long after his arrival at Gizo he was told that he was to train a native assistant grader, named Hiva. This native had for some years been employed at a mission school, but had no experience in copra. Imlay's instructions to him in copra grading merely consisted of passing on to him those he himself had been handed.

Within a short period Hiva was

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grading, without assistance, the copra brought in by natives. As the Trading Corporation (successors to the old Trade Scheme, and a Government instrumentality), buyers of the copra, would not accept certificates signed by Hiva, but only those signed by Imlay, the practice was that Hiva would fill in the certificates in regard to copra inspected by him, and Imlay would sign them. On the copra being passed it was weighed by a native employee of the Corporation.

There never was at any time, any supervision of this native's work, so that the weighing of the whole of the copra at Gizo, whether European or native produced, was entrusted to a native who was under no supervision. (This was admitted at Imlay's trial by the Gizo manager of the Corporation.)

After native copra was weighed, the weight-slip and grading certificate were handed to the owner, who took them to the office of the Trading Corporation and was paid in cash, according to the information on the documents. No proper stock checks were ever made to indicate whether there were deficiencies in copra stocks.

It appears that Imlay had been "investigated" over a period lasting some months, and had been transferred to Honiara and left in much doubt, before charges were preferred against him.

The Crown then alleged that copra-grading slips and weight notes were issued at Gizo for native copra and cash collected against these notes, when in fact the natives had not delivered any copra at all.

The main Crown witnesses were the assistant copra grader, Hiva,

and the two copra weighers who served consecutively.

These put themselves forward as accomplices with Imlay, and that although the weighers sent notes in respect of the copra and obtained and were assisted in this by

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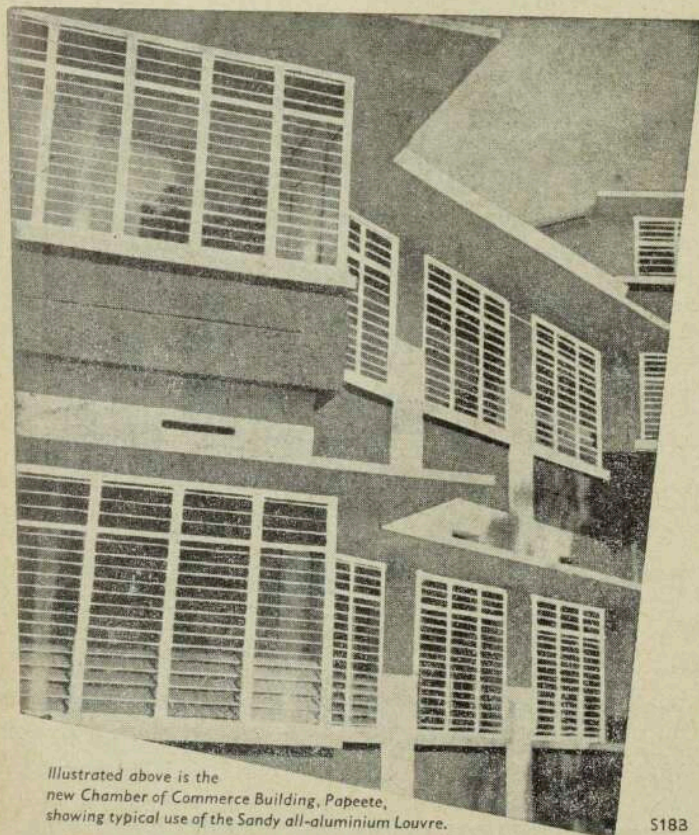
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S183

three were, in fact, instructed to play and passed the money on to him.

Imlay's trial the Crown produced a number of natives whose names had been used on inspection tickets and weight notes, but swore that they had not deeded the copra. It was clear that cash was collected against documents for hypothetical copra.

Imlay strongly denied that he in any way implicated, and his counsel was able to prove this to the satisfaction of the Court; for the names used were those of real natives from a number of villages. These were known to Hiva and the weighers, but quite unknown to Imlay.

In the stories of Hiva and two weighers differed so much on cross-examination that they did not hold together.

The Crown case collapsed and the Attorney-General did not even attempt to address—stating that the case relied on the evidence of accomplices and it was up to the court as to whether it was prepared to believe it or not.

Imlay was acquitted on all charges.

IMLAY'S STORY

Sydney, in late April, Imlay said that he had been posted to Gizo a few months after he had returned to Honiara in 1954.

He said that in September, 1956, he had gone to Honiara, and on the way with him returning to Gizo was Police Inspector Semple. He had heard from some Chinese, the manager of the Trading Corporation and from his own wife, that the police were "investigating" him. In an interview with the police, he said "high standard of living" was commented upon, and he was asked where he had found the money to buy a refrigerator. Imlay had told the police he had saved money to buy the refrigerator as the Government refrigerators were inadequate.]

On the view of this investigation he sent a signal to Honiara and asked for transfer, or suspension, until he was cleared. He was transferred to Honiara, but was not suspended. He was given other duties.

In Honiara he had a discussion with the Acting Senior Agricultural Officer (Mr. C. Mead), who advised him to get a solicitor. Imlay said he had successfully pressed Mr. Mead for further information.

At that time Mr. Dudley Jones, a solicitor, was in Honiara. Imlay had a discussion with him and told him what had occurred. Jones had advised him not to make any statement if and when he was charged. Mr. Jones saw the Attorney-General and was informed that several charges were to be laid against Imlay.

Shortly after, Imlay said, he decided that Inspector Semple again went to Gizo to investigate a complaint that he (Imlay) was taking 10 per cent. of the value

of copra brought in. When Inspector Semple returned to Honiara no action was taken against Imlay.

Another police officer, Assistant-Superintendent Yates, then went to Gizo and returned with 13 witnesses. Imlay said he knew only three of the witnesses. One was a native copra grader who had worked under him in Gizo, and the other two were copra weighers who operated the scale in Gizo.

On November 21, he was arrested at his home, taken to the police station, and charged on eight counts of having forged copra and weight slips; eight of having obtained money on forged weight and copra slips; and eight of having

uttered slips, knowing them to be false.

Imlay alleged to PIM that before his trial the Government had adopted "pin-pricking" tactics against him in refusing him legal aid*, by stopping him from working, by cutting his salary by £75, and by attempting to shift him to a house four miles out of Honiara.

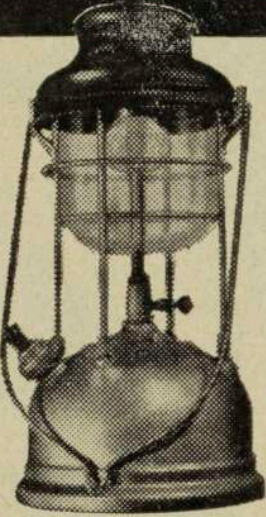
He said that he and his wife were ostracised by all except people engaged in commerce, who reserved judgment, and were fair.

JUDICIAL COMMISSIONER'S OPINION

Imlay's case was heard by Judicial

* There is no provision in BSIP for supplying legal aid.

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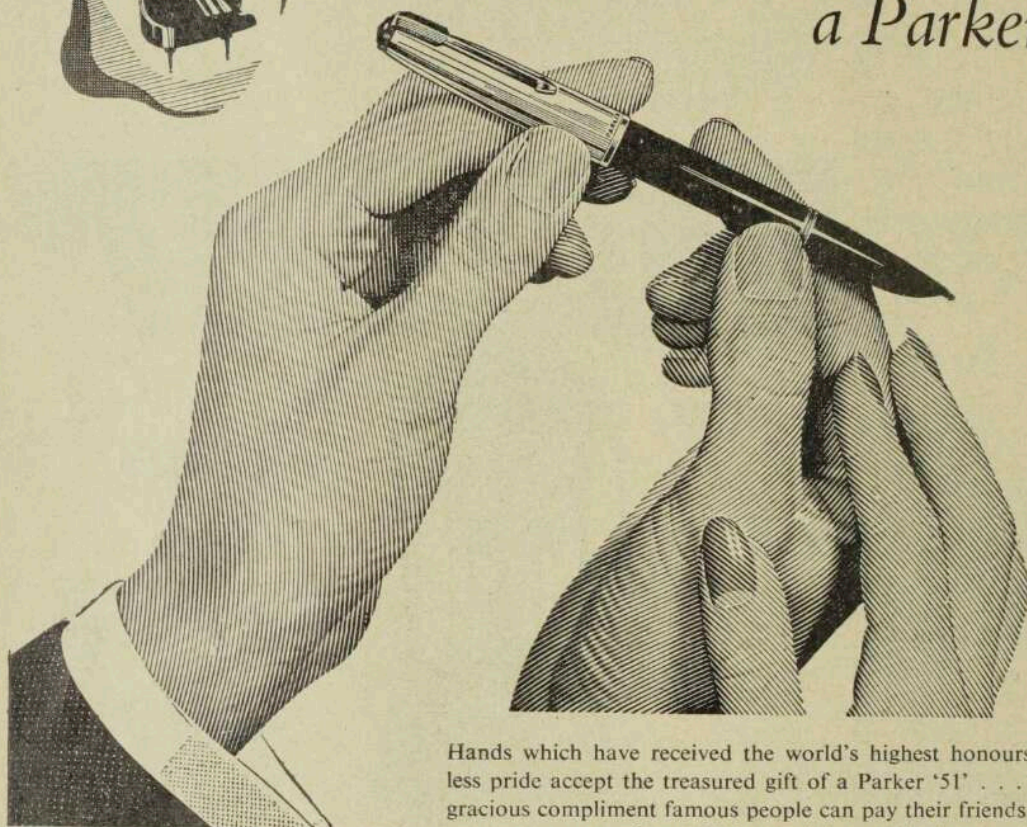
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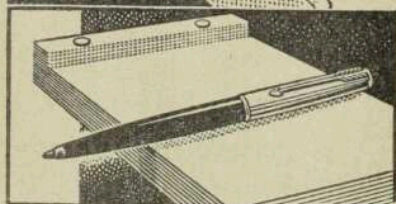
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Commissioner Barwick and three
ssors.

giving his judgment, the
cial Commissioner said that the
e system of copra handling at
was most unsatisfactory; he
ted that a copy of the judgment
ent to the BSIP Copra Board
the Trading Corporation.

AROTONGA'S EASTER CYCLE RACE

AROTONGA'S 21 mile coastal
oad was in a deplorable
ondition again this year after
t heavy rains, when the
al Easter Monday round-the-
d cycle race was run. The
had to be conducted in
ate heats, the first three
s going to the men with the
st times.

h of the six villages entered
representatives, and Mana,
tikaveka, won in 53 minutes
econds. Second and third
s went to Iro Crummer,
angiia, and Tuakura, Arorangi,
ctively.

the Ladies' Cycle Race, of 1½
the first and second places
to Tere Daniela and Vai
both of Arorangi, and third
was taken by Diana Hosking,
tikaveka.

Scientists and Technicians at Work

RESEARCH COUNCIL OF SOUTH PACIFIC COMMISSION

TWENTY-TWO experts in Pacific
tropical agriculture, public
health, and social welfare
gathered at the end of May in
Noumea for the opening on June 1,
of the eighth meeting of the Research
Council, the expert advisory body to
the South Pacific Commission.

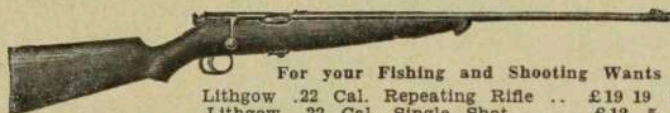
At the meeting, which was ex-
pected to last about a fortnight, the
Council proposed to shape the Com-
mission's work programme for 1958.

Most members of the Council are
technical officers of Territories'
Administrations, with wide practical

experience of Pacific problems. A
small team of top-level Commission
scientists will attend, led by the
Secretary-General (Dr. Ralph
Clairon Bedell).

"This Research Council meeting
will be important," Dr. Bedell said.
"It is the first to be held, following
the recent Review Conference at
Canberra. The Conference con-
sidered the Commission could best
continue its work for Pacific
Islanders by concentrating on a
limited number of activities, with
clearly-defined objectives of practical

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ether penetrates and kills.



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Lice, Fleas, Flies, Lawn
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water. 2-oz. bottle,
4/6, makes ½-gal.;
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of 1 pt. to 44 gals.
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value to the Territories."

Recommendations emerging from this Research Council meeting will be put before the next session of the Commission, in Noumea next October.

The following were due to take part in the Research Council meeting:

- Dr. R. C. Bedell (Secretary-General and Deputy Chairman of Research Council).
 Dr. J. Bierdrager, Director of Public Health, Hollandia, Netherlands New Guinea.
 Med. Lt-Col. G. Boussier, Head of Health Department, Tahiti.
 M. F. Cohic, Acting Director, French Institute of Oceania, Noumea (alternate ad hoc for Dr. F. Bugnicourt).
 Mr. John C. Cool, Samoan Affairs Officer, Pago Pago, American Samoa.
 Dr. P. W. Dill-Russell, Director of Medical Services, Suva, Fiji.
 Dr. H. J. Coolidge, Executive Officer, Pacific Science Board, National Research Council, 2101 Constitution Avenue, Washington, USA.
 Dr. J. V. de Bruyn, Adviser for Native Affairs, Hollandia, NNG.
 Mr. W. C. Groves, Director of Education, Territory of P-NG.
 Mr. J. C. Guiart, Professor of History of Oceania Religions at the Practical School of Advanced Studies of the Sorbonne, Paris, France.
 Dr. R. F. F. Scragg, Acting Director of Health, P-NG.
 Mr. F. C. Henderson, Department of Agriculture, etc., P-NG.
 Dr. A. H. J. Kroon, Executive Officer for Economic Development, SPC.
 Mr. J. Ham, Head, Section Agricultural Extension Service and Education, Hollandia, NNG.
 Dr. H. Eugene MacDonald, Director of Public Health, Trust Territory of Micronesia, Guam.

- Mr. J. M. McEwen, Asst. Secretary, Dept. of Island Territories, Wellington, NZ.
 Dr. E. Massal, Executive Officer for Health, SPC.
 Mr. B. A. O'Connor, Senior Entomologist, Fiji.
 Mr. B. E. V. Parham, Director of Agriculture, Western Samoa.
 Mr. R. A. Derrick, Curator of Fiji Museum, Suva.
 Dr. R. Seadon, Executive for Social Development, SPC.

Dr. H. B. Turbott, Deputy Director-General, Health, New Zealand.

OBSERVERS

- Mr. W. H. Hamilton, Secretary, Department of Scientific and Industrial Research, New Zealand.
 Mr. Colin G. Lennox, Pacific Science National Research Council, Washington.
 Bernice P. Bishop Museum, Honolulu.

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M. Cruikshank, Area Representative for South Pacific, World Health Organisation, Sydney.
or J. W. Davidson, Australian National University, Canberra.
Legend, Director of Research, French Institute of Oceania, Noumea.

LINK IN FIJI ELS CHAIN

Deuba Resort Bought Northern Hotels Ltd.

The purchase by Northern Hotels Limited of the Beachcomber Hotel, at Deuba, Fiji, in May, was noted with lively interest by the various organisations connected with Fijian tourist traffic.

The Beachcomber has been conducted by Mr. Hope Gibson (who bought it from Mr. Barry Philp) as a day resort, with various special attractions; and as it is only 30 miles west of Suva, it was available to parties of tourists based in Suva—especially people off the ocean liners who have only a short time to spend in the country.

Mr. Gibson showed enterprise in making the hotel the centre of an active holiday resort; but he made it a full-time job—and his initial Melbourne interests also upon his time. Hence his decision to sell.

Hugh Ragg's big company, Northern Hotels Ltd., now owns and operates the following:

Lautoka Hotel, Lautoka.

Ba Hotel, Ba.

Hotel, Tavua (leased, not owned).

Raki Hotel, Raki Raki.

Nadi Hotel, Nadi.

Sigatoka Hotel, Sigatoka.

Korolevu Hotel, Korolevu.

Beachcomber Hotel, Deuba.

It was understood that, if and when the Club Hotel (otherwise called the South Seas Hotel) is completed in Suva, it will be taken over and operated by Northern Hotels Limited. This will give the Company an almost complete chain in the main island of Viti Levu.

The first six hotels named above are primarily commercial hotels, serving the service to the districts in which they are situated; but under the direction they have been developed also as tourist hotels, with facilities required by that class of tourists, which is growing steadily.

The Korolevu Hotel, opened some years ago, was planned primarily for the tourist traffic; and it has become the most famous holiday resort in the South Pacific. It is situated on a lovely bay, in a beautiful setting, on the South Coast, 65 miles from Suva, and 20 miles from Sigatoka.

Deuba is about half-way between

Suva and Korolevu. It, also, serves no town or community, and is run as a lagoon-side holiday resort on the attractive South Coast, and within easy motoring distance of the capital.

The original licence for a hotel in that area was held by Mr. J. B. Bayly; it was purchased by the Philp brothers and the new Deuba Hotel built about 1950-51. Extra accommodation was added later when a film company chose that area to shoot the film, *His Majesty O'Keefe*.

MAX LOVELL IN CHARGE

Northern Hotels Ltd. took over the Beachcomber Hotel at Deuba on June 1, and immediately commenced a programme of improve-

ments, including new kitchens and renovation of grounds and gardens. Mr. Max Lovell (formerly manager of the Nadi Hotel, who has been away on leave, has taken charge of the Beachcomber. At present, it is intended that he shall be the manager of the new Club Hotel in Suva, when the building is completed.

† Customs receipts for the first quarter of 1957 constitute a record in New Caledonia. Total is nearly 202 million fcs. (£1,414,000). This represents nearly twice the sum of the corresponding period last year. It is expected that receipts will continue at the same rate for the remainder of the year.



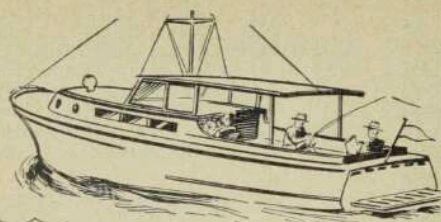
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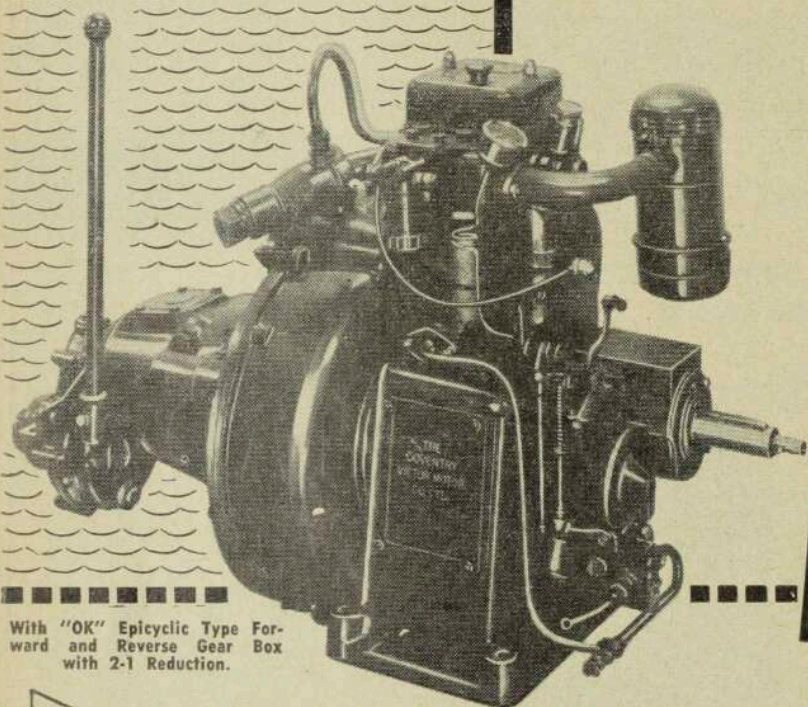
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Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

DUTCH SHIP SLIPPED IN MADANG

The Dutch New Guinea Government motor-vessel, *Hans-Fuhri*, of 300 tons, arrived in Madang, N.G., May 10 for slipping, general survey and overhaul.

This vessel is used as a training ship as well as a supply ship for government stations. She also has a third job—lighthouse tending. Captain E. G. de Boer is her skipper. A DNG Government Shipping Official, Mr. Schulze, was in Madang to keep an eye on finances. While the ship was in Madang, coastal skippers were interested in learning something about conditions on the other side of the border. They were surprised to find that a native seaman in the Netherlands receives a minimum of £20 per month. A bosun on an Australian NG coastal ship gets about £15 possibly £7 per month over-

However, as the cost of living is at three times higher in DNG than in the Australian territory, the

NG native seaman is still much better off than his cousin in the Dutch Territory.

Just before *Hans-Fuhri* went on the slip, BP's 300 tons, wooden motor-vessel *Kulu* came off and left soon afterwards, under the command of Captain Jim Ritchie, for Rabaul, via Witu.

WITH COMPLIMENTS—TWO YEARS LATE

Things move slowly in the Gilbert and Ellice Islands Colony. Early in 1955, when the last edition of the *Pacific Islands Year Book* was in course of revision, we sent questionnaires to all Pacific Islands governments seeking data about ports. One of these circulars went to the G and E Colony in respect of Tarawa (Betio) and Funafuti.

It reached us again this month, duly completed, and, attached, this formal little note, dated March 20, 1957—getting on for two years after the questionnaire went out:

*The Secretary of Government,
Gilbert and Ellice Islands Colony,*

presents his compliments to the Publishers, Pacific Publications Pty. Ltd., and has the honour to return herewith two marine questionnaire forms, in respect of the Ports of Betio, Tarawa Islands, and Funafuti, Ellice Islands, duly completed.

The forms now look as though they have been through many vicissitudes—the marks of many rusted slide-on paper clips adorn them and they appear as though they have been watered by someone's salt tears.

Unfortunately, the edition of the

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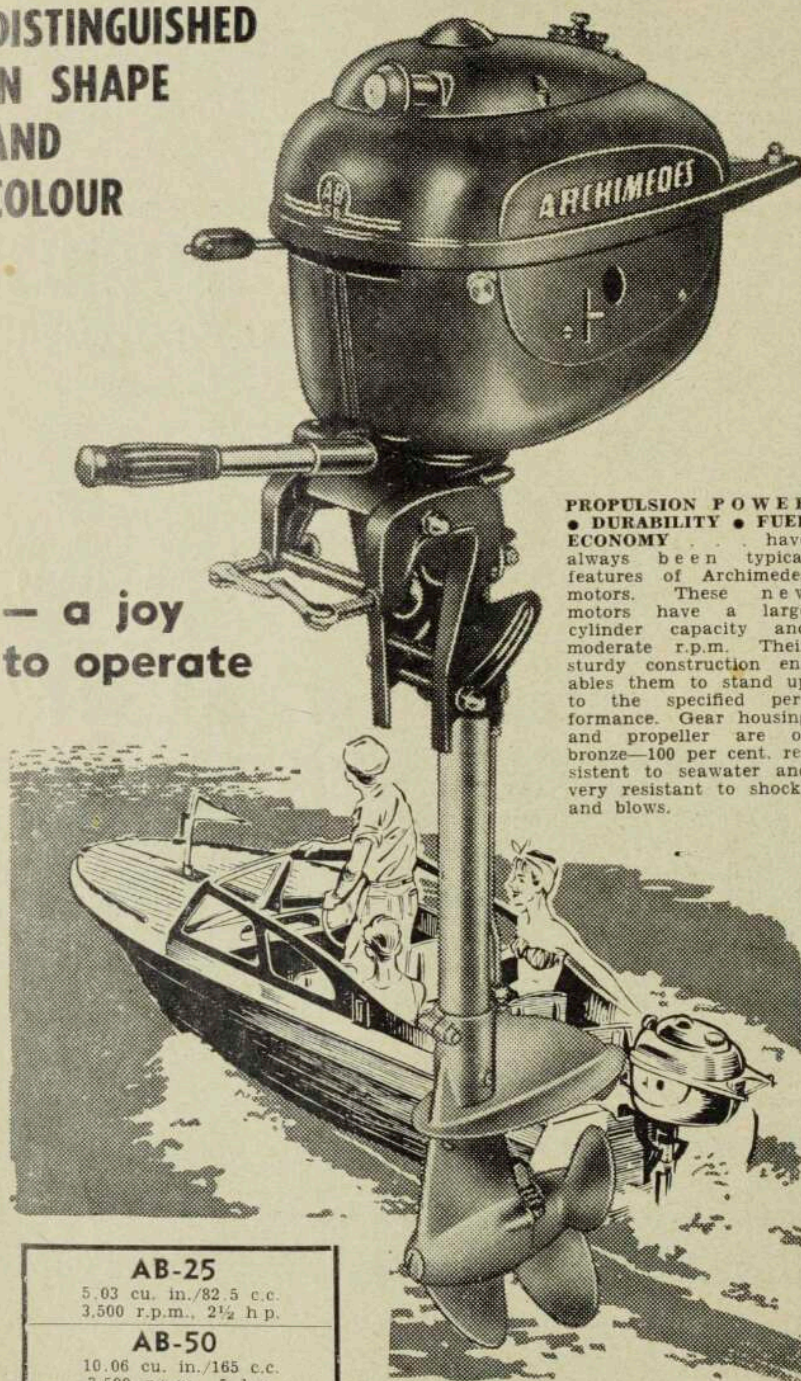
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"Fauabu Twomey", the first of the vessels supplied to SW Pacific Mission Lepers' Trust Board of NZ. She was in New Zealand on April 17 by the of Island Territories, Mr. MacDonald (PIM, page 59).

Year Book for which they were tended was published last without, of course, the data G & E ports.

However, in case anyone terested, here is a summary information now supplied:

BETIO: A port of entry control of Marine Superintendent Radios should be addressed "M Tarawa, and a pilot is available request by radio. Entrance the lagoon is marked by light and lighted buoys, but entrance by day only. There are no water and there is four to seven fathoms depth of water at the anchorage. Well water and a small amount of rain water is available also a amount of oil fuel.

FUNAFUTI: A port of entry port authority except District Entrance marked by beacons pilot and stated that pilot unnecessary. No wharf but small jetty near Government Station from 4 ft to 8 ft of water. Depth water at anchorage 50 yards shore, 10-20 ft, with deeper further out. Limited quantity water and diesel oil available Lagoon safe throughout year

DAMAGE IN MARQUESAS

According to private advice received in Auckland, the seismic wave resulting from a severe earthquake in the Aleutian Islands in the far North Pacific on March 9, caused considerable damage in the Marquesas.

Mr. Henry Lie, writing to a friend in Tahiti, reports that the copra stores at his Paumotu Bay property, Fiva Oa, were swept away.

Mr. Lie's property suffered considerable damage in an identical incident several years ago. It is probable that other properties in the Marquesas also again suffered damage.

EXODUS FOR TAHITI

Following the successful Bastille Day celebration in Papeete last July by the Rongotonga ketch *Taveuni*, the owner of the new rival vessel *Tiare Maori* announced a similar cruise, leaving Rarotonga July 9 and returning July 22. There is also a possibility that *MV Melva* may make a similar cruise.

Meanwhile *Taveuni* and the same owner's *Inspire* cleared Rarotonga for Papeete April 21, with fruit stores and for refit there.

Mr. Brown and his wife travelled on one of the vessels and arrived in Papeete on April 28.

For years there have been so many small connections between the Cooks and Tahiti been offering over so much a period.

ANYTHING GOES IN THE HEBRIDES

A New Hebrides resident, writing to report to us two shipwrecks amongst the local fleet there, remarks that although in the Hebrides it is necessary to have a licence to drive a car, and to have that vehicle inspected at intervals, there are

apparently no laws controlling the conduct of the local shipping fleet.

He says that there is no Maritime Court of Inquiry; no laws to prevent an unseaworthy vessel putting to sea; no regulations concerning the capabilities of skippers; and that it is not even necessary to inform the authorities if a shipwreck occurs.

(Over)

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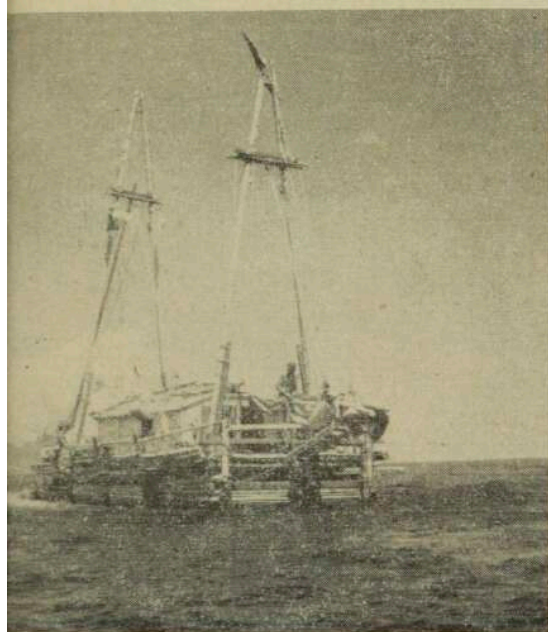
Telephone: JF 1215

PERSONAL

Captain G. Baxter is at present in command of the New Guinea-Australia Line vessel *Shansi*, while the former master, Captain W. Bunney, is a patient in the Royal North Sydney Hospital, Sydney.

LOSS OF MAKARO AND ADIGAETANE

A 20 tons New Hebridean vessel was dragged her anchor and ran up on a reef at Retek, on the east coast of Malekula at the end of March. She became a total loss. There was no loss of life. A month later the Burns Philp



We have now been informed that work has been proceeding on her since she was beached although it was some time before she could be raised and the list she had when beached, righted. She now is in a good position, and Mr. Alsace Lorraine Miller, Levuka boat-builder, has a gang of six men on the job.

To enable the gang to get at her, a 40-ft stage has been erected from the sea-wall to the ship which is now floating upright. In early May, the new keel had been fitted and the stern post was in position. Damaged bows have been repaired and at time of writing, new timbers were going into the damaged starboard side. She should have been ready to have her engines re-installed by the end of May. She will later go to Suva for finishing touches.

All work done on her so far has been done by hand. Mr. Miller, who has been a boat-builder all his life, says that repairing *Joyita* is the biggest job he has ever tackled.

JOYITA AND MACUATA INQUIRIES

Courts of Inquiry sitting in

The bamboo raft "Tahiti Nui" taken after she sailed from Papeete in November, 1956. (See story page 103).

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Adigaetane was run up on a reef on a voyage between Luganville (Santo) and Hog Harbour. No details of this incident are available.

The vessel was towed across from Vila in November, 1955, by the Burns Philp and shortly after arrival in Vila harbour. She was repaired and has since been trading with the group.

On her last voyage, the weather was bad, and the distance to be covered was only about 25 miles.

An attempt was made to tow her from the reef with a launch but this failed. Cargo, mast and engine were lost from her before rough seas sank her. We understand that she has been declared a total loss.

JOYITA WILL SAIL AGAIN

Levuka correspondent says that the wide of the mark when we reported (April PIM, p. 177), that nothing was being done to make *Joyita* sail again.

CAPTAIN W. L. KENNEDY

(Established 1931)

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TWIN DIESEL CARGO VESSEL, about 180 tons dwt., 2-holds, 2 hatches, in Survey and working. £22,000.

AUX. KETCH, 90 ft. x 22 ft., about 100 tons dwt., 8L3 Gardner diesel, in Survey. Owners keen early sale. £12,000.

WORKBOAT, 61 ft. x 18 ft. x 8 ft., 6 ft. x 3 ft., 114 H.P. Gardner marine diesel, in Survey and working. £10,500.

WORKBOAT, 49 ft. x 15 ft. 3 in. x 8 ft., m.d. seaworthy vessel with good free board, 5LW Gardner marine diesel, would convert readily to ketch rig. £6,825.

33 FT. x 11 FT. WORKBOAT, near new, 4-cyl. diesel, 2-way radio. £2,250.

NEW WORKBOAT HULL, 27 ft. x 10 ft., complete cabin, steering, fuel tanks, shafting and stern gear. Owner will quote instal engine. £1,300.

20 FT. CARVEL LAUNCH, twin Simplex. £600.

We shall be pleased to obtain independent Surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

Suva early in May took stern action against a Master and a Mate over the strandings of the *Joyita* and the *Macuata*.

The master of the *Joyita*, David Leonard Elliott, had his Master's certificate cancelled; and Mikaele Gukibau, mate of the *Macuata*, had his certificate and sailing licence cancelled. The court ordered, however, in the case of Elliott, that its ruling should in no way affect Elliott's competency as a Mate.

The master of the *Macuata*, Apolisi Qata, was also disciplined. His certificate was suspended for three months.

The *Macuata* stranded on a patch of coral six miles west of Moturiki on January 4, and was seriously damaged. Four days later the *Joyita* went aground on the notorious Horseshoe Reef in the Koro Sea. She suffered considerable damage, and was later towed to Nasova, near Levuka.

The court found that the cause of the *Joyita* stranding was because Elliott was incompetent in his handling and general navigation of the vessel. The ship stranded because Elliott did not ascertain his position from Koro Light by taking four point bearings. When the ship struck, Elliott did not know his position.

Macuata stranded because Mikaele took her on the wrong side of a beacon. The mate was incompetent

in his handling and general navigation of the vessel, and the damage was caused by his wrongful act, and also the wrongful act of the master in not giving proper orders, the court found.

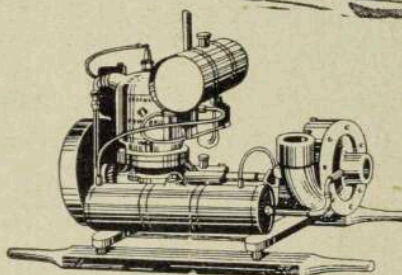
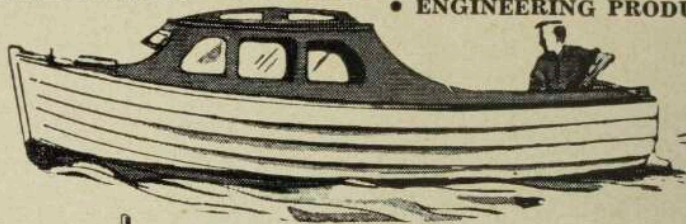
But Apolisi was not incompetent in his handling of the *Macuata*.

1957 CONDITIONS FOR J PEARLERS

Japanese pearl-ers will open North Australian waters again season—just commencing. In order to conserve pearl-shell sources, two areas are being to all pearling and a limit t

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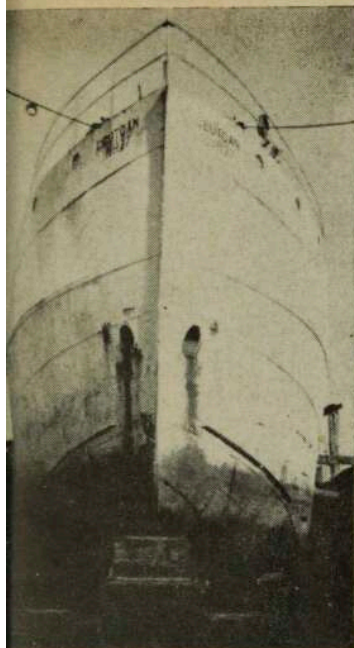
MONEL shafts give Longer service

Monel* shafts are renowned for their rugged strength, stiffness and freedom from whip. These characteristics are very important since a good, stiff shaft reduces vibration, transmits more power to propeller and thereby increases speed and efficiency. Of still greater importance is the fact that Monel retains these properties indefinitely, because Monel cannot rust and is not corroded by fresh or salt water. That is why a Monel shaft, stronger than others when new, is still in perfect condition after years of continuous service.

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Sole Australian Distributors of Monel :: :: Phone: BX 1211 (Six Lines)

*Monel is a registered trade-mark covering a rich nickel alloy, mined in Canada and rolled in Great Britain.



"Mort" in Mort's Dock, Sydney, some time ago. (See story page 131).

ity that can be taken has been
ed to two other areas.
e conditions under which the
ese operate off the Australian
were agreed upon by the Gov-
ents of Australia and Japan in
pending a decision of the In-
tional Court of Justice on
r's challenge to the validity of
alia's claim to the "continental
"

far as we know, the Courts
on on the matter is just as
way as ever.

N RETURNS TO NORBRYN

e officers and crew of the
yn returned to the ship on
10.

ey had been living ashore since
1, when the ship was towed
Suva Harbour by some of the
y's smallships after a series
ishaps and a nine-days' tow.
(April, p. 78).

agents for the *Norbryn* in
said that the ship would be
alongside King's Wharf after
s to her engine were completed.
May 17, the vessel was "dressed"
celebrate the 143rd anniversary
Constitution of the Norwegian
ment. The officers and crew
ated with a small party on

bryn is expected to sail from
about the middle of June.

BER LIFE-RAFT PROVES WORTH

nd shipowners should find
or thought in a recent British
try of Transport announce-
that no lives were lost during
in British fishing-vessel

disasters. The introduction of the self-inflating life raft had saved 57 lives in the period.

In 1955, trawlers equipped with standard rigid lifeboats lost 53 men. The report says that the rubber raft has convincingly proved its worth for this type of service.

WANTED—A CENTRAL ENGINEERING SCHOOL

One of the most urgent needs of South Pacific inter-island shipping is a supply of reasonably competent native engineers. Limited apprenticeship facilities exist in Suva, Papeete, Noumea, and in New Guinea but demand far exceeds supply, especially in other areas

where vessels are manned largely by handymen with no training whatever.

One South Pacific Commission project might well be the establishment of a Central Engineering School where elementary training in the operation and maintenance of marine diesels could be given—say, a six months' practical course.

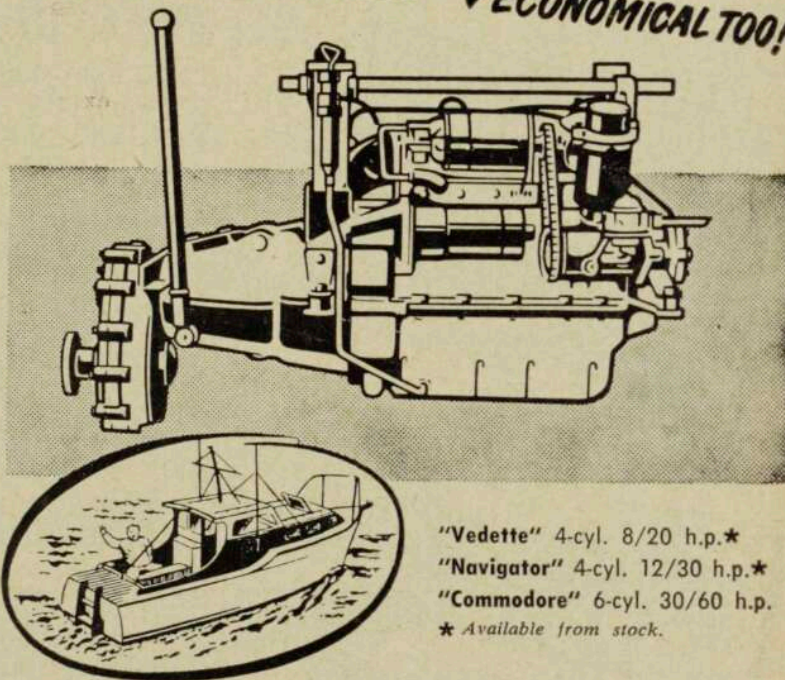
CAT WITH PRICE ON ITS HEAD

Cook Islanders are not considered aliens in New Zealand—but Cook Island cats apparently are, as Captain Hugh Williams found when he brought his 243-ton trader *Melva* south to Auckland for refit recently.

(Continued on Page 98)

Morris MARINE ENGINES

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✓ DEPENDABILITY!
✓ FLEXIBILITY!
✓ ECONOMICAL TOO!



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Halvorsen has a Morris Marine Engine to suit your launch, cruiser or auxiliary. All models available for either petrol or kerosene—with or without reducing gears.

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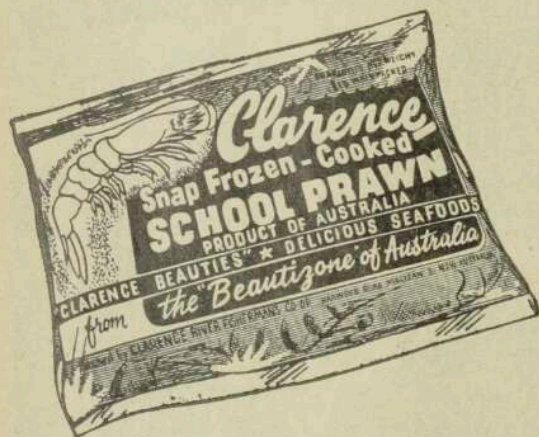
Snap Frozen
Cooked

PRAWNS

make delicious eating

Fresh from deep ocean waters come large tender prawns expertly cooked and snap frozen ready for your table. The latest radio equipped trawlers right out to net the best and biggest prawns . . . School, King, Tiger, and Banana Prawns. Available now for immediate delivery are "Clarence" brand prawns in 1 lb. visqueen bags or 5 lb. waxed cartons.

From the beautizone of Australia . . . ocean fresh, "Clarence" brand prawns. Buy a carton to-day, they're cooked just how you like them.



Mr. Storekeeper

Your supplies of "Clarence" cooked, snap frozen prawns come to you as follows:

- 1-lb. visqueen bags—25 to the carton
- 4-lb. visqueen bags—6 to the carton
- 5-lb. waxed cartons—10 to the outer, and
- Bulk Waxed Cartons containing 25 lbs. of frozen prawns.

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REDBANK MEAT WORKS PTY. LTD. 154-206 Stanley Street, South Brisbane, Queensland.

WAY OF KING AT IT

ere are 3,000,000 in Djakarta

rs. C. M. Ratard, of Aore, New
ides, sends this interesting
nary of impressions gained re-
y in a visit to Djakarta, capital
Indonesia.

spite of much-publicised
political trouble in Indonesia,
ava is still a lovely island, with
de people. They are kind,
ul and most generous, when
get to know them.

many are not quite trained to
al procedures, we spent several
s at the airport in Djakarta.
passports were seen by at least
ferent officers, who took note
ery detail. By the time fellow-
llers had gone through Customs,
ere among the last and were
tted through without having a
bag opened.

ause of the present unrest,
et after district was raided
ncealed fire-arms. Our hotel
ts turn at 2 a.m., soon after
rived.

was most impressive, having
helmeted soldiers, bayonets
tramping with heavy boots
gh our rooms whilst guards
d outside with machine-guns.
onesians have a great sense of

humour and I think our soldiers
quite enjoyed the fun. We did, in
any case. The pyjama-party ended
up in the courtyard with hotel
guests giving their post-mortem on
proceedings.

Other harassed guests, mostly
Americans, tried to squeeze in some
extra sleep and yelled a few "shut
ups" at some excitable, loud-voiced
Italians.

There really was nothing frighten-
ing in the anti-white slogans
splashed across buildings, windows
and walls, in dripping red paint.
Hot-headed youngsters were, no
doubt, responsible as a result of
Japanese training during the
occupation period, apart from the
fact that they gave the city an ugly
look.

Bandits in the hills can at times
become a nuisance. They, as
adolescents, were Japanese-trained
in guerilla warfare and since the war
have preferred to continue easier
living by raiding cars and villages
whenever supplies run short.

BUSINESS is mainly conducted by
Chinese, who all fly the Red

Flag outside their shops in
Chinatown. They are numerous and
life to them must be profitable, as
many invest in luxurious homes and
expensive American cars.

Wherever we went, the people
were always ready to help out with
directions. Not all could understand
English; but soon we learned some

of their tongue with the aid of a
small dictionary and idiom booklet.
Other than that, simple signs were
used as a last resort, which often
led to confusion and laughter.

For town travel, we employed bet-
jaks, which cost us 10 rupiahs an
hour. These vehicles have replaced
rickshaws and are more humane.

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homes between Dee Why and
Palm Beach available to
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Materials, always specify
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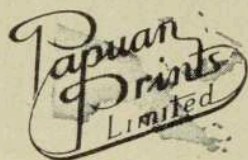
Instead of boy pulling cart, the betjak is like a big tricycle, with well sprung seat in front and detachable overhead cover. Driver is mounted at the back on a bicycle seat and pedals his way in and out of heavy traffic with alarming rapidity and dexterity. Although he takes risks, one soon gets confidence in his wonderful road sense and ability to swerve at the right moment!

Under these carriages there are home-made devices: rubber-bands strung across the undercarriage which produce a humming sound when speeding down-hill or against the wind; also special types of bells attached underneath, with a long lead to driver's hand. These bells are pulled to tingle at the slightest provocation—warning pedestrians; passing cars; or crossing roads. With over 3,000 betjaks in Djakarta city, one can imagine the continuous melodious sounds, not forgetting the humming of rubber-bands.

A PART from locally grown food, which is reasonably cheap, imported goods pay up to 400 per cent. duty. No control of prices is apparent in Indonesia. With patient bargaining, one can reduce prices by one-third to half, depending on the items. Many novel wares, carvings and paintings (including crocodile and alligator or snake-skin handbags), are peddled along the street right up to hotel gates.

Open-air "restaurants" for labourers are dotted all over Djakarta's modern streets. These consist of four to six poles, with bits of iron coverings, with hessian or canvas side-flaps in case of rain. Customers call at these "cuisines" for a leaf-ful of rice, splashed with small bits of meat or fish-balls in spicy sauces. Mobile "kitchens" are also

plentiful. Vendors or "suspense" two fairly large cases either end of a long rod strung across their shoulders. In cases or "cabinets" are three or four shelves with prepared food: water, syrups, plates, cups, etc. The bottom shelf at back holds a fire in a tin container, with a reserve stock of kindling wood.



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AE15/2048



up tea and food when re-
d.
the vendor trots along with
uspended stove, he beats a short
of metal against a wooden
held in the hand, which hangs
y over from the shoulder rod.
regular sound of a small tom-
makes known his presence in
neighbourhood. Similar methods
used by ice-cream and basket-
broom vendors.
ere are over 3 million inhabit-
in Djakarta, against 1½ million
years ago. Unfortunately, those
the hills and outskirts have
permitted to invade the city.
ing it a seething mass of bodies
ing in door-ways, looking for
or simply begging. However, in
of this unfortunate state, most
em are always ready with a
whenever one is prepared to
with them.
ite obviously one needs a
d sense of humour to enjoy
a Police state. A couple of
ago, the Publisher of PIM
a similar experience near
arta when an Indonesian
guard poked a tommy-gun
ribs and searched him; and
as NOT amused.—Ed. PIM)

ART ADVISES

EW A

ange Over From ugar Production

chief manager in Fiji of
e CSR (Mr. A. R. Rourke)
working in close co-operation
officials of the Department of
ulture on plans to ensure a
h transition from sugar cane
er crops in the Rewa Delta
the next three years.
en it announced in January
the Nausori mill would close
e end of the 1959 crushing
the then chief manager (Mr.
Elliot) gave an assurance that
uld provide worthwhile help
l with the problems affecting
ture of those engaged in the
industry along the Rewa

CSR brought to Fiji from
a Guiana a prominent plant
ologist, Dr. H. Evans, to
on alternative uses to which
and could be put. It also
ted a resettlement manager
(J. L. Chalmers) at Nausori to
inate activities connected with
ransition.
a meeting with canegrowers'
entatives after his study of
rea Dr. Evans expressed his
n that the Nausori area was
suited for economic sugar
ction, but that the land at
it under sugar cane could
ain its productivity under
crops. He recommended
ag perennial crops such as
coffee, tea, bananas and
pepper, which flourished best
lower light intensity con-

ditions. These crops would provide
a more or less permanent soil cover
and would reduce soil erosion.

Dr. Evans said that ground
provisions and vegetables could also
be grown on some of the better-
drained soils with animal industries
and rice-growing on the less well-
drained lands. He emphasised the
need for considerable improvement
in the main drainage systems, and
better internal drainage of
individual farms.

To ensure a smooth changeover
wide extension is planned of the
plant nutritional experimental work
already being carried out in the
Nausori area by the Agricultural
Department and CSR technical
staffs.

Fiji Talks About Helicopters

THE use of helicopters in Fiji to
provide air services for the
scattered islands of the Group
has had a public airing lately.

Mr. Harold Gatty started the ball
rolling by declaring that fast heli-
copter services were bound to come.

After the problem was chewed
over by the local cognoscenti, it was
apparently agreed that it would save
the government money if it sub-
sidised helicopter services as this
expense would be offset by savings
in construction and maintenance of
airfields.



Like Mother like Daughter . . .

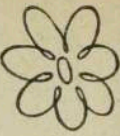
EXAMPLE is a good teacher and children are quick to follow
it. Parents who save regularly are setting their children the
example of thrift — a habit which should be learned early.
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WASN'T THE
NE THING, IN 1911

White Woman in a puan Gaol

contradiction of your statement in February PIM (writes Mr. N. Nixonwestwood, from Isle of England), I would point out that Miss Pat Robertson was not the white woman sentenced to gaol in Papua. The distinction belongs to Mrs. Catt. She did not actually go into gaol—but that was only because the Europeans of that day had a sense of responsibility, and intended to take the town apart in such an outrage were permitted.

About 1911 or 12, a Mrs. Catt, whose husband was at one time manager of Burns Philp, at Port Moresby (but at the time of the famous crime was with the S.I.D. Co. the Solomons), was charged before R. M. Norrie with ill-treating a native servant, a Gusiago named Pa.

It was proved that Aruba was a ringer, and refused to do anything to help in the house, and was sent on an errand would take ten minutes' walk.

Mrs. Catt one day gave him a when he refused to light the

stove fire. Aruba thereupon rushed into the street, yelling blue murder.

That morning "Buffalo Bill" Norrie happened to be passing on his way to the R.M.'s office. He asked the Gusiago what was wrong. He was told that the Sinabada had beaten him. Norrie immediately issued a summons calling on Mrs. Catt to attend court at 10 a.m., next day.

News of this reached the "bottom pub" (McCrann's) and the SS *Kia Ora* was in, either en route to the Lakekamu River, or had just arrived from there. Among her passengers were famous gold-seekers Mat Crowe, Joe Sloane, Peter Burke, Fred Kruger and an Italian named Arriotti. Later, they were joined by Jimmy Wallace.

As soon as they realised what had been done, they trooped up to the R.M.'s office and told Norrie what would happen to him if he allowed a white woman to go to gaol. Also they asked, why take the Gusiago's word against that of a European lady?

Mr. Norrie tried to bluster, but apparently he was scared.

In the absence of Judge Murray (Administrator), M. C. S. Smith took charge and fined Mrs. Catt (as she pleaded guilty to hitting the boy), 7/6, and then she was released. But until the case was settled she was practically in gaol, as she was kept in the R.M.'s office.

There was a sequel to this; and

Mrs. Florrie Gofton (now Mrs. F. Stewart) may recollect the incident.

MRS. FLO GOFTON SCARED THE RM

A party was to go to the Kanosia wharf, and then to Jim Fowler's place, up the Maribor Creek. But it was to stop over night at Kanosia. Just before casting off, at B.P.'s

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IMPORTED FROM LONDON, ENGLAND

PACIFIC ISLANDS MONTHLY — JUNE, 1957

6597

69

wharf in Moresby, Mr. Norrie rushed down and asked for a passage. Mr. McKay, in charge of the launch, allowed him and his two boys aboard. On reaching Kanosia, Norrie and his men left, saying they were going to Lolorua to inspect labour.

Mr. Harry Gofton was then manager, and his right winger was his wife. The news of Mrs. Catt's trial had already reached them, and Mrs. Gofton (who was always out-spoken) told Norrie what she had heard; but did not make it appear that she knew Norrie was the culprit.

To make a long story short: she apparently put the fear of God into the gentleman, because he left the bungalow in a great hurry with his boys and raced through the bush back to Kanosia wharf. On his arrival, he looked as though he was being chased; and when Mac asked him why he was so upset, he said that Mrs. Gofton had threatened him because of what he had done to Mrs. Catt.

As there was no room for him on the launch he went up to Westland's bungalow and eventually got back to Moresby without doing any checking of Lolorua's native labour.

It all happened 45 years ago, and none of modern Moresbyites will even remember the case. That case, and several others, showed how little the RM's of that time knew of legal procedure, or how to apply their knowledge except in cases of pilfering and desertion.

† Suva residents are so accustomed to heavy rain that it rarely becomes a topic of conversation, but when the monthly rainfall is 10 inches above average, as was the case during the April "showers," there was some comment. The total, recorded on 20 days, was 23 inches, against an average of 12.91 inches. Heaviest

fall on any one day was more than seven inches on April 3.

¶ Mr. Thompson of the Australian Broadcasting Commission has been visiting the New Hebrides and Caledonia to make television and record material for radio grammes.

All over the world Smart people— **START the day right with a Kiwi Shine**



From New York to Timbuctoo—
From Birmingham to Hawaii—
From London to Papua
Smart people shine daily
with Kiwi.

Kiwi puts a gleam on your
shoes that lasts all day.

"They're well worn, but they've
worn well, thanks to

KIWI

B150

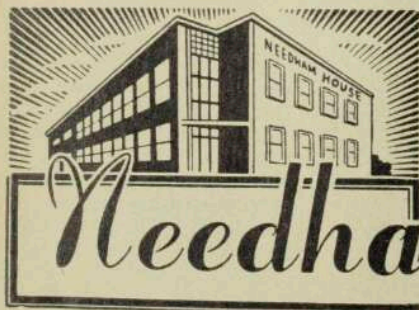
Sole Agents Papua-New Guinea, Solomons

Dominion Flour and Wheatmeal.
Sunnyside Canned Fruit—Pineapple Juice.
Rose Brand Issue Blankets.
Spanish Shotguns.
"Bright Knight" Fluorescent Lighting.
Webster's Biscuits, Cakes, Etc.
Piecegoods—Mosquito Nets—Towels.

Palm Brilliantine.
Canned Fish (All Types).
Ashby Bicycles.
Northgate Axe Handles, Etc.
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DOSE OLD HAPPY
IS IN TONGA

Memories of Capt. Klebingat

reference in March issue of "PIM" to Captain Klebingat brought me lively memories from Miss Fred H. Free, formerly a resident of Auckland and Tonga, and now of Voeux Road, Suva.

Captain Klebingat is still on deck! Now, there is a man with real material for a book. He is probably one of the few men left who spent all his life in sail.

Captain Klebingat came along a way with the *Melrose*, in 1914, when I was a member of the Hedstrom staff there. He brought a cargo of lumber and oil. I think he made two or three But that first trip nearly ended in disaster.

After unloading at Nukualofa, the ship set off for Niuafo'ou, to pick up a return load of copra for San Francisco; and our head manager, a branch manager decided to take the opportunity to go along on a trip of inspection. They took only a few food for a week, but had in addition a few supplies for the day, the "Tin Can Mailman," carrying two cases of whisky—probably to revive his gaspy throat after swimming out to the *Tofua*.

The *Melrose* got blown south to the Hermadecs, and was lost for six days.

By the time they got to Niuafo'ou there was very little left of the ship—and still less of Ramsay's crew.

It was about this time that the *Kainiu* got blown from Tonga to the New Hebrides, with a couple of natives on board, a couple of cats, and a lot of hope. No one could think that it was such a bad thing as it might appear. They were lost for three days; but natives apparently used to that sort of thing.

OTHER time when Captain Klebingat was in Tonga he had a near mutiny on board. He was an immense man—kindly, but with something of the personality of Von Luckner—a born leader. For crew he had, as you can understand, some of the worst men to be picked up in San Francisco, and they played up a bit of trouble. Being months at sea, far from San Francisco, may have added to the trouble.

One night, when the captain came aboard, as soon as he stepped on deck a seaman hit him with a belying pin.

Of course, the police came into the matter and Captain had to make a statement to me (I was a stenographer in the firm); and a short and to the point, something on these lines:

"When the master boarded the ship, the said seaman came at the said master and struck him with a belying pin (looking at me with a twinkle in his eye), said master defending himself."

This was a masterly understatement for, as a matter of fact, the said master hit that fellow so hard that he was unconscious for two days, and I think the ship sailed without him.

ON his next trip, there happened to be in Nukualofa harbour a small yacht, containing a New Zealand family. They lived on the sea in this yacht and tripped around from place to place—a delightful life, but one that could not be lived

to-day, with the form-filling-in and currency restrictions and other things that make a traveller's life a misery.

The family consisted of a father and mother, a young boy of about twelve, and a beautiful girl about seventeen, with a bounteous mop of hair, the colour of ripe wheat on the Darling Downs, in Queensland, a New Zealand complexion and a sun-tan, made by the sea, and the sun and not got out of a bottle as to-day.

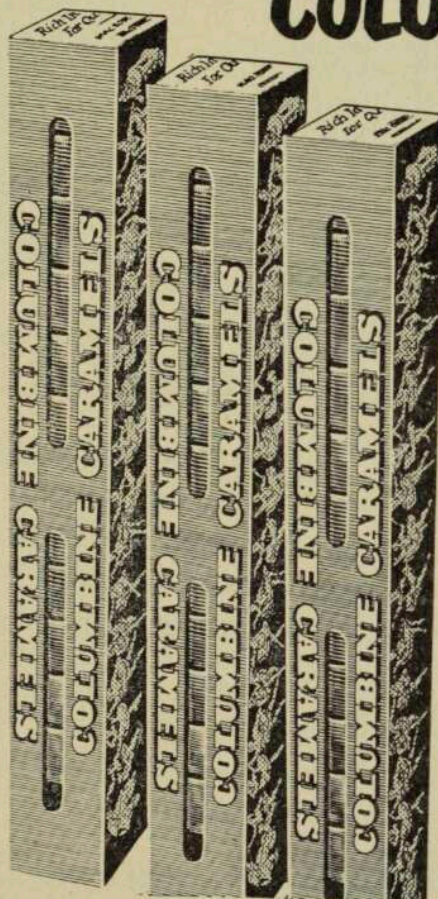
She apparently was the "crew"—I do not remember if the small vessel carried any other crew—and the minute she sailed into Captain Klebingat's horizon, it was a case with him.

(Over)

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The boss said to me one day: Captain Klebingat says he is in love with that girl, and is going to come back and marry her." True enough, a couple of months later, he sent us a letter to be forwarded on her (the yacht had gone, long since), with the remark: "My hat is still in the ring, as you see." True enough, he did go back the following year to New Zealand and marry her.

I wonder, did they live happily after? Certainly, they both had similar tastes, and she was a beautiful and capable girl.

Then, what about all those other colourful characters that flitted across the scene in Tonga in the twenties—old Ned Sandys, from Nukunua (a direct descendant of an Archbishop of York, of that name) who used to come to town in his cutter, and draw a couple of hundred pounds, which he took away in a little canvas bag, and then proceed to go to the Tonga Club for a festive night; but Ned never known to lose that money, though he eventually took back to Nukunua to buy copra.

And then there was Ross Murray, who was merry one dark night, and ended on a white horse which seemed to be roaming around. The animal apparently belonged to the Queen; for, feeling the uncustomed burden on its back, it promptly bolted and threw Ross away off in the Palace yard.

All those colourful and happy days are gone now in Tonga: people come down for a couple of years on a contract, and never get the atmosphere of the place like we did in the old days.

TROPICAL CROPS

Bank Sums Up The Markets

SIR ERIC TANSLEY, the Managing Director of the Gold Coast Marketing Company, who recently visited Accra, has said that world cocoa prices are unlikely to make a spectacular recovery in the near future, reports the Commonwealth Bank in a recent summary.

(Sir Eric was immediately proved wrong as there was a spectacular leap in cocoa prices in May—see elsewhere.)

In 1956, cocoa prices on the London market became stable at around £Stg.200 a ton or slightly above. Since December, 1956, prices have weakened and have dropped by over £Stg.20 a ton—but an estimate, on the assumption that the lower prices of the past few months will increase consumption, shows a 9.5 per cent. increase on 1956 figures.

Another boost to consumption is that Russia may buy large amounts of French Union cocoa, under the Franco-Soviet trade agreement be-

ing negotiated in Paris to continue the previous agreement which expired at the end of last year.

Agreement in principle is believed to have been reached on a 1957 quota of 5,000 tons of cocoa, rising by 2,000 tons a year in each succeeding year of the pact. The signing of a three-year contract is expected.

(Continued overleaf)

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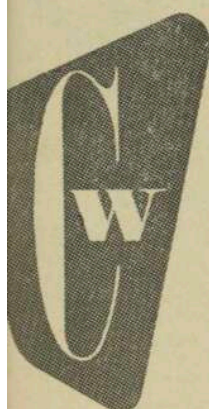
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In "Commodity Notes for Papua New Guinea," released by the Rural Liaison Service of the Commonwealth Bank of Australia, world raw cocoa consumption in the calendar year 1956 is now estimated to have totalled 772,000 tons, 9 per cent. above the 1955 consumption of 708,000 tons. For 1957, consumption is estimated at 847,000 tons.

COFFEE

In the same release, total world green coffee production figures for 1956-57 show a 6 per cent. reduction below the record of 50.3 million bags in 1955-56. The United States Foreign Agriculture Service estimated a total world production of 47.4 million bags for the 1956-57 season.

An estimate, released by the Brazilian Department of Agriculture, forecast a production of 17.7 million bags in that country for the calendar year 1956. With an internal consumption of roughly 3 million bags, this would leave 14.8 million bags available for export in the 1956-57 season. Brazilian production in 1955 was 23.6 million bags. The smaller crop could be supplemented by stocks held by Brazil if there should be a shortage.

The Brazilian Finance Minister, Dr. Jose Maria Alkmin, has issued

a press statement that the Brazilian Government would not sell its coffee stocks unless prices advance considerably and there is a shortage on the market. Trade sources consider the statement timely as rumours that the Government might sell its stocks have had an unsettling effect on the Santos market.

Representatives of Colombia, Brazil, El Salvador, Nicaragua and the United States met during February in Washington to discuss the

possibility of creating a Coffee Council. The drafting of international coffee agreement production and prices of coffee also on the agenda.

These countries form the Committee of the Special Commission on Coffee of the Inter-American Economic and Social Council of the Organisation of American States, which two years ago was instructed to study the question of price control and the supply of coffee.

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ans of stabilising the world coffee
ket.
bout a year ago the Coffee Sub-
committee announced a report re-
commending international agree-
ments, but it did not specify the
es of procedures to be followed.
ever, it did recommend that the
ements should be between pro-
ers and consumers and should
ude African and other producers
the American States had
hed agreement.

COPRA

ne report from the Bank also
ed that world trade in copra,
n kernels and their oils, which
been at substantially higher
s since 1954, continued to rise
ng 1956. Copra exports have
a despite the continuing increase
omestic consumption in produc-
countries.

ilippine copra exports grew
dly in 1956. Ceylon's exports
higher in the January-Sep-
ber period of 1956 compared with
but the effects of a drought
arly 1956 are expected to reduce
orts in the last quarter of the

Malayan copra exports have been
tically reduced in 1956, while
nut oil exports have been main-
ed. This fall in copra exports
ue to the usage by Malayan
hers of locally produced copra
place of previously imported
nesian copra.

PEANUTS

ne Rural Liaison Service also re-
ed that world production of pea-
in 1956 has been estimated at
ecord 12.8 million short tons,
-in-shell-basis. This would be
ncrease of 2 per cent. on the
ious record production of 1955
about one-third greater than
average annual pre-war output.
orld prices for peanuts and pea-
oil have remained high despite
increased world production.
unfavourable seasonal conditions
planting time cut the acreage
ted to peanuts in Queensland
the 1956-57 season.

pua-New Guinea gold returns
February released in Port
esby at the end of May, dis-
ed that £2,247 worth of gold had
ined by natives during the
th in the Morobe, Sepik and
ern Highlands Districts. Gold
h £710 was taken from the
be District, £284 from the Sepik
£1,253 from the Eastern High-
s. The Chief Mining Warden,
Mackenzie, said that more
ves were becoming interested
ng, and figures have doubled
1955-56. There are now 2,000
ve miners employed, many of
n own their own mines.

t. Walter Bignell, an old resident
Western Samoa, proceeded to
Zealand in April, where he ex-
s to make his future home.



Do you wish to serve delicious appetising dishes this summer
—dishes that will get you praise from your admiring family?
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salads, fish dishes, etc., serve Aunt Mary's Tomato Sauce.
Aunt Mary's Tomato Sauce is made from only the finest

sun-ripened juicy tomatoes, carefully
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that piquant, mouth-watering flavour,
even in the hottest climates.

For that special dish this summer, try
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OYSTER COCKTAIL

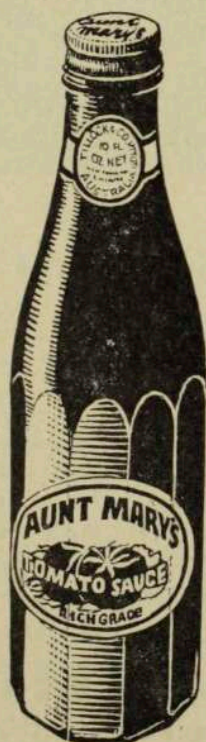
- 1 Part Aunt Mary's Tomato Sauce.
- 1 Part Milk.
- 1 Part Worcestershire Sauce.
- 1 Dash Anchovy Sauce.
- Pinch of Salt.

Place Tomato, Worcestershire and Anchovy Sauces
in a dish with pinch of salt and mix well, then
add milk and shake well—chill.

This recipe can also be used for Lobster or Crab
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MAGAZINE SECTION

EXTRACT

Ingeborg de Beusacq: Three Cameras and a Charming Smile

Sydney, in mid-May, was Madame Ingeborg de Beusacq—blonde, slim, enthusiastic and charming. German-born, now American, she was on her way from New York to Dutch New Guinea, where, she says, she wants to live some months in a primitive place to take photographs of the natives.

Back-pot? Well, Madame de Beusacq has a way of making even seem not so silly as it appears.

Although no doubt New Guinea is particularly what she calls the "red" (is) going to give her a lot of rises, probably she will achieve what she wishes, in the end.

She is equipped with three 35 m.m. cameras; one for colour; one for black and white; one as a "spare."

She has already visited Fiji and plans to DNG by the longest-way-round:

by Qantas to Noumea; by TAI to Noumea to Santo; from Santo to Bougainville by BP Line "Tulagi"; from Bougainville by Qantas to Rabaul; from Rabaul to Port Moresby, again by air; and thence to Hollandia.

While she was in Fiji, a "PIM" correspondent got these notes about her career:

THIS will not be her first sojourn among native people. She has travelled alone a thousand miles in the Amazon and has spent months among the South American Indians and other races.

After the outbreak of World War II she was in Brazil. There was no prospect of going home—nor did she want to. But she had to earn a living, she had some good photographic equipment: She went into business.

Until 1948, she stayed in Brazil, travelling around, observing the customs of the various tribes of the country. She sent articles and pictures to magazines, notably *Camera Press*, of London.

In 1948, she went to New York, knowing that she needed some civilization. She became a successful fashion photographer for the best London houses and magazines.

But she kept having apartment problems. Finally, she became so fed up of cramming her priceless art treasures in one stuffy apartment after another that she decided to build herself a house.

She acquired the sole remaining virgin section on the east side of Manhattan and helped to design the perfect home, with studio, dark-rooms, two apartments, garages—everything she needed and plenty of room for everything.

But it took time to build and she developed itchy feet again. So she stored all her belongings and took off for French Guiana. There she heard of a tribe of people called the Bonis, who lived up the Maroni River. They were descendants of slaves in the three Guianas, who had run away up the river many years ago. Deep in the heart of South America, this tribe of pure African descent survives and perpetuates all the old African customs and usages.

Madame de Beusacq journeyed in a small boat for several days to reach them, and stayed for some weeks, before moving further upstream to a neighbouring tribe of South American Indians.

She found that those people who lived near rivers or creeks were very clean in their habits, washing themselves and their clothes frequently. Away from the rivers, they were dirty and unhealthy, simply because they had no means of being otherwise.

Since the house in New York was not yet finished, Madame de Beusacq fulfilled an old dream: She went alone a thousand miles up the Amazon to Manaus, the fabulous inland city.

Oil has recently been discovered there and the place is booming, with refineries springing up everywhere. Large ships go right up the Amazon to the city and trade is brisk.

Madame de Beusacq collected some rare specimens of native art, which she later sold to the Museum of Modern Art in New York.

Back in New York, she moved into her new home. She arranged her treasures about her, resumed her fashion work, let one of her flats to help with the taxes.

She bought blocks of turf which she set in ledges on the roof.

"But New York is such a dirty city," she says, "with all the smoke and the soot and chemicals in the atmosphere."

The grass grew grey; then black; then died. "If only I could have washed it," she mourns.

She was comfortable in her new home—but far places still called. She had always dreamed of the

Pacific Islands, so far away and apparently unattainable. Suddenly, she made up her mind to go.

She had heard that New Guinea was, in parts, still in a primitive state, with a virile native population still following ancient cultures and traditions.

"I only want to study primitive peoples," she said, "not those who have been changed by the impact of civilisation. So I will go away into the rough country in New Guinea, and find a tribe which is still in its natural state."

When she reached San Francisco, she was studying the best ways to achieve her objective. A name caught her attention—Fiji.

"It was magic," she said. "It cannot be explained, but some names conjure up beauty and a sort of mysticism. So it was with Fiji. So I decided to travel via the Fiji Islands."

She spent a week in Fiji and somehow managed to see a great deal of the main island. But her search for native artifacts was disappointing: Fiji is no longer primitive nor the people in their native state. One piece of tapa from the Lau Islands was the entire bag.

But Fiji remains magic for her. The people are charming and lovable; the country beautiful. She hopes to pay a return visit, on her trip north to New York.



Madame de Beusacq and one of her cameras.

Block by courtesy "The Sydney Morning Herald".

Creation of
the mighty—

INDUSTRIAL EMPIRE OF UNILEVER

The expiry of the British MOF Copra Contract at the end of this year and the recent visit of the chief buyer of oils and fats for Unilever Ltd. to Fiji, Australia and Papua, have aroused much speculation in South Pacific copra circles as to future market conditions. The very great and rich organisation of Unilever was the subject of an article in *Truth* of April 28, which is reproduced here in full as being of particular interest in view of present developments.

SOME years ago, a British business executive on a visit to Indonesia found his company's Djakarta factory terrorised by blood-curdling "evil spirits." Obviously, there was only one thing to be done: the "evil spirits" had to be exorcised. In his striped pants and bowler hat, the Man From The City consulted the priests. The result was a "Selamatan," a flamboyant, gaudy function partly religious, partly festive.

Its highlight was the slaughter of a bellowing bullock. Then, with the priests, the business executive and the native workers forming an exotic procession, the bullock's flower-garlanded head was carried through the factory "attracting" the spirits, which were finally interred with the head in a deep pit.

Afterwards, the businessman was gratified to report, business efficiency return to normal.

Balding, bespectacled Lord Heyworth, 61-years-old boss of Unilever, the world's biggest trading empire, doesn't look like an "exorciser of spirits."

He is a shy, modest man. When he speaks it is softly, nervously—like a kindly mathematics master chiding an erring pupil.

But when Heyworth gives orders . . . the West African peanut harvest is gathered . . . whaling fleets set course for the Arctic Circle . . . business deals proceed in Istanbul, Sydney, Amsterdam and Paris.

On Unilever, the sun never sets. It bestrides the globe like a Colossus, dominating the lives of millions in 43 nations outside the Iron Curtain.

Beside Unilever, the empires of the Wolfsons', the Onassis' and the Henry Fords', shrink to Lilliputian size.

It enfolds more than 500 subsidiary companies.

It has a turnover of £1,671 millions a year.

From massive headquarters wedged beside the misty River Thames Embankment in London, Heyworth masterminds this Leviathan.

He markets millions of tons of

North Sea fish—fresh, canned, smoked, frozen—making him the world's biggest fisherman.

Four hundred gleaming, modern British fishshops handle the harvest.

HE is Lord Soap—manufacturer of beauty preparations and internationally-advertised toilet brands from Lux, Sunlight and Lifebuoy—right down to the detergent the charwoman shakes into her bucket.

He is Lord Margarine—the world's biggest producer, operating on a 100,000,000 tons scale.

He dabbles in plywood, frozen food, ice-cream, chemicals, fats, baby food, fertilisers—and sausages.

Once a year, 198,000 shareholders gather at the feet of this Lord of the Universe to split up the profits. In 1956, they divided £98,000,000.

The Unilever Colossus is the product of the dreams and ambitions of a Lancashire grocer's son—William Hesketh Lever.

Young Lever began work in his father's grocery warehouse in 1867. He was 16.

At 21 he was in partnership with his father.

At 33 he had a

fortune of £60,000 and was considering retiring.

Instead he went into soap. Soap was already an established business in England. But he tackled it in a new way. He brought it, and advertised it.

In two years, Lever's soap was the world best-seller. The name—and is—"Sunlight."

In 1888 the young tycoon looking around for a huge factory site. He found it on Merseyside, near Liverpool, and founded Port Sunlight.

By the end of the century, Lever's feverish energy had established factories in Switzerland, Canada, Germany, America and Australia.

[A new £1,000,000 Unilever building is being built near Circular Quay, Sydney, now.]

Soon afterwards, the Soap Tycoon—already with a dubious reputation for ruthless efficiency—clashed bitterly with famous Fleet Street Press Baron Lord Northcliffe.



The late Lord Leverhulme.

om 1900 onward, the soapmakers began to feel the strain of rising prices.

Margarine and other new food-stuffs began to compete for the same and oils used by the soapmakers. In 1906, the soapmakers ended on a general price advance. Instead of raising the retail price of Sunlight, Lever made the bars smaller. He also began to think, aloud, of the advantages of a ring.

Lord Northcliffe's reaction was immediate. He blasted Lever's proposed "soapmakers merger" through the *Daily Mail*. He attacked it as against the public interest.

Initially, the attack succeeded. Lever was forced back to making full-sized bars of Sunlight soap. He brought against Northcliffe a sensational libel action.

He cost the Press Baron £50,000 damages—the then biggest sum awarded in an English court.

Early as 1901, while sailing from Australia to Canada, Lever had decided the time was ripe to establish his own South Seas copra plantations.

He had also been examining the possibilities of starting plantations in Africa.

Eight years later, in 1909, Lever was surprisingly received from the Belgian King Albert a mandate for the vast empire of 1,800,000 acres in the Belgian Congo.

Lever eventually discovered the reason he had received the mandate was that King Albert had heard of Port Sunlight incognito, and had been hugely impressed with its model settlement.

In his life Lever took an enormous interest in this Congo enterprise.

It was said not a palm tree was planted on the entire estate that Lever didn't know about.

Today, the Congo estate produces quantities of palm oil, rubber and cocoa.

Lever more than fulfilled his obligations to King Albert to provide adequate living standards for his employees.

The ranches provided workers with fresh meat. There are ample schools, educational and social services.

Lever had only two failures in his phenomenal career. In 1920, he leased the mighty Niger Com for £8,000,000. It was bought during a boom period, and in the war slump, Lever faced a fall in the market.

Lever worried the multi-millionaire rest of his life.

Another failure was the Isle of 720 wind-swept square miles in the Hebrides, off Scotland.

Lever's soap tycoon's plans for Lewis failed.

Times commented sardonically: "He attempted to play the part of an earthly providence. The population welcomed him at

first when he established a fishing company.

"But when they realised they would have to pay for their property by being 'industrialised' they rebelled, and ultimately, after five years struggle, Lord Leverhulme accepted defeat."

In 1925, the "greatest industrialist of the age"—now elevated to the peerage—died suddenly, aged 74.

His death brought condolences from King George V and Queen Mary, and control of his £50,000,000 Soap Empire to Francis D'Arcy Cooper—brother of Duff Cooper.

It was Cooper, who died not very long after, who recognised in Geoffrey Heyworth a spark of Lord Leverhulme's own genius, and started him up the stairway to power.

In 1929, the soap empire amalgamated with the massive English and Dutch margarine interests, to form Unilever.

Heyworth took on the job of revising the new company's marketing methods. He found 50 selling organisations—and left five!

In 1936, Heyworth became managing director of the organisation's soap-making companies.

Six years later, then 47, he succeeded to the throne of the entire organisation.

Heyworth, the master-salesman, whose genius keeps the cash registers spinning at the rate of more than £4,000,000 a day, travels endlessly.

In the last few years he has been to Africa, to Asia and to every country in Western Europe.

HE has inspected Unilever plantations in the Solomons, and Unilever stores in West Africa—where a subsidiary, United Africa Company does business with 50,000,000 Africans in an area the size of the United States.

From his world-wide travels, Heyworth brings back a stream of ideas, suggestions, reports and criticisms to be thrashed out by his staff.

If Lever, the soap tycoon, could see Unilever as it is to-day—with its 260,000 employees and a staff pensions fund topping £64,000,000—he would still recognise in it many of his original policies.

In 1891, Lever told William Gladstone:

"It is a necessity in continuous, persistent and successful advertising that the quality of the articles advertised be irreproachable."

That basic tenet, says Unilever, still remains.

† Mr. F. E. M. Warner has been appointed Registrar of Co-operative Societies in Fiji. He has been Acting Registrar since the death of Mr. D. Collins, who was drowned while landing from a ship at Kadavu early in January. Mr. Warner became Assistant Registrar of Co-operative Societies in 1952.

Pioneer:

WILHELM GRUBE

By NETTIE FRATER

WILHELM GRUBE was one of the more colourful identities who reached the New Hebrides at the beginning of this century. He was a native of Schleswig-Holstein, but had run away to sea on an English sailing ship when he was 13. The English he had learnt there had a ruddy tinge.

When he left the sea he settled down as a trader on the island of Paama, in the New Hebrides, with a missionary as his neighbour. The two liked each other from the start.

In appearance, Wilhelm was a typical "wild man," with bushy hair, long beard and careless clothes. He was over six feet tall and his feet were so large that his boots had to be made to measure on his rare visits to Sydney. Till the boots were ready, and back in the islands after they were worn out, he wrapped his feet in bath towels.

Wilhelm's appetite was as large as his frame. He ate a dozen eggs and a loaf of bread at a sitting, or a fowl and a large fruit cake. Twenty-five bananas a day filled in between meals.

Wilhelm's wife was English; a tiny, fragile gentlewoman. To everyone who saw them together the question inevitably arose, how? why? It was never answered. He was good to her in his own way and her house was full of the impractical presents he gave her. In Sydney, he found it less trouble to pick her up and carry her across the street than to take her arm and guide her over.

After a few years in the islands, Mrs. Grube became very ill, so her husband took her to the hospital on Ambrym. The doctor there could do nothing for her and asked Wilhelm to break it gently to his wife that she would not recover. He sat down heavily beside her bed. "Missus," he said, "the doctor says you're going to kick the bucket."

In spite of the trader's fierce appearance and manner, he was gullible. The supercargo of the inter-island steamer found him a good customer and stock that was unsaleable to any other trader could usually be sold to Wilhelm. After it had mouldered on the shelves of his store for several years he gave it away to the natives.

The biggest opposition to his trade came from a one-eyed native trader called Maki Malo, who had a store a few miles away. One day Wilhelm set out in his whale-boat for the island of Lopevi, to buy copra. As they rowed close to the steep wooded shores of Paama the boat soon came abreast of Maki Malo's village. The one-eyed trader called out, "Where are you going?"

"To Lopevi," came the answer. "No use," shouted Maki Malo, "I

was there yesterday and got all their copra."

Wilhelm, who believed what he was told, changed his direction for another island. As soon as he was out of sight, Maki Malo got his crew together, put his boat in the water and went off round the north end of Paama to get the Lopevi copra.

This island of Lopevi, five miles east of Paama, is all volcano. The cone rises pyramid-like from the sea to a height of 5,000 feet, while the grey track of an ancient lava-flow sweeps down the mountain side from the summit to the shore. In those days there was usually a wisp of smoke rising from the peak.

Lopevi is a landmark for the area. When Wilhelm was caught at sea in a hurricane he and his "boys" in their whaleboat raced before the storm till Lopevi was only a tiny dot on the horizon. Wilhelm's superb seamanship was well known and his Paamese crew were daring boatmen, but when his boat failed to return there was deep anxiety felt in the mission house and the villages. The hurricane blew itself out and as soon as the sea had gone down sufficiently to launch his boat, the missionary and his boats-crew went off to look for the trader.

A few hours later, Wilhelm returned round the other end of the island. In spite of his six days' ordeal in an open boat, as soon as he heard about the rescue party he would not even wait to eat, but set off to find the rescuers.

Wilhelm liked his neighbour's company and often spent the evening at the mission house, but he did not care for missionaries en masse. When the missionaries met at Paama for their annual Synod, nothing would persuade him to go

to the house to meet them; but the steamer that took them away had barely disappeared round the rocky headland before he was on his way there. He sank thankfully into a chair, saying, "I'm glad to see the last of those damned missionaries."

The trader did not, in general, approve of swearing in front of a missionary. On his visits to the mission station his speech was always slow and hesitating with long pauses where he left out the swear-words. But his solicitudes were wasted.

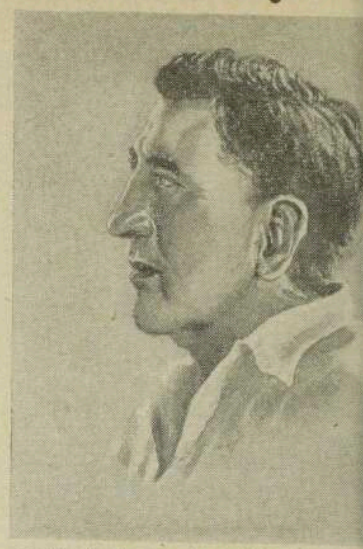
When Wilhelm's boat came to anchor in the bay he roared orders mingled with curses at his crew, while his voice reverberated through the mission house and native village. The missionary's children and the native children imitated his vocabulary with gusto.

The Paamese said, "His tongue is bad but his heart is good." They had reason to know, because the village nearest the store practically lived on his bounty.

During Wilhelm's last illness the missionary was constantly with him. A night came when the trader felt he would not live till morning and he told his boy to call the Missionary. With a native's unwillingness to waken a sleeper, the boy made some excuse, and when the missionary arrived in the morning his friend had gone.

† A Melbourne psychiatrist, Mr. Alex Sinclair will begin a three months' survey of mental health in Papua-New Guinea in mid-June. (This seems to be a task that has boundless possibilities —although perhaps the survey might more fittingly begin in Canberra).

Romulus Dethridge . . .



ONE of the most capable citizens of British Solomons, he was born in Lville, Western Australia, and moved his family to Victoria where he grew the timber trade around the central dis. At the age of 26 he arrived in Vaniko work for the Kauri Timber Company, and mained with it until the outbreak of w 1939. He enlisted in the AIF, trained Commando and served as Sergeant in the Army Troop Companies in Milne Bay and areas of New Guinea. In 1944 he transferred to the British Solomon I Defence Force, which was virtually a U Corps, and in this role he built the sa at Buma on Malaita, for the Government. At the end of the war he was bu houses for the Government at Honiara, helping to ship out war disposal mi for them. In 1950 he joined the T Timber Syndicate to ship out logs Guadalcanal to Sydney. When this beca registered company he became man director for two years at Tenaru, and has some interest in the firm, which i to cease active production at the end o year. His next venture was a copra plan at Dadali on Ysabel Island, but this di come up to expectations. During the three years, 1954-55-56 he went aroun Group shooting crocodiles and exporting skins. He reduced the crocodile populati the Solomons by exactly 4,225, and they take some years to build their number again.

His latest effort is the purchase of lease of Ilu Farm, near Tenaru, from Government, which had tried unsuccess for many years to carry on the farm it took over from the American forces the war. The farm is of 160 acres, with 10 buildings of various kinds, and in v stages of decay. The cash price was £1 and the yearly rental £40/15/-. During last six months the farm has been flooded by heavy rains, but the present growing are sorghum, cocoa, tomatoes groundnuts of the Virginia Bunch variety Dethridge hopes to export. The only crop so far has proved to be non-fl metal from the war-scrap scattered and H around the property, mostly brass shell and pieces of brass from stripped mac —BRETT HI

† The Commonwealth News and formation film unit went to Guinea recently to make a 35 i colour film of the work of a p in the Southern Highlands.

They Make Music . . .



A Fijian choir at Broadcasting House, Suva—one of the vocal groups attached to the FBC for recording and broadcasting native songs.

—Photo by Caines Studio.

Tropicalities

MISSING SAUCERS AND LITTLE GREEN MEN

advert. in "Cook Islands News": "Would the person who took a green saucer from the Community Development Office yesterday at approximately 3 p.m., please return it as soon as possible."

PUTTING UP THE HIGHEST CROSS IN THE SOUTHERN HEMISPHERE: This cross was erected on Mount Albert Edward, Papua, by Roman Catholic missionaries in July, 1938, and recent research shows that it still beats the next highest cross (in the Andes), of April, p. 77), by 162 ft. In November, 1938, PIM published the photograph of the Mt. Albert Edward cross, but when we searched



for the old block we found nothing. However, within a few days we came across this photograph by accident. Evidently it was taken by our old friend, the Rev. M. Dupeyrat, at the same time as the original 1938 illustration. The cross being put together at the peak of the mountain.

SAILING DV!

RE is unconscious but appropriate humour in the letters prefixed to DV *Hijofua*, which was wrecked for refit in May. The letters, which appear in all official notices regarding the 108-ton off-all-work, actually represent "Hatch Vessel"—but might just as well represent the generally accepted "Deo Volente" for her owners, like those of most Island vessels, are very much in the "God willing" category. In April, the ketch was expected

in Auckland but still lay mysteriously (to the public) in Nukualofa Harbour. She was waiting for a compass to arrive from Auckland before she could make the voyage. Eventually—like all Island vessels—she got away, to make one of her smartest passages, averaging 7 knots on the 1,100-mile run—JPS.

WHO HAS THE BIGGEST THIRST?

HERE is a New Caledonian entry in the Biggest Thirst Stakes:

During a recent meeting in Noumea of the committee which has been set up to fight alcoholism, one of the members, Dr. Tivollier, who is also health-officer of Noumea, said that between 1950 and 1956 the consumption of beer had increased by 152 per cent., wines by 60 per cent. and whisky (in which category is included all drinks containing over 35 per cent. pure alcohol, such as rum and cognac) by 80 per cent.

In 1956, 5,000,000 litres of imported wine and beer were consumed, plus 1,000,000 litres of local beer, plus 150,000 litres of "whisky." It is calculated that New Caledonians drank 100 litres of wine and beer each, in 1956. Their total drink bill was about £A700,000.

The huge increase in consumption is attributed to (a) the fact that natives may now drink beer; and (b) the higher standard of living enjoyed by the inhabitants as a whole.

NB. A litre is equal to about 1½ pints.

TALE OF THE CONSUL'S CAT

UNLIKE Kipling's cat which walked in the wet, wild woods, swishing its wild tail and generally living a somewhat primitive existence, this particular cat that we are going to talk about now seems to have lived in high style.

The cat belongs to Mr. R. Shackleton, the new United States Consul in New Caledonia. Mr. Shackleton had previously been in Berne, Switzerland, so when he went to Noumea he had the cat shipped by air to Australia. From Sydney, pussy took passage in the Messageries Maritimes Line ship *Resurgent* and finally arrived in Noumea.

In Noumea the trouble started: for some reason not stated, the local authorities refused to allow the cat to land and insisted that the animal either be destroyed or alternatively, that it be returned at once to whence it came without touching the unsullied soil of New Caledonia.

Mr. Shackleton, being a man of some determination and a cat lover to boot, promptly sent pussy back

to Berne by air, where it is no doubt telling its cat friends something of the perils of travel and that the humans Down Under are even screwier than those in the Northern Hemisphere.

Miss Mary Edwards, the artist, had some cat trouble of a similar sort some years ago. She took a black kitten to Fiji by ship, was refused permission for it to land, so returned with it on the same ship, the cat never having left the vessel. Back in Sydney the authorities wanted to destroy the cat although it had done nothing more exciting than take a round sea trip. After much fuss and feathers, not to say publicity, this particular feline was allowed to land.

CULTURE—IN PIDGIN

SURELY, W. W. Jacobs' play, "The Monkey's Paw", had its strangest interpretation when a Pidgin version prepared by Secretary of Native Affairs, Val Anderson, was broadcast from Radio Honiara on May 27. Various local colour was introduced into the story and the project was well received by native listeners.

It spoke well for the patience and careful tuition of all connected with the venture.



This is Miss Lydia Pickering, third prize winner in the Miss Hibiscus contest held in Suva last year, wearing an appropriately-patterned dress when she visited Levuka recently. A trip to Fiji's old capital was her prize as third place-winner.

Photo: B. Worger.

A Question of Tongan Succession

THE EYE OF TUBOU

THE Palace kava ring had been formed. Motua Ponaka and the hereditary leaders of the kava rites had taken up their positions to the right and left of the place which was to be occupied by Tubou.

From early morn, smoke and steam had been rising from numerous urns in which were cooking the pigs, poultry, fish, yams and other delicacies which were to be presented by the visitors, and now with monotonous chants, the gifts were being dragged on hurdles into the palace compound.

The Vavau chiefs closely followed their offerings, and, as they seated themselves on the ground in the centre of the ring, King George Tubou stepped out from the palace and took his place.

With the usual ceremonies the kava was cut up, pounded, watered and made ready for distribution. As the server cried, "Kava kuoreke," the beverage was handed round by the attendants, the King receiving the third bowl under the direction of Motua Ponaka.

The ceremonial part of the business being concluded, Tubou made signs to some of the principal of his visitors to come up and sit beside him on the verandah, and was soon engaged in discussing the state of affairs in Tonga and reviving old memories with his guests, many of whom had been his comrades and his war mates in earlier days.

Tubou was nearing his end, and was troubled in mind over many things, especially with respect to the succession to the crown of Tonga.

Many of those present had assisted at the Watch Night Service in the church at Sione Fooou on the last day of the year, when, in accordance with Tongan custom, as the clock struck the first stroke of midnight the band marched towards the church door to the solemn strains of the Dead March in Saul. Then, after having offered up a final prayer, in which Tubou had referred to his approaching end and the troubles which had embittered his latter years, the King blessed his people and solemnly kissed each of the assembled chiefs with a final benediction. As the last stroke of midnight tolled forth the band had emerged from the porch of the church striking up the merry tune of, "I Wish You a Happy New Year," and the annual serenading raged through Nukualofa.

By the constitution of Tonga, the succession was clearly defined. It lay in the direct line of King George through his son Tevita Uga in the

male line, and the only male representative was Prince George Toufa Ahau. Failing direct issue in this line, the crown was to descend to the Tungi family. Old, blind Tungi would be followed by his son, Tukuaho (then Premier of Tonga) and failing him by his little son, Viliame (William).

The chiefs were all in support of Prince George Toufa Ahau, but Mr. Basil Home Thomson, who represented Sir John Thurston, objected to the arrangements and had been trying to get the Crown Prince passed over and the succession secured for Tukuaho.

Mr. Thomson had left Tonga, but the result of his interference still troubled the King and his people. Naturally, this formed the principal topic of discussion between the King and his chiefs.

King George Tubou would have been a notable figure in any land and among any people. The worry of the last six months had thinned

and aged him more than would thrice the number of years. cheeks were shrunken and his had taken on the iron of age, his mouth was firmly set and eyes bright. For all his shriveled figure, thin face and hollow cheeks, there was a fire in his and nobility was written on broad, square forehead. The firmness of the mouth and chin claimed him a man among men. age was 95, but his look was and steady. No one who had seen Tubou could ever forget him.

On his passing on February 1893, the Crown Prince George T Ahau (George Tubou II) succeeded him.

It was strange that the little Viliame (William Tungi), became the Prince Consort to Queen S who was a daughter of the late I George Tubou II.

A recent lease granted by P-NG Land Board to Mr. F Atkinson, of Gusap, will more double his present holding in from Lae. The 19,000-acre lease Dumpu is only separated by river from his property at Gu and will allow him more water facilities and enable the proper run one beast to 10 acres.

PIM CROSSQUIZ NO. 87

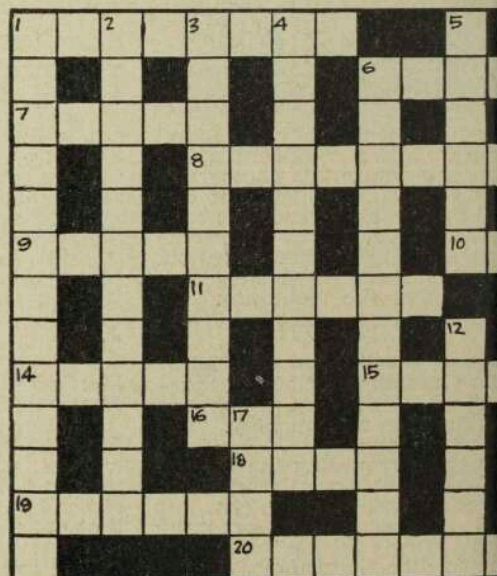
Solution
Page

ACROSS

- 1.—What is the largest lake in South America?
- 6.—Which harbour was attacked by the Japanese on December 7, 1941?
- 7.—What simple and common mechanical device was never discovered or used by the Red Indian in his native state?
- 8.—What is the world's oldest continuously inhabited city?
- 9.—Which member of the weasel family has aquatic habits?
- 10.—Which of Napoleon's marshals was known as "The Bravest of the Brave"?
- 11.—Who wrote "Goodbye Mr. Chips"?
- 14.—In architecture, what type of projecting window is divided up by mullions and transoms?
- 15.—What is the term for insects enclosed in a case when passing from caterpillar to winged state?
- 16.—What name is often given to the lion?
- 18.—Which Indian coin is one-sixteenth of a rupee?
- 19.—Who cares for horses at an inn?
- 20.—What make their appearance every 11½ years?

DOWN

- 1.—Where are the British Crown Jewels kept?
- 2.—Which play starts with the line "If music be the god of love, play on"?
- 3.—Where is Britain's first atomic power station?
- 4.—Who deciphered the Rosetta Stone?
- 5.—What is the second largest port in the world?
- 6.—What are regularly held in Oberhausen?
- 12.—What is the second city of Portugal?
- 13.—What was the site of the worst motor racing disaster?
- 17.—Where are drums found in the body?



tragedy that
might have been averted

LITTLE FLARES OF DEATH

By ALICE ALLEN INNES

There was some time in 1928 that I had good reason to regret I was not able to read Morse code, as I may have been able to save a number of lives.

After dinner one night I took five men guests out on to the beach facing Salamaua Bay. A gramophone was playing softly as we sipped our coffee and chatted about goldfields news. It was a still, dark, velvety night, and out in it somewhere was the genial Medical Officer, who should have been my guest but who instead was going to a case at Wau.

After a time I lost interest in conversation and idly followed a series of flickering lights on the horizon, too low and vivid for me. Suddenly a thought shattered the peace of mind.

"Look!" I said sharply to my husband. "Isn't that someone calling to us out there? Dot, dash—can't anyone read Morse code?"

"What do you know about the code's imagination?" laughed my husband. "Fancy a woman who has lived most of her life amongst natives not knowing those are fishing flares! Trying to kid she's

a tourist, I suppose."

"Of course, they're fishing flares", said the young administrative cadet.

I felt squashed, but far from satisfied. We sat on from 8 p.m. until after 11 p.m., and for an hour those lights tantalised me so that I couldn't take my eyes off them. Somehow I seemed to sense they were calling for help. I made a suggestion.

"Let's take a canoe or dinghy and go out to the reef to watch the natives fishing."

But nobody wanted to make the effort, though the wharf was within a few yards of where we sat. Again I persisted:

"If those lights are fishing flares we should be seeing sparks drop from bundles of burning coconut leaves. Look they've gone out—just this minute".

"Woman!" said *Himself*. "Will you stop mooning about the lights and get us some supper?" (We never kept the staff on at night).

I gave in and got the required refreshments. Our little party was just breaking up for the night when a native boy came running breathlessly to the door, calling:

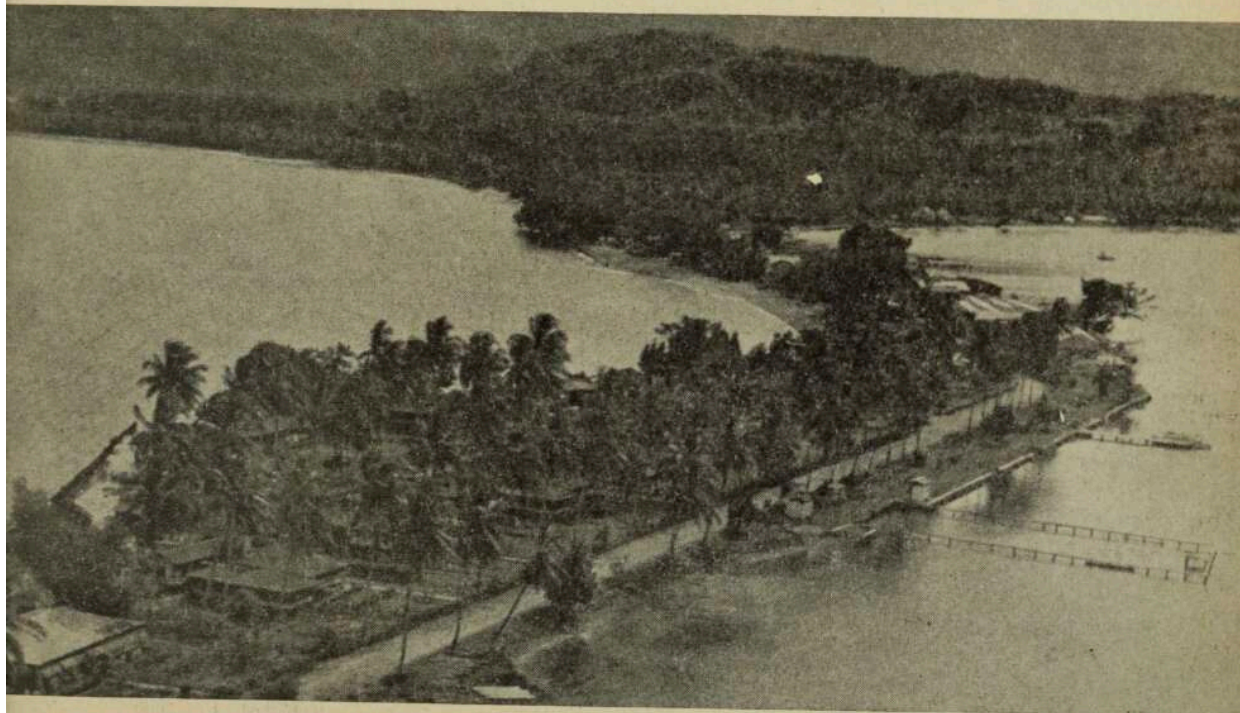
"Master, master, you come quick along house sick. All boy he like die long salt water. Master, too, him close up die along salt water."

Hastily we all fled to the administrative section of the isthmus. As far as I remember now, there was an Assistant District Officer from Madang, almost drowned. He had been injured by a floating spear, and his native police boy had swum with him from the reef to the beach—a good mile or more. Those little flickers of light that stabbed the dark night had indeed been calls for help, sent out by a desperate little band of twenty-six souls from the Chinese-owned launch that now lay in the depths of Samoa Bay.

The boat had been chartered by the Government to bring the Assistant District Officer and recruited mountain natives, from the back of Madang, to the goldfields, where the natives were to work as carriers on the new road. They had left Madang and struck days of bad weather almost at once. Although the District Officer had been very ill, he was trying to push through to Salamaua, for he knew that native carriers were badly needed to carry medical supplies to the many dysentery cases then on the goldfields track and in road camps.

As the little boat came to the reef entrance at Salamaua, she was blown off her course, the engines having failed in the narrow entrance. She struck the reef edge, and was nearly ripped in two.

In panic, the mountain natives threw themselves into the boiling surf, in the deceiving light think-



Salamaua before the war—the town was strung out along the isthmus.

ing the coast was much nearer than it actually was. "The Masta," with great presence of mind, managed to rescue his "shoot-lamp" (torch) and so signalled the shore two miles away for help. But, of course, the call was in vain.

Then Kong, the skipper, had quickly made for the little dinghy tied to the stern of the launch, and was able to get clear of the wreckage and make for the beach. The officer lost consciousness when he was injured in the water, but some of the police boys were fine swimmers and rescued him, together with many of the inland natives who could not swim.

Immediately the news reached the shore, our local district officer and boat's crew went to the rescue, succeeding in bringing safely to land a number of those still in the water, but despite their heroic efforts, eleven were drowned.

This tragedy was responsible for a dramatic incident that happened after the whole story leaked out.

There were a number of miners on the beach at the time of the tragedy. These men, angry at finding that the Chinese captain had made no effort to rescue his companions before making off with the only dinghy, and perhaps even more angry that the wreck had not been reported immediately he reached the shore so that help could have gone to the rescue, decided to take the law into their own hands. It was found that Captain Kong had gone straight to his kinsfolk, and had been either too hysterical or too terrified to report that he had left a wrecked launch.

Chris Hollaris led the miners up to the Chinese store, and there they meted out to the terrified Chinaman the punishment they considered he deserved for his inhumane conduct.

Kong took the punishment badly, screaming out curses and imploring his ancestors to come to his aid; but he had to take his medicine. When the miners, considering he had had sufficient, desisted, Kong turned to Chris, and, in a calm, passionless voice, told him he would be dead in two days. Naturally, the tough bunch of miners did not lose any sleep over that statement, but, whether the Chinaman actually did "make medicine" against him or whether it was just coincidence, poor Chris Hollaris did die two days later—from blackwater fever.

Our Cover Photo . . .

WHEN this month's cover photo was submitted, this jingle came along with it:

Dear friend from Australia,
If you want to see failure
Just come to the Islands.
Like us from the Highlands,
You'll end up with nought on—
So yours until Autumn. . . .

PEREGRINE BRANCHES.

This Month's New Reading Condu by .

Left or Right on the Left Bank

VIRTUALLY everything that can be said in praise of *The Mandarins* (Simone de Beauvoir), has been said: It is a British Book Society recommendation; a French Prix Goncourt winner; in America it is alleged to have been "the most talked-about book of the season." It was praised by reviewers in publications as far removed from one another as the *New York Times* and the *New Yorker*.

In view of the weight of opinion of all that talent, no one is likely to be impressed when this reviewer contributes her two cents' worth and admits to finding the novel more than somewhat bewildering; at times tedious, and the multiplicity of characters at all times confusing. It would have been an asset to have a list of characters in the front of the book for easy reference.

Most of the story takes place in Paris, directly after the liberation at the end of 1944, but there are side excursions by some of the main characters to America, Portugal, etc.

The characters are Left Bank intellectuals, most of whom were concerned in one way and another with the Resistance. The story itself concerns the aftermath of the Resistance: the treatment of collaborators, the struggles of the characters as they are pulled this way and that, towards the political Left or to the political Right, delicately sidestepping outright Communism or outright Fascism. As this phase of French life in World War II is little known and less understood in this part of the world, this aspect of the novel fails to make as much sense as it no doubt should to the Australasian reader. It is evident that de Beauvoir has based her story on real happenings; and her characters, most likely, on real people.

Inter-twined in this mesh of political intrigue, is a bed-to-bed description of the main characters' sex-life. But as sexual-intercourse is regarded about as seriously as the taking of a cup of coffee (and is a great deal easier to come by than coffee in the Resistance and post-Resistance periods) even this angle of the novel loses all significance.

Main characters are Henri, a young novelist and journalist; Paula, who had been his mistress for many years; Robert a philosopher and writer; his psycho-analyst wife, Anna, and their 18-years-old daughter, Nadine, who had been soured by the fact that her lover had been killed by the Germans.

This is a sample of a conversation between Anna and Paula:

PAULA: Who is Nadine sleeping with now?

ANNA: Just now, I really believe that she is sleeping anyone.

PAULA: Nadine? You must admit that's strange. . . Does she go with Henri?

ANNA: I told you we'd be with Henri.

PAULA: Then according to Nadine doesn't see Henri any more?

ANNA: No.

PAULA: She never loved him, she?

ANNA: No.

PAULA: Then why did she go to Portugal with him?

ANNA: You know very well, she went. She thought it would be fun having an affair with him, primarily she wanted to travel.

PAULA: You haven't been seeing with Robert for a long time, have you?

ANNA: A very long time.

PAULA: And you never had lovers?

ANNA: Occasionally. . . . A few unimportant affairs.

PAULA: And are you having any now?

ANNA: I am having a very important affair, in America. With a writer.

PAULA: America! That's away. I mean in France. . . . C. Let's put an end to this game. You know very well that I know you are sleeping with Henri, want you to tell me when it begins?

ANNA (apparently in some haste): Look. . . . Nadine's the one who was with Henri. Not me.

However, in spite of this casual attitude to tender passion, so far the characters so far forget themselves as to think they are "in it." But as it inevitably tires or the recipient, these exercises are completely unrewarding.

It could be that this novel has something in translation. Except the passages narrated by Anna, the first person, it is not free-flowing but jerks along in a fashion, may be considered clever, but irritating to the lazy reader.

It is possible also, that we Down Under are lacking in some of our departments. Here it is necessary for a journalist only to be a member of the AJA and to write a 40-hour week. It is not necessary to strike a blow for freedom, or to comfort one's psyche sleeping with a different partner every night.

Here is one member of our fraternity who is profoundly grateful. So fatiguing.

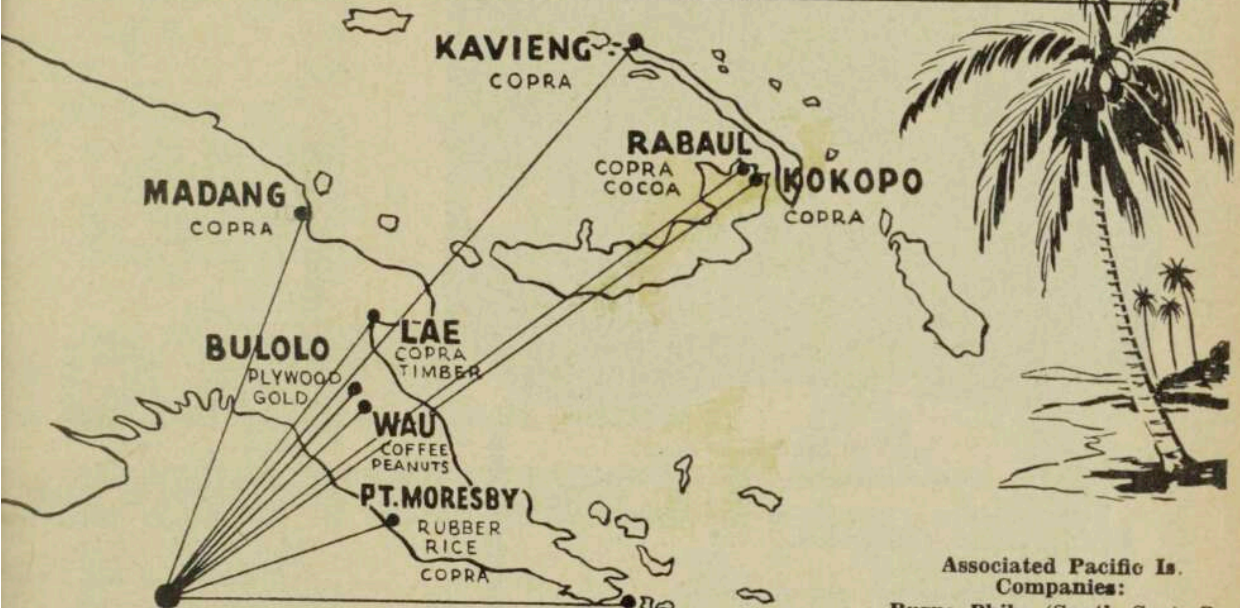
(Published by Collins. Australian 22/6.)

(Continued on Page 86)

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L159A

BOOK REVIEWS (continued)

Arthur Upfield—The Raw Material of Boney

EVERY writer of any note should have a biography—if for other reason, then to satisfy curiosity of his female readers. Arthur Upfield, of the well-known full-flavoured Napoleon Bonaparte detective stories, has now obliged or someone called Jessica Hawk obliged for him, with *Follow Dust*, written, it is stated, with collaboration of the subject himself.

The book is so well done that it produces another bout of curiosity. Who is Jessica Hawk? Not even jacket-flap gives a clue to mystery.

The book has many surprises the least of which is the fact that there was a real prototype of pedantic Boney—Leon Wood name—who actually writes an introduction to the story.

Arthur was the first of five of a prosperous shop-keeper, Gosport, England. Towards the of 1910, his father said to him: "You are going out to Australia to try farming. I have come to look Australia as the ideal country for you. It is so far away you will save enough money to return." This was correct—although Arthur did not return on the King's business until 1914-1918.

Arthur duly arrived in Adelaide determined to become a boundary rider, although he had small idea what a boundary rider was, or how. However, to the agencies to which he presented himself he did not look like the raw material for a Great Outback. He had to bide time by taking a job as fourth hand at Adelaide's best hotel.

But time and persistence came nothing down, and in 1911 he was on his way to Momba Station, Wilcannia, in a Cobb and coach.

Solution to Crossquiz from Page 82

T	I	T	I	C	A	C	A	S
O	W	A	H	P	E	A		
W	H	E	E	L	A	A	T	
E	L	D	A	M	A	S	C	U
R	F	E	P	S	R			
O	T	T	E	R	O	I	N	
F	H	H	I	L	T	O	N	
L	N	A	L	N	O			
O	R	I	E	L	I	P	U	P
N	G	L	E	O	L	O		
D	H		A	N	N	A	R	
O	S	T	L	E	R	Y	T	
N					S	U	N	S
					P	O		

he station manager was not pleased to see him. His first was off-sider to the tinsmith, ding 10,000-gallon water tanks. second job was off-sider to the ocky.

he bullocky was also the mule er, and Upfield became his off- in this profession, also, cart- the wool from the station to ken Hill.

was during this period that came across the bogged bullock gon in the coarse sand of a crossing. There were 28 ocks, and the table top, fully ed with wool bales, was bogged he axles. It was also reported the creek was about to run. he muleteers and the bullockies erred and the upshot of this that the mules were hitched he bullocks—54 animals in a le line.

hips were discarded for long- iled shovels. The drivers essed themselves to their teams signal was given and four men to with their shovels. The ocks and mules did their best. ing happened.

ave to unload" said the teers.

ot on your life," said the boss ocky, "you unhitch and get your gon across—Them bloody ocks stays with my waggon and s her out if they have to stay d for a twelve month. They

can drown and the wool can float down the creek, but I'm not unloading and loading up again."

A team of camel drivers arrived. They suggested they hitch their camels ahead of the mules, "make or bust."

The 30 camels were hitched on ahead of the mules—84 animals. The men went to work with their shovels, the bullocks, mules and camels strained, some going down

on their knees. Suddenly they lurched forward—but all they had succeeded in doing was to drag the front pole out of the waggon, which remained bogged.

Even a bullocky can recognise defeat. It took him three days to unload, repair the waggon, load again. The creek did not come down.

Upfield had written two novels (unpublished) as a youth. It was

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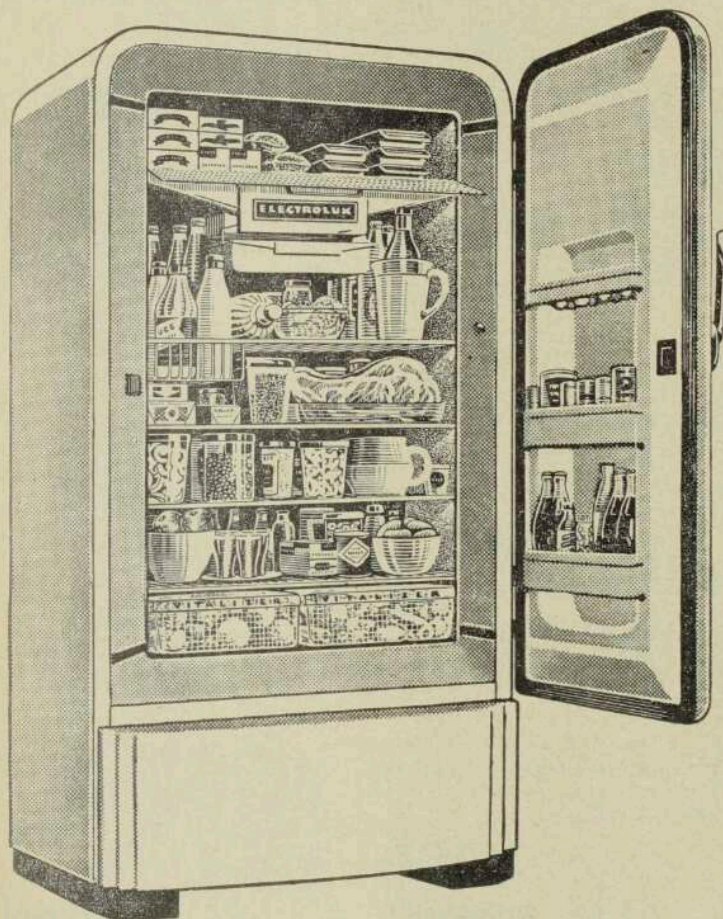
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until 1926 that he tried his hand in. By this time he was cook at Wheeler's Well, an outstation of Marle Station. It was here he wrote a mystery that was ultimately discarded after much redrafting and rewriting, published as *The Barrakee Mystery*. (The first novel he had published was the *House of Cain*). In 1931, he left the bush for the time to make his living by pen. In the following year he was drafted to work for the *Melbourne Herald*—and his first assignment was to write a series about race-track—introducing the Melbourne Cup. Upfield protested that he knew nothing about racing, tracks or race-horses. His protest was dismissed—the racing editor on the next floor would fix him up. Just write a story, and the *Herald's* rival, the *Star*, shortly to appear and according to the grapevine, a racing serial to start with the first issue. Upfield stayed with the *Herald* months. One day he met one of the directors on the stairway. The director slapped him on the back and said, "We're making a journalist out of you!" Three days later he was given notice. Such are the mysterious ways of great papers. Upfield continued to do work for the *Herald* at the customary 2½ pence.

There is a laugh on every page of this unusual biography—and some of the humour is exceedingly broad. No Upfield fans should miss this opportunity of observing the raw material of the novels that have presented so well the Australian outback scene—not only for Australians but for readers in the UK, the United States and on the Continent.

(Published by Wm. Heinemann. Australian price, 22/6.)

After Austen

POSSIBLY it could be given that fateful tag "a woman's novel" (as it concerns strong men and weak females) this *Claire*, by Dorothea Malm; however, even a male may trifle away an entertaining hour or so with it.

The author herself says that it is in the tradition of *Jane Eyre*. Possibly, as the central figure is a poor, little governess to the gentry in the days of William IV; and the hero an aristocratic of indigo blood, with a befitting selfishness and the notion that he is first cousin to God.

However, the treatment is modern enough and so far as we know *La Austen* did not produce heroines who were, even in their less embarrassed periods, *demimondaines*.

Claire, at the age of 26, tells the story of her life. For convenience it

could be divided into three parts. First, her childhood in Paris as the beloved only child of intellectuals. Second, as the 14-years-old orphan who is bundled off to England to become the poorly paid governess of the five repulsive brats of Lady Wichinhood, there to fall in love with the lady's brother, Charles, to be kicked out because another brother fell in love with her; and to become a lady of the streets. Third, *Claire's* sturdy French commonsense and strength of character emerging, as she puts the bright lights behind her, returns to the respectable life of governessing in which capacity she again is drawn into the orbit of the Lady, her brats and her brother. (Over)

MACHINERY

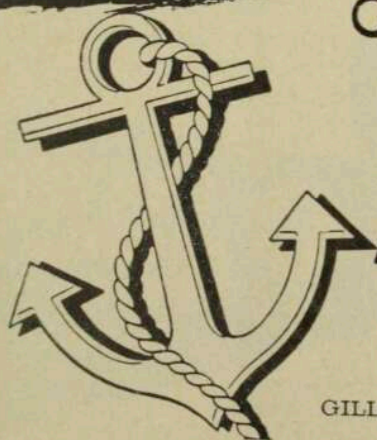
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But this time it is Claire who presents the icicle front; Charles' emotion. Charles' ego finally delivers him into her hands, but whether Claire has not also delivered herself into the hands of Charles remains an unresolved question at the end of the book.

An interesting enough character study of not altogether orthodox characters even for that rum-bustuous period.

(Published by Peter Davies, Ltd. Australian price, 18/9.)

Sex in the Sac-Sac

NO matter if the natives of the **NG** Highlands do not have sago palms, the title is a good piece of alliteration, and this is not the only way in which normal life in the Highlands differs from that in *Kundu*, a novel by Morris L. West.

The author has flung into it every ingredient in the New Guinea kitchen—migrant doctors, frustrated District Services personnel, Canberra's sensitivity towards United Nations opinion, native superstition and unusual sex practices, sorcery, missionary influence and as mixed a bag of characters as ever decorated any novel. The result is a stew that is easy for the average reader to swallow, eagerly; and near enough to the borders of possibility to be palatable even for Territorians

—not the easiest audience to please. The shock, of course, is that it is about the Highlands of New Guinea—and not about tropical Africa or the Indies—novels about which have been tickling the senses for a century or more.

The story concerns Kurt Sondefeld

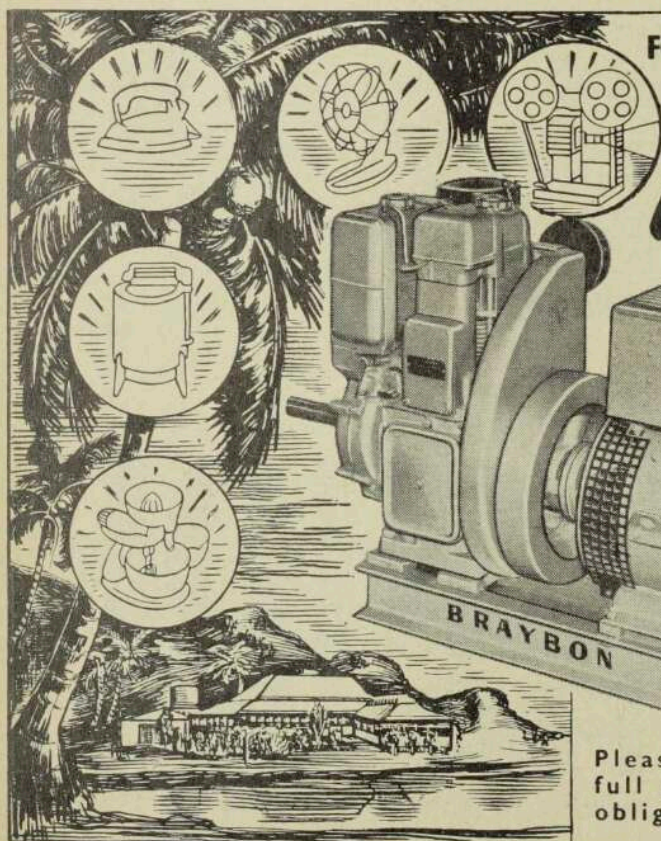
and the beautiful Gerda, who in a German concentration and contracted a marriage of convenience. Out of convenience born hate, and the people each tract provide the opposing actors in the story. Kurt meets in ancient native culture;



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da attracts lovers from amongst local European community. Together they produce a mixture of a high flash-point that Church State, in the persons of a priest, a Patrol-Officer and ADO have to do some high and stepping to bring the story to successful conclusion.

part of Kurt's meddling in native includes N'Daria, who if we believe the coloured dust-jacket the narrative, is a smouldering Venus, who breaks into flame the first puff of breath.

the coloured dust jacket is worth nothing for itself. The artist has his head go to produce a N'Daria in bronze, plus bikini, bunch feathers and a string of beads, is calculated to make young Australia's motto for the coming on be: Go North Young Man, North.

ere is material for a thousand ls in New Guinea, yet while ls about other tropical areas still from the presses, this field remains virtually untouched. In his first into the Highlands, West has very well. The characterisation od, the style easy, and the back-and no larger than life than read in a competent novel.

M reviewed another of Morris L. 's novels a couple of years ago, *On the Sand*. This story serialised by the ABC; however, out contravening the by-laws the Purity League, we do not t that the ABC will be able to t the performance with *Kundu*.

lished by Angus and Robertson, Ltd. an price, 16/-.)

McLaren e War

OR or five years ago your reviewer was marooned for a few days in Mrs. Pitt's guest-house proka, in the NG Eastern High-, waiting for a plane. This was the establishment had been ed and turned into a hotel. It conducted in one small bungalow and there was no spare room, at when the food was removed the table each night, we just n, and talked, elbows propped e table.

o other guests at the table were ung agricultural officer from Methodist Mission at Mendi; a lean, angular fellow of no ular beauty, who was a veterinary officer in the Administra-

He was a friendly soul this . Kindly, you would probably Certainly, you would not cast for the part of ruthless, reless heroism. How far from the a casual observer can be.

explain his Scots accent, which s thick as a peat bog, he said ame was Jock Kerr McLaren. onversation was usually about ands (New Guinea variety), ulture, or cattle—or the vexed on of sheep. But one night

we worked around to operations—or rather emergencies in strange places. Perhaps we had been discussing the doctor who had, about that time, gone to the Antarctic with an expedition, developed appendicitis, and was removed at considerable trouble and expense. McLaren said then that he had once operated on himself for appendicitis, and the company, naturally incredulous, asked where and how.

It was in the Philippines during the war when McLaren was fighting with the guerillas. He told us the story of the operation, and a few other disjointed details of his adventures during that period. Sufficient to whet the appetite for more—and nothing else.

I saw McLaren only once again—for a moment about a year later in Lae. Jock was in town celebrating, and in no mood for war-time reminiscence. So last year when I learned that he had been killed, I cursed. Firstly, because it seemed absurd that a man who had lived so long on the brink of disaster and survived, should have been killed a few yards from his own house when old dead timber elected to fall at the moment he was beneath; and secondly, because I thought that another angle on the Pacific war had been lost for good.

So I was agreeably surprised when recently along came a book, *One Man War*, by a Melbourne journalist, Hal Richardson. Richard-

"Chula"

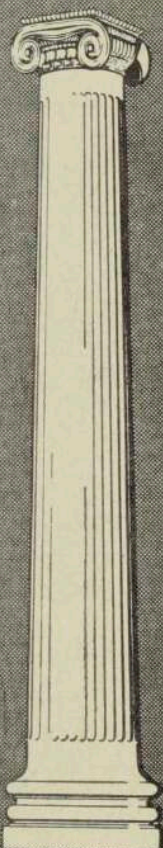
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had met McLaren, and in New Guinea not long before his death, got from him the whole story of his activities between the fall of Singapore in 1942 and the Japanese surrender in 1945.

His story of McLaren's war tells of his escape with two others shortly after the survivors from Australia's 14th Division found themselves in a prison camp in February.

This particular piece of freedom lasted into April, when they were betrayed by Malays (it was the Malays who were treacherous, the Japs who co-operated) and they were found themselves back in a prison camp. McLaren's interest in escape persisted in spite of their experiences, but his two companions had enough. When months later, a second opportunity presented itself, McLaren had two other Australian companions.

Early in 1943, a contingent of Australians was shipped away from Singapore to Borneo, where it was intended to construct an aerodrome at Sandakan. McLaren saw to it that he was in this party and he considered it a lucky break when he landed at Berhala, an island near Sandakan, to cut timber for the camp.

Berhala was a leper colony, and the lepers had a dug-out which McLaren marked down for his own. South and west from the large

Philippines island of Mindanao runs a chain of smaller islands extending to the easternmost tip of Borneo. It was McLaren's idea to follow these islands and to join up with the guerillas fighting the Japs in the Philippines.

With him would go two companions, Jim Kennedy and Rex Butler. Destination was Tawi Tawi. To get there, the three men had first to escape from their Japanese guards, take the dug-out from the protesting lepers, paddle 160 miles around the north coast of Borneo to the jumping-off place for the string of islands and then accomplish 20 hours of hard paddling in the open sea.

But even this apparently impossible task was completed and the three Australians, worn to the point of exhaustion, landed in Philippines territory. It is from this point that McLaren's fabulous, one-man war began.

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

Roundup of Australian Photography

OUR copy of *Australian Photography*, 1957, in spite of an error in collating the pages, is a magnificent glossy production which

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PACIFIC ISLANDS MONTHLY — JUNE, 1957

should be of considerable interest to all photographers—which means almost everyone these days.

About 1,200 photographs were submitted to the publishers by the various photographic organisations of Australia and a selection committee chose from these 150 black and white and coloured photographs which have been used in the production. The result is a triumph for photographic art—and also for the process-engraving and printing trades.

(Published by Oswald Ziegler Publications Pty., Ltd., and distributed by Angus and Robertson, Ltd. Australian price, 30/-.)

Growing Up in Sweden

AN extraordinary biographical novel by Swedish writer Vilhelm Morberg will give most people a fresh slant on a Sweden which most of us have been instructed to believe to be a model of social democracy, abundant and vitamin-enriched food, modern architecture and functional furniture.

When I was a Child describes the life of an extremely poor soldier's family in the Sweden of the 80's and 90's, and early 20th century. The story is told by Valter, the seventh child of the family and the life he describes is as primitive as

that we might more rightly expect amongst the people of the Gobi desert. It seems that Sweden has caught up in vast leaps in the last half century.

It is a simple account of life in the soldier's family as the sons grow up and migrate for that heaven-on-earth, the United States of America, via the services of the

"White Star Line—the Favourite Line of the Swedes." It is told in the austere manner which for a while, appears to have nothing by its translation into English. The climax of the story is Valter's problem of whether to migrate or stay at home.

(Published by Wm. Heinemann, Ltd. Australian price, 22/6.)

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ne reason for the present popularity of the paper-covered reprint is economic. Before the war the best edition novel could be bought under 10/-. All bound books to cost real money. A paper reprint is only a fraction of that cost. In addition, each has been tested and tried. Few of these reprints "duds" on the score of popular appeal.

we have received 18 of these small books this month, all from Wm. Collins (Overseas) Ltd., and all of which should be soon available at a local bookshop.

variety they stretch from infowelfare to thrillers; include books on personal adventure, animal stories, marriage guidance, scientific knowledge, romance and crime. There are too many of them to give a full review but here is an example:

COMET BOOKS:

is a new Collins paper-book line which is available in Australia for 3/6. The subjects are selections to human knowledge written in a language that the layman can understand.

five titles available are—

BERT SCHWEITZER: A study of the great explorer, missionary, doctor and musician who has chosen to live his life in Equatorial Africa helping the natives, but whose influence is world-wide. Written by a friend of Schweitzer's, J. Feschotte.

UNIVERSE AND DR. EINSTEIN: Most of us know one thing about Dr. Einstein—he propounded a "Theory of Relativity". Few have any idea that the theory is not only a profound exercise in the plane of intellect but that it has practical applications to the scientific knowledge of our times. Barnett explains the relation of the theory to time, space and matter.

EISENHOWER BROTHERS: Bela Kornitzer tells the five living and one dead Eisenhower brothers, not as a background to the present Dwight, but simply as an example of members of a humble American family who aspire to and achieve success and fulfilment.

THE BABY: A handbook of pre-natal and post-natal care from the moment of conception to the time the infant is two years old. A practical and commonsense guide, setting out in clear language the A to Z of parenthood.

TO THE MOON: As entertaining as any fiction this interesting summary of the present knowledge of the moon in relation to the solar system and setting out what the voyagers to the moon may expect to find on arrival. Author Patrick Moore, FRAS, believes that within the next century man will go to the moon, and that even before man gets there, man-made satellites will be cameras right around the moon thus giving us a clearer picture of lunar affairs.

PAN BOOKS:

releases in Pan, Great Pan and Giant Pan are—

SOLOMON'S RING: Legend has it that Solomon had a magic gift of being able

to talk with animals. Konrad Z. Lorenz, the author of this book also has a gift of understanding animals and birds and he has set out his experiences in an entertaining book which he has illustrated with his own amusing drawings.

NO ARMS NO ARMOUR: This novel, by well-known Robert Henriques, was first published in 1939 and is a story of soldiering between the wars when the people who ran the army still had their minds in the past, and war in the desert was conducted on horseback.

Tubby Windrush, a typical product of the professional army system is sent to the Sudan to help quell a native rising. But something happens to Windrush and the story is largely an account of his disillusionment with the established order.

4,000 YEARS UNDER THE SEA: Those who are interested in aqualunging or underwater exploration generally; or those who are interested only in reading about it, will find Philippe Diol's second book on the subject well up to the standard of the first (*The Undersea Adventure*). This time Diol tells of the pursuit of undersea archaeology and

diving experiences off the North African and Southern French coasts looking for specimens of ancient Roman sculpture, architecture and art. It should interest the amateur archaeologist as well as the free-diving addict.

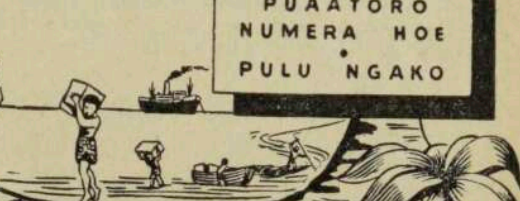
POPSKI'S PRIVATE ARMY: Men who served in the Western Desert during the Second World War may have heard of the famous Popski—real name, Vladimir Peniakoff, Belgium-born Russian who set up business as a sugar manufacturer in Cairo between the wars, and during No. 11 got permission to raise a small desert force which became known as Popski's Private Army. What the coastwatchers and guerilla fighters were to the war in the Pacific, Popski was to the war in North Africa and Italy, sometimes operating miles behind the enemy lines, engaging in sabotage and relaying intelligence.

THE JURY: This story by Gerald Bullett achieved wide acclaim when it was first published by J. M. Dent and Sons, Ltd., in the 30's and the interest was revived when a film based on the story (called "The Last Man to Hang") was produced last year. (Probably not released in Australia yet). The story is

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...ily a psychological one—portraying the
sters not only of the murder victim and
accused but also that of members of the
which must sit in judgment. One hesitates
all this book a thriller—yet it combines
well-sustained suspense of a good detective
with insight into the human mind.

LAMP ROYAL: Written at the age of 60 by
Michael Bruce, 11th Baronet of Stenhouse
birth, describing a life of adventure from
the moment he shot an escaping criminal
with Africa at the age of 17. In between
he had had adventures in Brazil and up
amazon, and in 1938 began to rescue Jews
the clutches of Hitler.

IN FOR SACRIFICE: Madelaine was the
name of the British agent who was shot
Germans in Dachau in 1944. Her real
was Noor Inayat Kahn, daughter of an
mystic and an American mother. She
born in Russia, brought up in France
whole background had been peace. But
ent to England in 1940 and joined the
and later volunteered to return to France
radio operator. This story is written by
Overton Fuller, a close friend of Made-

AND MARRIAGE: Dr. Eustace Chesser,
own British authority on marriage
ce and sex-education tells you how to
success of your marriage—treating sex
one of the thorny problems of holy
C.

FONTANA BOOKS:

four Fontana books received cover the
corners of the globe.

THE MEDITERRANEAN: A newcomer
Emmanuel Robles, born in Algeria, writes
of Sardinia in "Dawn in Our Darkness".
he village doctor is faced with the not
problem (for fictional doctors) of
between a life of service to his

poor patients and a life of affluence provided
by the influence of a wealthy wife. However,
more than this choice troubles the doctor—
there is his mistress, Clara, and the peasant
who has murdered his brutal employer. Robles
is regarded as a French colonialist who has made
an important contribution to French literature.

FROM AMERICA: The title of this one,
"Rogue Cop", adequately describes this par-
ticular opus of prolific crime-writer William
McGivern. It has all the usual trimmings of
American crime-busters. Judging by the books
that are written on the subject, one must come
to the conclusion that there are as many
crooks in the various State and city police-
departments in the USA, as out of them. This
particular story has been made into a film
starring Robert Taylor and George Raft.

IN THE PACIFIC: "Pitcairn's Island" is the
last of the trilogy written by Charles Nordhoff
and James Norman Hall to be published by
Fontana. (The other two were of course,
"Mutiny on the Bounty" and "Men Against
the Sea"). Fontana readers will be glad to
add the last of the set to their collections.
Its contents are too well known to need
description here.

IN ENGLAND: "Vittoria Cottage" is another
story of an English family by Dorothy Emily
Stevenson whose other books (including "Miss
Bun the Baker's Daughter") are well known.
The novel takes its name from the house where
succeeding generations of Derings had lived
since it was built at the end of the Napoleonic
wars. Trimmed and added to by succeeding
generations, it eventually came into the
possession of Caroline Dering whose twin
interests are her garden and the life of the
village.

(Australian prices of Comet books, 3/6;
Fontana books, 3/-; Pan books, 3/-; Great
Pan, 3/6; Giant Pan, 5/-.)

Also Received:

THE HAPPY GROTTO: A
journalist's account of the miracles
at Lourdes, by Fulton Oursler, who
has written many other books of a
religious nature.

A CARPET OF FLOWERS: A
story of a small boy and dog in
Mexico, with a strong religious
flavour. A suitable gift-book for a
Roman Catholic child. Both are
published by World's Work (1913)
Ltd.—a publishing house specialis-
ing in religious books.

† A new native maternity clinic
which is to be used for a training
centre for native maternity sisters
was opened at Dagua, about 35 miles
along the coast from Wewak, New
Guinea, on Easter Sunday. The
hospital, which has 12 beds, is
staffed by the Sisters of the Holy
Ghost and funds for the building
were contributed mainly by friends
in America.

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News of Pacific Shipping

(Continued from Page 63)

The ship's cat, devoid of any notable pedigree, suddenly became worth £50 when spotted by Department of Agriculture officials on arrival as a possible source of imported animal diseases.

As a result, Captain Williams was rather more concerned about the possible desertion of the cat than of the crew. However, the cat was "present and correct" on sailing day in April and the bond was refunded.

TRAINING BSIP NATIVE SEAMEN

The BSIP Government, with the aid of Colonial Development and Welfare Funds, is to start a training scheme for native crews of government vessels. A Marine Officer is to be engaged as instructor.

In the meantime, some of the senior deck and engine ratings from smaller Government vessels will be given, in rotation, six weeks' training on the pride of the BSIP fleet—the 118-ft *Melanesian*.

The Solomon Islanders, like most of the native people of the South Pacific, make very good seamen and on most of the smaller ships—66 ft and less—they act as Masters in local waters.

The BSIP scheme is a step in the right direction. It is a pity that it could not be done on a South Pacific

regional basis—a nautical version of the Central Medical School in Suva.

MARIPOSA, MONTEREY ON DIFFERENT ROUTE

The Matson liners, *Mariposa* and

Monterey, are to operate under new schedule which will take them to Tahiti on the run from the U.S. to Australia. The service will begin with the sailing of the *Mariposa* from San Francisco on June 1.



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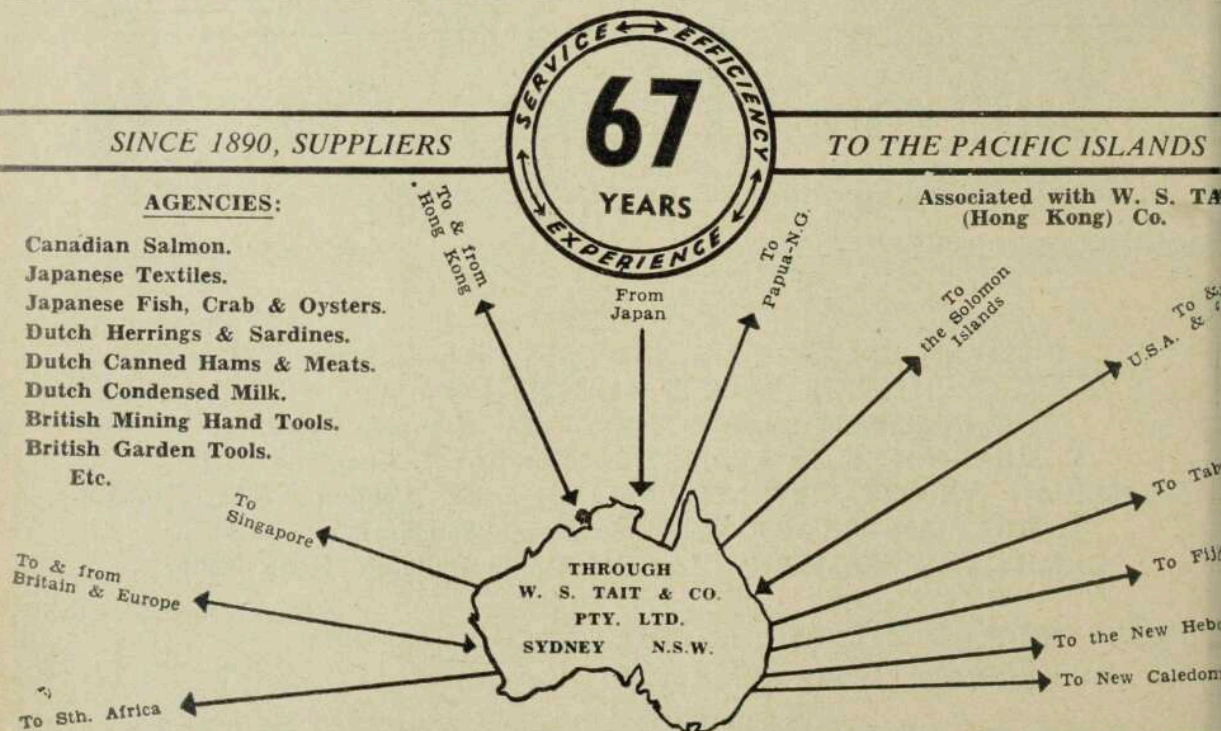
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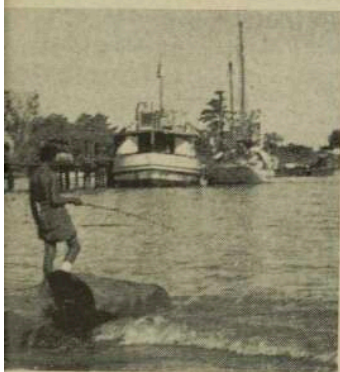
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"Hans-Fuhri" on slipway in Madang.

—Photo by Mac-Mig.

R: "Swevens", Australian yacht (right) alongside a local ship at the small wharf, Lae.

After the new schedule, Aus- sailing to San Francisco will n Honolulu for two days and nt instead of one day. n three weeks between sailings, osa and Monterey will main- he following 42-day round-trip ary:

Francisco, Los Angeles, te, Auckland, Sydney; back to and, Suva, Pago Pago, Hono- San Francisco.

can almost hear the howls of roval from Wellington and urne about missing out ther. Under the first schedule , the liners made odd calls at ports.

ws of Cruising Yachts

WEVENS—the 53-ft gaff- yawl, has found its way to -New Guinea waters. Formerly etonia, built at Breakfast Brisbane, 15 years ago, it was ed expressly for ocean cruiser owner died shortly after tion, and at the outbreak of War II, she was taken over Government for Queensland lands service. She has had post-war owners, the present Mr. James Laing-Peach, who

renamed her *Swevens II*.

The yawl is equipped with a 2-way radio, a 40-hp diesel auxiliary engine, and is fully refrigerated. On board, when she arrived in Lae were her owner, a solicitor, Mr. C. Pennington, and Mr. Arnold Jones; plus three crew members, all experienced fishermen from the Queensland coast.

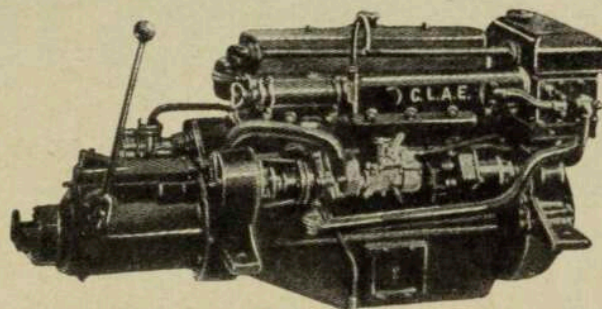
Swevens II left Rushcutter's Bay, Sydney, in February and shortly afterwards brushed the skirt of the cyclone "Clara," causing them to take shelter at Macleay River, NSW, for 10 days. Their trip has taken then via the main ports of NSW and Queensland to Thursday Island, Daru, in Papua, Port Moresby, Samarai and on to Lae.

They reported that the area between Samarai and Goodenough Island was a fisherman's paradise—the Marlin were so big that their 120-lbs breaking strain nylon lines—with piano wire traces—were useless. They eventually used the log line. Within a few miles of Lae they said they saw dozens of Marlin jumping out of the water in pairs.

The party intends visiting other Territory ports, and although they have no fixed schedule, they might island-hop across the Pacific and through the Panama Canal.

The party sailed from Lae May 13 in fairly thick weather and about 8-10 miles out they ran into a heavy rain squall and the engine broke down. The yacht returned under

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● ECONOMY

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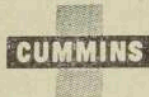
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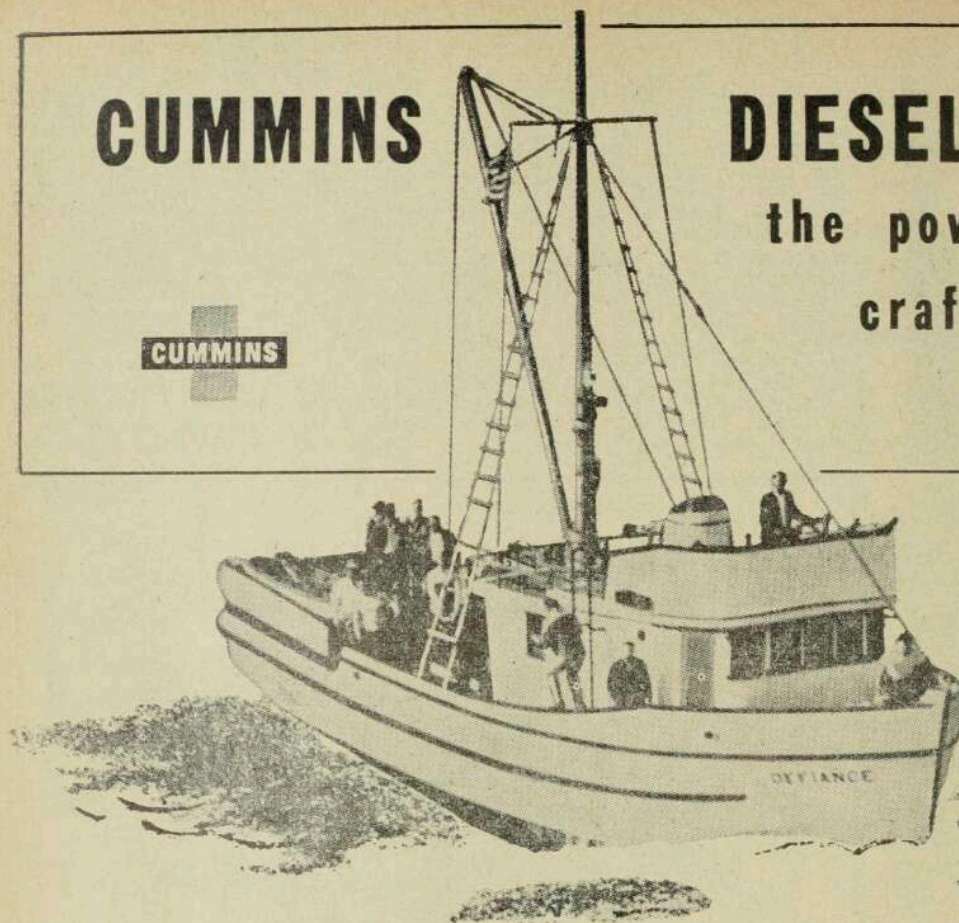
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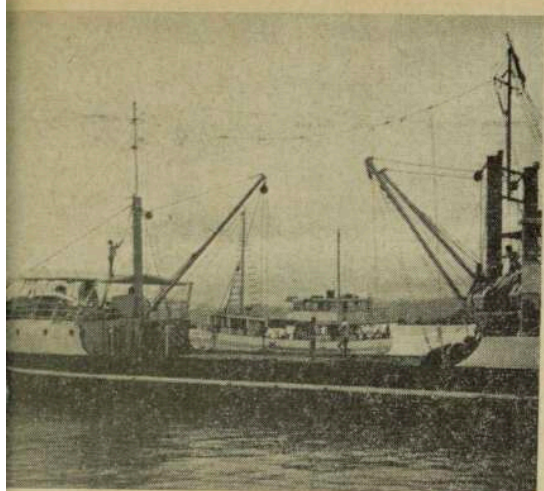
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When unloading 2,800 cases of explosives from "Thorsisle" (foreground) at Lae on May 6, the "Doma" (background) sustained some damage to her fore-castle. The weather was rough at the time.

at 10.30 p.m. in heavy rain and
ess.
re parts for the disabled
e had to be flown from Sydney.
IANA, of England, lately coast-
rusing in northern NZ waters,
ear Auckland again, probably
May, for Polynesia. Owner
will have four new com-
as, including Dave Morgan, ex
y, which returned to Auckland
months ago.

ONDA III, of Argentina, has
old in Auckland to Mr. Athol
a, who is well known as former

owner of the Fairmile cruiser
Philante II and other craft, in which
he cruised Polynesia. Hillary Chis-
well and crewman Carlos Paiva, ex
Zonda III, are seeking to remain
in NZ, where Chiswell may build
a smaller yacht.

• *IMATRA*, of Auckland, is not
being sold to Papeete as earlier re-
ported. The transaction was not
completed.

• *MIRANDA*, of Auckland, should
also clear for Tahiti early this
winter.

• *TAHITI*, of Honolulu, which re-

turned home from NZ some months
ago, may soon head back for Papeete.
Lorrin Smith will have a new sail-
ing companion.

• *SOLACE*, of England, paying
her third and final visit to the
Cook Islands before returning west-
ward and homeward bound, reached
Rarotonga from Auckland on April
22 and was at Palmerston Island on
April 27.

• *ASTRID*, 24-ft Auckland cutter,
cleared Mangonui (Northland), May
13, for Tonga. With owner Linton
Panther is Miss J. Foster-King. A
6 months' Island cruise is planned.

• *TAIHOE*, of Auckland, reached
San Francisco, May 12, from Hono-
lulu after a 36-day passage. Fenton
and Dambe hope to find temporary
employment there.

• *MARCO POLO*, of Auckland,
westbound round the world, cleared
Balboa, Panama Canal, March 24,

PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea,
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Aitutaki, Rarotonga, Papeete,
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Valiant
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RUM



Is a very good rum indeed, as one sip will tell you

bound for French Oceania and Auckland. Tony Armit and "Tig" Loe form the crew. The 28-ft yacht cleared Auckland July 18, 1954.

• **TROPIC BIRD**, 48-ft Honolulu yacht owned by Mr. and Mrs. Hugh Macdonald, was at Balboa early April bound West Indies. The Macdonalds will be remembered as former owners of *Otter*, which cruised the Islands in 1938-40. They again cruised the Islands in the present yacht in 1947-49.

• **NORDLYS**, 72-ft American schooner, owned by Walter S. Johnson, and captained by Mr. McDade, arrived in Papeete, Tahiti, on April 28, having left Penhryn Island, of the northern Cooks Group, 8 days previously.

The *Nordlys* stay in Papeete is indefinite.

• **TULAK**, a 40-ft ketch owned by Mr. Yaroslav Novy, who is accompanied by his wife, left Papeete, Tahiti bound for Suva and eventually Brisbane, Australia on April 27. The *Tulak* is German registry. (March, *PIM*, p. 63).

• **MAKORA**, classed as a yawl, and owned by Captain Goodwin, originally a sheep farmer in England, left Papeete, Tahiti, on April 29, 1957, for unknown destination. Captain Goodwin was accompanied by his daughters, who flew out from England to meet him in Tahiti.

• **SOLQUEST**. The 39-ft ketch

owned and operated by the Staples family arrived in Auckland, NZ, on May 23, after an 8½ days trans-Tasman passage from Sydney. On board, owner-skipper Len Staples, his wife, Joyce, and their two children, Len, 7, and Wayne 4½;

navigator Don Cameron; and hands Phil Davies and Albert Beck. *Solquest* is bound for Angeles, where the Staples will, and the vessel be sold. Call be made at Tahiti and Hawaii ketch was built with sale in

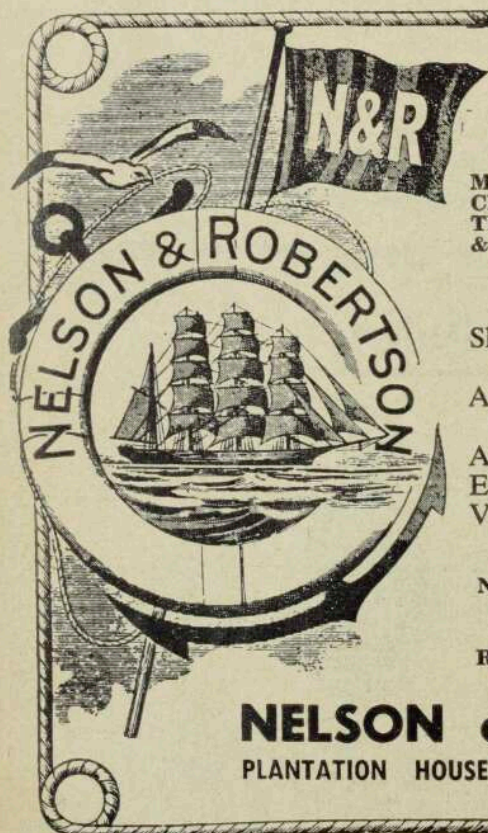
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in view. Incorporated in it is most every kind of Australian gear, some of it now rare.

SALVE REGINA BLESSED BY CARDINAL

The mission ship, *Salve Regina*, due to leave Sydney on June 1 for the Dominican mission in the Western Solomons.

Salve Regina was formerly a general-purpose naval boat, which was lost wrecked on a sandbank near Berry's Bay, on the NSW south coast. The Order bought her for £1,250, and have spent about £14,000 repairing her at the Bjarne Halvorsen yard at Berry's Bay, North Sydney.

The boat is equipped with two-way radio, a 40-ft mast to take an auxiliary sail, a six-cylinder Gardner engine, a power winch for hoisting cargo, and two electric pumps. She is 75 ft long, has a 12 ft beam, and a draught of 6½ ft. There is accommodation for 16—14

ONE GOT AN OLD DIVING-BELL?

Mr. Paul Woolston-Smith, writing from Private Box 2643, Hollywood, 28, U.S.A., wants to know whether there is anyone in the Western Pacific who has an Undersea Diving Bell that he does not want. Please communicate direct.

Mr. Woolston-Smith says he wants to use for a short period on the Great Reef. He does not say which Great Reef—but presumably he means Queensland.

and two settees which can be converted.

The native crew of six will have quarters in the forepart of the ship.

Salve Regina is smartly painted in black and white, the colours of the Dominican order.

The master for the delivery voyage is Captain Aksel Evensen, a Norwegian, who has spent many years in the Solomons and New Guinea. In the Solomons he was employed by the British Government to repair ships to Sydney for repair. In New Guinea he recruited labour for the Bulolo Gold Dredging.

Mr. Paul, OP, of Melbourne, is in charge of the ship when she reaches her base at Choiseul. Mr. Meese, OP, the mission's business manager, was also to sail on *Salve Regina* when she left Sydney.

On June 1, at Berry's Bay, at a formal ceremony, Cardinal Gilroy blessed the ship and sprinkled her with holy water. He stood before an impressive Gothic-carved altar for the blessing.

Salve Regina was launched by Mrs. Nini Pninska, wife of the Polish Ambassador to China.

Ports of call before the Solomons were expected to be Newcastle and Brisbane. She is being taken to the Solomons by a Norwegian crew.

DISAPPOINTMENT FOR RAFT DRIFTERS

The Tahitian bamboo raft, *Tahiti Nui*, sank in a storm on May 26. It was then about 400 miles from the Chilean coast. Captain Eric de Bishop and his four companions were rescued by a Chilean Navy frigate.

Thus ended over six months drift from Tahiti, the purpose of which was to prove that Polynesians could

have visited South America and returned by using the great ocean currents.

The raft left Papeete on November 8 but the drift took about twice as long as expected.

For about two weeks before the raft finally sank, *Tahiti Nui* had been in trouble and the raft was actually being towed by the frigate when she sank.

Captain de Bishop said that he would immediately make plans for the return drift (from South America to French Oceania) to commence in a few months time.

Though his *Tahiti Nui* expedition



is a wonderful summer drink served as

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TRANSPORTS AERIENS INTERCONTINENTAUX

not shown a West-East drift between Polynesia and South America. Impossible, he has shown that could be a tough proposition. Available information it would be that the raft sailed and possibly a little over 4,000 in 194 days, thus averaging less than 1 knot in mainly and far from pleasant conditions.

Other rafts—*Kon Tiki*, *Seven Sisters*, *La Cantuta*—were made of balsa logs, soft and yielding to the rope lashings. A report that Captain de Bischoff on the *Sea Pearl* will be interesting, showing wear and buoyancy-loss have contributed largely to the breakup of this raft.

PEARL BURNS IN NEW GUINEA

Old friend of the spud run, *Sea Pearl* (October PIM, 1956), to grief on the north coast of New Guinea in early May. *Sea Pearl*, while on a voyage to New Zealand to Manila, was fired on June 3. All 22 members of the crew took to the boats and finally reached safety on the north of Wewak, N.G. The *Pearl* was later sighted still aground about 27 miles NW of Wewak.

When PIM last reported on *Sea*

Pearl she was owned by the Victor International Corporation of New York but flew the Panamanian flag of convenience. She was originally a US Navy net layer, the *Maria Ines*. Last year this 876 tons wooden vessel was freighting potatoes to NZ during the potato famine there; she had also carried fruit from Rarotonga to NZ. She was refrigerated.

ANOTHER FIJI MISHAP

The 23-ton single-masted sailing cutter, *Cakaubalavu*, sank late in May after striking the Vatu-i-cake reef to the north of Ovalau, Fiji. Captain Sovea and six members of her crew rowed to Levuka in a lifeboat.

Takaubalavu did not have any cargo on board when she foundered.

The *Daulomai*, manned by Mr. A. L. Miller, of Levuka, and his crew made a preliminary survey with a view to salvage.

Mr. T. Hurley, of Hurley's Shipping Agency, Suva, went to Levuka to supervise salvage, if this was possible. If he found it possible to raise her, he will use drums to give the cutter buoyancy on the 10-12 miles tow to Levuka.

Father Bransfield, of Levuka, took his launch *Shamrock* close to the *Cakaubalavu*, and reported later that she was well under water, with

only the upper part of her mast showing.

IN THE BAG

Mr. Willie Schutz, of Tarawa, whose wanderings have been mentioned from time to time in this column, gained his certificate as foreign going First Mate at the May examinations at Southampton, England. On completion of a short marine radar course, Mr. Schutz will be looking for another ship.

(Continued on Page 131)



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If possible, stamp collectors should try and keep up to date in their reading. Inexpensive booklets dealing with all aspects of the hobby are being constantly written. These could, perhaps, be obtained from local stamp dealers, stores, book-shops or newsagents.

The West German postal authorities are always assisting various charities and other deserving causes with special stamps. Not so long ago two unusually-designed stamps were released to raise funds to send children of West Berlin to holiday centres. Designs pictured young boys and girls leaving for and returning from their vacations.

The United Nations Organisation, inaugurated in 1945, has been commemorated on many stamps, by many countries, while the UNO in the USA brings out regular commemoration issues. Countries recently admitted to UN membership have celebrated the occasion with new issues, Japan, Laos, Cambodia,

Libya, Italy are some of countries so honouring the occasion.

Israel, a popular stamp-collecting country, chose an interesting arrangement to identify the State, marking the 9th anniversary of the proclamation of the State. This

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form of a modern jet aircraft
ing the figure "9" in the sky—a
g symbol for an ancient part
e world, very much in the news
times.

Some Recent Issues

Canada recently made available
of four clearly-defined stamps
means of advertising the
union as a tourist nation,
nasing outdoor recreations for
the country is noted. The
ps pictured two men fishing by
e; a girl swimmer; a hunter
his dog, and a skier in a down-
slide.

edrich Froebel, the German
utor, who lived between 1782
1852, and who established the
ergarten system of education,
just been shown on German
os, with a typical kindergarten
children at play. Froebel in-
ed his first kindergarten in
and also established training
es for women teachers.

e of the latest British countries
ssue stamps to mark the
nary of its first postage stamps
ylon, with four values to mark
ncident. Printed in Switzer-
the stamps showed a native
runner, bearing his staff and
of mail; and a reproduction
e 6d stamp of 1857, bearing
portrait of Queen Victoria.

striking sequence of four
icity" stamps, printed in many
s, has recently appeared in
erland. Individually, the
s relate to an International
ition of Graphic Arts, to Civil
ce activities, mark the 50th
ersary of the 9-mile long St.
ard Tunnel, and observe the
anniversary of the important
f Basle.

Forthcoming Issues

ustralia plans to issue later this
a stamp as a tribute to the
of the 28-year-old Royal Fly-
doctor Service. This remark-
service administers speedy
al attention to patients in
d parts of Australia's outback,
unicating by transceivers until
needing direct treatment can
en to the nearest hospital by
ying Doctor.

Federation of Malaya is
y to introduce new stamps
independence is gained, the
for which will illustrate
an races welcoming independ-
with a protrait of the Chief
er, Tunku Abdul Rahman

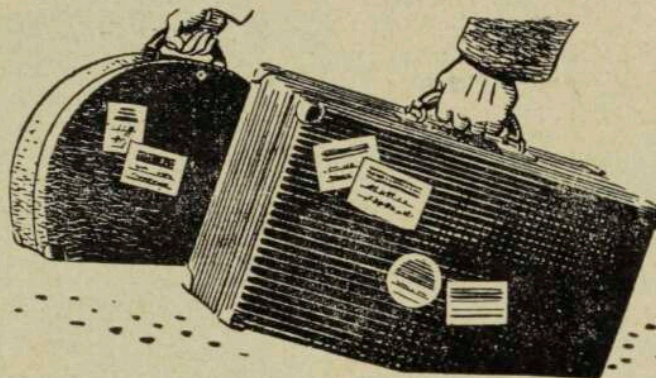
nwhile, it has been announced
ne George Medal, instituted in
y the late King George VI,
warded to the island of Malta

for its part in warding off enemy
attacks during the Second World
War, is to be honoured by that
Mediterranean island. Three stamps
will be distributed, picturing war-
time Malta, portraits of the Queen
and the George Medal, which is next
in importance, in British circles, to
the famous Victoria Cross.

A new name that should become
familiar amongst stamp collectors
is Ghana, the native Dominion in

West Africa, previously known as
the Gold Coast. The new title
originated as a result of the country
gaining independence within the
British Commonwealth. New stamps
heralded its advent.

† Mr. A. R. (Ralph) Perrier, who
was formerly traffic controller at
the head office of Qantas, Sydney,
has been appointed Station Man-
ager at Port Moresby, Papua.



Going places?

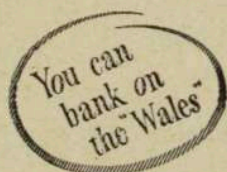
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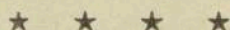
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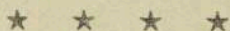


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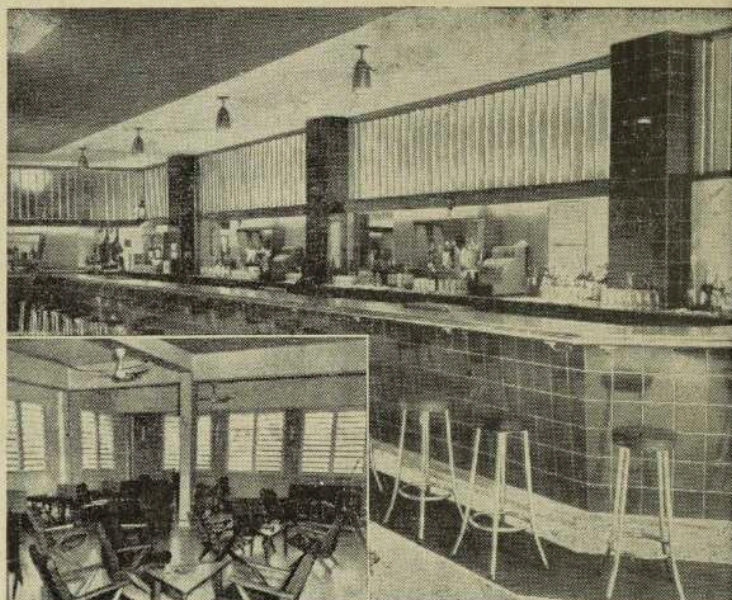
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WHEN AND
W STORY

No Pots Now — But Condensed Milk

The village of Busama is situated on the upper part of the west coast of the Huon Gulf, on the south-eastern coast of New Guinea.

The Huon Gulf is one of the most tropical bays in the world. On the south side is the Huon Peninsula, bounded by the Huon River.

Dr Evelyn Huxley is in charge of the Maternal and Child Health Clinic, with Colohan (right) and native babies. The babies are injected with antigen against diphtheria, tetanus and whooping cough, during monthly visits of the clinic personnel. Dr Huxley, a visitor from England, is standing.



son Mountains, an extension of the great Finisterre block, which rises to a height of over 10,000 feet within eleven miles of the sea.

To the south of the range, running inland from the base of the Gulf, is a broad, rift valley, which forms the natural gateway to the interior. The Markham River winds through the south-eastern end to empty itself into the Gulf, but beyond the headwaters, about 100 miles inland, is the Ramu River flowing in the opposite direction towards the Sepik swamps of western New Guinea.

Traders were the first Europeans to visit the area, probably between 1895 and 1900; and the Busama people's old way of life has been interrupted by many masters since then.

Contact with German Administration officers and with labour re-

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cruiers began soon after the traders' appearance. Missionaries followed in 1906, setting up church schools in the villages.

Busama's population, before the Japanese invasion in 1942, exceeded 600. This was large for a New Guinea village. The houses were all stout structures, and the people had many European possessions—tools, bicycles, sewing machines and lamps.

A few days after the Japanese landed a force at Salamaua, in 1942, a small detachment of Japanese military police, including an interpreter who spoke Pidgin-English, went around the countryside with orders that the village officials should attend at the headquarters to receive instructions.

The Busama people had another Master.

The Japanese bought food and pigs from the villagers, and sought the services of the men for unloading ships, promising payment in invasion money which could be spent in shops to be set up when the war was over. Lack of medical attention was the biggest disability suffered by them during the period.

By 1943, when the Allied forces were meeting with success, air raids increased in intensity and bombs were dropped on the villages. Busama, along with several others, was obliterated and many persons killed. Later, the Busama village site served as a convalescent camp,

but by then nothing of the village remained. Every building had been destroyed, the villagers were living in crude huts in a bush clearing nearly half a mile from the sea, and most of their belongings and all domestic animals were gone.

From then until the end of the war, little time was left to the villagers for their own concerns. A

large number were conscripted to act as carriers in the Markham and Ramu campaign and later for in Lae and elsewhere, and in the village were ordered to send a quota of 1,600 sheets of tin weekly for Lae.

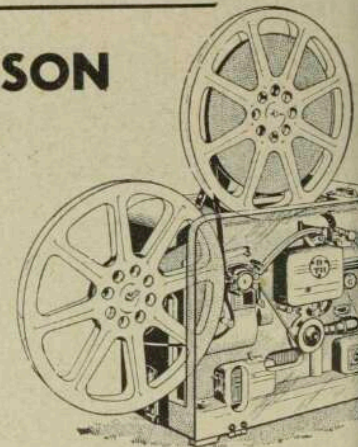
However, step by step rehabilitation took place. By 1948, the population has increased to 617.

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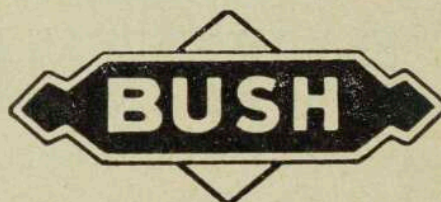
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MADANG SWIMMING POOL.—This beautiful swimming pool, at the rear of the Hotel Madang, is a boon to local residents, who use it day and night.

The pool, built by Mr. J. G. Punch, building contractor, of Lae and Madang, for Mrs. F. Gilmore, at a cost of approximately £6,000, is 100 ft. long by 40 ft. wide. A centrifugal pump changes the water frequently.

It is equipped with modern dressing sheds, showers and a toddlers' pool.

† The first time-expired Kukukuku native returned to his village early in May after serving his contract at Koitaki Plantation, near Port Moresby. Although he had little money, he took with him new clothes and new axes. (Kukukukus are not given to doing anything as civilised as making a contract to work).

† The oldest church in Papua-New Guinea, the Ela Beach Protestant Church, which was established in the 1880's by the London Mission Society, has been taken over by the United Church Board which will now provide the Ministers for the Church.

had 85 new dwellings; 27 canoes and 17 large ones, and 18.

day, with a population of over the village is clean and neat, children healthy, and the village prosperous—but the old arts are

no longer make their pots. They buy them. The men prefer to work as seamen on the ships at Lae. The women are cared for by the Government. Once a month they are visited by Infant and Maternal Health Sisters who examine and administer injections against diphtheria, tetanus, and whooping cough, etc. The under-nourished children are given cod liver oil and condensed milk; and the motherless children are given Sunshine milk. And they are content.

The villagers are an example of a native group with simple and simple material apparatus adapted itself to the values and techniques of industrial civilisation.

CITY

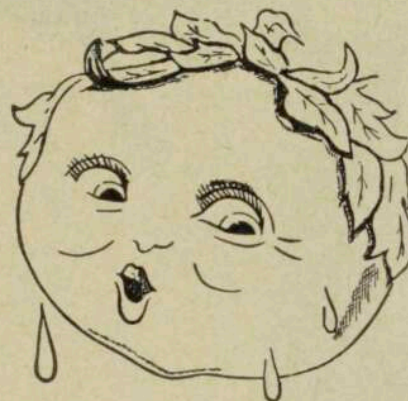
"Ladies-and-Gents"

Only are Suva's streets unnumbered (PIM, September, 1956, and May, 1957), it appears to have another and worse blot on its civic conscience: No public conveniences.

The matter has recently caused a stir to the Fiji Travel Trade Association, which wants "suitable facilities" provided.

In the past the hotels have provided the necessary; although it is not unusual for offices and shops to be asked by embarrassed travellers for this kind of aid.

Now the Suva city fathers are taking a lead from the Sydney City Council (which jumps at every opportunity to send a delegation overseas to do something about civic adaptation elsewhere) and send three councillors to Honiara, to find out how that town, with its European population of about 10,000, manages to provide such an excellent public service. The first delegation went into service in late last September.



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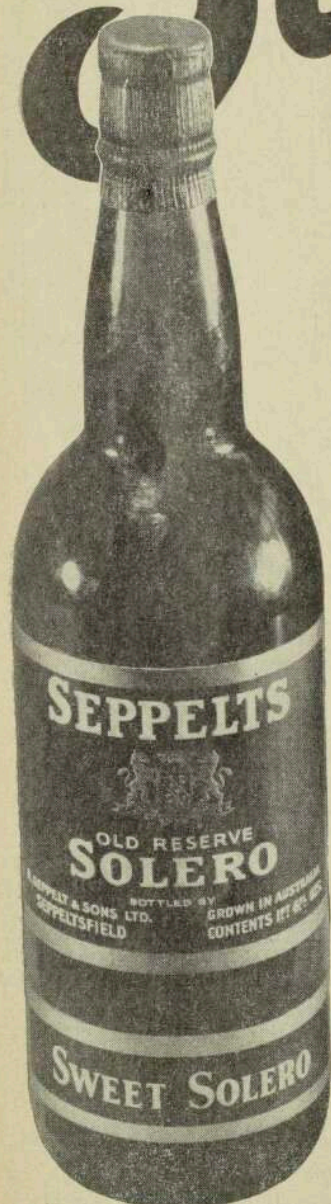
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EST. 1

Guinea-New Guinea Diary

(Continued from Page 47)

ed in a variety of aircraft included Tiger Moths, Cessna Cessna 190, Beavers and a eed Hudson.

flights were popular, and local women availed themselves of the opportunity to try hand at flying during the instruction flights.

District Commissioner, Mr. R. Niall, congratulated the on its efforts and encouraged movement generally.

day, which was a wonderful s both socially and financially, ounded off with a barbecue oovies.

IME DIDN'T PAY LONG

ew Guinea native who had having himself a good time eone else's money since last ber was sentenced to two gaol in the Lae Supreme towards the end of May.

native, Poi'oi, forged three names on cheques and ay with about £72. He was i with forgery on nine counts mitted for sentence on harges of forging and utter- was sentenced to six months first charge, six months on

the second charge and 12 months on the third, the sentence to be cumulative.

TOO MANY TILAPIA

The imported Tilapia fish which Fisheries Department officers placed in rivers and streams throughout the Territory are multiplying so rapidly that a call has gone out to natives begging them to catch the fish, including full instructions on how to do so.

All they need is a handful of burley, a small hook with a worm for bait and no sinker, and they can have themselves a good meal of these plump little fish in no time.

(The above is printed as received. We have always understood that Tilapia were pond-fish.—Ed. PIM)

LAES "BLYTHE SPIRIT" PLEASES

The Lae Musical and Dramatic Society presented two performances of "Blythe Spirit" in Stewart Hall on May 23 and 24, and repeated the show at Bulolo on June 1 and staged a request performance again in Lae on June 6.

Funds from the latter performances were in aid of the Boy Scout Movement in Lae and the Parents' and Citizens' Association in Bulolo.

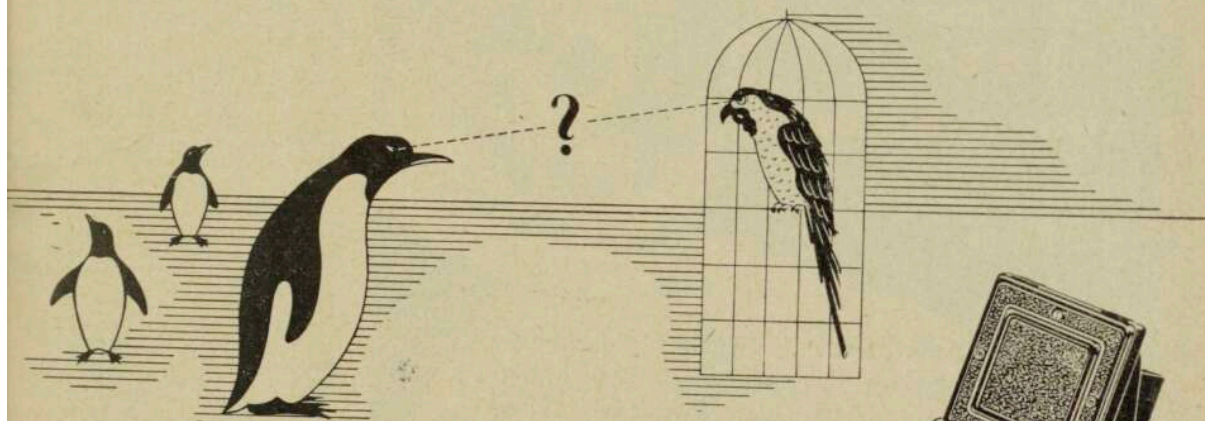
The sprightly Noel Coward

comedy was smoothly interpreted by the company, who, although amateurs, could teach a thing or two to some of the so-called actors and actresses who perambulate across the screen in many of the "B" class American films to which we are subjected.

(Over)

FOOT ITCH HELPED 1ST DAY

Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles. Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called Nixoderm. Nixoderm stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get Nixoderm from your chemist to-day under positive guarantee to return your money if not satisfied.



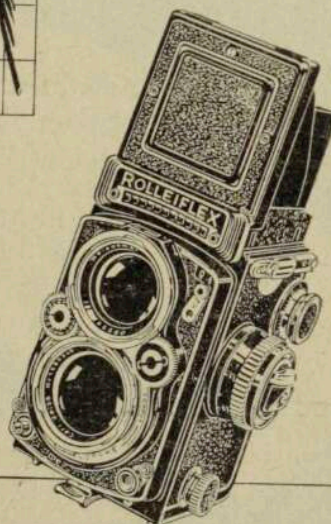
Black and white or color?

eye sees both. It registers gray values and color with equal sharpness. A high lens must also be capable of the same performance. In fact, the two qualities must be separated. Without sharpness, no purity of color — without good color reproduction, sharp black and white pictures cannot be made! The design and numerical elements have everything to do in determining the corrections of a lens. Modern lenses have established a class of their own. Schneider Xenotar and Planar head the list. These are the high performance lenses of the modern



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An old Territorian, Mr. J. J. Toogood, went to Queensland for a holiday, sold the 50 head of cattle which he is running on a 2,000-acre property, 30 miles from Lae.

Mr. Toogood first went to the Territory in 1934, when he landed with cattle and sheep at Salamaua, and travelled with them for days over bush tracks to Wau. He is another advocate of crossing half-bred bulls with Illawarra Shorthorns which he thinks should produce the best dual breed cattle for the Territory.

He believes that the mating with the bred Zebu bull infuses just enough blood into the progeny to resist the heat and external parasites, including the tsetse fly, prevalent in the Territory, and at the same time does not spoil the high qualities of the British breed.

"Another point in favour of the Zebu is their disregard for heat," says Mr. Toogood. "A British bull is at all times the day away from the cows, sheltering in scrub from the heat and flies, resulting in very few calves. The Zebu, which is concerned with the heat, is at all times with the cows."

Mr. Toogood said that cattlemen in the Territory should have the services of the Animal Research Station to determine the minimum amount of Zebu blood which should be retained to combat parasites and other conditions. It is his belief that animals exist in the Territory that are not yet known to veterinary science.

PORT MORESBY WILL HAVE TOURISTS

All natives in the Port Moresby area have been invited to bring their souvenirs for sale to tourists who are expected to arrive in Port Moresby on June 26.

Later in the year the C



May 2, in Ela Protestant Church, Port Moresby, Mr. Richard Wall was married to Miss M. M. Moughton. Both are well-known Administration employees.

Photo: Papuan Prints.

also visit Port Moresby after leaving Rabaul in October. In January next year, three giant American luxury liners will also visit Port Moresby.

Matua Out of Commission

USS Co.'s 4,250-ton passenger vessel *Matua* was expected to be mobilised throughout most of the year due to a serious breakdown of her diesel auxiliaries which cut off electric power to the refrigerated cargo holds.

Unfortunately, the breakdown occurred in New Zealand waters where the vessel was empty. A piston connecting rod disintegrated, and from these and the cylinder head being hurled all over the engine room as the vessel lay at Lyttelton one was injured. The vessel has now cleared Auckland June 10, for Suva, Lautoka and Apia.

Wedding Celebrated

AND MRS. FELIPI LYNCH, formerly of Tonga, celebrated their Golden Wedding Anniversary at their home at Auckland, on May 11, some 50 guests, including many ex-Islands residents being present.

Mrs. Lynch, who was born in New Zealand, was an employee of the DH&PG firm at Nukualofa, Tonga. Mrs. Lynch (nee Tubouva) was a high chieftainess of the Maori tribe of Ngatatabu. The couple have lived in Auckland for many years.

FIJI MINING

Govt. Concessions Only Part-Solve Problem

THERE is a possibility that the associated gold mining companies operating at Vatukoula, in Fiji, may withdraw, unless:

- They find the necessary capital to recover the gold from the deeper lodes (see May *PIM*, p. 49); and
- There is better work from the mine labour.

This threat to close comes in spite of the recent proposal by the Governor (Sir Ronald Garvey) (May

PIM) to exempt the companies from income tax and gold royalty for five years.

The Government has agreed to taxation concessions, but these will be effective only if the companies earn profits.

Obviously more capital is needed to win the gold from the lower levels (where research in recent years has revealed large lodes of ore) because it is there more expensive to recover.

Where to raise the necessary capital has posed a problem. The chief general manager, Mr. N. E. Nilsen, has gone to America to try to interest investors. Anything which would attract Australian investors—such as a subsidy from

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Fiji Government—probably
d be welcomed.

is indicated that the Fiji Gov-
ent may have to interest itself
ely in the problems the com-
s are now facing.

gold enterprises are too im-
nt to Fiji's economy to be
ed to lapse, if only because
is nothing in sight within the
few years to take their place.
ut ten of the £18½ millions that
company has earned from gold
silver in the last 20-odd years
one back into the Colony as
wages, etc.

companies' programme of
l expansion in the next five
will require nearly £1,000,000.
far as the question of labour
cerned, the companies appear
ieve that they are not getting
ame output per man now as
vere five years ago. This may
a harder problem to solve
that of capital—unless a
r degree of mechanisation can
reduced.

T. W. T. Vuyiasawa has been
ted a councillor of the Suva
ouncil for one year. He fills
ancy caused by the resigna-
of the Rev. Mikaele Dreu, who
go to the United States for
studies.

COSMIC RAYS AND RADIO

P-NG's Part in IGY Activities

IN May, in Lae, New Guinea,
Mr. K. G. McCracken, BSc, a
graduate of the University of
Tasmania, is installing equipment—
some designed and built by himself
and the rest by the University of
Tasmania — for the continuous
recording of cosmic rays. Design-
ing, building, installing and opera-
tion of this equipment is part of
his study plan for his Doctorate in
Philosophy.

Research aimed at finding out
where cosmic rays come from and
how they are formed, has been
carried on by the University of
Tasmania at various stations since
1949. Physicists have been operat-
ing equipment and recording
findings at Mawson, in the
Antarctic; Macquarie Island, a
sub-Antarctic island; and at three
locations in Tasmania.

Since the less energetic cosmic
rays cannot reach the earth near
the equator, the observations made
with the equipment at Lae will
give valuable results when com-
pared with the observations from

the other stations, which, being
further from the equator, can
record less energetic rays.

Lae has been chosen as the site
for the equipment as it is in
Australian Trust Territory and is
equipped with radio-sonde equip-
ment which will provide data
necessary for the complete in-
terpretation of the cosmic ray
readings.

The installation will take about
2-weeks, and after a month's
supervision, Mr. McCracken will

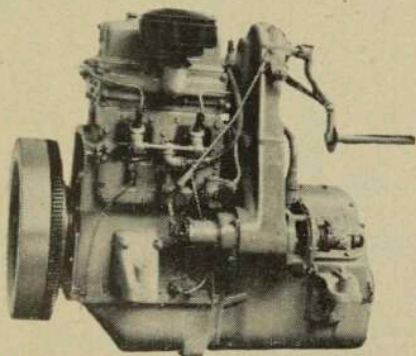
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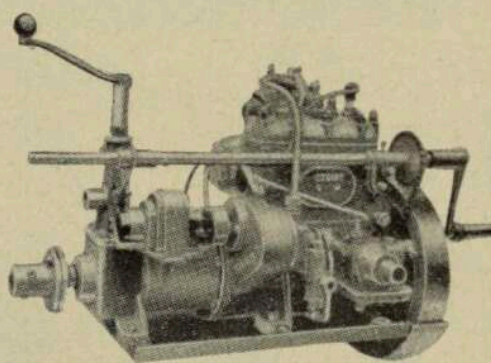
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return to Tasmania to finish his Doctorate of Philosophy, leaving a member of the Department of Civil Aviation to carry on in Lae and send a recorder-charts to Tasmania each week.

The equipment, which is housed in DCA premises, will remain at Lae for 18-months and every six months, Mr. McCracken or another physicist will visit the station and make exhaustive tests.

Cosmic rays have been bombarding the earth since the beginning of time, and scientists have little idea as to where they come from or what effect they have on the human body. They are not produced in atom or hydrogen bombs—the dangerous radio-active particles from these bombs being quite different from cosmic rays.

The study of cosmic rays had been in progress for many years before the first atomic bomb was exploded.

Research has disclosed that the sun, on rare occasions, produces cosmic rays—but the process is unknown—and the rest of the time the sun is screening off cosmic rays from outer space. By studying the way cosmic rays vary as the earth and sun rotate, from charts recorded by the equipment, the direction from which the rays are coming, and the effect the sun has on them, may be calculated.

The sun varies in its effect on cosmic rays over 11-year periods,

and for the next two years will be in a very active condition. This period, which includes the 18-months period chosen for the International Geophysical Year, is opportune for the study of cosmic rays and other phenomena occurring on the earth and sun.

During the International Geophysical Year, many physicists

scattered all over the earth will be observing these phenomena, sending their results to a collecting agency which will collect the results and redistribute data. Thus, through this national co-operation there will be available a large quantity of data, enabling intensive studies and calculations to be made. A

French's

CREAM SALAD

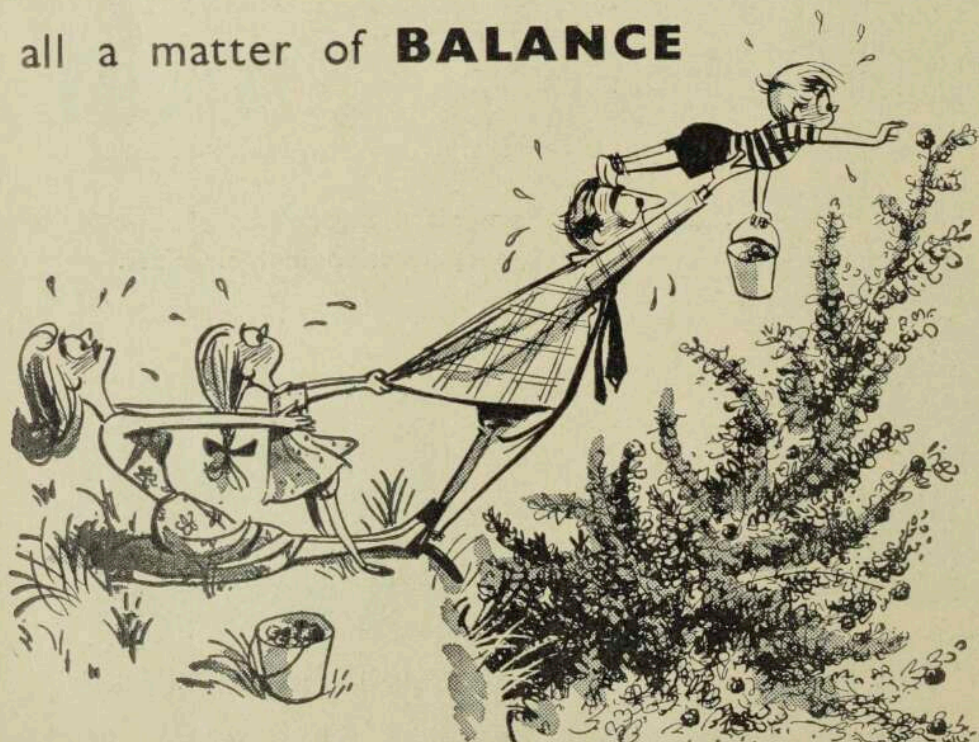
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a collected by the University of
mania will be circulated in this
ner.

station has been set up outside
Moresby, to record the earth's
netic field, earth tremors, and
characteristics of radio trans-
mission during the IGY.

CALLS FOR PORTS STEAD OF ACTION

THE Fiji Government's decision to
obtain the services of another
expert, this time to report on
"Fijian community as a pro-
gressive unit" is a typical example
that might be called pursuing the
ous.

is also a discouraging indication
Government is still content to
time on useless reports—
ntly regarding reports as an
in themselves instead of get-
action in increasing the pro-
on vitally needed.

th a good market available in
Zealand, and further shipping
ties offered, the opening up of
banana-growing areas is urgent.
at simple knowledge is avail-
to Government without any
sity of obtaining an expert
t.

many years it has also been
n to Government that the
a way of life and the com-
d system are deterrents against
proper development and full
itation of Fijian lands. More
more the old ways are feel-
the impact of modern life and
ing conditions. All intelligent
nts of the Colony know that
Fijian race right now must pre-
itself for a still further stage
ransition or follow the Red
n of America into the isolation
tive reservations.

s has all been thrashed out
e floor of Legislative Council,
press, and, of course, privately.
"expert" report can add noth-
it.

claim that such a report
be valuable to the native
s ridiculous. At least 75 per
of the native people would
er read it, nor hear of it.
en the report is made, no doubt
l find a pigeon-hole waiting

Government had appointed a
representative committee to
er and recommend ways and
of immediately increasing
t exports and creating new
t would have shown initiative
might have stimulated all
as of the community.

Fijian basketball team will
a tour of New Zealand this

Work on CI Reef Passages

MR. W. H. RYAN, Superintendent
of Works, Rarotonga, returned
from the northern Cook Islands
in early May after carrying out
demolition work on some of the reef
passages.

Rocks were cleared from the
channels at Palmerston Island,
Manihiki, and Pukapuka. The
operations at Tukao landing, Mani-
hiki, were reported as being most
successful, but there was insufficient
time for Mr. Ryan to make a survey
of the work done at Pukapuka be-
fore returning to Rarotonga.

The standard Naval depth charges

that were used completely pulverised
the coral rocks. Mr. Ryan will carry
out further work on CI reef
passages in the near future, and a
big work programme is planned for
the passages at Mangaia.—W.H.P.

† Transports Aeriens Inter-
continentaux has announced that
two commercial flights from
Noumea to Tahiti by DC4 will be
undertaken, one on May 25 and the
other June 8. The plane will come
from Paris, and amongst its
passengers to Noumea will be 16
members of a film unit from a
German cinema producing company.
The unit is going to Tahiti where
they will make a film.

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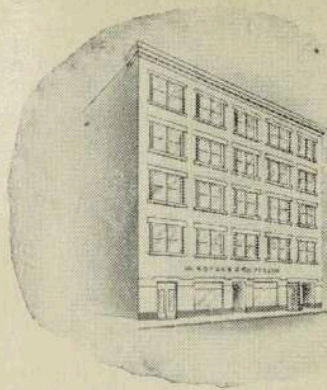
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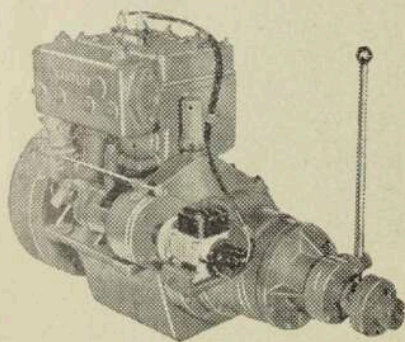
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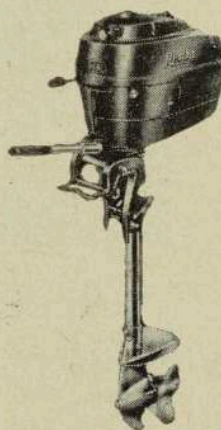
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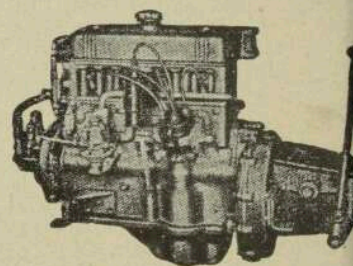
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RIGHT SPOT IN DEVELOPMENT

ore Bananas For w Zealand

STEADY increase in banana production is one of the few bright spots in the development of Fiji's agricultural activities—particularly those in which Fijians principally engaged.

In the areas bounding the main roads, on the main island of Viti Levu, the planting of banana suckers is being steadily increased, and results should soon be seen in increased production.

The Sigatoka area has a banana development plan under way which is expected to double production in the next 12 months.

On the fertile island of Vatulele, on the south-western coast of Viti Levu, 36,000 suckers are being planted this year and it is planned to increase production up to 1,000 cases in the middle of next year.

But for really substantial development, the island of Kadavu, 60 miles from Suva, holds out the most attractive prospects.

It is a port of call for Sydney

mail boats in the early days of the Colony, Kadavu may again attain that status.

When the Union Company's new refrigerated vessel *Tarawera* comes on the Fiji run, in the middle of next year, there is a likelihood that it will call at Galoa Harbour, at Kadavu, to load bananas. There is deep water close in shore, and there is 12 feet of water at the old wharf on Galoa Island. It is proposed to bring bananas by cutter to Galoa Island and lighter them to the banana ship.

In 1954, Kadavu shipped 2,334 cases; 3,057 in 1955; and 11,173 in 1956. This year, to the end of April, 8,126 cases had already been shipped.

But the ultimate plan provides for 50,000 cases a year, which would certainly justify Kadavu becoming a port of call for the banana ship.

The plan drawn up for Tailevu, Ra and Naitasiri districts provides for two cases per man per day, and planting is being carried out on that basis. At present, production is roughly five cases a month for each Fijian growing bananas.

The two cases a day would give each man an income of £1 a day; a good income for a Fijian, over and above the food he grows on his land, and various other sources of income from the sale of vegetable produce, etc.

And (as Ratu Edward Cakobau, when Development Officer for those areas, pointed out) that income comes to him on his doorstep; the bananas being picked up at the local packing station, trucked to Suva, and then shipped to New Zealand without any expense on his part.

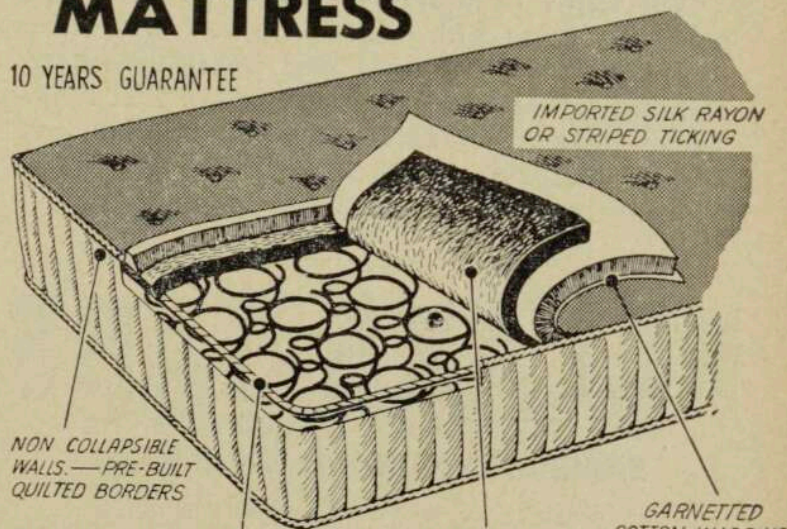
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TWO DROWNED

Another Tragedy For Melanesian Mission

TWO Europeans of the Melanesian Mission, BSIP, are missing, presumed dead, after a stranding launch in which they were travelling between Ugi Island and Pawa on the mainland of San Christobal, capsized on May 26.

They are Archdeacon D. S. Hoey and Mr. D. Clunies-Ross, natives who were also travelling in the launch reached safety hours after the mishap.

The Melanesian Mission vessel, MV *Baddeley*, and numerous government and private vessels searched the area. The regular Qantas service to Honiara, on May 27, was asked to carry out a search on arrival, but owing to the late night facilities in the area this was impossible. The aircraft, a DC-4, arrived at dawn, on the 28th, and carried out an intensive air search.

It will be remembered that Archdeacon Hoey figured in the sensational Reginald Poole case some months ago. Poole murdered a native boy at the Melanesian Mission station at Marovovo, in November 1955, when Hoey was in charge of the station. After he had committed the murder, Poole told the police who stood guard over him that he had arrived from Honiara.

The Bishop of Melanesia, the Rt. Rev. A. T. Hill, arrived in Honiara on May 27, after attending a conference in New Guinea and returning within a few hours by sea for the search area.

Mrs. Hoey and her children are at Pawa mission station.

US War-Correspondent Revisits Guadalcanal

AN interesting visitor to the British Solomon Islands in the past was Mr. Bob Miller, of the United Press, who called in on his way home to New York from Sydney where he has been managing the United Press organisation's South Pacific Bureau for two years.

Mr. Miller expected to get to the United States by a devious route through New Guinea and the Philippines.

He was one of the first United States war correspondents to land in Guadalcanal during the fighting there. Of course, was most interested in seeing Henderson Field and Lunga beaches as they are today. Henderson Field is now not in use, although it is down on the list for reconditioning; and Lunga, with its small resemblance to the war-time beach-head.

Mr. Miller was one of the first to see Vouza, BSIP, native war

he had returned wounded from Japanese captivity. Unfortunately, flooded rivers along route to Vouza's village in April prevented a reunion.

Miller returned to Rabaul on Protectorate ship *Melanesian* thence by air to Lae, N.G.—*Sara Correspondent*.

NOTE: In Lae, Mr. Miller said that he had been most impressed with what he had seen of Guinea. He added that he given Port Moresby a miss because he "had heard that they somewhat newspaper-reporters in there."

Block of Tug Delays Suva Shipping

Need for a tug to assist ships arriving at and leaving the Wharf, Suva, Fiji, became apparent again in May when the ships could not get away because of winds from the wrong quarter. This was the second such occurrence in a year.

Operators have been pressing for a tug, but without result. Delays are expensive for the ships.

A harbour tug could be used by the Fiji Government for a variety of purposes, and its services would only have been in demand in months for towing vessels in the harbour.

One of the big advantages of a tug is that it saves time and also reduces the risk of damage to the wharves and harbour installations.

The Suva Chamber of Commerce considered the question recently, but decided to defer the matter until new wharves are built.

One day one liner could not get away because of gales; she had to wait three ropes before she was able to get alongside the wharf. It was considered during the morning that a strong easterly wind would turn to the west so passengers were recalled to enable the ship to leave at 1 p.m., instead of the usual 5 p.m.

That afternoon, each time she was to leave the wharf she was backed. She eventually sailed on the next day, 12 hours late.

82 displaced Islanders will be turning home to Rogelap, all Islands, about August. They were the victims of radio-fallout from an American atomic bomb exploded at Eniwetok in 1954. Some of them experienced superficial skin-burns, loss of hair, etc. All have recovered completely. They have, however, been warned not to eat any land on the island as these have been found (according to "Voice of America") still to be radio-active.



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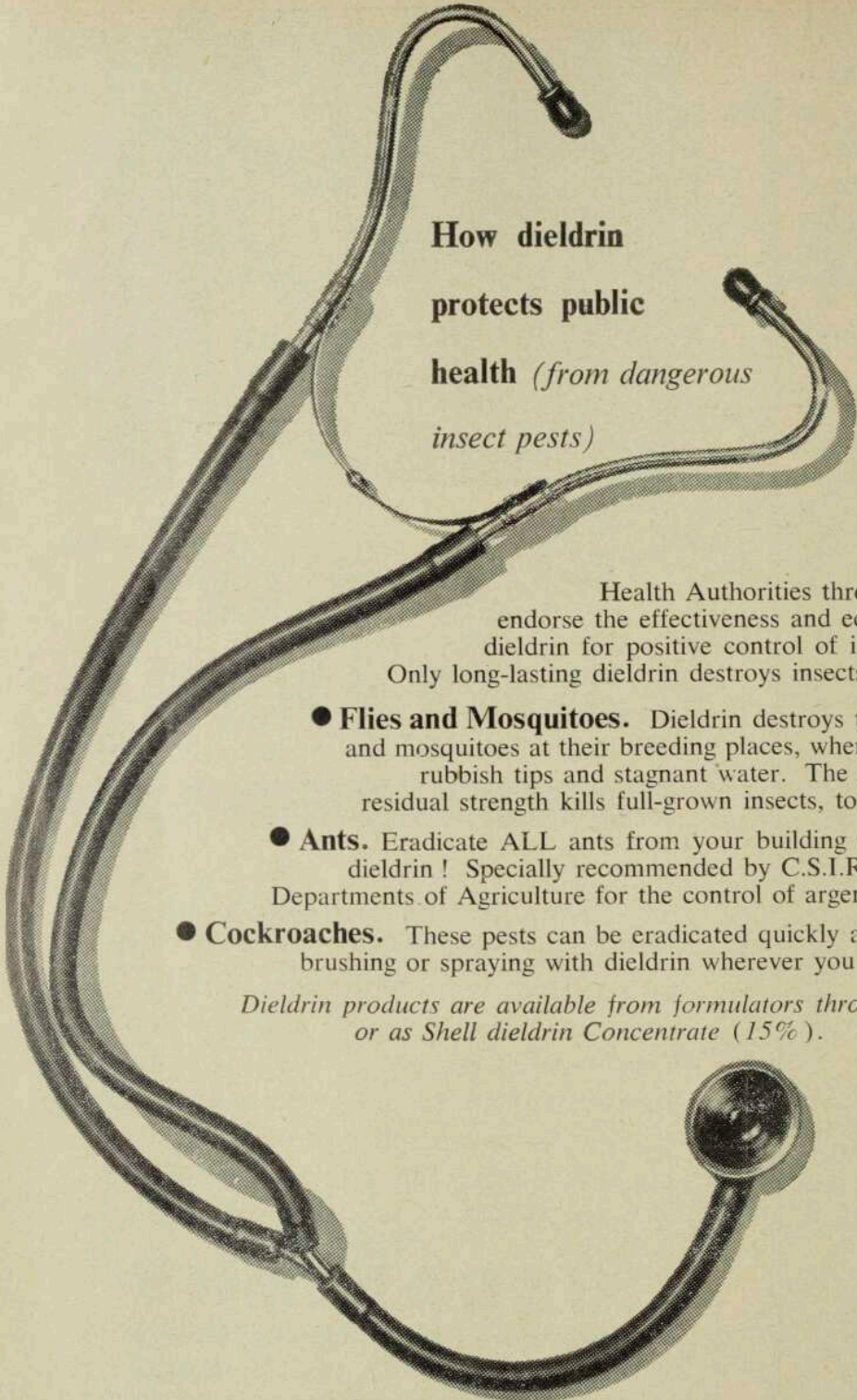
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JUNE, 1957 — PACIFIC ISLANDS MONTHLY

GETS NO MORE CULTURAL LAND

Adam Does Not Permit!

Last January's *PIM* there was a title article headed, "Land For Wau—Mr. McAdam Permitting." It was stated there that the Administrator of Papua and New Guinea, when opening the Wau Show on 15th December, had formally reported that he had examined the plea of the Bulolo Valley community that their lands be removed from Government control and made available for agricultural purposes; he personally inspected the lands on the eastern side of the Valley, Wau; he was satisfied that the available areas could be used for agriculture without harming other interests; and "there will be an announcement in a few weeks' time." Among his audience cheered that they have been fighting for long years for the agricultural development of the Upper Bulolo, but always have been defeated by the implacable opposition of J. B. McAdam, Director of Department of Forests. He treated the announcement with caution. "Wait until he meets Mr. McAdam," they said. The promised announcement (the transfer of the land from Forestry to become available as agricultural leases) has not been made.

Instead, it has been reported that the land referred to by the Administrator is to remain a Forestry reserve.

Experts were sent in to examine the soil—and they have reported that the soil is generally not suitable for agriculture. At the same time, there seems to have been some confusion as to who owns the land—the Administration or the natives. The natives are alleged to have said that they sold the timber but not the land. The question of title apparently could not be cleared up until the Commissioner for Titles McCubbery returned from leave.

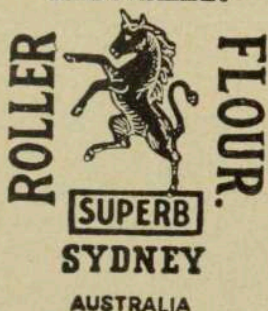
In the meantime, residents of Wau have had considerable to say on the matter—none of it complimentary to the Administration. Most of them would be willing to risk their money in taking up the land in spite of what the experts may say about the soil. They say that even if four or six new settlers were attracted to the district it would be of untold benefit to Wau.

† Suva friends entertained Mrs. Harold Crane at the home of Mr. and Mrs. David Butler on the occasion of Mrs. Crane's 80th birthday. Mrs. Crane is the wife of the organist at the Holy Trinity Cathedral, Suva. After the birthday cake with 80 candles was cut, guests presented the guest of honour with a number of gifts.

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Letter to the Editor

Matai System and Samoan Land

YOUR correspondent signing himself "Tufulele"* (*PIM*, April, p. 67), has, after five months at last come round to answering my letter in your December issue. Probably his valuable time was taken up with writing weekly letters to the editor of the local paper which all tediously repeated the same worn-out arguments and dealt with the same questions: the matai system and the land problem.

It is tiresome to have to point out again to "Tufulele," who is very well aware of the facts, that the matai system and the land problem are purely Samoan matters and have, as recognised by the New Zealand Government and the UN Trusteeship Council, to be dealt with by the Samoans themselves. Your correspondent has yet to prove that he has any backing amongst Europeans or Samoans for his "campaign." The fact that I have been elected twice to represent the European community in the Legislative Assembly, while "Tufulele" has twice unsuccessfully contested elections, may be some proof, where

* This was a misprint of "Tufulele", according to Mr. Gurau.

European electors have placed their confidence. I believe I am in closer touch with the European electorate than "Tufulele," who is practically unknown to a large majority of Europeans.

Nobody who has followed debates of the Legislative Assembly could truthfully assert that I have at any time been influenced by personal reasons in my political attitude, nor

have I been attached to any "of political chiefs," whatever meant by that.

The Samoans are fully able to cope with the land situation and present a "Land-use Committee" sitting to deal with the land problem and Samoan members of the Assembly have, during the last session of the Legislative Assembly, spoken in favour of untitled Samoans.

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ed a greater share in the pro-
of their plantations under the
system, and that they are
ed security of land tenure.

five European members of the
ably have carefully refrained
commenting on the matai
based on Samoan tradition,
y and custom, is a matter
for the Samoans themselves
al with.

Legislative Assembly to be
d next November will comprise
amoan representatives of all
stricts of the Territory which,
stretch of imagination can be
"a tiny group of chiefs."
ele" will then be able to find
e opinions of the true repre-
atives of the whole of Samoa
e matai system and the land
m.

I am, etc.,

A. M. GURAU.

moa,
5, 1957.

STIAN MISSIONS

TRADE

Dairy Application ved

extent to which endowed
ssions should be permitted to
pete with private enterprise
Territory of New Guinea
e issue in an argument before
is authority in Lae, New
, a few months ago.

town of Lae gets its milk
from at least three sources
Lutheran Mission, which is
by Dr. J. Kuder; Mr. Michael
y, New Guinea pioneer, who
s large farming interests on
ghts overlooking the Mark-
alley; and Mr. T. Kelly, who
dairy farm in the Markham
near Lae.

Lutheran Mission applied for
ver another 400 acres, near
ad on the presumption that
being sought for the ex-
of the Mission's dairying
s, Messrs. Leahy and Kelly
an objection.

case was heard in Lae, by
E. Macinnis, Director of the
Department.

bjectors made the point that
unfair that the Mission,
had sources of revenue
funds donated to Missions
propagation of the Gospel)
ilable to private citizens,
be given facilities for com-
with private enterprise. They
that the 1,200 acres already
ssion of the Mission should
e for Mission purposes, and
additional 400 acres were
nly to allow the Mission to
ts dairying industry.

Mission admitted to Mr.

Macinnis that it was the owner of
Tropical Dairies which carried on
the dairying business; and that
Mission letter-paper was used for
correspondence connected with
Tropical Dairies.

Mr. Leahy asked how much the
Mission paid the man in charge of
the dairy, and was informed, £150
per annum. Mr. Leahy pointed out
that the man in charge of his dairying
section got about that amount
per month.

Mr. Macinnis said that the Mission
appeared to have all the land needed
for Mission purposes, and refused
the application.

† A Samoan local-born European,
Mr. William Williams, has com-

pleted his final section for the degree
of MB, ChB (NZ) at the Medical
School of the University of Otago
and has, therefore, become the first
fully trained doctor to graduate
under the Scholarship Scheme, and
the second local-born European to
become a fully qualified medical
practitioner. Another Scholarship
pupil, Samuelu Atoa, on leave from
the Public Service Commissioner's
Office at Apia, has recently gradu-
ated BA from Brigham Young Uni-
versity, Utah, USA.

† The death occurred recently in
the New Hebrides of M. Camille
Coulon, of the Shark Bay area,
where he had long been a planter.
He was decorated during the Jubilee
celebrations last year.

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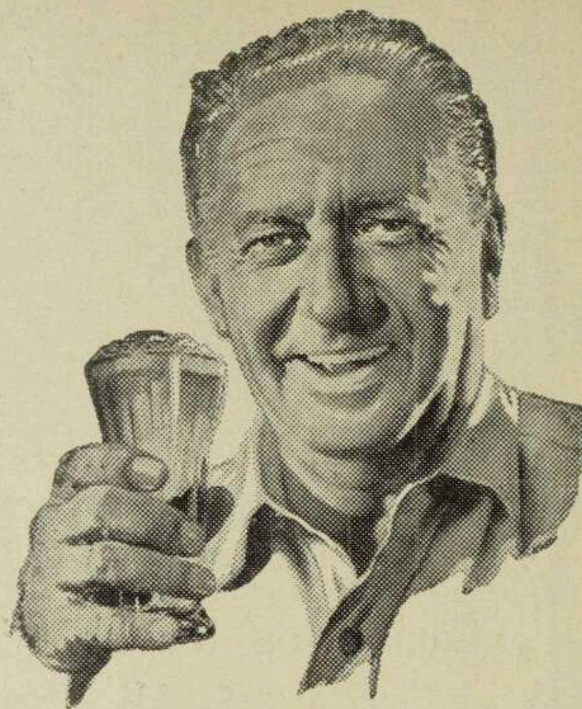
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Territories Talk-Talk

(Continued from Page 28)

was an exceptionally good er, describing the difference between our modern social and economic set-up and that of the natives. The native's "own primitive economy and total independence of ours," wrote Mick, "is the best protection from the factors trade-unionism so ably helps to alleviate and abolish. What have we got in the world, as we know it, as good as better than he now enjoys? I think of no worse fate for him than to be divorced from his present life and regimented into anything which would force him into an economy with which he is not fully equipped to cope. He will be a bewildered, unwanted and discarded recruit to Communism." True, very true. I often wonder which interests these trade-union opinions hold most dear: The natives or the Movement?

A Passage

Some months ago (or it may be a year; Time hastens so in the slipstream of our modern times) I had an enquiry about the transfer of the Buka Passage government station from the mainland at Bonis to the Island of Sohano. What was the date? And other details regarding the post-mark on

stamps? The question was never solved to the satisfaction of my enquirer. He now sends me a three-fold quiz:

- What was the date when the government station moved from Bonis to Sohano Island?
- Was the post-office ever operated on the Bonis side?
- What was the approximate date of opening the post-office? (Earliest post-mark known to my enquirer is 1927).

From my somewhat time-worn memory, I would say that one Percy Vivian was the ADO Buka Passage circa 1927-28 and was relieved by Ken McMullen. Perhaps Ken can tell us about it.

Wanted:—

A Historian

The Buka Passage enquiry is only one of many which come to me from near and far.

Latest query came from a numismatist anxious to know all about the old bird-of-paradise coins, issued by the old New Guinea Kompagnie back in 1894.

I passed on what I knew (which wasn't much) and would welcome any news from PIM readers. This same enquirer was also interested in an old trade "token" used by pioneer J. B. O. Mouton in his trade store at Kinikunan (near Kokopo) in the early days.

Store "tokens," of course, were a

popular means in earlier days of confining the purchases of plantation labourers to the planters' own stores. Any comment from old-timers?

All of which adds up to the need for some organised research into Territorial history and local Historical Societies (one at Moresby and another at Kokopo) might get cracking on the idea. Minister Hasluck (who is history-minded) could solve the problem by creating such a position and wangle an endowment from some one of the many US foundations that support such research.

No Tricks

Missed

A few chips were flying from off disgruntled shoulders last month when one J. W. H. Miller re-opened his barrage against the P-NG Administration. The same gentleman, described by the local Moresby paper as a "former resident" and "boiler operator," and by a Sydney paper as a "Public Servant" and "Hospital engineer," unburdened his soul two years ago about "waste and inefficiency" in the Territory and apparently got nowhere.

His latest effort is to pep up the tall poppies in the Trade Union movement to press for an enquiry and he cites complaints of the one-time Director of Public Health—the present Assistant Administrator—regarding general laxity and delay

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in matters appertaining to Territory's health conditions.

Miller apparently got the e a feature-writer on one of Syd afternoon papers, unloaded his and, after expressing fears th a Public Servant his revel would be discredited, said he ample documentary evidenti maladministration and no po prejudice.

Said the feature-writer: The Taxpayers' Assn., alarmed by Auditor-General's report, and ing regard to Mr. Miller's bona has asked the Prime Minist refer the allegations of waste inefficiency to the Public Acc Committee.

Said Administrator Clelan Mr. Monk or any other unionist wanted to inves working conditions they woul ceive every courtesy.

Comment: In view of the m in which previous allegations cerning Administration's irr ities, as reported by the Au General, have been investig would seem that it might be a siderable time before the (the people, the taxpayers) a lightened as to whether there foundation for the allegatio not.

Hustings Ahoy!

The introduction of the pe element will undoubtedly do to create electors' interest i forthcoming Legco polls tha pleas or threats coming fro Minister. Don Barrett's seat f NG Islands is to be contest Legal-Eagle Dudley Jones wh spite the Don's vocal contrib in the Moresby Debating S will have a good following Downs is also a contestant Mainland electorate and i now suggest Jimmy James m opposed by Solicitor Craig F

Actually the Government-p Council is such a non-effectua up (with all prizes going to off that it is a wonder to me so leading residents are prepar give so much of their time to token gatherings.

But if it is any consolati P-NG people let them realis the people of "Democratic" tralia are in much the same It is the Party that rules—n People—and their representat the House vote merely on lines, as the Leader dictates not according to the will people. Introduce the secret in Parliament instead of dit and we might get somewhere

• That would be the Secret voting in the P-NG Official members could the according to their beliefs not their briefs. That wo true democracy.

News of the Smallships

(Continued from Page 105)

SOUTH FOR SURVEY

Pannah, ex-*Colorado del Mar*, *okitika*, ex-*Waipu*, was in Mort's Sydney, recently for survey. It is owned by the Societe des Sports Maritime, of Noumea, trades within the New Caledonia group.

It was bought by Captain Savoie of New Zealand in 1954, but was sold to her present owners within a year.

In 1916, she was well known on the New Zealand coast before being fitted into tropical service.

TONGA GOES HOME UNDER TOW

Ex-barge *Deutgan*, owned by Marcel Marinacce, of Santo, was towed away from Sydney on May 25 after being in that port for almost a year looking for a buyer.

She was towed by *Damadora del Mar* of the Savoie fleet, and it is understood that her destination is somewhere in the New Hebrides. There will not be a decision until she arrives at Noumea.

It is not known in Sydney to whom she will be put; but it is probable that he will use her himself until able to sell her.

She was put up for auction in Sydney about a month ago.

REVISING THE CHARTS

HMNZS *Lachlan*, well known in Fiji-Samoa waters, where she has carried out ocean sounding and coastal survey work each winter in recent years, is to be joined in this important task this year by a Royal Navy survey vessel, HMS *Cook*.

One of four similar vessels, HMS *Cook*, with a complement of 10 officers and 125 ratings, was due at Auckland June 17 and was expected to sail for work in Fiji, Gilbert and Ellice Islands waters late in the month. The 4-year-old vessel is equipped with the most modern electronic survey equipment which is also soon to be fitted in *Lachlan*.

SPRUCING UP

The American-owned Nassau (Bahamas)-registered 104 ft, two-masted staysail schooner *Tiare Moari*, trading in the Cook Islands, went to Auckland for refit in May. With owner-skipper Walter S. Johnson was Mrs. Johnson and their three children, and a crew of 11. Mrs. Johnson and the children returned thence to the US, per *Mari-rosa*.

The elegant *Tiare Moari*, with her dacron rot-proof sails, was to head back for the Cooks in June.

The Tonga Government's despatch vessel *Hifofua*, completing her Auck-

land refit, sailed again for Nukualofa on May 27.

TONGA FLEET STILL GROWING

The announcement a couple of years ago that Tonga Copra Board was to have a handsome 500-tonner built in Holland, was big news in the Tongan maritime world. Then came the further announcement last year that the same yard would build a somewhat smaller but well-appointed despatch vessel for general government duties. These vessels would replace the present ketches *A'ontu* and *Hifofua*—taking their names.

Now comes word that the Tonga Government has ordered a third vessel from a British yard. This will be an open-decked landing-craft type of Public Works Department duties. Known as a Thames Transporter, this vessel will measure about 60 ft by 15 ft. She has bridge and machinery right aft and loading ramp forward and draws very little water. There is no accommodation provided in the standard design. She will presumably be shipped out from England as deck cargo.

It seems that in Tonga, Australasian ship-builders have lost a good customer to Europe.

BEAGLE-CRUISE CLOSER

A long-mooted scientific cruise along the route followed by Charles Darwin in HMS *Beagle* 122 years ago, seemed somewhat nearer realisation

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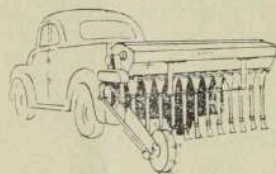
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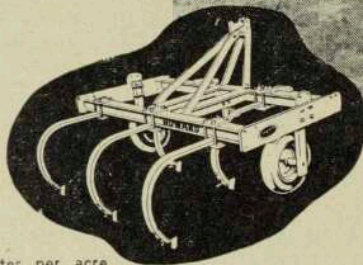
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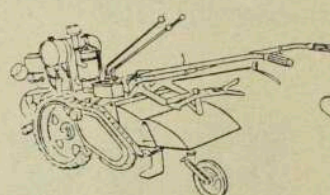
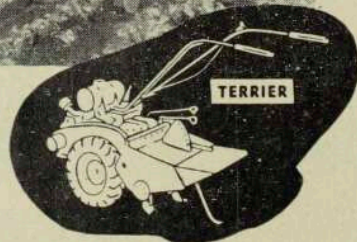
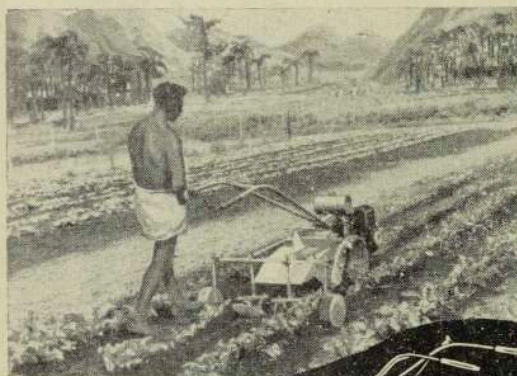
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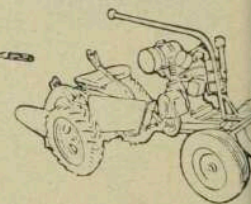
HOWARD Terrier Rotary Hoe

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day, when the council of the New Zealand Society reported representations have been made to the government to provide a vessel as New Zealand's contribution to the proposed venture of the combined Royal Societies of the Commonwealth.

The proposal now appears to be only the Pacific section of the route would be retraced—West Coast of South America to the Pacific Islands.

The cruise would extend from May to November, 1958, thus falling within the International Geophysical Year, and adding to the sum of scientific knowledge to be assembled during that period.

The NZ Government decides to operate, likely ships might be little oceanographic research vessel, *Tui*, or the larger and more comfortable reserve cable ship.

R. A. Falla, of the Dominion of New Zealand, is handling the New Zealand arrangements.

ARE YOU AN NZ SEAMAN?

who served in the NZ Merchant Marine and were taken prisoner by the Japanese during the war are entitled to a further ex gratia grant of £24/14/6, according to a May announcement from Wellington.

Dependents of deceased seamen are also entitled to the grant.

FOR SOUTHERN WATERS

The former NG 600-ton Swedish freighter *Viria*, sold by New Zealand Industries some months ago, is entering the Sydney-Hobart service after certain alterations.

FOR IGY DUTIES

added especially for Pacific research work during the International Geophysical Year, the 70-ton survey vessel *Takio* commissioned in Japan on

is equipped to take soundings as low as 5,000 fathoms (3,000 ft). The vessel, which may operate south of the Line, has an overall length of 190 ft. Like all government-operated Jap vessels, it does not carry the *Maru* suffix name.

DIVERSE DUTIES

before has New Zealand ships in her ports as has been the case this winter, resulting from a rapid expanding frozen meat trade with Japan.

Over times these small vessels, many over 1,000 tons, are acting as escorts to the Pacific tuna fleets and Antarctic whalers during summer—running whale-meat ships.

They are insulated but not refrigerated. They load ice into their holds with the cargoes.

NEW GUINEA COFFEE

COMPANY

Issue of £100,000 Writ Against R. W. Robson

A WRIT for £100,000 was issued out of the Supreme Court of New South Wales on April 17, against the publisher of the *Pacific Islands Monthly*, Mr. R. W. Robson, by Arabica Coffee Ltd., registered in New Guinea; and Arabica Coffee

Pty. Ltd., registered in New South Wales.

Arabica Coffee Ltd. is reported to own and operate a coffee plantation in the Goroka area of New Guinea. Arabica Coffee Pty. Ltd. has been carrying on an advertising campaign in NSW through which it offers for sale, for £200 each, 1-acre "units" in the New Guinea coffee plantation.

Nothing about Arabica Coffee Ltd. had been published in *PIM*. The issue of the writ is supposed to be connected with an alleged telephone conversation in April, between Mr. Robson and a person who apparently spoke on behalf of Arabica Coffee Pty. Ltd.

P-NG Assistant Administrator Criticises a Prospectus

Speaking in the Legislative Council of Papua-New Guinea at the session at the end of May, the Assistant Administrator, Dr. John Gunther, criticised a prospectus that had been recently issued by a company which claimed to show investors that they could profitably participate in coffee-planting without leaving the comfort of their own homes.

Dr. Gunther said that there were other things in the prospectus that could be challenged, but he would confine his criticism to the claim that labour costs for planters in

the Highlands would be only 1/6 per day per unit—compared with £4 or £5 per day in Hawaii.

Dr. Gunther said that he was certain that no honest employer of labour in P-NG could meet his commitments for many times the sum of 1/6 and that the Territory did not want the kind of employers who would so exploit labour.

He said that there was no labour on the plantation referred to in the prospectus, and that labourers that had previously worked on the plantation had not been housed there.



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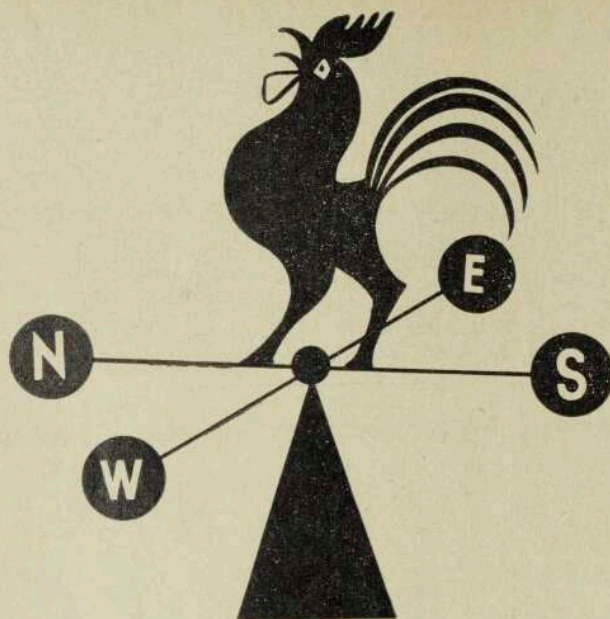
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Airman for Job in DN



Wing-Commander R. C. Cresswell to Biak on June 7, to take up a civilian ment in an area where he commanded fighter wing in 1944-45. He is now manager of the Melbourne export firm and M. Newman Pty., Ltd., which h operating in New Guinea for some mainly salvaging and disposing materials.

Wing-Commander Cresswell is to take of the reorganisation and expansion firm's activities. The first project in pansion programme is to develop the industry.

Newman's was established in 1945 bourne and London, and has com throughout the world.

Wing-Commander Cresswell retired fr RAAF in April.

He was born in Launceston, Tasm 1920, and went to school in Engl Sydney. On leaving school in 1934 came an engineering apprentice with house Pty., Ltd., Rosebery, Sydney. he joined the RAAF to make it his and was posted to Point Cook, Victoria. he spent 12 months as a cadet. He v commissioned as a pilot and posted to Hawker Demon Squadron.

From then on he was essentially a pilot, graduating in stages from De Kittyhawks, Spitfires, Mustangs, and to the latest jets. While still in H thirties he was the RAAF's most ex jet fighter pilot.

He formed the original No. 77 Squ 1942 in Western Australia and too Milne Bay in 1943. In 1944-45 he co No. 81 (Fighter) Wing, which was Noemfoor, near Biak.

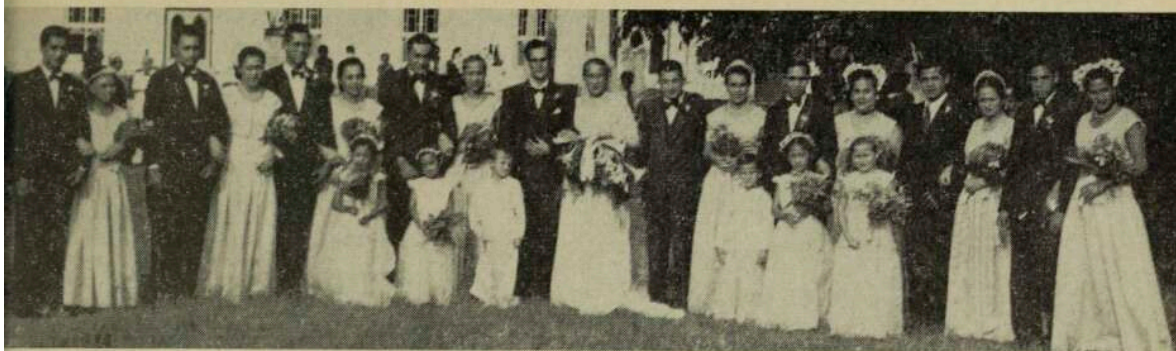
Wing-Commander Cresswell attracte attention in 1950-51 when he comm 77 Squadron again in Korea during difficult early period of the war. He first Australian pilot to be given an jet conversion course and to fly Sal was awarded the British and Ameri tinguished Flying Crosses.

Before retiring from command of Squadron in Korea he visited the Unit Air Force in Japan for several wee there he flew the F80 Shooting Star, a two-seat all-weather fighter. Final in Korea, he flew the F96 Sabre in op the only Australian pilot to do so.

He flew 10 combat missions with t in what became known as MIG Alley.

On his return to Australia he was Staff Officer, Fighter Operations, at the ment of Air, for two years. He was th selection in 1953 to command a spe at Williamstown, NSW, given the thoroughly testing the Avon-Sabre j it was accepted into the RAAF from a production lines.

Wedding in Cook Islands . . .



Large wedding parties are a feature of Polynesia, but this one must constitute a record. The photograph of the party was taken after the wedding on 1 to Mr. Alexander Munro, son of Mrs. and the late Duncan Munro, a well-planter of Rarotonga, Cook Islands, to Kerau Dean, also of Rarotonga. After dining in the LMS Church, Arorangi, 600 were invited to a "umukai" (feast) and dance in the evening.

Photo shows (left to right): P. Tinirau, na, P. Tuoro, M. Dean, M. Marii, M. T. T. Toeta, N. Ngatae, groom and Jonassen, A. Munro, T. Koteka, N. n, W. Estail, F. Savage, R. Akanoa, T. Flower Girls P. Exam, T. Iotua, M. Tetauru; Page Boys Donald Munro and Agnew.

Photo: Marie Powell.

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a test voyage, starting from
on March 21, 1958, for San
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lana and Honolulu.

joint service will begin when
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he 40,000-ton Orient liner,
now being built, are de-

e liners are the largest built
tain since the *Queen Mary*
een Elizabeth. Each will cost
£12,000,000 and £15,000,000

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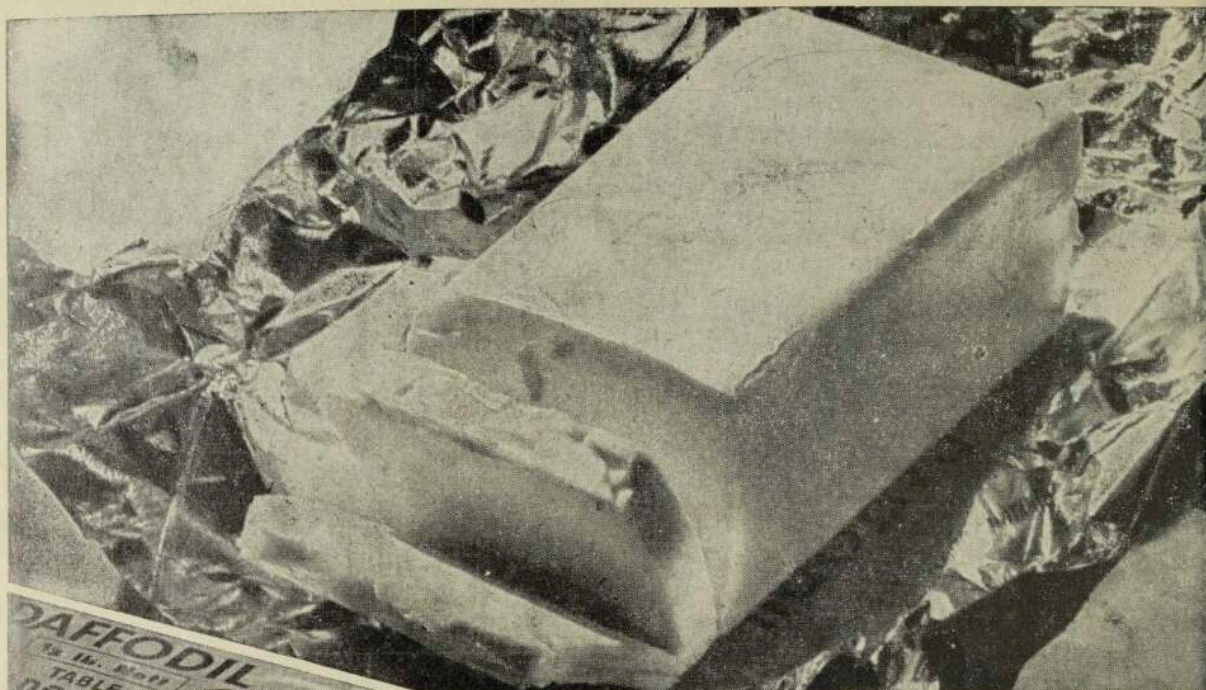
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MANILA HEMP

The Fibres Flap is On Again in P-NG

TH the memory of the kenaf fiasco in mind, Territorians are likely to adopt a wait-and-see policy over the latest development in New Guinea fibres. According to a London report, the Ropeworks, the biggest establishment of its kind in the world, has its eye on NG Manila hemp—now obtained by the Commonwealth for dollars, from the Philip-

as proved that kenaf could be made in Papua-New Guinea and make sacks and wool packs to those made from imported kenaf. However, the Australian Government failed to support this in- and it has now "folded-up."

he time that the kenaf boom on, the editor of PIM was some Manila hemp trees in experimental station outside of and was told then, by an agricultural officer, that he considered a better bet than kenaf.

ila hemp looks like and is a a and the long fibres come the stem. It is heir to the es experienced by bananas—ing bunchy-top, although the t strain growing in New a is free of it.

first suckers of Manila hemp imported before the war, and after it, signs of latent z-top were detected.

order not to introduce the to native bananas, which a important food crop, all were destroyed, but some of eds were kept.

hy-top cannot be trans- through the seeds, but, of seeds do not breed true to s do suckers, and a consider- eriod of selection and breed- ust pass before a desirable n be established.

ew Guinea can do this it may omething valuable. Kenaf fell mostly because it could not luced under NG conditions to e in price with Indian and ni jute. Can New Guinea e Manila hemp to compete at from the Philippines?

D-AUSTRALIA ENTRANT FROM NOUMEA

F Islands entrant in the bilgas round-Australia rally come from M. Edouard st's Agence Alma, agents for cars in Noumea. car, a Citroen Goddess, will ven in the rally by J. P. d, captain, and A. Jacquet. crew member is yet to be ced. rally starts from Melbourne gust 21. Prizes total over

Caused an Upset



George McKittrick, former holder of the Pineapple Cup in Fiji, caused an upset in the City Masters' bowls tournament in Sydney when he remained unbeaten after eight rounds to take the title. He had been given little chance of success. The Pineapple Cup is the symbol of the bowls champion of the South Seas. George won this in Suva in 1951. He served in Fiji with Cable and Wireless for two terms, 1942-45, and 1949-52. He is now with Overseas Tele-Communications in Sydney.

† The Dutch expedition into the Star Mountains, Netherlands New Guinea, which was to begin early next year, has now been delayed

until August, 1958. The main reason is the difficulty of finding a suitable locality for a landing strip to be used as a base.



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GOILALA
GOINGS-ON

Mysterious Mystery At Tapini

THE mysterious announcement from Port Moresby, late in May, that an official investigation would be made into alleged misconduct in the Tapini area of Papua, has all the hall-marks of a Nasty Secret Cat that has somehow got out of the Official Bag.

Certain administrative officers of the sub-district of Goilala (administrative centre of which is Tapini) are alleged to be concerned in the charges.

The Administrator of P-NG (Brigadier D. M. Cleland), refused to comment other than to say that the terms of reference of the commission were wide and dealt with a "certain set of circumstances." He did not think that the release of the terms of inquiry would be in the general interest; the press would not be admitted to the hearing.

The fact that the P-NG Administration is super-sensitive to anything that might belittle it in the eyes of UNO is well known; but having allowed the front portion of the Cat to escape in this fashion, nothing much is going to be achieved now by attempting to smother the

rear end of the animal.

Mr. S. Johnson, Assistant Secretary for Law, has been appointed Commissioner of the Inquiry which was expected to last for the first two or three weeks of June.

† The importation of firearms into Western Samoa has been prohibited. It has been found that gun-powder therein has been into "bombs" and used illegally to kill fish.



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IGY

ht-Watching For All

ANDS residents, especially those living on islands away from the main centres, have a chance to science through the 18-months national Geophysical "Year" commencing July 1.

spot activity is now at its num in the 11 years regular

This activity influences te, radio reception, and other aral phenomena, including al activity—the so-called ern and Southern Lights. At inspot maximum these displays ikely to be visible in regions nearer the equator than at times. Such sightings, coupled other observations which are on elsewhere, are of very con- ble interest to science.

person observing such a dis- either prior to or during the period is asked to send fullest s to any observatory—such as apia Observatory, the Carter vatory at Wellington, NZ, or Meteorological Office, Nadi,

etailed description of the dis- sought under the following : Time and duration of dis- approximate arc of the horizon ed (e.g., extending from SE to SSW); vertical angle of splay (e.g., extending from the n to a third of the way up zenith); a general descrip- (Under this head would be ation as to whether the lights of the "hanging drapings" flickering or steady, very at or rather dim—the latter e probable—and the colour).

short, there is no danger of ing too much well documented ation, including information rather at the time of the dis-

OUSE—1, Operation

"Vanguard"

ary mortals who are unable ust themselves to Twentieth y jargon will find themselves out in the cold" during the ational Geophysical "Year" is almost upon us (July 1, ecember 31, 1958), for they e involved in all sorts of non- l "operations."

me cases the code-naming is poses of secrecy, but, in so far is concerned it is purely for ience, as these projects in- y involve a great deal of tele- communications and docu- ion. Coming up soon, for ex- will be Operation Vanguard, st part of which will be the ing of the earth satellite 1, late this year or early 1958. 2 and others will follow later.

As these "mice" are going to be big news and are likely to be seen by the very sharp eyed in the South Pacific dawn and dusk sky, it will be well to get the name firmly fixed—as editors will be disinclined to write, "Minimum Orbital Unmanned Satellite of the Earth" more often than necessary. Mouse is tidier, and less costly.

A daughter was born to Raymond John Deland and his wife, Nancy, in Pennsylvania, USA, on May 6. The child is a grand-daughter to Dr. and Mrs. C. M. Deland, now of Adelaide, but until a few years ago well known residents of New Guinea where Dr. Deland was an Adminis- tration Medical Officer.

K. H. DALRYMPLE

HAY PTY LTD.

THE New South Wales Supreme Court, equity division, has ordered K. H. Dalrymple Hay Pty. Ltd. to produce the books and papers of the company on or before July 31. The order was made by Mr. Justice McLelland on May 6 on the application of the official Liquidator, Mr. M. C. Card.

The company, which traded in Honiara, but was incorporated in New South Wales, was put into liquidation in 1955 by South Pacific Traders, of Melbourne. South Pacific Traders had obtained judg- ment against the company for about £10,000 in Honiara, BSIP.

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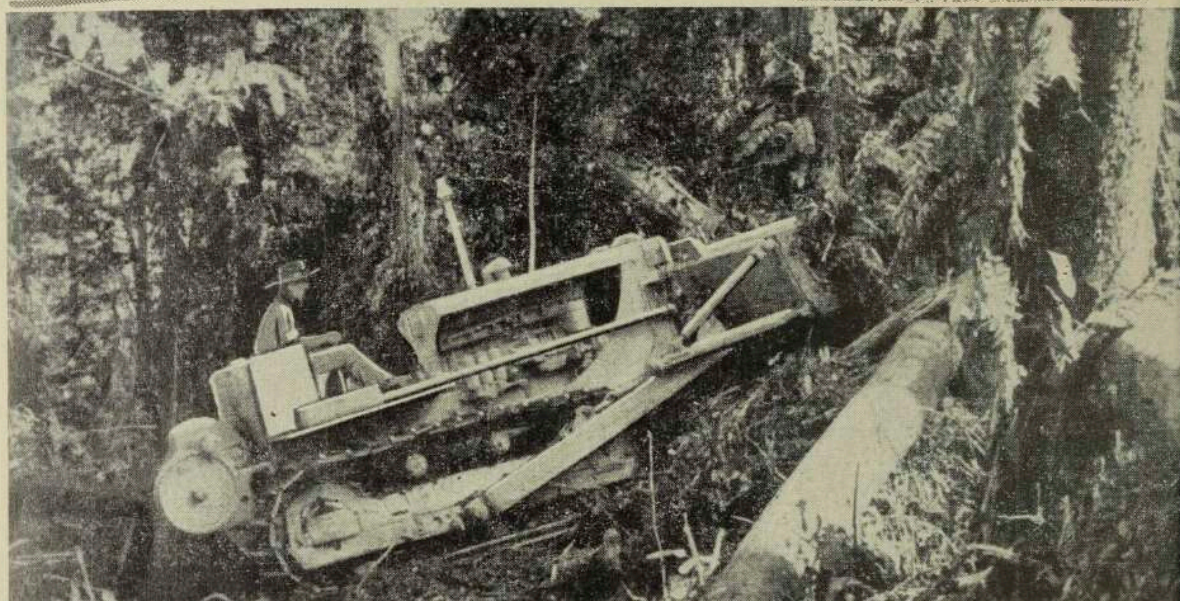
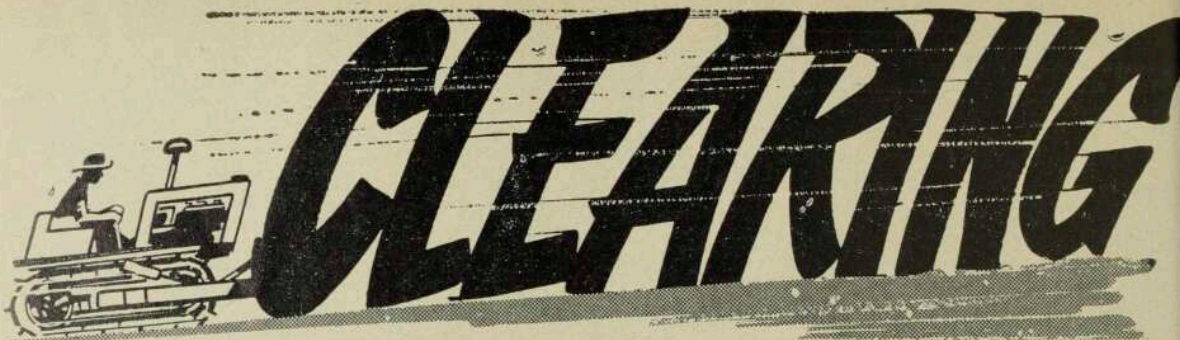
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The Murray Link With Papua

WHEN Professor Sir Gilbert Murray died in Oxford, England, in May, at the age of 71, the newspapers stated that he was world-famous as a philosopher and a Greek scholar, that he was born in Australia; not one mentioned the great connection with New Guinea. The Murrays are a famous Australian family, through which runs a streak of genius. Gilbert and Hubert were sons of Sir James Murray, of NSW, and like their father, both were knighted for distinguished service—Gilbert for scholastic achievement in England, where he spent most of his life; Hubert for his genius in administering the raw Territory of New Guinea, where he spent 30 years of his life, and died in 1940 "with boots on".

James Murray (Sir Hubert's father), who followed him as administrator, in 1940-42 (and was driven out of office by an Australian Socialist Government, without rhyme or reason, during the Second World War), was also a gifted man, and a brother of Gilbert and Hubert.

One of the chattering newspapers mentioned the fact that Gilbert Murray took his name from the Gilberts, another outstanding branch of the family, of which W. S. Gilbert (of Gilbert and Sullivan fame) was most famous. Sir Hubert Murray told me long ago, of memorable encounters which he and his father had with the great lyricists when they were students in England; and of the historic fights used to occur between Gilbert and Sullivan. They hated each other, it seemed, but none could deny the other's place in the world, if the production of the comic operas was to be judged. —RWR.

Polynesian Dancer for Honolulu

to fulfil a dancing contract at the Waikiki Sands Cabaret in Honolulu, Mademoiselle Tapetu Terevaura, aged 21, of Moorea, left by TEAL plane on Sunday.

During the past few months a company of dancers proposed by Air Tahiti in Moorea, whose outstanding ability enabled her to win the contract to dance in Honolulu, where so many other

MARKET MOVES

Cocoa Up, But Trochus Slumps

THE world cocoa market has shown a steady rise in the last two or three months. Main reason is because the Brazilian Government has fixed a minimum price, and has also announced that it will buy and store a large quantity.

By June 10, the Sydney price, ex wharf, had climbed to £A245, and was expected to rise further.

The new season's crop in Western Samoa was starting to come in, late in May, and promised to be a good one. At that stage £Stg.210 to £Stg.215 was offered for first grade Samoan cocoa beans, f.o.b. Apia, and second grade was quoted at £Stg.200-£Stg.205 a ton.

TROCHUS SLUMP

Two Sydney agents, on June 10, reported that Sydney stores were "full of trochus," and there was no buyer interest. They said that the main reason was that prices had been too high, and overseas manufacturers were using plastics for buttons.

One agent said it might be possible to do business below £400 a ton, but even at that figure it would be difficult to find buyers. Manufacturers had plenty of stock and not enough button orders.

These two agents also reported a

outstanding entertainers from Tahiti have proceeded—including the famed Augustine.

Mademoiselle Terevaura expects to be away in Honolulu for at least 12 months.

slackening in the inquiry for green snail.

All grades of pearl shell showed a decline in value.

† No. 2 Syndicate, c/- F. R. Stevens, New Guinea Company, Lae, New Guinea won fifth prize (£500) in a recent Queensland lottery.

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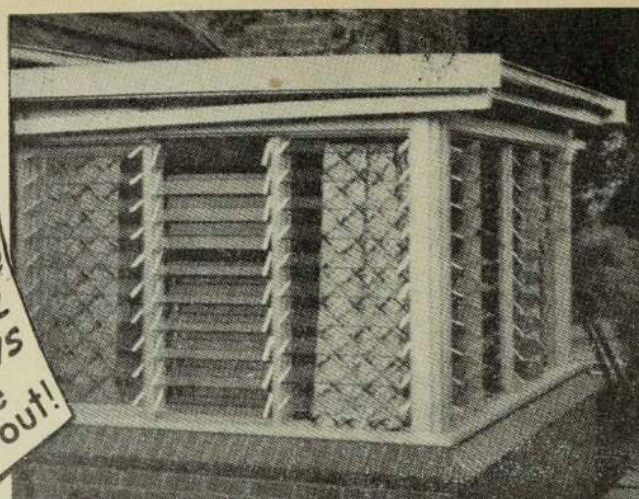
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FIJI
POPULATION

**Indians Outnumber
Fijians by 21,000**

THE Indian population of Fiji reached a total of 169,421, 21,275 more than the population.

The 1956 Census totals show between 1946 and 1956, the population of Fiji increased by one-third by 36,099 from 259,638 to 315,737.

In 1946, the Indian population was 120,414, about 40 per cent more than it is to-day.

The Fijian increase was, by comparison, only 25.46 per cent—118,070 to 148,314.

The biggest percentage increase, however, was in the small group of Chinese. This was 44.5 per cent from 2,874 to 4,155.

Europeans increased by 1,808 from 4,595 to 6,402 (39.3 per cent.) part-Europeans from 6,142 to 8,450 (37.6 per cent.)

Indians now account for 49 per cent. of the population against 46.3 per cent. in 1946; the Fijian percentage has dropped from nearly 45.5 per cent. in 1946 to less than 42 per cent. last year.

Other figures (1946—total population in brackets), were: Rotumans, (3,313); other Pacific Islanders, 5,320 (3,717); all "others", 91,100.

The figures showed that there was a lessening between the sexes was lessening. In 1956 there were 178,475 males and 167,262 females against 136,731 males and 128,475 females in 1946.

GRAY—PYM

**Wedding of Island
Interest**

THE marriage will take place at St. Thomas' Church of England, North Sydney, on June 10. Miss Lurlene Pym, daughter of Mr. and Mrs. A. Pym, of New Guinea, to Mr. Donald Gray, recently of Rabaul and now in Sydney.

The bride's parents are known Territorians, and she was born in Samarai. At that time the Pym family lived in Misima. Mr. Pym was manager of the Philp branch there. Later they were transferred to Rabaul after the war, to Suva, Fiji. Pym is at present manager of the Burns Philp branch in Macao.

Mr. Gray was a member of the Rabaul branch of the ANZAC when it was first established. He was later transferred to Sydney and is now in Sydney.

te Alister acDonald's intings Exhibited

invitation, a large attendance of citizens of Papeete, Tahiti, showed a lively interest in the display of work presented at the opening of a retrospective exhibition of water colour drawings, the well known Island painter, Alister MacDonald. It was opened by Governor Toby, at the premises of the Tillet Library, on May 24.

The death of Alister MacDonald, 194, occurred in August, 1956, in Papeete, following an accident.

An April show was gathered together and sponsored by Monsieur Tillet, principal of the Tillet Library.

Alister MacDonald, of the more traditional school of English painting, exiled himself early in the 1920s to the South Seas, where he lived more freely.

He was widely travelled and some of his paintings were executed in China, Japan, England, etc.

MacDonald painted until the end though these latter works were marred in their treatment, and he tended to muddiness, their quality was quite remarkable considering his age.

Prices of paintings shown ranged from £12/12/- to £27/10/- for quite a few drawings, and very satisfactory sales resulted.

k Island Weddings of Note

Notable weddings took place in Rarotonga during May. The first took place on May 16, when Elizabeth Watson, daughter of William Watson, well known Islands businessman, was married to Mr. Leslie Bailey, Deputy Mayor.

The ceremony was performed by Rev. Lehmann at St. Joseph's Church, and more than 350 guests attended the reception and *umukai* at the Empire Hall, Avarua.

The second wedding was between James McPherson, AMO, of Rarotonga Hospital, and Miss Rangiora. The ceremony took place on May 23 at the LMS Church at Rarotonga.

Over 500 guests attended the reception and wedding feast which was held and witnessed the *Oora* ceremony, where the bride and groom were presented with traditional mats, pareu material and gifts, all being gifts of the family.—WHP.

Rarotonga had 16.98 in. of rainfall in April as compared with the average of 6.63 in. The tomato crop was adversely effected.

NOT BEFORE TIME

Aid To P-NG Mining Industry

THE mining industry in New Guinea is likely to receive a much needed "shot in the arm" through repayable advances for developmental mining, which will be made by the Administration in appropriate cases, and for advances to be made for prospecting, and from a cut in royalties.

The Administrator may approve loans for developmental mining up to £2,000, and the Minister may approve larger advances.

Government and Administration assistance will probably be made available for treatment work, boring, marketing, etc.

The New Guinea Legislative Council has passed a bill cutting royalties from 5 per cent. to 14 per cent.—a move which will be welcomed by mining companies.

A gold mining authority in Sydney said he considered this a wise move, and one which could help the industry.

"At this stage I would feel that Australia could benefit largely from any new development in the mining field," he said.

Early this month the Bulolo Gold

RABAU HIGH SCHOOL PRODUCES MAGAZINE

THE second school magazine of the Rabaul Elementary and High School came along a couple of months ago, but has managed to become lost to Editorial sight.

The magazine is up to last year's high standard—and again compares favourably with school magazines from longer-established schools. Whether this is due to the pupils of the school or mainly to the hard-working band of teachers, we would not know.

Most of the pupils at the school are Chinese, but there are about 20 Europeans spread through the 11 classes. (Most European children go South to secondary school, their parents being assisted by a Government grant).

It seems likely also that most of the brightest of the Chinese children will also, in future, be going to secondary school in Australia, as the Government subsidy has been extended to Asian children.

Dredging Co. sent a geologist to join its staff to assist in prospecting in New Guinea.

In May, it was announced that this company had shut down another dredge and now has only one operation at Bulolo.

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36

Pacific Commerce and Industry

TRALASIAN PETROLEUM CO. PTY., LTD.—The 11 it was announced that Barikewa had been deepened 185 feet to 6,310 feet gas under considerable pressure was entered. Operations have been directed to controlling the gas pressure with heavy allow a high pressure service well head fitted. It is not intended to test the at this stage of drilling.

MS. PHILP AND CO., LTD.—Shipping in- of the company had shown a disastrous f more than £80,000 during the first f 1956-57 because of adverse weather, e second six months had been better, mes Burns, chairman, said at the annual , in Sydney on May 23.

replace the "Merkur", which was sold ars ago, would cost at least £1,500,000. mpany would have to earn, over the or three years of building, about 000, as well as other revenue for ds, to provide this amount. Of this ax would take the excess £1,000,000. Burns said it was a necessity for the y to carry on the shipping trade because ds interests.

aid that most of the company's profit wadays derived from subsidiary com- such as the Queensland Insurance Co., e most prosperous interests held by the , were South Seas plantations, which ed about 40, mostly in New Guinea.

ring to the sale of Penneys, a sub- to G. J. Coles and Co., Ltd., Mr. Burns at EP's would have had to expand by developing in Victoria and South a to get sales volume. Such expansion time would prove very expensive.

on the other hand, wished to in- their interests in Queensland, so the of Penneys with Coles was mutually ory.

enting on "extra benefits" for share- Mr. Burns said that, as a stockholder, not think "we have been badly

have quite recently issued a million t par," he said. "At to-day's price of 0/- this is a benefit of over £2,000,000 holders."

point seemed to have been overlooked. Burns said he estimated that the com- as paying a total of 11/- in the £ . Of this amount 8/- in the £ was tax. The remainder was land tax, us" payroll tax, and municipal rates. esale merchandise business is gradually ut," Mr. Burns said. "If you are a and cannot buy direct from the manu- you are not in the top class.

it does not pay to supply small ers with broken lines, as costs are and further, the co-operative societies ing very competitive.

nately, a large proportion of our is semi-retail/wholesale. That is why, alia, in addition to our country stores, ed Penneys in Queensland."

Burns said that there had been a e falling-off in sales in some parts company's country stores in the last nths.

IAL SUGAR REFINING CO., LTD.—Net or the year ended March 31 was 58, an increase of £291,722, or 17.3 . over the previous year. Profit is an earning rate of 14 per cent. (11.9 t. last year) on paid capital of 000.

id, unchanged at 10 per cent., re- £1,404,000. General reserve gains , making it £1,900,000. The remainder ofit, £167,358, raises carry forward to 16.

The directors said that at company's Aus- tralian sugar mills output was 233,000 tons (2,000 tons higher), but in Fiji production fell to 134,000 tons (down 29,100 tons) because of bad weather.

Raw sugar price was higher in both countries.

The quantity of refined sugar sold in Aus- tralia and New Zealand was nearly at the level of the previous year, the report said.

Sales of the building materials division suffered in some lines from a general decline in building. Success in obtaining more over- seas markets for blue asbestos brought im-

proved results to the subsidiary, Australian Blue Asbestos, Ltd.

C.S.R. Chemicals Pty., Ltd., showed improve- ment in sales and general situation.

This subsidiary is building a £500,000 factory at Rhodes in New South Wales to produce a special plastics material under agreement with the Dow Chemical Co., one of the biggest chemical manufacturers in the United States, and a leader in plastics pro- duction.

Dow will provide designs for construction and operation of the factory, and C.S.R. Chemicals will carry out the main fabrication

Queen for a Day

This charming young Indian girl, Miss C. W. Mira, was Lautoka (Fiji) Red Cross Branch's Queen For a Day and was crowned at a festival on June 1. The competition raised £4,628 for the Society. Miss Mira was sponsored by the Akhil Mines and polled 241,111 votes. There were 16 entrants. In this photograph she is presented with a bouquet by a young gentleman of Lautoka.

Photo: Prasad's Studio.



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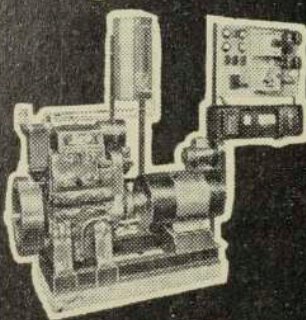
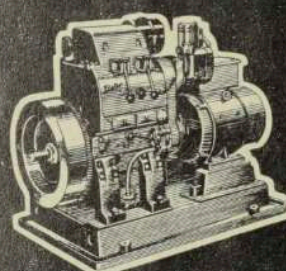
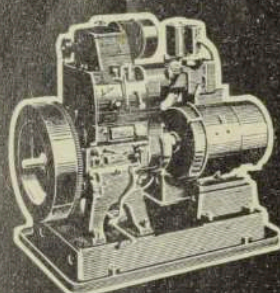
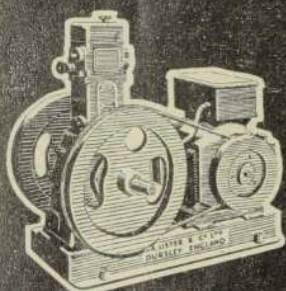
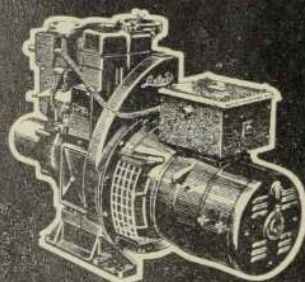
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The factory is expected to be completed next year.

The war C.S.R. has spent millions in development of its chemicals subsidiary in the Distillers Co., Ltd., of England, has a 50 per cent. interest.

ENTERPRISE OF NEW GUINEA GOLD AND SILVER DEVELOPMENT NL.—Further progress on the gold mining lease, Enterprise has indicated "favourable gold prospects 250 ft. below the existing open cut. As the prospect appears to be towards the boundary of the lease, the company has applied for and has been granted a new lease, Enterprise No. 13, to the west.

Conditions are favourable, the directors say, and work is now being carried out by sluicing methods to establish prospects at this time. The last of the petroleum survey comprising the 1957 field survey, left for the permit area on May 10 for camp at the junction of the August and K rivers.

Next year, further gravity survey work will be carried out on a closer grid, with the object of investigating in greater detail the geology to the west of the gravity anomaly beneath the sedimentary zone in the area during the 1956 survey.

NEW GUINEA GOLD, NL.—Net profit for the year ended December 31 was £10,667, a drop of £23,109, reduced from 8d a share to 5d a share, £10,416.

The principal asset of Guinea Gold is a 61,500 shares in Bulolo, valued at £1,114 in the latest accounts. Bulolo Gold in turn holds 749,999 shares in Bulolo New Guinea Timbers, Ltd., and a dividend of £37,500 from this source for the year.

FIJI GOLD MINES, NL.—Three dividends have been declared on the issued shares of the company. The dividends are 1d, 2d and 3d a share. Dividends are exempt from income tax in Australia.

Dividends are payable on July 5 at the registered office in Melbourne. Shareholders in the books of the company on July 15 are entitled to participate. The cheques will be posted directly to shareholders.

UNITED URANIUM, NL, and King Island Uranium, Ltd.—Loloma has received the prospect over the Maranboy tin mine in the Northern Territory of Australia. It is about 40 miles east of Katherine. The company has also arranged favourable options over all the principal leases in the area. They will begin test-drilling immediately.

The directors say the field is one of the most important tin-bearing areas in Australia. Various titles by different interests had retarded development. Control of the field should result in proper exploitation.

B. Theodore has resigned as a director and chairman of Consolidated Press Ltd., and of Consolidated Press, Ltd., subsidiary companies of the group. His extensive interests in Fiji gold mining will enable him to devote more time and energy to his Fiji gold mining. He is a son of the late Mr. E. G. Theodore who founded and developed the Fiji gold enterprises of Emperor, Loloma and others.

NEW GUINEA GOLDFIELDS, LTD.—The April return from the Golden Ridges Mill was 1,114 oz. gold and 1,233 oz. silver. Tributes produced 3 oz. fine gold. The timber produced 13 super feet.

The return from Golden Ridges was 1,114 oz. fine gold and 1,396 oz. silver. From the Alluvials production of fine gold was 60 oz. Koranga Alluvials produced 60 oz. and Tributes 145 oz. fine gold. The return was 217,846 super feet.

NORFOLK ISLAND AND BYRON BAY WHALING CO., LTD.—The directors have decided that it would be against the best interests of the company to pay an interim dividend, even though £42,500 is available for the purpose. They consider that because whaling is seasonal the appropriate time to consider a dividend is after the close of the season. In addition unforeseen capital expenditure makes it necessary to conserve finances.

The directors are confident that a satisfactory dividend will be paid after the accounts close in September.

The first season at Norfolk resulted in production of 1,125 tons of whale oil, and 300 tons of meal. On the spot difficulties had resulted in the company having to meet comparatively heavy and unexpected capital expenditure in buying a tanker in Norway. This tanker had already delivered four shipments to Sydney.

A whale catcher has been completed, and is expected to effect a substantial saving in costs.

Quota for the 1957 season, which was to begin early this month, is 120 whales at Byron Bay and 120 at Norfolk Island. Whale oil has been sold forward at prices about 10 per cent. above last year.

Off-shore lobster fishing was shelved for the season when purchase of additional equipment was recommended.

Whaling at Norfolk Island was expected to start during the first week in June.

Mr. P. A. Conrad has resigned from the board, and Mr. N. G. Bell has been appointed.

RUBBERLANDS, LTD.—Net profit for the year ended December 31 was £24,571. This was equal to almost 25 per cent. on the then issued capital of £80,000. The dividend was 15 per cent.

Dry rubber output was 382,290 lb, an increase of 85,000 lb over 1955.

Shareholders will place 100,000 5/- ordinary shares with the public at 6/-, plus charges.

The company operates a 5,513-acre rubber plantation in the Kanosia district of Papua, about 45 miles from Port Moresby.

STEAMSHIPS TRADING CO., LTD.—The chairman of directors (Mr. E. V. Crisp) on May 21 denied that W. R. Carpenter and Co., Ltd., had any interests in Steamships Trading. He said there had not been any negotiations for affiliation of the two island trading companies. He was commenting on merger rumours that had been persistent both in Port Moresby and on Australian stock exchanges.

TIMOR OIL, LTD.—The directors report that equipment is expected to be on location in July so that when the first site is selected, drilling can begin immediately. Dr. W. F. Schneeberger, of the US, the company's consulting geologist, will give full-time direction for the next six months to the company's activities in Timor and Australia.

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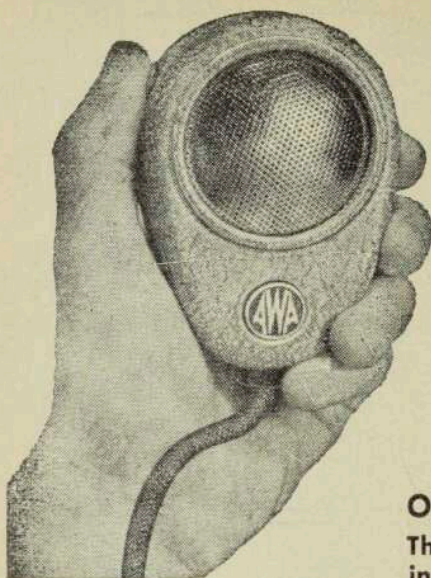
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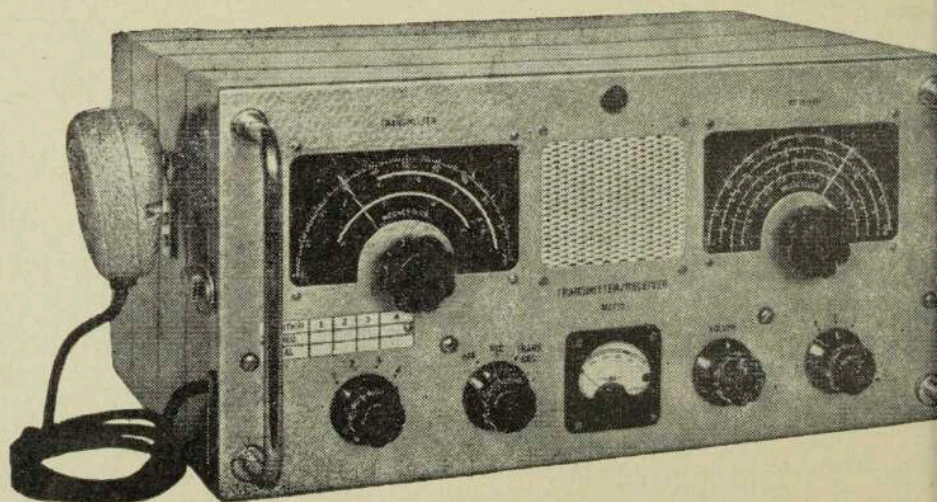
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DEATHS OF ISLANDS PEOPLE

ADI ANA QEREITOGA

Ana Qereitogo, wife of Ratu Seniloli, died suddenly recently at home of her cousin, Ratu Sir Sukuna, in Suva. She was 52 of age.

Ana is a descendant of Ratu au and a daughter of the late Filimone Vukinamualevu, of island. Her husband is the paramount chief of the province of Viti Levu, and she had been living in retirement with him at Navuso, a mile from Nausori.

Many years Adi Ana spent periods with Ratu Sir Lala and Marais in Lau and Suva. On the death of Lady Marais, last year, she took over management of Ratu Sir Lala's household at Rairaiwaga. She was always a hard worker and capable organiser and was held in esteem by all who knew her. She held a high place in the life of the Fijian people.

When she died she was in Suva in connection with preparations for the funeral of *vaka tara-i-sulu*, or the end of the period of mourning for Lady Marais.

MR. J. T. CLEARY

Joseph Thomas Cleary, a manager of Northern Hotels Ltd., died at the Colonial War Memorial Hospital, Suva, late in May. He was a son of the late Mrs. John Cleary, of Suva, and his younger days were spent with his father in the Cleary and Co.

On joining the directorate of Northern Hotels Ltd. he had been connected with the management of the company's hotels.

He was a keen tennis player and his health compelled him to retire from the game. He had been a member of the Fiji Lawn Tennis Association, and for some years secretary of the Namosu Tennis Club, Ba.

Mr. Cleary was a nephew of Sir John and Lady Ragg.

MR. NILS CARLSON

Nils Carlson, who was well-known in commercial life in Fiji for many years, died in Suva on June 2.

He was born at Levuka 51 years ago and was educated at Levuka Public School.

Mr. Carlson went to New Zealand 15 years ago to take up a business with an afforestation company.

He married Miss Adella Chapman, daughter of an old Fiji pioneer, and died recently at the age of 66.

He was survived by his widow and three daughters, who have married and are settled in New Zealand.

MRS. A. M. MULLINS

The death occurred on May 2, at the Colonial War Memorial Hospital, Suva, of Mrs. Annette Marie Mullins, wife of Captain J. B. Mullins.

Mrs. Mullins was the eldest daughter of Mr. and Mrs. Carl Storck, of Suva Point. She was born in Suva and educated at the Convent of St. Joseph de Cluny. She married Captain Mullins in 1944. There were no children of the marriage.

Mrs. Mullins had only recently returned from a visit to her brothers and sisters in New Zealand—Mrs. N. Windle (Nelson), Mrs. Leveston (Auckland) and Messrs. Harold and Eugene Storck (Auckland).

One of Mrs. Mullins' sisters, Mrs. L. Navratil, lives in Texas, USA, and a brother, Herbert, is in Niue, and in Fiji are a sister, Mrs. B. Southwick, of Suva, and two brothers, Mr. V. Storck, of Suva, and Mr. M. Storck, of Vatukoula.

M. HENRI BONNAUD

The funeral of Mr. Henri Bonnaud, who recently died in Paris, took place at Noumea in early May.

The body was brought back to Noumea aboard *MM Resurgent*. Possibly the biggest cortege ever seen in New Caledonia followed Mr. Bonnaud to his last resting place.

Mr. Bonnaud was Director-General of Ballande's Stores and director of many New Caledonian companies.

MR. C. C. DALLASTON

A former Resident Agent at Penrhyn and Mangaia in the Cook Islands, Mr. C. C. Dallaston, died in Rotorua, New Zealand, on April 18.

Mr. Dallaston returned to New Zealand in 1951 and has since been working in the Maori Affairs Department.

MAJOR A. A. LUCKHAM

A well-known former official of the Cook Islands, Major A. A. Luckham, died in New Zealand at the end of May. He was 75.

He had had a distinguished military career in the South African War, the First War and the Second War.

From 1921 to 1931 he was Resident Commissioner at Niue; and from 1931 to 1939 he was at Aitutaki in the Cooks. He is survived by his wife.

MR TUPOU (DAVID) HETTIG

Mr. Tupou (David) Hettig, youngest son of a leading family of Tonga, died suddenly at San Francisco on March 27, aged 48.

(Over)

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BUILDINGS: Weatherboard cottage, containing Living-room, Dining-room, 3 main bedrooms, Bathroom, Laundry, Kitchen, etc. Wide verandah all round. Electric light. Sewerage, Office and store room. Fridge and Jeep given in.

FENCING: 700 acres around homestead fenced, balance open country.

STOCK: Owner has been running sheep, Red Poll and Aberdeen Angus cattle, all of which are doing well. Cattle number about 600 head.

REMARKS: Situated on Dillon Bay, 80 miles by sea from Vila. Burns Philp boats call approximately every 3 weeks with mail, etc. Manganese and other metals have been found on the island.

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Mr. Hettig went to the U States as a boy. After graduation from the Brigham Young University at Provo, Utah, he entered Government service as a statistician at the Utah State Welfare Department, transferring later to Denver, Colorado and eventually to statistical work in San Francisco.

He is survived by his wife, a married daughter, and two sons. He has a brother in Los Angeles, sisters at Honolulu, Auckland, and another well known brother (August), at Nukualofa.

MR. W. F. WATSON

Mr. William Frew Watson, Commissioner of Inland Revenue, Hongkong, died suddenly in Brisbane in late May.

Mr. Watson, 53, was born in Queensland and was Assistant Commissioner of Inland Revenue in Fiji from 1938-1947.

He was awarded an OBE in 1947 on his 50th birthday.

At the time of his death he was on leave in Brisbane.

Pacific Air Cruises

ANSETT Airways propose to operate another South Pacific cruise in late July, leaving Sydney, by Sandringham, for Tahiti.

The cruise will take in Noumea, Suva, Nukualofa, and Aitutaki on the outward trip, and inwards call at Aitutaki, Apia, Suva, Noumea.

It is planned to stop about 24 hours at each port, and a week in Tahiti. To ensure maximum comfort for passengers, the number of seats for passengers has been reduced from 42 to 30, and a tail lounge has been installed.

A tour manager will travel with the cruise to attend to passengers' needs—accommodation, tours, etc. The overall cost is £420.

Ansett's flew a similar cruise to Tahiti in August last year, the last 12 months has operated cruises to New Guinea (one) and New Zealand (nine).

SAMOAN GETS VERDICT IN NZ BOXING

ISLANDS boxers are still popular in New Zealand boxing fans' best entertainment.

Johnny Iefata won his bout against a heavyweight, Mike Iefata, in Auckland, on May 21 on a technical knockout in the fifth round.

The burst of action that led to the knockout followed four minutes of cautious skirmishing. The fight was disputed by a number of judges, it was alleged that the referee was too sudden with his "Out" as Iefata had reached the count of 10 in the split second after which the referee had sprung to his feet.

COMMENDATIONS
DRED

Canberra Still Scolding P-NG About Its Political Apathy

Papua-New Guinea's alleged political apathy has been made the excuse for ignoring all the recommendations proposed 2½ years ago by a select committee set up to examine the functions of the P-NG Legislative Council.

It seems to be the purport of the "speech from the throne" read by Administrator Cleland at the opening of the last meeting of the Legislative Council on 27.

Administrator Cleland read the statement on behalf of the Minister.

The statement said, in effect, that it was not proposed to increase the number of representatives of the Council (as the committee recommended) until such time as the native population had reached a state of political awareness which would allow them to take an active part in Council affairs; and that Europeans showed more interest in Territory politics.

There are three elected European members—one for Papua mainland; one for New Guinea mainland; and one for New Guinea Islands.

Voting is not compulsory and in the total enrolments were 2,771 only 750 of these cast a vote. The reason for this was that in the electorate, Papua Mainland, the sitting member, Mr. E. A. James, was returned unopposed.

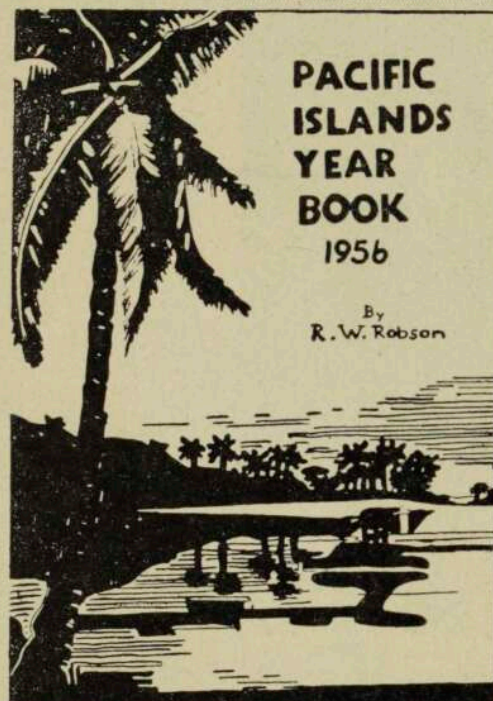
There is probably a large measure of political apathy among Territorians—many of whom constitute a floating population which do not stay more than a year or so in the Territory. In addition, there are many foreign nationals; and the conditions under which votes were cast were sufficient to discourage all but the most politically enthusiastic. Polling booths exist only in the main centres.

However, the failure of the electorate to vote in the proportion that was thought desirable has, according to Canberra, proved for the moment that Territorians are generally apathetic. It is an argument that the Minister flings at the Territory with the persistence of a good wife. Even Mr. Menzies has put out the same old accusation of his recent visit to P-NG.

The Legislative Council of P-NG, at present constituted, is, as Mr. James has pointed out on a number of occasions, little but a debating society. Unofficial members are permitted to air their views—but the official will present all times, and legislation proposed by the Administration (for example, Canberra) is forced through the Chamber by the official.

Territorians are, of course, well aware of this and this is the main cause of their apathy.

There are three native members in the Council at present. They are hand picked but—with the possible exception of Simogen—their contributions to the government of the country or to debate are nil. Simogen speaks fluently in Pidgin and what he says is frequently amusing and certainly to the point. But Simogen's horizon is limited to his village environment, and he can not be called, by any stretch of the imagination, a statesman. The other two native representatives contribute nothing to debate or government although they no doubt are well-meaning enough men in their own sphere.



PACIFIC ISLANDS YEAR BOOK 1956

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The Seventh Edition of the P.I. Year Book, the South Seas' most valued reference book, is still on sale at all the leading Booksellers in Australia and New Zealand, and at the main Pacific Islands stores, or copies may be obtained direct from the Publishers.

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The 1956 (Seventh) Edition contains 480 pages and numerous maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics and lists of main Trading Firms), the P.I. Year Book has a number of Special Sections, such as: Notable Developments in the 1945-56 period; Description of the Airline and Shipping Services in the Pacific; Radio Network in the South Seas; The Islands as a Resort for Tourists; Directory of Pacific Missions; Lists of Public Servants in each Territory; History and Chronology of the Pacific War (1941-45); Islands Port Facilities; General Subject Index and Detailed Index of Place Names in the South Seas, etc.

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ETE MAY BECOME
SROADS

Revolutionary Changes Planned In South Pacific Air Communications

When M. Walter Grand, President of the Tahiti Assembly, returned to Paris at the end of May, he announced that arrangements had been completed under which the Government of France would assist Tahiti in the construction of an airport which will take the largest liners.

This is a triumph for local Tahiti enterprise, and may ultimately result in Papeete becoming the focal point of trans-Pacific air services.

The cost of Papeete's airport, according to M. Grand, will be £2,500,000 Australian. France will provide some of this; and a substantial part will come from the grant which France, each year, makes Tahiti for development purposes.

It is proposed that the run-way be 10,000 feet long, and that the necessary area will be reclaimed by the islet of Motu Tahiri (off Papeete, to the westward) by reclaiming the shallow water over the coral reef which lies between Motu Tahiri and the mainland.

Under this plan, Papeete (the chief port and administrative headquarters of Tahiti and French Polynesia) will have a modern airport on its doorstep. It is expected that this development will stimulate the tourist traffic, and plan to provide Tahiti with a port, in this way, has been under consideration for some years; but the very heavy cost has been a deterrent. However, the growing popularity that, before long, there will be airways communication between South America, on the one hand, and Asia and Australia, on the other, with the airlines looking for a main staging airport in the South Pacific, has stirred the French people to lively interest.

Under present conditions, Tahiti is not in the Southwest Pacific only regular airline (TEAL, New Zealand and Fiji) is kept at bay by subsidy. Otherwise, Tahiti is upon widely-spaced ship-schedules for communications. The development of a trans-Pacific airways connection with the nations of South America will greatly increase the economic importance of Tahiti, and the big attractive archipelagoes there-

Grand said that he expected the construction of the Tahiti airport would commence in October.

ROUND CIRCLE ROUTE VIA MEXICO

An Australian aviation pioneer, Sir Gordon Taylor, recently gave details of a proposed route from Australia to Western Europe, via America.

Sir Gordon Taylor says that a new route from Australia to, say, London could be opened up, via Mexico, without coming into direct competition with an established air line.

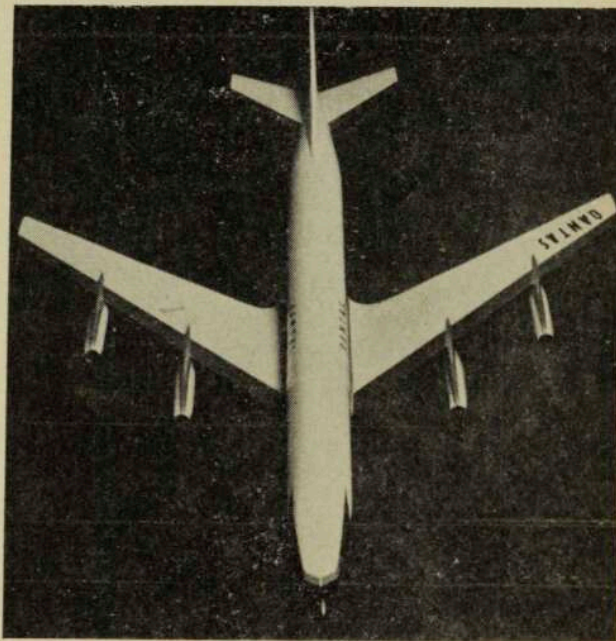
Recently, with his wife, he went to Mexico at the invitation of the Director of Civil Aeronautics there. The director wanted Sir Gordon's assistance in creating interest in Mexico, and to discuss financial aspects in opening up an air service from Australia.

In an ABC interview on his return, Sir Gordon

said that the idea of developing this route was his own. He had made his first survey of it while he was flying with the RAF during the war.

He suggested the following route: Sydney, Auckland, Fiji, Tahiti, Clipperton Island, Mexico City, Bermuda, the Azores, and a Western European port, preferably London.

According to Sir Gordon, this route has some advantages over



A model of the Boeing B707 jet-airliners which Qantas will have on the trans-Pacific service in 1959.

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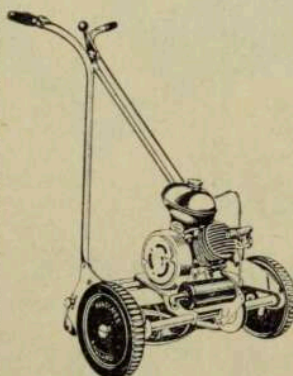
Ransomes

The ANTELOPE—lightweight and low in price, for private gardens, golf course work, etc., 20 ins. wide.

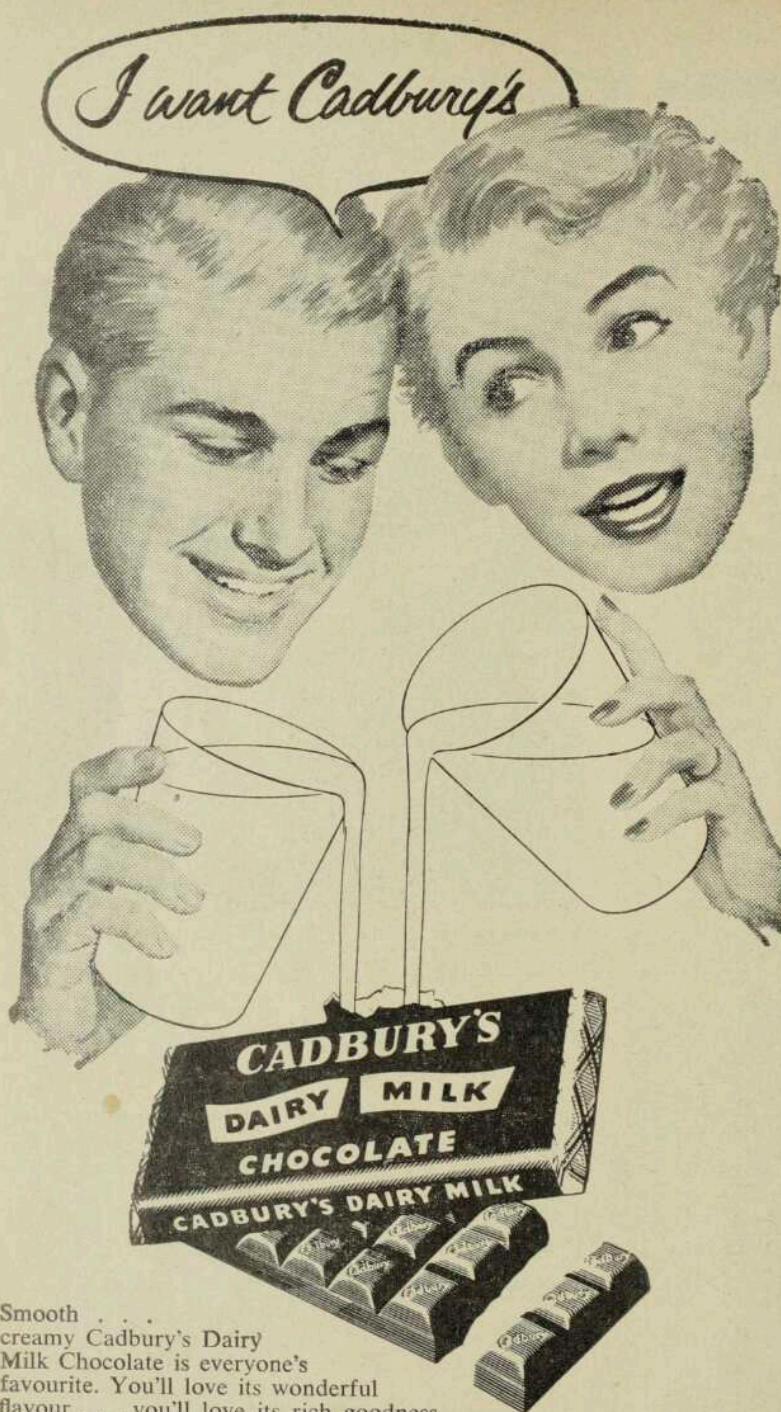
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because there is a glass and a half of pure,
fresh, full-cream milk in every half pound.

CADBURY'S DAIRY MILK CHOCOLATE



Sir Gordon Taylor.

existing routes. That from Au
to London via South-East As
the Mediterranean was subj
uncertain political conditions.
route via North America in
the domestic air lines.

"This line (via Mexico) is p
ally a great circle, and goes
from Sydney to London witho
domestic air line situation be
volved, and through latitude
consistently good winds and
weather," he said.

Sir Gordon said his chief i
in the route was to give a l
Australia and other parts o
world on its possibility—he w
interested in running air-line
self.

South and Central America
fascinating areas and had
possibilities for Australi
thought; but there was little i
at present because there w
trade or communications.

SANTIAGO-PAPEETE RO
CHILEAN engineers have
work on a 10,000-ft runw
Easter Island which will
vital stepping-stone on the pr
Santiago-Australia route.

LAN (Line Air National),
by the Chilean Governmen
been planning for some ye
operate this service. The fac
there will be an internation
port at Papeete by 1960, brin
connection much closer.

Chile, in the initial stages a
would prefer to run a shuttle
from Santiago to Papeete
transfer passengers to oth

MD2/ZFC/7

The Chilean Air Attache in Valparaíso, Colonel Robert Parrague, told PIM that he believes that operation is better than common when there might not be enough passengers offering. The shuttle service from Santiago to Papeete, with jets (LAN plan to use jets eventually) would enable aircraft to do the return trip in one day. This would represent saving in costs, as all maintenance would be done at the home

SOUTH PACIFIC-PAPEETE

MAN Empire Airways flying-boat service from Laucala Bay, Suva, to Papeete, via Apia and Pohnpei, is likely to end in 1959, if TEAL have plans for the opening of this "prestige" route they have not announced them. It may be that TEAL plans to operate the route with land planes, when Papeete is finished.

The flying-boat service does not end in 1959, and it is believed that it is still of great value at present in use will outlive its usefulness by then, it could be a break of a year or so before Tahiti gets another service—when the landing field is constructed.

Of course, TEAL could do what has been done in the past, and use a flying-boat from Anse d'Anse, the Papeete airport in built, it is certain to have competition from the South Pacific-Papeete from the enterprising French Transports Aériens Intercontinentaux. TAI has already run a service from Noumea to Bora Bora as an intermittent service to the Island. No doubt the NZ Government took all this into consideration when it recently allowed to extend its Paris-Noumea service to Auckland.

NOW VIA BRISBANE

Transports Aériens Intercontinentaux has received one concession from the Australian Government, to be able to receive another by the end of next year. The flight out of Paris on July 1 to Auckland will now call at Brisbane before leaving for Noumea. This was the last stop before it was Darwin. The aircraft now operate from Paris to Sydney via Athens, Karachi, and Darwin, Brisbane and Auckland.

At the end of this year TAI hopes to receive permission to call at Sydney instead of Brisbane. Should this be successful, the question of flying passengers across the Pacific in competition with TEAL is likely to arise, even though TAI is operating via Noumea.

JET AGE IN PACIFIC

American Airways will operate 707 jets in the Pacific at the end of next year—only 18 years away.

It plans to operate B707 120-130 jets on its North American routes by the middle of 1959,

via Nadi and Honolulu to San Francisco.

Qantas may then be able to fly direct to the UK, via the Pacific. It has applied for a licence to fly across the United States—but this request has had a stormy reception in the USA from some quarters.

It has been stated that this would not be in the best interests of American domestic airlines, and that Australia has no reciprocal privileges to offer.

Permission has recently been given KLM and BOAC to fly across the United States.

Introduction of the jets will cut flying time between Sydney and the west coast of America by about 50 per cent, from about 30 hours to between 16 and 17 hours.

Canadian Pacific Air Lines will introduce 100-passenger Britannias ("Whispering Giants") in April, 1958. Flying time from Sydney to Honolulu will be 14 hours, and to Vancouver, 22 hours.

CPA has six Britannias on order, with the option on another five. It also has eight Super DC6B's on order.

Nadi airport will be ready for jets according to the latest information available in Sydney. All runways from which jets operate will have to be strengthened and widened, but not necessarily lengthened.

Wide runways which are easy to keep clean are necessary because jet aircraft act like vacuum cleaners, and will quickly suck up dust and debris. Other airport modifications are also necessary for jets.

† Mary Guise, the first Port Moresby girl to complete her training at the Colonial War Memorial Hospital,

Suva, Fiji, returned to Port Moresby in May and will join the staff of the native hospital there. There are eight other Papua and New Guinea girls training in Suva.

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The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

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Outbreak of Gold Trafficking in N. Gu.

SEVERAL cases of stealing receiving gold have been the Supreme Court in Wau, Lae, New Guinea, recently.

On May 29, Carlo Cavalieri, a married man with three children and employed by Bulolo Gold Mining Ltd., as a dredge hand, was charged with stealing 625 ounces of gold amalgam valued by the company at £1,600 and £2,000 from his employer. He was sentenced to 12 months imprisonment at the Wau Court.

During the war, Cavalieri was a Patrol Officer with ANGAU.

Another man, Arthur L. Ahlberg, an underground worker employed by New Guinea Gold Ltd., was charged and convicted of having gold unlawfully in his possession. He was sentenced to 12 months gaol in the Wau Court on May 29.

Mr. Jack Wilson, contractor at Port Moresby, at a hearing before the Wau Supreme Court before Justice Kelly, on May 31 and June 3, was charged with receiving 10 ounces of gold, the property of the company, knowing it to have been stolen. Wilson pleaded not guilty. He was found guilty and sentenced to 12 months hard labour and was taken to Bomana Gaol, Port Moresby.

A Chinese, Ming Fook, known as Eric Woo, storekeeper in Chinatown, Lae, at a hearing before the Lae Supreme Court before Justice Kelly, on June 7 and 8, was charged with buying a quantity of gold amalgam without a licence to do so, or alternatively that he had a quantity of gold amalgam in his possession without lawful authority. He pleaded not guilty.

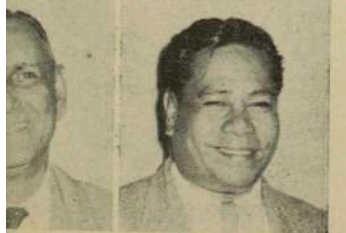
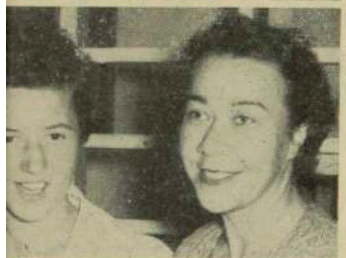
Mr. Jack O'Shea, prosecutor for the Crown, and Superintendent Hicks, Sub-Inspector Duff and James Wilton, gold refiner and foreman for Bulolo Gold Mining Ltd., were witnesses for the prosecution.

Mr. Justice Kelly dismissed the first charge on the grounds that the Crown did not entirely prove its case (the Police omitted to produce the numbers of the notes in the transaction).

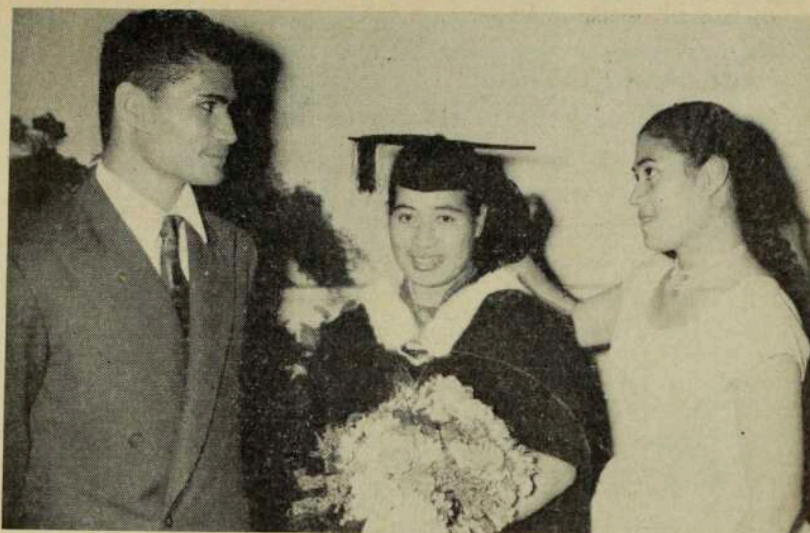
Woo was found guilty of the second charge and sentenced to 12 months hard labour.

It is believed that trafficking in gold has been going on in New Guinea for some time. Gold sold on the blackmarket in the East is valued at about £60 an ounce. It is believed that the illegal price paid for gold in New Guinea is around £6 per ounce.

† The Catholic Church in New Guinea has recently lost two well-known missionaries. One was Frere J. L. 78, who died after 54 years of service in local schools. The other was Father Guillaume, 51, who was popular in Noumea.



First Samoan Graduate . . .



A young Samoan girl, Miss Fanaafi Mai'ia'i (centre), has made history for her people. Studying at Victoria University College, Wellington, under an islands scholarship scheme initiated by the New Zealand Government, she has attained a Bachelor of Arts degree—the first Samoan, man or woman, ever to do so. Fanaafi finished her degree with high marks in all subjects and, moreover, has been awarded a scholarship open to all BA degree finalists who wish to continue to a Master's degree. Fanaafi's bouquet, traditionally presented to all women graduates on the night of the official graduation ceremony, was the gift of the Samoan people. Her sister Kuini (right), who is a trainee teacher at Wellington Teachers' Training College, presented her with the bouquet, and her brother Semisi (left) flew up from Dunedin to be present at the graduation ceremony.

Fiji's "Bermudan" Duty Angers Chamber of Commerce

THE Suva Chamber of Commerce wants the Government of Fiji to eliminate the "iniquitous duty" on freight charges. Whenever there is an increase in freight charges—recently a 15 per cent. increase was imposed on British freights to Fiji—an automatic increase in duty follows.

This has a spiralling effect on costs, and the public eventually has to "fork out."

According to Mr. K. Witherington, the method of assessing duty was introduced by a former Comptroller of Customs, who followed a procedure which operated in Bermuda.

Mr. Witherington moved that the Government be asked to give consideration to amending the Customs ordinance.

His motion was carried.

The Chamber also adopted a suggestion by Mr. Lawlor that representations be made to the shipping companies to see if Fiji was not paying above its fair share of the England-New Zealand freight—apart from the latest increase. He suggested this was a matter which could be examined by representatives of the larger firms.

This "duty on freight" is something worthy of Treasurer Reeves, of the P-NG Administration, who has a reputation for sitting up nights thinking of new means of wringing the last penny from so-called untaxed Territorians. For a country like Fiji, which already has income-tax, "iniquitous" just about describes it.

In most countries, duty is accessed on a f.o.b. price. Fiji levies duty on landed-cost; and you cannot escape it, either, by sending goods by parcels post; the cost of the stamps is added and duty accessed.

Islands Residents in Sydney

Amongst those who attended a recent social gathering of the Polynesian Association in Sydney were the following (top to bottom):

Miss Ivy Buffett of Norfolk Island, with her sister-in-law, Mrs. M. Buffett, wife of Mr. Charles Buffett, Secretary to the Administration of NI.

Mr. and Mrs. Larry O'Connor. Mrs. O'Connor was formerly Miss Moana Mann, daughter of Mr. George Mann, of Apia and Nukualofa.

Miss Shirley Clough from New Zealand with Miss Orbell Chambers who was formerly of Levuka, Fiji, but is now in the Royal Australian Army Nursing Corps.

Mrs. A. Cubis, formerly Emmy Deighton of Suva, with Mrs. Marie Leslie, wife of Charles Leslie formerly of Levuka, Fiji.

Mrs. Irene Byron, business secretary of the Polynesian Association, with a New Zealand visitor, Mrs. Estella von Mauw.

Mr. Dwarka Singh, MBE, a retired civil servant of Suva, Fiji, who visited Sydney recently; and Mr. John Mathewsell, of Rotuma and Suva, who was in Sydney on leave.

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FLEETS.—New 15 ft., varnished, twin cockpit speedboat, suit 3½ to 30 H.P. outboard, with trailer, £175. 18 ft. half-cabin launch, 5 H.P. Simplex, £260. 26 ft. diesel trawler, £1,600. 40 ft. diesel launch, coppered, £3,675. 45 ft. diesel workboat suit towing, trochus or copra, £6,000. **Fleets**, Water Street East, South Brisbane, Queensland, Australia.

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TENDERS WANTED

CUSTODIAN OF EXPROPRIATED PROPERTY.—Sale of Plantation, Guinea: Langan. The Custodian, appropriated Property invites tenders from Australian ex-servicemen, natural British subjects, or companies of at least two-thirds of the shareholders, natural-born British subjects for the purchase of the following coconut plantation in the Ninigo Group, of Manus, but excluding the islands of the Langan Group known as Keholi, Kamochin, Amot and Tender forms together with Conditions of Tender and of Sale, are obtainable from the Custodian of Expropriated Property, Department of Territories, G.A.C.T.; or Department of Lands, Moresby, Papua. Time is to be allowed for the termination of the existing lease to collect produce from the property following building and plant on are not included in the sale: 1 Lighting Plant and building same; 2 Sun Driers. A provision in respect of Langan has been made by the Commissioner of Titles for a fee simple in favour of the Custodian of Expropriated Property. Tenders may be lodged with the Custodian of Expropriated Property, G.A.C.T., up to 3 p.m. on Monday 12, 1957. Intending tenderers are to inspect the plantation or to obtain reliable independent advice on the value of the property before submitting tenders. The highest or any tender necessarily be accepted. **C. R. Custodian of Expropriated Property**, Department of Territories, G.A.C.T.

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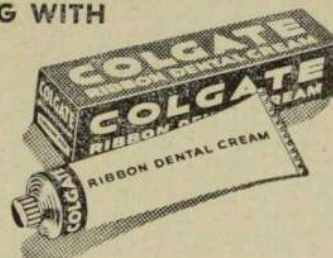
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CABLES: VENTURA SYDNEY

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 11 fell from 6,000 Pac. francs (£A42) delivered Vila/Santo to 5,750 Pac. francs (£A40/5/-). European price, May 11, 66,500 Met. francs (£A83/13/- approx.) c.i.f. per short ton.

NEW CALEDONIA:—Noumea, Feb. 20: 7,250 Pac. francs (£A50).

FRENCH OCEANIA:—Recent prices were: Top grade 10.50 Pac. francs per kilo (£A62/15/- per long ton) f.o.b., Papeete; lowest grade 5.35 Pac. francs (£A39).

TONGA:—A Grade, £T52/5/-; B Grade, £T46/5/-

COOK IS.:—Local price is based on £NZ58/14/4 (£Stg.58/10/-) per ton f.o.b. in bulk Outer islands copra producers receive approx. 3¼d NZ per lb. equal to £NZ30 per ton.

COCOA:—Islands prices are based on the rate for Accra cocoa which on June 8 was £Stg.245 per ton, c.i.f. London.

P.-N.G.:—Good grade £A245 ex wharf, Sydney.

W. SAMOA:—June 7: £Stg.200, f.o.b. COFFEE:—P.-N.G. June 7: Top grade 6/7 per lb.

PEANUTS:—P.-N.G., June 8: Kernels 1/6½-1/8; Virginia bunch, in shell, large, well cleaned, 1/4-1/5 per lb. del. Sydney; other 1/2 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on June 7 was: No. 1 RSS, spot, 91½ Straits cents (32-2/3d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on June 10: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 59/-, Green 57/- 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 Gerda Co. (USA) for 1957 maintained as for 1955 (1957 prices in fixed), i.e.: Sound grades £A72 £A390; E, £A300; EE, £A225; all Australian ports; June 10, 1957, quoted by independent pearlshellers: Sound, D, £A650; E, £A450; EE, £A255. Is.-Manihiki: June 10, loose shell on £Stg.448 per long ton. Export £Stg.800-900 f.o.b. Rarotonga; a agent on June 10 quoted £A1,000 Rarotonga. Tuamotus: 175-185 Pac. per kilo (£A1,000-£A1,060 per long f.o.b. Papeete).

TROCHUS: Two Sydney agents on 10 could not quote prices for N. N.G., or B.S.I., because they had received orders.

GREEN SNAIL:—Quote No. 1 Ju SW Pacific, in store, Sydney, subject to rejects. Quote No. 2: ex wharf Sydney.

LONDON AND U.S. PRICES

Copra:—London, June 6: Philippi bulk, \$US168 (seller); Straits/Borne merchantable, del. weights, Kingdom-North European ports, Jun £Stg.62/15/- (buyer), £Stg.63/15/- New York, June 6: Philippines, c Pacific Coast ports, \$US152.50 (nd)

Coconut Oil:—London, June 6: in bulk, c.i.f. United Kingdom-North European ports, June-July, £Stg.98 Straits, crude, c.i.f., bulk, Ju £Stg.90 (reseller).

Cocoa:—London, June 3: Accra Aug. shipment, £Stg.235 c.i.f. Ld Oct./Dec. (new crop), £238/15/-.

Rubber:—London, June 7: Spot, Stg.27¼d lb, c.i.f. Sept. 27¼d, Jun 27d.

ISLANDS MINING SH.

FIJI

Aug., '39 June, '56 Jun
Emperor . . . b9/11 b10/3 b6
Loloma . . . s25/6 b27/- b1

PAPUA-NEW GUINEA

Bulolo . . . b124/- b45/- b6
N.G.G. Ltd. . b1/10 b2/2 b1
Oil Search . b3/11 b14/11 b1
Ent. of N.G. . — s2/- s1
Oriomo Oil . b5/- b6/6 b1
Papuan Apin. b4/11 b3/6 b1
Placer Dev. . b68/6 b101/6 b1
Sandy Creek . b1/5 s6d b1

EXCHANGE RATES

FIJI.—Through BANK OF NSW BANK and BANK OF NZ, Aust. Fiji, basis £100 Fiji: Buying, £A Selling, £A113. Fiji-London, basis London: B, £110/15/-; S, £112. basis £100 NZ: B, £111/11/9; S, £112.

SAMOA.—Through BANK OF NZ tralia on Samoa, basis £100 B, £A123/12/6; S, £A124/10/9. London, basis £100 London: B, S, £101/10/-; Samoa-NZ, basis £ B, £100; S, £100/10/-; Samoa-FI £100 Samoa: B, £111; S, £110.

PAPUA-NG.—COMMONWEALTH (Pt. Moresby, Lae, Rabaul, Goroka, Kavieng, Madang, Wewak), BANK (branches: Port Moresby, Lae, Rabaul, Madang, Samarai, agencies: Wau, Boroko, Kokopo, BANK (Port Moresby) and NA BANK OF A/ASIA, (Port Moresby, exchange rate Australia-Papua-N per £A100.

FR. PACIFIC COLONIES.—Pacific most valuable of the three francs in French Union, are used in New donia, New Hebrides, and Fr.

FRENCH BANK (Comptoir D'Escompte de Paris) in Sydney, Selling 140 Pac. fr. to £Aust. fr. to £Stg.; 63 Pac. fr. to US \$1.

NORFOLK IS.—Commonwealth quotes exchange rate Australia Island: 5/- per £A100.

Published by PACIFIC PUBLICATIONS PTY. LTD., 29 Alberta Street, Sydney. (Telephone: MA 9197). Wholly set up printed in Australia by the Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney.

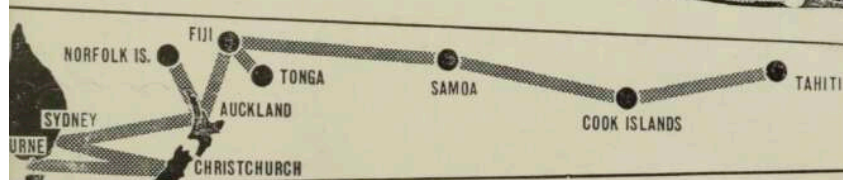


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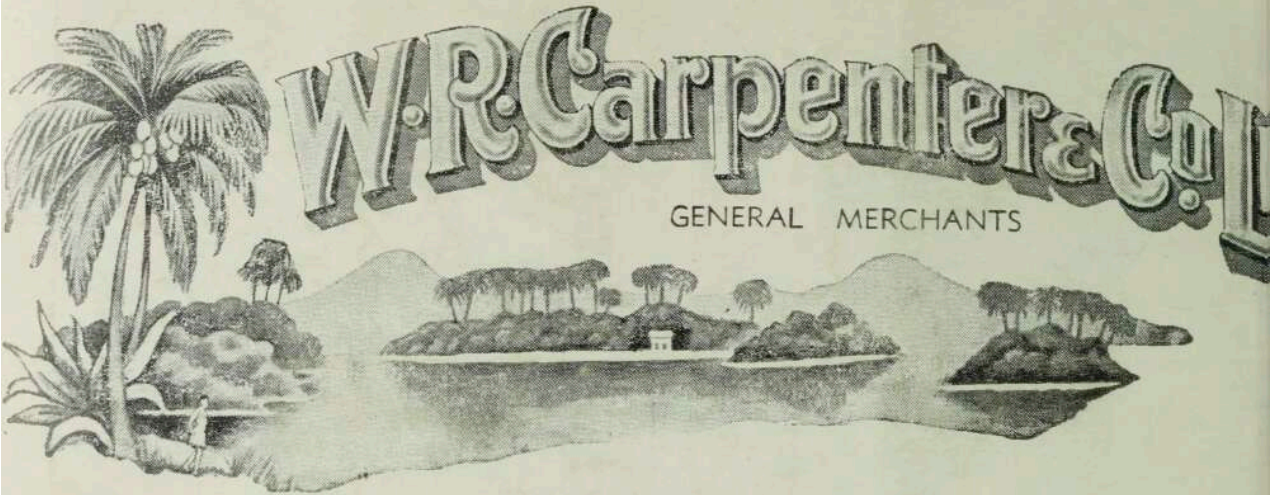


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JUNE, 1957 — PACIFIC ISLANDS MONTHLY



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PACIFIC ISLANDS MONTHLY—JUNE, 1957