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NATIONAL LIBRARY OF AUSTRALIA

AUGUST, 1957 Vol. XXVIII. No. 1.

PACIFIC ISLANDS Monthly



IN a ceremony that blended British pomp and circumstance with Fijian tradition, Ratu Penaia Ganilau, DSO, was recently installed as Roko Tui Cakaudrove—that is, head of the province of Cakaudrove—at the chiefly village of Somosomo, on the island of Taveuni. Ratu Penaia is, of course, an heriditary high chief and is, in addition, a member of the Fiji Legislative Council, a member of the Fijian Affairs Board and, with the rank of Lieutenant-Colonel, was commanding officer of the 1st Battalion, Fiji Infantry Regiment, which last year returned from 4½ years service in Malaya.

He is shown here, hands clasped between those of the Governor of Fiji (Sir Ronald Garvey) taking the Oath of Office. Ratu Penaia's installation was recorded and broadcast over an Australian commercial radio station in July.

Shortly after taking office, he left for New Zealand as manager of the Fiji Rugby Union team which is currently touring the Dominion.

Photo: Fiji Public Relations Office.

Established 1930

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

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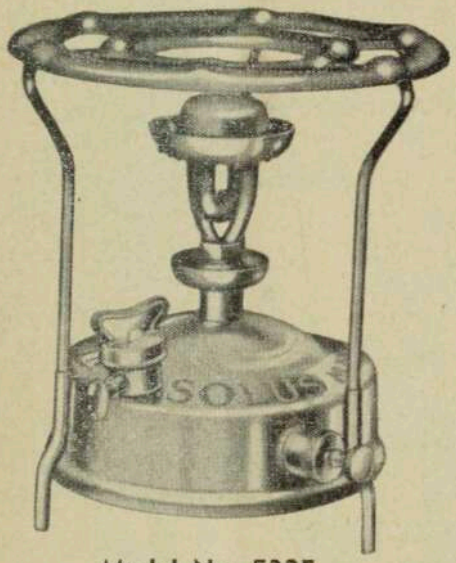
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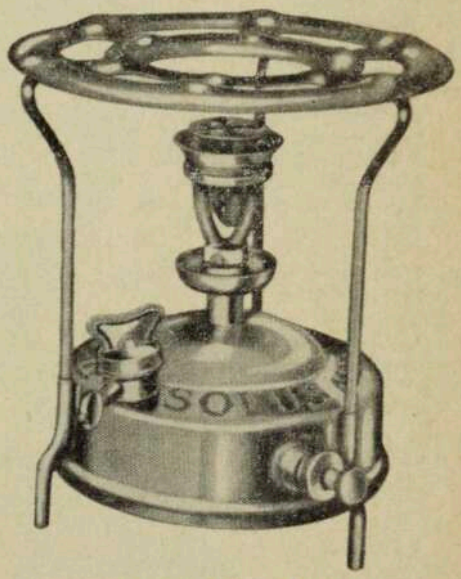
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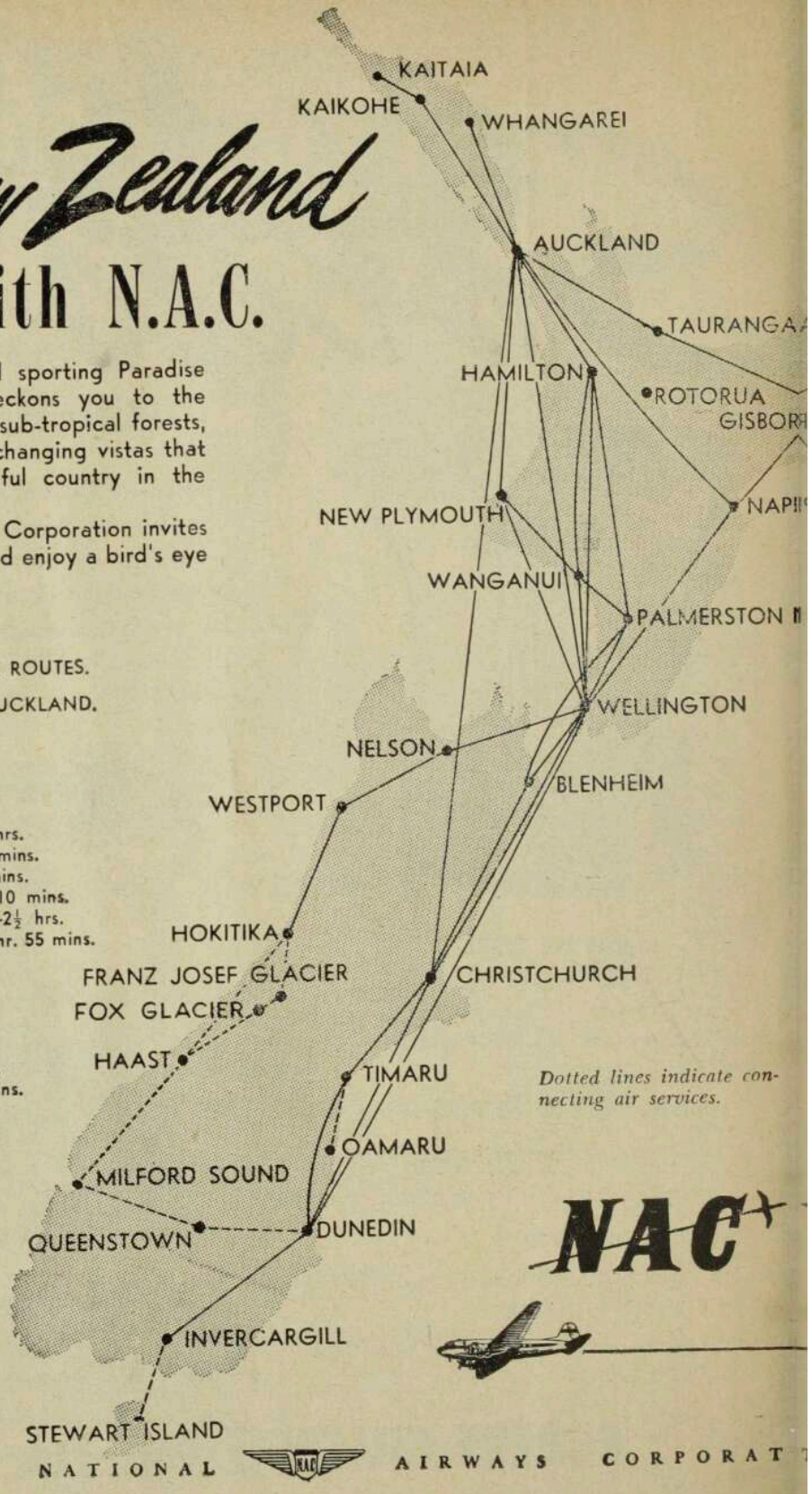
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Gisborne—226 miles—1 hr. 35 mins.
Napier—222 miles—1 hr. 35 mins.
Wanganui—240 miles—2 hrs. 10 mins.
Palmerston North—280 miles—2½ hrs.
WELLINGTON—287 miles—1 hr. 55 mins.
Nelson—383 miles—3½ hrs.
Blenheim—359 miles—3 hrs.
Westport—478 miles—4 hrs.
Hokitika—553 miles—5 hrs.
CHRISTCHURCH—
479 miles—3 hrs. 20 mins.
Timaru—571 miles—4 hrs. 5 mins.
DUNEDIN—
677 miles—4 hrs. 50 mins.
Invercargill—
784 miles—5 hrs. 40 mins.



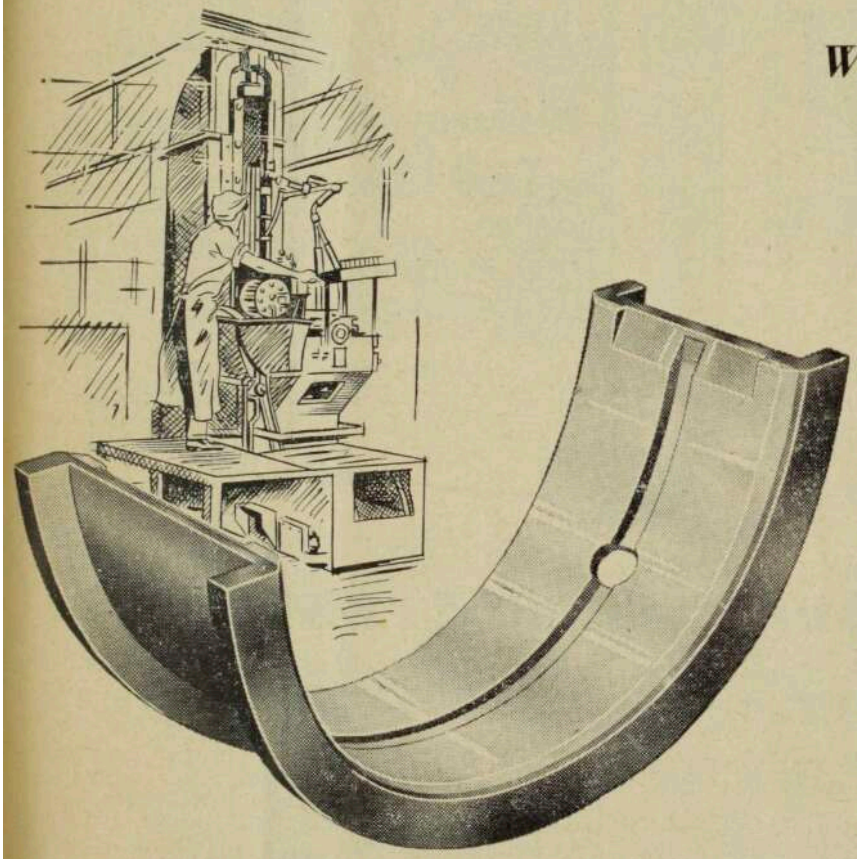
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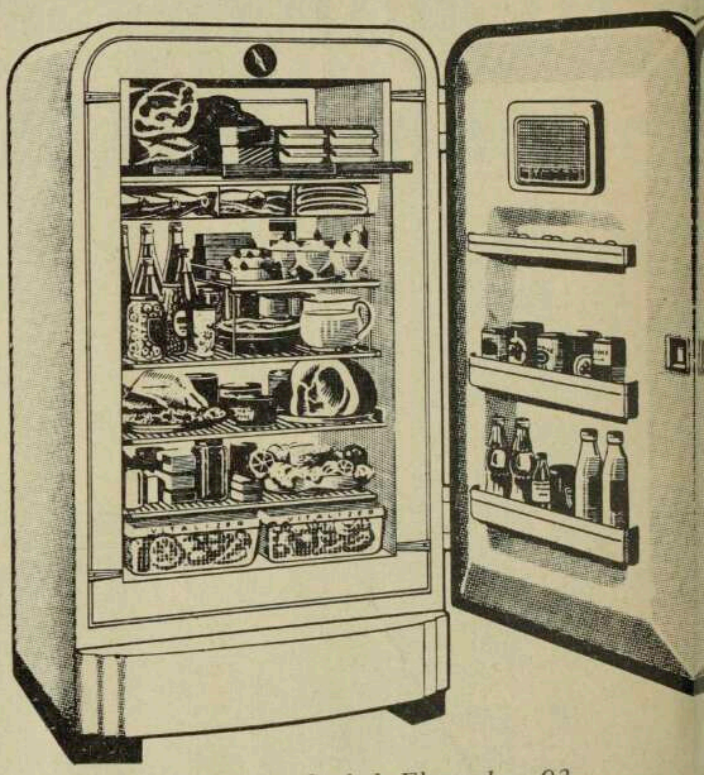
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The Rhinoceros Beetle in Western Samoa

—by R. A. Cumber *(SPC Technical Paper No. 107).*

Coconut planters in Pacific islands infested with the rhinoceros beetle will find this survey, carried out for the South Pacific Commission by Dr. R. A. Cumber, invaluable for its practical recommendations for control of the pest, which in some areas constitutes a major threat to the copra industry.

PRICE ..... **4/- sterling** *(post free by surface mail)*

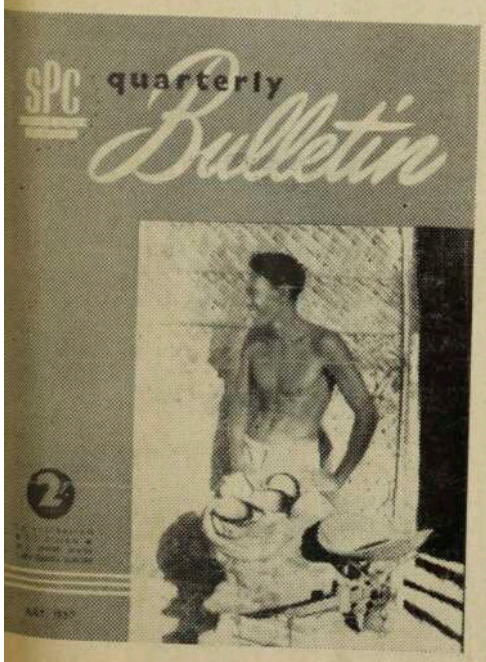


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- **Food Plants Of The South Sea Islands.** Dr. E. Massal & Jacques Barrau. (6/- stg.).

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The ***SPC Quarterly Bulletin.*** published by the South Pacific Commission, is a magazine that provides expert practical guidance on a wide range of topics of special interest to Pacific planters. Advice is given on the growing of crops such as coconuts, coffee, cocoa, rice, bananas, castor and soft fibres. Other topics covered in recent issues include: the construction of copra kilns, fish farming, processing of coffee and cocoa beans, sponge culture, rhinoceros beetle control, rat control, and the catching and preservation of fish. Articles in the past three issues of special interest to planters include:



JANUARY 1957 ISSUE

'Fisheries Training Course Opens in Noumea—Pearl Shell Transfer in the Cook Islands—Mechanized Rice Growing in Netherlands New Guinea—Problems Of Coffee Production in New Caledonia (2)—Solar Stills—Simple Method for Felling Coconut Palms—Food Plants of the South Sea Islands—Unusual Fishing Method—New Hot-Air Copra Drier for Smallholders—Trochus Fishing.

APRIL 1957 ISSUE

Sponges in Rakahanga Lagoon—Rubber Industry Expands in Papua and New Guinea—South Pacific Fisheries Course Closes—Trochus Studies in the U.S. Trust Territory—Coconut Research Outside the South Pacific—Dairy Production in Tahiti—Small Ship Safety in Pacific Waters—Practical Uses for Coconut Timber—A Cook Islands Co-operative.

JULY 1957 ISSUE

Standardized Grading for Pacific Copra an Urgent Need—Mother-of-Pearl Industry in French Oceania—Co-operative Development in the Gilbert and Ellice Islands—The Coconut Industry in the South Pacific—Coconut Research Outside the South Pacific (2)—Shade Problems of Cocoa in Papua and New Guinea—Breeding Turtles for Profit—Transplanting Trochus in the Eastern Pacific.

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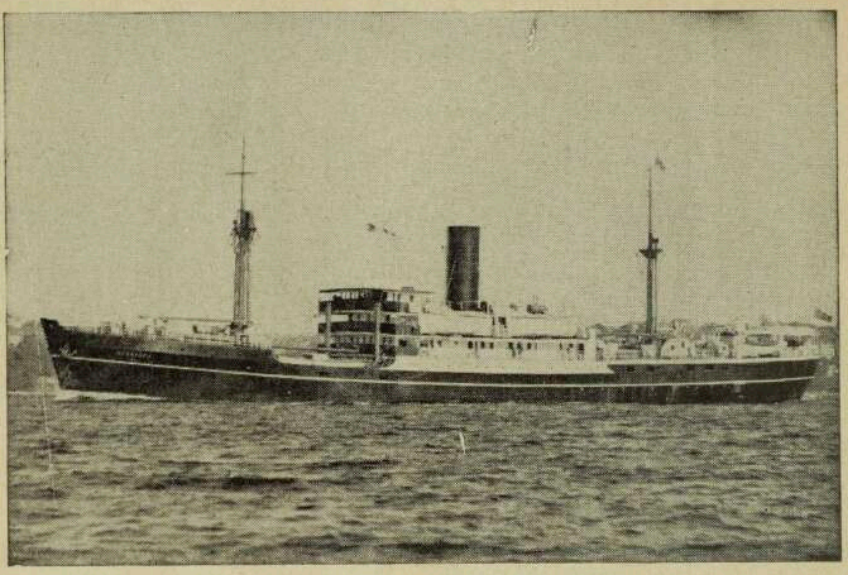
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AGENTS

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

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Shipping Time-Tables

All sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

MV Montoro sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae. Next Sydney sailing approx. Sept. 25.

MV Malekula sails from Sydney for Port Moresby, Samarai, Rabaul, Kavieng, Wewak, Alexishafen, Madang, Lae. Next Sydney sailing approx. Sept. 18.

MV Malaita sails from Sydney for Brisbane, Rabaul, Kavieng, Lombrum, Lorenagu, Madang, Lae. Next Sydney sailing approx. Aug. 30.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailing approx. Sept. 3.

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

MV Shansi: Next Sydney sailing Sept. 7 for Port Moresby, Samarai, Lae, Madang, Rabaul.

MV Soochow: Next Sydney sailing Sept. 17 for Brisbane, Port Moresby, Samarai.

MV Sinkiang: At present on recruiting voyage in Gilbert and Ellice Islands returns to NG run from Melbourne in third week in September.

Details from Swire and Yuill Pty. Ltd., 6 Bridge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silindoeng, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with Biak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Sinabang Sept. 10, Silindoeng Oct. 3, Sibigo Oct. 24.

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

Far East-S.W. Pacific-Australia

SS Fengning: Southbound due Madang Aug. 28, Rabaul Aug. 30, Lae Sept. 3, Samarai Sept. 7, Port Moresby Sept. 9.

SS Fengning: South bound due Madang Oct. 7, Kavieng Oct. 9, Rabaul Oct. 11, Lae Oct. 16, Port Moresby Oct. 19.

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

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

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

Aros: Southbound due Rabaul Sept. 6-7, Lae Sept. 9-11.

Delos: Southbound due Rabaul Oct. 11-12, Lae Oct. 14-16, Brisbane Oct. 21, Sydney Oct. 24.

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: Sept. 10.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and

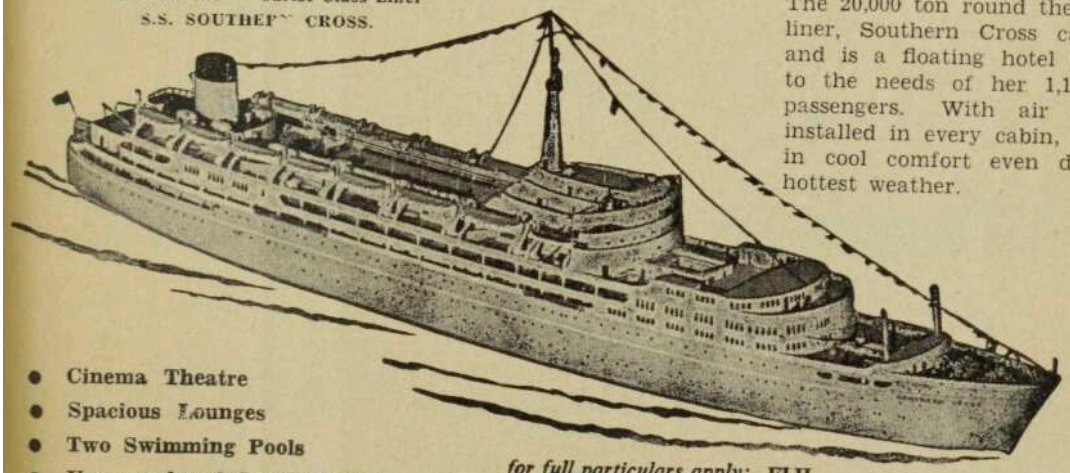
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORION	ORSOVA	ORSOVA
SYDNEY	depart	——	——	Oct. 8
AUCKLAND	arr/dep	——	——	Oct. 11
SUVA	arr/dep	——	——	Oct. 14
HONOLULU	arr/dep	..., ——	——	Oct. 19
VANCOUVER	arrive	Aug. 27		Oct. 25
	depart	Aug. 27	Sep. 16	Oct. 26
SAN FRANCISCO	arr	Aug. 30	Sep. 12	Oct. 28
	depart	Aug. 31	Sep. 13	Oct. 29
HONOLULU	arr/dep	Sep. 5	Sep. 21	Nov. 2
SUVA	arr/dep	Sep. 13	Sep. 28	Nov. 9
AUCKLAND	arr/dep	Sep. 16	Oct. 1	Nov. 12
SYDNEY	arrive	Sep. 20	Oct. 4	Nov. 15

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return to Auckland. Next sailing from Auckland: Aug. 31.
Details from all offices of Union Steam Ship Co. of NZ.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands.
Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ Ltd.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, leaves Sydney for Norfolk, Vila, Santo, Honiara, Tenaru, Yandina, Loavie, Pepesala, Somata, Gizo, Bougainville ports. Next Sydney approx. Aug. 26.
Details from Burns, Philp & Bridge Street, Sydney.

Sydney-N. Caledonia-Ta

Vessels of Messageries Maritime coming from Marseilles, via West and Panama, call about every si at Papeete, Vila (New Hebrides), and Sydney, and return by sam At present on this run are the ships, Tahitien and Caledonien sailing from Sydney: Caledonien
MV Polynesie (Messageries Ma maintains about monthly passeng ings between Sydney and Noun the New Hebrides. Next Sydney Aug. 23, Sept. 20, Oct. 11.
Details from Sydney agents: Me Maritimes, 36 Grosvenor Street, S

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N. America-Fiji-Hebride

Pacific Islands Transport Line Thorsisle and Thorshall mai regular service from Pacific Coa American ports, with sailings o days. Some ports depend on offering.
Thorsisle: In the Pacific, due Aug. 23-24, Noumea Aug. 27-30, 4-6, San Francisco (inbound) Se
Thorshall: New Westminster 18, San Francisco Sept. 21-25, Lo Sept. 27-28, Papeete Oct. 9-11.

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Further particulars may be obtained from:

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AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

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Oct. 16-18, Pago Pago Oct. 20-21, Apia Oct. 22, Suva Oct. 25-26, Noumea Oct. 29-31, Townsville Nov. 4-8, San Francisco Nov. 29.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Ventura, Alameda, Sierra and Sonoma. Southern terminal ports vary with cargoes offering. Vessels call at Papeete, Pago Pago and Suva, depending on cargoes. Next sailing from Sydney: Sierra late August, Sonoma late Sept., Alameda late Oct.

Sydney-Fiji-Vancouver

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

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

Sydney-(or NZ)-North America

The four cargo vessels, Waihemo, Wairuna, Waikawa, and Waitomo, owned and operated by the Union Steam Ship Co. of NZ Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next sailings: Waihemo, late Aug. (Fiji and Vancouver only), Waitomo mid-Sept., Wairuna mid-Nov. The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver, via Rarotonga and Papeete.

Honolulu-Papeete

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

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

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

Mariposa: In the Pacific due Papeete Aug. 23-25, Auckland Aug. 31, Sydney Sept. 3-6, Auckland Sept. 9-10, Suva Sept. 13, Pago Pago Sept. 14, Honolulu Sept. 19-20, San Francisco Sept. 25.

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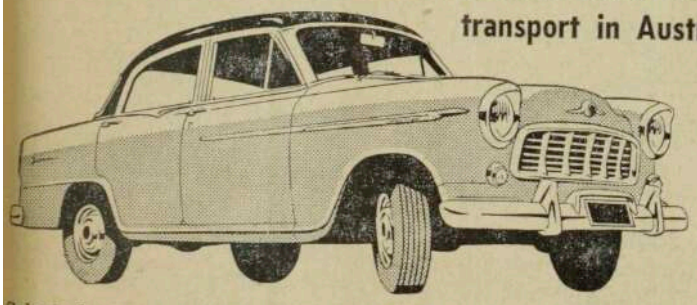
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Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

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: Aug. 22, Sept. 5, 19, 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 Tues., and Fri northwards; Wed. and Sat. southwards.
Note: Wed. and Fri. services ex Sydney connect at San Francisco with BOAC service to London departing San Francisco Thu. and Sat. BOAC service, ex London on Tue. and Thu. connect at San Francisco with Qantas Thu. and Sat. services to Sydney.

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

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

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

Mon.

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

Tues.

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

Tues., Fri., Sat.

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

Wed., Sat., Sun.

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

Thurs.

Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m.
Brisbane, midnight.	

Fri.

	Cairns, 4.35 a.m.
Cairns, 6.15 a.m.	Pt. Moresby, 9.5 a.m.
Pt. Moresby, 10.5 a.m.	Lae, 11.30 a.m.

SOUTHWARDS

Tues.

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

Wed.

	Sydney, 12.50 a.m.

Wed., Sun.

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

Fri.

Depart:	Arrive:
Lae, 12.45 p.m.	Pt. Moresby, 2 p.m.
Pt. Moresby, 2.45 p.m.	Brisbane, 9.20 p.m.
Brisbane, 10.20 p.m.	Sydney, 1 a.m. (Sat.)

Sat.

Depart:	Arrive:
Lae, 10.30 a.m.	Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.	Cairns, 3.20 p.m.
Cairns, 4.50 p.m.	Brisbane, 9.25 p.m.
Brisbane, 10.1[illegible]	

Sun.

	Sydney, 12.50 a.m.

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (Sept. 4, 18, etc.).
Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thurs. (Sept. 5, 19, etc.) departs Hollandia at 9.30 a.m., and, with calls at Wewak and Madang, arrives Lae 3.20 p.m.

Boomerang Excursions

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19 NOV.: ORSOVA—29,000 tons

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ORIENT LINE

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LAE-MANUS (DC3)
Alt. Wed. (Sept. 4, 18, etc.).
Dep. Lae, 8.00 a.m.: Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 p.m.
Every alt. Sat. (Aug. 24, Sept. 7, 21, etc.) departs Manus 8 a.m. and with calls at Kavieng, Rabaul and Finschhafen, arrives Lae at 2.50 p.m.

PORT MORESBY-KIKORI (Catalina)
Via Yule Is., Kerema, Vaimuru: Alt. Fri. returning same day (Aug. 30, Sept. 13, 27, etc.).

PORT MORESBY-DARU (Catalina)
Via Kerema, Kikori: Alt. Fri. returning Daru-Port Moresby direct same day (Aug. 23, Sept. 6, 20, etc.).

PORT MORESBY-SAMARAI (Catalina)
Pt. Moresby, Samarai, Pt. Moresby: Alt. Tues. (Aug. 27, Sept. 10, 24, etc.).

PORT MORESBY-RABAUL (Catalina)
Alternate Tuesdays (September 3, 17, etc.) Port Moresby-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul, returning via same ports (Sept. 5, 19, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)
Alt. Wed. (Sept. 4, 18, etc.), Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)
Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m., Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., direct to Madang, arr. 9.25 a.m.
Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)
Fridays: Lae (7.45 a.m.) to Wapenamunda, calling at any of: Goroka, Nondugl, Banz, Minj, Mt. Hagen, Baiyer R., Kainantu, Wapenamunda. Arrival back at Lae dependent on stops.

LOWER HIGHLANDS (Beaver)
Fridays: Lae (7.30 a.m.) to Goroka, calling at any of Nadzab, Kalapit, Gusap, Aiyura, Finintegu, Rintebe, Bena Bena, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

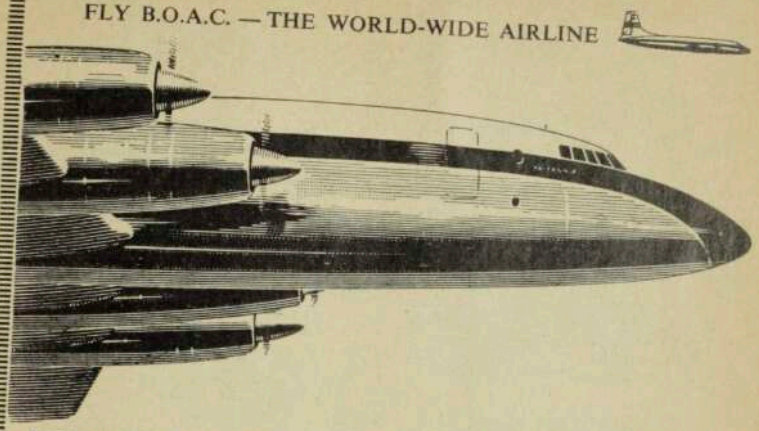
LAE-BULOLO-WAU (D.H. Beaver)
Dep. Lae: Mon. 7.30 a.m., Tues. 11 a.m.
Dep. Wau: Mon. 8.55 a.m., Tues., 12.25 p.m. Bulolo is omitted on return flights which take 30 minutes, Wau-Lae.

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

MADANG-GOROKA (DC3)
Tuesdays: Depart Madang 2 p.m., arrive Goroka 2.35 a.m., returning same day; depart Goroka 3 p.m., arr. Madang 3.35 p.m.

NEW GUINEA-NEW BRITAIN-BOUGAINVILLE (DC3)
Fridays: Depart Lae 1.30 p.m., Finschhafen 2.20 p.m., arrive Rabaul 4.30 p.m.
Saturdays: Depart Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.
Sundays: Depart Lae 12 noon, Finschhafen 1 p.m., Rabaul 3.10 p.m.
Tuesdays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.
1st, Thurs. (Aug. 29, Sept. 12, 26, etc.). Dep. Lae 8 a.m., Finschhafen, Rabaul, Buka, Rabaul, arr. 2.55 p.m.
2nd, Thurs. (Aug. 22, Sept. 5, 19, etc.). Dep. Lae 8 a.m., Finschhafen, Rabaul, arr. 11.5 a.m.
1st, Fri. (Aug. 23, Sept. 6, 20, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 p.m.
2nd, Fri. (Aug. 30, Sept. 13, 27, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 p.m.

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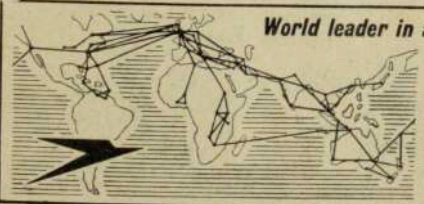
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SERVICES BY MANDATED AIRLINES
Scheduled Flights with DC3 Aircraft

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 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae. Optional call at Goroka on this flight.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

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

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.
(Super Constellation Service)

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

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

5. N. Guinea-Solomons

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

Mon. (Aug. 26, Sept. 9, 16, 23, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.

Tuesday (Aug. 27, Sept. 10, 17, 24, 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 Monday for Athens, Karachi, Saingon, Darwin, Brisbane, Noumea, Auckland. Leaves Auckland every Friday on return.

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. (Aug. 22, Sept. 5, 12, 19, etc.). Sydney dep. 11.30 p.m., arriving Tontouta, 7 a.m. Fri. (Aug. 23, Sept. 6, 13, 20, etc.).

Friday (Aug. 23, Sept. 6, 13, 20, etc.) Tontouta dep. 9.00 a.m., arriving Sydney, 2.50 p.m.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.

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

Saturdays: Depart Tontouta 8 a.m., arrive Vila 10.20 a.m., arrive Santo 12.5 p.m., depart Santo 1.30 p.m., arrive Tontouta 4.40 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft
(Service every four or five weeks.)

Next flights: Sept. 7, Oct. 5.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sun.: Return flight Norfolk (dep. 8 a.m.) Auckland (arr. 11.45 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

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 5.00 p.m. arr. Sydney 8.40 p.m.



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Mon.: Dep. Sydney 8.00 a.m., arr. Christchurch 3.10 p.m.
Wed.: Dep. Sydney 3.00 p.m., arr. Christchurch 10.10 p.m.

15 Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

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

16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

Tues., Fri.: Dep. Auckland 4 p.m., arr. Nadi 9.20 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., arr Auckland 3.30 p.m.

Pan-American Airways, with Skymasters

Sun., Tues., Thurs.: Dep. Auckland 3 p.m., arr. Nadi 10.15 p.m.
Mon., Wed., Sat.: Dep. Nadi, 9.45 a.m., arr. Auckland 5.10 p.m.

17. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

Service normally fortnightly, with extra flights as required.
Departs Suva Fri. 9 a.m., crosses dateline, arrives Satapuala (W. Samoa) Thurs 1.55 p.m., departs Fri. 2 a.m. arrives Aitutaki (Cook Is.) 7.30 a.m., departs 9.30 a.m., arrives Papeete (Tahiti) 2 p.m. Departs Papeete Sun. 7.30 a.m., arrives Aitutaki 11 a.m., departs 12.30 p.m., arrives Satapuala 5 p.m., departs Mon. 8 a.m., crosses dateline, arrives Suva Tues., 10.55 a.m.
Leaves Suva Aug. 29, Sept. 12, 26, Oct. 10, 24. Leaves Papeete Sept. 1, 15, 29, Oct. 13, 27.

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 Sept. 9, Oct. 7, crossing International Date Line and leaving Satapuala Sept. 8, Oct. 6.

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

Regie Aerienne Interinsulair (RAI), with Amphibious Catalina

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

21. N. Caledonia-Loyalty Is. Internal Service

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

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

22. Micronesia

Trans Ocean Airlines.

Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airlines, Agana, Guam.

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† Mr. John Noakes, of the Posts and Telegraph Department, Port Moresby, was killed in a car accident at the Moresby suburb of 10-Mile on August 3. Three cars were involved in the collision; Noakes was a passenger in one of them. No one else was hurt.

When in SUVA stay at



the GRAND PACIFIC Hotel

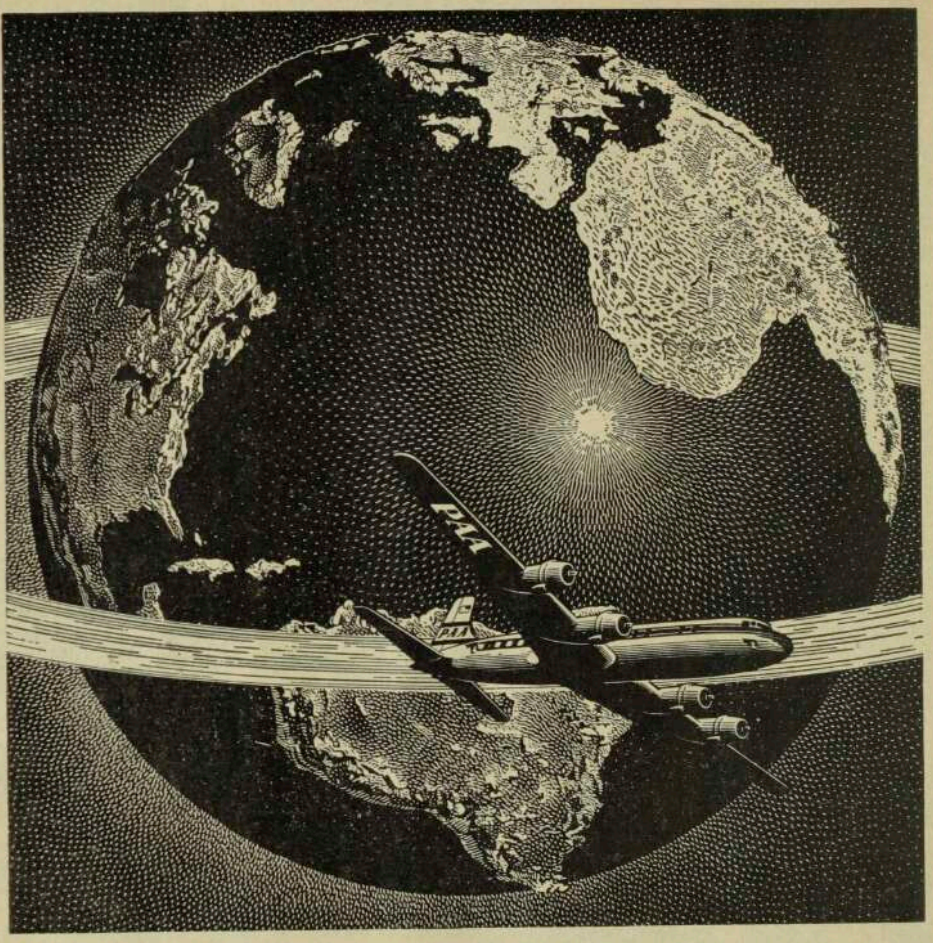
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U.S. Trust Territory: Micronesia (Caroline, Marshall & Mariana).

Dutch Territory: W. New Guinea.

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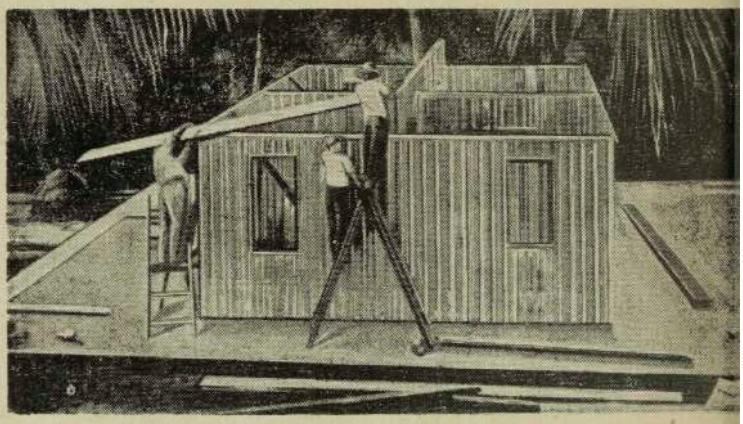
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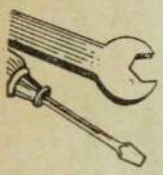
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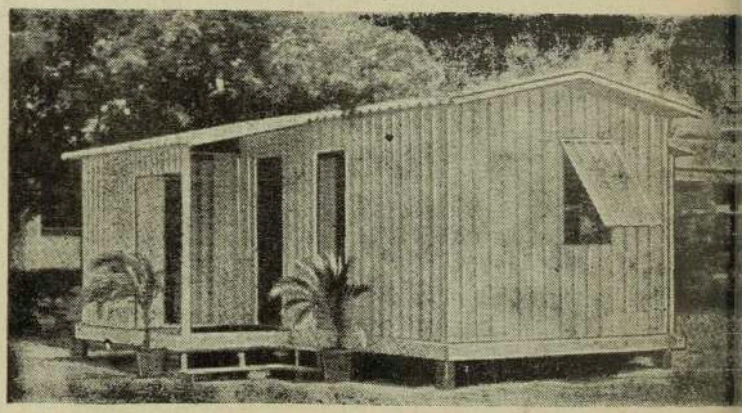


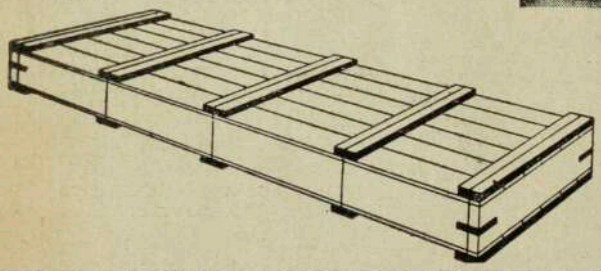
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Editorial . . .

MR. HASLUCK'S NEW GUINEA DICTATORSHIP AND THE ARRIVAL OF MR. DOWNS

A PIQUANT development in New Guinea is the appearance of Mr. Ian Downs as a candidate for the Legislative Council, with indications that he is going to attack, in every legitimate way, the distorted dictatorship of Minister Paul Hasluck.

The election of Mr. Downs to the Council seems certain. He already has shown himself to be a fluent and forthright speaker. There is no doubt that he will use his place in the Council to flail the administration of Mr. Hasluck, which is praised by no Territorian—official or non-official.

Mr. Hasluck, since he became Minister, has paid generous lip service to private enterprise. Actually, he has discouraged and restricted individualism wherever he has been able to exercise his powers.

He will go quite a distance in encouraging well-endowed corporations to enter into Territories enterprises, like the Atkinson cattle ranch near Gusap, and the extension of the BGD timber plans, and the encouragement of the Aluminium Corporation's Papuan plan. But when individuals with limited resources try to get established as planters, officialdom knocks them back with every kind of obstacle.

There is now no doubt that that is the deliberate policy of Mr. Hasluck. So far, the Menzies Government has allowed him to carry on in this way. But a showdown is coming; and it is possible that ex-District Commissioner Ian Downs will have a good deal to do with that showdown. That would be natural justice.

AFTER World War II, young Ian Downs came rapidly into notice as one of the Territory's most energetic and progressive District officials. He had vision, an eagerness for development, and a veritable passion for getting things done. He left the filing of records, and the gathering of statistics to his office staff, while he got out into the field.

He was given the raw and virgin Eastern Highlands, soon after George Greathead (another fine type of young Australian administrator, who also believed in getting things done) had been driven out by Canberra interference. Undeterred by the fate of Greathead, Ian Downs encouraged settlement, built roads, planned water-races, planted thousands of trees.

He saw the immense possibilities of the Highlands land when handled by Europeans, or by natives under European direction and example; and he went a long way beyond official channels in seeking the right men to come in and settle in selected places among the natives, while giving native life and native land rights the utmost protection necessary.

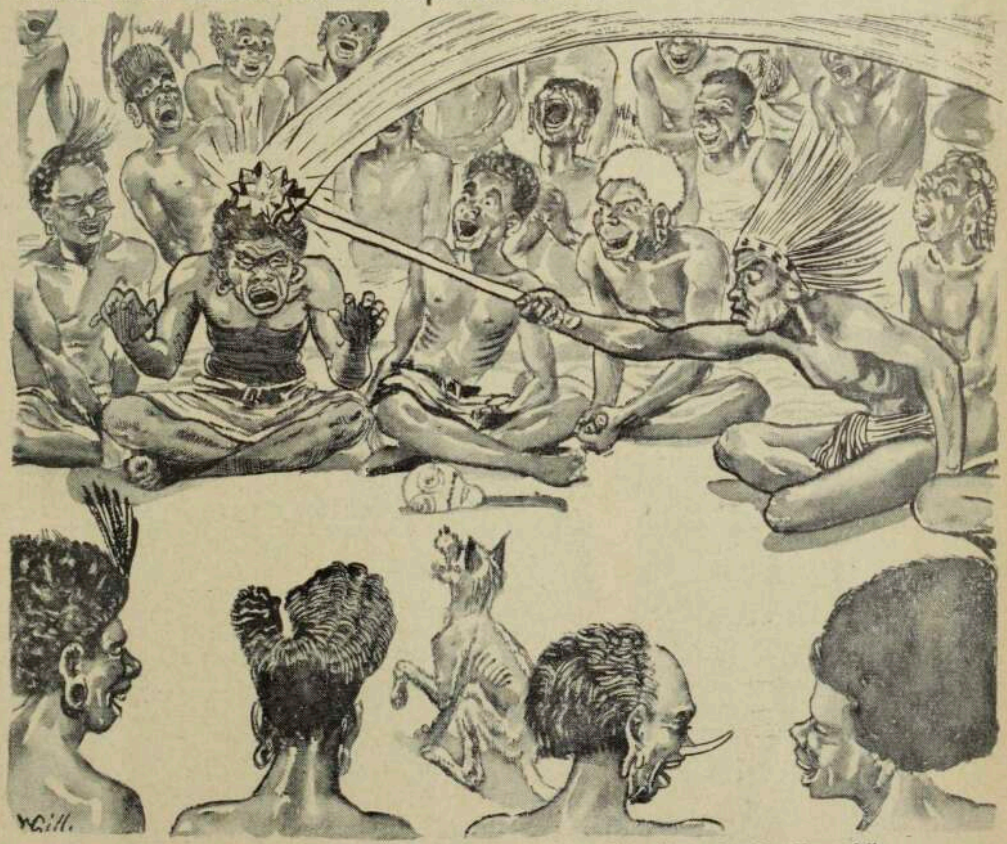
He was the ideal type of young colonial governor—the type to which Great Britain, in the Victorian-Georgian age, awarded countless knighthoods and earldoms.

But not Mr. Hasluck. That passionate anti-colonialist placed increasing obstructions in the way of Downs' activities; and when he found that the whole Territory was watching Downs' land settlement and development, and acclaiming his success, he jumped upon the Eastern Highlands District Commissioner with both feet.

In 1954, the Minister announced that all such developmental activities by District Commissioners must cease forthwith—they would have practically no discretionary power, and would take their instructions from Canberra.

The allocation of lands in future would be the responsibility of a Board, working in closely with De-

When New Guinea Gets Independence . . .



"The Honourable Member for Sepik's objection is disallowed."

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partmental heads. These "balanced teams of experts" would decide what lands might be made available in the various Districts; would screen the applicants for land; and would allocate the lands to the applicants.

THE District Commissioners, as a vital, active and personal factor in land settlement and development, were "wiped". They had been raised from the status of District Officers; but they now were left with virtually nothing to do.

All the "local governor" functions which they might have performed with great advantage to the Districts were taken from them and centralised in Canberra under Minister Hasluck and Departmental Secretary Lambert.

This sweeping change in the delegation of Ministerial authority affected also the status and powers of the Administrator.

Under the Hasluck set-up, brought into being so cunningly in 1954-5 that not even the Commonwealth Cabinet could see its significance, Brigadier D. M. Cleland was left in the Administratorship as a mere cipher. The authority which he came in so confidently to exercise at the end of 1952, for the development of a great Australian Territory, was grabbed by Canberra; and has been exercised with increasing arrogance by Canberra ever since.

Under the Hasluck-Lambert Dictatorship, the Administratorship and most of the 15 District Commissionerships (now maintained at a very heavy cost) could be removed entirely, and their duties transferred to the working officials next in line, without causing even a ripple in administrative efficiency.

THE leading men of the non-official European population (and the majority of officials) sense that there is something wrong with the Administration; but they are unable to name the trouble.

Club lounges and airport waiting-rooms and town market-places—wherever the people get together—echo to the clamour of argument and criticism (almost wholly anti-Administration); but none seems to understand what is the cause of it all.

Few can see that the Administrator and the District Commissioners (who should be exercising the authority and taking the responsibilities of governor and sub-governors) have been deprived of all real authority; and that the latter, being thus hamstrung, have lost all major interest in their jobs.

Generally, the administrative services supplied by these young Australians are first-class; while the funds made available by Australia for the purposes of government are almost staggering in their abundance. But there is no soul in the Administration.

There is nothing but Hasluck and Lambert, and rule-of thumb regulations—more and more being brought in to cover every conceivable situation. Competent men who should be out in the field, planning and directing, spend their working days struggling with masses of paper forms designed in Canberra. Private enterprise, in the shape of countless young Australians, circles angrily around the Territory, seeking vainly for encouragement and protection.

A dictatorship could, if it would, do a magnificent job for the assistance of private enterprise in the development of Papua and New Guinea. But not the Canberra Dictatorship of Messrs. Hasluck and Lambert.

It seems much more concerned with the prevention of "colonialism", the discouragement of capitalism and the build-up of a native society which will displace the last vestige of Western European culture in the Southwest Pacific. (For further details, see one or two books and numerous articles by Paul Hasluck).

AND, now, back to 1954 and District Commissioner Ian Downs. That young man had given everything he had to the sound development of the Eastern Highlands. One can imagine his reaction to the "Hasluck Policy".

Within a few months, his resignation was in—and the Australian Department of Territories had lost one of its most promising sub-Administrators. Mr. Downs did not leave the Eastern Highlands. He left the Residency in Goroka, and moved onto a leased area in the valley, not far away, to plant and produce coffee. Fellow planters nearby are J. L. Taylor and George Greathead, also former District Officers.

Judging by extracts from his speeches which have been published, Mr. Downs in the Legislative Council will be a merciless critic of the Hasluck regime, and all it stands for. He saw it brought into operation, appreciates the curious quirks of the mind which conceived and operates it, stood by helplessly while the self-made dictator swept away every trace of individualism in District administration.

Mr. Downs knows the facts; and—what is more important—can put what he knows into effective language. It is time that the Australian politicians and press, incredibly ignorant on the subject of what actually is at stake in New Guinea, should learn something of the truth.

The Hasluck Dictatorship will not long survive an exposure of its true character. Dictatorship and bureaucracy flourish only where there is public indifference and ignorance.

Mr. Hasluck may rue the day when he drove Mr. Downs out of the P-NG public service.

Mr. Menon Says His Piece



Mr. S. P. A. Menon, Indian High Commissioner in Australia, was one of the numerous tribe of personages who visited Papua-New Guinea in July. He is shown here addressing the Methodist Men's Society in Rabaul. During his stay in the Territory, Mr. Menon said that India still supported Indonesia's claim to Dutch New Guinea "because it was part of the former Dutch East India Empire and because India opposed colonialism generally". (On the basis we presume that India would recognise Indonesia's claim to some of the Dutch colonies in the West Indies if Indonesia made them). Mr. Menon said that he was impressed by the hard work and conscientious devotion to duty of Administration officers but that the Administration was moving more cautiously than others might think necessary.

Christmas Is. Base to be Retained

THE United Kingdom Government has announced that it will retain Christmas Island as a base for nuclear weapon experiments.

As Britain has expended a great deal of money in setting up the base, this has caused little surprise.

In early August, British troops were reported being flown to Christmas Island.

REWARD TO DEVOTED WOMAN MISSIONARY

THE French Academy has awarded the Raoul Follerau prize (valued at about £A700) to a Catholic nursing sister who is in charge of the native section of Ducos Hansenian sanatorium at Noumea.

This prize, which is awarded every two years, is made to doctors or missionaries who distinguish themselves in the battle against leprosy.

The winner at Ducos is Sister Othilde, who since her arrival in 1933 has nursed the native sick at Ducos. In 1942, Sister Othilde found that she had contracted the disease also, but this only made her apply herself with greater ardour to her nursing. Happily, she is now cured.

In 1953, a visiting Minister for Colonies decorated the Sister with the Legion of Honour.

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CAREW REPORT TRIMMED

Fiji Select Committee Wants Officers It Can Afford

A select committee of the Fiji Legislative Council rejected a proposal that senior civil servants should be paid pensionable inducement allowances in addition to basic salaries.

IT approved some proposed new basic salaries, but lowered suggested changes for several posts.

The select committee's action was later endorsed by the Legislative Council.

The salary changes were recommended by Mr. W. D. Carew, who was appointed in December, 1956, to review the salaries attached to the senior posts of the Fiji Civil Service, and posts in the Fiji Police Force (July *PIM*, page 23).

The only two official members of the Legislative Council on the select committee, Mr. A. F. R. Stoddart, Colonial Secretary, who is about to retire, and the Financial Secretary, Mr. H. W. Davidson, disagreed with the rejection of the proposed allowances.

Unofficial members, when the matter was debated in the Legislative Council, took the view that the Colony could not pay the higher salaries recommended in the Carew report.

Mr. Maurice Scott remarked: "If we can't have first-class men then we must have what we can afford."

Mr. W. G. Johnson said that the Secretary of State for the Colonies (Mr. A. Lennox-Boyd) appeared to be very harsh on Fiji when he had said the Colony had to pay up to get the services of certain officers.

Mr. Johnson was referring to an exchange of cables between the Governor (Sir Ronald Garvey) and Mr. Lennox-Boyd while the select committee was discussing the matter.

Mr. Lennox-Boyd had said, *inter alia*: . . . "It will not be possible for me to fill the vacancies by recruitment or promotion from other territories, and difficult for me to refrain from offering serving local officers transfer to more attractive posts elsewhere. . ."

The inducement allowances proposed by Mr. Carew were in addition to the basic salaries. These ranged up to £300, one of which was for the Commissioner of Police. Thus Mr. Carew recommended that the total salary for this officer should be £3,000.

Smiling Lady Slim Greets Port Moresby



Lady Slim (centre) is met at Port Moresby airport on July 24 by Mrs. Cleland (left) and Brigadier D. M. Cleland, P-NG Administrator (right). Lady Slim spent about 12 days touring P-NG centres.

Photo: Papuan Prints.

Forthright Candidates Stir Interest In P-N. Guinea Poll

THE readiness of leading citizens of Papua-New Guinea to stand for the Legislative Council (elections to be held at the end of August) has done something to stimulate public interest in local politics. But it is an up-hill fight.

There is a large floating population in the Territory; in addition there is the general recognition of the complete uselessness of elected representation under the present legislative set-up.

The readiness of candidates to give what service they can, in the Council, is appreciated; and their representations on several issues are being received with interest and respect. But no one expects them to achieve anything much while the uncompromising Hasluck Dictatorship remains and the Council is dominated by officials.

It is anticipated that Mr. E. A. James will hold the Papua seat. He has been for years the Territory's most forthright non-official (and often anti-official) spokesman; and, although he has little power, there is no doubt that his uncompromising criticism at times has modified the plans of the Dictatorship.

Young Mr. Craig Kirke, his opponent, in balanced and constructive utterances, has made a good impression.

The critical speeches of ex-District Commissioner Ian Downs, a candidate for the Mainland seat, liberally reported in the local newspaper, have delighted the whole Territory.

Nothing that Mr. Downs can do can add to the practical usefulness of the Council; but his appearance there is likely to stimulate the already strong and growing anti-Hasluck (which is, of course, also anti-UNO) sentiment in the Territory.

Mr. Downs is opposed in the mainland electorate by Mr. Sydney B. Barker, a dentist and miner of

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Wau, New Guinea, who is an old and experienced resident of the Territory.

The contest in the Islands constituency, between Mr. Don Barrett and Mr. Dudley Jones — doughty warriors both—is not so one-sided. Mr. Barrett has demonstrated his quality over two or three terms; and Mr. Dudley Jones also is regarded as a strong man and constructive thinker. The odds appear to favour Mr. Barrett—but Mr. Jones will poll heavily.

Government spokesmen, in true Dictatorship fashion, have been warning the Territories electors that the question of introducing more directly-elected members into the Council will be influenced by the extent to which the electors, on this occasion, exercise the privilege of voting.

This is typical of the Administration mind. There is no Territory in the Pacific where public affairs are more keenly observed and debated than in P-NG. But the P-NG people are realists—for all practical purposes the Legislative Council is a farce.

However, on this occasion there is likely to be a big poll, because of the electors' goodwill towards the candidates.

NEXT SECRETARY-GENERAL OF SPC

MR. W. C. GROVES, Director of Education in Papua and New Guinea, is Australia's nominee for the Post of Secretary-General of the South Pacific Commission, which becomes vacant soon when Dr. Bedell returns to the service of the United States Government.

Mr. Groves was in Canberra in mid-August, for a series of formal interviews.

Britain, Netherlands and New Zealand also have made nominations.

The appointment will be made by the South Pacific Commission, in Noumea, in October.

Preliminary to Local Government

NORFOLK IS., Aug. 2.

THERE was a shake-up in the election of members for what may be Norfolk Island's last Advisory Council, and the addition of two young and energetic men should be useful in the hard job of implementing Mr. Hasluck's Norfolk Island Bill, which won the approval of the Federal Government recently, and which gives local government powers to a "Norfolk Island Council."

If the new Council tackles its job with commonsense and in a serious manner much good can come from the new legislation.

The two "elder statesmen" beaten were Councillors Goddard and Gandy and the new Council now consists of Island-born members or members married to Island-born wives.

The Councillors elected were:

Ball Bay.—D. T. Edward and W. T. McCoy.

Cascade.—J. D. Patterson.

Mount Pitt.—A. S. Bathie.

Kingston.—R. H. H. Nobbs (elected unopposed).

THE EDITORS' MAILBAG

COL—Both Sides of the Border

The assertion that the cost of living in Netherlands New Guinea is much higher than in Australian New Guinea (*PIM*, June, p. 57) is debatable, says Mr. A. F. Schulze, engineer-surveyor, who recently spent two months in Madang while the NNG ship *Hans Fuhri* was undergoing survey

He thinks that when it is averaged out, the cost of living in both places is about the same. In non-essential lines: cane chairs which he saw in Madang for £3/10/- cost about £13 in Hollandia. At the same time, a certain make of wristwatch, with stop-watch, cost £27 in Hollandia while the same article in Madang was priced at £44.

Native vegetables at the Madang market were slightly cheaper than vegetables in Hollandia—but in the latter place they were brought to the door.

House-rent in Hollandia was considerably lower than in Madang. The fact that Mr. Schulze has to pay water rates in Hollandia is cancelled out, he feels, by the fact that Hollandia has a reticulated water supply while Madang has tanks.

But one thing is vastly in Australian New Guinea's favour: In the Netherlands territory residents pay income-tax—a horrible fate that has not overtaken Australian Territorians. Not yet, anyhow.

Mr. Schulze says that *Hans Fuhri* has a deadweight of 230 tons—not 300 as reported; and a native seaman in NNG is paid the equivalent of £A8, and not £20, per month.

On Board the Old "Matunga"

It appears that politicians and government officials were vastly more entertaining and versatile 46 years ago.

From a reader on Fergusson Island, Papua, Mr. E. W. Harrison, comes the programme of a concert that entertained travellers on the old BP vessel *Matunga*, on June 8, 1911.

Mr. Harrison wonders if some his fellow travellers of that voya are still on deck.

During the entertainment a M J. Macdonald sang "Annie Laurie L. Foenander sang "Tom Bowlin and "Anchors Weighed"; L. Pre tice, rendered "Cosy Corner" a "Philadelphia"; the Rev. Mr. Joh recited "McDougal's Hen"; a various other items were perform by Messrs. Ozanne, Cann, Mathe Lucas and Finlayson.

Captain Mortimer was master *Matunga* at that time and after t concert a collection was taken for the King Edward VII Hospi for Seamen.

Mr. Harrison says that Foenano belonged to the German NG A ministration; Mr. Johns was Methodist Missionary; Prentice w a Government cadet; Lucas, Islan Manager for Burns Philp; a Ozanne, Cann, Mathews and Fi layson were Labour MP's. (Appa ently even then politicians tend to migrate north in winter!)

But does any other reader reme ber these men—and these peace times?

Papua Will Have to Do Better

The last word on Highest Cros in the Southern Hemisphere h *not* been said.

Our good friend Richard Gord McCloskey of the American Em bassy, Lima, Peru, has given us t latest on the cross position as exists in South America and it a pears that if New Guinea is goi to be in the race, someone is goi to have to do better than the cr on Mt. Yule. (Dutch New Guin has the highest mountain in t area. What about it, DNG?)

Mr. McCloskey usually writes about small-ships—he is secret of the Slocum Society. But wh he has to say about crosses, et is interesting:

What Mr. S. A. Chance, of Brisbane, c "The Cross of Christ the Redeemer" (I April, 1957, page 77) is not a cross bu statue, and it is on the frontier between C and Argentina, not Peru and Argentina. statue of "Christ the Redeemer" was ere in 1903 by the Chilean and Argentine gov ments at a spot known as Uspallata, on Trans-Andean Railway.

I don't know exactly what Mr. Chance me by a "cross" but there are hundreds Andean villages way above 13,213 feet, alm all of which have a cross somewhere in vicinity.

Paternalism for Young Natives

A PIM reader in the New Hebri is more than a trifle cynical:

Australia, we read, is maki heavy weather with the probl

(Continued on Page 149)

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COPRA AFTER 1957

CMB Chairman To Report To P-NG Growers

PAPUA-NEW GUINEA copra producers later this month will have some idea of what marketing conditions are likely to be after the MOF agreement ends in December.

In an interview with *PIM* on August 8, in Sydney, the chairman of the P-NG Copra Marketing Board, Mr. Ian McDonald, had nothing to say on the negotiations that were proceeding in London in June. Mr. McDonald was on his way back to New Guinea from London and said that he could make no statement until he had held a meeting of the Board in Port Moresby. He expected this meeting to be held on August 19 or 20.

"There is no doubt that there is a market for copra at ruling free market prices," he said. "The general opinion in England is that copra from New Guinea is of a quality somewhat above average compared with Malaya and the Philippines.

"It will sell at a premium over and above that copra, but whether the premiums offered are considered reasonable is a matter of opinion.

"Wherever I went there, the matter of grade quality was always pressed, and not only quality, but the percentage of dust.

"They want producers to eliminate dust, mainly because of the high percentage of free fatty acid in copra."

Referring to prices Mr. McDonald said that for perhaps the last 12 or 18 months open market price had ranged between £Stg.63 to £Stg.66 a ton, c.i.f., delivered weights, UK and Continental ports.

"It is very doubtful if there will be any worthwhile increase in these prices unless there is a considerable change in present world affairs", he said.

"This price is, of course, somewhat less than that enjoyed by British producers selling under the MOF copra agreement."

Mr. McDonald was in London from May 21 to July 1. He had discussions with oil seed crushers and also a series of conferences with the Colonial Office. These conferences were attended by representatives of other Pacific copra interests.

He attended the annual congress of the International Oil Seed Crushers' Association at Rapallo, in northern Italy. Apart from oil seed crushers and brokers, oil seed production interests from various parts of the world, including the UK, Continent, US, Japan and the Philippines, attended.

Norfolk Is. Petrol War

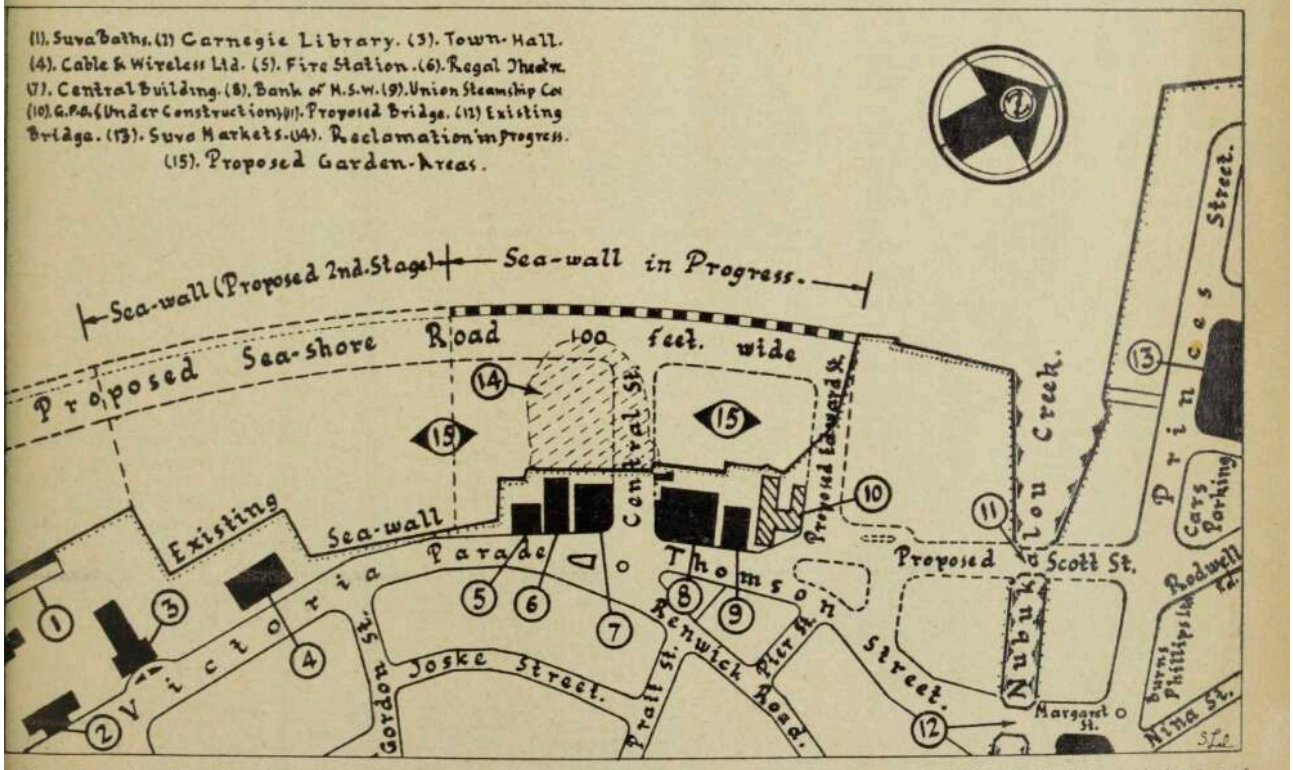
WITH the advent of a new brand of petrol, Norfolk Island recently experienced a short but sweet price-cutting war.

Prices went down by twopences from 5/11 to 4/5 per gallon.

Alas, when peace was restored, petrol promptly went back to the old price.

† For the first half of 1957, 280 natives were arrested in New Caledonia for drunkenness; in the whole of 1956 there were 364; and in 1955 there were 119.

Changing the Face of Suva City . . .



When the planned reclamation of Suva's foreshore is completed, Fiji's capital city will show a new face to the world.

This map shows the work to be done. It will be spread over a number of years, but the shaded area, 14, is the portion on which work is currently proceeding. Behind a sea-wall 750 feet in length, there will be 4½ acres of new foreshore.

The present reclamation is at the rear of the Bank of New South Wales and the Central Building; this is already providing parking space for 50 cars.

Gardens and a six-lane driveway are part of the scheme.

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Western Samoa Gets
Out Pruning Knife

WITHDRAWAL OF REPARATION ESTATES' GRANT PUTS GOVT. IN A SPOT

The people of Western Samoa who, with a certain amount of fanfare, were handed over the old New Zealand Reparation Estates some months ago, as a gesture of love and affection by the NZ Government, don't appear to be going to get any golden eggs from the bird this year.

THAT seems to be the meaning of the announcement made by the West Samoan government in mid-July. For many years the profits made by the Estates were handed over to the Samoan Government and this year they were expected to yield £126,900. The estimated revenue of £1,165,300 for 1957 took that sum into consideration.

Our correspondent does not tell us why this amount is not forthcoming but it is obvious that there is some misunderstanding somewhere in government accounting circles.

The Reparation Estates we former German plantations tak over by New Zealand when s occupied Western Samoa in 19 Unlike the similar organisation New Guinea—the Expropriati Board—New Zealand did not s the estates to private enterpr (although a large proportion of t land was returned to Samo ownership over the years) but ke them as one entity and ran th as a Government enterprise.

The Estates produce cocoa, cop cattle and various other co modities and in post-war years ha been highly profitable. Profits we turned over to the Governme for the benefit of Samoa and t Treasury has come to look up these "grants" as part of norm revenue.

Along with their desire for se government, the Samoans had desire to have the Estates— someone put it, they had enjoy the golden eggs for years, now th wanted the whole golden goose.

At the end of March they got NZ turned over to them a million enterprise, apparently wit out any strings attached.

The name was changed Western Samoa Trust Esta Corporation and a board of cont was appointed.

Whether the Corporation did m make any profits this year; wheth it has something else to do wi the £126,000 the Governme calculated on getting; or wheth the whole thing is part of an int Government-department boo keeping entry and the Governme will get the money in another w we have no way of knowing.

In the meantime, our corr pondent advises that the Execut Council is busy pruning the 19 estimated expenditure to take c of the £126,000 it will not get. says:

THE shock with which t announcement (concerning t £126,000) was received by t people of Samoa was harr mitigated by comments by the Hi Commissioner (Mr. G. R. Powl that "the Executive Council w going through the process taking a few reefs in the sail or further announcements detail the various projects which had be adandoned; or when it beca known that over 100 employees the Public Works Department h been dismissed and that furt dismissals were intended.

For long years the financ policy of the Government has be criticised during the financ debates in the Legislative Assemb The Government has never devi a plan of adapting capital a current expenditure to the econom resources of the Territory and we on a reckless spending spree ev

(Continued on Page 141)

DO YOU REMEMBER? From PIM of 20 Years ago

JUST like now, VIP's were inclined to make mid-winter tours of the tropics in 1937—but these events were still something of a novelty and decently spaced. Time was, of course, when any visitor of even minor tonnage was given royal treatment in the Islands. To-day, alas, visiting firemen are as numerous as residents, and you have to be VVIP to get any attention. No statistician as yet has given an estimate of what official visitors collectively represent in wasted man-hours, but it must be considerable.

1937's most important visitors to P-NG were the then Governor-General of Australia and his Lady—Lord and Lady Gowrie.

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

THIS ITEM APPEARED IN TROPICALITIES IN THAT ISSUE: "From a Tongan correspondent: During recent years there have been among the Chief Justices of Tonga an ex-sailor and ex-schoolteacher. How about a sound ex-lawyer, one day?"

* * *

Enterprise of New Guinea Gold and Petroleum Development Co. shares fell with a crash on Australian stock exchanges when a permit to prospect for oil was turned down. (Enterprise actually did not get its permit for almost 20 years). The £5 shares (paid up to £2) had been £10 before the rejection—and after it, £1. Shares to-day are one or two shillings—but a lot of water has rolled under the company's bridge since 1937.

* * *

There were indications that there were more Mau troubles ahead in Western Samoa. Our Apia correspondent said that a small coterie led by Mr. O. F. Nelson was agitating against the NZ Labour Government. (Mr. Nelson had been twice banished from Samoa by the conservative NZ governments that had preceded Labour's accession to power in the 1935 elections. With the election safely won, one of Labour's first moves was to give Mr. Nelson permission to return to Samoa. This marked the beginning of the end of the Mau troubles —in spite of what our correspondent had to say in August, 1937).

* * *

"HMS Achilles" called at Christmas Island to drop another radio officer there to maintain Britain's claim to the big atoll. Then as to-day, ownership of Christmas was disputed by America—and Britain maintained a radio officer for some years to keep in daily touch with Suva. It would have been interesting to see what would have happened if Americans had landed in force and one radio officer had tried to repel the invasion.

* * *

Tahiti (latitude 17½ degrees S) had a patient in the local hospital with frost-bite. He had looked on the orange-beer when it was whatever colour orange-beer is, then stumbled into the refrigeration chamber on a local ship. Someone had closed the door: result frost-bite.

* * *

A patrol investigating native trade routes from Central Papua to Western Papua, and led by Mr. Claude Champion, had reached Lake Kutubu.

* * *

Hats, said our fashion expert, were "quaint and amusing and worn at all angles . . . thrust forward, pushed backward or stuck on the side of the head . . . and banked with flowers". (This seems to be one department where 20 years has not made much difference).

* * *

The death had occurred in Sydney of one of the almost legendary figures in Papua and New Guinea gold prospecting—Mr. Frank Pryke, veteran of numerous gold-rushes from Western Australia to Morobe. He went to Papua in 1896 when Samarai was still called Dinner Island. In the mid-20's he and his partner Les Joubert, did very well with leases on the Merri and Koranga. Pryke was 66 when he died.

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Lae's Mrs. Beetons—

TOOK ONE FISH AND AN AIRFREIGHTER OF OYSTERS

History in Lae, New Guinea, henceforth is likely to be reckoned as "before" or "after" Lady Slim's fish. The tongues of the whole town are wagging about the animal, which is conservatively estimated to have cost £2 per inch.

WITH the usual entourage, Lady Slim, wife of the Australian Governor-General, Sir William Slim, arrived in Port Moresby on July 22, and after a rushed programme got to Lae on July 26, where she was entertained at luncheon by the Women's Auxiliary of the RSL, and later at a Cocktail Party at the Residency.

Lady Slim flew to the Territory in a RAAF Convair, accompanied by two Dakotas. The Convair flew back but returned to pick up Lady Slim at the end of her Territory tour. The Dakotas carried Lady Slim to various P-NG centres.

It appears that for one of the Lae functions — our correspondent, perhaps prudently, does not state which one—a fish was required. Not any old fish, you understand. But a fish of stated dimensions—7 ft 6 in. long—and of the mackerel species. The skipper of the government trawler was commissioned to do this little thing, and after spending two days trawling away on the ocean produced a 3 ft long pike, which was duly presented.

The pike, however, was not considered fit for vice-regal patronage—or did not fit the wooden platter that had been prepared for it. It was rejected. The trawler thereupon went forth and trawled for one more day, and presumably with better results.

To stuff and garnish this fish, it had been arranged to bring some oysters and crabs from Manus (or so the story goes) and these were to come forward on the milk-run plane on the due date. But due to one of these unfortunate accidents that happen frequently in the Territory, the shell-fish for Lady Slim's fish were off-loaded at Goroka.

New Guinea is an air-minded country, and silly little accidents like that could not be permitted to spoil the *piece-de-resistance* at the vice-regal banquet, so a chartered aircraft was despatched to Goroka to bring back the wayward cargo.

Did we say that fish cost £2 per inch? That's undressed, of course. Stuffed and garnished with chartered aircraft oysters they come a little higher—say, around £10 per inch.

WAS THAT TRIP REWARDING?

LIKE all good stories, there probably are some corrections that could be made to the above—but there actually is sufficient truth in it to show that a VIP can never see the real New Guinea, or how the the peasants live.

When Lady Slim left the Territory a statement was issued to the effect that native women in the Territory were much encouraged and uplifted by Lady Slim's interest. To our way of thinking, this was so much rubbish. The gap between Lady Slim and the pig-suckling, firewood-carrying, cargo toting beasts of burden that constitute the majority of native women in the Territory is so vast that it will not be bridged this century.

The women who are providing inspiration to the native women of the Territory are the teachers, missionaries and others who are right out there in the field doing a job of work against odds that would break the heart of all but the most dedicated.

Lady Slim is a gracious and charming woman; and of all the VIP's who have been in P-NG this winter season she was the person Territorians most liked meeting. But as to the effect on the native population—no! Let's be realistic about these things.

ANA DEAL OFF, BUT—

Ansett Still Wants A P-NG Service

ANSETT Airways failed in its bid to take over Australian National Airways. (*PIM*, July, p. 22). The company will now concentrate on expanding its Australian services, and will, if possible, extend these to take in a service to Port Moresby and Lae.

The Australian Civil Aviation Department in June refused an Ansett application to extend its service from Cairns in Queensland to Port Moresby.

Ansett immediately sought a reconsideration of the decision.

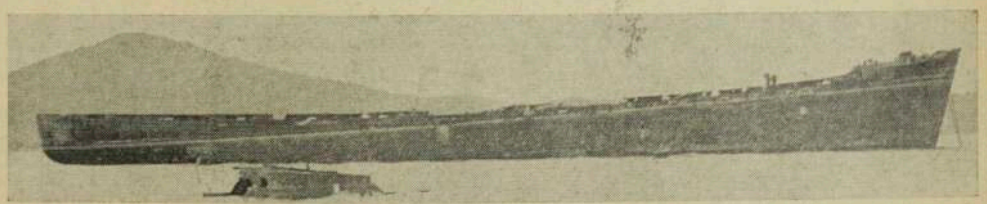
With seven new Convair 440 airliners on order for delivery later this year, Ansett plans to extend its inter-capital services in Australia.

Ansett's offer to ANA was £3,300,000, to take over as a going concern.

Mr. Reg Ansett, managing director of Ansett Transport Industries Ltd., said that with the arrival of the new Convairs, Ansett's would have a pressurised Convair fleet of 10.

His company does not intend to make any further approach to ANA, but intends instead to "cut ANA to ribbons."

Japanese Raise a Ship and Revive Shameful Memories



When, after three weeks' hard work, the Japanese salvage company now operating in Rabaul, brought this vessel to the surface of Rabaul Harbour, late in July, old-timers who knew Rabaul prior to the invasion, were astonished to read on her plates the name "Herstine, Oslo".

It was none other than the modern motor-ship of about 10,000 tons, which was loading copra in Rabaul when the Jap invasion fleet was reported to be coming south from Micronesia early in 1942.

The 300 Australian civilians remaining in Rabaul easily could have escaped on that ship; but some indescribable bureaucrat in Canberra (his identity always was kept hidden) ordered them to remain, and the ship to continue loading.

The Japs arrived in Rabaul on January 23, 1942. Result: 300 civilians lost their lives, and the ship was set afire by bombs and was completely gutted—hence the absence of superstructure.

Diver John Johnstone, in August, 1954, recovered the "Herstine's" brass propeller worth about £1,500—see PIM of Sept., 1954. The name, hitherto, has been spelled "Herstein".

It is ironic that the same people who destroyed Rabaul, and remained over three years in occupation, should now bring this vessel to the surface again—and so revive shameful memories of acts on the part of both Canberra officialdom and our then Asian enemies which, perhaps, are better forgotten.

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MERCY MISSIONS

SHIPS, RADIO AND PLANES AID TWO ISOLATED WOMEN

CO-ORDINATION of radio, marine and aerial activities was the keynote in two recent mercy missions in the Pacific.

The medical services of Fiji played a notable role in each mission, which involved women who received urgently needed medical assistance.

The first call for assistance was on July 21 from lonely Pitcairn Island, 3,500 miles east of Fiji, where the patient was gravely ill with an internal haemorrhage.

Four ships came into the picture as appeals for assistance went out over the air from Ham operators.

Port Melbourne, 1,800 miles away, had a doctor and necessary medical supplies on board, but she could not reach Pitcairn until Friday, July 26.

As a flying-boat was out of the question because it could not land due to lack of sheltered waters, efforts were made to locate HMS *Warrior*, an aircraft carrier, which had been at Christmas Island.

Unfortunately, *Warrior* was too far away to be of any practical assistance, although her captain offered help from the medical staff.

Then there was a stroke of luck when the *Port Wyndham* came in with a message saying she could reach Pitcairn 26 hours before *Port Melbourne*.

In addition, the *Port Wyndham* was carrying a doctor and medical supplies.

Nearer still to Pitcairn, but without a doctor, was the Liberian ship, *Scherzo*. She carried blood plasma and the necessary staff to administer it.

So *Scherzo* made for Pitcairn, landed the plasma and the staff, and after she received it the patient made such good progress that she no longer required a doctor.

Ships making for Pitcairn were then able to resume their normal courses.

A few days later, the NZ Shipping Co.s' *Ruahine* made a routine call at Pitcairn. The ship's doctor examined the patient and found that she had made a good recovery.

Before the blood-plasma arrived, Dr. P. W. Dill-Russell, Director of Medical Services in Fiji, radioed treatment instructions to Pitcairn.

This was skilfully carried out by a trained male-nurse, Pastor I Hawkes, of the Seventh Day Ad ventist Mission.

THE second call for assistance wa from the Funafuti area, Gilber and Ellice Group, where Mr Margaret Banchick, 29, a Melbourn nurse, became ill. It was originall thought that she had acute appen dicitis.

Mrs. Banchick was travelling i the cargo ship, *Sonoma*, on whic her husband is radio operator.

In this mission the RNZAF, base at Laucala Bay, Fiji, and a medic team from the SWM Hospital, Suv played vital roles.

A Sunderland flying-boat unde the command of Flying-Officer W Willis, with Dr. P. B. Thompso AMP Etika and Staff Nurse Serawa left Laucala Bay at 2 p.m. on Ju 23 and arrived at Funafuti, abou 600 miles away, four hours later

The most dangerous part of th mission followed when a Gilbertes launch took the medical team to th *Sonoma*, 10 miles away, throug waters studded with reefs and cor heads. This trip was made in dark ness.

Alongside the ship the seas wer so rough that Dr. Thompson ha to be hauled aboard on a life-line

The doctor found the patient i no immediate danger, and it wa unnecessary then to perform a operation.

At daybreak, Mrs. Banchik wa placed on a stretcher and put int a life-boat. The life-boat wa lowered and then lashed to th launch for the journey to calm waters inside the lagoon.

Mrs. Banchick was then tran ferred to the launch for the re mainder of the trip to the Sunde land.

The Sunderland had an uneventfi trip back to Laucala Bay.

Mrs. Banchick was then admitte to the CWM Hospital, and her con dition was greatly improved. N operation was necessary.

Once again the people of th Pacific had it brought home to thes the vital importance of radio times of emergency.

Ham operators played their par During the whole period amateu maintained contact over an are from Fiji in the west to Pitcair in the east, and from New Zealan in the south, north-west to Cal fornia.

On the official network signa were exchanged between Fiji an the Admiralty in London, and be tween the Admiralty and HM *Warrior* in mid-Pacific.

Cakaubau Would See Many Changes . . .



King Cakobau, who ceded Fiji to Britain in 1874, looks down from his picture (extreme right top corner of photo) above the entrance to the Fiji Legislative Council Chambers on what must have been, for him, a rather startling scene. A Fijian policeman holds the Mace, which used to be Cakobau's war-club, and the Speaker of the Fiji Legislative Council, Ratu Sir Lala Sukuna, in full-bottomed wig, leads the way into the Chamber, followed by the Governor of Fiji, Sir Ronald Garvey. The occasion was the unveiling of a stone block from the Palace of Westminster which has been incorporated in the wall of the Chamber. The stone was removed from the British Houses of Parliament during renovations. Photo: Fiji Public Relations Office.

† A Suva basketball team is p present touring New Zealand, an has an itinerary of 23 games to ge through in 31 days. The team o 16 is made up of 10 Fijians, thre Europeans, one Chinese, one India and one Rotuman.

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SLOW PROGRESS AT MORESBY AIRPORT

P-NG May Not See Super-Constellations Before End Of 1958

FROM R. W. ROBSON, IN NEW GUINEA

It might be as well to review the Official assurances given a couple of months ago, that the Port Moresby airport would be ready in October, 1958, for the Qantas Super-Constellations; and that thereafter the air services between New Guinea, Australia and other overseas countries would be very much improved.

ON present indications, there is not much hope of the new air-strip being ready before 1959.

There has been the usual lack of planning and co-ordination between the Governments and Departments and contractors concerned. Finalities which could have been reached in 1957 already are scheduled for "late 1958."

MORESBY airport, as it is now, consists of two old strips, roughly parallel, running south-east to north-west: one of old war-time metal matting, and one bitumen. These were war-time strips. In April, 1946, a phenomenal rainstorm found the drainage weaknesses, and a substantial length was completely cut off one end of both. They were patched up, and lengthened at the other end.

Both strips are of temporary construction. The bitumen strip is visibly disintegrating.

When it was decided to make an international airport arrangements were made and contracts let for the construction of a strip capable of taking any plane. Engineers planned a great new strip down the centre of the field, between the two existing strips.

This work is to be done in three stages — earth formation, shaping and boxing, with construction of huge drains and channels to take storm-water away; then the placement of a base course—really, the foundation of the strip—very important; and, thirdly, the placement of a great mass of packed, crushed rock, the surface of which is sealed.

The first stage, carried out by contractors (W. N. Johns, NG, Ltd.) was completed in mid-1956.

The Commonwealth Department of Works was right behind the contractors, prepared to put in the base course—but only 75 per cent. of the base was in when Canberra's ukase went forth.

It was announced, to the consternation of all concerned that there was no more money available for Department of Civil Aviation projects.

The whole work stopped at once—and nothing was done to that air-strip for practically 12 months.

High officialdom, when in May or June last, it gave to Qantas the assurances which allowed Qantas to tell New Guinea that the Super-Constellations would begin running in October, 1958, knew that there was trouble over the tenders for supplying rock. Tenders had been let for the supply of 40,000 yards of crushed rock, from two quarries in Moresby area, for the top (and last) course and sealing; but the available equipment and supply were simply not adequate.

Now, however, the Commonwealth Works Dept., after a year's delay, has resumed work on the air-strip (at the end of July). The Commonwealth financial year has ended, and Treasurer Fadden has manoeuvred himself into the precious publicity of "another huge surplus."

Meanwhile the base course has been so rainsoaked that it has to be re-rolled, and the remaining 25 per cent. still has to be put in.

Now comes the problem of the crushed rock. It cannot be supplied from the planned sources.

So Public Works has purchased, at a cost of £50,000, a big and powerful Hadfield crushing plant, wherewith to supply the required 40,000 yards of crushed rock. The plant still has to be taken to Port Moresby and assembled. That is an enormous price to pay for crushed rock.

Money does not seem to matter in these things—once the Treasury doors are re-opened.

Moresby airport has been described as "the worst example of engineering bungling and administrative incompetence (the reference is to the lack of co-ordination of constructional operations) in the Territory."

A surveyor's error, in planning a "crossing" just found to be 4½ inches too high, has cost £25,000.

IT will be a miracle if the base course can be completed, the crushing plant erected, the 40,000 yards of stone produced and put into place, and the new strip sealed before this year's wet season commences in December.

If the rains get into a half-completed job like this, the whole thing has to be re-rolled—and even then much damage can be done.

If the air-strip is not sealed off by November, 1957 (and for that something like a miracle really is called for) it probably will not be ready for the big planes by October, 1958—and, if it is not sealed and in use when the late 1958 rains start, there could be more costly delay.

Another Air Service for Fiji?

MR. BRIAN McCOOK, formerly a pilot with Fiji Airways, has been granted a licence to operate an amphibian aircraft in Fiji under certain conditions.

He has appealed against some of the conditions.

Mr. McCook plans to operate the services with a Cessna 180 amphibian, which carries three passengers.

He is not allowed to operate within five miles of Government airstrips.

The licence is for a number of services including:

An unscheduled freight and passenger service connecting Suva and Levuka, with an amphibian.

General charter and air taxi services within the Colony, using licensed airfields or suitable water landing fields.

Brave Samoan Girl



At the Annual Church Parade of the Western Samoan Branch of the New Zealand Red Cross Society in July, a 12-year-old Samoan girl, Fa'afaga, was honoured by the presentation of an interim citation by the High Commissioner, Mr. G. R. Powles. Fa'afaga had, in March, 1956, saved a 4-year-old Samoan boy from certain death by drowning in the dangerous current of the flooded Vaisigano River. The courageous deed of Fa'afaga will be further recognised by a medal from the Red Cross Society.

Photo: Edwards Studio.

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Police Commissioner Beaumont

THEY SAY HE IS FIJI'S "YES" OR "NO" MAN

FIJI'S Police Commissioner, Mr. R. H. T. Beaumont, gave the force a much-needed shot in the arm when he arrived in the Colony in April, 1956.

Morale was low after two searching Commissions of Inquiry, but Mr. Beaumont soon rectified this and brought the force to a high standard of efficiency.

Officers and men found themselves subject to discipline they had not previously known.

Mr. Beaumont, in his zeal, now seems to be attempting to inflict a similar discipline on the public, and the public is not reacting kindly.

He came under the lash of public criticism, led by the *Fiji Times*, last month when he announced a drastic tightening of the conditions under which he would grant permits for lotteries in Fiji.

At the same time he gave the names of a dozen organisations to which he would "consider" granting permits. The list was "subject to change at my discretion".

The *Fiji Times* said, in a leading article: "A study of the list reveals some puzzling features on the way in which he has used his discretion.

"He has included the Suva Boys' Club, which is not yet in existence and for which no trust has as yet been appointed, but has omitted the Nawela Girls' Hostel.

"He has included the Society for the Prevention of Cruelty to Animals, but none of the numerous organisations and committees through the Colony which aim at raising money to provide school facilities and amenities for the Colony's children."

In response to a question by the *Fiji Times*, Mr. Beaumont admitted that there had been no recent demand from the public in general or from any section of the public for the restrictions he imposed.

When asked on what grounds he had decided that sporting bodies and similar organisations should be deprived of the long-established use of lotteries as a means of raising funds, Mr. Beaumont said:

"I regard with sympathy the claims of sports clubs to raise money by lottery for specific purposes such as football tours. However, provision for this is not included in Section 188A of the Penal Code, and I am unable to condone a continued breach of the law in this regard."

Mr. Beaumont did not elaborate on this, but apparently he took the action because for the whole of Fiji, in the 12 months of 1956, nearly 200 permits for lotteries had been granted.

The Commissioner, under the law at present, is the final authority. There is no appeal from his decision.

AT the same time, Mr. Beaumont brought more public wrath upon his head when he warned that some clubs were contravening the law and running the risk of being declared common gaming houses.

The *Fiji Times* questioned him on this also, and asked which of several practices would render a club liable to a declaration. The newspaper was informed that these included playing bridge and poker (by members) for money; the club making a charge for cards or tables for such games; members rolling dice for money or to determine who should buy drinks; members playing billiards or snooker on the understanding that winner or loser would "shout", and operating a poker board.

Mr. Beaumont said that the examples listed were matters for legal interpretation. It was not intended that clubs should be prosecuted for technical breaches committed innocently, but by drawing attention to the law "I am confident the clubs will regulate their position in this regard."

Editorial Note:

Apparently what has got under the skin of most Fiji residents is Mr. Beaumont's use of the personal pronoun—his announcements of "I will do this" and "I will not permit that."

This is a symptom of the present political age, and not peculiar to Mr. Beaumont or to Fiji. Judged on standards in existence at the beginning of this century, all governments, no matter what their political labels, are socialistic in practice—but this had not meant the complete anonymity of those who make up that government. To the contrary, it has given rise to an ego-boosting practice that was unknown in our grandfather's day.

In Papua-New Guinea, for example, nothing can happen these days unless the Minister for Territories makes a personal statement to the public—that is, to the press and radio.

These statements give the gentleman's full name and titles—and the impression that he alone has attended to the various details of the matter under attention, up to and including the typing of the documents. The matter was probably attended to by one of the junior clerks—but, like the old bottle of cough-mixture, it's not genuine unless it has the signature of the Master.

Originally these pronouncements were the devices of Labour politicians, but inevitably, Conservative governments have followed Labour's footsteps: it was too good a means of personal publicity to miss.

There are no cabinet ministers in Fiji, of course. Heads of departments fill that function, to some degree. That is where Mr. Beaumont came in.

Lotteries and gambling, like Ministerial pronouncements, are also a feature of modern life—accepted with tolerance for the most part by people other than those who belong to Calvinistic sections of the Christian Church. However, if a small place like Fiji really did have 200 lotteries in 1956, *PIM*, like Mr. Beaumont, doesn't think much of it, either.

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† Bishop Foley, the Catholic Bishop of Fiji, and the Rev. Petero Mataca, a Fijian from the Yasawas, a student at the international seminary of Propaganda, Rome, were received in audience by the Pope at St. Peters, Vatican City, on June 30.

Have you a position for me in your organisation?

I am 29, of German origin, and have lived in Australia for five years. I will be eligible for naturalisation soon.
I obtained my Leaving Certificate in Munich, Germany, and trained with a leading European rubber company. Upon passing the final examination of the Chamber of Commerce, Munich, I was employed, under contract, in the Export Department of the same company. In 1951 I entered into a two years' contract with the Hydro-Electric Commission of Tasmania (Australia) and was given a position on the secretarial staff.
Upon expiration of that contract I started a small business of my own and had the good fortune to be able to enlarge it during the following years. At present this business is leased and I am managing a restaurant in Hobart, Tasmania.
My motives are not to find a "South Sea Paradise", but I have a genuine interest in the Islands as well as the wish to obtain an interesting job anywhere in the Pacific.
Please reply to:
UDO E. HARTH, 23 Willowdene Ave., Sandy Bay, Hobart, Tasmania, Australia.

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TERRITORIES TALK-TALK

By Tolala

Give Them a Label

NOT so long ago a name was sought for the New Guinea natives as a whole. Nothing official was announced, but I notice the Press invariably refers to "New Guineans" as distinct from Papuans.

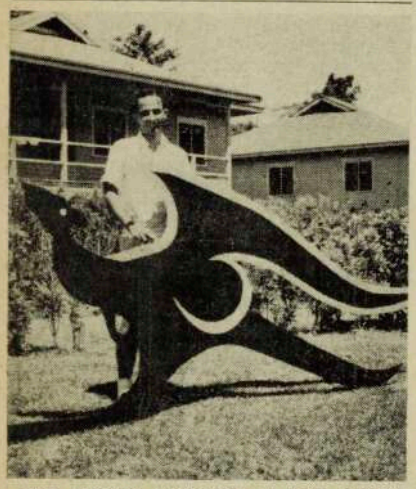
Now comes an appeal, through the columns of *The Rabaul Times*, for a name designating the People of Mixed Races so that "they may take their place properly in the development of the community. . . . The name doesn't have to mean anything in particular".

The Mixed Races play an important part in TNG; far more so than on the Papuan side, for there are mixtures of Chinese, Ambonese, Micronesians, Filipinos, natives and Europeans.

The offspring of European and Asian races naturally falls within the "Eurasian" category, but would not be applicable to other mixtures. A word which suggests itself as a possible basis to work on is "Miscegenation"—mixture of races. So what about "Miselesians", "Misigenians", or some such derivative? If my memory serves me right "Micheling" is German for "mixed race".

At least let us hope the name chosen will not be selected by some unimaginative Bureaucrat at Canberra.

(About 25 years ago, the "Pacific Islands Monthly" coined a word for part-European-part-Polynesian-people. It was "Euronesian". It is still used. However, we should have thought that in these days of acute colour-consciousness, labels of any sort would be resented and that they all would want to be known simply as people.—Ed.)



THE LARGEST KANGAROO IN NEW GUINEA: It was made by Mr. Cecil Gasper of Qantas, Lae, to decorate the RSL club ballroom for Lae's ball-of-the-year. Lady Slim, wife of the Australian Governor-General, attended this year's Qantas function which was held on August 2.

The "Indians" of New Guinea!

There is much talk about educating the New Guinea people. I would like to suggest that the Australian people receive a modicum education concerning P-NG and t islands to the Near North.

Following the announceme about granting of Australian citize ship to Asians in NG, th appeared in a Sydney paper effusion from a Bondi woma "viewing with dismay and alar the decision just made to all Indians in NG to become Australi citizens.

Says she: "Having just return from living in East Africa, wh Indians have swarmed a multiplied like cockroaches—livi dozens to a room in filth a squalor—I had the comforti thought that at least in Austra that could never happen. How dread the day which now will co when we will see Pitt Street as promenade for the daily stroll these sari-clad people and find c pavements red and spotted w betel-nut!"

Saris and betel-nut! What t hell? The lady must be getti Suva confused with Rabaul. might surprise the lady to lea that Asian women in TNG appe in latest model frocks, w impeccable manners and ha charming personalities. For the m part, anyway.

The Elusive Dwt.

I see that BGD's output for 1 was just under 52,000 fine ounce

It reminds me of the time in t late thirties when that compan annual output was around 160,(oz mark and during debates in t local Legco, when the Wa Salamaua Road was under disc sion, old Tory planters of N Britain and New Ireland stou affirmed that the age of the go fields was limited to a mere 15 20 years.

Morobe mining interests laugh at the suggestion. But it wo seem that the old Tories were ab right; nobody then dreamed of t rich timber resources of the Bul Valley (with the possible except of Forestry Expert Lane-Poole, w pin-pointed the potentialities in t '20's).

The gold era is passing. So mu so that the Administration cutting royalties from 5 to 1¼ cent., and BGD has now only o dredge working, compared with pre-war eight. Increased nat labour costs and other HCL ma the 'weight more elusive than ev

Sauce For the Goose

When the unofficial commun of P-NG is collectively accused the various sins which tradition l laid on the doorstep (exploitati cruelty and sexual interference w native women) little has been sa in its defence—save when t matter reaches a court-house.

Now, however, comes a cry

Spruce up on SPRUSO for Your Hair

SPRUSO LIQUID, SPRUSO LIQUIDSHEEN, and SPRUSO CRYSTALLISED SHEEN.

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high heaven from some of the Public Servants (according to a report in the *SPP* of 17/7/57) concerning a circular letter from the Director of Civil Affairs, addressed to officers personally, telling them that sexual relations with native women were *tambu*.

The personal touch is what appears to have got under their skins. A pity the circular was not addressed: To Whom It May Concern, and then it would have been a case of wearing the cap if it fitted.

The gentle art of disciplining Europeans in a native country is always a ticklish job, and naturally officials—accustomed to dealing it out—take a dim view when they are on the receiving end.

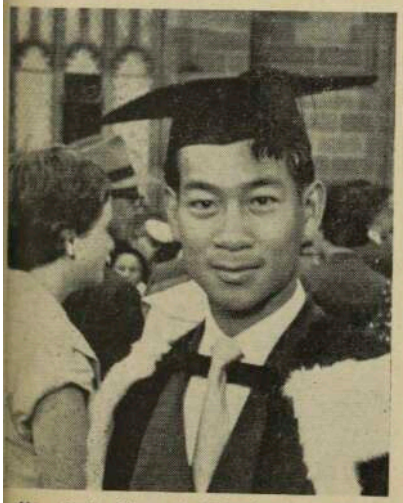
The Ever-changing Pattern

We hear much these days of the remarkable evolution taking place amongst the P-NG native people, and how the paternal Administration and energetic mission influences are lifting the natives out of their primitive darkness.

Quite a reasonable and authentic summing-up of the situation comes from the pen of Murray Groves, the young anthropologist whose experience in P-NG has been extensive enough to make him worth reading. In the latest issue of "Quadrant" (a quarterly sponsored by the Cultural Freedom Society) appears an article titled "Sacred Past and Profane Present".

The title itself explains the author's impression of the effect of our influence upon the people of

Successful Rabaul Student



Mr. Cyril Chan of Rabaul, New Guinea, who recently graduated as a BA at Sydney University and who is now studying law. He is the youngest son of Mr. and Mrs. Chan Ngo of Rabaul. He won a bursary to an Australian school where he matriculated with first-class honours in 1953.

SO EFFECTIVE

because it's actually

3 MEDICINES in ONE!



ASPIRIN . . . to relieve pain.

PHENACETIN . . . to help reduce temperature.

CAFFEINE . . . for the nervous system.

FOR SWIFT RELIEF FROM HEADACHE AND ALL PAIN . . . TAKE

VINCENT'S A.P.C.

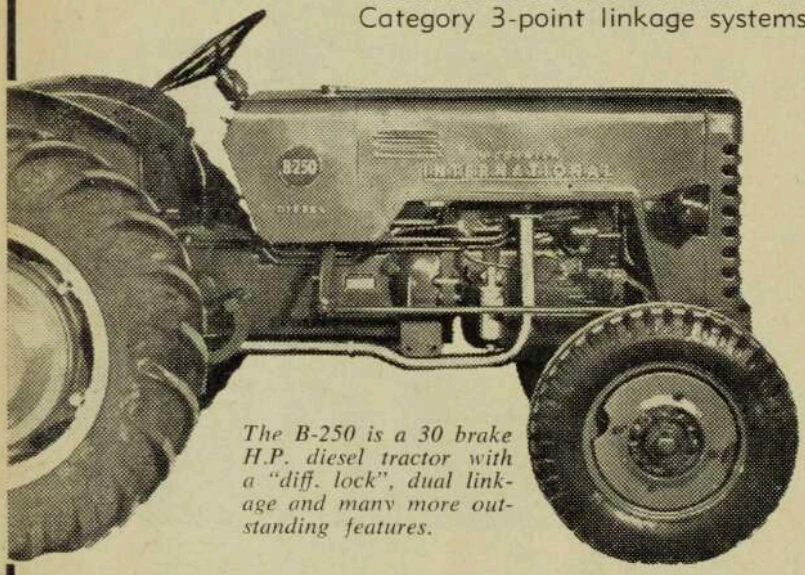
GENUINE *PINK* POWDERS OR TABLETS

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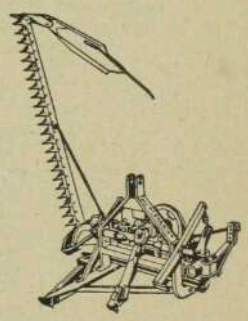
19 NEW IH MACHINES

EQUIPMENT FOR EVERY JOB !

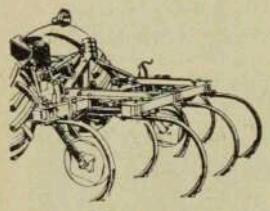
This equipment has been designed for use with the McCormick International B-250 and any other similar powered tractor. An unusual and money saving feature is that most of these machines are built for both No. 1 and No. 2 Category 3-point linkage systems.



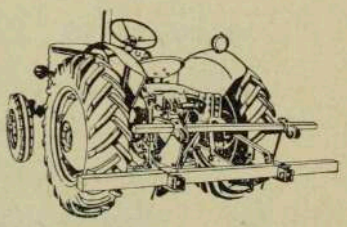
The B-250 is a 30 brake H.P. diesel tractor with a "diff. lock", dual linkage and many more outstanding features.



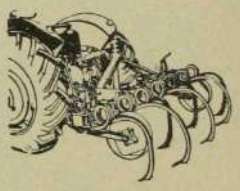
GL-223 Mower



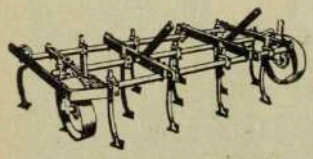
GL-227 Toolbar (with double bar and flat shanks)



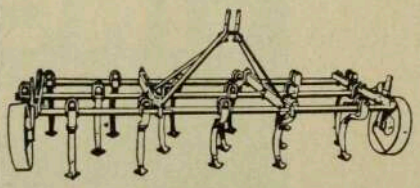
GL-229 Orchard toolbar



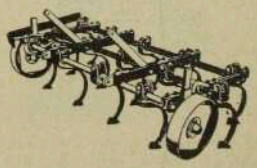
GL-227 Toolbar (with spring tines)



GL-352A Rigid tine toolbar cultivator

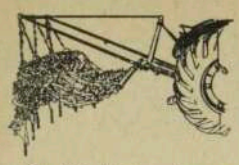


GL-222 Spring tine cultivator

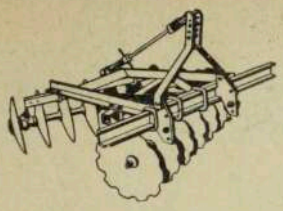


GL-355A Spring tine toolbar cultivator

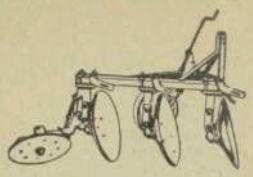
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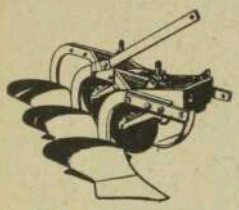
GL-327 Pasture harrow



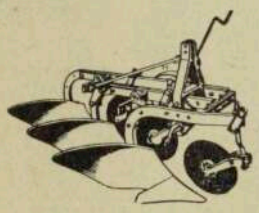
GL-325 Offset disc harrow



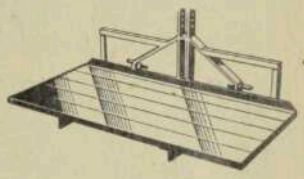
GL-221 Disc plough



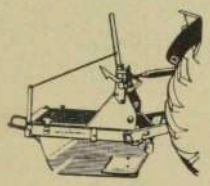
GL-351A Toolbar mouldboard plough



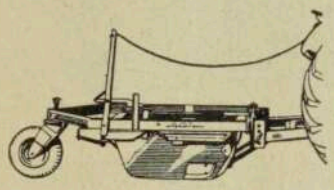
GL-220 Mouldboard plough



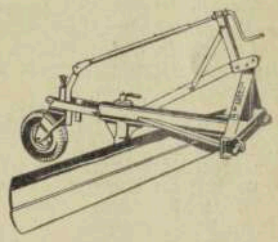
GL-326 Carry-lift platform



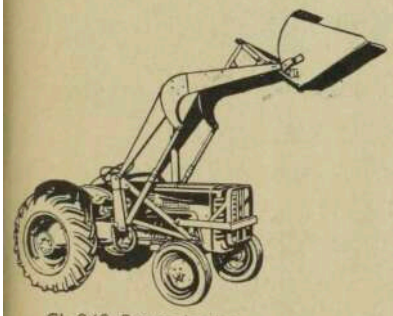
GL-330 ½-yard scoop



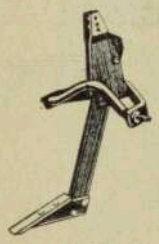
GL-331 2/3-yard scoop



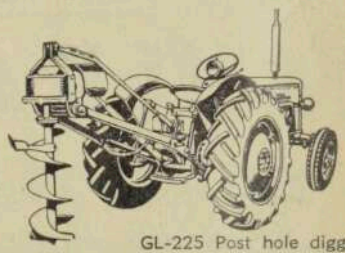
GL-226 Light rear blade



GL-240 Power loader



GL-224 Agricultural ripper



GL-225 Post hole digger

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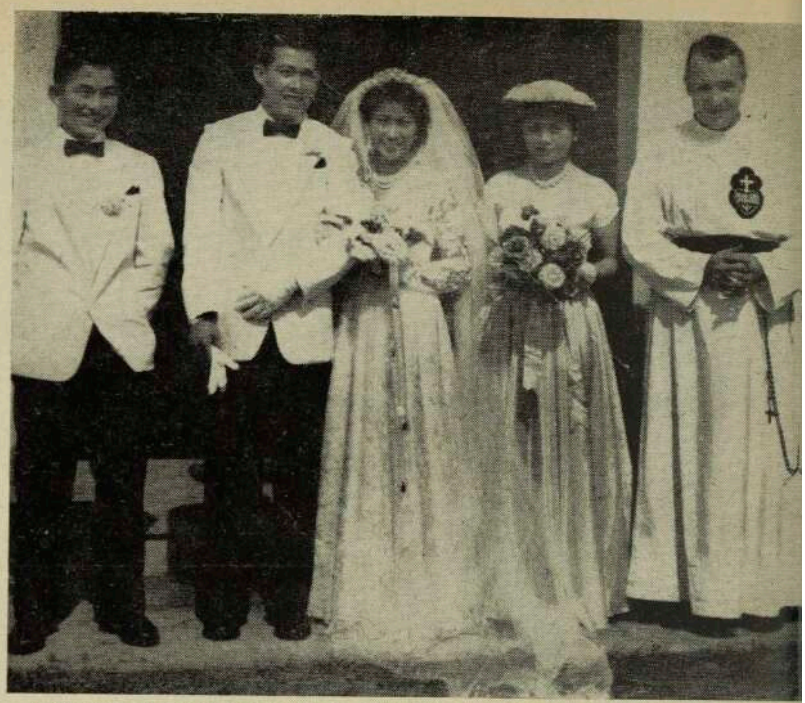
Manumanu, a small Motu village some 35 miles from Moresby.

It shows the difference between the sacredness with which old customs were regarded as compared with the influence of the more modern cultures of to-day. Says Groves:

Many of the younger generation feel that Christianity has not met that need (to control the universe of their experience), and since the war some younger urban Motu have begun to drift away from the church. Their fathers and grandfathers abandoned the ancestor cult in favour of Christianity.

Now they themselves are abandoning Christianity. They lack faith entirely. . . There is no integrating spiritual tradition at the centre of urban Motu life: no faith to symbolise, and therefore no symbols. The people have abandoned their past. They shrink from a future they cannot foresee. They live entirely in the present, apparently nonchalant but at heart uneasy, as their guitars beat out the rhythms of new dances and new times.

These are amongst the problems which face us to-day and require our closer attention than the whips of UNO, urging on the questionable gift of political independence to these primitive people. Groves writes of a Papuan people, but the



A wedding of social importance in Lae's Chinese community took place at St. Mary Catholic Church, Lae, NG, on July 20, when Mr. Lucky Soo was married to Miss Janet Le daughter of Mrs. Lee Loi Hing.

The bridal couple are shown here with groomsman, Mr. J. Seeto, and bridesmaid Mi Geraldine Seeto, and the Rev. Fr. Anslem who performed the ceremony.

The ceremony was followed by a reception in the Chinese School for 300 European a Chinese guests.

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Miss Jean Ellwood and Mr. Maxwell Rostron who were married in Taurama Chapel, Port Moresby, Papua, on July 6.
Photo: Papuan Prints.



Two well-known Port Moresby matrons, Mrs. Kathleen Reeve and Mrs. Bill Wyatt, at the successful Golf Club Ball, held on July 6.
Photo: Papuan Prints.

same problem exists throughout the combined territory.

Liquor For Natives

The supporters of "Liquor for Natives" must have experienced a bit of a set-back when the story broke about the P-NG secondary school students going on a binge at Charters Towers to make banner head-lines in Australia and the local Moresby paper. You can well imagine the remarks of "I told you so", emanating from old-timers in the Territory.

But, despite the fact that Minister Hasluck has "called for a report" and threatens legal action over the incident, one cannot but feel that the affair has been grossly over-emphasised.

This sort of thing has been going on for years (not without mention in this column) where islands boatcrews in Sydney have had free access to grog and visits to brothels in certain quarters. And what action has been taken? None.

It is somewhat odd that abos in Australia are prohibited from drinking and yet on natives of P-NG or Fiji there is apparently no ban.

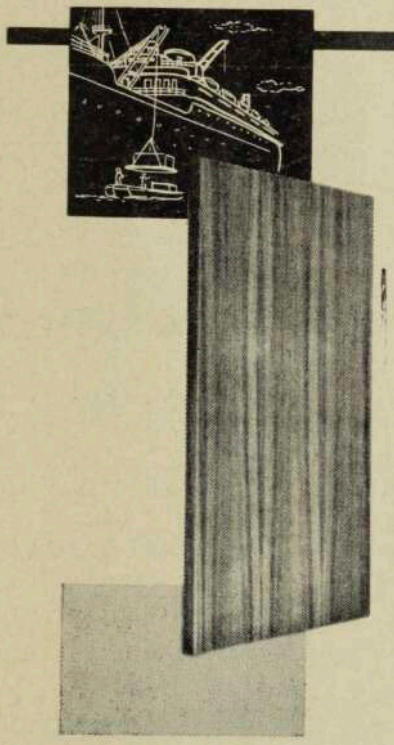
Lop-sided Publicity

It was brought home to me recently, when giving a talk on New Guinea, to a Country Women's Association conference, how biassed is the publicity in Australia concerning P-NG.

From questions asked, and later from remarks passed, it was apparent that there was a superficial knowledge of the excellent work carried out by the Administration and the mission societies. Little, however, was known of the work which had been done by planters and commercial interests, although these people have for years contributed as much as anyone to native welfare and the progress of the Territory. There is no organised publicity bureau (as with the other two sections of P-NG's community) to "tell the world". So far as the average Australian is concerned, only government officials and missionaries are contributing to the Territory's development—morally, socially and economically.

Trouble In the Vineyard

Once again, sectarianism raises its snarling head in the Lord's Vineyard and this time has



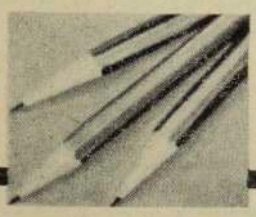
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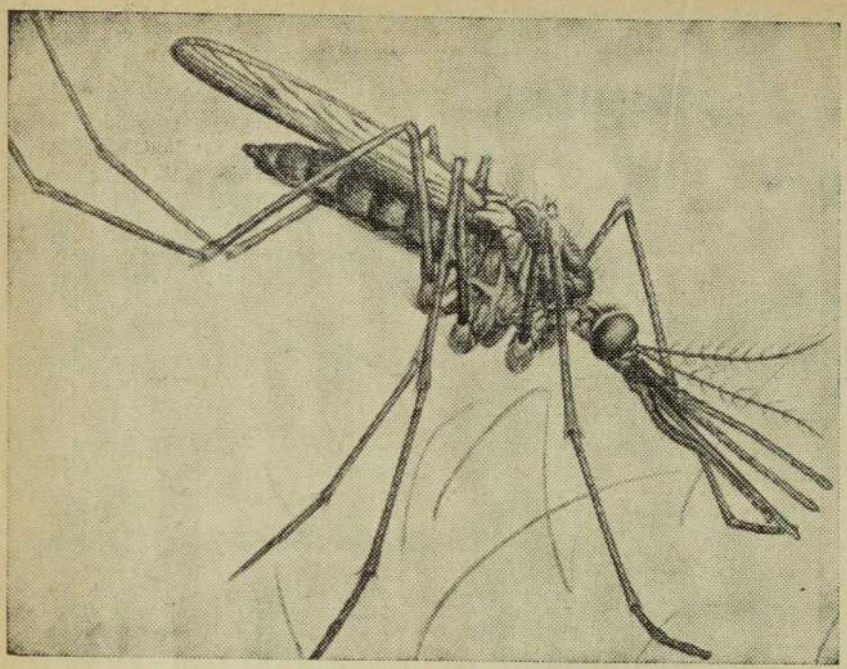
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3 tablets taken as a single dose. A second dose of 3 tablets may be given in from 24-72 hours if fever has not subsided completely.

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3-5 years, two INFANT FORMULA TABLETS as a single dose.

IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

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resulted in court cases in Raba between two denominations com peting for the souls of confuse and primitive people.

Parties were Seventh Da Adventist and RC in the Talase area. (See elsewhere this issue)

Is this sectarian bitterness to g on and on confusing the nati mind and making a farce of th fundamental principle of th Christian dogma: Love one anothe

If the mission societies operatin in the Territory are unable function without recourse violence, then it's about tim secular action was taken in ord to prevent other such simil occasions.

The Coming Hustings

Tall poppies both in Moresby an Canberra must have burning ea these days, with policy speech from candidates for the forth coming elections in P-NG receivin generous head-lines in the loc papers, and none of them appea to be pulling any punches in rega to Minister Hasluck and h coterie in Canberra.

Mr. Ian Downs' remarks ane India and "Indonesia" and the interest in P-NG have been note by no less a person than "Onlooke of the Sunday *Sun-Herald* and give some considerable publicity.

Bits and Pieces

Native permanent officials w soon be appointed to the P-N Public Service, and later nati women, says Minister Hasluck. . . Passed on: H. L. Anthony, MH one-time PMG brother of "Ton Anthony, of Moresby. He was good friend of many New Guineait in pre-war days. . . . Lady Sli whilst in Rabaul opened the Agn Wisdom Library wing of the Ne Britain Women's Club. . . . To P and Dion Coote at Namanula July 26, a son—Richard Dion. . An AAP-Reuter correspondent Rabaul writing a feature artic for a Sydney afternoon paper refe to the "Grindstone" in Rabaul as monument to the Marquis de Ra expendition. It was a **mill-ston** but it really doesn't matter at th stage of the game. Incidentall the swindling Marquis has receiv a lot of publicity of late. M Niau's' book must be in circulati again.

† Popular Mr. Christopher Vennin the Fiji Broadcasting Commissio senior announcer, left for Lond on July 28 to undertake a cour of instruction at the British Broa casting Corporation. He will away from Fiji for about fi months, and will study announcin staff training, production, outsi broadcasts and broadcast admin stration.

BSIP Woman Wins PIM Cover Award

A YEAR ago, the "Pacific Islands Monthly" announced that it would pay £15 for the best cover photograph published during the year; and another £15 for the best news photo.

The result, as far as the cover photos were concerned, was all that could be desired and we have in the last 12 months received some excellent material.

But the quest for good news-photos was, without putting too fine a point on it, a complete wash-out. You will perhaps remember what we said in September, 1956 (p. 61), in, giving an example of the kind of news photo that we wanted: It was that a photograph of a visiting Cabinet Minister opening a bazaar in Port Moresby was just a photograph; but a photograph of the Cabinet Minister being hit on the head by a falling coconut while he was opening the bazaar would have that something extra that we wanted.

Unfortunately, during the year no metaphorical Cabinet Ministers anywhere in the Islands were hit on the head by metaphorical coconuts.

In our estimation, the photographs which came nearest to telling an unusual news-story were those that appeared on pages 20 and 21 of September issue—Fiji's switched-baby case.

However, in this case we wrote the story and then asked the Public Relations Officer in Fiji if it could get us a photo of the boys and their mothers. This the PRO's photographer, Rob Wright, did; but as the photographs were commissioned, we feel that did not come within the scope of this competition.

Most of the other published photographs that came within a mile of "unusual news angles" concerned shipping mishaps, and in this category was the photograph on page 63, February PIM, from Mr. Eric C. Adams, of a life-boat being lowered away from the "Matua" which struck Duff Reef, Fiji, in January, 1957.

This is not exactly up to standard; but it does convey some feeling of suspense, as the boat dangles from the davits and cants over at an angle. Therefore, we propose to pay Mr. Adams £5 and call honour satisfied.

It can be said, of course, that the basic requirement in news pictures, of the kind we wanted, is to be at the right place at the right moment. But there is more in it than that—a good news-cameraman does not have to wait on freak chance, and so far as we can judge none of our readers tried very hard in the news department.

WE did, however, receive many excellent "covers" and these have appeared month by month throughout the year.

We have chosen, for the award of £15, Mrs. R. C. Short, of Gizo, British Solomon Islands Protectorate, for her September, 1956, photograph of Ata, a young Gilbertese now living in the Gilbertese settlement at Gizo.

Although the above reproduction of the year's covers is poor, photographically "Ata—the New Solomon Islander" was faultless. It was taken with a Voightlander Prominent camera, using 35 mm. Plus-X film, was home processed and enlarged by using a 35 mm. slide projector. We suggest you turn back to September PIM and look at Ata.

The treatment of the subject is simple, bold and, as a magazine cover, has that essential requirement—you will turn back and look at it a second time. Moreover, Ata is not just a portrait; Mrs. Short's handling of the subject gives the young man a living personality—in the same way that Mona Lisa's smirk gives de Vinci's masterpiece personality.

However, in making the award to Mrs. Short, we were perhaps a little influenced by another of her photographs which made the grade during the year—the January cover of the small boys lined up to get a yaws injection. This particular cover caused a lot of amusement all over the Pacific.



† There were about 3,000 Pacific Islanders in Auckland now, according to the Rev. R. L. Challis, who is chairman of the sub-commitee which is investigating overcrowding of houses in Auckland.

In Auckland, there are about 1,400 Samoans, 1,000 Cook Islanders and 600 Niueans. The number of Islanders in the country is more than 5,000. Mr. Challis said that the influx of Islanders generally, would continue to rise. The *Maui Pomare* was fully booked out for every trip to New Zealand until January, 1959.

† The stamps marked "France Libre" circulating in the Wallis and Futuna Islands are to be replaced progressively by a new issue. First two stamps of the new series were on sale in the islands and also in Noumea post office from June 10, and had values of 3 and 9 francs.

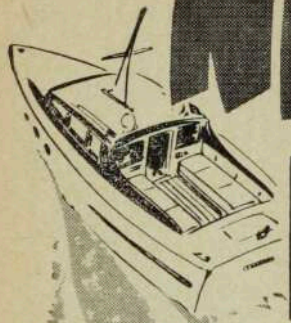
† Custom's duties collected at Noumea, NC, totalled about £2½ million during the first half of this year—almost double the amount in the same period in 1956. Export tax on smeltered nickel realised about £800,000.

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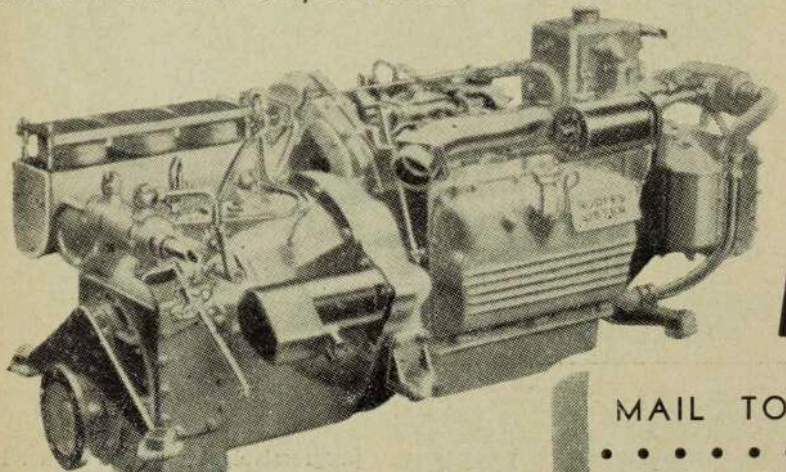
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New Guinea Diary

NOTES MADE IN THE HIGHLANDS—AND POINTS EAST

BY R. W. ROBSON

Gosford Hamstrings Goroka's Passion-Pulp Industry

TALKING of private enterprise and the accursed uncertainties of politician-ridden governments:

The world produces no bigger or better passionfruit than the New Guinea Highlands. There is a great and growing world market for canned passionfruit pulp.

Some six years ago, Messrs. Cottee, of Australia, joined with Mr. Greathead, a Goroka planter (like Ian Downs, he was a DO of much-too-individualistic a character for the Administration, so got out, for mutual comfort) and they established a large pulping factory in Goroka.

Natives were encouraged to grow the easy passionfruit, and it came in in tons, which gave the natives an excellent profit. The grading, washing, cutting, de-seeding processes were all automatic (a clever mechanical arrangement) and the air companies gave a low backloading rate to Madang and Lae.

The Australian food processors took all the canned passionfruit pulp the factory could produce.

Then the passionfruit-growers of Gosford (NSW) sat up on their tails in a solid line, and howled. They claimed they were being adversely affected by the product of "cheap, black labour."

The Gosford area is politically border-line: the MP who doesn't please the middle-men goes out.

Politicians don't reason why, when seats are in danger. No one pointed out that, if the Gosford fruit could not compete against a product that was carried thousands of miles from Central New Guinea (part of the way by air) it did not deserve a market. There were threats of a tariff.

Cottees could not afford to risk all that expensive equipment in the Highlands. So production has been greatly reduced, so as to force manufacturers to buy the local stuff; and the Gosford snarling has dwindled away. George Greathead now is producing a good deal of coffee, and remains happy.

If the Goroka passionfruit can be diverted effectively from Australia, to become a dollar-earner in United States—still hungry for the famous fruit—that Gosford howl eventually may benefit rather than harm the new Goroka industry.—RWR.

Editorial Note:

Australians who frequently shed crocodile tears about the troubles of Brown Brother and swallow all the sentimental flap-doodle that is issued about them, have no conscience when their pockets are involved.

None of the so-called "capitalists" will suffer over this passionfruit business, you will note. But the poor benighted natives of the Highlands, who have not a glimmering about agricultural economics, only know that they have apparently been sold a pup: First, they were encouraged to plant and sell passionfruit; now they are discouraged. They have no idea why, so like most of us in



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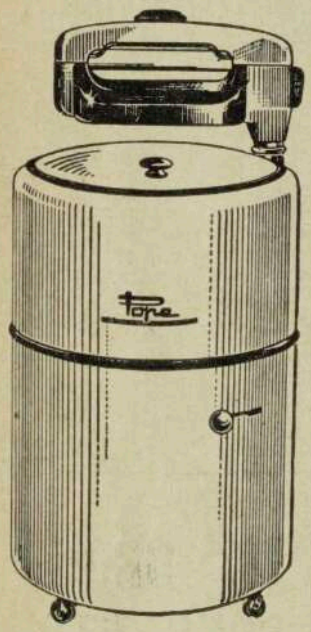
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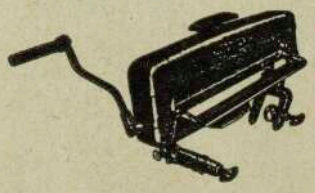


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a like predicament, they "blame th Government"—so bang goes Euro pean prestige in that part of th Territory.

So far as we can remember, Cottee did not start the Goroka ventur in order to get cheap passionfrui but because they could not ge adequate supplies at that time. few years ago passionfruit wa bringing fantastic prices in Aus tralia, and growers preferred to se on the open market and not t processors.

High prices inevitably encourage more people into the industry wit the natural result that the ope market could not take all the fru offering, and growers were the again looking to processors to tak the surplus. They were annoye of course, to find that some of th slack had been taken up by Ne Guinea and South Africa in th meantime. Result: a squeal to th Tariff Board to put a prohibitiv duty on the article.

If when they found they coul not buy passionfruit at a reasonab price locally, Cottees had decide that they would just gracefully re tire from business, this would, course, have been accepted by Au tralians who, by and large, subscrit to the theory that it is better sell nothing at a high price, tha a lot at a lower price.

New Freshwater Fish in The Highlands

EVERYONE knows that, in dietetic sense, the New Guine natives' most urgent need protein. The birds and the beast long since, have been almost cleare out of most of the jungles near th heavily populated areas. Some trib are notorious for the fact that whe grandma reaches the end of h usefulness, she may be tapped o the head, and fricasseed. These trib usually eat their dead.

In recent years, the Administr tion has sought to meet this pr tein need by introducing the Tilap pond-fish—a freshwater creatu which flourishes in ponds, is easi maintained, and grows to a satu factory eight or ten inches. It is good food, which the natives like

In recent years, these fish ha been spread all over the Territor and under the direction of Agr culture and other District officia their culture is making most satis factory progress. I found them many ponds maintained by priva settlers.

So long as the ponds are n cleaned out—so that the minu vegetable and aquatic life m flourish—the fish take care of ther selves. They are likely to becom an important article of native die

Slowly, but surely, the vario types of trout which have been in troduced are establishing ther selves in the mountain stream

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There are increasing reports of good fish being sighted—they got a 4-pounder in an Eastern Highlands river recently. So far, nothing preys on them—neither natives, nor the pestiferous cormorants, which slaughter them in temperate climes.

The day may come when these pleasant, cool Highlands will be an anglers' resort.

Famous Smiths (Ex-Sydney) are in Goroka

PRESENTED as an interesting coincidence: The appearance among Goroka's respected new settlers of a Joynton Smith and a Kingsford-Smith.

Young Joynton Smith (now president of the powerful Growers' Association) is a son of Sydney's famous Mayor of World War I—he raised a million pounds for war funds, and he financed Claude McKay and Robert Clive Packer in founding *Smiths Weekly* and the *Daily Guardian*.

Kingsford-Smith is another Sydneysider—a nephew of the renowned Australian air pioneer. The young man is on the Highlands land—where, if there were no Hasluck dictatorship, hundreds more of similar kidney would be settled, for the Highlands good.

The Bright Ideas of An Old-Timer

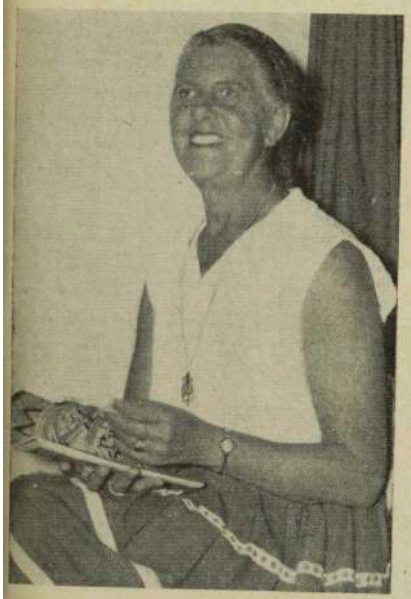
THERE was something vaguely familiar about a greying man sitting in a corner of the Goroka Hotel bar, a bottle of cold beer beside him. As soon as I noticed that one blue eye was of glass, I placed him as Old-timer Bill Tracey—the man who will be for ever famous for his method of keeping native labourers at work in his absence.

When he had a job on, and wished to go elsewhere, he gave certain instructions; took out his glass eye and placed it on a stump, and told it to watch the labourers and report; and departed. Under that cold and implacable stare, the boys kept to their tasks, and all was well. Many people, hearing of the procedure, dismissed it as a funny story; but it was quite true.

Although the sequel to the story is to the effect that the eye lost its power when some bright lad thought to drop a hat over the eye.

Ingenious Bill Tracey now has a new idea. Near where he lives in the Highlands, some 38 miles from Goroka, are the vast and un-

Famous Family Helps Mission

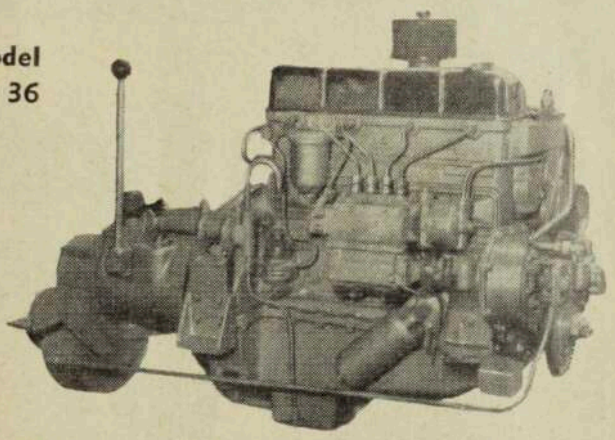


Baroness Maria Augusta von Trapp of the world-famous Trapp Family Singers. The family (PIM, February, p.111) decided some time ago to devote a year to Roman Catholic mission work in Papua-New Guinea, so that when they return to their home in the USA they will be equipped to start a society for lay helpers of the mission.

The Baroness' daughters, Maria and Rosemaria, and son Johannes, have been in P-NG since last November. Baroness von Trapp, accompanied by the family chaplain, Monsignor Franz Wasner, went to the Territory later and visited Yule Island, Samarai, Rabaul, Bougainville, Solomons, New Ireland and Wewak.

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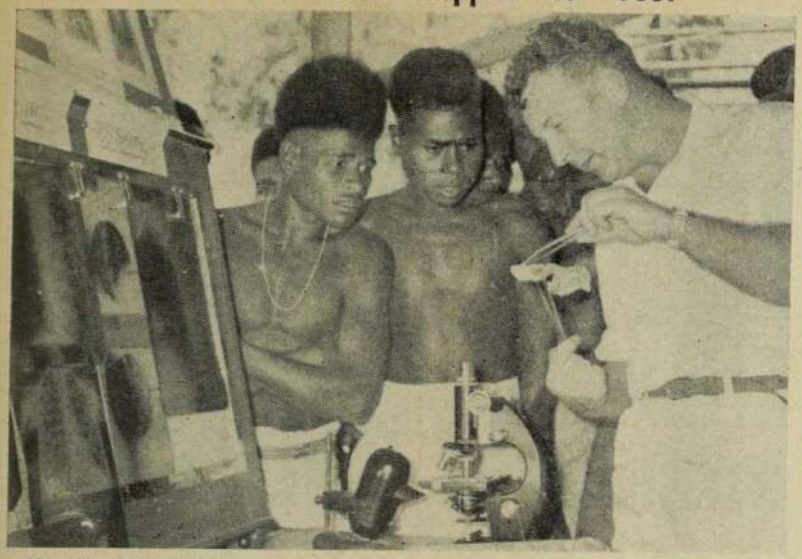
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The object that Dr. Georg Randmae (right) is holding between his forceps is a piece of diseased lung. Where did he get it? We don't know, but the two ex-savages on the left seem completely impressed. This was part of a P-NG Health Dept. exhibit at the Kokopo Agricultural Show, held recently.

Dr. Randmae had just returned from an overseas study of TB control in under-developed countries under auspices of the World Health Organisation. He visited the TB hospitals in Denmark, France and Wales, where he studied modern treatment. The second part of his Fellow ship took Dr. Randmae for several weeks to India, Formosa and Philippines, where he studied tuberculosis control programmes. Although the conditions in Papua and New Guinea are very different from those in the Far East, similar methods of prevention and treatment have been applied there.

Photo: C. H. Meen.

explored Chuave Caves. The caves, for countless centuries, have housed millions of bats.

The floors carry a considerable thickness of bat droppings; and Tracey has suggested that the Goroka agriculturists, always seeking supplies of fertilisers, might find these accumulations of manure of interest and value. So a few bags of bat contributions are being tested by the planters.

Bill did a good job in this tough region during the war, and now lives partly on a well-earned pension, and

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partly on the turn-over of his isolated trade-store.

A Film of the New Highlands Road

INTO Goroka on August 1, in a large Land Rover which bore marks of travail, came Kathleen Vellacott Jones (Territory's Public Relations Officer) with an Australian Departmental film unit consisting of Mr. Frank McKechnie, well-known cameraman and Mr. John Morris, a young producer.

They are making a 10-minutes' documentary to be called "The Road to the Highlands", or something like that; it is in the new Cinematoscope dimension; and, if it is effectively produced, it should be a certain winner around the world.

The road from Lae to Wabag—via Kainantu, Goroka, the Chimbu country and Mount Hagen—is packed with beauty, colour, variety and human interest.

The party learned the hard way about the bridges which are not yet built across three or four streams in the Markham-Ramu Divide, and which are all that remain before the Lae-Wabag road is complete.

When 60 natives, hauling the big jeep through the biggest ford, unexpectedly swung their long tow-rope, they nearly put finis to a distinguished cineman's career. McKechnie, busily filming the crossing, escaped destruction by a kind of dive—from which he was comforted to learn that his camera is quite waterproof.

Cinema Men on the Sepik

THERE were so many filming parties circulating in New Guinea in July-August that it was difficult to keep track of them. Most passed through Angoram (to get shots of the Sepik) and, of course, stayed at Peter England's Hotel. Peter writes:

"We have not only had Irving Johnson's brigantine *Yankee* party (the *Yankee* went a little distance further up the Sepik, before returning to the open sea and the

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Logan-Retter Wedding



At St. Francis Xavier Church, Rabaul, New Guinea, on June 15, Miss Marlene Mary Retter was married to Mr. Warwick Adrian Logan. After the wedding, a reception was given at the home of Mr. and Mrs. A. Hanson.
Photo: Joe Chan.

northwards track) but also two film units.

"The Southern International Film Company are the Chips Rafferty-Robinson lot, and are seeking Sepik scenes; and now we have the unit featuring Lowell Thomas, a big-shot in American Television.

"These units are still with us, and now have combined their forces to go up the Sepik at the end of July in a fleet consisting of the motor vessels *Tangalooma, Taynna, Winbirra* and various outboard canoes."

Glamorous Camera Artist Penetrates the Sepik

HAVING—through no fault of her own—missed the Burns Philp ship by which she was to travel in June from Santo (New Hebrides) to Honiara (Solomons) and thence by air to Lae and Dutch New Guinea, Madame Ingeborg de Beausacq, notable New York photographer, was marooned for a while in Malekula (New Hebrides).

Finally, she got transport to Noumea; connected there with the French airline to Brisbane; and arrived in Lae with considerable equipment (and much bitterness against Australian transport organisers) in mid-July.

Madame's arrangements for visiting isolated places in Dutch New Guinea now were "shot to pieces". She got passage from Lae to Madang in a Lutheran mission schooner; and presently arrived with her cameras at Angoram. At the end of July she was using the Angoram Hotel as headquarters, and —ignoring the glittering fleets of the various international film units —was arranging to go far up the Sepik in somewhat primitive craft, to get the kind of photos with which she won fame on the Upper Amazon.

Madame de Beausacq, a beautiful woman of poise and culture, rather "rocked" the hard-boiled Europeans of the Sepik when she arrived and announced her plans. But her forthright speech and practical planning soon earned their respect and co-operation.

Lae Customs, for some reason, made her pay heavy duties on her photo equipment, to be refunded when she leaves the country. This aroused some rather fierce feminine comment in both French and German, because it may force her to return to Lae. She had planned to go on to Dutch New Guinea, and home via Manilla. (Cont. Col. 3, P. 45)

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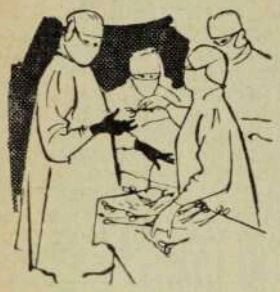
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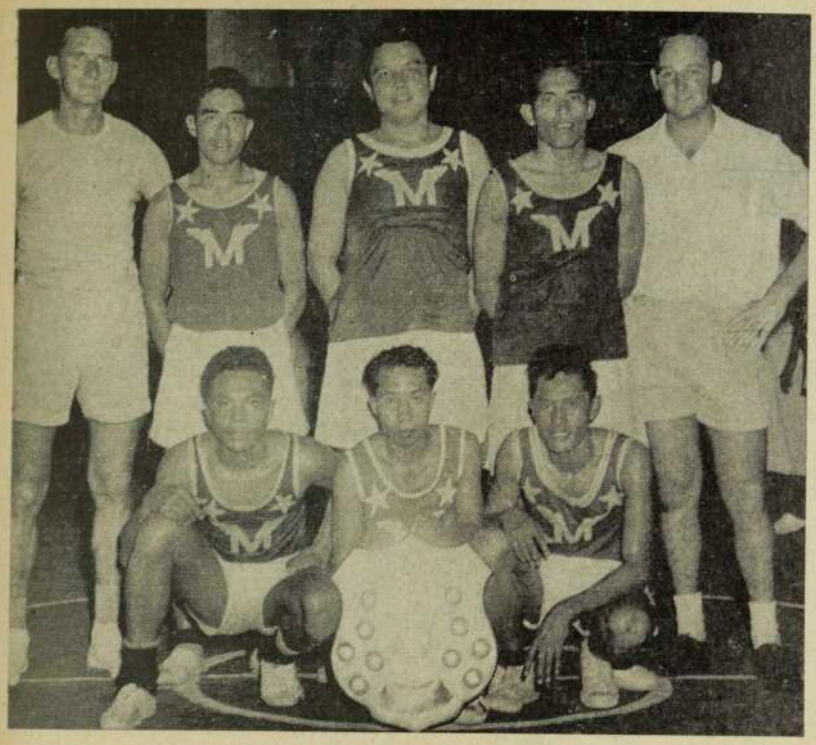
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Rabaul Basketball Champions



The Mustang Team, which won the 1957 basketball championship in Rabaul, NG.
Photo: C. H. Meen.

NEW GUINEA DIARY (Continued from P. 43)

46,000 Highlanders Have Worked "Outside"

WHEN the New Guinea Administration, in 1948-9, finally decided to make Highlands' labour available to employers in the coastal areas of New Guinea and Papua, one argument in favour was

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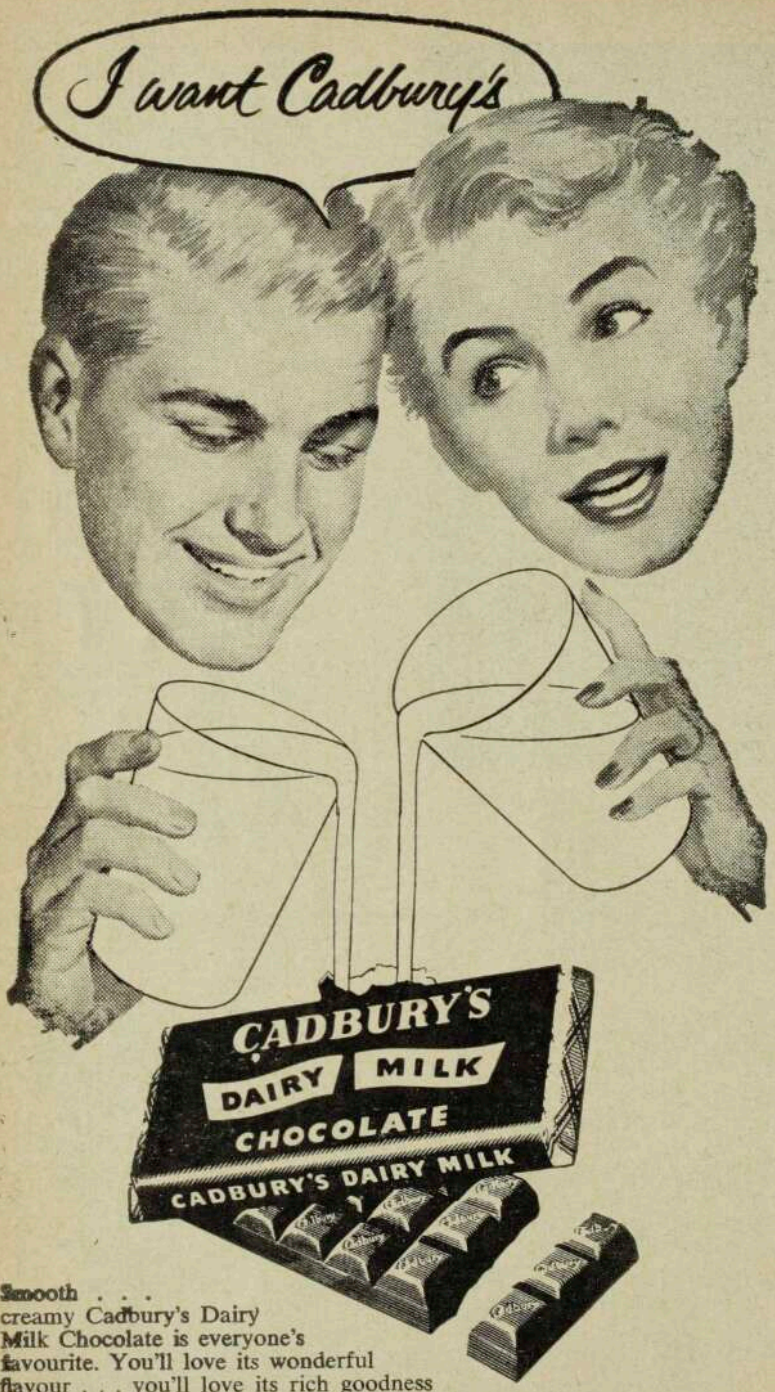
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that the time-expired workers, returning to the Highlands with a knowledge of "foreign" ways, would have considerable influence in "civilising" the Highlanders.

Since then, no less than 46,000 Highlands' men have gone out to labour contracts, and the great majority have been duly returned.

But one can see little evidence of social or cultural change. Perhaps a few more men now wear a lap-lap instead of the swaying string kilt and the bunch of green leaves perched over the backside; but the latter costume still is general among the men, and universal among the women.

They seem cheerful and contented; they speak little of the Pidgin that they learned at the lesser altitudes; and they are quite friendly to Europeans.

These people are of some economic significance.

As they learn European living standards their needs grow. This in turn induces them to sell their labour. The labour potential in these Highlands' valleys is very large. For example, four years ago the population of the Eastern Highlands was officially estimated at 218,000. The official figure now is 318,000, of whom all except about 10,000 actually have been counted.

As P-NG's big industries grow, the coastal natives tend to become peasant cultivators, and the native labour reservoir shrinks.

P-NG's main hope for additional new labour lies in the Highlands; but there is a strong body of opinion unfavourable to recruiting Highlands labour for "outside". It is said that (a) they are poor workers; (b) it is not easy to teach them even simple procedures; and (c) under the present Labour Ordinance, with its dependence on a civil contract, they cannot be proceeded against if they fail to work properly—and they soon learn of the employer's helplessness.

In other words, the Highlander can be a useful worker in the Highlands. He may not be particularly desirable "outside".

"Keep the Papuans Out!"

THERE is another side to the picture. Some old Highlands residents do not like the labourers who have been brought in from the coast.

"It is not sound practice to bring these sophisticated Papuans into the Highlands" one of the oldest residents of Goroka said to me.

"The local people are simple and trusting, and have few of the wiles of the coastal natives. The Papuans take them down in all sorts of ways.

"One of the worst things is the way they use the native Highland women. The Highlanders have their own code of sexual behaviour, which is not the coastal code. Some of the Papuans get a hold on these Highlands women, and the things

(Over to Column 3, Page 47)

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Native Sisters Make Profession in Moresby

On Sunday, June 9, in the Church of the Holy Rosery, Port Moresby, six native Sisters made their profession as members of the Order known as Handmaids of the Lord.

They were Sister Patricia from Terapo; Sisters Daria and Valeria from Kuni; Sister Mary Goretti from Fane; and Sisters Mercia and Dorothy from Melville Is. Two postulantes, Sister Tnny Mary, of Bitsui, and Sister Marie Louise, of Terapo, received the grey habit of the Little Sisters, as they are generally known. The photograph shows Mother Genevieve of the Order and the new Sisters receiving their crosses from the Bishop.

This was the first time that the ceremonies had taken place in public since the Order was first founded 37 years ago by Archbishop Alain de Boismenu. Recently, the headquarters of the Little Sisters was moved from Kubuna to a property on the Laloki River, near Port Moresby. Here the young Sisters will be able to complete their education. Some of them will train as teachers and some as nurses. There are 41 fully professed native Sisters, 21 of them working on stations of the Mission of the Sacred Heart in Papua.

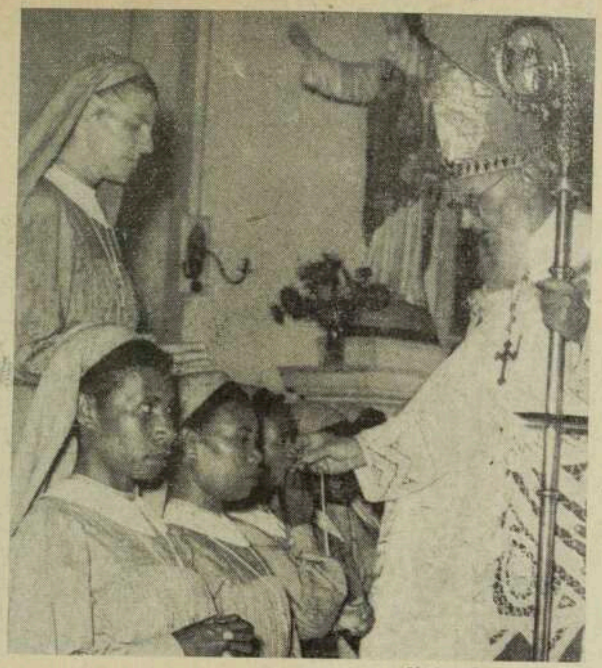


Photo: Papuan Prints.

Some of the young women met with great opposition from their families and village communities. Mother Genevieve, French Mother of the Little Sisters, said, "Both Sister Daria and Sister Valeria, from Kuni, ran away from home to join us. They arrived at dawn, dressed in grass skirts and carrying only a knife as 'trousseau'. Neither of them had been to school and they could not speak a word of English, but they made me understand that they wanted to stay with us and become Sisters. Their people did everything to discourage them".

Postulant Sister Anny Mary, from Bitsiu, had a different sort of difficulty to overcome. The girls of her tribe are heavily tattooed from head to foot, and she was the first one to disprove that a tattooed woman could not become a Little Sister.—RENATA COCHRANE.

(Continued from Page 46)

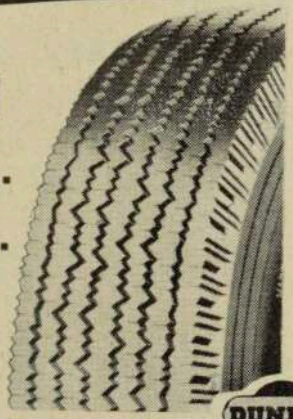
that go on are bad for the whole social set-up here.

"Generally, the Papuans are lazy and sly. They are a bad influence, and should be kept out. The Highlander's intelligence is quite high and, under European influence and tuition, he can be made a good and useful citizen. But not if this system of importing the sophisticated coastal natives—especially Papuans—is allowed to continue."

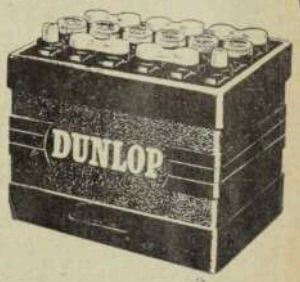
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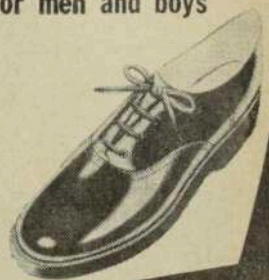
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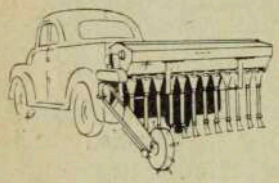
ALL AREA CULTIVATION

No matter the size of your land, you'll find a Howard agricultural implement for the job at hand.

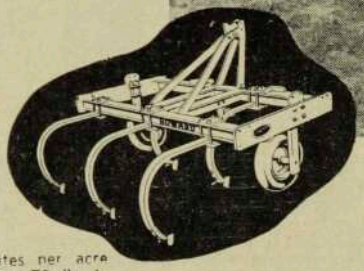
HOWARD Chisel Plough

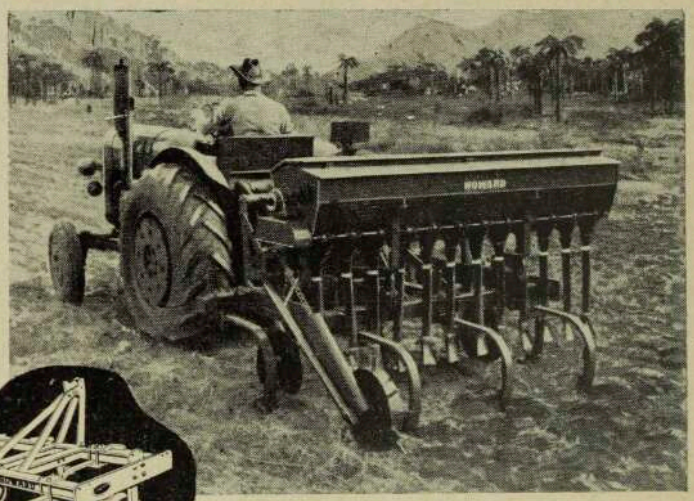
Strongest chisel plough made, either 3 pt. linkage or trailer type. A continuous pull of 10,000 lb is guaranteed. Can be used for sod seeding, overseeding, drill sowing—with special tyne points as a tiller, ripper cultivator.

HOWARD Seed & Fertiliser Box



Can be carried on most tillage implements or used independently of the tiller on trucks and tractors. Overseeding, sod seeding, drill sowing it will sow at any of 100 different rates per acre and at the same time drop fertilizer from 70 lb. to 600 lb. per acre.

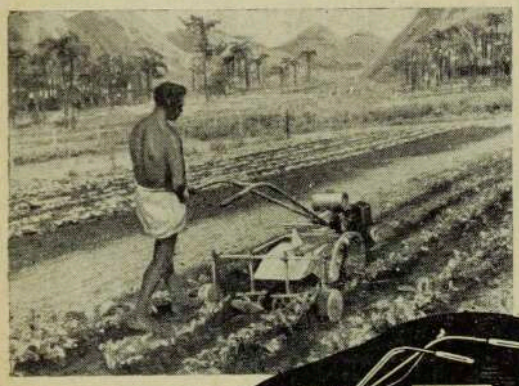


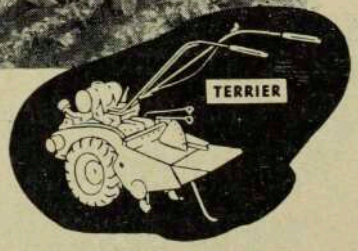


A Howard Chisel Plough with Howard Seed & Fertiliser Box is the ideal combination for pasture improvement.

SMALL AREA CULTIVATION

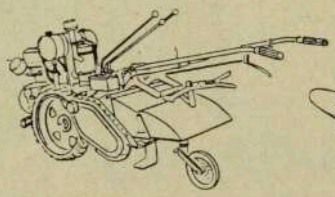
Implements designed for smaller areas to do a really big job.





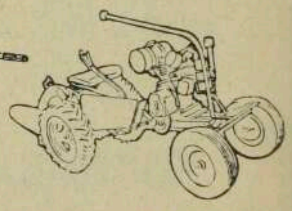
HOWARD Terrier Rotary Hoe

Adjustable depth, width of cut 14 in. Attachments include toolbar, trailer cart, 30 in. sickle bar, mower, spray outfit, duster, power take-off belt pulley. Powered with a 4.2 b.h.p. engine.



HOWARD Junior Rotary Hoe

Adjustable depth, width of cut 20 in., powered with 6 b.h.p. engine.



HOWARD Kelpie

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New Guinea Highlands, it was stated by High Officialdom that a much better way of organising settlement, directed from Moresby, would be introduced. It would be more scientific, and fairer to all. High officialdom begged for a little patience, and a fair trial.

That was four years ago. There is no evidence whatever of better settlement at a faster rate. But there is much evidence of increasing public discontent with Government instrumentalities.

I saw evidence of how the system works right here in Goroka to-day.

The Government's "balanced team of experts" made six sections available, a couple of years ago. P. W. Reilly and Co. got a block of 300 acres of excellent coffee land at Kigabah East—it was described as agriculturally good, but far removed from a road. No road was promised.

But Messrs Reilly proceeded to clear 150 acres. The native workers, carrying spades and all supplies, had to walk in—5 miles. The lessees sought permission to build a direct road in—2½ miles. This meant passing through, or by, certain native communal lands. The Administration sent out an official to interview the natives—a green cadet who had been only a few weeks in the country. The natives were hostile, and the youngster turned in a report accordingly—and the road permit was refused.

That never would have happened under the Downs system—the purpose of the applicant, the suitableness of the land, its accessibility, the co-operation of the natives in the area—all these would have been settled before the European got possession.

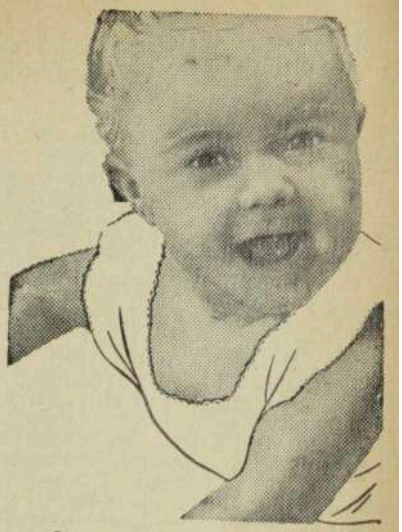
The Vocal Music of Massed Natives

THE New Guinea native IQ may call for a great deal of care and development, before he can line up with other Islanders in many respects; but there is nothing wrong with his vocal cords.

Nowhere in the South Pacific, at any time, have I heard finer com-

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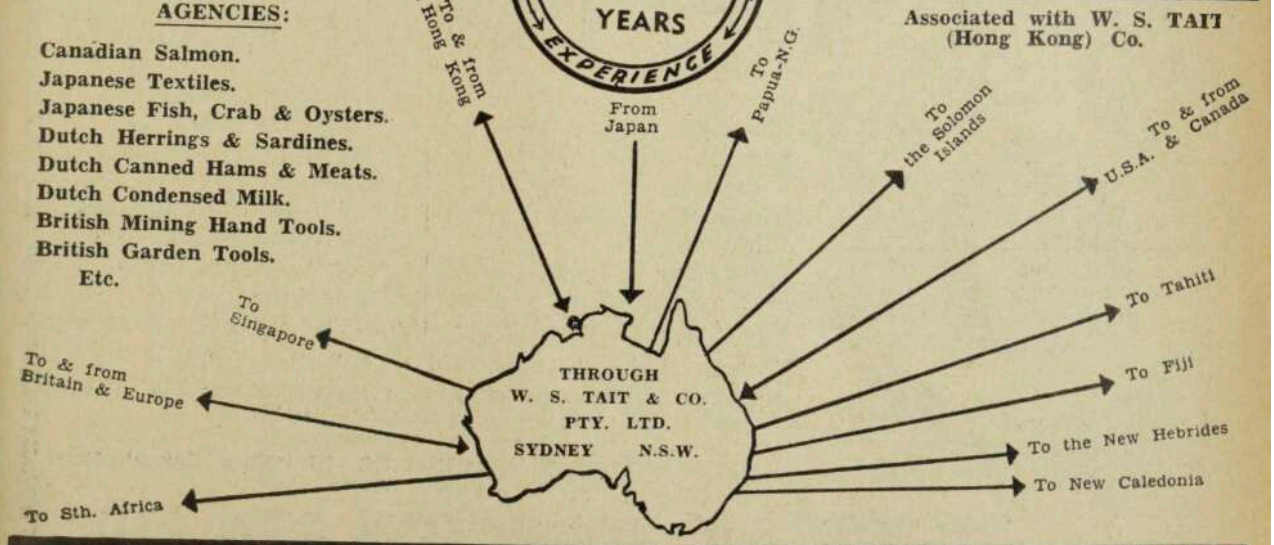
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munity singing than comes from the native picture theatre, alongside the Markham Road, in Lae, during church service on Sunday mornings.

Those film units, rushing around everywhere, all technique and directive science, spend hours getting the natives into fancy paint and feathers, photographing their picturesque but very boring community dances, and recording their wearisome chants.

I have not heard recorded one of these Sunday morning church services, where massed male choirs produce vocal music of a quality which has to be heard to be believed.

These natives have a natural feeling for real music, and behind their community choruses is a suggestion of male virility that indicates—for one thing, at least—no weakening of the race. The timid boy that scrubs the hotel lavatories can, under direction, sing like an archangel.

Choice Packed Savouries—From Goroka

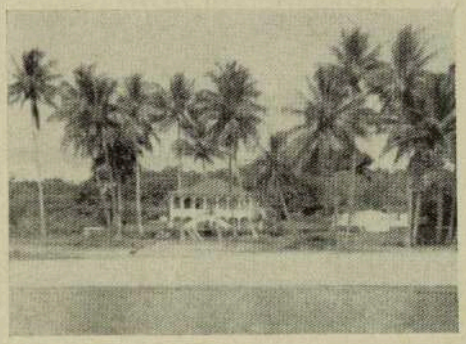
WITHIN the last year or so, neat little cellophane packages of salted peanuts and potato chips have appeared in all Territory stores, and have been eagerly accepted by all Europeans, Chinese and mixed-race folk who like parties—and who does not?

This is the result of the enterprise of a New Australian, Mr. L. Matus, who established himself in Goroka. He saw an opportunity, and quickly developed it.

No better peanuts and few better potatoes are grown than those around Goroka. Mr. Matus went out into the villages and bought these vegetables from the natives. With the simplest equipment, he cooked and flavoured and packaged the savouries; and he got the stuff—very light in its cellophane bags—away as backloading on the planes, at 2d per pound, to all the Territories towns.

The delicious products caught on, and the industry grew rapidly.

Ideal Resort for Islanders on Leave



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EXCLUSIVE GUEST HOUSE

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Excellent Cuisine

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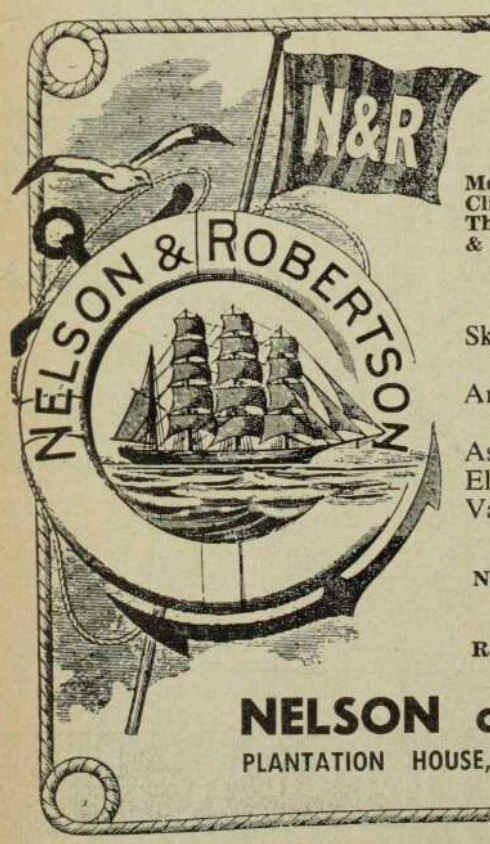
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Now, the business has been bought outright by Mr. and Mrs. Bob Sears, of Goroka; and they are developing it energetically.

Every visitor to Goroka wants to bring away some of the famous Highlands coffee. Mr. Sears, in addition to processing peanuts and potatoes, is getting the choicest local berries for roasting and grinding; and his packaged coffee, in sizes handy for air travellers' limited bags, will soon be as famous as the peanuts and potato chips.

THE IGY

New Ionosphere Equipment for Cooks

RAROTONGA has been chosen as the base for one of New Zealand's observation stations which stretch from McMurdo Sound in the Antarctic to the South Pacific, and which will operate during the International Geophysical Year which started on July 1.

Mr. A. Stanbury arrived at Rarotonga on May 14 by the *Maui Pomare* and spent the next six weeks installing new equipment at Rarotonga's Ionosphere station.

The purpose of the new apparatus, some of which has already been installed, is to facilitate the recording of properties of the ionosphere not within the range of the previous equipment. The new instruments were especially designed and constructed in New Zealand for the International Geophysical Year. Other NZ stations are located in the Antarctic, at Christchurch, and at Campbell Island.

The ionosphere is a region in the outer atmosphere which absorbs the X-ray and ultra-violet rays of the sun. This absorption causes the air to become ionozized, giving it the property of reflecting radio waves which, without the ionosphere to intercept them, would be lost in space.

The conditions in the ionosphere change daily and throughout the year, and the function of the ionosphere stations is to study and interpret these changes, and to give routine forecasts of radio conditions in the ionosphere.

The new apparatus installed at Rarotonga will enable increased research into the properties of the outer atmosphere and the ionosphere to be made.

A more precise study of the cause of the formation of ionozization, and its relation to other phenomena, such as aurora, geo-magnetism, and meteor activity, will thus be made possible.—*W.H.P.*

¶ Mr. E. J. Frame, General Manager of the Burns Philp establishments in P-NG, returned to Port Moresby in August after a lengthy absence.

FIJI RESIDENTS HONOURED

HONOURS were presented by the Governor, Sir Ronald Garvey, as follows at the opening of the July session of the Fiji Legislative Council:

ISO—Mr. D. F. McCaig.

MBE—Mr. A. L. Baker, Miss I. E. Foulcher.

BEM—Mr. Rammath Badlu.

Mrs. McCaig and Mrs. J. N. Falvey received the insignia of a Serving Sister of the Order of St. John of Jerusalem.

¶ Mr. and Mrs. E. T. Fulton, and family, returned to Melbourne in August after a seasonal visit to the family plantations at Kokopo, New Guinea.

YOU CAN SAY IT AGAIN, SENATOR

IT is not often that pearls of wisdom fall from the lips of visiting politicians—not when they are visiting Papua-New Guinea, anyway.

But Senator Nancy Buttfield, who returned to Australia in mid-July after a P-NG visit said that many New Guinea natives were quite indifferent to the Australian Government's attempts to develop their country. She said that there were few native girls being educated as the Highland tribes felt that they could not spare them from their jobs as pack-carriers, labourers and pig-rearers.



I'm saving

I'm thinking of when I marry and I'm saving every penny. That's why I put something into my "Wales" savings account every week. You know what they say: "Save it — you have it: spend it — it's gone".

Why don't you start saving, too? You'll be welcome at the "Wales".

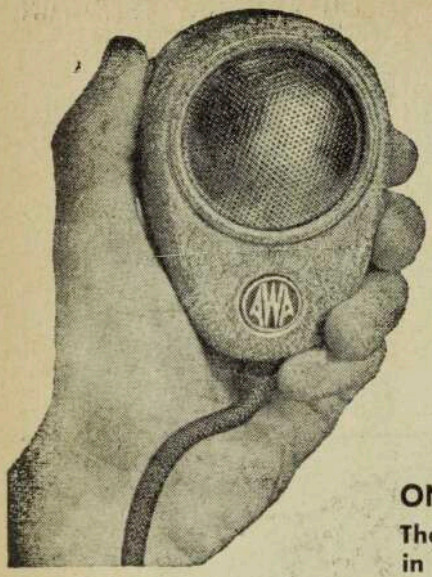
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Small ships engaged in any trade can benefit by fitting the A.W.A. 5A radiotelephone. There is a widespread network of shore stations available for speech communications. Trained operators are not required.

The Teleradio 5A uses the most modern valves and design features to provide simplicity of operation and efficiency.

Further information gladly given

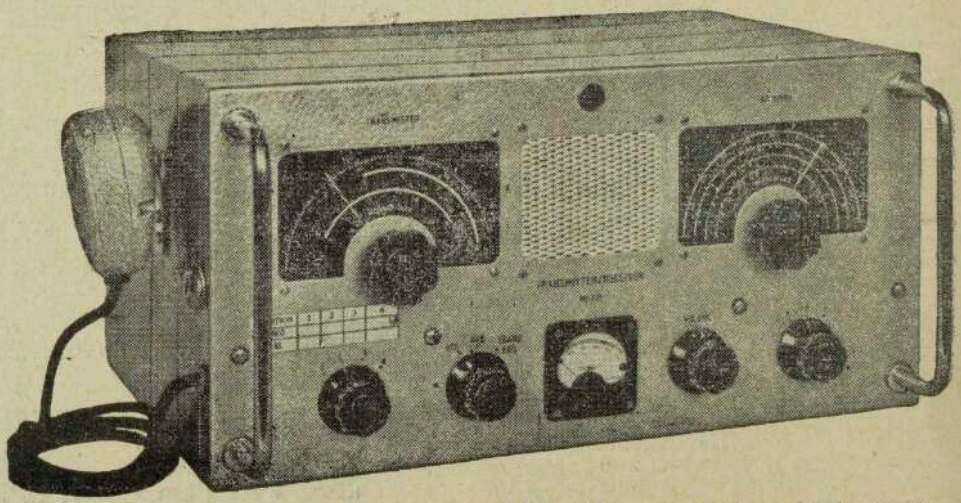
Simplicity
Only six controls, no technical skill required.

Complete Service
A.W.A. provides a complete equipment ready for connecting to the battery. Full details given on aerials.

Reception
High - performance receiver tunes over a useful portion of the short-wave band, to provide general entertainment.

Battery Power
The 5A works on a 12 Volt battery. Only 3.2 Amps. drain when receiving.

Size
In one attractively-finished case, 9" x 16" x 20".



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There Are Now 16 Hotels In Papua - N. Guinea

FOR some time after World War II, there were only three or four hotels in the whole Territory of Papua and New Guinea. Now there are 16, and as the European population increases, the number tends to grow.

The two hotels in Port Moresby, owned by a Burns Philp subsidiary, could not cope with the growing traffic; so a new hotel has been established at Boroko—some three miles out—and it is well managed by Mr. Joe Morrissey. There is another hotel, a pleasant holiday and weekend place, several miles out of Moresby on the Sogeri Road, at Rouna Falls.

There is one small establishment at Samarai—there were two there before the war.

Salamaua was never re-built; so the famous old Salamaua Hotel (lodestar for trail-toughened miners of Edie Creek and Wau) now is but a memory.

A new, and very excellent hotel, Pine Lodge, has been established at Bulolo.

A new Company called Morobe Hotels Ltd., has purchased the small Wau Hotel and the Goroka Hotel (and placed Mr. and Mrs. Bob Zeelen in charge); and at the end of July were reported to have purchased the Lae Hotel from Mrs. F. M. Stewart, possession to be given as from September 1.

Mrs. Flo Gilmore is still conducting her well-known hotel at Madang — rumours of a sale apparently have no foundation.

There now are small hotels at Wewak, Kavieng, and Angoram (Mr. Peter England).

Mr. K. Simons is building a hotel in the Territory's newest centre—Kainantu.

There are two well-known hotels in Rabaul. Both Rabaul and the Islands District are growing—which fact may call for bigger or more hotels there.

¶ After an absence of 27 years, Mr. Robert Lee Smith and his wife Fa'amotu, returned recently to live in Eastern Samoa. Fa'amotu, in whose old village the couple have taken up residence, was a friend and adviser of Margaret Mead in 1926 when the latter spend some time in Samoa compiling her book *Coming of Age in Samoa*.

¶ The annual Junior Red Cross Church Parade took place on June 30 at, Apia, W. Samoa, with 1,000 girls and boys parading on Apia Beach in their colourful uniforms. At Apia Clock Tower, the High Commissioner, Mr. G. R. Powles, presented an award to a 12-years-old Samoan girl, Fa'afaga, who last year saved a young boy from drowning in the flooded Vaisigano River, near Apia.

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Scientific Approach To Language In New Guinea

THE greatest difficulty in getting new ideas across to primitive people in places like New Guinea is the language barrier. Not only is there no written language for these people, but there are hundreds of different languages.

In the struggle to bring literacy to them, the science of linguistics is of great importance. How this science is applied, is something of a mystery to the layman, but in New Guinea the work is now actually being carried out by the New Guinea Branch of the Summer School of Linguistics.

A lease has been granted of a suitable acreage for a base of operations at Aiyura in the Eastern Highlands. At present there are 18 adult members in the New Guinea Branch, and studies have been initiated in two of the languages of the Territory.

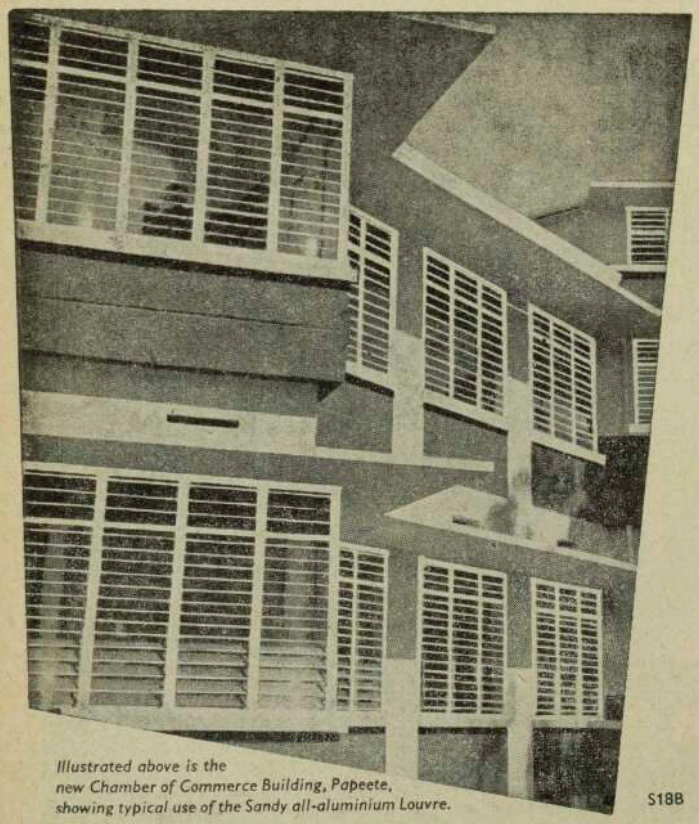
In the early days of the work in New Guinea, the co-operation and help of the Administration in Port Moresby, as well as Government officials throughout the Territory, was much appreciated.

The work of the Summer Institute of Linguistics was begun in 1934 when the first group of young men was given linguistic training preparatory to going from the USA to the Indian tribes of Mexico.

The organisation was founded by W. Cameron Townsend, aided by the late L. L. Legters, both of the USA. Mr. Townsend had been working with the Cakchiquel tribe in Guatemala, and because he had had such difficulty in learning this language and putting it into writing and preparing materials for the people, he felt it would be only fair to young people who were going



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to unwritten language groups to train them in the linguistic and field procedures which had come to him only by hard experience.

At present two of the Summer Schools are being conducted at State Universities in the USA: the University of Oklahoma, Norman, Okla., and the University of North Dakota, Grand Forks, N. Dakota. Comparable courses are taught also in schools located in Canada, Melbourne (Vic.), and London, UK.

There have been more than 3,000 students who have taken the linguistic training which consists of studies in Phonetics, Phonemics, Morphology, Syntax and Field Problems. It is planned for the purpose of enabling an individual *to break into and master an unwritten language.*

Many people are responding to the tremendous challenge of giving the little-known peoples of these language groups the opportunity of becoming literate in their own tongue, and sharing in the manifold blessings that are made possible through the printed page. The work is financed by private donations, foundations, etc.

The work in New Guinea commenced in 1956. The director is Mr. James Dean.

There are three specific ways in which the Institute is endeavouring to fulfil its obligations:

(1) to produce scientific technical descriptions of languages, which are made available to governmental and educational people throughout the world. These materials are the outcome of language learning and analysis on the part of the individual linguist;

(2) the preparation and production of charts, primers, dictionaries and readers, as well as the promotion of literacy campaigns by its personnel. This is usually in close co-operation with the Department of Education of the country in which the studies are being made.

(3) the translation of books of high moral and cultural value, particularly the Bible, into the language of the people.

---

† A recent visitor to New Caledonia was Mr. Allen Dalby, secretary, of the Apex Club of Broken Hill, NSW. Mr. Dalby's activities in entertaining New Caledonia schoolchildren visiting Broken Hill each year are much appreciated in New Caledonia.

† The Secretary to the W. Samoan Government, Mr. T. R. Smith, left Apia via Pago Pago, in June, to proceed by air to New York to attend the United Nations Trusteeship Council Meeting where the annual report on the Trust Territory of Western Samoa has been discussed. Mr. Smith is the special representative of the administering authority, New Zealand.

PLANS TO IMPROVE CI HOUSING

PLANS to improve housing conditions in the Cook Islands were announced in New Zealand last month by the Minister of Island Territories (Mr. T. L. Macdonald). The scheme is divided into three sections—direct subsidy, loans to individuals, and loans to the local co-operative thrift and loan society.

The first part of the scheme was designed to mobilise available local labour and resources for new and better housing, Mr. Macdonald said. Families wishing to qualify would be required to give a rough outline of their proposed new home to a local committee on each island.

The second section involved loans on the lines of State Advances loans. It was intended that the loans system, once firmly established, should replace the other two parts of the scheme, and provide the people with a continuous source of loans for housing.

The third part provided for loans to the local co-operative and thrift society to enable it to begin lending to members for house-building immediately.

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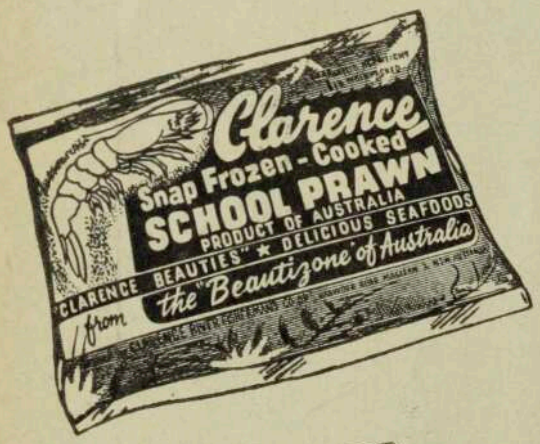
† The Rev. Dr. Maldwyn Edwards, of Birmingham, a world figure in the Methodist Church, recently paid a 10 days' visit to Fiji.



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This Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

AGAIN IN THE NEWS

Over the past year an organisation allegedly headed by a Mr. Bruce Aitchison, of New York, with subsidiaries known as the Crescent Corporation of Monrovia, and the Victor International Corporation of Panama, has caused a good deal of interest in South Pacific maritime circles through its flag-of-convenience operations. The organisation first appeared in the area with its vessel, *Sea Pearl*, a converted US Navy net-layer, which had a little earlier appeared in New Zealand waters under other ownership as *Maria Ines*, with a cargo of potatoes from California.

Southbound from the States as *Sea Pearl*, the vessel broke down near Tahiti. Later she uplifted oranges at Rarotonga for Wellington. There for a long time she lay seeking a refrigerated cargo. During this period an attractive young lady from New York arrived on the scene as representative of the principals and transacted the purchase of four New Zealand coasters—two serviceable, though old, and two as hulks past useful life.

One of the serviceable vessels, *Storm*, was renamed *Rose Pearl*. The other, *Holmdale*, became *Pacific Pearl*. With *Sea Pearl*, all vessels then proceeded to load scrap metal for Japan.

Some time later, when ready to sail, *Pacific Pearl* found a writ on her mast, which was cleared in due course.

The hulks—*Matangi* and *Arahura*—loaded with scrap, departed under tow of a tug, the others at intervals under their own power.

Apart from the sight of their unusual flags, the vessels caused no further stir until *Sea Pearl*, best of the flotilla, met her fate off the north-east coast of New Guinea by explosion, fire, and stranding in June. She then carried a crew of mainly men from Fiji and Tonga.

On July 23, the organisation again made headlines when *Rose Pearl* was held up at Darwin by two writs. The first, for £12,000, was reported cleared, when a second for £18,000 was affixed on behalf of Dalgety & Co. of NZ. Owner Aitchison, of New York, was reported to have lodged a counter claim with the court for £500 per day covering wrongful detention. The vessel was then ready to clear for Cairns and Auckland.

MORE CLAIMS

Others, too, were making claims in July, but the probabilities were that the daily press had the story well confused. The cabled story from Tokio said that the Japanese Government was preparing a claim on behalf of some Japanese shipping operators for damages due to the necessity of having to divert their ships on the phosphate trade during the British Pacific H-bomb tests.

Some papers said that the ships concerned had been trading to Angaur—which was very far from the Christmas-Malden bomb tests and in any case, phosphate production is believed to have ceased there some time ago.

Far more likely was the Tokio Radio report that the affected ships were on the Makatea service, Makatea being located between Tahiti and the Tuamotus and a major source of phosphate imports for Japan.

It is conceivable that these ships were diverted to the south or even avoided calling at Makatea over the test period. Much more likely to suffer diversion were vessels on the

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Tahiti-Honolulu or Tahiti-West Coast of the US run, such as Matson Line and Pacific Transport Line vessels.

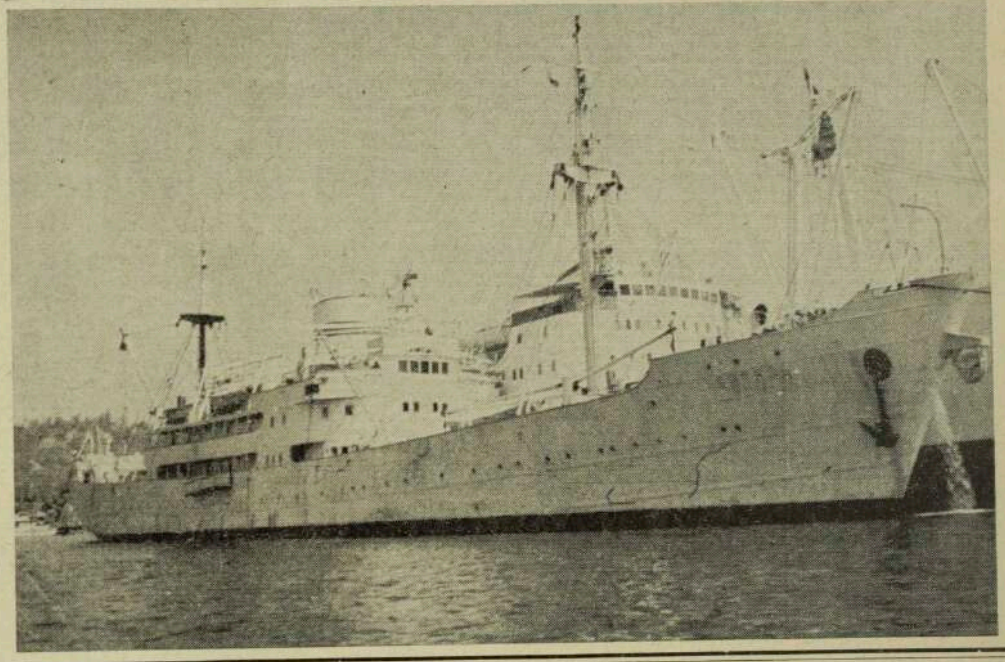
NEW LIAISON OFFICER

Lieut. K. C. H. Cadman, RNZN, lately first lieutenant of the mine - sweeper *Stawell*, was to take up a new appointment in July as Naval Liaison Officer, Fiji, in succession to Lieut.-Commander E. H. P. Bryan, RNZN.

One of the functions of the Fiji naval liaison officer is to act as business agent for the naval tankers which call from time to time to discharge gasoline for the RNZAF, and for other naval craft which occasionally call.

KON-TIKI FINDS FINAL HOME

Kon-Tiki, the balsa-wood raft which carried the Norwegian flag from Peru to Polynesia in 1947 under the command of Thor Heyerdahl, was shifted into a new permanent building in Oslo in July and took her place near the famous Norwegian polar exploration vessel,



During July, Rabaul had a visit from this Russian ship. She was the "Vityaz", direct from Vladivostock and en route to the Russian Antarctic base for the International Geophysical Year. The vessel was equipped with modern instruments for oceanography. The vessel took on fuel and water in Rabaul and sailed early August. Amongst the scientists on board were a number of women.

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Fram, once skippered by Roald Amundsen.

TO THE RESCUE

NZGS *Maui Pomare* interrupted cargo operations off Rarotonga in mid-July to go to the aid of a local launch with seven men aboard. The launch, with engine broken down, was reported drifting out of sight of land south-west of the island, in rough weather conditions.

It was reported that had *Maui Pomare* not been available the launch and all hands might well have been lost, as the small craft was partly swamped when located.

PLEASING VISITOR

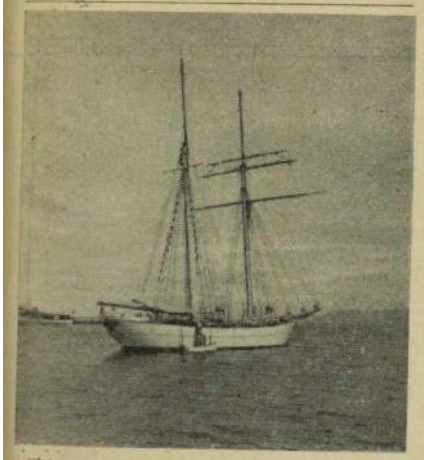
The once rarely seen Liberian flag, now worn by many of the world's largest tankers, was to appear in South-West Pacific waters in July when the handsome Honolulu-based schooner *Te Vega*, departing from her usual Honolulu-Papeete passenger run, was to make a charter voyage to Samoa, Fiji, and other islands with an American cinerama film unit.

Te Vega, spoilt in appearance as she has been by having her mast heights and sail area greatly reduced prior to entering commercial service several years ago, is still easily the most attractive craft regularly trading south of the Line to-day.

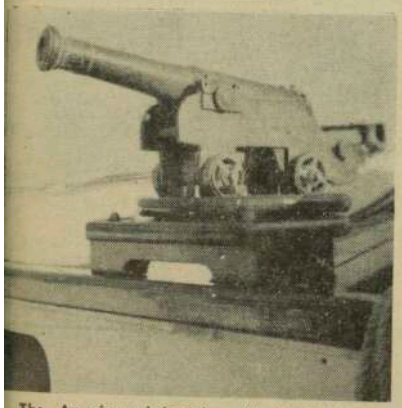
There are still a very few attractive sailing craft in Polynesian waters—a hot contender for the title is the American-owned Nassau (Bahamas)-registered *Tiare Maori*, but she is much smaller and of less flowing lines than *Te Vega*.

FINAL REFIT?

Refitting in Auckland, perhaps for the last time under present ownership, Tonga Copra Board's 80-ton ketch *A'oniu* arrived there July 16. Like the other Tonga Government-owned ketch, *Hifofua*, which







The American brigantine "Yankee" in Lae, New Guinea, late June; and below, the ancient bronze gun and cannon which are carried aboard her, for decoration only. Our correspondent says that they both come from Borneo, one being 200 years old, and the other 300.

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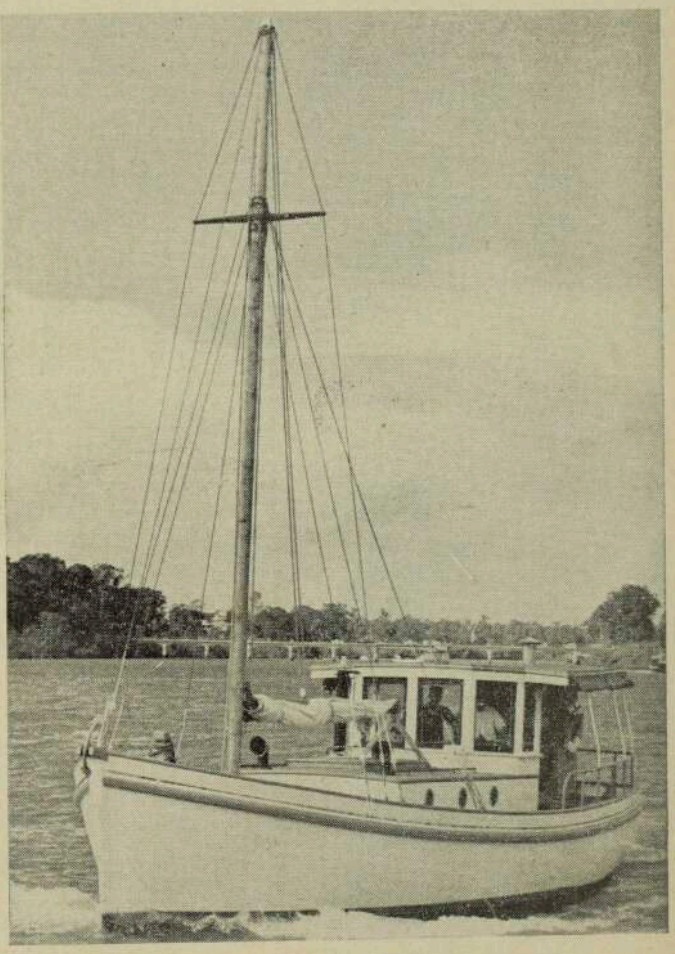
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cleared Auckland May 27, following refit. *A'oniu* should be replaced within the next six months by a modern, new, Dutch-built 500-tonner of the same name.

INFLATABLE RAFTS ACCEPTED

There is good news for South Pacific seamen in acceptance by the New Zealand Marine Department of inflatable rafts and dinghies in coastal vessels there. New Zealand's standards of marine survey in all departments are generally known to be severe, so the fact that the Department's 1956 annual report, in noting that inflatable life-saving gear has been accepted there, says "the efficiency and suitability of suitably designed and constructed rubber dinghies under adverse conditions of abandoning ship have been convincingly demonstrated," is bound to influence surveyors and survey-standards in certain Island areas where such equipment might replace the standard rigid lifeboat with great profit to everyone concerned.

Only disadvantage of the inflatable equipment is that it cannot be loaded prior to launching, but this factor makes no difference in the average low-freeboard Island trader.

W. SAMOA HAS MARINE COMMITTEE

No doubt as a direct result of the *Joyita* disaster of 1955, Western Samoa Government established a Marine Committee during 1956, according to the latest Annual Report of the Territory just published in NZ.

The function of this Committee is to maintain certain safety margins in the operation of locally registered small-craft, of which there were 25 at the end of 1956. As a result of the Committee's investigations and recommendations, the licensed passenger loads of some of these craft were reduced.

Shipping safety was also advanced during the year with the establishment of an organised R/T watch on new smallships frequencies by the Apia coast station, and the installation of modern R/T equipment in most of the vessels of the local fleet.

APIA'S 1956 CARGO FLOW

The 1956 Western Samoa Report shows that 38,861 tons of cargo were loaded for export and 35,085 tons unloaded at Apia during the year. There are no berths for deep-water vessels, all the above cargo being handled by lighterage.

Unfortunately, no figures of cargo handled by the local coastal fleet are available, though they would be interesting. Of the 223 deep-water vessels which entered and cleared the port, 107 were British, and most of these were represented by regularly scheduled visits of the Union Co.'s *Tofua* and *Matua*. The Norwegian-registered *Thorshall* and *Thorsisle* on the trans-Pacific freight and passenger service accounted for most of the foreign entries.

VAGABOND ARRIVES AFTER ROUGH PASSAGE

After a very rough passage, the 36-ft vessel *Vagabond* arrived in Noumea on June 15, 15 days out of Maryborough, Q'ld., where she was built for M. Jean Boyer.

On board were Captain George

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Wyeth, skipper for the delivery voyage; the owner; Captain Helme, well-known Tahiti skipper; and two New Caledonians. They encountered two storms and spent some days hove-to. *Vagabond* is equipped with a 6-cylinder Gardner engine and is fitted with two-way radio and a depth sounder. M. Boyer hopes to use the vessel for tuna fishing off New Caledonia.

BEN DOES IT AGAIN

As Ben Carlin's amphibious jeep, *Half-Safe*, can scarcely come into the section dealing with "cruising yachts" it will have to go in here. Carlin now seems set fair to make hazardous, or foolhardly, ocean crossings in this most unsuitable of vessels—or vehicles—his life's work. So he will have to be regarded as a professional.

The jeep, and Carlin, plus another crew member, reached Aleutians in July, from Japan. They were overdue—but this is, of course, usual.

Carlin is an Australian, and his companion on this part of the voyage was an American, Boyde Menthe. We have not heard of wife Elinore, who accompanied him on the first part of the trip, for a long time.

Half-Safe started its round-the-world amphibious cruise in mid-1950, from Halifax. Now, nearly back once more on the North American continent, the saga should surely be drawing to its conclusion.

TURTLE A LA HELICOPTER

Bound from Panama on nuclear business some months back, 800-odd souls aboard, HM aircraft-carrier *Warrior* witnessed a spectacle that has yet to be seen by anyone else.

A large turtle was sighted taking it easy on the surface, and up rose the *Warrior's* helicopter in chase. Hovering overhead, the pilot lowered the grab-net rescue device used for such helicopter assignments, scooped up the turtle, and there was an extra dish in the officers' mess that night.

RADIO TO THE RESCUE

Adequate charts were not available to the skipper of a New Guinea Government trawler recently when

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he was called on to make an emergency trip from Sohano to the Mortlock Islands, but he was guided in by radio from a ship anchord off the latter.

Sickness had broken out among the natives and Captain Bert Wickham, of the *Nereus*, sent out a call for help, then stood by to guide the trawler in by radio.

The trawler finally accomplished its mission, landing a doctor and a pathologist. The disease was later diagnosed as pneumonia, and has now been checked.

BASTILLE DAY TOURS

Not only pleasure yachts make the yearly pilgrimage to Papeete for the Bastille Day celebrations—it is becoming a regular excursion for trading vessels from the Cook Group.

This year MV *Melva* and *Tiare Maori* were both there.

Melva, owned and skippered by Capt. Hugh Williams, carried 26 excursionists, some of whom competed in the dancing at the fete. The voyage took four days, arriving Papeete on July 12.

Tiare Maori (Capt. Walter S. Johnson) also carrying 26 passengers, arrived in Papeete from Rarotonga on July 12, too, clearing that port again on July 26 for home. This vessel is registered in Nassau but trades for the South Pacific Trading Co., whose headquarters are at Penrhyn, Northern Cooks.

MORE WORK FOR THE SLIPWAYS

Madang Slipways Ltd., of Madang, New Guinea, is proving very popular with Territory small-ships.

In mid-July, MV *Kilinailau* was there for survey and overhaul. Main work done was the fitting of a new tail-shaft.

Kilinailau is still better known as the *Southern Cross VII*—after being tied up in Sydney Harbour for a couple of years—she was sold by the Melanesian Mission to the Bourgainville Company at the end of last year and for the past six months has been operating out of Rabaul.

AWAY AT LAST

The Japanese tanker *Naruta*, a visible—or partly visible—feature of Rabaul Harbour since the War, has finally been raised and patched up for towing to Japan as scrap. Offered for sale several times in recent years, the hulk is the first of the vessels in the harbour to be salvaged by the Japanese contractors engaged to recover many war wrecks.

Naruta was being towed north by the Hongkong tug *Golden Cape*, 525 tons.

RESURGENT RETURNED TO OWNERS

The 8,000-ton *Resurgent* has been withdrawn from the Messageries Maritimes Line's service operating from Sydney to Marseilles, via Noumea, Vila and Papeete, to be returned to her owners, the British Ministry of Transport.

Previously the *Chang Chow*, the *Resurgent* went on to the run in May, 1956.

MM has operated her under charter from the British Ministry of Transport.

Resurgent left Sydney on her last voyage in May and reached Marseilles on July 9.

RONA'S MAIDEN VOYAGE

The Colonial Sugar Refining Co.'s new *Rona* arrived at Suva on July 23 on her maiden voyage



The 65-ton trawler, "Tagula", which was handed over to the Fisheries Department on July 24. "Tagula" is a marine research vessel and has been built for work at Port Moresby. She was built at the Mill Kraft Boat Yards, Bulimba, Brisbane.

The trawler is 60 ft. long, and is equipped with the latest electronic "fish-finding" gear. Her echo-sounding equipment will detect marine life at great depths. She is powered by a 160 h.p. diesel.

She has a fish refrigeration room with a capacity of 13 tons.

The accommodation caters for officers, a native crew and a biologist. Before she leaves Brisbane she will undergo sea trials.

ANNOUNCEMENT . . .

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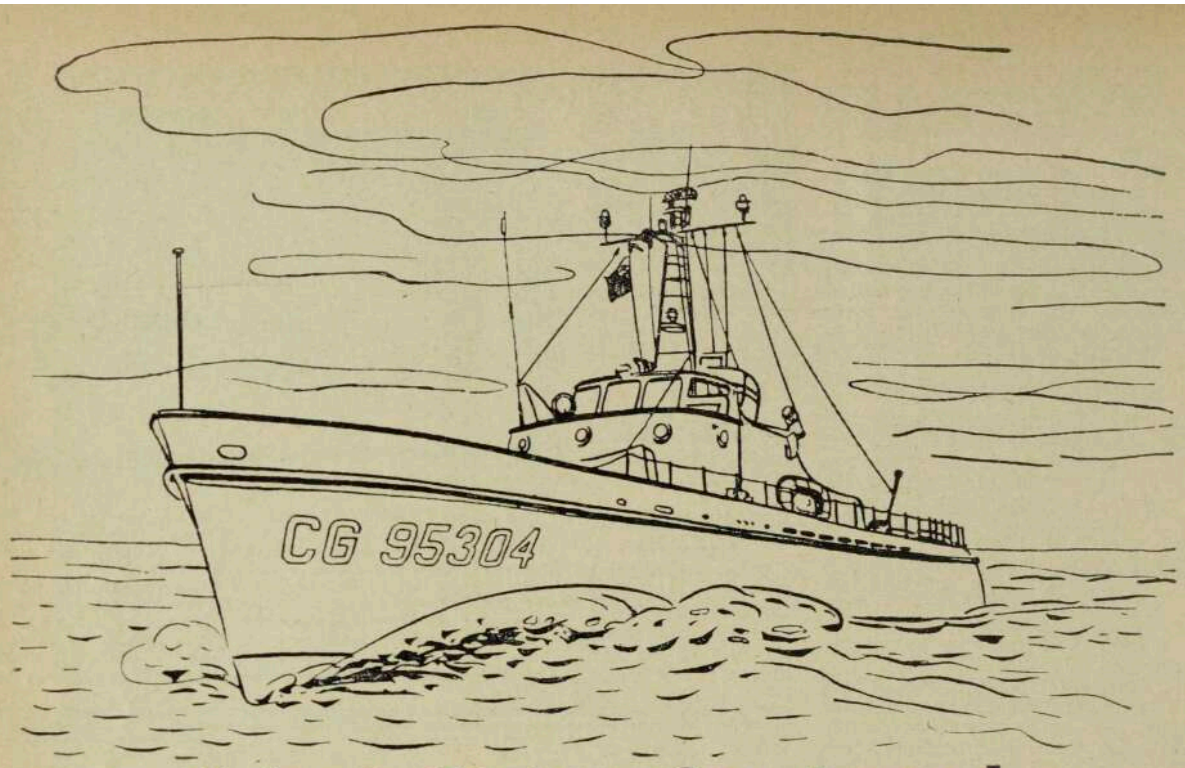
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"Utopia" under full sail (see page 106).

from Aberdeen. From Suva she went to Lautoka, Penang and Labasa to work those ports, before leaving for Sydney, where she was due between August 6 and August 9.

The 6,600-tons d.w. vessel is replacing the previous *Rona*, which was sold last year to John Manners and Co. The old *Rona* is now operating out of Hongkong as *Suva Breeze*.

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The Matson liners, *Mariposa* and *Monterey*, will now make 16 round trips a year, instead of 14. The new schedule began when the *Mariposa* left San Francisco on June 29.

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nine hours and Pago Pago five hours.

Fares for the round voyage range from £558 to £1,696.

(See also elsewhere).

PERSONAL

Captain M. J. Greggor, of the well-known New Guinea ship *Busama*, left his home port, Lae, for leave in Australia at the end of July. *Busama* will be laid up during his absence.

During the month we received a note from Captain G. W. Ostenfeld, late of the Union Steamship Co., and well-known in the Pacific. He is now retired and living at Noosa Heads, Queensland—alone, since the death of his wife last February. Captain Ostenfeld says that there is still much to interest him and that he is in demand locally as a lecturer on things Pacific; however, he does frequently have twinges of nostalgia for the South Seas.

COOK ISLANDS' REEF PROBLEM BEING TACKLED

The Cook Islands' problems of widening and deepening existing reef passages, and providing passages where none exist, has been raised at every meeting of the Legislative Council since its inception; but lack of time and money have prevented a full scale attempt by Public Works, and the many attempts made by other people have resulted in failure.

Mr. W. H. Ryan, Superintendent of Works, has studied the problem for the last decade, and now feels that he has found the answer. The success of his work at Manihiki last June confirms this opinion.

Last February, Mr. Ryan completed a short frogman and under-

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water demolition course at the RNZN base at Auckland, and returned to Rarotonga in March aboard RNZN *Rotoiti*, which also carried 36 redundant Air Force depth charges.

Most of these depth charges were used in May to effect small improvements on the reef channels at Palmerston, Manihiki and Pukapuka, and to effect a major improvement at Tukao landing, Manihiki.

Mr. Ryan, a much decorated officer of World War II, has had extensive experience of explosives, and personally carried out the priming of the depth charges. At Tukao landing the depth charges were fired in series of 5 to 7 simultaneously, and coral debris rose to over 1,000 ft. All beached boats and canoes were previously moved out of the danger area, a radius of half a mile from the explosion's centre.

Tukao landing was only a narrow fissure in solid coral, barely 4 ft at the broadest, but when blasting was completed the passage exceeding 30 ft in depth, and an entrance of 40 ft had been formed. A cleared area 60 ft by 30 ft, with a minimum depth of 15 ft had also been made behind the passage entrance. The channel from the cleared area to the stilling pond was 80 ft long, 20 ft wide, and of 10 ft minimum depth. The stilling pond, necessary to cancel the effect of waves, is 40 ft by 30 ft with a minimum depth of 10 ft. Since the initial work was carried out the passage has been widened to 30 ft.

Mr. Ryan is enthusiastic over the effect of the depth charges, which completely pulverised the coral at Tukao, and he is convinced that "playing about with gelignite is just a waste of time". However, in such places as Avarua harbour, where buildings and property lie close to the proposed demolition area, charges less powerful than the depth charges will have to be used.

At Mangaia it is planned to blast a reef passage with a minimum depth of 30 ft, and a 90 ft wide entrance. The passage will have high, solid reef edges on both sides. Behind the entrance will be a cleared area 170 ft wide, 60 ft long, and with a minimum depth of 40 ft. A channel 30 ft wide, 150 ft long, minimum depth 20 ft, will run from this area to a stilling pond 100 ft by 60 ft. The stilling pond, which will be located in front of the landing place, will have a minimum depth of 12 ft.

The proposed passage will be at Vairoronga, 900 yds. north of the existing passage at Oneroa, and its large dimensions will be made easily possible by the existence of a large fresh water stream which flows under the reef.

The estimated cost of the work is £2,500 in cash, and about 60 depth charges will be needed. The Mangaia Island Council will raise both money and free labour, and the project is being enthusiastically supported by the people.

The success of the Mangaian reef passage project will, to a large extent, depend upon the availability of old Service explosives—and it is hard to visualise a better use to which they could be put.

MIENA FOR SALE

Elsewhere in this issue, the well-known auxiliary ketch *Miena* (owned by the equally well-known Capt. Jimmy Richmond) is offered for sale.

This 140-ton vessel has been trading for many years around the Solomons and the Bougainville area of New Guinea.

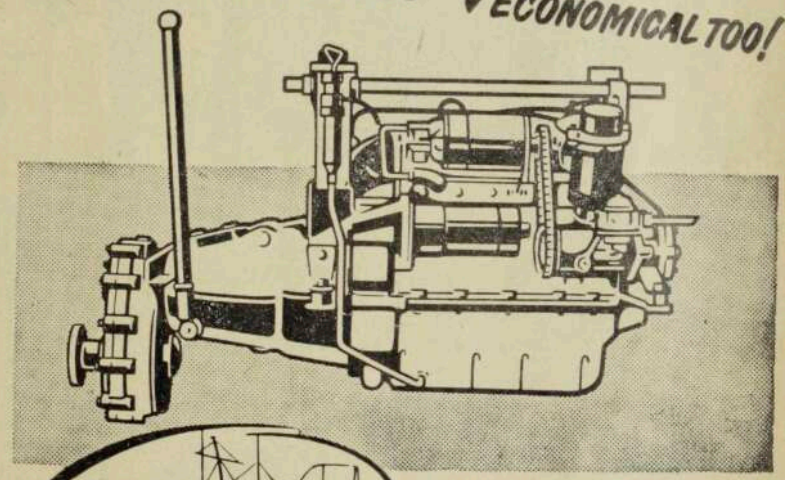
Captain Richmond says that he hopes to retire from deep-sea work and that a much smaller vessel than *Miena* will now suit his needs.

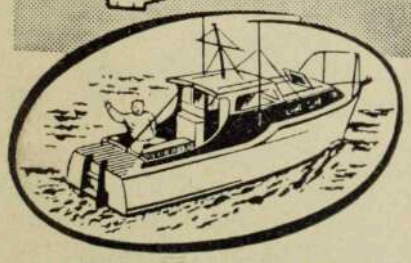
The captain's headquarters are at Sivilou, Shortland Islands, but his postal adress is "via Buin, Bougainville, TNG"—interesting in its own way, because it shows what geographical troubles are laid in store for us when politicians draw arbitrary lines on maps. The Shortland group, although it shelters under the southern end of Bougainville, politically belongs to the British Solomon Islands Protectorate. Practical measures have been taken to get over the difficulties of mail deliveries—but it is a little like

(Continued on Page 101)

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DOUBTS ABOUT ELIGIBILITY

Territorians and Australian Pensions

THE Papua-New Guinea Branch of the RSSAILA has been surprised by a reply they have received from the Australian Minister for Social Services in respect of Territory ex-service personnel who wish to receive old-age pensions and other social-service benefits in Australia.

The RSSAILA had asked that these benefits be extended to Territorians—and now they find that according to the Minister, in most cases they already are extended.

The P-NG Branch has cited a case of an ex-serviceman who went to Australia from NG last year and was denied benefits because he had not established residence of 20 years in Australia.

The Minister said that to qualify for an age pension, a person must have resided in Australia for a continuous period of 20 years—but the 20 years need not be immediately prior to the date of the application. Furthermore, that continuity of residence was not deemed to have been interrupted by absence in a Territory of the Commonwealth.

An official of the Social Services Department in Sydney told *PIM* that people were not entitled to apply for age pensions while resident in New Guinea. A pension application would be considered only from a permanent resident of Australia.

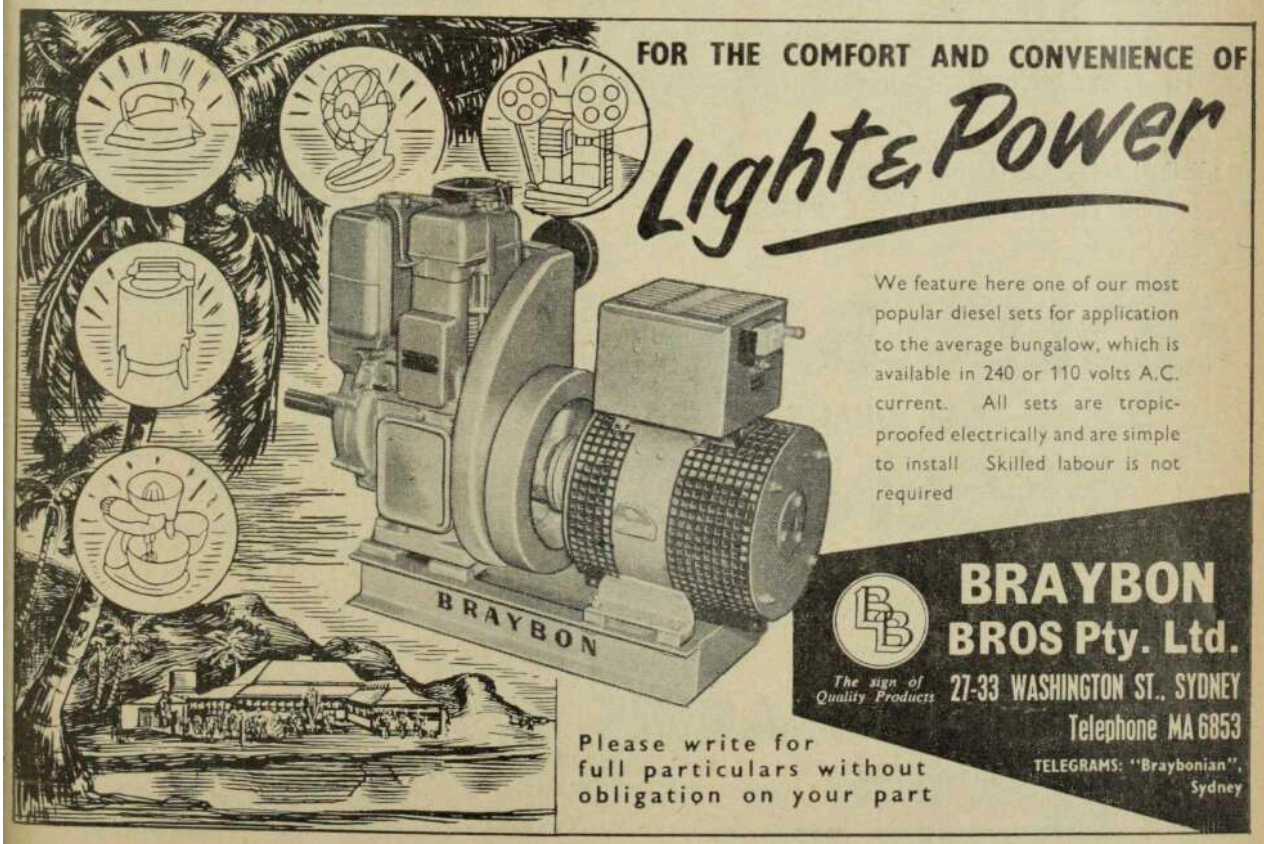
It is possible for a person receiving a pension in Australia and who is required to live in New Guinea for a period, or even permanently, to have the pension paid in New Guinea. Arrangements to do this should be made through the Deputy Commissioner of Social Services in Brisbane.

To qualify for a pension a person must have lived in Australia for 20 years, and he must be in Australia at the time of application.

A resident of New Guinea who served with the Australian services during the war should make pension claims through the Deputy Commissioner in Brisbane. He is eligible for any pension which may be due to him through war disability.

There is also a service pension (equivalent to the old age pension) available to persons reaching the age of 60 who served with the forces outside Australia. This pension is subject to a means test.





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COOK ISLANDS
"PROHIBITION" AND

The Bush-Beer Schools

RAROTONGA has its own liquor problem. It started over a century ago when some young men from Tahiti taught the Rarotongans how to mix and ferment orange juice to make "orange rum."

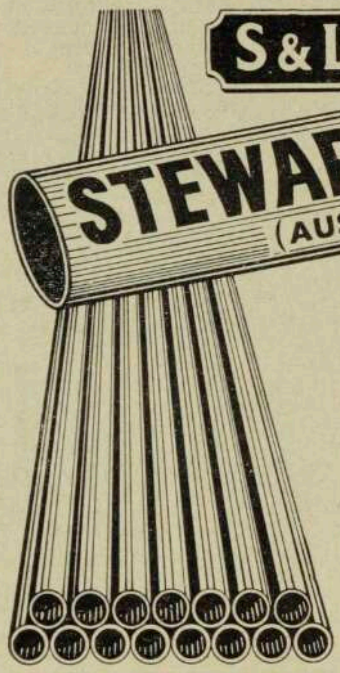
This practice was prohibited by law and offenders were fined, but the manufacture and consuming of "bush beer" became firmly established in the Cook Islands—and is obviously here to stay.

Officially, the Cooks are a "dry" area. Europeans and a few selected islanders may purchase a rationed amount of imported liquor and beer on the medical-permit system at the CIA Bond. But the Government-run hotel at Rarotonga is unlicensed, and it is an offence to give Maoris alcoholic drink.

Even if it were possible for all Cook Islanders to buy imported liquor, only a small percentage of them would do so, partly because the prices are beyond their reach, and partly because bush beer drinkers prefer their own brews to imported beers, which they consider little stronger than soft drinks.

The term "bush beer" is a general one and covers brews made from the fermented juices of oranges, bananas, paw paw, pineapples, tomatoes—any fruit that is in season. "Home brew" is a malt beer and is made from imported ingredients, such as hops, sugar, rice, malt extract and yeast.

Each brewer has his own ideas about the ingredients to use and in what proportions, and the



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alcoholic contents are varied to suit individual tastes.

But the real bush beers are many times stronger than imported beers, and the Island custom of having only one glass among a "school" does not permit of leisurely drinking.

Drunkenness in Rarotonga may, or may not, be on the increase. The numbers of convictions for manufacturing and consuming have increased, but may be due to increased police strength and more determined efforts to arrest offenders.

It is during the week-ends, especially on Sundays, that most drunkenness occurs; but the suggestion that Sunday sports be introduced to give the youth some diversion other than beer drinking meets with strong Church opposition.

It has been proved many times, notably in America, that Prohibition causes far greater evils than those it was designed to prevent. Stricter prohibitive measures in Rarotonga will only drive the beer schools further into the bush.

A more realistic approach might solve the problem. In Tahiti, where Polynesians drink openly with Europeans, one sees very little drunkenness. In some parts of Africa, natives can drink beer in Government-run establishments. If trouble occurs, the pubs are closed for a period, and the trouble-makers become unpopular with their own people.

A similar system might work in Rarotonga. Under Government supervision, a suitable beer could be made by a local brewery and dispensed at beer-gardens in the various villages. Police would be stationed nearby, and any serious breach of the peace would be punished by closing the beer-garden temporarily in addition to fines.

But before any such system could be introduced to the Cooks the Churches would have to modify their outlook. One thing is certain—the present prohibition system in the Cook Islands is farcical.

EDITORIAL NOTE:

Unless selected local "brewers" could be licensed to produce beer for sale, it is unlikely that a local brewery would supply the answer economically.

A brewery, established along the lines of breweries already operating in a number of Pacific Islands, would be unlikely to produce beer at a price the CI Maoris could afford.

It is a matter of argument whether "open-go" drinking laws curb drunkeness. In New Caledonia, where natives may drink all the beer they want, alcoholism is regarded as a real problem. Liberalising drinking laws in Fiji has not produced fewer Fijian drunks, either.

Bush beer has been a CI tradition and an alleged "problem" for at least 30 years. Perhaps, in the absence of any better solution, it should be accepted as one of the facts of life, and the fining of brewers and drinkers (and according to the local newssheet there are dozens every week) be regarded as a revenue-producer.

SISTERS CELEBRATE

50 *Years in Papua*

SAMARAI residents turned out in force, on June 21, to help Mrs. F. Corkin and Miss M. Inman (who are sisters) celebrate the 50th anniversary of their arrival in Papua.

The secretary of the local Citizens' Association and the DC, Mr. A. Timperley, congratulated them for their good work over the years, and endorsed everyone's wish that they should remain for many years to come. Mrs. Corkin and Miss Inman were each presented with a cheque and a wallet.

The Misses Inman arrived in the Territory on board the old *Malaita* —predecessor of the present vessel of the same name—with their mother and sister, now Mrs. Russel, of Sydney, to join their late father (Captain Inman) and their only brother, in Samarai, on June 21, 1907.

In 1914 they moved into the house which they still occupy in Hely Street. Miss Fanny Inman became Mrs. Corkin, in June, 1923

At the outbreak of war, the women were evacuated to Brisbane on the *Neptuna* and returned to Samarai in February, 1948.



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RUINED REPUTATIONS

Undesirable Trends Among Young Fijians

SINCE they gave up cannibalism, the Fijians, more than any other native people, have earned the reputation of being the "good boys" of the Pacific—rather a hard reputation to live up to in these days of shifting values.

Sweeping generalities are made about them—that they are "wonderful people", and so forth. So it always comes as a surprise when it is shown that the present generation, anyway, can come in all grades, good, indifferent and worthless.

A Fiji correspondent writes:

During the past two or three years a very marked decline in the general behaviour of Fijian youths has been observed in Suva.

The principal offenders are youths in their late teens and early twenties, and they can easily be recognised by the fact that they loaf about the streets at all hours of the day or night, do little or no work, and have discarded the Fijian dress of sulu and shirt for long dungaree trousers.

They refer to themselves as the "Snooker Gang", the members making frequent appearances in Court for various offences. Seen in Court they are invariably of poor physique and show a shiftless and hang-dog expression. Indeed, very poor types of their race.

Respectable Fijians look upon them with contempt; and Fijian policemen say that two or three of them can easily be handled, and that it is only when the gang is about 20 or so strong that they show a certain type of gang "courage."

LOITER IN STREETS

The authorities cannot be said to have shown much action in dealing with them. Not even to the extent of stopping them from loitering in the streets at night.

Various remedies suggested, such as sending them back to their villages (where they are not wanted); the introduction of a consorting Act to break up the gangs, and deportation of older members to some suitable island, where they would be forced to do a certain amount of work to sustain themselves, have been suggested from time to time.

But in a matter that can be so easily dealt with little has been done.

---

† The Federal Executive of the RSS and AILA has changed the name to National Executive, to more properly include Papua-New Guinea.

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GOOD WORK

BY RA

Atiu Afforestation Scheme

ATIU ISLAND, in the Cook Group, is still forging ahead under the enthusiastic and energetic leadership of its Resident Agent, Mr. Ronald Thorby.

For some years Mr. Thorby has been showing the people of Atiu what can be done with their land. He established an experimental farm on which many types of tropical produce are grown. He developed the planting of peanuts and coffee, and introduced pedigree poultry. And it was largely through Thorby's urging that the fern-covered upper slopes of Atiu were converted from wasteland into areas now used for afforestation.

The afforestation scheme was started in 1951. To-day there is an area of approximately 110 acres on which Albizzia, and other types of trees are grown.

The Albizzia, a fast growing soft-wood, is intended to supply case timber for the Cook Group's export trade. It will be between 4 and 5 years yet before this timber is ready to be milled, but it will represent a substantial saving for local fruit exporters who have always had to import costly case timbers from New Zealand.

The trees are planted 10 feet apart, 435 to the acre.

Mr. W. H. Jolliffe, Senior Forester of the NZ Forestry Department, visited Atiu in early June, and was impressed with the progress made. Strict measures were enforced by Mr. Thorby to discourage the burning of scrub from the land, and erosion was not so noticeable as formerly. The native ironwoods were growing well again.

Besides Albizzia, other types of trees are grown on Atiu for experimental purposes, such as teak, and the Australian eucalyptus, silky oak and araucaria. Two other trees have proved, through experimentation, that they can be grown successfully on Atiu as case timber

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—Rhus and Gmelina.

Mr. Thorby is assisted by only a small Maori staff who show the land owners where to plant their trees. The rest of the work is carried out by the owners and their families, who obtain the seedlings from the Administration Nurseries.

The afforestation scheme, if successful, will prove a great boon to Cook Islanders, but owing to technical problems, it has been decided that only two of the Group's 15 islands are practicable for this project—Atiu and Mangaia. Afforestation was begun this year in Mangaia.

FIJI AIRPORT ROAD

Better—But Not All-Weather Yet

THE Suva Chamber of Commerce has met with limited success in its efforts to impress on the Fiji Government the need for an all-weather road between Suva and Nadi Airport.

The Chamber wanted a considerable sum of money spent on the Queen's Road to make it passable in all weather, to eliminate as many bends as possible, and to generally improve the surface.

The Government has now decided to rebuild three bridges which could not be used in bad weather because they could not be approached, and to replace two combined road-rail bridges with road traffic crossings.

Although these improvements will not make the Queen's Road an all-weather highway, they will at least reduce delays.

18 MONTHS FOR KILLING A SAILOR

LUCIEN PAULIN, a young man who a year ago stole a bus with it's two passengers and after driving like a madman through the streets of Noumea, knocked down and beheaded a young sailor was, in June, sentenced to 18 months prison.

He was also required to pay the parents of the victim (who live in France), 300,000 francs (£2,000).

This accident was not Paulin's first. Three years before, in a similar escapade, he ran down and killed an elderly man only 100 yards from where he ran down the unfortunate sailor.

† A group of more than 20 officers of the NZ Girls' Life Brigade paid a visit to Western Samoa. Mrs. J. Smith, of Dunedin, Dominion president of the brigade, is leader of the party.

Fiji's Miss Hibiscus Will Visit Honolulu

THE principal prize for the winner of Fiji's Miss Hibiscus, 1957, contest—a return flight to Honolulu—at first sight, appears to be carrying coals to Newcastle.

However, the long-range view is that her presence in Hawaii will help to make American tourists aware of the South Pacific as a tourist area.

Hawaiian tourist organisations are making an all-out effort to promote the South Pacific tourist trade.

They reason that American tourists must pass through Honolulu, with a consequent benefit to the Hawaiian Islands.

So it is Honolulu this year for Miss Hibiscus, not Sydney, which was first prize for Miss Hibiscus, 1956 (Miss Liebling Hoeflich).

The 1957 Hibiscus Festival will run for three days (two last year) and is being held from September 26-28 (December last year).

This year's programme includes a wider variety of entertainment and amusement.

The winner of the Miss Hibiscus contest will be announced at Albert Park, on September 28, after a procession of all entrants through Suva on decorated floats.

† There are 728 Indonesians in Noumea—277 men, 317 women and 134 children.



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TEACHING NATIVES TO RUN THE CO-OPS.

THE Commonwealth Bank of Australia has now provided £7,000 towards the cost of a Co-operative Educational Centre at Port Moresby, consisting of 3 dormitories, 2 classrooms, mess hall and kitchen. This has resulted in a significant increase in the number of natives being trained in Co-operative Society work throughout the Territory.

Up to 1954, 315 students had passed the storeman's course, and, of these, 60 further qualified for training as Co-operative inspectors.

Storemen are trained to handle routine management of a Co-op., including simple book-keeping. Inspectors must qualify for overall supervision of the societies, including audits.

The grants which the Bank made in 1954-55 have made possible the provision of first-class accommodation for students. Native Co-op. societies make annual donations from their own funds to the new school. Individual societies have assumed responsibility for transport and living expenses for their students.

Mr. W. E. Briskey is the general officer in charge.

HEINRICH RUDOLPH WAHLEN

He's Springboard Diving at 85

THE only two men I know of, who knew the Southwest Pacific in the halcyon days of King Edward VII, of England, and Queen Emma, of New Guinea, and who still are actively in circulation, are Mr. Joseph Mitchell, the General Manager of the great Burns Philp organisation, and Mr. Heinrich Rudolph Wahlen, who had made his fortune as a trader in German New Guinea before the turn of the century.

Mr. Mitchell is well-known in Sydney and the South Seas, as a BP empire-biulder; but how many people are aware that Mr. Wahlen is still alive in Hamburg, and maintaining a very lively interest in world affairs?

"I am approaching the age of 85", says Mr. Wahlen, in a letter written in Hamburg on June 26. "This is quite a high age, people say—but why should I not get to 100 years?

"In the last fortnight we have had wonderful weather here in Hamburg, and I have been swimming every day, diving from that high springboard. I feel fit in every way, and the doctors say my organism is in absolute order, and the pressure of blood is like that of a young man.

"If the Australian Government is perhaps expecting that I shall soon leave the stage, I may disappoint them". (See reference last issue to the claim of the Waria Syndicate for compensation in respect of New Guinea).

(Over)

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"I look upon the political scene, and I can only say I am sick of it", proceeds the veteran New Guinea-ite. "Everyone talks—and nothing happens.

"What great fools the people were to start that war in 1914! If that war had not occurred, Great Britain and Germany to-day would be keeping the world in order, and there would be a chance for the happiness of everyone".

Most veterans, who have seen the effects of August 4, 1914, will agree with Heinrich Rudolph Wahlen. The pre-1914 world was a world really worth living in.—RWR.

MEN FOUND AFTER HOPE ABANDONED

THE two missing fishermen, Amede Tom and Camille Willy, missing for nearly a week off Noumea, New Caledoina, were found early June after all hope for them had been abandoned.

The search had been an intensive one, aided by planes of the New Caledonia Aero Club.

One Sunday, afternoon a party of fishermen fishing near the barrier reef about 20 miles from Noumea, noticed smoke on a reef islet and on investigation found the missing men. The launch engine had broken down and the boat was thrown up on the reef. The two men lived on small fish and shell fish and kept their thirst within bounds by drinking water found in holes in trees. The men were little the worse for their adventure.

† The Department of Information Film Unit (Australian) accompanied by a patrol, is now in the Tumbuda Valley, in the Mendi area, South Highland of P-NG, where good filming is reported, despite heavy rains which have been experienced lately.

† Two young Samoans employed by the W. Samoan Government will be sent overseas shortly for training in their respective occupations. Amoa Tausilia Lolesie, employed at the office of the Registrar of Co-operative Societies, is to attend a Co-operative Seminar in Denmark, in July, and will also study for some time in England. Vaitupu Joane, employed at Apia Observatory, is to study Meteorology in New Zealand to qualify as a meteorological officer and undertake magnetic observations at the Apia Observatory.

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COOK ISLANDS
FRUIT

Reports and No Action

AN example of official inertia is given by the NZ Government's delay in acting on a report prepared 12 months ago on the possibilities of developing the fruit export trade from the Cook Islands.

Mr. J. Wattie, managing director of Wattie's Canneries, Hastings, went to the Cooks at the invitation of the Government to make an investigation, and he prepared a report which he considered would be of material advantage to the group itself, while integrating its fruit production (especially of pineapples) with NZ industrial resources.

A year later all Mr. Wattie had heard were "vague suggestions that the report is still under investigation."

Mr. Wattie's opinion is that a quick-freeze plant at Rarotonga was the solution to the problem. The pineapple crop could be quick-frozen and brought to Napier in the *Maui Pomare* (which has 37,000 cubic feet of cargo space) and treated at the company's canneries at Hastings.

It would be uneconomic to establish a canning plant at Rarotonga, or any other island in the group. It would also be impracticable to bring the unfrozen fruit to New Zealand for canning because it would not carry well.

However, if it were quick-frozen first, sufficient could be put on the market to meet demand, and any surplus could be canned. Other produce of the Islands could be treated in the same way.

Mr. Wattie said that until some industry was established for the Cook Islands people their position could not be expected to improve. New Zealand's annual grant of £320,000 a year merely "kept the people alive."

"It is 12 months since I made my report and I have not been given the satisfaction of knowing whether it has been accepted or rejected.

"I felt that the report was the property of the Government, but seeing that 12 months have passed without any reply to my proposals, I see no reason why the public should not know what I recommended. It is hardly fair not to give a decision on such an important subject."

---

† Mr. R. H. Lester was recently ordained as a deacon of the Church of England at the Holy Trinity Cathedral, Suva, by the Bishop in Polynesia, the Rt. Rev. L. S. Kempthorne. Mr. Lester will leave shortly for New Zealand. He hopes to be ordained as an Anglican priest towards the end of next year.

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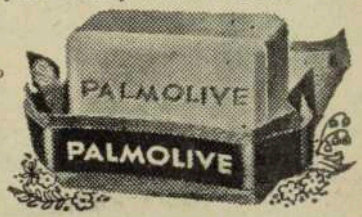
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1. Neck .....
2. (a) Bust .....
3. Waist .....
4. (b) Centre front ....
5. Underarm to waist .....
6. Waist to fullest point of bust .....
7. Shoulder .....
8. Hips .....
9. (c) Across back ....
10. (d) Across front ....
11. (e) Centre back ....
12. (f) Length of front .....
13. Shoulder to elbow .....
14. Elbow to wrist ....
15. Around Upper arm .....
16. Around Forearm .....
17. Around Wrist ....
18. Length of skirt ....

(a) Measure over fullest part of bust, well up under arms and over the shoulder blades at the back.
(b) From waist to base of neck.
(c) Across back at chest level, armhole to armhole.
(d) Over fullest part of bust from seam to seam.
(e) From bone at back of neck to waist.
(f) From shoulder over fullest part of bust to waist.

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MAGAZINE SECTION

Tropicalities

IT CAN BE RISKY SUPPING IN SUVA

I WILL not easily forget my first cafe supper in Suva.

My friend, Joe, and I dined at the Grand Pacific Hotel, then sat in the lounge quietly talking. Joe had a bright idea: "Let's go somewhere for supper."

Now, Suva is a city of 30,000 inhabitants, but you could search for a week of quiet evenings and not find even one cosy little coffee-bar or snack place.

So we went to a Chinese cafe. Following my usual custom, I sat with my back to a wall, so that I could see people coming and going. Our position proved strategically sound, as the evening developed.

The cafe was fairly full. A third of the place was occupied by Indians; while a group of Europeans sat at a table near the centre of the room.

I'm not sure how it started. The place was noisy when we went in.

But, just as I raised my third spoonful of short soup, there was a sudden flurry—there seemed to be dozens of people milling around in the corner.

Voices were raised, fists thudded brutally into flesh. An Indian cried, "Leave us alone, you white ——s."

The brawlers eddied apart, revealing an Indian in a state of fanatical protest.

"We just came in for a quiet meal," he shouted, "and you dam' white ——s set on us and make trouble." Then the battle was on again.

A stolid Fijian policeman pushed his way among the fighters. Patiently, firmly, he clasped the arms of one man, then another, and drew them back.

But the situation was well past explosion point. Racial hatred was ablaze.

A European was kicked in the ribs. (Later, he was sent to hospital). An Indian was knocked down.

Then a police-sergeant arrived and batons were drawn. Some young Indians were hustled down the narrow stairs and thrust into the waiting police waggon.

Still the Indian cry was raised: "We didn't start it. Why take us to gaol?"

Later, the Chinese waitress told me that the Indians were making a lot of noise, and she asked them to be a little quieter. An inflammatory remark was made, which the young Europeans resented. From such small beginnings can major conflicts arise.

Joe remarked: "Well, that just proves it. There isn't a place in Suva that's fit to take a lady to for supper'"—GM.

(It has more to it than that. These incidents are not uncommon. There is a racial problem in Fiji which increasingly calls for mutual tolerance; and, perhaps, for more understanding on the part of men in authority in all communities.—Ed.)

BEHIND PUK-PUK

AROUND the P-NG Territory they are now offering the Pidgin equivalent of the rather silly Bodgie saying: "See you later, alligator!"

It is: "Behind me lookim you puk-puk!"—RWR.

HALF A BAG OF MILK, PLEASE!

NOT all Islands centres are as fortunate in the matter of a milk supply as Lae, New Guinea, which is served by three dairies (*PIM*, p. 127, June), but within the past decade in practically all the main towns private enterprise has established dairy herds.

Fiji is probably the best served of all in this respect, and it has been claimed that Navua has the world's largest dairy farm—a claim that our American cousins are ready to dispute at the twitch of a teat!

But the luxury of fresh milk in tea and on cereal is not for those on the out of the way plantation or the official on the isolated atoll. There, they have to fall back on condensed milk (it is said nowadays that some Sydney agents actually *do* send both the sweetened and the unsweetened varieties or powdered milk). The latter can be a disastrous thing in the hands of a not-properly tutored "boy"—I well recall the only time I saw J——, in New Ireland, really lose his temper and almost slap his cook-boy. It was on steamer day, when a few of us were resting on the verandah after the climb to his bungalow. Cookie brought my wife a cup of luke-warm tea, on which the milk powder floated like pumice dust. Me, I always stick to beer!

Science, however, is coming to the rescue. The UK National Institute for Research in Dairying recently made public a discovery whereby milk can be stored for at least a year without turning sour. Pasteurised milk is treated with ultrasonic waves, poured into plastic bags, and quickly frozen in a brine bath.

Already two British companies have been licensed to go into production and an Australian firm now is experimenting with the idea with a view to supplying the Pacific

The Captain and the Cook . . .

by Will Gill



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Islands and the Far East, where good fresh milk is unobtainable. It also has an eye on the possibilities of making fresh milk available for ships' passengers.—*"Dee"*.

FARMER AT SEA

LYING at Voco Point, Lae, New Guinea, was a well-known coaster with a well-known skipper, and the latter entertained the select few in the Cecil bar with some stories of recent events.

He had a cadet in his ship, to whom he was rather hopelessly trying to impart the principles of navigation.

One morning, at Lae, he said to the cadet: "Here, take these letters up to the Post Office. And, while there, you'd better see if there is any mail. Here is the key of our mail-box—number so-and-so."

That evening, the skipper himself went uptown, and looked in at the PO for mail. There was none—but in his box were the several letters he had given the cadet to be posted. The stamps were uncancelled.

Yes—you've guessed it. That inexperienced young man, having taken the incoming letters out of the box, carefully deposited the outgoing mail *in* the box. His parents now have removed him from the sea and sent him wool-gathering.—R.

THE MIRACLE OF MODERN MEDICINE

SOMETHING that most people called Asian Flu—a foul, feverish, coughing, phlegm-spitting sickness—swept across the New Guinea mainland in late July, during a period of almost constant rain.

Only amusing thing about it is that the first victims—and they suffered a good deal—were the hard-boiled Qantas pilots, who were the *first* to get the limited inoculations available.

There was very little trouble in the drier places, like Port Moresby and Rabaul.—P.

JUST CALL IT AVA AVA

SOME months ago *PIM* drew attention to the publicity stunt then being launched in America by Metro-Goldwyn-Mayer and a firm of baggage manufacturers — aided and abetted by the Fiji Visitors' Bureau.

This was the "Win an Island" contest, in which entrants were asked to supply the last line of a limerick and win a Pacific island. The island, which had been chosen for this project, was four-acres Yawalo, off-shore from Lautoka, Fiji.

Now comes the pay-off: An Australian women's magazine, in June, advertised: "You can even win your own tropic island! Write the last line of a limerick—that's all—and the winner gets palmy, half-mile long Ava Ava Island, which lies just off-shore from Fiji. It's yours to live on, beachcomb, do-what-you will. There is a perfectly furnished hut on the island."

Elsewhere, it said that the island was named Ava Ava, after Ava Gardner, the film star. Just now crazy can you get?

Like many others, I can scarcely wait to see who gets Ava Ava and goes there to beachcomb (or what-you-will). One thing is certain, however—if Cakobau had known that this kind of namby-pamby nonsense was going to overtake the once virile islands of Fiji, he certainly would have waited and offered the place to the Indians.—M. McK.

AS FROM ONE CANNIBAL ISLE TO ANOTHER

RESIDENTS of New Guinea would have rocked in their sox recently if they had read the description of a drift down the New Guinea coast, given in the *Fiji Times* by one of the survivors from the *Sea Pearl* (see Shipping News, July).

The survivors came ashore at Suain, which is about half-way between Wewak and Aitape—and the sailor tells how, in their two days drift, they twice approached the coast, and twice drew back because they sighted natives with spears and feared that they might be CANNIBALS!

This part of the world might be regarded as Simogen's country—Simogen, MLC, who has attended Royal Balls and Garden Parties, and even travelled as far as Fiji. And once I considered it my country—or at any rate, my sea-coast. If any of these natives have had anything more lethal in their hands than a fishing spear for a couple of generations I'll be amazed. And in any event, there is, so far as I know, nothing to show that they were ever very ardent cannibals.

The Sepik River people were—and some still are—head-hunters; and in a few remote parts of the mainland there is a remnant or two of ritualistic cannibalism. But it is a long, long time (if ever) since the natives of the NG north coast ate sailors.

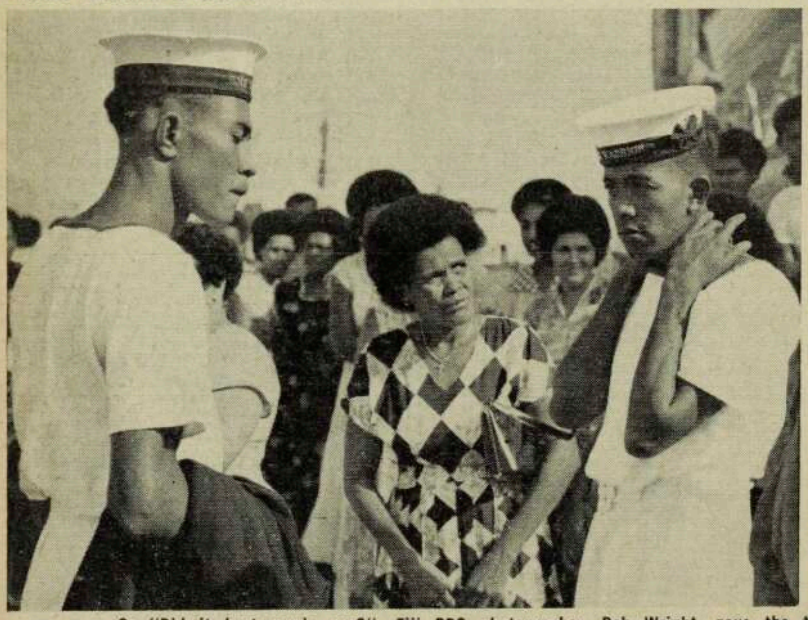
The natives of P-NG are socially not as advanced as the Fijians—not by a long way—but on the other hand, they have never been such distinguished cannibals as their Fijian cousins, either.—JT.

LINK WITH EARLY FIJI EDITOR

"MY best wishes to you, in connection with your investment in *The Fiji Times*," writes Mr. C. Wager, a former resident of Fiji, and whose address now is Tugun, in South Queensland.

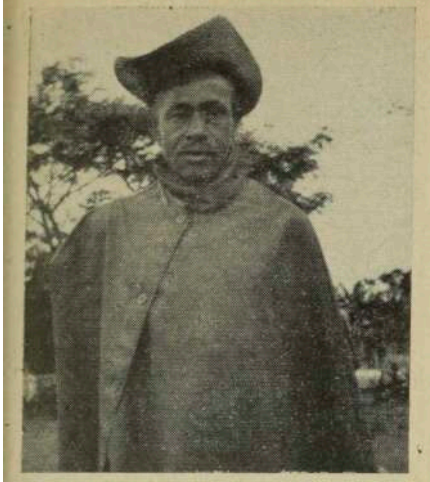
"It may interest you and others to know that a grandson of old Griffiths—an early owner and distinguished editor of *The Fiji Times*—is a near neighbour of mine here. He runs a most interesting establishment, in which he feeds wild birds — no-one travelling hereabouts should miss it. *The National Geographic*

Those Atom Bombs . . .



. . . Or "Did it hurt much, son?" Fiji PRO photographer, Rob Wright, gave the title of this photograph as "Fiji Naval ratings with their relatives at the Suva dockside after they returned recently from Christmas Island where they were on duty during the H-bomb tests". However, we somehow feel that our friend Rob, had in this case, broken in on a domestic crisis of some kind that may or may not have had something to do with H-bombs.
—Fiji PRO Photo.

Fashions in Headgear . . .



It has been a wet wet-season in Lae, New Guinea (Lae has its "wet" when the rest of the Territory has its "dry"). These photographs, taken recently at a Saturday morning market, by our New Guinea representative,



Miss Pat Robertson, show how the local natives are coping with it.

At extreme left, the Laughing Cavalier type. Centre, Let-nature-be-your-friend: A large taro leaf used as an umbrella. Right: The Mixture-



As-Before. Time has changed some things i NG (Junior wears a hula-shirt) but Mum sti carries the firewood, the vegetables and mayb the family pig in a bilum dangling from he head.

Magazine of last October gave him no less than ten pages—eight of them beautifully coloured".

AND ONE FOR THE ROAD (NON-TROPICAL)

A VERY new recruit was strolling self-consciously through a nudist camp. Like all new nudists, he was trying to keep his mind firmly on the fact that people are created equal—that the differences which may trouble us are merely things of our own imagination.

He came abruptly around a corner, and there was a young lady quietly sleeping in the sunshine. Clearly, she was a full member of the nudist society.

The embarrassed young man seized a handy rug and threw it gently over the sleeping form.

She awoke immediately, gasped, and then yelled, "Help, help—I've been draped!"

† The Lepers' Trust Board is constructing additional buildings at Korovou, near Suva, to accommodate patients discharged from Makogai. The record number of 115 patients discharged in the last year has created some administrative problems for the medical and nursing staff at Korovou, and more buildings have become necessary.

† The Australian Minister for Social Services, Mr. Hugh Robertson, recently spent a holiday on Norfolk Island. While there he took time off to visit the school and the hospital and also gave a talk to the Advisory Council on local Government.

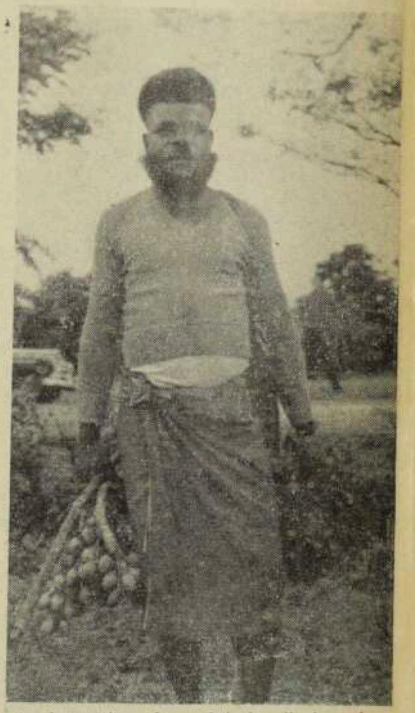
¶ Mr. Ivor Wood, a Western Australian mining engineer, has been appointed Chief of the Mines Division of the Department of Lands, Surveys and Mines, Port Moresby. Mr. Wood, who was formerly in charge of mining at Kalgoorlie, was expected to arrive in Port Moresby in July. On his way through he made an inspection of uranium and beach mining on the Queensland coast.

¶ Mrs. Olga Blood, with attractive freckle-faced daughter, returned to Madang, New Guinea, by plane from Australia on July 25. Mr. Nep. Blood now is manager of an agricultural station in that area. On the same plane, also heading for Madang, was Mr. J. E. Gilmore, looking bright and well after an encounter with the medical fraternity down South.

† About 120 people attended a meeting of the New Britain Historical Society held at the Kokopo Sports Club on June 29. The Rev. Wesley Lutton gave an address on "The First Ten Years of the Methodist Overseas Mission in New Guinea, 1875-85". This was followed by colour films shown by Dr. G. Randmae and Mr. F. Holland.

† Miss Mildred Mode, Pacific Travelling Commissioner of the World Association of Girl Guides, will shortly pay a visit to Rarotonga, Cook Islands. She has spent the past two years travelling through Thailand, Korea, Japan and the Philippines. After visiting the Cook Islands, Miss Mode will travel to Brazil to attend a conference of Girl Guides and Girl Scouts.

. . . and one in Faces



An interesting piece of hedge-clipping gives these whiskers a distinguished look—and is this native's way of coping with the cool season. Pity the damp has made that sweater shrink, though. Our friend has been getting in the week-end supply of betel-nut.

† In Auckland, NZ, in May, Malani Viliamua, Niue Islander, working in NZ, was sentenced to two years gaol for the manslaughter of a fellow Islander, Luitohi Japeth.

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Wife Trouble Set Him Adrift . . .

WITH TWO DOG BISCUITS AND A BIBLE

By R. J. PARKER

There are a number of morals in this Cautionary Tale—one of which must surely be that it is as well as find out whether the husband is home before calling upon someone else's wife. Particularly so if one lives on a small mid-Pacific island.

Taulamati's drift is the latest in the many demonstrations of how these hardy Line Islanders can survive when cast away on the ocean. It will be observed that during his 8-days voyage, he did some powerful praying. It occurs to us that he might have saved himself a lot of trouble if he had given the same attention to prayer before he did his midnight prowl on May 24—but if he had, of course, it might have spoiled a good story.

At Ocean Island, Central Pacific, a young Ellice Islander's attraction to another man's wife recently led to a sea voyage of over 160 miles in an open galvanised boat barely 10-ft long.

Taulamati, of Funafuti, Ellice Islands group, had been working in the messroom of the British Phosphate Commission, Ocean Island, for a period of 8 months, during which time he became attracted towards an Ellice woman, the wife of one of the Ellice labourers.

Finally he decided to approach this woman and crept into her house at midnight on May 24.

However, he was unfortunate to find the husband at home and did not escape before being recognised.

Next day, gossip spread among the native labourers of Taulamati's visit and his friends became angry with him.

Realising that public feeling was rising against him, and fearing the action that would be taken, he decided to hide the following night.

While in hiding, he realised the futility of expecting to remain hidden for any great time on that small island, so put to sea in a small dinghy, which was at the Boat-harbour. The boat was made of galvanised iron 9 ft 10 in. long, 4 ft 7 in. wide, and 3 ft 10 in. at the stern. The boat was used by children to paddle in the shallows.

On leaving the island, he took with him a Bible, a tin of 50 cigarettes, a bowie knife and two dog biscuits.

He paddled off shore a few hundred yards, using as a paddle a piece of timber that was in the boat.

Once off the island he found, to his dismay, that the current and tide were rapidly carrying him to sea. All night he battled to keep the boat from being swamped by the waves and tried in vain to reach the shore again, but next morning, Sunday, May 26, the island was only just visible in the distance.



Taulamatai.



e canoe in which Taulamatai made his voyage.

Exhausted by his night's efforts, he slept for several hours, awaking to find himself alone on an empty sea with no land in sight.

In the depths of despair he prayed to God to guide him to land and then ate one of his two biscuits.

He dozed during the afternoon of the first day, awaking at sunset with great hunger and thirst. Unfortunately, he had no water to drink and prayed for deliverance, and slept, alternatively, throughout the second night.

The following morning, Monday, he discovered his second and last biscuit was saturated with sea water and he had to throw it away.

Heavy seas forced him to bail continuously throughout the day with cupped hands and later he threw away his cigarettes and used the empty tin for bailing.

A shower of rain in the evening enabled him to catch about a ¼ inch in the cigarette tin. He drank this water slowly.

Taulamati now felt that he gained great strength from his prayers and continued to pray and sing hymns during the night whenever he awoke.

At 3 p.m., on Wednesday, he sighted a Japanese fishing boat about a mile away, and he waved in vain for an hour to attract attention, but it was drifting away from him and soon was lost to sight.

On Thursday, fish were swimming around the boat and he waited his chance and stabbed one of them.

It was a large tuna and after getting it aboard, he prayed and thanked God for giving him the fish. He then cut the fish into pieces, eating some raw and spreading the remaining pieces to dry in the boat.

Later in the day, it rained for the second time during his drift, and with the aid of the cigarette tin he was able to satisfy his thirst.

At dawn, on Saturday, he sighted frigate birds and became excited. He knew that the Nauruan natives keep frigate birds as a hobby, and he prayed at great length that God would guide his boat to Nauru.

Later in the afternoon he saw noddies and his spirits rose at the prospect at being close to land. That evening a little rain fell which enabled him to drink and he had some of the dried tuna fish to eat.

On Sunday morning, he was awakened by the noise of a large number of noddies feeding near his boat.

He searched the horizon for sight of land without success. All Sunday he forced himself to remain awake for fear he might pass land unnoticed, but sleep finally overcame him and at 10 o'clock on Sunday night, when he awoke, he could see lights on the horizon.

Using his timber paddle as a mast and his lava-lava as a crude sail, he made better progress.

On awakening, Monday morning, he discovered that he had sailed past the island during his exhausted sleep. He immediately pulled down

the sail and paddled madly for the island.

Wind and tide made his progress difficult but by 9 a.m. he was passing close by the northern end of the island, which he now recognised as Nauru, 180 miles from Ocean Island.

When in close to the reef a large wave swamped the boat and he swam to the shore. Exhausted on landing, he rested for some time before searching for some coconuts for food and drink.

After nourishment, he slept again till late Monday, when he reported to an officer of the British Phosphate Commission, where he told of his amazing voyage.

Taulamati had taken just over 8 days to travel the 160 miles or more between Ocean Island and Nauru.

W.H.O. presents— HEALTH NOTES

GENETIC EFFECTS OF RADIATION

ONE hears a lot these days about man being continuously bombarded by radiations coming from outer space and from radioactive material in the earth's crust.

The intensity of this bombardment is being notably increased, in our days, by man-made sources such as medical X-ray machines, radioactive material used in medicine, and also certain material and apparatus used in science, industry and commerce; and artificial radioactive elements distributed by man in nature.

Radiation has been demonstrated to be one of the agents which produces genetic mutation in a wide range of organisms from bacteria to mammals, and a group of 20 international experts was therefore brought together by the World Health Organisation in Copenhagen last year to discuss research problems connected with the effect of radiation on human heredity.

This group's report states the experts were of the opinion that the well-being of the descendants of the present generation is threatened by developments in the use of nuclear energy and of sources of radiation.

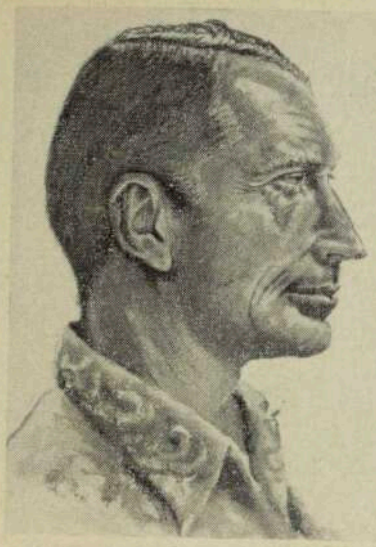
There are strong grounds for believing that inherited effects of radiation are additive, the experts agreed. The most important source of radiation to humans are at the present time from the natural radiation and from the radiation received by patients undergoing medical X-ray examination.

In a section of the report entitled, "Some Conclusions", eight recommendations are listed. These include the establishment of more institutions and large university departments concerned with human genetics and improved teachings in this branch; the systematic registration of serious hereditary diseases; and efforts by UN Agencies towards the collection and publication of information on subjects like fertility, consanguineous marriages and parental ages which are so essential as background in human biological studies.

The Group was particularly impressed with the genetic hazards of man-made radiation from sources used in medicine, industry, commerce and experimental science. Both as an approach to control and as providing basic background information on radiation exposure and effects on man, it is essential that methods be found of recording exposures to individuals and populations, however difficult this may prove.

The first Australian harvest of culture pearls is now being gathered in Brecknock Harbour, 130 miles north-east of Derby, Western Australia. They are half-pearls, suitable for pendants and earrings, and will be on sale in Australia and overseas before the end of the year.

Skipper of "Yankee"



IRVING JOHNSON, Skipper of the "Yankee", needs no introduction to readers of the PIM, nor to anyone interested in the Pacific, although Johnson, must rank as America's most unassuming if most valuable, Ambassador.

"Yankee's" Skipper was born on a farm in the Connecticut Valley not far from Springfield, Mass., to the sound of gunfire and in the smoke of gunpowder, on July 4, 1905. He took to the water early, amid the sticks and sails of coastal yachts. Later he served in ships of the Grace Line, and then sailed around the Horn in the four-masted barque "Peking".

The schooner "Yankee" was commissioned in 1933. She was an old Dutch North Sea wooden pilot-cutter, 92 feet in length. Johnson had recently married Electa Search, of Rochester, NY, and she has been his chief-officer on all the seven "Yankee" voyages. Their two sons, Arthur Cook and Robert Parkin, now aged 21 and 18, have been on many of the trips too, but not the present one.

When the Japanese struck at Pearl Harbour on December 7, 1941, Johnson was there advising the US Navy on possible island bases in the Pacific. He was immediately commissioned as Lieutenant-Commander and went off in the survey sloop "Sumner", of about 4,000 tons, to improve the doubtful charts of the islands, clear channels, and prepare fleet anchorages. This took him to Wallis Island, Bora Bora, New Caledonia, Tonga, Fiji, New Hebrides, Samoa, Guadalcanal, Port Purvis on Florida, Iron Bottom Sound, Desboyne Lagoon in the Louisiades, Nukufetau and Funafuti, Tarawa in the Gilberts, and Kwajalein in the Marshalls.

After a refit for "Sumner" at San Francisco, Irving Johnson became Commander of the ship for the next phase of the drive to Tokyo. This included surveys under fire at Iwo Jima and the preparation of the great lagoon at Ulithi, 400 miles Sou'West of Guam.

After the war the Johnsons commissioned a new "Yankee", the former German Steel pilot-cutter "Duhnen" at Brixham, Devon, and on the brigantine commenced the first of the four post-war voyages of the Johnson family.

On this present (and last) voyage the crew consists of 17 boys, 3 girls, and a woman doctor.

They are due to berth at Gloucester, Mass., at 2 p.m. on May 4, 1958. The ship will then pass into the possession of Mr. Reed Whitney, who intends to continue the same type of voyages in the future. The Johnsons are planning a smaller vessel, a ketch to be called "Yankee", and in it will explore the inland waterways and canals of Europe.

Johnson holds the rank of Captain in the US Naval Reserve, and is famous as a lecturer and author. He has published six books, four of them covering "Yankee" voyages.— BRETT HILDER.

Your World of Stamps.—XII

Interesting New Issues

CONDUCTED BY K. N.

IN connection with the recent celebrations marking the 350th anniversary of the foundation of Jamestown, the first white settlement on American soil, the USA authorities issued an attractive new stamp. As well as bearing a medallion showing early English pioneer ships of 1607, several modern warships, including an American aircraft carrier, appeared on the stamp. Its issue coincided with the holding of the International Naval Review.

This was one of the events marking the Jamestown celebrations, and included some 111 warships from 18 different nations, held at Norfolk, Virginia.

The 150th anniversary of the Danish National Museum was marked recently by Denmark issuing two stamps, one of them showing a view of the institution, formerly known as the Royal Museum for Nordic Antiques. The other

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illustrated one of the Museum's outstanding exhibits, the Sun God's Chariot.

Many other nations have similarly produced stamps on behalf of National Museums of various kinds.

An interesting design has been used on a Canadian stamp in memory of the early explorer, David Thompson, who went to Canada in 1784 at the age of 13, in the service of the Hudson Bay Company. On the stamp, which showed a map of the territories where he made some of his important discoveries, Thompson is shown using a sextant.

Explorer Thompson (1770-1857) was very active in the development of Alberta and British Columbia.

A short while ago Liberia issued six stamps for the anniversary of the 1st Pan-American air service, connecting the African Negro republic with the US. One of the two designs pictured the PAA clipper, "Captain John Alden", at Idlewild Airport, New York, and the second design featured the same airliner being farewelled by Liberians at Roberts Field.

A portrait of President Tubman was also included.

No less than fifteen stamps, in two principal motifs, comprised an issue put out by Venezuela recently to observe the 1st American Book Festival at the Central University at Caracas. A map of the Americas and an open book was the highlight of one stamp, the other design showing a book supported by the flags of the American countries.

Many nations have honoured the memory of Lord Baden-Powell, the founder of the Boy Scout Movement, whose birth centenary has been the occasion of special stamp productions. The Central American republic of Nicaragua issued a set of fifteen values, printed in two colours, the 12 distinct designs showing many scout motifs and symbols.

These not only included portraits of Baden-Powell and Joseph Harrison, who established scouting in the republic, but represented a Rover scout, Senior scout, and Wolf cub, with scout symbols—scout badges, knots, bows, etc.

The 85th birthday of popular King Haakon, of Norway, is being celebrated this August with a special stamp. The first time the aged monarch was similarly honoured was in 1947, when his 75th birthday was commemorated with a portrait study. In 1952 the 80th anniversary of King Haakon's birth was celebrated by two stamps on which his effigy was seen in naval uniform.

† General Motors-Holdens Ltd, has decided to appoint Holden vehicle distributors in the Cook Islands, Tahiti, the Society Islands, and in American and Western Samoa.

Death of Hugh Kerr Recalls—

Prominent Part Taken in Development Of New Hebrides By The Kerr Brothers

BY LEW PRIDAY

WITH the death this year in retirement at Hornsby, on Sydney's North Shore line, of Mr. Hugh Kerr, the New Hebrides loses one of its older settlers, and a link with pre-Condominium days. To the end Mr. Kerr maintained old friendships with those he had known in the islands in his really strenuous years. To him and to the widow he leaves I am indebted for kindnesses that will never be forgotten, and for information about the past that few others could have imparted with the same human detail and enlivening comment.

The family story is well worth telling. A portrait of Hugh's uncle, the great Captain Donald MacLeod, first of New Hebridean pioneers, and pictures of ships that plied the group for Kerr Brothers in the early 1900's, hanging on the walls of his dining room, brought memories of days gone by.

The MacLeod family arrived in New Zealand on the *Bredalbane*, from Nova Scotia, in 1858, and settled at Whangarei Heads. Here, in the early 1860's, Donald's sister Flora MacLeod married James Walter Kerr, who had arrived from Scotland. Mrs. Kerr died on a visit to that country in 1904, and Mr. Kerr in New Zealand, where he was school teacher, farmer, storekeeper, and member of many local bodies, in 1912, long after their sons and daughters had gone away to form the company which has played a prominent part in the development of the group.

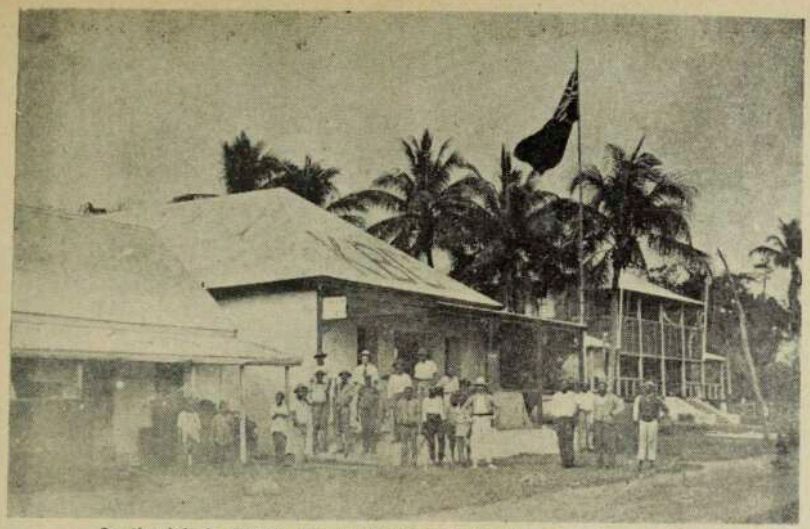
ON Captain MacLeod's death in 1894—he had pioneered the Hebrides since the 1860's—Hugh's brother Mr. Graham Kerr, now living at an advanced age in Noumea, was sent from New Zealand to Efate to take charge, and was later joined by his elder brother James. James had already been at Havannah Harbour with his uncle in the 1880's, but had been stricken with malaria.

When sufficiently recovered, James returned to New Zealand, and he was able to join Graham at Vila, where Kerr Brothers built a new store alongside MacLeod's old one, in 1895. Their sister Flora joined them in 1899, and Hugh a year later. They carried on business for a while as MacLeod and Company, but later formed Kerr Brothers Ltd., registered in Sydney, where they set up their first office in 1902. Two other sisters, Mary and Agnes joined them in Australia, Agnes, whom I met on one of the last of her trips to the group, and again in Svdney after



A party of New Hebridean natives on a Santo beach. They are not Big Nambas. Note the old-fashioned muskets they are carrying. Incidentally they are the world's worst shots.

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On the left is Captain Donald MacLeod's original trading store at Port Vila, Efate The larger store alongside it was built later by his nephews, the Kerr brothers.

the war, was a most capable accountant.

In the late 1890's and early 1900's settlement was shifting from Efate and Epi to Malekula, Santo, and other northerly islands. It was French settlement mostly, though trading was carried on by people of other nationalities, and Australians for a while showed an unusual burst of interest.

In these circumstances the Kerr Brothers became well known for developments at Santo, where they established a big plantation at Turtle Bay. Here among the early settlers were the brothers Matt and Willie Wells, from Tamora, New South Wales, who had bought the Trumble plantation — Trumble, brother of the Australian Test cricketer had been murdered by the natives. Next came the Kerr's place at Matewula ("Smooth Water") a beautiful small harbour, but without a deep entry, so that you had to get in and out at high tide.

Another important activity of the firm in those days was their own shipping service round the group, that is, north of Vila. From the 1890's on, Messageries Maritimes ran an excellent overseas shipping service, arriving in Noumea from France, via Suez and Australia, every 28 days, and it was on one of these mail vessels that Mr. Graham Kerr made his first voyage Sydney-Noumea, in about 66 hours, or faster than to-day.

Then, in the 1890's, the Australian service of the AUSN Company used to call at Vila and Noumea, on its run to and from Suva; and later on the Burns Philp service from Sydney to Lord Howe, Norfolk Island, and the New Hebrides was established. But for linking up the island outposts from Vila northwards, planters, traders and missions were very dependent on the Kerr Brothers' services.

THE vessels the Kerr Brothers had in those early days in services round the group or for local station requirements were the *Mary Anderson, Tamarina, Tathra, Countess of Ranfurly, Flinders, Polynesian, Aoba, Toa, Rosabel, France, Lunawanna,* and *White Heather*. Mostly these vessels they owned, but a few were under charter.

Then—it was about the time of the outbreak of World War One—came tragedy. The *Tathra* was lost in a hurricane in the region of northern Ambrym. There were many French passengers on board, and twenty-four people lost their lives, including two nuns.

Mr. Graham Kerr was twelve hours in the water, and in that time he and a native drifted fifteen miles on a spar. They were washed up on the fringing reef of two-mile-long Sakau, largest of the tiny Maskelyne Islands, forming the south-east part of Malekula. The native was killed in the wash, but Mr. Kerr, though cut to ribbons by the coral, managed to scramble ashore, where the French planter Gautier looked after him.

Mrs. James Nicol (Flora Kerr) was on board, but was picked up. Her husband had come out from Britain as engineer on the yacht *Euphrosyne* (she was too small to be termed a gunboat), sent out for the British New Hebrides administration. This brother-in-law of the Kerrs became resident commissioner, at Tanna, for the southern islands.

The master of the *Tathra*, Captain Halliday, last to leave, broke his chin getting into one of the boats. An inquiry into the vessel's loss was held in Sydney, and



Osa and friend: In this fetching walking-out costume Osa Johnson encountered the New Hebrides jungle in 1918. The native with her is said to be civilised — presumably because of the bandana handkerchief he wears in front.

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he was exonerated. Later he became inspector of navigation in Sydney harbour.

A good deal of the firm's shipping activities fell on Hugh's shoulders. He was at hand in 1912 when another, an individual, tragedy occurred. A year or two before, the Melanesian Mission steamer *Southern Cross* had brought from Melbourne to Lolowai (native name for "Fresh Water") Bay, Aoba, the missionary Charlie Godden and his young wife. They had not long been married, but rapidly won golden opinions all round, among natives as well as whites. Godden, unarmed, one day went into the interior, where he was shot in the back by a native he had never seen before.

The natives themselves arrested this man, who showed signs of insanity, and brought him, and Godden's body, down to the coast, to the station at Lombaka.

From here the Kerr schooner left with Mrs. Godden on the poop, her husband's body in the cabin, and his murderer in the hold. The native was later sent to Suva for trial.

IT was about this time that the pioneer documentary film-maker, Martin Johnson and his wife, Osa, became known in the Hebrides.

Hugh Kerr had first met Martin Johnson, then in his early twenties, when the latter was cook and engineer on the *Snark*, with Jack London. Martin was overhauling the engine when Hugh came along the beach at Vila. Martin remarked that he had quite a job on, for the *Snark* was an unsatisfactory craft. She had been built 2 ft shorter than the specifications called for, and this, in addition to an extra 2 ft draft, made her awkward to handle. London, one day, while listening to the throb of her engines, calculated that counting repairs, Martin's salary, and so forth, the engine had cost him $100 for every mile she had run.

The Londons, on reaching the Solomons, laid up the *Snark* and journeyed to Sydney by Burns Philp's *Makambo*, where the Macquarie Street specialists suspected Jack of having "white man's leprosy". He was one of those individuals who could not stand up to the tropic sun.

Captain Reed and Martin Johnson took the *Snark* to Sydney, where she was sold for £600 (she had cost ten times that in San Francisco), but by then Jack and Charmian were on their way back to California.

Jack, whose Pacific Island stories seem amateurish, almost childish, to-day alongside those of Stevenson and Becke, wrote later that she was sold to an English syndicate for trading and recruiting in the Hebrides. But the man who worked her there was the old blackbirder Captain Briault, who had once been chased away from the islands for his unlawful recruiting methods.

In the Hebrides, some years later, Mrs. Kerr made friends with Martin Johnson's wife, Osa, in fact they were fellow passengers to Vila from Sydney on the *Pacifique*. She was, Mrs. Kerr tells me, a most attractive young woman, and wherever she went she had men around her.

They were then planning their first visit to the Big Nambas—Big Numbers, Osa called them—of Malekula. This was right at the start of their adventurous travel-film-making career, and the Kerrs offered them hospitality at Santo. It was Hugh Kerr who took them on the *Rosabel* and landed them at Vao, Malekula.

Several settlers had warned them to beware of the Big Nambas, but they crossed to the mainland, walked round the coast, and began their hike over a cliff to the Big Nambas country.

Here they were stopped by the notorious chief, Nagapat, and his party. While they were talking in Pidgin, the warriors seized Martin, and Nagapat seized Osa, wishing, it is said, to make her his twenty-eighth wife.

It was a dangerous moment, and they were saved by a miracle Round the cliff, where recruiters customarily exploded dynamite to let the Big Nambas know they were looking for recruits, the British Government yacht *Euphrosyne* came chugging.

Martin said she had come to meet them, though he knew that at any moment she might move on again: they were released by Nagapat, and ran down the track as fast as they could go.

The Kerrs heard from Martin at the end of 1917, saying that his Hebridean pictures had turned out fine, and that he was sending them some stills. He also sent a copy of a film he had made of their Turtle Bay plantation, and one of the *Rosabel*, which Martin had shot under full sail.

The film, the first he had made in the group, was afterwards shown in Sydney. The Johnsons were back the following year, when Osa was filmed posing with Nagapat, her former attacker.

Mrs. Johnson wrote about some of the New Hebrides incidents in her books, which were popular about a generation ago.

The Johnson's films of primitive places and people and of wild animals, were the first of the travel films, and in their day had a considerable vogue.

PIM CROSSQUIZ NO. 89

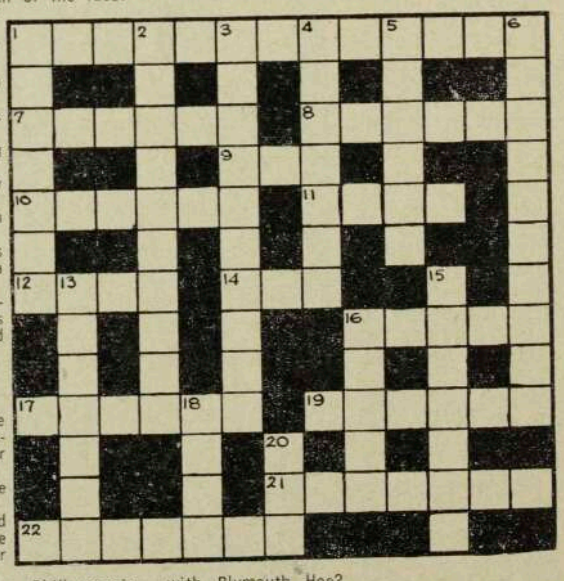
Solution on Page 98.

— ACROSS —

1.—What was the name of the Archbishop who was assassinated in Canterbury Cathedral?
7.—What is the most abundant of all elements?
8.—What is the term for the flag of a regiment?
9.—What is a muscular twitch of the face?
10.—Where do the Berbers dwell?
11.—Where was Achilles' vulnerable spot?
12.—What philosophy does a Yogi practise?
14.—Where is the radius bone?
16.—What is the wild dog of Australia?
17.—What is the largest city in the West Indies?
19.—What perfume bag can you obtain from a she cat?
21.—Which famous pass leads from Italy into Austria over the Alps?
22.—Which American entertainer was one of the world's greatest illusionists and escapists?

— DOWN —

1.—Which leader of the Bolshevist revolution was dismissed from office and later assassinated in Mexico?
2.—What do you associate with June 15, 1215?
3.—Besides the "Nina" and the "Pinta" what was the name of Columbus' other ship?
4.—Who founded the London Philharmonic Orchestra?
5.—Which famous American soldier was killed at the battle of Little Big Horn?
6.—What term is applied in the American West to anyone not hardened to life on the prairie?
13.—Who was the lover of Rosalind in "As You Like It"?
15.—What is the name of the saint who is commonly represented in art as holding the infant Jesus in his arms?
16.—What famous bowler do you associate with Plymouth Hoe?
18.—What dreaded word came into being with Hitler?
20.—What is the name of the large coloured sash worn by Japanese women?



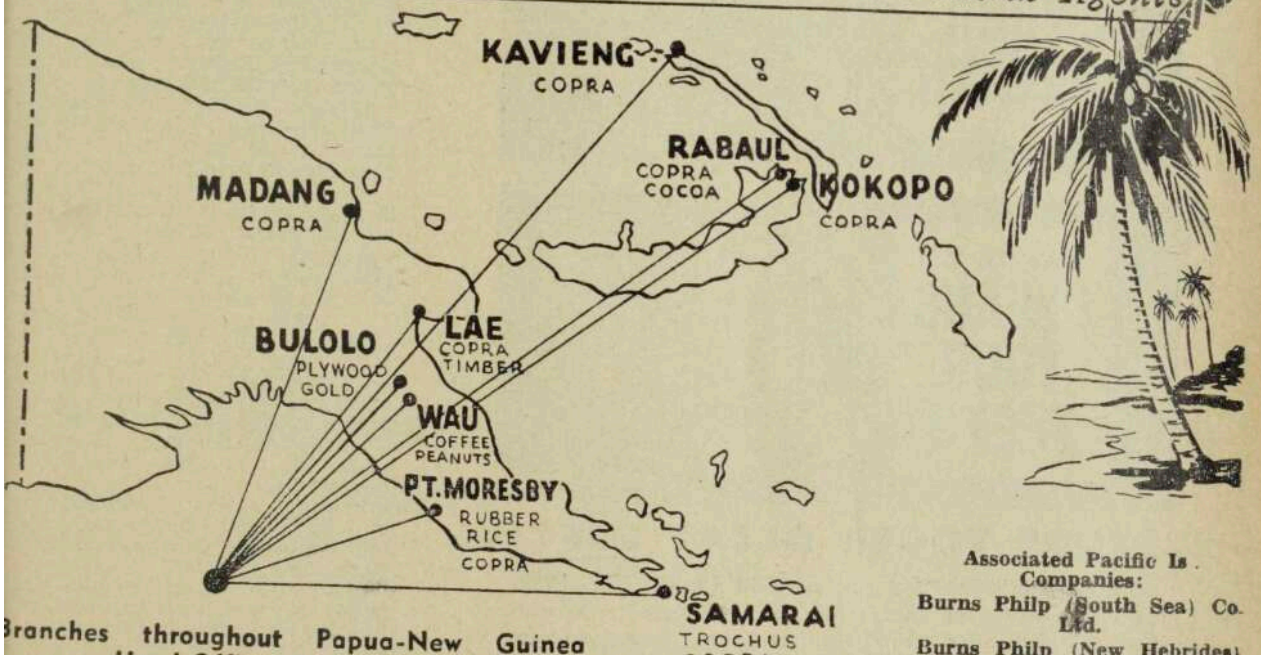
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The Disappearance of Ginigolo

A true story by "Sanasi"

GINIGOLO of the Rigo District, 60 miles east of Moresby, was one of a batch of twelve natives recruited to do agricultural labour at Sagarai plantation down Samarai way. A few months after his arrival at Sagarai he disappeared and the manager reported his "desertion" to Beeps, his agents in Samarai. I received the notice and the sworn complaint and issued the warrant to apprehend.

Shortly afterwards I was on patrol to Milne Bay and decided to go over the range to Sagarai, do a labour inspection and try to find out anything about the missing Ginigolo who, in the meantime, had not arrived back at his home near Rigo Government Station. After a cup of tea with Sagarai manager Gray well known for his proper treatment of native labour, I said, "Why did Ginigolo run away, Boss? Boys cane him or beat him up?"

"No," said Bill Gray. "Nothing like that, he wouldn't work and after several minor absences, when he was caught hiding in the bush, he just vanished. I don't want him back anyhow, quite useless."

I reported all this in my patrol report and, having in mind that some years before some runaways from just this very area had been murdered by Abau natives—Abau is half way between Sagarai and Rigo—I added "If Ginigolo had tried to make his way home overland he had probably been *disposed of by unfriendly natives*. Every old-timer well knows how village natives resent runaway labourers thieving from their gardens."

My patrol report or the GS's breakfast must have disagreed with him for he exploded *"Disposed of*—Sanasi has an unfortunate way of expressing himself. If he thinks Ginigolo was *disposed of*, what steps does he intend to take to apprehend the murderers?"

Next move in the drama was a letter from Rigo Magistrate: "One of Ginigolo's brothers has dreamed that Ginigolo was taken by a crocodile. Could we have the wages accrued to date of his disappearance"—Brotherly love precluded him from adding that as much as Ginigolo was mourned, his wages would come in very handy for buying salt, calico, mirrors and other things so dear to the native mind!

The wages were sent to Rigo and for nearly two years we all forgot about the presumed dead Ginigolo.

The scene now moves to Kikori, 220 miles west of Moresby. The scene: Morning Courts and Con-

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plaints. Dick Humphries is in the chair. Two dirty Goaris are ushered in, one carrying a human skull, which he plonks down on Humphries' table and then spills the beans. "Bamuri of my village killed that man at Sagarai Plantation, name belong him Ginigolo."

Of course there had been a fight down at Goaribari and Bamuri was being potted by the native who had given him a hiding! In due course Bamuri and his co-dismemberer Kerewa were committed for trial by the startled Humphries.

When our late truly well beloved Sir Hubert (Mr. Justice) Murray heard the case Bamuri put up a good tale. Ginigolo was a humbug, he was always stealing from the Bamuri/Kerewa private garden adjacent to Sagarai, so he was speared and his body buried until such time as the conspirators were time expired, when the head was dug up and taken back to Aribari. Mr. Justice Murray was impressed with the story and gave the two five years, quite enough for "a matter of no importance whatever," at least to those who live in a Kikori village!

So, after all, it was proved that Ginigolo HAD been *"disposed of"*, but not by unfriendly natives on his way home but right at the plantation!

Final scene—Kikori. Humphries had gone and Sanasi had taken over. An instruction comes from Moresby to send to Rigo eight strong, long sentence prisoners to form a maintenance gang on the Rigo/Kokibagu road. I called for volunteers in the usual way, reminiscent of raiding days on the Somme. "You, you and you."—Poor Bamuri! When he found out his destination was Rigo he nearly had pups!

"Taubada," he said, "Send me anywhere else you like but not to Rigo. What earthly chance would I stand against the *pourri-pourri* experts of Ginigolo's village. Hang me now and get it over quickly"!

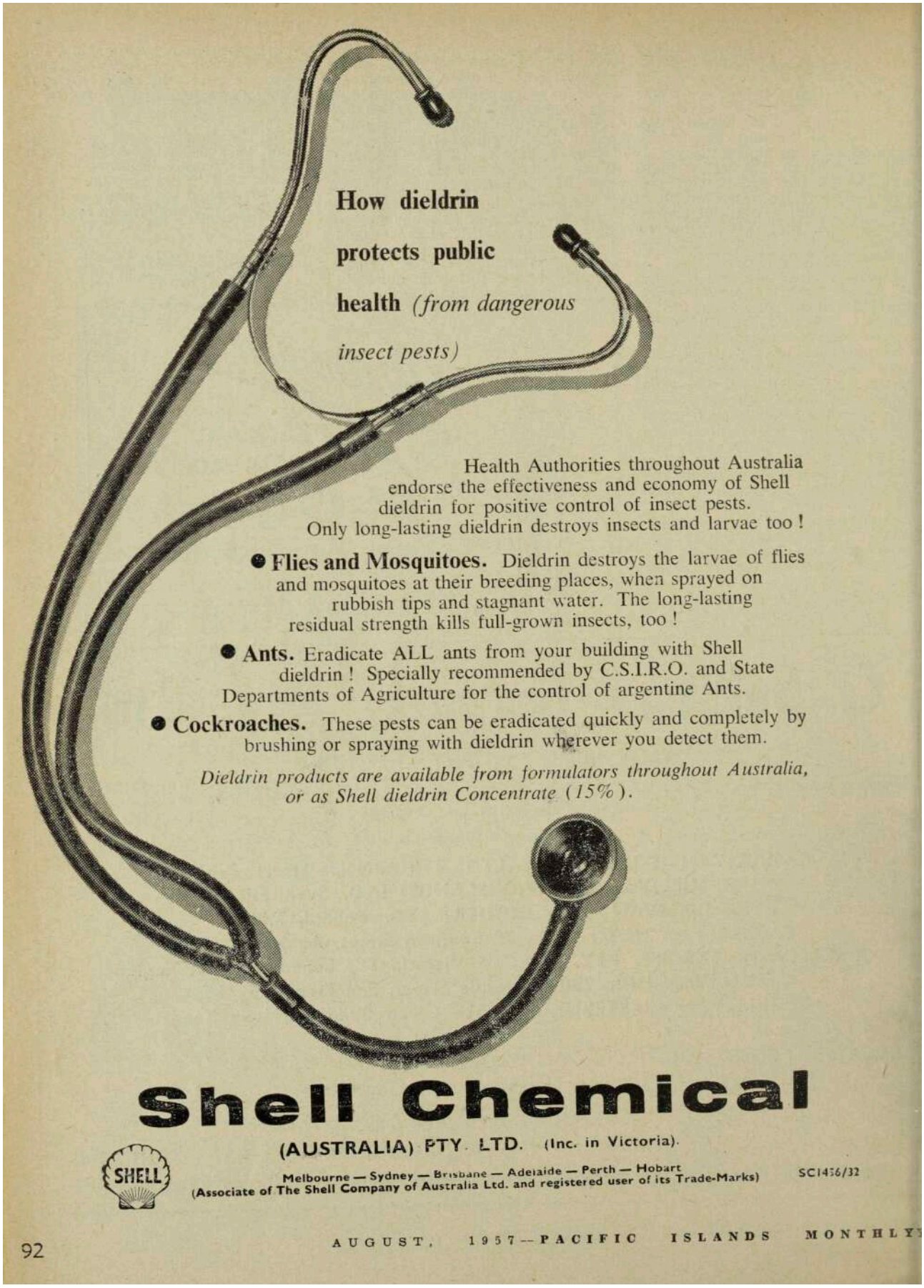
Well, I thought it over and did not send Bamuri east, so Ginigolo's death (murder and beheading) remains unavenged to this day!!

† For the first time on a northbound voyage, the Australian West Pacific Line ship *Milos* called at Rabaul early in June. *Milos* was in port for five days loading a large consignment of scrap metal for shipment to Japan. Other ships of the line call regularly to pick-up scrap from New Britain, but generally when southbound between Japan and Australia.

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This Month's New Reading

Conducted by J.T.

HOW COULD YOU DO IT, MR SHUTE?

LONG, long ago, after pre-bedtime sessions with Red Riding-Hood being eaten by the Wolf in grandma's clothing, I used to do some classy climbing of the bedroom walls. Dingbats, it was called in the family circle (all-Australian, you will observe).

This is of small interest—except that I recently had an adult version of the same nocturnal dingbats after a 1 a.m. session with Nevil Shute's latest work, *On the Beach*.

What Mr. Shute does to his reading public in this latest offering makes what the Wolf did to Red Riding-Hood just sissy stuff. I should like to nominate *On the Beach* as the book of the year least likely to produce any *joie de vivre*.

Here is an outline: It is 1963. A year before the short war had occurred. It lasted a month, during which time about 5,000 bombs, hydrogen and cobalt, had been dropped in the Northern Hemisphere.

Who threw the first bomb is a little confused, but as these things were comparatively cheap at that time (£50,000 a piece) even small nations had stock-piles. Possibly Albania started it, by dropping a bomb on Naples. This was followed by a bomb (source unknown) on Tel Aviv. America and Britain then "demonstrated" over Cairo. Egypt "demonstrated" by dropping bombs on London and Washington and thereby disposing of all the politicians. However, as Egypt had had the forethought to use Russian planes and Russian bombs, it was assumed that it was a Russian job and the Western Powers retaliated by bombing Russia. Russia hit back with more bombs, and China came in dropping still more bombs on Russia. In a month it was over—everyone in the northern hemisphere was dead and the radio-activity, borne by the winds, was slowly creeping south.

At the time the story opens it had reached the latitude of Rockhampton-Northern Rhodesia, etc., and it was calculated that within six months the rest of the world would be out. Melbourne would be the last big city to take the count.

It can be regarded as lucky that the author came to settle amongst us some years ago and lives near Melbourne. Otherwise, no doubt, we would have had the atom war in the Southern Hemisphere and the creeping barrage of radioactivity going north-about.

It is likely that a scientist could knock holes in Shute's theory of surface winds doing the mischief, but be that as it may, it would be an opinionated person who would assert that we are not storing up some sort of mischief for ourselves with our atom bomb experiments. It is the behaviour of the characters in this story that takes swallowing. (Over)

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Shute's characters are always so abnormally normal as to be almost unbelievable, but this particular set are stoical to the point of absurdity. Even when the creeping-death is killing off people in Sydney, and is only a few feeks away from Melbourne, residents of the latter carry on, planning their next year's gardens, worrying about the children catching measles, spreading fertiliser on the paddocks and generally behaving as though life would endure for ever—then, in the next breath, they speak of the closeness of the end.

Early in the piece, when radiation disease hits North Queensland and began slowly creeping southwards, Queenslanders do not leave in a body and head south. Instead, they stay home to die in their beds of the cholera-like sickness, or take the little cyanide pills that were put on the free-drug list and handed out to all who wanted them "when the time came."

Mr. Shute was not with us during the Pacific War—but for this information, some of the best property deals in Sydney's history were made in 1942, when no one would have been surprised to wake up one morning and find a Jap at the bottom of the garden.

These were the days when a water-side property was *not* considered desirable, and hundreds were on the market.

In 1944, I bought a luxury-caravan from an MP, who in 1942, had fitted it up so that he and his family might join the great trek westward should invasion occur.

Present-generation Australians can give a fair imitation of dumb, driven cattle when it suits them. But they have not entirely lost initiative, nor have they become such complete fatalists that they would sit with folded hands waiting for death, having done nothing more constructive than manufacture adequate supplies of cyanide pills and little red plastic boxes to put them in.

There is a wide streak of the eccentric in friend Shute and it emerges periodically, like a recurring bout of malaria, in some of

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his books. *Round the Bend* and *In the Wet* were two of this variety.

Most Shute fans could wish that he would stick to good, straight entertainment, like *No Highway*, or *A Town Like Alice*, although they are prepared to bear with him when he suffers his own particular spasms of dingbats.

On the Beach is no doubt meant as a message; it would have been a much more effective message if the behaviour of his characters had been more convincing.

(Published by Wm. Heinemann. Australian price, 15/6.)

Bug-Hunting With Evelyn

THE things that Miss Eveleyn Cheesman finds worth while in *Things Worth While* cover most things animal, vegetable and mineral, particularly when those things occur in the Pacific.

This noted entomologist has been visiting this area since the early 1920's, and although according to the calendar, Miss Cheesman should be around 76, her last collecting expedition was no longer ago than 1955. (*PIM*, September, 1955, p. 21.)



Miss Cheesman in jungle-suit.

She came of a family endowed with intelligence but little wealth, and was born at a time when the learned professions, indeed any skilled or academic distinction, were denied a woman. In addition, she was never in very robust health. Her dauntless spirit overcame these obstacles and permitted her to live the kind of life she desired.

Bug-hunters, like star-gazers, are above the petty politics of more ordinary mortals, and Miss Cheesman's account of her journeying into strange places makes restful reading. Her collecting is the important business; the assorted frenzies of local officials of small moment.

You can, therefore, read her descriptions of forays into the Galapagos, French Oceania, New Guinea or the Hebrides without being called upon to decide whether some poor native is being down-trodden or exploited; or whether this group or that is being governed as the heart (or the United Nations) would desire.

In 30 years of wandering the primitive places of the South Pacific, Miss Evelyn found herself in some extraordinary situations which she surmounts without batting one Late Victorian eye-lid. There is one definition of a "lady" which states that a woman is one if she is not put out of countenance whatever the



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circumstances in which she finds herself. We'll say Miss Cheesman graduates in that class with flying colours.

She had the true scientist's disdain for red-tape and in one entertaining snippet describes how she went from Dutch New Guinea to the then Mandated Territory (mid-thirties).

She wished to collect in the Torricelli Mountains (inland from Aitape). She was in the Dutch Territory at the time and to enter the Mandate according to the book she should have gone first to Wewak to go through the formalities, then back on her tracks to Aitape. It was, as she put it, monstrously illogical. She walked from Vanimo to Aitape, and from there sent two letters to Wewak, both of which remained unanswered.

At the end of two weeks, with the Government official at Aitape showing much restlessness, she hired some carriers, got to the Torricelli Mountains, built a hut and spent a month collecting. At the end of that time she received a letter demanding that she proceed to Wewak, be fined £100 or return to Dutch Territory. She had accomplished what she had gone for so she did the last.

This book is an entertaining biography of a remarkable woman; a lively yet matter-of-fact description of places that are served to us these days only in sensational headlines, or as stories with an "angle"; and in amongst our stories of atomic horrors of this month, is a refreshing reminder that the human spirit and the purposeful pursuit of knowledge still amounts to something in this vale of tears.

(Published by Hutchinson, London. Sterling price, 21/-.)

E equals mc²

THIS is a story of a man who travelled so fast he literally met himself coming back: *Quest For Pajaro*, by Edward Maxwell.

For sheer fantasy it puts Nevil Shute right back in the kindergarten class and to further bolster the cause, the plot is hitched to the late Dr. Einstein and the world's most famous equation—the good, old $E = mc^2$. In case you don't know, the Theory of Relativity.

We do not propose to argue with Mr. Maxwell on the subject of The Theory, but we quote from a small text book on the subject which says Einstein's reasoning was thus (and we quote): Since the mass of a moving body increases as its motion increases and since motion is a form of energy, then the increased mass of a moving body comes from its increased energy. In short, energy has mass. Unquote.

However, Mr. Maxwell says that Mr. Einstein reasoned that if you take a body and move it fast enough its size will become smaller until in the ultimate it will disappear altogether.

Perhaps both Mr. Maxwell and our text book are right. You can

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prove just about anything with old $E = mc^2$.

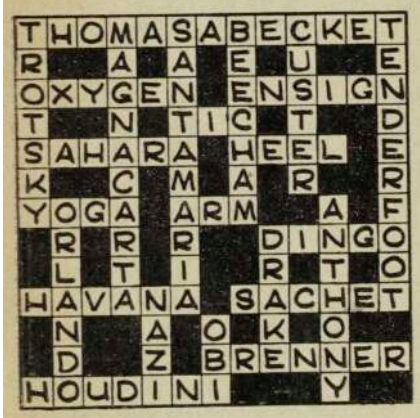
But let's crawl upon Mr. Maxwell's space-ship.

He is a young, wealthy inventor who had designed a plane capable of 8,000 miles per hour. He takes it out on a run one morning and flew through (1), the sound barrier —Mach 1; (2), the thermal barrier—Mach 2; and (3) the time barrier —which so far hasn't been given a Mach.

He wakes up to find himself in a remote part of Spain in a peasant's cottage being coo-ed over by the peasant's daughter, Angelita. Daughter had had a brain injury at birth, cannot speak but cooes and clucks like a bird.

He proceeds to fall in love with daughter but soon is confronted by the extraordinary fact that he is 21

Solution to Crossquiz from Page 88



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years out of date—it is not May, 1956, on the day he set out in his plane, but May, 1977.

Further research reveals the fact that there has been an atomic war in the meantime—wiping out most of America (migrants from Canada are going to Asia) and all of Europe north of the Pyrenees. Half of the people in the world have been killed and Spain is the centre of the new world.

While these facts are being assimilated, Angelita dies of the brain injury that she sustained at birth. Desolate, Maxwell decides to go back through time in an attempt to put things right. This he does by means of his plane—miraculously preserved—in a manner that boggles the imagination.

Back in England, back in 1956, Maxwell proceeds to do something about Angelita; as yet still in her mother's womb, but shortly to be born.

His family, not un-naturally, wish to put him in a home for the mentally ill, but he escapes that and with a friend and an obstetrician proceeds to Pajaro, where he finds Angelita's mother in labour with Angelita. The obstetrician gets to work and the child is delivered safely, without brain injury.

Curtain; Maxwell lamenting that most people will not believe him. How very right he is—but it just shows what can happen when you go fooling about with high-powered planes.

(Published by William Heinemann. Australian price, 13/3.)

Ah You—Ah Me!

WILLIAM Arthur Robinson's first book, *Deep Water and Shoal*, is well-known; so was his first ship, *Svaap*. In his recently published *To the Great Southern Sea*, the story is of another vessel, *Varua*, and another voyage, 15,000 miles south and east to the tip of South America, north to Panama and home to Tahiti.

The book is well done, interesting; Mr. Robinson writes more like an author than a yachtsman. This may be considered either good or bad, depending on individual preference.

Robinson—who usually refers to himself as "we" and presumably means to include his wife—went to Tahiti first in 1933. War II intervened and he went back there to live permanently after it, taking *Varua* with him.

It is here that the Robinson domestic arrangements get considerably confused—references to "we" continue but by now the reader has no way of knowing whether the pronoun refers to the wife mentioned on the second page (circa, 1932), and apparently named Florence C.; or to "the exquisite Ah You," aged about 20, who ships off with him on the Great Southern voyage, shares the master's cabin and is referred to as "*Varua's* new mistress."

For Ah You the voyage was a sort of pre-natal shake-down cruise. She went on board with a "modest bulge" and six months later arrived in the Canal Zone with a couple of weeks to spare to produce a daughter, who was named Hina Mareva Robinson. If Robinson was married to Ah You we cannot imagine why he does not say so in the beginning instead of coyly skirting around the subject.

Also on *Varua* for the voyage were Piho, the 11-year-old Tahitian girl who "we" had adopted; and Tino and Zizi, Tahitian seamen.

The most entertaining parts of the book are the reactions of these people from Tahiti to the world outside. It is recommended reading for those arm-chair escapists who feel that to wander around the world in a well set-up yacht with a beautiful part-Chinese, part-Tahitian girl and a jolly crew of islanders, would be next door to Heaven.

For more practical folk there is an appendix giving *Varua's* plan, sails, maintenance details—and what to do in a rough sea!

(Published by Peter Davies. Australian price, 22/6.)

What Makes a Hanuabadan Tick

THE most famous village in Papua-New Guinea is without doubt Hanuabada, which is situated

(Continued on Page 109)

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This Month's Shipping News

(Continued from Page 67)

addressing a letter to the Channel Islands via Cherbourg.

ANOTHER 300-TONNER FOR NEW CALEDONIA

A 300-tonner previously owned by an Adelaide company has been purchased by the Societe Transports Maritime of New Caledonia through F. H. Stephens Pty. Ltd., of Sydney. She is the *Hiadh*.

She left for her new duties—coastal trading in New Caledonia—on August 9, in charge of Captain Emile Savoie, who had temporarily deserted his own "del Mar" ships for the job.

Hiadh was built in Tasmania and is of the well-known war-time type, but she was not commissioned until 1952, and then for the South Australian trade. On her new job she will carry cargo only—no passengers.

THERESA MAY LOST—AND FOUND

The P-NG Administration trawler *Theresa May*, which became "lost" on a voyage between Rabaul and Bougainville on August 7, was located on August 10.

The engine of the trawler broke down, and because of bad visibility the Master could not give his position. Planes and local shipping were diverted to the search. The vessel was in no danger.

News of Cruising Yachts

• THE SLOCUM SOCIETY and the Seven Seas Cruising Association are again brought to the attention of those yachtsmen who may not yet have heard of them. If you are interested in the history of small-craft cruising and in current news of cruising yachts in other parts of the world, the Slocum Society and its little periodical, *The Spray*, will probably be of more interest to you than any other yachting publication we know in that particular sphere. Write to The Secretary, Slocum Society, c/o USIS, American Embassy, Lima, Peru.

Seven Seas Cruising Association is a more exclusive organisation in that membership is restricted to yachtsmen actually living aboard their yachts and at least intending to do off-shore cruising; if not currently so engaged. Nomination by another member is essential.

There is no more interesting monthly bulletin than theirs available to the cruising yachtsman. Each month members relate their current experiences—members are scattered around the world and many of the yachts mentioned in *PIM* belong to this "disorganisation."

For details of how to join, write to Seven Seas Cruising Association, PO Box 784, Wilmington, Cal., USA—

(Over)

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but don't write unless you are a genuine "live-aboarder" and can prove it, because you will be investigated by a "Commodore" for verification of claims before you are accepted.

Member yachts at present number about 90 and much of the information provided in letters to the Bulletin should prove of considerable value to other world-cruisers-first-hand up-to-date information on off-the-track ports which is obtainable in no other assembled form. *PIM* and the two above-mentioned organisations exchange news items where applicable.

• *CALIFORNIA*, 63-ft barquentine, believed to be the same craft that cruised the Pacific and round the world several years ago, was stolen from her Honolulu moorings early June by five boys—sons of USAF personnel, and stranded on the reef off Waikiki Beach. Salvage appeared doubtful according to owner T. S. Applegate.

• *SWEVENS II* was in trouble again in July. After spending some weeks in Lae, New Guinea, undergoing engine repairs, she left with a new crew on June 20 for the south (*PIM*, July, p. 106), but ran into difficulties not long afterwards. Near the Trobriands she ran on to a nigger-head and sat on the reef for an hour until rescued by Mr. Col. Wilson, manager of Muwo Plantation.

Mr. Wilson entertained the crew for a week while they waited for a supply of oil and attended to the engine trouble.

Starting off again, the engine cut out off Goodenough and they drifted all night until they were towed in by Mr. G. Hancock, to a safe anchorage. They were given technical advice over the air, got the engine going and headed off to Fergusson Island, where they again ran out of oil. They stopped with Mrs. Grant, of the Methodist Mission on East Cape. Twenty gallons of oil arrived and they later made Samarai, where the skipper, Mr. "Blue" Douglas, of Lae, entered hospital with a broken

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toe. Meanwhile, the owner, Mr. Laing-Peach was in Cairns awaiting the arrival of the vessel.

• *JOPEDA*: When the American *Rudder* magazine made available the plans of *Seagoer*, a 34-ft hard chine ketch that could be backyard-built by any group of patient, industrious, handy young men, they contributed quite a lot to helping people who desire to go down to the sea in small ships.

In such a craft, Englishmen John Walmsley, his brother Peter, and David Field, a Canadian, set out from San Francisco Bay in July, 1956, destined for lotus parts and, ultimately, New Zealand.

All three had been well established in key engineering billets but felt that they must make this gesture to romance and adventure before being engulfed for ever in the System. They called their dream ship *Jopeda*, a piece of word-building based on their three names.

For almost a year plans went nicely to schedule. After four months in the Marquesas and six months in Tahiti and the Societies, they sighted Rarotonga's lofty peaks late on June 14, 1957, in a flat calm.

The island was a long way off so they all turned in. However, an insidious current (see Admiralty charts: trade wind drift) carried the *Jopeda* stealthily towards the jagged coral reefs off the east coast of Rarotonga.

At 4.30 a.m., June 15, *Jopeda* struck. The voyage was over, and at auction a few days later vessel and effects were disposed of "as is". Bids were pathetically low but enough was secured to pay their fares to New Zealand.

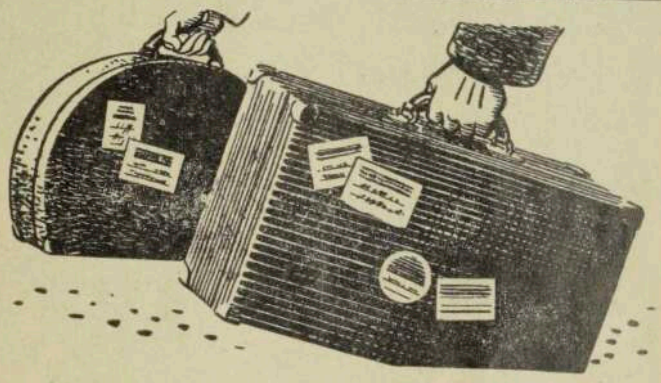
And off they went, JO-hn, PE-ter and DA-vid, to Auckland in the July *Maui Pomare;* poor in pocket, rich in experience.

• *MARCO POLO*, almost home to Auckland, New Zealand, after three years afloat (around Australia, Indonesia, S. Africa, USA, Canada and South Pacific) slipped into Rarotonga, Cook Islands, in July for a couple of weeks stay before tackling the final stretch to Auckland. Tony Armit, owner-skipper and his shipmate, Brian Loe, reported looking very well on it. Many answer the call but few make the complete circuit.

• *TAIHOE*—A note from American reader, Phillip L. Schroder, says he made contact with Robert Fenton and Gunars Dambe after they arrived in San Francisco (last mentioned in *PIM*, June issue, p. 101). They had a tough 36 days crossing from Honolulu to San Francisco, accompanied by an American and a Canadian. They have sold the 30-ft ketch and planned to see something of America before heading back to NZ.

• *NINA*, ketch-rigged 33-footer, of 9½ tons, registered in Auckland, NZ, arrived in Papeete, Tahiti, on July 21. Owner-skipper is Jack Moody; with him are Bob Vale and Edwin Vowles. *Nina* was placed second in the Auckland-Suva yacht race of 1956. Moody plans to stay only briefly in Papeete and return to Auckland by mid-October via the Cook Islands.

• *SOLQUEST*, owned by the migrating Australians, Len and Joyce Staples (June *PIM*, p. 101), arrived in Papeete on July 22, 42 days out from Auckland, NZ. They experienced "every kind of bad weather." With them are Len, Jr., seven, and Wayne, four. The Staples have waited 10 years for their American quota number to come up. In order that they should arrive in the Land of Uncle Sam, with adequate dollar capital, *Solquest* was designed with a view to sale in the US.. (Over)



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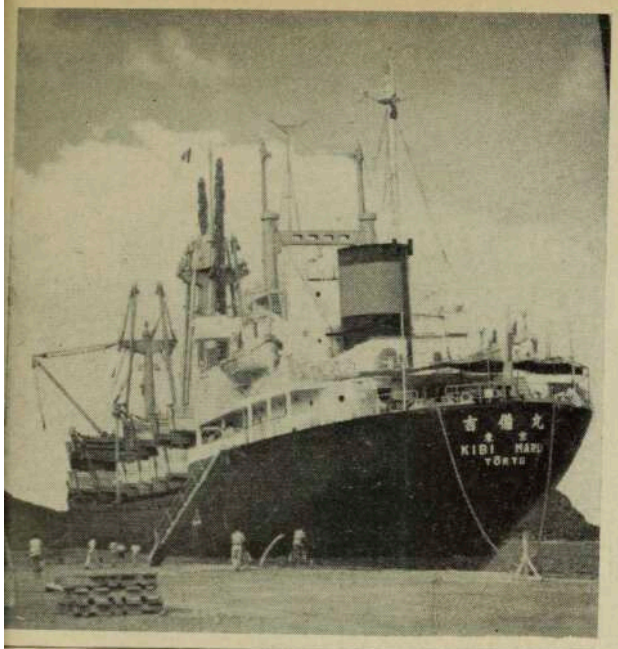
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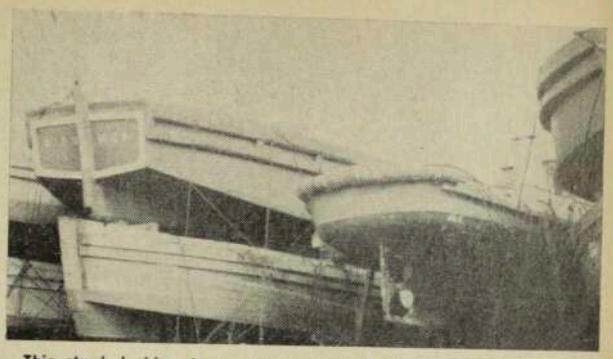
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This sturdy-looking Japanese motor-ship (left), is the 8,000-ton "Tibi Maru". Commissioned only in June she arrived in Noumea on her maiden voyage in July carrying 24 large wooden barges and two diesel tugs for local use (above).

• *WHITE HART*, the 48-ft ketch, registered in Victoria, Canada, and skippered by Tony Reeves, returned to Papeete on July 25 after having abandoned a voyage to Canada. *White Hart* lost most of her canvas in severe storms after she left Papeete on June 22.

Reeves' intention now is to sail to Rarotonga in late August, accompanied by Miss Pauline Scott. Mrs. Reeves, part-owner of *White Hart*, who has been in Tahiti painting pictures for an exhibition, will not accompany them but will sail to NZ on *Waitemata*, in August.

• *NOVIA*, the floating home of Anne and Lee Gregg for the last eight years, made Tahiti landfall early July after a long trip from Honolulu. They left Honolulu in May and had a hard job getting their Easting. On the voyage they were carried about 40 miles inside the Christmas Island H-bomb "prohibited" area and were still there during the second bomb explosion.

In March, while anchored in the Ala Moana yacht base at Honolulu, *Novia* was damaged by the tidal wave that resulted from the Aleutian disturbance. The yachts in the basin had had only 10 minutes warning

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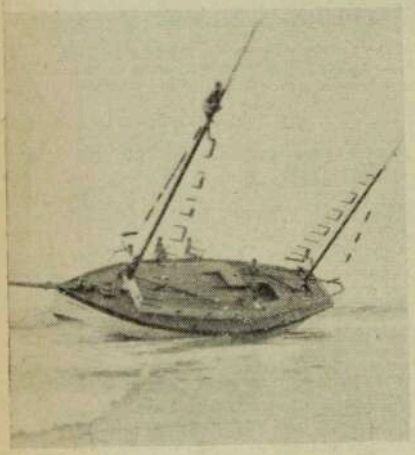
Nicholas Product

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and another vessel, the *Albatross*, crashed into *Novia*.

• *DIANA*, 24-ton yawl, of Falmouth, UK, arrived Papeete July 7, after a very slow passage from New Zealand, where she had been laid up for six months. Owner-skipper M. E. Young had three new crew members on the voyage to Tahiti—Fred Unstead, an Englishman; Davis Morgan, an Australian; and Ralf Sprague, of NZ.

• *UTOPIA*, an attractive 65 ft x 18 ft staysail schooner yacht, cleared Balboa, June 30, for Galapagos, Pitcairn, Marquesas, Papeete, Suva and Auckland. A centre-board craft of 6½ ft draft with board up, *Utopia* was designed and built by Mr. Fred Peterson at his own ship-yard at Sturgeon Bay, Wisconsin, USA. Now aged 63, Mr. Peterson is realising a life's ambition. His wife will join him at Papeete. Also aboard now are Mr. and Mrs. William Fitzgerald, Hubert Kansy, and Howard Mil-



End of "Jopeda" on the reef near Rarotonga —see page 103.

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brandt. This sturdy craft with her twin motors and excellent electrical installation, with deepfreeze refrigeration and electric stove, and an ample spread of canvas, should create a good deal of interest at way ports. Present plans are for a three or four year world cruise. (See photo p. 65).

• *COLORADO*: This 48-ft luxury motor-cruiser was recently purchased in Australia by Dr. Edward Mangrin, of Noumea (through Captain Kennedy, Sydney shipbroker). The vessel arrived in Noumea on August 1, skippered by Michel Simon, who is 1st mate on *Damadora del Mar*. It will be used as a pleasure craft.

• *RESTMORE*, Danish 33-ft yawl, manned by Peter Dohm, his wife, three-year-old son, Largs, and one-year-old daughter, Anne, was reported at Plymouth, England, late April, and about to clear for the Pacific via ports. The 24-year-old English-built yacht, flying the burgee of the Copenhagen Yacht Club, cleared that port a year earlier, and has cruised Norway, Sweden, Holland and Belgium since then. The Dohms had earlier hiked across Europe and Africa.

TAX MANIA

"Bermudan" Duty to Stay

THE Fiji Government has turned a deaf ear to a request by the Suva Chamber of Commerce to eliminate duty on freight charges. (*PIM*, June, p. 157). The Chamber protested strongly when the Government altered the basis of assessing customs duty from f.o.b. to c.i.f., and it renewed the protest again in June.

The Chamber claimed that while Government duties had benefited in the past by increase in the costs of imported goods, it would, in future, also benefit every time freights and insurance rates were increased.

The recent increase in UK freights meant an automatic increase in duty.

The Government replied that the c.i.f. valuation was approved by the Fiscal Review Committee in 1954. It was then pointed out that if the f.o.b. valuation failed to raise the revenue required it would be necessary to impose higher rates of duty than those on c.i.f. valuations. Accordingly there was no purpose in altering the basis of duty assessment.

BOOM CONTINUES

50,000 Croc. Skins From the Sepik

OWING to a strong demand—mostly from Singapore—the crocodile-skin business has been booming in the Sepik area of New Guinea. The chief traders there—especially Johnny Young, Peter England, Cedric Durban, Fred Eichorn—estimate that they have sent 50,000 skins out of the country in the last three years.

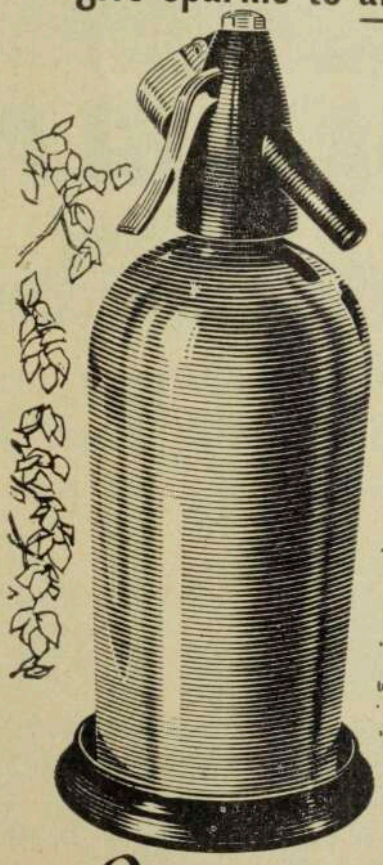
They say that they reckon there are another 150,000 skins to be taken—the crocodile population of the Sepik has not appreciably fallen. The demand continues to be good. The natives who go out after the skins for the traders make good money—one man for a while made £4 per day.

FATE OF A MANEATER

One big crocodile began taking children from a riverside village, but was so cunning that the natives could not discover the culprit. Mr. Young stalked a couple of big ones in that area, and shot one 15 feet long. The natives, as usual, gathered for a feast, to begin when the skin was off. But inside the croc were the remains of some small children—this was the culprit. The natives dropped all feasting arrangements, and were separately and individually very sick.—R.

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This Month's New Reading

(Continued from Page 99)

almost outside the front gates of Government House and is within the town boundaries of Port Moresby.

It is a guinea to a gooseberry, however, that few if any European residents of Moresby bothered to make a scientific appraisement of the village that lies a squalid but bustling blot on the foreshore. Therefore, those who take time off to read Cyril S. Belshaw's book, *The Great Village*, may find the effort rewarding, even interesting—although Moresby residents, as a whole, are not given to reading anything more thought-provoking than *Pix* and *Women's Weekly*.

Mr. Belshaw and his wife lived in Hanuabada for about 12 months in 1950-1951, in true anthropoligical fashion and he is able to produce facts and figures that not only will be a surprise to white Moresbyites, but should supply some admirable ammunition to our critics from India, Guatamala, Costa Rica—to say nothing of Russia.

To be sure, six years have passed since Mr. Belshaw made his observations, and progress and improvements have been made—although outwardly Hanuabada, that erstwhile model village of Mr. Eddie Ward, looks more of a slum than ever.

Mr. Belshaw says that the corrugated iron shacks are probably not as unhygienic as they look, although they are built almost touching one another with little air circulation between.

During the time the Belshaws were there, there were only five latrines (for a population of about 2,500). At night, few bothered to use them, but used the nearest shelter or the side of a house. Children and the sick urinated through the floorboards of their houses, irrespective of whether there were children playing under the house, or not.

There was one shower-bath provided inland and several near the shore, but they were without shelter so that people who used them bathed in their clothes. In addition, due to Moresby water-shortages, the water was frequently cut off, often when it was needed most, after the day's work was done.

Forty-four gallon drums were provided for rubbish, but these were on the road and few people used them, continuing to throw their refuse into the sea where it floated about or was left in the mud when the tide went out. According to Mr. Belshaw's calculations, 277 Hanuabadans out of 1,000 die before they reach the age of reproduction.

Like most books of its kind, this one probably overdraws the picture—everything cannot be proved with statistics. But there is enough evidence herein to show that the Administration of Papua-New Guinea might be better employed educating the Hanuabadans to cope with modern life, rather than in trying to spread government influence in so-far uncontrolled areas where the inhabitants encounter nothing more lethal than their natural environment and their ancient cultures.

An interesting book, and one that should be required reading for all Moresby residents.

(Published by Routledge and Kegan Paul, Ltd. UK price, 30/- Stg.)

Making Pacific History Very Simple

THE trouble with some histories of the Pacific is that they are written by longhairs under the impression that plain English is not a language that should be used by anyone with a University education.

PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea, Suva, Lautoka, Nukualofa, Apia, Aitutaki, Rarotonga, Papeete, Moorea, Kermadecs. Also Rabaul, Port Moresby, Lae.
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So long as they can prove they are erudite, to heck with making themselves understood.

Pacific Peoples, by Lyndsay (repeat Lyndsay) Gardiner, is a very brief history of the Pacific that is different.

It was, written for the juvenile market presumably, yet it can be read with interest by the toughest, most cynical, islands trader—and should be.

Mrs. Gardiner, who is an MA, and might therefore qualify as a long-hair, tells her fascinating story in two parts—a history of the earliest native settlers in the Pacific; and the history of the Pacific peoples from the advent of the white man to their domain.

She deals in turn with Micronesia, Melanesia, Polynesia and Australia, and what she has to say makes it a lot easier to understand where we are headed now. She does this in only 127 pages; and throws in a very full index for good measure.

The few blemishes are only of minor importance in a book that is as handy as this one, but in the next edition Mrs. Gardiner might like to put Hanuabada back in Papua (since she rightly chooses to draw the distinction between Papua and New Guinea); and correct the P-NG health statistics, and the native population figure (which she twice mentions as being only 300,000).—SI.

(Published by Longmans, Green and Co. Australian price, 18/9.)

Reviewer in Amazement

THE title of this piece of persiflage is called *Man in a Maze*. That makes two of us.

Author is Veronica Henriques who has two other novels to her name and once used to be a reporter. If her other two *objets d'art* are anything like *Man in a Maze*, then the world hasn't gained anything since she gave up straight reporting.

This is one of those modern books narrated in almost straight dialogue and to which one must have recourse to the jacket-flap to find out what it is about. According to the jacket-flap, the two characters meet in Jugoslavia—but there is no other way of knowing. The opening chapter goes something like this:

"I have to go," she said.

"In a moment," he said.

They looked at each other but he gained no knowledge from the looking.

"Who are we?" he asked.

"You don't know?"

"I forget," he said, "So please tell me."

"Your name is John," she said. "My name is Olivia."

"Yes," he agreed. "What do we do?"

John is not, as you might suppose, suffering from amnesia. Both char

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acters are bothered by the problems of the post-war world and are seeking valid reasons for their existence.

If this is the sort of moron that inhabits the Northern Hemisphere these days, it is small wonder that writers like Shute and Maxwell write books wiping them all out. In fact, I am thinking of writing one myself, with a particularly nasty fate reserved for writers of "contemporary" novels.

(Published by Secker and Warburg. Australian price, 17/6.)

The Age of Adventure

MYSTERY and romance surround most early voyages to unknown lands and this has been the basis for innumerable novels. However, Henrietta Drake-Brockman has used real incidents and real people around which to build *The Wicked and the Fair*.

Mrs. Drake-Brockman writes convincingly and, to use an over-worked reviewers' cliche, powerfully, of the events that preceeded and followed the wreck of the Dutch ship *Batavia* on Houtman Rocks one night in 1629, but no humour lightens the gloom of this story.

Hautman Rocks—the Wallabi Group—lie offshore, about half-way along the western coast of Australia. They are in the region where the Dutch East Indies ships, running east from the Cape of Good Hope, made an Australian landfall before turning north for Java.

Batavia was one of many ships which took this course; one of the number who are known to have come to grief on the inhospitable reefs and shores of the Australian north-west. The author has taken the individuals who make up the ship's complement and from old documents and records of court proceedings that followed the disaster, fleced together a story of lust, depravity and treachery, shot through here and there by gleams of integrity and high endeavour. Into this last category comes the 1,000 miles open-boat voyage from the scene of the disaster to Java to get aid.

This is a worthwhile contribution to Australian history—another reminder that had not Australia turned such a barren shoulder to these early Dutch voyagers, the destiny of this continent, and its political history might have been very much different.

(Published by Angus and Robertson, Ltd. Australian price, 22/6.)

What's New in Pocket Books

AMONGST numerous reprints in paper-covers issued this month, the titles in Pan and Fontana have come to us from William Collins.

THEN A SOLDIER, by Geoffrey Cotterell, an hilarious and often satirical account of army life as seen through the eyes of three reluctant soldiers called up in 1940. A perennial public schoolboy, a self-pitying jazz-band pianist and a London East End grocer's assistant are the three main characters who spend the first three years in the pursuit of comfort and dodging overseas drafts. The spirit of the thing get them in the end, however, and they become parachutists. (Pan).

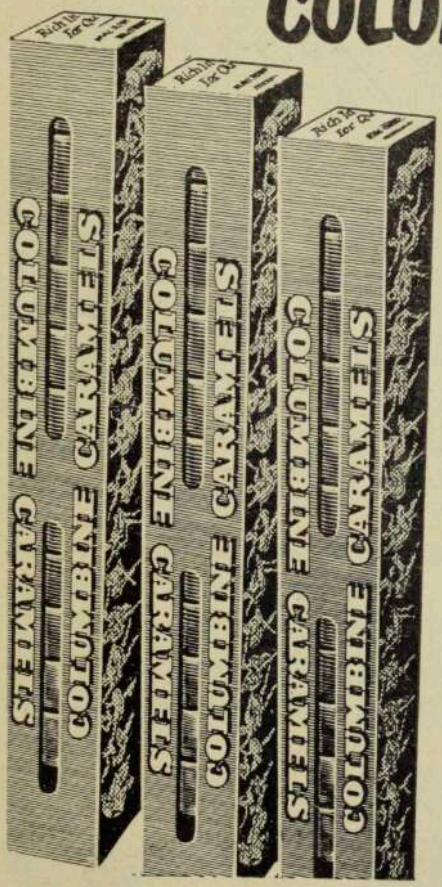
JUSTICE AT WORK, by James Avery Joyce, tells you how the law works in England—everything you are likely to want to know from the functions and privileges of judges, to your rights at law in hire-purchase deals. The author is himself a Barrister-at-Law. (Great Pan).

YOUR BABY AND YOU—a handbook for mothers covering a baby's life from conception to its second birthday. It is written by a well-known British child welfare specialist, Dr. Winifred de Kok, who is, as well, a television personality. (Great Pan).

THE CURVE AND THE TUSK, one of Stuart Cloete's best books about South Africa dealing with the

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old war between men and elephants but, incidentally, describing much of the 20th century scene in the Union and Portuguese East Africa. (Fontana).

THE CASE OF THE DUBIOUS BRIDEGROOM: Earle Stanley Gardner has his Perry Mason bouncing through this one (with the assistance of Della Street and Paul Drake) to produce a few hours of escape reading. A good pick-me-up for tired businessmen—and women. (Pan).

TSCHIFFELY'S RIDE: The ride was of 10,000 miles on horseback, from Buenos Aires to Washington, made in the mid-twenties by Aime Tschiffely, a Swiss, on two tough Crillo ponies. The ride took 2½ years, and the story of it was first published in 1933. However, the adventure is probably quite unknown to present generation readers who will find the book completely absorbing. (Great Pan).

YOU'LL DIE IN SINGAPORE: The story of the escape of Charles McCormac and his Australian companion from the Japs in Singapore, was told briefly by Paul Brickhill in his book, "Escape—or Die". McCormac's own story fills in the gaps and provides one of the best stories of its kind to emerge from the Pacific war. (Pan).

TARGET IN TAFFETA. By Ben Benson, well-known thriller writer, is another Detective-Inspector Paris story of cops against the American underworld. (Fontana).

DEATH AND THE SKY ABOVE —an ingenious thriller by Andrew Garve, with an ending that is as surprising as it is exciting. This story would make an excellent film —it is a wonder that J. Arthur has not got his eye on it already. (Pan).

Reviewed Briefly . . .

HOLIDAY FROM LIFE: When Sacha Carnegie, part-Polish, part-Scottish, leaves his Guards' regiment and decides to take up pig farming, he goes to a Swedish farm-school to learn all about it. The school-farm was run by a friend and Sacha imagined that he would be treated as a guest. Instead, he is put strictly at pupil level. There follows some amusing and strenuous times for Sacha and, for the reader, some interesting descriptions of the Scandinavian countries. Why Sacha could not have learnt about pigs in Scotland, or even England, remains unexplained.

(Published by Peter Davies. Australian price, 18/9.)

GO IN BEAUTY: This effort (by William Eastlake), is cowboys and Indians without the cowboys and not much improved for that. It is written in disarranged syntax that is singularly irritating to read, and is one of those contemporary stories in which this publisher specialises. The plot is the temperamental conflict of two brothers who had inherited an Indian trading post and the place played in the lives of them both by the wife of one. The story of the Navaho Indians might have been more interesting if Mr. Eastlake had seen fit to write about it in a more conventional style.

(Published by Secker and Warburg. Australian price, 20/-.)

THE LADY AND THE UNICORN, by Rumer Godden, author of *Black Narcissus*, is again about India—this time of Calcutta.

The chief characters are half-caste, living in sordid conditions in a vacuum between the two worlds. The whole thing is so removed from the average readers' natural habitat that it all appears to take place in some fifth dimension. It is unlikely to appeal to people who have not a wide streak of the metaphysical in their make-up.

(Published by Peter Davies. Australian price, 15/-.)

THE CRUEL LADY (by Mark Corrigan) is another adventure of Mark in Australia—with a side excursion to South America—but with all the American crime-buster gimmicks used by this writer. It is



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probably true that Australia gets more like the United States every day, but we do not think that it has progressed so far as Master Corrigan would have us believe. We like our crime with a more subtle touch; still, for Mark Corrigan fans, this is the latest.

(Published by Angus and Robertson. Australian price, 15/-.)

FAMILIES ARE FUN: A light, amusing story of New Zealand life by Mary Scott which will be suitable for a teenage daughter or for the female adult who does not require too much depth in her reading matter. The Standish children have parent trouble—a somewhat irresponsible father and a beautiful and temperamental mother who lives apart from them. These children prove that the young are more resilient than is supposed, and instead of growing into a bunch of delinquents they work out a satisfactory pattern of life for themselves.

(Published by Angus and Robertson. Australian price, 15/-.)

French Airline Increases Pacific Services

THE French Air Service, Transports Aeriens Intercontinentaux (TAI) has increased the number of flights between Noumea and Wallis Island, via Nadi.

The service was started on March 3, with flights about every seven weeks.

Now a flight will be made every four or five weeks. The next flights are scheduled to leave Noumea on September 7 and October 5.

The DC3 aircraft used for the service carries passengers and cargo.

TAI expects to have DC7's operating on the Paris-Auckland service later this year. It is not known as yet whether the Darwin stop will be cut out, with the plane making the Saigon-Brisbane hop direct.

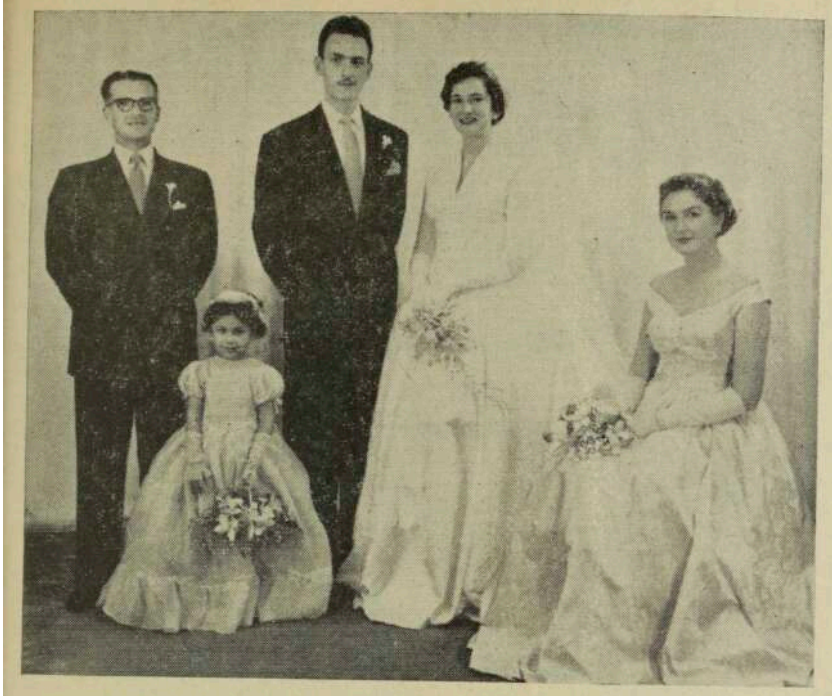
TAI has applied to use Sydney instead of Brisbane, before making the Noumea hop, but this question has not yet been resolved.

At present TAI may carry passengers between Brisbane and Noumea, but not from Brisbane to Auckland — due to the TEAL monopoly on the trans-Tasman route.

¶ A barbecue farewell was given by Mr. and Mrs. F. Gibson, Lae, NG, on June 28, to Mr. and Mrs. Tony Normoyle, son of Port Moresby's well-known Police Commissioner Mr. Chris Normoyle, on the occasion of his departure from Robert Gillespie (NG) Ltd., to join the Customs Department at Rabaul.

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Paris-Bish Wedding in Suva



Mr. and Mrs. Michael Frederick Joseph Paris, with their attendants, after their marriage at St. Andrew's Presbyterian Church, Suva, on June 22. The bride was formerly Miss Lois Naomi Bish, elder daughter of Mr. and Mrs. L. O. Bish, of Lami, Suva. The bridegroom, formerly of London, is on the staff of the Commissioner of Taxation in Suva. Miss Norma Bish, sister of the bride, was bridesmaid, and Mr. Russell Young best man. The flower-girl was Ricky Poulton. The bride was an entrant in the 1956 Miss Hibiscus contest, and was placed fourth out of 22 entrants.

One priest from Fiji and one from Rotuma were recently ordained in New Zealand by the Metropolitan of New Zealand, Archbishop McKeefry. They were the Rev. Father Lui Raco, SM, of Natewa Bay, and the Rev. Aleksio Kitolelei, SM, of Rotuma. Father Kitolelei is the first Rotuman to be ordained to the priesthood.

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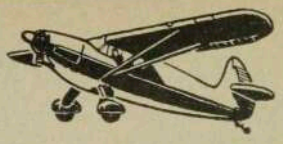


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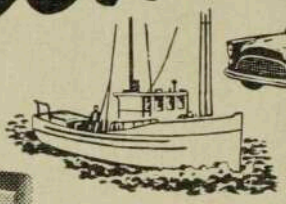
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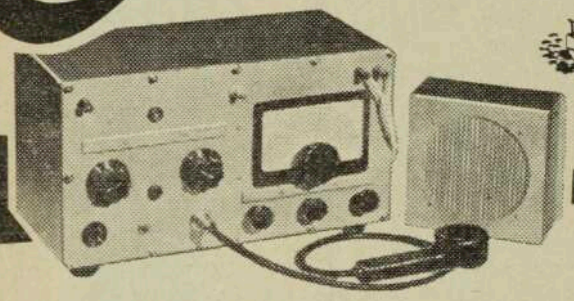
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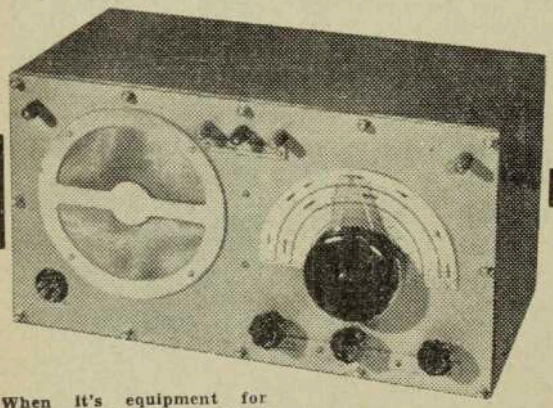
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BEHIND THE SCENES

Keeping the Planes Flying in P-NG

THERE is still a place for fabric-workers in the aircraft industry, in spite of the fact that most modern planes are now metal. Recently fabric workers were taken to Lae, New Guinea, to work on Qantas Catalinas, etc., there. These photographs were taken while the work was in progress.

The fabric workers were Mrs. Joyce Mitchell and Miss Betty Warne, of Mascot Aerodrome, Sydney.

The fabric generally used is Irish linen or mercerised cotton. Irish linen is considered more suitable for Territory conditions.

There is a considerable amount of preparation before the recovering of the structures begins. All ribs rivets and protruding metal are covered with an adhesive tape, thus protecting the cover from chafing. The bag, or cover, is machined to fit the size of the structure, then stretched tightly and held into position with pins. The material is then sewn by hand along the trailing edges with an "aircraft lock stitch"—eight stitches to the inch, double locking every sixth stitch.

Small screws, or waxed balloon cord is used to attach the cover to the ribs. Finishing tapes are then doped, or treated with a preparation referred to as dope, to give protection and finish to the structure.

Four to five coats of dope are then brushed on, giving the structure a drum-like tautness. Two finishing coats of silver dope are then sprayed on which gives the appearance of a metal finish. These







op: Miss Betty Warne makes a sheath for bush-knife that is carried in the aircraft. entre: The team, Mrs. Joyce Mitchell and s Warne, with their two native assistants, tch linen over a control surface before ching.
ower: A tailor on the job in Lae workas making uniforms for local personnel.

Pacific Islands Tour for Plant Officer



Mr. Brian Fox, BScAgr, HDA, who recently left Sydney on an investigational tour of New Britain, New Guinea and Papua.

He is an agricultural technical officer of the Biologicals Division of ICINAZ, Ltd., and will study insect pest and disease and weed problems which occur in the main crops on the islands—copra, cocoa, coffee, tea and rubber.



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protective coverings enable the fabric to stand up to severe climatic conditions.

The two women say that they find the work interesting, although it requires a great deal of time and patience. They learnt their trade during the war-time manpower shortage, and have continued in the job.

Native boys assisted them at Lae. They were surprised and pleased with the co-operation and nimble fingers of the natives.

CENSUS SHOWS POPULATION GAIN IN COOKS

A COUNT of the heads in the Cook Islands on September 25, 1956, showed a total population for the 14 islands in the group of 16,680. The figure was made up of 8,695 males and 7,985 females.

Estimated population in 1954 was 15,657.

Figures for the individual islands were: Rarotonga, 7,212; Aitutaki, 2,565; Mangaia, 1,970; Atiu, 1,307; Mauke, 815; Mitiaro, 275; Manuae, 32; Palmerston, 77; Pukapuka, 638 Nassau, 110; Manihiki, 66; Rakahanga, 341; Penrhyn, 619; Suwarrow, 58.

Suwarrow has since been evacuated, the majority having gone to Manihiki. Suwarrow, with Manuae, has an indigenous settled population.

The Nassau population of copra gatherers varies considerably.

The total of 16,680 included 75 persons aboard the *Charlotte Donald*, which was at sea at the time of the census. These were listed under Rarotonga's population.

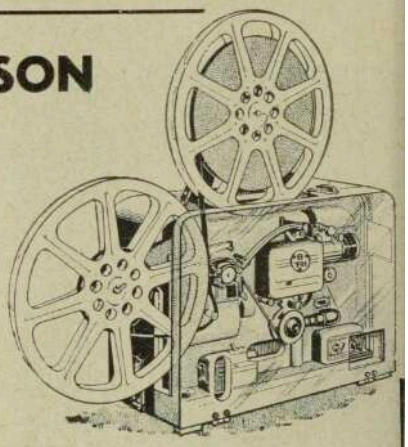
† Semesa Seruvatu, who toured Australia in 1952 and 1954 with the Fiji Rugby Union football team is at present playing in the Newcastle area in New South Wales. Semesa, an Assistant Medical Practitioner, is doing a four months' post-graduate study at Royal Newcastle Hospital.

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Fiji's Development Loan Was a Success

PLEASURE at the success of the £1,250,000 Fiji Development Loan was expressed by the Governor, Sir Ronald Garvey, when he addressed a session of the Legislative Council in July.

The success of the loan meant that the Government had raised, at reasonable rates, the first instalment of loan finance required for the current Development Plan.

The Governor said the investments had come from three main sources—private investors, companies operating in Fiji, and from various Fijian or Rotuman local funds.

The financial Secretary, Mr. H. W. Davidson, in commenting on the success of the loan, said that the loan had been kept open a little longer than was originally intended because the Government wanted local investors to take up as high a proportion of the stock as possible.

It was in the interests of the Colony and its people that investment in Fiji stock should become a local habit.

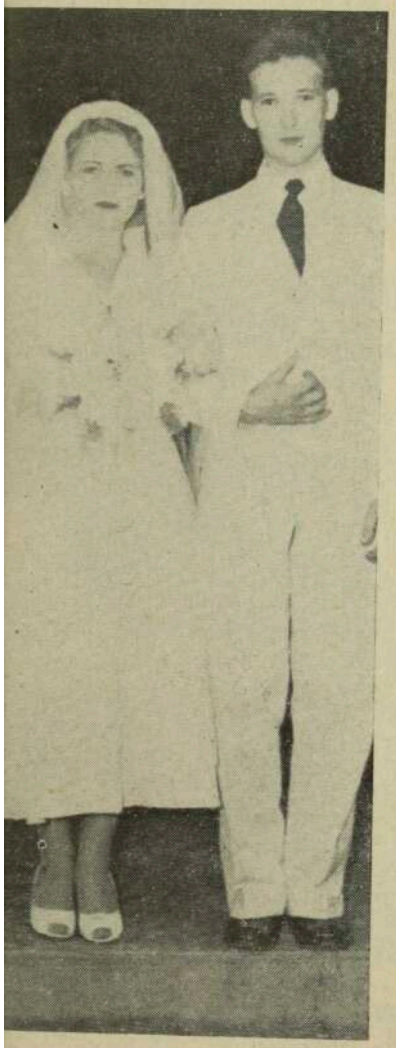
70,000 People in New Caledonia

ACCORDING to the results of the census taken last year, the population of New Caledonia is now 69,830.

This shows an increase of 4,459 over 1955, due mostly to the influx of Tahitian and Wallisian labourers.

A high birth-rate also helped.

Since 1920, the population of New Caledonia has increased by 20 per cent. Europeans increased last year by 584 and it is interesting to note that the Indo-Chinese increased out of proportion though exact figures have not been given as yet.



t the Roman Catholic Church in Rabaul, w Guinea, recently, Mr. H. Copland, of thshire, Scotland, was married to Miss V. rgan, daughter of Mr. and Mrs. M. Morgan, Rabaul.

Photo: C. H. Meen.

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Irresponsible Dispute

STRIKING FIJI SUGAR WORKERS BRING DOWN WRATH OF AUTHORITY

STRIKING labourers brought sugar production to a standstill at three of the Colonial Sugar Refining Co.'s Fiji mills, from July 16 to July 18. The mills affected were Lautoka, Ba and Rakiraki.

Labourers at the Labasa mill also went on strike, but returned to work 17 hours later. Altogether more than 1,000 men were involved in the dispute.

The strike was entirely unofficial and was not endorsed by the executive of the union concerned, the Fiji Sugar Industry Employees' Association, also known as the Jhini Mazdur Sangh.

The Governor of Fiji, Sir Ronald Garvey, referred to the strike in his address to the Legislative Council the following week, and did not mince his words in flaying the men concerned.

He said: "A reprehensible feature of the incident was that the strike occurred without notice and was not authorised by the constitutionally elected leaders of the union, who had just reached an agreement with the Colonial Sugar Refining Company, which was repudiated—without notification of any kind—by union members".

They did this without, apparently, a thought for the care of the plant and machinery, worth many hundreds of thousands of pounds, on which their employment as well as the economy of the Colony depended, both at present and in the future.

The men finally decided to return to work after a mass meeting at Lautoka. At the meeting it was decided to agree to compulsory arbitration.

The union negotiated its annual agreement with the CSR on Sunday, July 14. Under the agreement existing conditions were to be maintained, except for the following alterations:

Wages would be increased by 2/6 a week; sick pay would be increased by 7d a day; annual paid holidays would be increased from seven to nine; camping allowance would be increased by 6d a night; and sugar would be sold fortnightly at all places.

The Acting Commissioner of Labour, Mr. J. A. C. Hill, accompanied by Mr. J. Amputch, a Labour Officer, went from Suva to Lautoka when the strike broke out to take part in settlement negotiations. Mr. A. R. Rourke, chief

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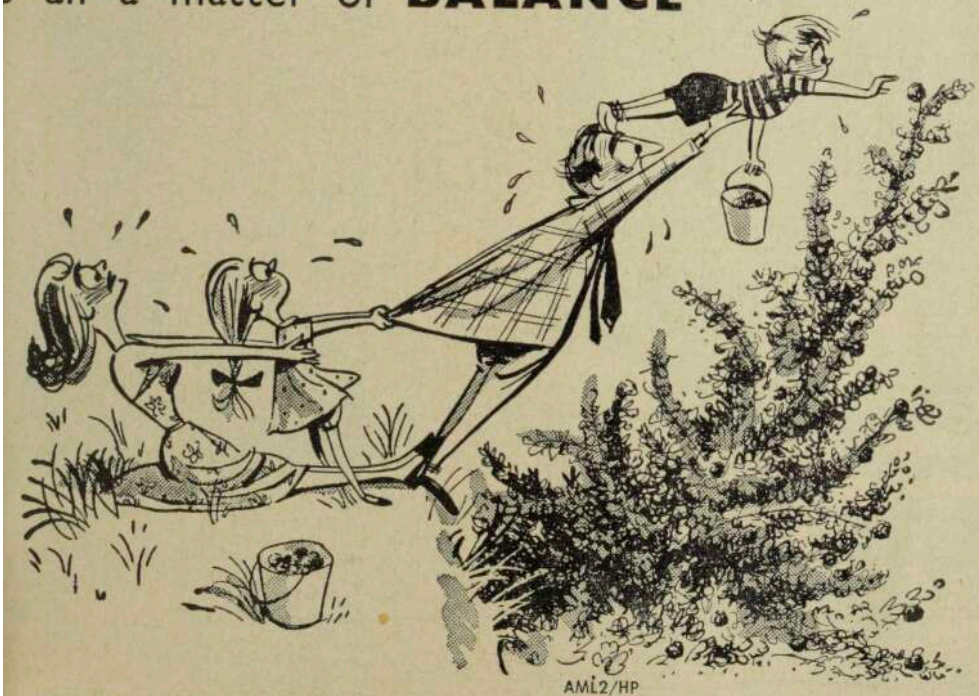
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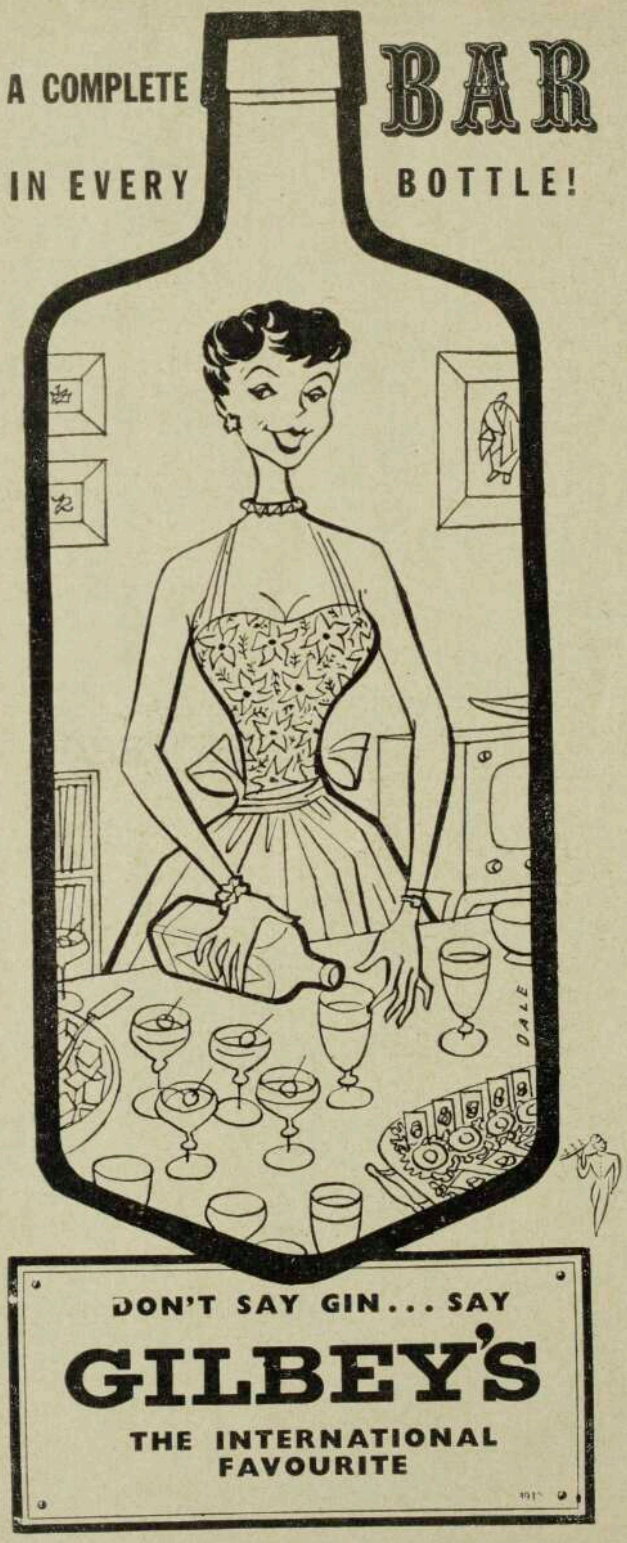


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manager of the CSR in Fiji, also went to Lautoka.

Seventy police from Suva were drafted to the affected areas as a precautionary measure.

In a statement issued after the men returned to work Mr. Hill said: "No reasons were given for this strike, which was unofficial and not countenanced by the executive committee of the union."

Weekly production at the three Viti Levu mills is: Lautoka, 3,500 tons; Ba, 2,000 tons; Rakiraki, 700 tons.

Best-Barnett Wedding



The marriage of Miss Mavis Anne Barnett with Mr. John Best, took place recently at Holy Trinity Church, Kew, Victoria. Miss Barnett is the younger daughter of Mr. and Mrs. E. A. Barnett, of Kew, formerly of Suva, Fiji.

The bride was born in Suva and is an old girl of the Suva Girls' Grammar School. After her family went to live in Victoria she became an air-hostess with Australian National Airways.

After the wedding, a reception was held at the Hotel Windsor, Melbourne.

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SOUTH PACIFIC COPRA

Some Possibilities of Future Marketing

By Our New Guinea Correspondent

IT may be pertinent to look at the operations of Papua-New Guinea Copra Marketing Board in this ast year of the Ministry of Agriulture, Food and Fisheries contract. The Board consists of:

Messrs. D. Barrett and H. Quinton, epresenting the planters of New Guinea.

B. Fairfax-Ross, representing the lanters of Papua.

H. H. Reeve and R. E. P. Dwyer, fficial representatives.

I. McDonald, Chairman.

Under the chairmanship of Mr. an McDonald, and with Mr. R. K. Whittle, B. Com., AJA, AASA, as hief Accountant, the Board buys nd sells some 80,000 tons of opra annually. Payments for copra elivered, made twice monthly, pproximate £500,000 per month.

The handling of copra at Port oresby, Samarai, Madang, Kavieng, abaul, Kabakaul and the Admintration and financial section at ort Moresby, is carried out with efficient minimum staff of 28 uropeans (out of which 2 or 3 are enerally on leave).

Costs are cut to the minimum; nd the Board was able last year return £2/16/6 to growers from vings in estimated costs. Further stributions from previous savings costs are anticipated.

The Board's finances are in good ndition. The Balance Sheet for 56 shows total assets of £1,128,963. f this total, £806,920 represents ocks of copra and other stores at luation. Fixed assets are conrvatively valued at £156,992 and reves (prior to the distribution of /16/6 per ton on 1956 deliveries), tal £614,544.

The Board is the major weighdge-owner in the Territory, and mechanical handling equipment in good order and is sought after local firms. Hire of this equipnt netted over £6,000 in 1956. It ploys over 300 natives regularly me in clerical positions), and, dete constant heavy work involved, le if any native labour trouble is countered. Some half-dozen Asians also employed.

With the same management in 8, planters generally can expect ximum returns for their copra d to the Board.

The Board has gained considerable perience in co-ordinating shipping angements; for, apart from the 25 30,000 tons shipped to Australia h year, 50 to 60,000 tons are pped in bulk to the UK. In this ard the Board also arranges for k space to be made available for conut Products Ltd.'s coconut oil shipments, and also brings forward ships to pick up copra from BSIP, completing the tonnage at Papua and New Guinea ports.

With this experience, and a reputation for quiet efficiency, perhaps the major criticism that can be levelled at the Board is its failure to take the lead in creating or coordinating a South Pacific Pool for copra sales from 1958 onwards.

It is, of course, a cliche to say that "united we stand divided we fall"; and in the world of oils and fats one must be indeed large to stand against one of the world's biggest, if not the biggest, buyer of oils and fats—namely Unilevers (Raw Materials) Ltd.

However, it is felt that this firm would not have sent its chief buyer, Mr. J. C. A. Faure, to the South Pacific this year if it did not want copra.

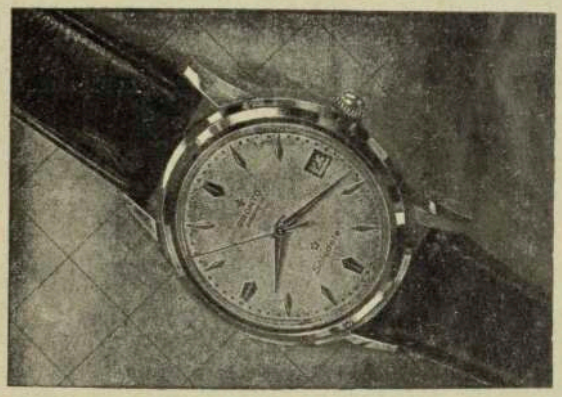
Hence, if a united front, representing producers of 250,000 tons annually of British preferential copra, had been presented, it is felt that Unilevers might be more helpful in the negotiation of prices. As it is, they might now, as they did prewar, call the tune at the price the weakest seller is prepared to take.

SOUTH Pacific copra is now almost the only copra available to UK under the preferential tariff. No sales of Straits-Malaya copra have been made to UK for 18 months. Ceylon copra is marketed almost exclusively at home and in the East.

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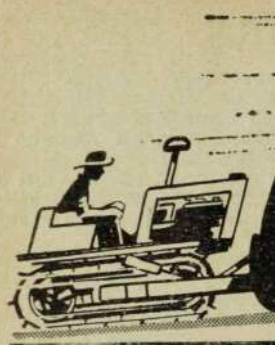
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Fijians Tour New Zealand . . .

The Fiji Rugby Union football team which is at present touring New Zealand:
Front row (left to right): Jese Mucunabitu, Nacanieli Uluiviti, Aseri Kunawave, Suliasi Latabua, Mika Naikovu, Kaiava Bose, Aisake Laratabu.
Middle row: Ame Waqanaceva, Ravuama Tunakece, Sanaila Sutu (vice-captain), J. W. Eckroyd (team manager), Ratu Penaia Ganilau (tour manager), Apakuki Tuitavua (co-manager), Orisi Dawai (captain), Josefa Saukuru, Anare Tecake.
Back row: Timoci Lisio, Peni Wadali, Jone Sabaiwalu, Baniua Tanivukavu, Sikeli Cawa, Paula Nayacakalou, Nacanieli Nabaro, Tomasi Naidole, Josefa Levula, Isimelo Radrodro, Samuela Domoni, Ilaitia Burenivalu.
—Photo Public Relations Office.

Fence crushers must look for copra from S. Pacific Territories to fill UK quotas, or import non-British copra and pay duty.

Of course, it is not too late now for producing Territories to co-operate in the interests of maximum prices.

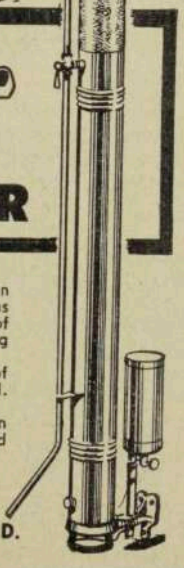
In fact, items for discussion on a co-operative level could well include local crushing, the increased use of coconut oil and copra in local co-operative ventures, such as soap, soap-powders and cleansing products, hair and body oils, Far East markets, sale of inferior copra and dust with high FFA (tannic) acid for plastic manufacture, etc. In other words, put as much thought and action into co-operative selling as Unilevers have put into the task of dominating the purchase of oils and fats.

The Pacific producers will have no trouble in selling their product. The maximum effort should now be made to see that they get full value for it and, in this regard, to speak with one voice is imperative. P-NG, as the largest single producer, with its efficient basic organisation, is the logical leader.

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SOUTH PACIFIC BOWLS TOURNAMENT IN SUVA

FIJI was well to the fore, in spite of formidable opposition from Australia and New Zealand, in the finals of the South Pacific bowls tournament, held at Suva.

Mr. Gordon Roberts, popular manager of the ANZ Bank in Suva, who shortly leaves for a new appointment in Adelaide, ensured that his name would live in the annals of bowls in Fiji by skipping the winning rink.

Roberts also skipped the winning ring in the 1956 tournament. With J. Manktelow, T. Mackey and R. E. Gordon in his team he made no race of the final to score a 28-15 win over a Tailevu rink comprising R. Harness, L. Hunt F. Storck and K. Speight (s).

The other Fiji winner was Max Bay, an Education Officer, who had an easy win in the final over fellow Suva club mate, R. N. Caldwell. Bay won 31-6.

Bay was in top form after several hard battles in the early rounds.

The pairs went to a New Zealand team, L. Polden, Remuera, and C. McGechie. This was the closest battle of the tournament, and the scores were even at the penultimate end.

Here in a closely packed head, the NZ pair notched a point to take out the title by 21-20. The runners-up were K. J. Bentley and G. W. Kemp, of the Suva Club.

M. Alfred Poroi, the very popula mayor of Papeete, Tahiti, was on of the Colonial guests of the Frenc Metropolitan government at thi year's Bastille Day celebrations i Paris. Mayor Tixier, of Uturoa Raitea also was one of the guests

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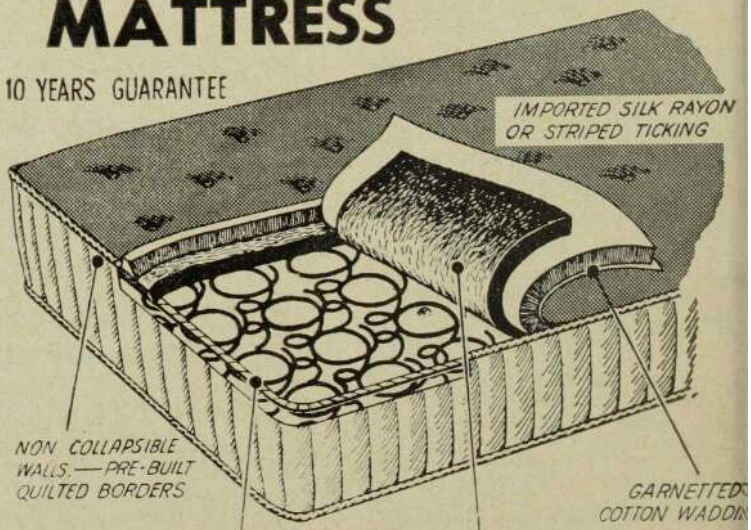
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Fiji Auditions for Australian Radio Programmes





In July, the Australian Macquarie Radio network recorded Amateur Hour programmes in Fiji—the first time this had been done outside Australia. Previously the network's talent scout, Mr. Clifford Arnold, auditioned would-be performers in Broadcasting House, Suva. These two bands were taken on that occasion. On the left, Alf Bentley's Sextet, which plays "music of the South Seas". And on the right, a group of Indian musicians.

The recorded programmes will be broadcast over the Macquarie network in Australia on September 5, 12, and 19 at 8 p.m.
The programmes were broadcast in Fiji between mid-July and August 1.

Photos: Fiji Public Relations Office.

etirement of Fiji's Colonial Secretary

THE Governor of Fiji, Sir Ronald L. Garvey, paid a warm tribute to the retiring Colonial Secretary Mr. A. F. R. Stoddart) at the ssion of the Fiji Legislative Coun-l, which opened on July 23.

The session was the last Mr. toddart would attend before he ft the Colony.

The Governor said he knew that l races in the Colony would join n in expressing very sincere regret the retirement of a man who is a true friend of Fiji.

Mr. Stoddart served in Fiji for e last eight years, during which riod he twice was Acting-Gov-nor.

He has spent 30 years in the lonial Service.

In recent weeks Mr. Stoddart has en the guest of honour at many rewell functions.

rought in N. Cal. lelps Yate Builders

THE long drought in New Caledonia is serious for agriculturalists, but has proved an expected blessing to the contractors building the giant Yate m. They have had no floods to ntend with, although normally the a is one of the wettest in New ledonia.

The drought is worst on the East st, which is usually the wettest e of the island. This area has d less than 20 per cent. of its ial rainfall during the last four nths.

Noumea has had only half its rmal rainfall.



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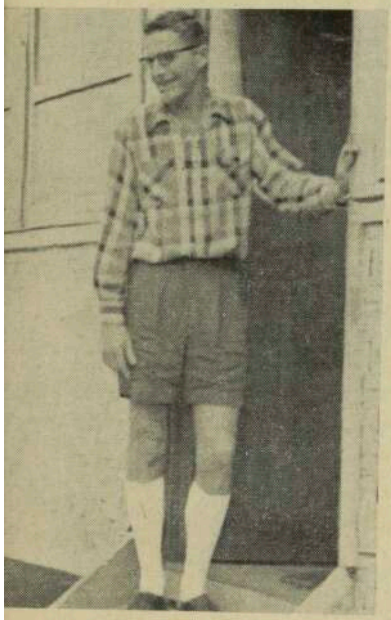
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New to Science

Peculiar Disease Among NG Primitive Tribe

A DISTINGUISHED scientist from USA, Dr. Gaidusek, is at present out in the jungle, near Kainantu, in the Eastern Highlands of New Guinea, investigating a disease that is believed to be new to science.

The experts still have to decide whether this thing, *kuru*, is caused by local conditions, or whether its



The young Territory Health Officer, Dr. Vincent Zigas, whose keen interest in the strange disease found in a New Guinea Highlands tribe may lead to the discovery of something new to medical science.

origin in genetic. Indications are that it is something peculiar to this breed of people.

There are three groups of Highlands natives in the area southwards of Kainantu—Kimi, Kaiagana and Forei. In racial type they seem to be something between the Kukukuku pygmies and the Wahgi tribes.

Most of them have one rather horrible practice—they eat their fathers. Available animals and birds long since were killed out, and the protein-hungry people developed the habit of eating their dead—both those who died naturally of old age, and those who were old and seemed to need some help in crossing the border.

It was among the Forei tribe, numbering about 15,000, that Patrol Officers John McArthur and J. G. Kilman first noticed this peculiar "shaking disease," which the natives attributed to sorcery.

Some 2½ years ago, Dr. Vincent Zigas, a keen scientist, took over the Health office at Kainantu, and became deeply interested in this sickness, which he could not classify. Among adults, about 15 women to one man contract it; among the 15,000 people, from 1 to 5 per cent. are affected; and the death-rate is very high.

Dr. Zigas described the disease as having some of the symptoms of Parkinson's Disease and of Wilson's Disease. He said those affected shook very much; and had a queer, fixed expression. They almost always died in from 9 to 12 months. There was no indication that it was a transferable disease; and it was confined to that one tribe.

It was expected that the inquiry will occupy one year. The Assistant Administrator, Dr. John Gunther, is taking a keen interest in it.

MORTLOCK MYSTERY SOLVED

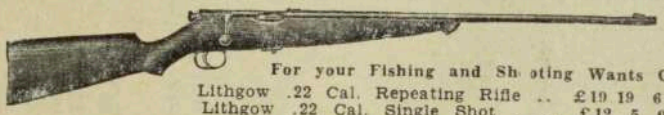
PNEUMONIA has killed three infants of the Mortlock Islands, north-east of Bougainville, New Guinea.

This is the solution to the "mystery" disease, reported to be killing babies in this remote area. A medical team from Sohano went there to investigate.

The 300 Mortlock Islanders have lived so long in isolation that they have no immunity to any of the common germs. The Administration goes to considerable lengths to keep their contact with the outside world at a minimum, for this reason. However, the system has its dangers. A stray germ introduced accidentally could do a lot of damage.

† Mild influenza—believed to be the Asian type—was widespread in Fiji in August.

"OUR HANDS MAKE GOOD ARMS."

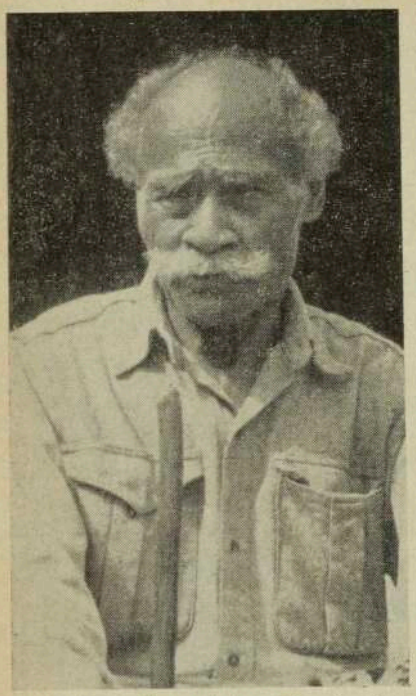


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Fijian Veteran



This fine-looking elderly Fijian is Ratu Alipate Ralulu, a chief of Somosomo, Taveuni, and one of the few surviving members of the Native Armed Constabulary, the force that preceded the present Fiji Police Force. The photograph was taken on the occasion of the inauguration of Ratu Penaia Ganilau as Roko Tui Cakaudrove (see cover).
Photo: Fiji Public Relations Office.

† Mr. Hunter McNicoll, public relations officer of TEAL, has been appointed Melbourne representative of the airline, and will take up his new duties in August. Mr. Michael Mecredy, formerly of the Auckland station, becomes press and information officer, and Mr. Alec Applebaum, public relations and sales representative in Sydney, has been appointed Australian public relations representative.

NEW BOOK LIST

A KORAO, NO NEW ZEALAND or **THE NEW ZEALANDER'S FIRST BOOK**, being an attempt to compose some lessons for the Instructions of Natives (**Thomas Kendall Missionary**). A facsimile edition from the only known copy at the Auckland Museum published 1815, in Sydney, N.S.W. £3/15/-, postage 5d.

MYTHS OF THE MUNKAN—STORIES FROM CAPE YORK PENINSULA (**Ursula McConnell**). Some Charming Tales—some grim—Folktales of the Tribes and of their everyday activities. Illustrated. £1/15/-, postage 1/3.

AN INTRODUCTION TO MALAYAN BIRDS (**G. E. Madoc**). Mostly those birds commonly met with and other species are fully described. Illustrated with line-drawings and photographs. £3/10/-, postage 1/9.

THINGS WORTH WHILE (**Evelyn Cheesman**). Autobiography of the famous woman entomologist who sought obscure specimens in a series of one-woman expeditions among the cannibals of the South Seas. Illustrated. £1/6/-, postage 1/6.

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Bulolo Travellers to Papua-New Guinea







Left: Well-known airman Mr. H. T. ("Bunny") ammond and Mrs. Hammond paid a quick isit to the Territory aboard the July "Bulolo". n the 30's, Mr. Hammond was manager and hief pilot of Holden's Air Transport (which as linked with Guinea Airways), flying to ulolo and Wau from a base at Salamaua. e is now managing-director of Adastra Air- ays, which he formed in 1930 before his rst spell in NG. The company is now doing ntract flying for the Government, and map rveys for Australasian Petroleum Co.
Centre: Mrs. P. J. Mulquiney, whose husband attached to the Department of Civil Aviation Port Moresby, sailed for the Territory oard "Bulolo" after six months in Australia. ith her were daughters Lynne (8 months) d Susan (2½ years, who is held by Mrs. ulquiney's mother).
Right: A teacher with the Anglican Mission ar Popondetta, Papua, Miss M. Greenwood turned after two months leave in Sydney. iss Greenwood, a Territorian for 7 years, will rry on her return to Papua.

CO-OPERATIVES SPREAD IN W. SAMOA

WESTERN Samoa, along with other Territories, shows a steadily increasing interest in co-operative societies and credit unions.

At the end of 1956, 19 such societies were registered—an increase of 12 during the year. Membership rose from 256 to 753, and paid up capital from £3,367 to £7,494.

Business by trading societies rose from £20,453 to £28,710. Loans totalling £970 were made by savings and lending societies during the year.

I. CALEDONIA BUILDING COSTS GO EVEN HIGHER

A FANTASTIC rise in the price of cement in New Caledonia is expected to send the cost of ilding—already exceedingly high to new peaks.

Cost of cement in Noumea is now be £2 per bag. Most of it comes om France; the rest from Japan. panese cement is much cheaper t the price is fixed so that it does t compete with the French pro- ct. No cement is allowed in from stralia. (Australian retail price cement is currently about 15/- r bag).

As 99 per cent. of buildings in umea are built of cement, there ould be a good opening for a ment plant locally.

P-NG NATIVE BAND FOR BRISBANE

HE Pipe Band of the Papua-New Guinea Pacific Islands Regiment went to Brisbane this month play at the Army Tattoo, held conjunction with the Brisbane ow.

The Pipe Band visited Australia 1954 during the Royal Visit.

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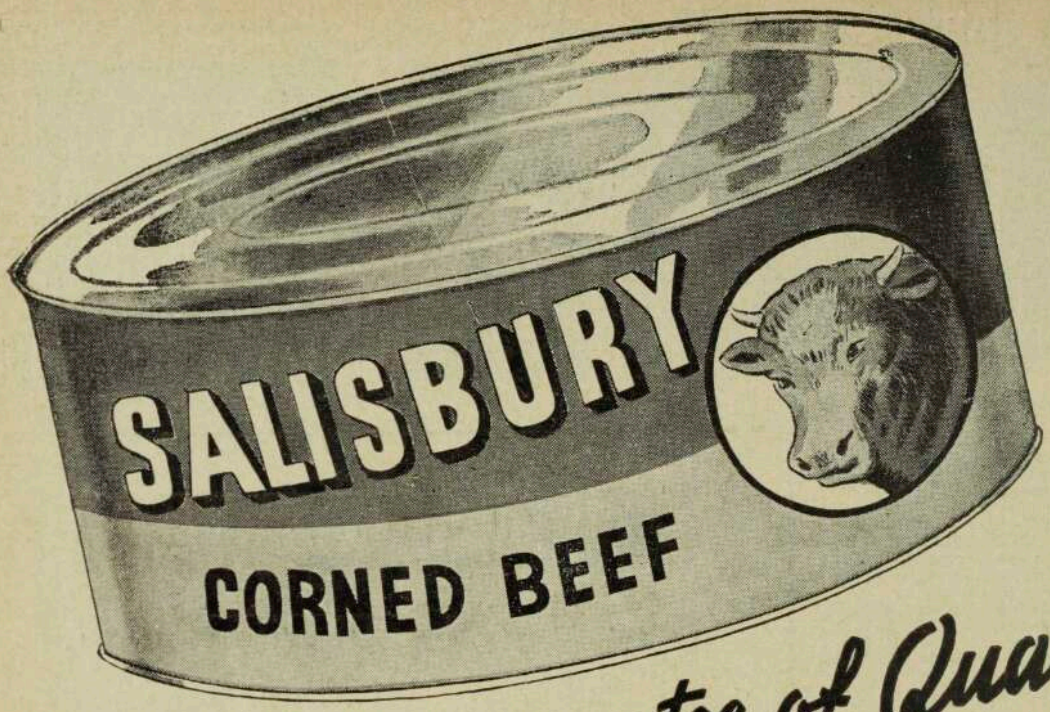
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S. Pacific Commerce and Industry

AUSTRALASIAL PETROLEUM CO. PTY., LTD., d ISLAND EXPLORATION CO. PTY., LTD.— ogress at the drilling sites is as follows:
Barikewa: The drill pipe became stuck in course of circulating heavy mud to control high pressure near bottom at 6,310 feet. tempts to free the pipe having failed, the iginal hole is now being side-tracked from 95 feet.
Komewu: The hole has been deepened 838 t to 3,295 feet.
Sireru: The hole was spudded-in on June 28, d has been drilled to 310 feet with 13⅜ h casing at 300 feet.
Forward Drilling Location: The construction a helibase on the Era River has been com- nced to service a drilling site on the Puri icline. The hole is scheduled to spud-in vards the end of the year.

* * *

AUSTRALIAN GOLD DEVELOPMENT, NL.— rk at Mt. Victor, New Guinea, was tem- arily suspended late last month until more table labour could be engaged. At Clarke's ge opening sets have been put in the No. 2 t and the drive extended 20 feet in soft ntry. A sample taken from the face at feet in the No. 1 adit over 12 in. of lode l lodged for assay on July 3 showed gold ues of 2 oz 19 dwt 12 gr to the ton.

* * *

ULOLO GOLD DREDGING, LTD.—The esti- ed net profit from the dredges and raulic operations for the year ended May was 850,000 Canadian dollars (£387,000). his was an improvement on the chairman's tement at the annual meeting in February field estimates indicated that the 1956-57 fit would be about 500,000 dollars.
he latest year's production statement shows though the yardage dropped, gold pro- tion increased substantially because of the her grade treated.
he figures for 1956-57, with those for 5-56 in brackets, were:
ubic yards, 8,246,600 (11,339,200); gold, oz, 51,827 (40,134); value $US, 1,813,945 04,690); cents a yard, 22.00 (12.39).
s foreshadowed by the directors, the com- y has now only the No. 5 dredge operating, the hydraulic mining on the Widubosh es in addition.
o. 4 dredge, the second last to remain at k, was permanently closed down on May last. No. 5 dredge is expected to continue king for several years.
t one time, the company operated eight dges.
total of 13,565 oz fine gold worth 474,775 was recovered in the three months ed February 28, compared with 13,621 oz th $US476,735 in the corresponding quarter February 28, 1956. The value a yard was 65 US cents from 1,656,900 yards, compared 17.12 cents from 2,785,400 yards in the e months to February 28, 1956.
or the nine months ended February 28 last figures with those for the corresponding months of 1955-56 in brackets, were:
ardage dredged, 6,324,500 (8,908,700); fine , 39,501 oz (29,022); value at $US35 per 1,382,535 dollars (1,015,770 dollars); value ard in US cents, 21.86 cents (11.40 cents).

* * *

NTERPRISE OF NEW GUINEA GOLD AND ROLEUM DEVELOPMENT, NL.—The survey y was expected to complete the gravity ey in the Limestone Hill area of New ea late in July, and then made a gravity erse between the August and Sepik Rivers. arly in July it was reported that the drill had reached a depth of 180 feet in limestone at a new site on the August River. It was intended to drill a series of shallow holes to provide additional information to the gravity survey.
The company has been granted permission to extend the gravity survey into part of the Dutch territory adjoining the permit area.

* * *

FIJI GOVERNMENT LOAN.—The Government of Fiji loan of £F1,250,000, which was under-written by Ian Potter and Co., of Melbourne and Sydney, was fully subscribed, and closed earlier than the scheduled July 23.
It was well supported by subscribers resident in Fiji and substantial applications were also received from Australia, London, and New Zealand.
Two maturities of stock were issued: 5-year stock at £5 per cent. p.a., and 15-year stock at £5/7/6 per cent. p.a., both offered at £99.

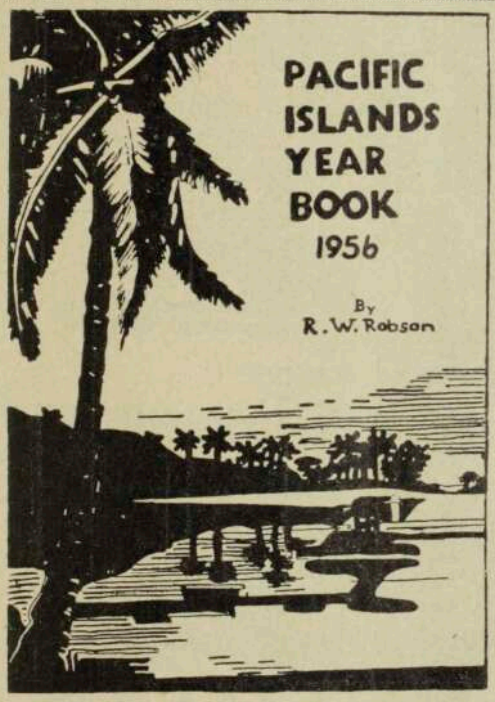
FIJI MINING.—Loloma (Fiji) Gold Mines, NL, milled 18,060 long tons of ore for 6,731 oz of gold in the year to June 19. In 1955-56, 14,233 tons of ore yielded 7,676 oz of gold and 2,657 oz of silver.
Emperor Gold Mining Co., Ltd., milled 154,784 tons of ore for 61,403 oz of gold in the same period. In the previous year 149,029 tons of ore yielded 61,484 oz of gold and 20,183 oz of silver.

* * *

KOITAKI PARA RUBBER ESTATES, LTD.—The chairman announced at the annual meeting on July 1 that it was proposed to issue three 5/- bonus shares for every stock held on September 2. It will lift paid capital from £18,751 to £75,007. The effect of the issue was to restore the capital to its original value before 15/- a share was paid in June.

* * *

LOLOMA (FIJI) GOLD MINES, NL.—In con-



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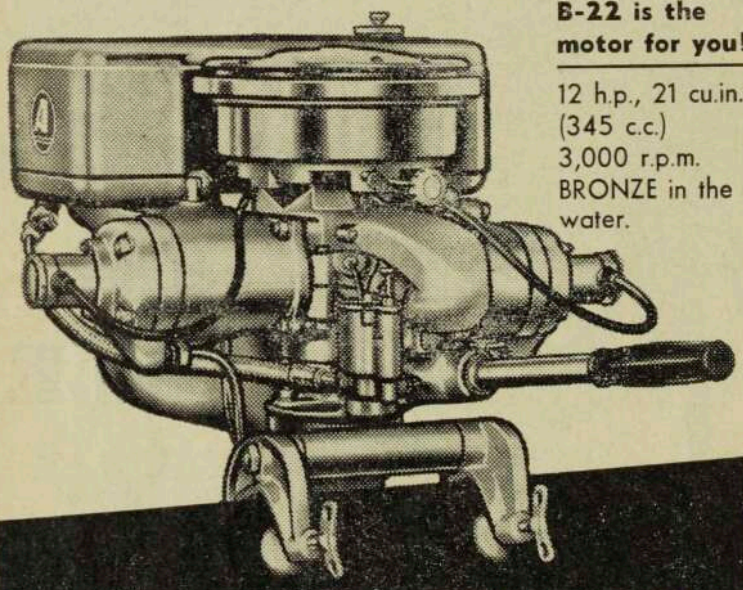
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junction with United Uranium, NL, and Kin Island Scheelite (1947), Ltd., Loloma will sin a shaft and carry out 500 ft. of driving 250 ft. depth on the Maranboy tinfiel Northern Territory. The work will be carri out on the Osman lease section of the ma lode.

This follows acquisition of the tin fie by the three companies in a joint prospecti venture. A contract has been let for the sha sinking and driving, and work was expect to begin before the end of July.

Free working options over 12 mineral lease totalling 136 acres, on the Main and Stannu King lodes have been secured on "most favou able" terms.

The Northern Territory Administrator h granted the companies two prospecting area covering 19 square miles, which include known tin lode outcrops.

* * *

LOLORUA RUBBER ESTATES, LTD.—Net pro for the year ended April 30 for this Pap rubber company was £29,831—£2,110 low than in the previous year. A steady 20 p cent. dividend requires £20,000, and £5,0 goes into general reserve.

Production of dry rubber for the year w 490,132 lb, or 67,552 lb more than in 195 56.

About 451,300 lb of rubber in vario grades was sold on the Australian markets a realised an average of 32.99d a lb—abo 6½d a lb less than in the previous year.

* * *

MAC. ROBERTSON'S PTY., LTD.—Mr. G. Brewer, purchasing director of the firm, co siders there is no reason why an Australi chocolate could not be produced from N Guinea cocoa. He said in his return to M bourne from an inspection of the firm's coc plantation in the Markham Valley, that N Guinea cocoa was already being blended Australian chocolate and some samples of New Guinea chocolate had been made.

He said that at present the quality of N Guinea cocoa was too uneven for commerc production of chocolate.

He said that if the New Guinea cocoa w a success, other plantations might be bought

* * *

NEW GUINEA GOLDFIELDS, LTD.—The M and June returns were, May figures fir Golden Ridges mill, gold, 1,140 oz, 1,199 silver, 1,396 oz, 1,399 oz; Golden Rid alluvial, 58 oz, 136 oz; Koranga, 60 oz, 2 oz; Tributes, 145 oz, 115 oz; Timber, 217,8 super feet, 108,105 super feet.

The company is to start prospecting on new Kainantu field in the eastern highla of New Guinea.

In the last year 150 natives and a ha ful of European alluvial miners have tak about £30,000-worth of gold from Kainan

The company, which is at present min in the Wau-Bulolo area, has taken out exclusive prospecting licence over about 6 acres at Kainantu.

Almost all mining on the field is alluv but Mines Division officers at Port More say that lode bodies are present.

* * *

NORFOLK ISLAND AND BYRON BAY WHALI CO., LTD.—The company expects to prod about 1,200 tons of oil from Norfolk season. Late last month the tanker. "Forso had delivered to Sydney 220 tons of oil.

The chairman of directors, Mr. Philip Pri said that all oil had been sold forward satisfactory prices. The price of meal slightly higher than last year.

It was expected that the Norfolk Isl quota would be completed by the end of month. Since whaling started on June and up to July 29 59 whales had been cau This was in spite of some very bad weath The oil yield from each whale was betw 9½ tons and 10 tons.

Mr. Pring said that whaling would be at the Byron Bay station about September as soon as personnel had been transferred fr Norfolk Island.

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PAPUAN APINAIPI PETROLEUM CO., LTD.—r. B. W. Graham, MP, chairman, has announced that the company expects to spud-in well during October.

He said that the company's field programme r the current year included further integration and extension of regional and detail ploration. The object was to provide drilling rgets, including the drilling of a well at ufana, in the eastern portion of the area.

The directors made a third call of 1/- a are on the 3,007,841 contributing shares yable on August 1. This made the 5/- shares id to 4/-.

* * *

SANDY CREEK GOLD SLUICING, LTD.—During ay and June about 26 oz of gold were revered from about 2,100 cubic yards of aterial.

* * *

SOLOMON ISLANDS RUBBER PLANTATIONS, D.—The company, in voluntary liquidation, turned 6/10½ a share to shareholders on ly 15.

* * *

TIMOR OIL, LTD.—The site for the first test ll in Portuguese Timor has been selected—Aliambata on the south coast. Drilling will obably start early next month and will go about 6,000 feet in this well.

Drilling plant, transport and auxiliary equipnt were sent from Cairns by landing craft August 1.

The selection of the site followed a visit Timor by a consultant petroleum geologist, W. F. Schneeberger.

The directors later reported that Dr. hneeberger considered structural conditions to less complex than was originally reported. ld work, and Dr. Schneeberger's personal obrvations disclosed additional favourable atures, which were being investigated.

In the Viqueque area, 15 miles from Aliambata, field work was developing another structure which appeared to warrant testing.

An aerial survey undertaken in co-operation with the Portuguese Government to speed up geological evaluation of the whole concession.

Plans were implemented to integrate and expand the exploration programme to provide for shallow core drilling to supplement surface observations.

Airborne magnetometer surveys might be necessary in other areas, the directors added.

W. SAMOA ROADS COST BIG MONEY

WESTERN Samoa's 1956 Report shows that the Territory's roads were extended by 13 miles during the year, bringing the total of formed roads to 363 miles, of which 76 miles are tar sealed. Sealed roads were increased by 7 miles.

The Report says that, on an average, it costs £2,000 per mile to build a new, unsealed 20 ft-wide road, and a further £3,000 per mile to seal it. These figures appear to include the provision of two-way concrete bridges wherever necessary.

Totals of vehicles in use in Western Samoa at the end of 1956 were: 296 cars, 84 buses, 349 trucks, 4 trailers, 125 taxis, and 45 motor cycles. Government-owned vehicles are included in these figures. There was an increase of 20 cars, 8 buses, and 74 lorries over the previous year.

SYDNEY STOCK EXCHANGE
August 8

	Buyer	Seller
Burns Philp	64/-	64/3
Burns Philp (SS)	44/-	44/6
CSR	£53⅜	£53⅝
Dylup Plantations	11/6	12/-
Hackshalls	35/-	37/-
Kauri Timber	24/6	—
Kerema Rubber	13/-	13/6
Koitaki	60/-	—
Norfolk Is. Whaling	6/2	6/3
Queensland Insurance	—	—
Queensland Insurance (new)	64/6	—
Rubberlands	7/11	8/-
Sthn. Pacific Insurance	50/-	—
Sthn. Pacific Insurance (new)	—	—
Steamships Trading	50/-	50/6
Timor Oil	10/8	10/9
W. R. Carpenter	20/-	21/-

OIL AND MINING

FIJI

	Aug., '39	June, '57	Aug., 8, '57
Emperor	b9/11	b10/3	b7/-
Loloma	s25/6	b27/-	b32/-

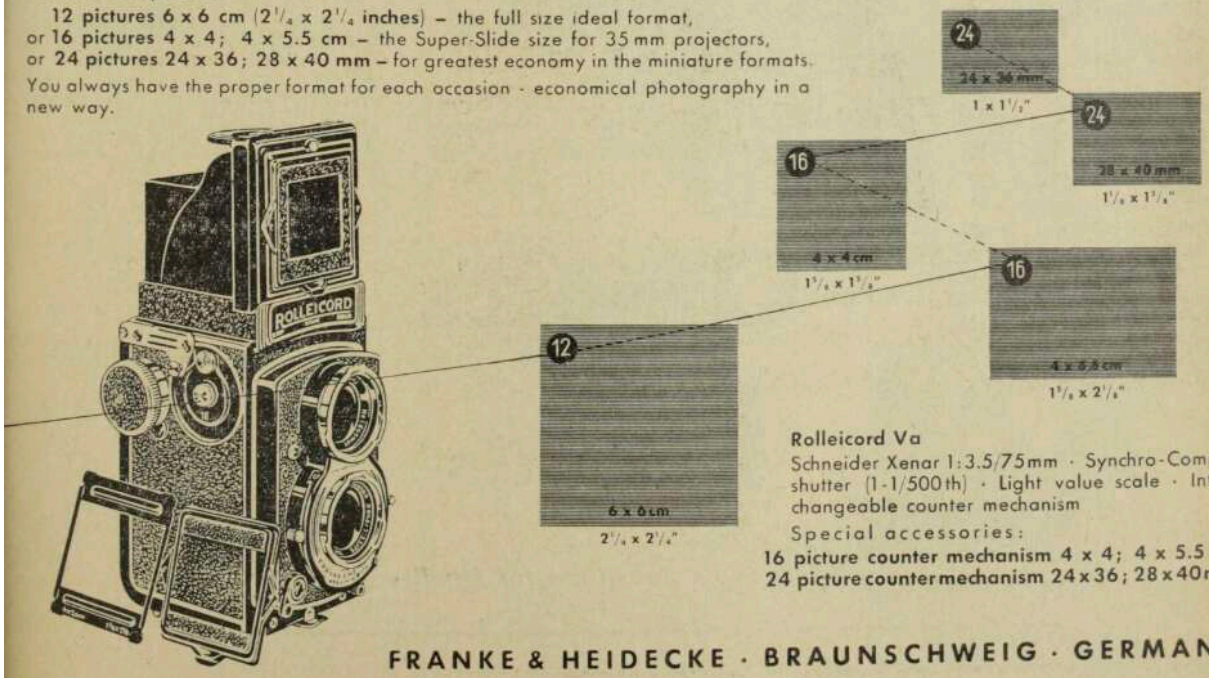
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N.G.G. Ltd.	b1/10	b2/2	b2/3
Oil Search	b3/11	b14/11	b9/3
Ent. of N.G.	—	s2/-	b1/1
Oriomo Oil	b5/-	b6/6	b4/4
Papuan Apin.	b4/11	b3/6	b3/1
[illegible]	b63/6	b101/6	b108/-
Sandy Creek	b1/5	s6d	b2½d

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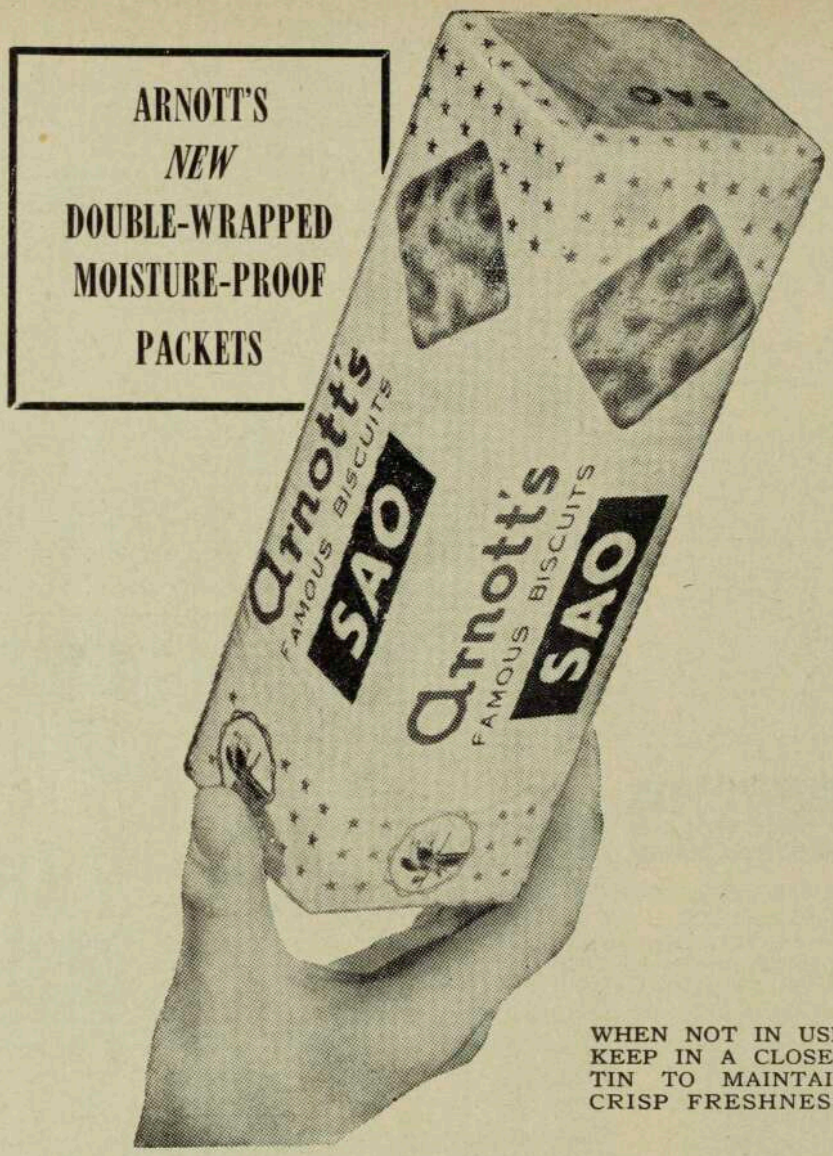
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KAINANTU: Gold in the Creeks and Coffee on the Hillsides

NEW GUINEA'S newest and most promising town is Kainantu, lying at a cool 5,500 ft. on the Ramu-Markham Divide, in a lovely setting of green hills.

When the Lae-Goroka Road is completed next year (which means the construction of two small bridges over Isoap and Manguan, and two big bridges over Leron and Umi—the road itself is in), Kainantu will be the first important Highlands town on the upwards road, some 40 miles east of Goroka.

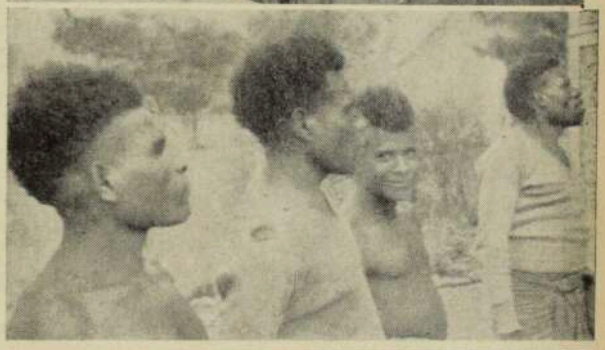
Kainantu is being built on gold and coffee. There are 120 Europeans here now and their numbers grow each month. The attractive little township lies on a slope, parallel with the indispensable air-strip. A fine job is being done by Mick Foley, DDO.

The Kainantu goldfield is unique, because it is being developed by natives. European fossickers found gold around there 25-30 years ago (Ned Rowlands was there) but not enough to create excitement. Ernie Ubank has been there for years. But in recent years natives, working for themselves, began to bring in interesting quantities of alluvial gold.

WHEN, on July 19, I walked into the office of James Gallin, Mines Department official, I found a line of natives with little packages waiting on the verandah; one native facing Gallin across a







Above: Mrs. Pat Tudor, with friends and some local natives, in front of her trade store in Kainantu, Eastern Highlands, New Guinea.

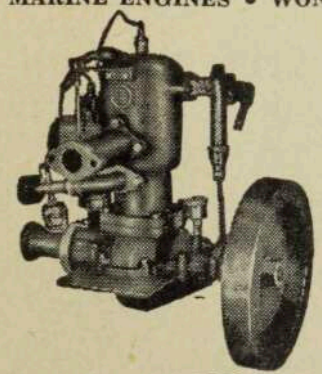
At right: The Mines Department officer in Kainantu, Mr. Gallin, making his regular pay-out to Kainantu natives who bring in the gold they have recovered from the surrounding creeks. Here, he has just finished paying out many hundreds of pounds in notes, in return for the small bottles and cans containing gold, seen on the desk before him. These have been carefully weighed on fine scales, carefully watched by the natives. The man standing beside Mr. Gallin has just received his payment—the notes in his hand represent over £50. Other natives (bottom) are lined up outside the hut, awaiting their turn to put in their gold and receive the cash.

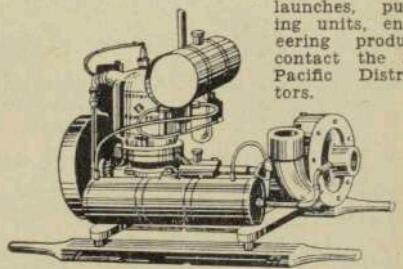
BLAXLAND - CHAPMAN

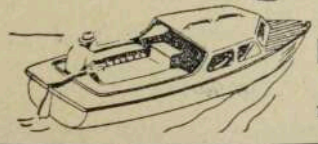
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table on which were many hundreds of pounds in Australian notes, and very numerous tins and bottles containing almost pure alluvial gold. It was pay-day for the native fossickers. (See photos.)

From July 1, 1956, to June 30, 1957 this Mines office paid out £23,000 to native gold-miners. The average pay-out per month now is between £1,200 and £2,000.

The natives get £15/10/- per ounce plus £1/10/- subsidy; and they pay no royalty charge or miner's right fee.

This is part of the Hasluck policy of encouraging the native miner as against Europeans, who pay all the fees and usual charges, plus a royalty (recently reduced from 5 to 1¼ per cent.)

Comparatively recent pay-outs by Mr. Gallin for gold brought in include amounts for £318, £558, £433 £291, and a whopper of £2,464/12/1 to a native named Kubak, who had been saving nuggets and good gold for some time. I was allowed to handle nuggets of pure, water washed gold of up to 13 dwts.

Between 40 and 60 natives are gathering this gold. What do they do with the proceeds? Many hoard —but the Administration slowly is inducing them to bank it.

It is the old problem of creating new needs for primitive people who acquire wealth. In this case they are going for watches, bicycles and jewellery, such as rings. Kubak has ordered a motor-bike, and Kainantu is waiting rather anxiously to see how he gets along with it.

THE gold is in the valleys within 40 miles radius of Kainantu, and a considerable number of Europeans now are out after the metal. But the going is tough and expensive. There seems to be a great deal of gold in the valleys and around—but the seekers have not yet found it spread thickly enough to make fortunes.

Messrs. Noel Stagg, E. Ubank Victor and Clark, Norgran, McGowan Frank Romanoff, S. B. Barker, Jim Wright (a Wau veteran, just arrived) are among the men who are "giving it a go."

If parent lodes can be discovered this could become an important goldfield. Meanwhile, enough gold is coming out to keep people interested. Messrs. Buchanan and Blomfield have been working a 5-stamp battery, west of Kainantu, for a considerable time.

The big companies are "taking a look." A team under Mr. Jim Herridge is testing two exclusive prospecting licenses taken up by New Guinea Goldfields Ltd. There is a strong rumour that Emperor Gold Mines of Fiji are making inquiries.

NGG's production manager told me in Wau: "This is a big field with possibilities—but there's a wide

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The main street of the new Highlands town of Kainantu. It is a pleasant, tree-shaded, orderly thoroughfare, lying parallel with the air-strip. The new road from Lae to Goroka, complete except for bridges, goes through here.



area to cover. An official geological survey is needed, to show what is really there. There are indications of many metals besides gold."

THERE is a considerable native population in this attractive country and so there is little agricultural land available. But here and there coffee plantations have been established, and are producing a high-grade article.

Mr. Len Tudor and his wife came into Kainantu, goldseeking and trading, some ten years ago; but he died, at an early age. Mrs. Pat Tudor carried on alone, with her two children; has established the leading trade store in Kainantu; and now is taking two tons of coffee per annum from her plantation.

Mr. K. Simons, of Port Moresby, now is in Kainantu, getting the foundations and timber ready for what should be a very handy hotel.

Everything is in favour of growth here. The gold prospects encourage the Europeans; but even if they don't find the gold rich enough for exploitation, the natives will. The natives now are turning to sluicing the terraces and getting better returns.

Native gold and incoming coffee should be enough to keep Kainantu growing.

Anyway, Kainantu is organising a race meeting (24 horses are coming from Arona, on the other side of the big valley) and district ball for September 1. Proceeds go to the dependants of Jack Grey and Jim Smith, who were killed here recently in an aircraft accident.

Rice at Kaiapit

JUST over in the next valley, at Kaiapit, I found a different kind of enterprise—rice-growing.

Pastor Holzknecht, Lutheran missionary, said the natives there were selling land surplus to requirements; with the proceeds they were buying tractors and other equipment; and thus they were cultivating rice, for which there is a great market in New Guinea. They are expecting 500 bags of rice from their first tractored crop; and they have ordered a rice-huller.

Pastor Holzknecht has been 35 years in this country—10 of them in Kaiapit. But his wife was even more interesting. She is a German woman who was born in Finschhaven before Lae even was heard of.

"My father knew the area around the mouth of the Markham," she said, "and he called the tribe that lived there the Lahe (pronounced La-hay). But he spelled it Lae—and then the Europeans came in afterwards and pronounced it Lay."

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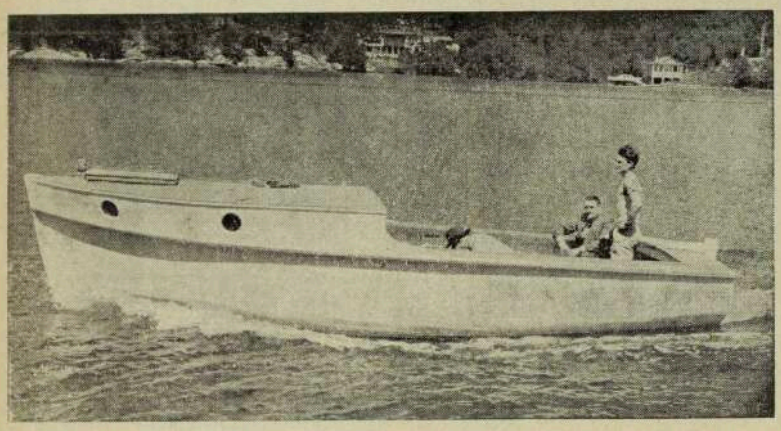
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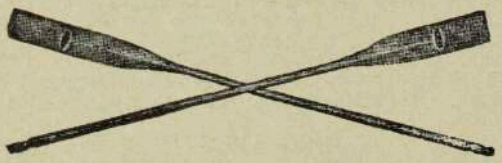
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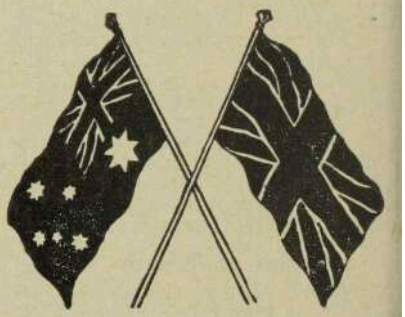
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W. Samoa Reparations Grant

(Continued from Page 22)

when it became evident last year that poor crops and sinking produce prices would almost certainly seriously affect the economic situation of the country and consequently, Government finance.

Over the strong objections of members of the Legislative Assembly, even the small Reserve Fund of £500,000, which could and should have served to cushion a shock like the present one, was all spent on various projects of doubtful necessity. The present situation has arisen solely by the disastrous financial policy of the last two years.

The withdrawal of the Reparation Estates grant of £126,900 and the consequent deficit in the revenue of the Government does not tell the story of Government difficulties.

In spite of Government statements to the contrary, it is believed that there will be an additional deficit in the ordinary revenue of the Government, particularly from Customs' Revenue.

Banana exports during the first half of the year amounted to only half of last year's exports for the same period; there has been only one small cocoa crop harvested this year and prices were low compared with last year's prices; and the copra price received from the British Ministry of Food was also appreciably lower. These factors have seriously affected the whole economic situation; imports for this year so far are much smaller; and both export and import duties levied by the Government are certain to fall short of the Budget estimates.

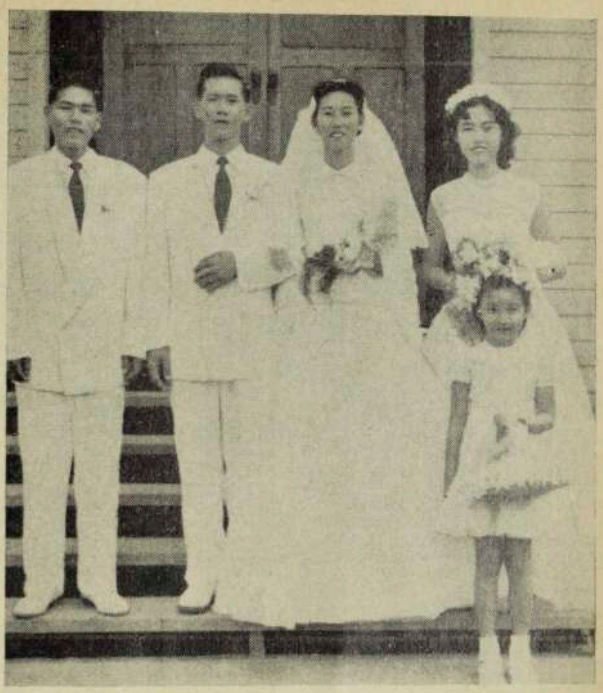
Accurate information regarding Government Finances is to be submitted to the next session of the Legislative Assembly, which begins August 20. It promises to be a stormy one.

The Government, with some justification, contends that it has, so far unsuccessfully, tried to impress on the Samoan people the necessity of increasing production of agricultural products in step with the rapid growth of population and the demand for social services, particularly for health and education services. However, the campaign for increased cultivation of cocoa and coconuts, even if successful, must be a long term policy as both take years to come into bearing. In the meantime the Government should have exercised the strictest economy until circumstances permit freer spending.

Further strong public criticism is levelled against the Government for allowing the Financial Secretary, Mr. L. M. Cook, to go on leave a month before the Supplementary Estimates are presented to the Legislative Assembly. He will thus be absent from a most important meeting which will discuss the financial policy for which he is mainly and personally responsible. At the same session another top official of the Samoan Government, Mr. T. R. Smith, will also be absent. He has attended the Trusteeship Council Meeting of the United Nations and is at present in London to investigate the chances for the disposal of Samoan copra after the termination of the copra contract with the British Ministry of Food at the end of the current year.

The absence of the two head officials of the Government during the coming Council debates is not going to improve the case for the Samoan Government in the existing critical situation.

Wan-Tse Wedding



At the Methodist Church Rabaul, New Guinea, recently, Mr. Tommy Wan was married to Miss Mary Tse. Miss Elaine Tse was bridesmaid, and Mr. K. M. Seeto, best man. Miss Judy Tse was flowergirl.

Photo: C. H. Meen.

† The Ven. Archdeacon H. V. C. Reynolds, of the BSI, has been awarded the OBE for his devotion to duty and service to the people of the Islands. He has served in the Melanesian Mission since 1934.

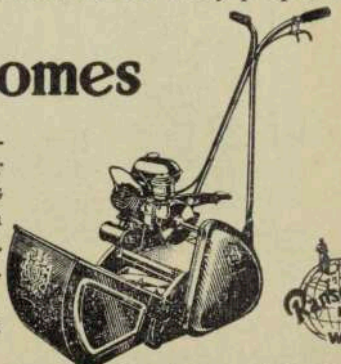


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GOOD NEWS FOR STAMP COLLECTORS

N. Hebrides Issues New Series

THE Condominium of the New Hebrides will issue two new series of stamps on September 3. In keeping with the idea of dual-government, the stamps will be issued in a French and a British version.

The stamps will remain on sale indefinitely and will be issued in three pictorial sets, in the values and colours as follows:

(a) A view of Vila and Iririki Islet: 5 Centimes (green); 10c. (red); 15c. (yellow); and 20c. (blue).

(b) A river scene including a spear fisherman: 25c. (olive); 30c. (brown); 40c. (sepia); and 50c. (violet).

(c) A tropical scene featuring a native woman drinking from a coconut. Additionally, this design includes the wording "Franco-British Alliance, 4th March, 1947" ("Alliance Franco-Britannique, 4 Mars, 1947"): 1 Franc (orange); 2fr. (purple); and 5fr. (black).

The stamps of the two series are in all respects identical except that the language is appropriate to each series and the ciphers (E-II-R and RF) are reversed.

In addition to the postage stamps there will also be issued five "postage due" stamps in each series. These will consist of the equivalent values in the postage series, viz., 5c., 10c., 20c. and 40c. and 1fr., overprinted "Postage Due" for the British series and "Timbre-Taxe" for the French series.

Special "first-day covers" have been printed and are available to collectors at the equivalent of 15 gold centimes.

Condominium postage stamps have a GOLD FRANC value. 100 Gold Centimes equals 1 Gold Franc and this is convertible with other currencies at the rates shown:

21 francs Pacific (CFP) ..	1.00	Gold franc
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A full remittance should accompany all orders. It is suggested that one of the following methods be used: Money Order; Bank transfer payable at either Comptoir National D'Escompte de Paris, Wynyard Street, Sydney, Australia; or Banque de l'Indochine, Port-Vila, New Hebrides; Cashier's, Bank to Bank or Bank Certified cheque where the transfer of funds is readily permitted.

With the issue of the new series of stamps the current series (1953) will be withdrawn and collectors are warned that no supplies of these stamps will be available after the close of business on September 2, 1957.

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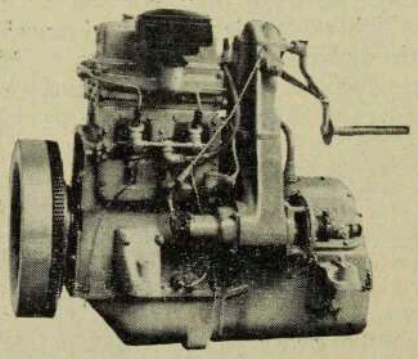
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BRAKE ON TOURIST TRADE

Noumea, Too, Has Hotel Bottleneck

AUSTRALIA'S nearest and most-accessible "foreign" country is New Caledonia, and with little effort on the publicity side in the Commonwealth, a much greater flow of tourists could be directed that way. However, there is little tourist publicity for the French Colony in Australia — possibly because New Caledonia is aware that she cannot provide hotel accommodation for those who do go there now, without any urging.

A despatch from our Noumea correspondent on August 1 gives some idea of the hotel bottleneck in that centre:

NOUMEA'S inability to handle a tourist accommodation emergency was illustrated graphically over last week-end with the arrival here of Sir Gordon Taylor's party of flying-boat tourists from Tahiti on their way back to Australia. Few rooms were available in hotels, and it was only by the good-will of several private citizens, and the courtesy of the Messageries Maritimes in placing some 15 cabins of the liner *Tahitien* at the disposal of the tourists, that the party was finally bedded down comfortably.

Even at that, it is rumoured that Sir Gordon had to sleep aboard his flying-boat.

Comments amongst the tourists were acid.

The arrival of an Ansett flying-boat heading for Tahiti with Australian tourists on the day of the departure of Sir Gordon Taylor's party, further aggravated the position.

Noumea cannot provide first-class accommodation for all the tourists wishing to visit the island.

At a recent press conference in Noumea, the head of the Government tourist organisation from Paris stated that a big first-class hotel must be built here. But characteristically he did not state where the capital was to be found.

It has been rumoured that more than one hotel owner here is trying to interest Australian capital in hotels, but building costs are so terrific here there is little chance that Australians would be interested in investing in an hotel.

EDITORIAL NOTE: Australia cannot find enough capital to build tourist hotels in Australia, let alone in New Caledonia. Australians have been hoping that some American interests would build Australia some hotels; but nothing has come of it. Fiji suffers from the same kind of pipe-dreams. In fact, every country in South Pacific hopes that someone else will come in and painlessly relieve it of its hotel worries. It seems doubtful that anyone will; eventually the countries themselves will have to do something about it, or fail to gain the full benefit of tourist money.

Like Paris—But Without the Concierge

MR. Jean Brock, of French Pacific Tours, has done something about his own company's accommodation worries in Noumea. He had acquired two floors of the modern Ademanni building in the heart of Noumea. These two floors contain 14 self-contained flats and should put an end to the worries of Mr. Brock's tourists.

Each flat consists of a large bed-sittingroom, kitchenette, bathroom and balcony. The building overlooks Coconut Square in the heart of the busy town and is close to hotels and restaurants.

The flats will be available from September. There is a laundry service and a caretaker to look after tourist's requirements.

It was rumoured that Mr. Brock was to instal a real, Parisian *concierge* but this genus being very rare, seldom living in captivity away from Paris, it is thought that just an ordinary, efficient, bi-lingual caretaker will have to do.

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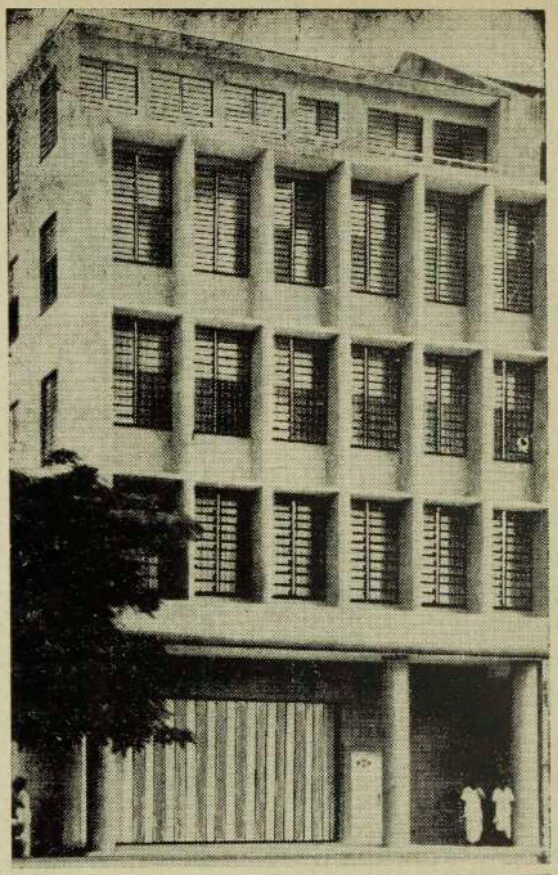
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P-NG REGISTRAR HAS "MISGIVINGS" ABOUT CO-OPERATIVES

THE frank report of the P-NG Registrar of native co-operatives, Mr. G. Morris, released at end f July, has caused one or two lifted ye-brows.

The co-operative movement, introduced with some vigor in the Territory after the war, was regarded originally by private residents f the Territory as one of Minister ddie Ward's socialistic experiments.

There was some outright opposiion to it early, but in recent years has—with certain reservations—een accepted without comment.

The growth of the movement has een extraordinary; turnover, which as a few thousands of pounds in 948, is probably now well over 1 million per annum.

P-NG's co-operative movement as been pointed out all over the outh Pacific as the outstanding xample of what can be done in his type of enterprise.

Anyone who knows anything about acific Islanders will not be surised at the rifts in the lute pointed ut by Mr. Morris. What does surise Territorians is that it should e so frankly admitted. They aturally wonder if Mr. Morris' reort opens a new era of public ul-searching by the heads of Govrnment departments; but they fear ot.

Mr. Morris said that:

It was not pessimism but fact which ompted him to record serious misgivings as the present state of the co-operative movent in the Territory.

The deterioration in society operations was rgely due to the unsettling effect of Euroan staff transfers and withdrawals. Of 16 eas where co-operatives were established, ven were now without European officers.

"However," continued Mr. Morris, "close amination shows another factor involved—ere appears to be an element of basic disnesty in many communities and this has ntributed to society regression."

He said there were such irregularities as ts to members. Theoretically this was credit t in practice the obligation to pay was ntingent on detection.

There were perquisites of office (free trips th "pocket money") and directors' honoraria arks of respect and appreciation totally unnnected with efficiency or attendance to ties).

In the Kairuku district of Papua, Mr. Morris id two major thefts resulted in successful osecutions.

"It is interesting comment on the efficiency co-operative training courses to note the ndard of embezzlement in each case was rticularly high," he said.

Mr. Morris said these irregularities probably mmed from a grafting of traditional native haviour patterns on to co-operative technique. Comments made on individual districts showed position in New Guinea generally satisfory but in Papua unsatisfactory.

There are a few comments we would like to make:

• *ONE*: The idea of co-operatives was that of the Administration's advisers. They were "sold" to the natives (as native village councils are also sold).

If the co-operatives do fail, the natives will not blame themselves, even if it is due largely to their ineptitude or "basic dishonesty". In their view, the Government encouraged them to form co-operatives, explained the benefits, showed them how they should be run. If these things do not work as described—then, according to the natives, it clearly is the fault of Government.

• *TWO*: Mr. Morris' statement that the "basic dishonesty" probably stems from a grafting of traditional native behaviour patterns, etc., is a well-worn truth.

Anyone who has had anything to do with Pacific Islanders—Fijians, Polynesians or Melanesians—knows that the obligation that these people feel when a member of his family or social group asks for anything, is far stronger than any fear of the legal consequences if they are caught tickling the till.

Thousands of native enterprises in the South Pacific have foundered on that same rock. It is a fact that has to be guarded against and provided for in any organised attempt to introduce commercialism to Pacific Islanders.

• *THREE*: Mr. Morris is correct when he says the deterioration in Society operations is due to lack of European staff.

Co-operative personnel come under the Department of Native Affairs which has, as well, two other branches—magisterial (Patrol-officers, District Officers, etc.) and that which deals with the setting up of native village councils.

The personnel of these two branches are interchangeable—that is, an ADO can become a native village council officer, and a native village council officer can become a District Officer.

But if a man is put into the third branch of the Department — co-operatives—he apparently is stuck with it for life, and the best he can hope for is ultimately to become the Registrar (although on past performances, even this seems chancey).

There is only one Registrar—but there are about 14 District Commissioners. Naturally, if given a free choice in the matter, a young man does not choose to go into the co-operatives branch; and of those who do, many have resigned from the service from sheer frustration.

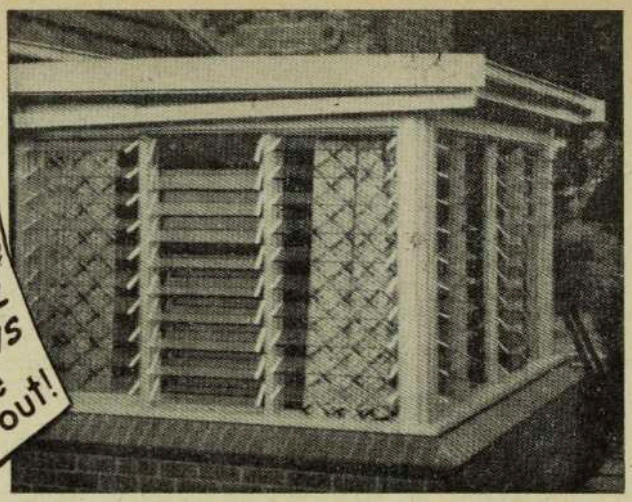
The result has been that men of little experience with natives, who know nothing of their frailties, are put in charge of large districts—with the results outlined in Mr. Morris' report.

The whole difficulty might be overcome if all Native Affairs field personnel were eligible for postings to or promotions from any of the three departments (magisterial, co-ops, or native councils).

Originally, native co-ops and native village councils ran neck-and-neck as prestige-builders: both

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were designed to show that Australia was doing something to advance the natives. But of recent years the village-councils appear to have been getting favoured treatment.

Oddly enough, outside of New Guinea, everyone who knows anything of Native administration knows about P-NG co-ops., and what is believed to have been their phenomenal success. And few have heard about the Councils.

Whether or not the former are permitted to fail therefore affects not only the Territory itself, but similar movements in other parts of the South Pacific.

New Guinea Has A New Tobacco Industry

TOBACCO is part of the official ration for New Guinea natives —the nation usually being based on stick-tobacco of the old-fashioned trade kind.

The more sophisticated natives however, grew away from the black licorice-like bar some time ago and most of them now prefer what they usually call "capstan" (no matter what its brand), meaning ready rubbed.

There were a number of attempts to establish a stick-tobacco industry before the war but the flavour achieved never seemed, in the local native's estimation, to come up to the imported variety.

A new company, recently established in Madang, NG, is now providing locally the ready-rubbed variety. This is packed in plastic bags.

Pacific Tobacco and Development Ltd., has called its product "Maruk Brand" tobacco—maruk being the native name for the local cassowary.

The company has built a factory in Madang and equipped it with expensive and up-to-date machinery. At present, due to the unsuitability of native leaf, tobacco is imported but it is hoped that in the future the leaf itself will also be produced locally.

With this in view, seed has been procured from overseas and is now being grown experimentally in nurseries. Pamphlets and instruction sheets have been issued by the company to interested persons who could like to try tobacco as a cash crop. If the idea catches on, it could be another agricultural enterprise for Europeans and natives.

† Lieutenant K. C. H. Cadman RNZN, has been appointed Royal New Zealand Naval Liaison Officer in Fiji. He succeeded Lieutenant-Commander E. H. O. Bryan, RNZN.

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MR. HASLUCK WILL SUE

N. Guinea Students "Led Astray"

MUCH official perturbation resulted when it became known that four native students attending secondary school in Charters Towers, Queensland, had been recalled to Port Moresby for misbehaviour.

The incident might have blown over quicker—or been regarded in its correct perspective—if Minister Hasluck had not seen fit to act the outraged mother and make a statement on the subject alleging that the boys had been led astray by wicked Australians.

These boys have been at school in Queensland for about four years, are now around 18 years old and are not—as most of us supposed—safely tucked into boarding-schools, but live in hostels where they apparently have more freedom than is justified.

They went to a hotel in the town and got drunk, one of them being arrested.

According to the P-NG Assistant Administrator, the boys were immediately withdrawn from the school on Administration orders; the principal of the school said the school had nothing to do with the withdrawal—the boys had been most exemplary in conduct; and Mr. Hasluck wants to sue someone.

One way and another it appears that someone in the P-NG Administration is going to get a rap over the knuckles.

It is a guinea to a gooseberry that if the boys had been European youths of 18 their escapade would not have merited a fill-in paragraph in a back-page. Nor does the escapade detract from the fact that the dozens of other native children attending school in Australia are models of decorum.

However, it does give ammunition to the people who opposed Mr. Hasluck's idea of sending P-NG native children to secondary schools in Australia. The majority of Territorians — and most native leaders—are against it on the grounds that it unfits the youngsters for life in the Territory.

It is believed that secondary schools should be built for them in P-NG. *PIM* has an open mind on the subject. For several generations selected Fijians have gone to schools in New Zealand and elsewhere and the result has been some of the most charming people you could meet anywhere.

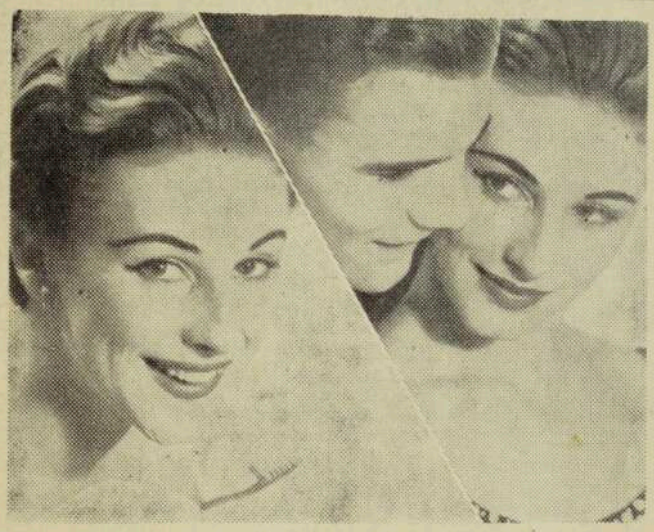
Most of these boys are of the chiefly class, however, and are born to the obligations and privileges that come to them as leaders of their people.

The children whom Australia is educating have no established place in the Territory when they return, and experienced residents feel that they will go home merely to become square pegs in an inadequate number of round holes.

Time will tell.

† The Smith-Grey Appeal in Papua-New Guinea had reached £2,000 early August.

† Brigadier Brown, secretary-general of the Imperial War Graves Commission has been visiting New Caledonia inspecting the New Zealand War Memorial cemetry at Bourail. Brigadier Brown has noticed a serious drying off of the cemetry due to New Caledonia's prevailing drought. He is to return later this year when an irrigation plant will be installed, probably of the wind mill type.



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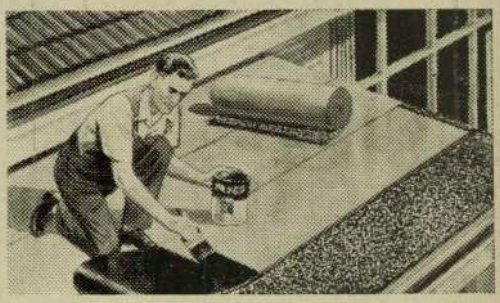
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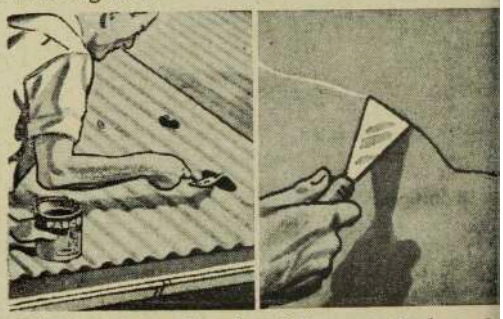
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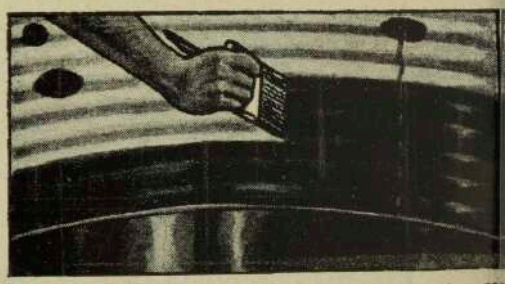


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DEATHS OF ISLANDS PEOPLE

MR. F. K. HOOPER

Mr. Frederick Kay Hooper died last month at his Naidi Estate, Savusavu, Fiji, at the age of 86.

He was born in Essex, England, and went to Fiji in 1899, where he secured employment with Captain Robbie at the Wainunu tea estate.

In 1903 Mr. Hooper acquired a copra estate at Nadivakarua, and eight years later bought Naidi Estate.

In recent years, because of ill health, he was confined to his home.

Mr. Hooper is survived by his widow, and one son and one daughter, both of whom live in Fiji.

MR. H. LEDGER

Mr. Harry "Dad" Ledger, one of Fiji's oldest First World War veterans, and a well known resident of the Colony, died in Suva on July 21 at the age of 80.

He was born in Camberwell, England, and later, with his family migrated to Australia. After some years in Sydney, Mr. Ledger moved to Fiji.

Mr. Ledger went to France with the second Fiji contigent, which, with other Fiji contingents, was attached to the King's Royal Rifles.

After four years' overseas service he returned to Fiji for demobilisation. Until about eight years ago he ran a small plantation at Waikava, Vanua Levu, where ill-health forced his retirement. He then went to live in Suva.

He acquired the nickname "Dad" because he was one of the oldest 1914-18 war veterans in Fiji.

He was buried with full military honours. Many men who served with him in France attended his funeral.

DR. R. F. DE BOISSIERE

Dr. Raoul Ferdinand De Boissiere, who died from injuries suffered in a car accident in Auckland recently, was medical officer at Kadavu and Makogai, Fiji, for several years.

He was born in Trinidad, 77 years ago, and left the West Indies when he was 17 to study medicine at Edinburgh and Glasgow.

In addition to the medical posts he held on the two islands, he was also a magistrate.

After he had established the Leper Hospital on Makogai he was appointed senior medical officer at the Colonial War Memorial Hospital, Suva.

While he was in Fiji he wrote a number of medical books on tropical diseases for the Fiji Government.

On his retirement from the Colonial Service he went to live in New Zealand, setting up a practice in Hawke's Bay, where he specialised in the treatment of tuberculosis.

Dr. De Boissiere is survived by his widow and two daughters.

MR. J. BLACKLOCK

Mr. Joseph Blacklock, who was well known in Fiji, died recently at Drummoyne, Sydney.

For many years he was in the employ of Morris Hedstrom Ltd.

He left Fiji three years ago to live in Sydney, where he was born. He was a keen sportsman.

He is survived by his widow and three children.

MR. W. G. BAGNALL

Mr. William Garfield Bagnall, who died at a private hospital in Auckland on July 17 at the age of 74, worked in private and Government positions in Tonga for many years.

He went to Tonga when only a young man as purser on the schooner *Ysabel*. On his arrival at Nukualofa he took up a position with the firm of Vines Utting and Purston, which was then trading in Tonga.

His first appointment in the service of the Government of Tonga was in the Postal Department.

Mr. Bagnall's abilities were noted and he soon rose to become Minister for Finance.

On his retirement he went to live in Auckland.

He married Miss L. Riechelmann, of Nukualofa, who survives him.

At his funeral service boys from the Queen's Home, Auckland, sang a hymn in Tongan at the graveside. The service was conducted by the Rev. Mr. Harkness, who was in Tonga more than 40 years ago.

MRS. I. E. LUCHINELLI

Mrs. I. E. Luchinelli, formerly of Fiji, died suddenly at Croydon, Sydney, late in July at the age of 62.

On her arrival in Fiji in 1916 she entered the employ of Morris Hedstrom Ltd., at Levuka.

After her marriage to Mr. I. Luchinelli, of the Fiji Police Force, she went to live at Navua.

In the early '20's she joined the Government service in Suva, and held a number of appointments in various departments, including one of private secretary to two Governors.

Shortly after the outbreak of war, Mrs. Luchinelli became a voluntary cable censor, and in 1941 was appointed to the staff of the Western Pacific High Commission.

In later years she held private secretarial appointments with two Governors, and in 1950 became a clerk in the Audit Department. Shortly after she went to the Treasury.

Mrs. Luchinelli went to Australia early this year to live with a sister.

ARCHDEACON W. J. HANDS

The Ven. Archdeacon William James Hands, who died at Levuka, Fiji, on July 6, had been associated with the Diocese of Polynesia since 1924.

He was born in Lancashire in 1884, and was ordained a deacon by the Bishop of Manchester in 1909, and a priest the next year. Subsequently he offered for service in New Zealand, and he was in the Diocese of Wellington from 1912 to 1924.

Archdeacon Hands returned to

Editors' Mailbag

(Continued from Page 20)

of how to "civilise" New Guinea, to the point of self-government, within the limited time set by the nagging Trusteeship Council. Perhaps Canberra would like to know what we are doing here to lift our Melanesian types out of their accustomed state of lethargy, in two easy lessons.

In the first instance, buses supplied by the Government run six or more miles out from Vila, and pick-up native youths, and carry them to school; and then carry them home again.

In the second step, the Government provides a canteen at the school. The youths, for something like 2/- per month, are supplied with lunches, consisting of food that is very good, on European standards.

The system is producing a class of young natives who are quite sure that they need neither toil nor spin—the rich Condominium Government always will take care of them. No more exertion in the yam and taro patch—we now have young men whose chief ambition is a town job, with a pencil behind the ear.

The paternal Condomium in New Hebrides recommends the system to the fretful United Nations Trusteeship in New Guinea!

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New Zealand in 1933 to becom vicar of Avonside in Christchurch and remained there until 1946 when he again returned to Fiji a Vicar-General of the Diocese.

He retired in 1951 and went t live at Maravu, Korotogo.

It was not generally known tha he was responsible for building th Parish Hall in Suva, a hall whic has served many useful purpose over the years.

REV. MOTHER URSULA

The Rev. Mother Ursula, forme Provincial of the Sisters of S Joseph of Cluny in Oceania, die at Tauranga, NZ, on July 16, a the age of 81.

Rev. Mother Ursula was bor in Tipperary, Ireland, and worke for about 30 years in India befor going to Fiji in 1932, where sh was stationed at St. Joseph Convent until 1940.

While in Fiji she devoted he work to Catholic schools in th Colony.

She went to NZ in 1940 to mak new Foundations of the Orde and remained in that country.

CAPTAIN SURTEES ROTHERY

Captain Surtees Rothery, who die at a convalescent home in Sydne on August 2, had sailed with Burn Philp ships for between 40 and years.

He was born in the Midlands, UI 73 years ago, and migrated to Au tralia at an early age.

Before going to Burns Philp was with the Union Steamsh Company for a few years.

He was always regarded as a expert in handling ships, and w an excellent seaman.

The first ship he commanded f Burns Philp was the old *Morind* and the last was the *Malaita,* which he sailed for the last tin in November, 1956.

Captain Rothery sailed on eve Islands route operated by BP's, a also the Singapore and Manil Hongkong routes.

He is survived by his widow a five children.

MRS. W. M. GAY

Mrs. W. M. Gay, who forme managed the Navua Hotel, F with her husband, and was la matron at the Suva Girls' Gramm School, died in the CWM Hospit Suva, on July 9.

She first went to Fiji 20 ye ago, and left after some years.

Two years ago she returned Fiji after having lived in N Zealand, England and Australia.

While in England she held senior appointment as a dietiti at a famous London clinic.

She is survived by her husba and two daughters.

MR. A. B. COMMINS

Mr. Angus Berkeley Commi who played a leading role in t

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ommunity life of Norfolk Island n recent years, died in Sydney on June 15. He was 64.

He retired to Norfolk Is. after ervice with the Commercial Bank f Sydney.

Retirement from the business orld gave him the change to ndulge in his love of the outdoors. He took up 40 acres of land on Norfolk Island, and soon estabished a herd of Aberdeen Angus eef cattle, and Australian Illawarra horthorn dairy cattle.

With the help of one of the slanders he completely rebuilt the ouse on his land at Headstones, nd named it Springfield Park.

Springfield Park soon became one f the show places of Norfolk, and as always visited by White's Air ourists from NZ.

He grew prize orchids and soon stablished a market for them in Z. He also specialised in erberas.

He discovered a method of leaning the seed, for which there as a keen demand in NZ.

Apart from his agricultural and orticultural pursuits he found me to set himself up as an uctioneer, and conducted monthly ales. There was no other auctioneer n the island.

The famous petition to the ueen seeking some form of epresentative government was rafted by Mr. Commins. The etition did not get beyond the overnor-General of Australia at at time, but one result is believed be the recent offer of "local overnment" to NI.

About two years ago Mr. ommin's interest in public affairs d him into a public brush with e Minister for Territories (Mr. aul Hasluck).

Mr. Hasluck had gone to the land to present a chair to the dvisory Council, of which Mr. ommins was a member.

Mr. Commins bluntly told the inister that the Islanders would refer a say in their own affairs, ther than referring them through n Administrator who could veto y decision reached by the Council.

Mr. Commins served with the 3rd attalion, 1st AIF, and was patriated to Australia after he as wounded on Gallipoli.

Mrs. Ruby Commins is carrying the Springfield Park activities. r. Commins' only son, Dr. Lloyd ommins, is in practice in Paddingn, Sydney.

Mr. Gordon Roberts, manager of e Suva branch of the ANZ Bank, as been appointed assistant anager of the Adelaide city branch the bank in Australia. Mr. oberts went to Fiji in March, 55, and expects to leave in ptember. His successor, Mr. E. Povey, of Melbourne, was pected to arrive in Suva on July

Cheng-Honson Wedding

The bride and groom in some slight difficulty with confetti-throwers, are Mr. and Mrs. Leonard Cheng who were married in the Holy Trinity Cathedral, Suva, at the end of June.

The bride was Miss Ida Honson; and the wedding was one of the most important of the year's social occasions in Suva.

The bride is the third daughter of Mrs. C. H. G. Honson of Suva; and the groom the only son of Mrs. C. Cheng David.

The bride's gown was a guipure lace and nylon tulle; her three attendants, bridesmaids Elain Cheng, and Eva Honson, and flower-girl Sandra Honson, wore water-melon pink nylon tulle frocks. The best man was Mr. W. H. Yee, and groomsman was Mr. Duncan Honson.

A reception for a large number of guests was held at the home of Mrs. Honson. Chinese characters for "Double Happiness" were a feature of the decorations.



☆

The repair ship *Vulcain*, which was loaned to the French Navy for the campaign in Indo-China, will shortly be handed back to the Americans in Manila. The *Vulcain*, formerly a LST, has been used as a repair ship in New Caledonian waters.

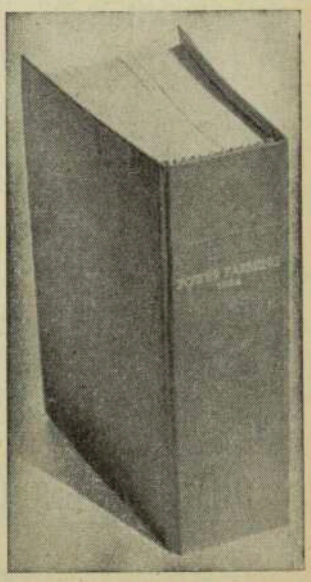
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PLANTER WANTS TO KNOW—

P-NG Policy On Cattle Stations

MR. and Mrs. John Adams returned to their plantation, New Massawa, in the Baining District, New Britain, on the *Shansi*, which left Sydney on July 31. Their small son, John, returned with them.

Before he left, Mr. Adams had something to say on the subject of the Administration policy of fostering the cattle industry in the Territory (Mr. Mick Leahy's difficulties were outlined in the July issue of *PIM*).

Mr. Adams said that in theory the policy was fine, but when it came to putting it into practice the business of acquiring even a few animals was stiff with difficulties.

Mr. Adams was speaking more particularly from the point of view of planters, who wished to run a modest herd of cattle in their plantations, rather than from the point of view of the man who wanted to take up cattle raising in a large way.

The difficulties of the latter were outlined last month—in brief, there is apparently no shipping company willing to carry large numbers, and even with the Administration subsidy the cost of transportation is prohibitive.

Mr. Adams said that before the £30 per head subsidy is available, certain requirements are insisted upon by the Administration—a minimum fenced area, being one of the requirements. Planters in a moderate way, find that through financial or other reasons, the subsidy scheme is of little benefit to them. What they would like to do is to buy animals from local Administration breeding stations—but this, in New Britain, anyway, they are unable to do.

Mr. Adams says that on numerous occasions he has tried to buy cattle from the Administration station at Kurakakaul—usually known as the Pig Farm—but has always been turned down. He does not know why.

He says that for a number of years, the Administration has bee running Jersey and Aberdeen Angu cattle, pigs, donkeys and horse there.

He says that to his knowledg few if any of the progeny of th cattle and pigs have been sol Locally, it is asserted that the pig that have been bred at the statio are useless; and that because th location is quite unsuitable fo cattle, the beasts that have bee bred from the original stock are no in very poor shape.

No one knows what is the purpos of the horses and the donkeys.

Mr. Adams says that he an others would like to know the co of running this establishment; an what the Administration inten ultimately to do with the stock th is bred. He feels that at the ra the stock is deteriorating that th station could eventually prove a dea loss to the Administration.

Mr. Adams is not alone in h criticism of P-NG stock. No catt expert who has visited Papua-Ne Guinea in the last two years h failed to come away without sayi something scathing about the po quality cattle that is being bred Administration stations all over t Territory.

VISIT TO THE "PAGE COUNTR

During their visit to Austral Mr. Adams visited Northern Ne South Wales where Mrs. Adam family is very well known. M Adams was Miss Jean Page, daught of the late Mr. H. H. Page, Gover ment Secretary of New Guin until 1942 (when he was lost in t *Montevideo Maru*), and of Mrs. A Page, now of Sydney. She is al a neice of Sir Earl Page and t Rev. Rodger Page, who was so w known in Tonga for many years

During a visit to Lismore, M Adams showed movie films to t local branch of the Country Wome Association. Some members of t branch were able to recall wh Mrs. Page, who had been Miss A Brewster, set out from Lismore Rabaul to become one of the fi half-dozen Australian women the The young bride had taken with h her wedding cake and a new pet iron—but had arrived with neith as the contents of one had spilled the other.

SHEEP TRIED IN WESTERN SAMOA

AN interesting experiment v commenced in Western Sam last year when 30 specially-b Cheviot sheep were imported fr New Zealand to see wh possibilities there are of sh breeding in the Territory.

Special precautions have had be taken to protect the sheep fr wild dogs. The sheep have b established in the cooler h country.



A Half Century in the South Seas

MEMORIES OF AN SDA MISSION LEADER

EVERYONE who travelled regularly in the South Pacific Islands in the eventful years between the early 'Thirties and early 'Fifties sooner or later met Pastor A. G. Stewart, Superintendent of the Seventh Day Adventists' South Seas Missions.

The "SDA's", nowadays, are part of the established order in the Islands—they are accepted generally, like the men of other Christian Missions, as valuable helpers in the task of introducing education and a code of morals. But it was not so 30 or 40 years ago.

The Seventh Day Adventists, for reasons I understand and appreciate, are strict vegetarians. For reasons I never have understood, they insist that Saturday, and not Sunday, is "holy day"; so that they make themselves socially prominent by holding their church services on Saturday, and working on Sundays.

Naturally, members of the old-established churches in the Islands did not put out the "Welcome" mat difficult enough to explain the "why" for the SDA missionaries. It is difficult separate and rival churches, and of Sunday observance, to primitive Islanders. It was still more difficult to explain vegetarianism and Saturday Sabbath observance.

However, the "SDA's" now are accepted and respected; and credit for that considerable achievement goes in large measure to leaders like Pastor Stewart, and the well-trained men of truly Christian habits whom he settled among the Islands and encouraged by precept and direction.

A. G. STEWART was one of the first students graduated from the SDA Missionary College in NSW, and thence he went directly to Fiji, early in this Century. There, for some 20 years, he pioneered the work of his Church; and he carried out similar work in the New Hebrides. When he was given the direction of all the SDA work in the Islands, South of the Equator, from Dutch New Guinea, in the west, right across to Pitcairn Island, in the East.

Between 1930 and 1950, I made many Island tours, as a journalist; and I learned that there was one sure factor as certain as flying-fish and the smell of copra, and that was that somewhere along the line I should meet Pastor Stewart; and so I got to know him very well.

The things I remember best, in relation to Pastor Stewart, were his patient tolerance of travel discomfort and travellers' sinfulness; the twinkling humour with which he told me very printable stories of his experiences in the sick-making little boats and the risky jungle trails which he frequently used; and the fact that he never discussed religion or politics.

Of all the hundreds of missionaries I have met, I think Pastor Stewart is the thinnest, and the most pleasant in manner. I presume the vegetarian diet is responsible for the fact that he has carried that waistline with him on into the seventies; but doubtless his other qualities were born with him, for the good of the SDA Church. For he has done a yeoman job for the SDA Missions of the South Seas.

OF course, from such a man, with such a store of interesting memories accumulated in such an unusual way, a book was inevitable—and here it is, *Trophies From Cannibal Isles*, produced by Review and Herald Publishing Association, in USA.

I have two complaints against it—it has been too long on the way, and it has no index. It should have much value as a book of reference on many aspects of Islands life; but, if one wishes to use it in this way—and we do—one makes one's own index—or puts it away on a back shelf, with scores of other otherwise valuable books. There should be a law compelling publishers to index books written by trustworthy people about the Islands.

This book, written simply and very interestingly, follows the author across a score of South Seas groups and territories.

We are taken with him on small-boat voyages where a ducking at the reef entrance is a daily occurrence; into remote mountain villages where the horrible, stinking evidence of a recent cannibal feast is piled up, only a few yards away from the chief who is giving the white men a grudging welcome; through plantations owned co-operatively, where the natives are changing slowly but willingly to new standards of life; into mission stations where ideas of orderliness and cleanliness have been accepted, and the children are being taught to write, read and use modern tools.

Primarily, the book is a record of SDA mission work. If you are interested in mission work, it is quite an inspiring record. If you are not, the book—like the sponsored features of commercial radio stations—is worth bearing with, because the entertainment more than outweighs the propaganda.

Pastor Stewart is an experienced photographer—scores of his unusual pictures have been published in this journal—and his photographs

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copiously illustrate his new book.

THE quality of Pastor Stewart's writing ranges from a restrained complacency over what has been accomplished under difficult conditions, to a grim and pawky humour, with which he describes some missionary experiences.

There is the story of Pastor G. F. Jones, pioneer SDA missionary in the Solomons. His wife suffered most severely from malaria. During one sickness, he sent for help to another island, where there was a qualified nurse. Before she arrived, days later, Mrs. Jones was apparently dying; and as burial is a matter of urgency in those places, Pastor Jones sat himself down and painfully worked out a plan for the construction of a coffin—a task with which he had not hitherto coped.

However, the nurse arrived, and Mrs. Jones recovered. One day, tidying her husband's papers, she discovered the plan for her coffin. I judge, from her photograph, that Mrs. Jones was a forthright and plain-spoken woman.

"Naturally," writes Pastor Stewart, with masterly under-statement, "Captain Jones was most embarrassed."

It was Pastor Stewart who first described, for me, the thrifty practice of a certain protein-hungry New Guinea tribe of killing off their grandparents at about their fiftieth birthday, and thus bringing their grandparents' lives to a useful conclusion as the backbone of a solid meat meal. New Guinea frontier missionaries, generally, being realists, are using not only moral suasion to discourage this habit—they are co-operating with the Administration in providing the villagers with plenty of pigs, to be broiled as required in place of grandma. The task of the SDA men, of course, is more difficult—it is part of their teaching that flesh-eating should cease altogether.

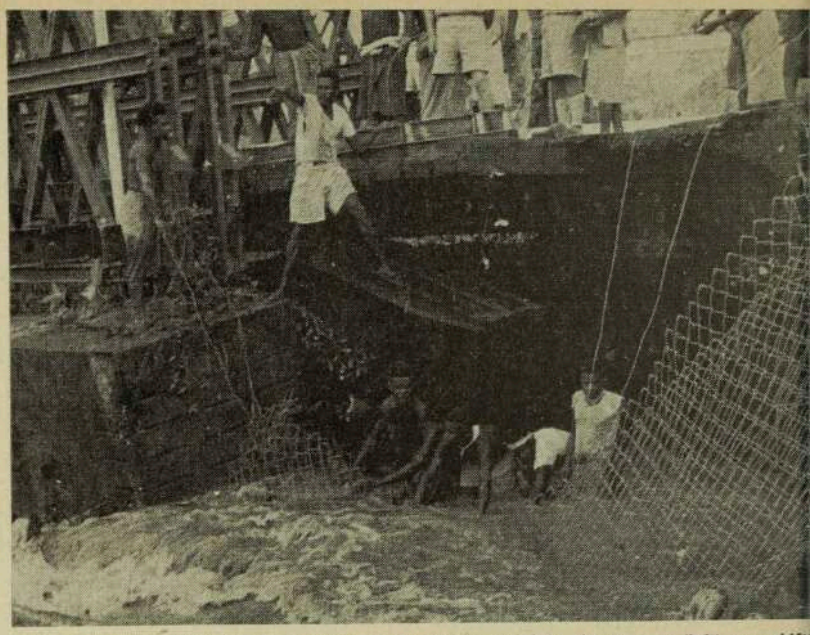
As the title of his book indicates, Pastor Stewart has written much of which he has seen of cannibalism, especially in the New Hebrides and in uncontrolled New Guinea. There are few examples now extant of cannibalism—except in a few shrinking areas in the middle of New Guinea, the practice has been stamped out.

The book should be in all libraries which seek Islands records. The Book and Bible House, Pitt Street, Sydney, is selling it at 29/6—RWR.

INTERDENOMINATIONAL FEUDING IN NG

A ROMAN Catholic priest, the Rev. Fr. Stephen White, was convicted in Rabaul District Court on July 24 of unlawfully assaulting a native Seventh Day Adventist mission teacher named Varenga.

The priest was let off with a caution.



This photograph shows the undermining of the bridge and how the pontoon (left) was shift by the weight of water. As temporary repairs, a wire "basket" was filled with stones a bull-dozed into place to stop the swirl of water.

Photo: W. J. Maide

FLOODED BUTIBUM OUT OF CONTROL

Lae's Food Supplies (Incl. Beer) Are Cut Off

LAE, Aug. 6.

IN the night of Sunday, August 4, more than usual of the generally weeping heavens fell in and around Lae; and by noon on Monday the police edict went forth—"The Butibum bridge is collapsing, and all traffic is halted."

There is no other bridge over this turbulent stream, 500 yards north of Lae, and no practicable crossing.

Everything uses the ancient iron bridge—the logs which come out of the Busu forests, to keep the large Voco Point mills going; the sanitary carts, which night-service the town; the perishable food supplied out of the big freezer.

But panic really set in when it was found that the available beer stocks in the hotel and the clubs were on a 36-hours basis. The main reserves were in the freezer, and the first reports said the Butibum was "gone finish". Lae's social life, and comfort, move and have their being on cold bottled beer.

The engineers were more comforting. They said that if Public Works strove day and night, the bridge might be fit for lorries again in two or three days. But the torrent has eaten away and collapsed the south bank, and patchwork could not make the present structure secure. If these big logs are to be regularly tran ported, as in the past two years, new and rather expensive Butibu bridge must be provided.

All last night, in pouring rai under arc lights, lines of nati labourers worked on the collaps bridge-end; while bar manage kept a stern and tortured eye the dwindling beer supplies.

Well-Known Motor Vess On Vanikoro Reef

AUSTRALIA-WEST Pacific Li motor vessel, *Milos* (4,000 ton well-known in Islands and F East trade, went aground on a re at Vanikoro, south-east of t Solomon Islands, on August 12.

Attempts had been made to fr her by the BSIP vessel *Melanes* and by an American vessel, but th all failed.

Much cargo was then unloac and on the high-tide of late Augu 16, *Milos* floated off the reef unaid

As the vessel appeared undamag she was expected to leave Vanik for Australia on August 21.

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HONIARA HAS NEW LANDMARK

Holy Cross Cathedral Now Completed

THE completion of the new Roman Catholic Pro-Cathedral in Honiara, BSIP, was fittingly celebrated on Sunday, July 21.

As many members of the BSIP Mission as possible came into Honiara for the occasion and the services were attended by Government officials and other leading citizens.

The church is modern in style and as it is built on the brow of the hill overlooking Honiara, it is a land-mark that can been seen far out to sea. The grounds have already been planted with flowering shrubs and two statues with a history flank the flights of steps that lead up from the road. The statues were outside the former Pro-Cathedral at Visale. Visale Cathedral itself was completely destroyed during the Pacific War but the statues fortunately escaped with little damage.

The new church was built from plans given by a Brisbane architect, Mr. F. Cullen. A distinct feature of it is the fixed and movable louvres, and the general effect of colour and light which is achieved by the pastel interior painting and the strip fluorescent lighting that continues down the whole length of the church.

In the week preceding the celebration, natives and native foods poured into Honiara from places as far distant as Malaita.

At 9 a.m. on July 21 the Most Rev. J. M. Aubin, SM, DD, CBE, Ch.d.H., in cope and mitre and with crozier in hand, left the presbytery preceded by the priests of his Mission and by the altar servers. These were boys from the Marist Brothers' school and from the Tenaru minor seminary.

For the Solemn Blessing His Lordship was assisted by Frs. D. Stuyvenberg, SM, and F. Kennedy, SM. After he had blessed the exterior, the servers and priests went before him up the main aisle to the singing of the Litany of the Saints. All the singing for the Blessing and for the Pontifical High Mass was sung by the school-boys and school-girls of Visale. After blessing the altar, and the interior walls, the Bishop dedicated the new Church to the Holy Cross.

The name "Holy Cross" will perpetuate the memory of the historic circumstances under which the Solomon Islands first made contact with Catholicism. When Mendana's expedition of 1568 came ashore where Honiara now stands, there were four Franciscan priests present who were chaplains to the seamen of the vessels. These Fathers erected a Cross on a hill overlooking the present anchorage which Mendana named Fort Cruz. The name has since changed to Point Cruz.

The first Catholic missionaries to come to the Solomon Islands were members of the Society of Mary, and it is their successors who are still working on Guadalcanal, Malaita, and San Cristoval.

Those heroic pioneers are also commemorated by this new church. A brick from the dwelling built by them at Makira Bay, San Cristoval, in 1846, is included in the facade. Of those pioneers 2 priests and a brother were slain not long after their arrival.

The Acting High Commissioner, Mr. R. J. Minnet, accompanied by Mr. J. Hearth, of the Secretariat, represented the Government; and amongst the distinguished guests was Mr. P. J. Twomey, of New Zealand, who has done so much for the lepers of the South Pacific.

Following the religious ceremonies, Pontifical High Mass and the Papal Blessing, European and Chinese guests were entertained at an open-air buffet lunch in the Cathedral grounds, and natives enjoyed one of their typical feasts.

It is fitting that the Cathedral should be completed in this year—which is the 50th year of Bishop Aubin's missionary work in the Solomons—*CIVIS*.

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Putting the Roof On . . .



When the roof of the new Australian Consulate in Noumea was completed recently, Dr. and Mrs. J. Cumpston entertained the workmen, Australian and New Caledonian, on the spot, as shown above.

Photo: F. E. Dunn.

¶ Mr. and Mrs. G. F. Olotoa, of Pago Pago, American Samoa, spent two weeks in Suva, Fiji, in July, en route to the United States, where they will spend a long holiday with their children in California. They travelled to the US by Orient liner *Oronsay*. Mr. Olotea was much impressed with Suva—particularly its control of motor traffic and the road courtesy of motorists. He was interested also in Suva's modern markets, and the hygienic way in which food was handled.

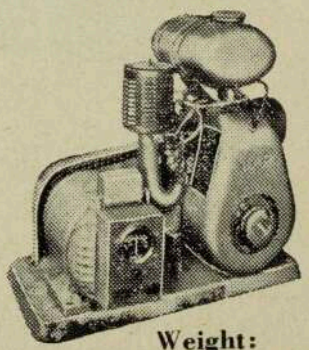
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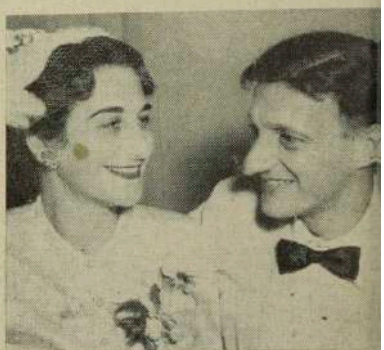


On July 5 at St. John's Church, Po Moresby, Miss Stella Crawford was marri to Mr. Kenneth Appleby.



At the Roman Catholic Church, Port Moresl on July 5, Mr. Raymond Clancy of the Custo Department, was married to Miss June Jon

Photo: Papuan Prin



In Port Moresby on June 12, Mrs. Du was married to Mr. M. Harrison.

Photo: Papuan Pri

† Mr. R. J. McKearney, Inspec of Secondary Schools in Fiji, acting as principal of Suva Bo Grammar School during the absen of Mr. J. W. Ackroyd, who is ma ager of the Fiji rugby footb team in New Zealand.

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BGD HAS EVERYTHING UNDER CONTROL

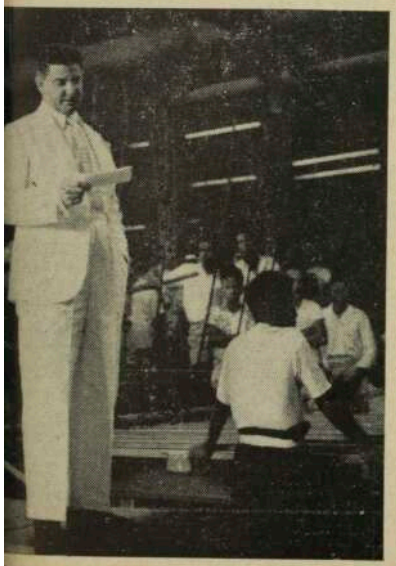
The New Peeling Mill at Lae, New Guinea

ON the ownership side, South Pacific Timbers—whose large veneer mill at Voco Point, Lae, was officially opened in July—requires some explanation.

It is apparently operated by, and in close conjunction with Commonwealth New Guinea Timbers Ltd. (the manager, Mr. R. P. J. Weedon, has come from the Bulolo establishment), but it actually is owned by Bulolo Gold Dredging Ltd., which is one of the partners in the huge CNGT concern.

It appears that the financial structure of CNGT (Commonwealth Government and BGD) was rather carefully arranged a couple of years ago; and the introduction of new capital when South Pacific Lumber Ltd. was purchased recently for CNGT would have caused some headaches. So it has been simply adjusted: BGD Ltd. is the owner, and the thing is operated under some agreement between BGD Ltd. and CNGT Ltd.

The new establishment spreads over several acres at Voco Point. The sawmills already were there, and the new owners have put in at least £100,000 worth of "peeling" plant, in another new building nearby, where the veneer is produced. It is, in some degree, a duplicate of the plant at Bulolo, where the pine logs are trimmed to size, and peeled.



Mr. A. E. Gazzard, general manager of BGD, opening the Lae mill.

BUT there is one great difference. The Bulolo logs are practically all pine—a few cedar and other high-class high-country stuff go through. But no less than eight different timbers from the Busu forests—Anisoptera, Celtis, Ambroi, Amoora, Numa, Erima, Kapok and Kapiok—are going through the Lae veneer mill—stuff that, before the war, was regarded by old timber-men with contempt, as "jungle rubbish". It is all in keen demand.

South Pacific Timbers will sell in Lae, along with its sawn timbers, all the veneer that is wanted; and what is not wanted will provide back-loading to the Bulolo plymill, where they now cannot always get enough veneers from their incoming pines to keep the plywood division in full operation.

The "jungle rubbish", converted to plywood, and treated, discloses quality and finish that rather stagger the old hands.

South Pacific Timbers employ 14 Europeans and 185 natives (including the bush crews). Of these, 7 Europeans and 50 natives are in the veneer mill.

It is an important development for Lae which, economically, has had too much exchange and mart, and not enough industrial production.

THIS Trans-Busu timber industry has grown rapidly since the Melbournites, Messrs. Murdoch and Murphy, picked up the timber lease that C. Paterson abandoned, some four years ago, and answered the critics (who said the torrential rivers would defeat them) by throwing across the Busu a log bridge which still stands firm.

Murdoch and Murphy brought out the logs in ever-growing numbers, found a healthy market South for lumber, and a healthy local market for the products of their Voco Point sawmills, and formed South Pacific Lumber Ltd. three years ago. They sold out to the present owners early 1957; and now all the operations are under the one official roof, and efficiently controlled and co-ordinated.

Maybe the old hands are right when they insist that there is "too much blasted Government" in the set-up. But the Government is seen only in part ownership. Everything else is in the skilled and confident hands of the Placer-BGD people—who seem to know exactly where they are going, and why.

Popular Official Retires in W. Samoa

AFTER 29 years of service in Western Samoa, the Resident Commissioner of the island of Savai'i, Mr. Thomas Robson, has retired and has left Samoa with his wife and two sons on his way to England.

Mr. Robson, a 59-year-old Englishman, arrived in Western Samoa during the "Mau" rebellion period in 1928 as a member of the New Zealand force sent to Samoa. Later he joined the Samoan Police Force.

He was appointed Resident Commissioner of Savai'i in 1933 and took great interest in the development of the island, acquiring a full knowledge of the Samoan language and Samoan customs.

Mr. Robson was farewelled at a function at Salelologa. He will be missed by his people and will be hard to replace at a time when Savai'i is at a stage of rapid economic development.

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P-NG MINERAL WEALTH

And Now It's Nickel

ALTHOUGH it is reported from New Caledonia (which has a "nickel economy") that the nickel boom is expected to be over by 1960 and that thereafter, if not before, prices will begin to decline, there has been considerable interest during the month in deposits of the ore in New Guinea.

THE nickel deposits are in the Waria Valley, Morobe District of New Guinea.

The ore, however, appears to be low-grade. The extreme difficulty of getting transport to the area seems to rule out any early exploitation of the deposits.

Government geologist, Mr. J Thompson, first discovered the deposits.

In early August, the International Nickel Company of Canada sent a Dutch geologist, Dr. D. R. de Vletter to investigate.

The Bulolo Gold Dredging Company stated at the same time that the company had applied for prospecting leases over 8,000 acres around Garaina, in the Waria Valley and had a geologist in there investigating. The company is "looking for nickel or anything else that might be there."

WHAT ABOUT THE CLAIMS OF THE WARIA SYNDICATE?

THE activity in the Waria Valley is interesting from another angle—the claims of the old Waria Syndicate. (*PIM*, July, p. 144)

The interest of BGD and International Nickel should stir Mr. H. H. Wahlen to fresh endeavours. The Waria Syndicate was granted mineral rights over an area in the Waria country by the Germans before World War I.

Mr. Wahlen was a member of the syndicate and has been fighting since the end of the First War to have the Syndicate's claim recognised.

Although all German property in NG was expropriated at the end of that war, the major share of the Waria Syndicate appears to have been in Swedish hands, and on this basis the claim for recognition was made.

---

† A Papuan girl, now to be known as Sister Anny Mary, recently entered the Handmaids of Our Lord, a Roman Catholic Order—and has achieved some publicity by so doing. Like many light-skinned Papuans she was plentifully tatooed. Some of these girls are tatooed from the face to the ankles.

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MORE AMMUNITION FOR UNO

The Tapini Affair In the Open

THE mysterious affair at Tapini, Papua (*PIM*, June, p. 138, and July, p. 24) has resolved itself into court proceedings against two Native Affairs personnel and a native police corporal.

The two Europeans charged are Assistant District Officer Frederick David Anderson and Patrol Officer John William McGregor.

Anderson is charged with assaulting two natives and tying them to a flag-pole on August 24 last year; and of unlawfully confining one of them to Tapini gaol for six months from that day.

McGregor is charged with setting fire to a native house in January this year; and tying a native to a flag-pole in May last year.

The native policeman, Ataimbo Kakarosi, is charged with assault of several natives, one of them being a native named Siwoi.

Tapini is in the Goilala country ("a region of razorbacks") and the natives there are notoriously difficult to control.

The two Europeans appeared briefly in the Port Moresby Court of Petty Sessions on July 27; they were remanded to August 5 and on that date, further remanded to August 19.

The hearing is expected to last several days. The defence (conducted by Mr. Craig Kirk) claims that it has a complete answer to the charges and explanation of the circumstances.

The case against Ataimbo began in the Port Moresby Court of Petty Sessions on August 7. It was alleged that during an investigation into the murder of an old woman, the corporal had tied Siwoi to a stake in the ground, had beaten him with a rifle and set fire to him in an effort to make him confess to the crime.

The reason for the desire of the Administration to muffle the Tapini affair in a cloak of official silence (June *PIM*, p. 138) is now easily understood.

One way and another, the stars have not been propitious for the P-NG Administration in the last couple of months: drunken schoolboys sent home from Australia, a surprisingly frank report by the registrar of co-operatives (see elsewhere); and *l'affaire Tapini*.

All of them may be regarded as legitimate contingencies in running a large, primitive country like P-NG. But so head-line making!

No one in UNO is going to like it a bit.

☆

Samoan Nurses

At the graduation ceremony at Apia Hospital, Western Samoa, on July 18, a record number of 20 Samoan nurses received their graduation medals and certificates from the High Commissioner, Mr. G. R. Powles. In this photo, Mr. Powles presents a certificate to one of the nurses.
Photo: Edwards Studio.



☆

† The French Government has acknowledged the long voluntary help of Dr. E. H. Bridgman, medical superintendent of Rotorua Hospital, New Zealand, to the leper colonies in Tahiti by making him a chevalier of the Legion of Honour. Dr. Bridgman's association with the lepers in French Oceania began in 1947, when he visited the leper colony of Orofara with a friend from Papeete. Dr. Bridgman was formerly medical superintendent of Levuka Hospital, Fiji.

POLICE SUPERINTENDENT RETIRES

A TERRITORIAN of long residence, Police Superintendent T. W. Upson, of Port Moresby, retired from the P-NG Police Force on June 21, and he and Mrs. Upson have gone to live on the Queensland south coast.

It was expected that he would not retire until August.

Mr. Upson went to New Guinea in 1928 and in ANGAU during the war rose to the rank of Major. Immediately after the war he was in charge of Japanese war-criminals imprisoned near Rabaul.

He holds the Queen's Police Medal for long and valuable service.

¶ Mr. Carl Jacobsen, Lae's well known pioneer chicken-farmer and planter, returned to New Guinea recently after several months' medical treatment in Australia. When his doctor first sent him South, he contemplated a permanent retirement from the tropics. But a few months' experience of present-day conditions in Australia sent him home with a determination to spend his later years in New Guinea — although not necessarily in the Markham Valley.

† A long row of wooden posts, with a concrete pillar with a brass knob inset at each end, has been set up alongside the Lands Office in Nukualofa It has been set up to ensure the constant accuracy of measuring chains used in the Cadastral Survey. The distance between the centres of the two brass knobs is exactly 100 feet, measured by a scientifically checked and accurate steel tape.

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Fijian Footballers Please New Zealand

THE Fiji rugby team at present in New Zealand is proving one of the most popular touring combinations ever to have visited that country.

Wherever they have gone they have attracted large crowds, which have been thrilled by the visitors' unorthodoxy, uncanny handling, and pace.

At the end of the seventh game the scoreboard read: Four wins, one loss, two draws, 132 points for, 83 points against.

The best win of the early games was that against Auckland, by 38 points to 17.

In this game the Fijians exacted full revenge for their crushing 39-3 loss to Auckland in 1954, just after their 17-games tour of Australia.

The draws were against Poverty Bay (the first game of the tour) and against Taranaki.

The Taranaki effort was a meritorious performance as last year Taranaki had the better of a drawn game with the Springboks. Over the years, Taranaki has often been the rock on which touring teams have foundered.

The only loss early was against King Country, which won rather easily by 26 points to 14.

This loss showed how unpredictible the Fijian footballer is.

King Country has never been one of th stronger NZ unions, and overseas teams hav always looked on their games there in th nature of a training run.

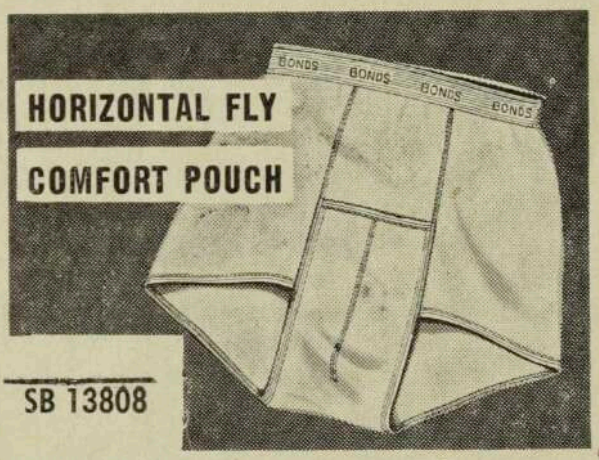
Injuries took toll of the Fijians early.

After the sixth game one forward had t return to Fiji, and was replaced by anothe man, while there were five others on th injured list.

This left 19 players, a number which di not give the selectors much flexibility in choo ing the team to meet the Maoris in the firs test.

Results up to the seventh games were (Fi scores first): v. Poverty Bay, 14-14; v. Ba of Plenty, 22-3; v. Auckland, 38-17; v. Nort Auckland, 6-3; v. Taranaki, 8-8; v. Kin Country, 14-26; v. Manawatu, 30-12.

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Amongst passengers who sailed from Syd on MV "Shansi" at end of July were:

Mrs. V. Exley, left, being farewelled Mrs. J. Coote before sailing for Port More where she will join her husband who is the staff of Steamship Trading Co.

Mr. Gordon Wild, on his way to New Gui to assess coffee farming prospects there. wife and family are in New Zealand and join Mr. Wild in New Guinea if he finds s suitable land. Mr. Wild spent 5½ years the army and when demobilised in 1944 w to Tanganyika where he spent 12 years runn a coffee plantation 12,000 feet up on slopes of Mount Kilimanjaro.

Mrs. P. Robertson and Mrs. O. Heaton, will visit Mr. and Mrs. Lincoln of Lae. Lincoln is the daughter of Mrs. Robertson.

Next January—

A CANBERRA CONVENTION WILL DISCUSS AUSTRALIA'S ROLE IN P-NG

THE Australian Institute of Political Science has chosen "Australia in New Guinea" as the topic for discussion at its 24th annual Summer School, to be held over the Australia Day holiday week-end in January, 1958, at Canberra.

The Institute is a non-party organisation, founded in 1932, to provide educational and research facilities for people interested in the study of political, economic and social problems in general, and in Australia in particular.

The annual Summer School of the Institute has been for many years one of the outstanding events in the political and intellectual life of the Commonwealth.

The scope of the School will be broad, covering both the present and future in social, political, economic and physical spheres in Papua and the Trusteeship Territory of New Guinea.

• The first session will cover a general survey of the physical resources, as they exist; and the possibilities for development of these resources. The main paper will be delivered by a geographer, followed by discussion.

• The second session will tackle the problem of a plural society—in P-NG's case, natives, Europeans and Asians.

• A resume of what Australia is doing and trying to do will be the subject of the third paper. The main speaker will discuss and attempt to evaluate the political, social and economic policies of the Australian Government, and to assess its chances of achieving success in administering this territory alone.

He will go on to discuss what is necessary in the future in the way of grants from the Commonwealth Government, research, administrative machinery and policy, if the task is to be carried out successfully.

• The fourth paper will be closely linked with the second one, being primarily concerned with the racial question in its political form.

The political future of New Guinea will be discussed at this session. Is there to be independence or integration with Australia, or some intermediate stage? If it is to be integration with Australia—what form will this take?

In this context the possibility of New Guinea becoming another Australian state will be discussed.

• And, finally, in the fifth session the strategic position of New Guinea in relation to Australian defence organisation will be discussed. The vital question of the effect of Australia's having a defence outpost in New Guinea on her relations with her Asian neighbours and with SEATO will be among the points raised.

In what light do these Asian countries regard Australia? Does this trusteeship present to them a basic contradiction in Australian thought?

The effect of the Territory's existence on Australia's relations with the United States and with the United Nations and visiting missions, will also be discussed at this session.

THE school should prove to be both stimulating and provoking intellectually, as well as throwing a searching light on a matter of vital importance to Australia's future. Her position in the Pacific makes it imperative that friendly relations with Asian nations be maintained and strengthened, and the eyes of Asia are certainly upon New Guinea, to see what Australia does, not only what she says.—*J. BLAXLAND.*

THE SAME OLD ACADEMIC HOT-AIR

Interested residents of Papua-New Guinea, are invited to attend the School. For details of arrangements for the session, they should write direct to the Secretary, Australian Institute of Political Science, Rural Bank Building, 34-48 Elizabeth St., Sydney.

"PIM" agreed to publish this article before the names of the speakers were announced.

It was learned, in mid-August, that four of the five speakers who will lead the discussions in the five sections are: Professor Spate, of Melbourne; Mr. Paul Hasluck (Minister for Territories); Mr. John Kerr (a barrister, and of Pacific Administration); and a former principal of School Dr. John Andrews (of Sydney University).

At this stage we burst into some hollow, editorial laughter.

It seems Territorians can do either of two things: (a) forget it; or (b), get together on some organised resistance. It seems that after the main speakers have had their say, there is some audience-participation.

Territorians themselves will have to decide whether it is worth the long journey to Canberra for the hope of getting a couple of sane words in sideways.

ISLANDS TRADER RETIRES

MR. F. R. LAVIS, who has had many associations with Pacific Islands trading, recently retired from the firm of W. S. Tait and Co. Pty. Ltd.

He joined the firm 52 years ago as a typist and stenographer (there were no female typists in those days), and later became a buyer in the islands section.

As the years passed, Mr. Lavis developed wider interest in the firm and in 1950 joined the board of directors.

He was well known throughout the Pacific, but particularly in New Caledonia.

In recent years one of his main duties was to meet the firm's clients when they came to Sydney and to attend to their needs.

Mr. Lavis was a prominent Mason, and an enthusiastic worker for Red Cross.

Mr. Lavis was the guest of the managing director of the firm, Mr. C. E. Tait, at a dinner party at the Australian Club, Sydney, to mark his retirement.

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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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Concession Fares by Matson Co.

THE Matson Line is to make three round-trip voyages from Sydney to California this year at fares reduced by 25 per cent. The fares will range from £418/10/- a person for a two-berth cabin, to £A970/19/- for suite accommodation.

Normally, fares range from £A506/14/- to £A1,560.

Mr. John L. O'Brien, the Line's Pacific traffic manager, said that the reduction had been introduced for the three voyages as an experiment to test the market.

Two of the voyages will be by the *Mariposa*, leaving Sydney on October 26 and December 11, and one by the *Monterey*, leaving Sydney on November 15.

The round-trip voyages will take from 42 to 45 days, and will include a stop-over in California of at least five days. In California, passengers will be able to land at San Francisco, if they wish, make their own way to Los Angeles, and rejoin the liner there.

On the outward voyages from Sydney the liners will stop at Auckland, Suva, Pago Pago and Honolulu (32 hours). The route back takes in Papeete (44 hours), and Auckland.

† Mr. H. J. Sabben, who left Fiji some years ago to become head of the Customs Department in British Honduras, has been promoted to Comptroller of Customs at Mauritius.

† For the first four months of 1957, New Caledonian imports were valued at the equivalent of £A6½ million; and exports at about £A5 million. Chief imports were coal and coke petrol and cement; chief exports were chrome, iron and smelted nickel.

Indian Crafts Exhibited in Fiji



An interesting exhibition of Indian photographs and arts and crafts—the first of its kind in Fiji—was held by the Commissioner for the Government of India (Mr. D. D. Bhatia) in his office in Suva between July 22 and 27. The exhibition was opened by Lady Hyne, wife of Sir Ragnar Hyne, Chief Justice of Fiji.

The exhibits included a large number of photographs of Indian architecture and sculpture and of works under India's development plans; books on Indian art; painti (medieval and modern); wood carvings; sil filigree work; brass-ware; and a handso collection of samples of silk saris and broca and other handloom fabrics.

The silks and brocades were attractively played and drew a large number of visitors the exhibition. The Governor of Fiji, Ronald Garvey, and Lady Garvey, visited exhibition with their son and daughter. T are shown here, centre, examining a sari.

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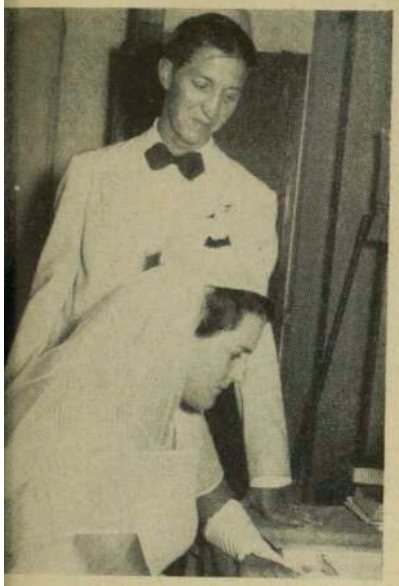
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Derbyshire-Campbell Wedding



The marriage took place at the LMS Church, rt Moresby, on June 28, of Miss J. Derbyshire, ughter of a family well-known in Papua, Mr. M. Campbell, an American now living the Territory.

Photo: Papuan Prints.

NOW UNDER CONTROL

Meningitis Outbreak In Madang District

AN outbreak of meningitis reported in the Hansa Bay area of the Madang District, New Guinea, reported in July was believed to be under control in early August.

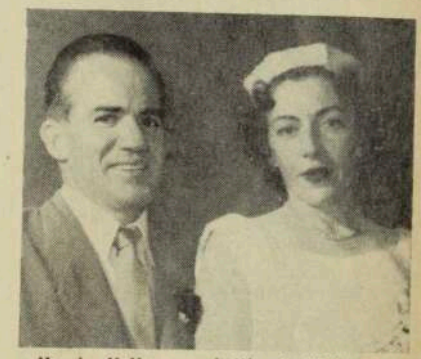
The epidemic was first reported to Port Moresby on July 20 when it was stated that rodents were also dying in the area. This gave rise to a belief that bubonic plague had broken out, but this was disproved when a medical team of one doctor, a pathologist and a medical assistant arrived in Bogia from Madang.

Apparently the disease has been wide-spread in the area for six months; 75 persons out of a total population of 1,500 have died. In one week, late July, 27 people of a village of 150 are reported to have died. If these figures are correct it seems incredible that the disease should have been in evidence for so long without coming to official attention.

The area is isolated—but not as isolated as that. If the village head-men had been on the job, the authorities should have been aware of the epidemic in a lot less time than six months.

Sulpha drugs are now being issued to the total population of the area and this is expected to soon stamp out the disease.

¶ The Royal Empire Society has awarded Tupou Le'ota Pulu, a pupil of Tonga High School, a special prize in Class B of the 1956 Empire Essay Competition. Tupou chose as her subject an imaginary conversation between a locust, a tsetse fly and a mosquito as to which could do the most harm to man.



Mr. L. McManus and Miss I. Walker were married at the Catholic Church, Port Moresby, on July 11.

Photo: Papuan Prints.

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† About 100 people attended a Bon Voyage party given to Mr. and Mrs. H. Niall and their daughter, Lois, in the RSL Hall, at Lae, New Guinea, on June 7. The District Commissioner and his family will board *Bulolo* on June 13, and proceed to Australia and from there to England and the Continent.

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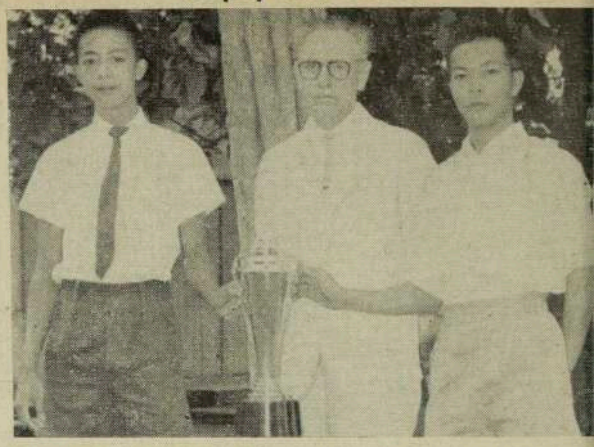
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Trophy for Scouts



Mr. A. H. Cresswell, New Guinea planter and businessman, with 1956 and 1957 winners of the trophy presented to the most efficient Chinese scout of Rabaul.

Mr. Cresswell gave the large cup in 1953; and there are miniature replicas which go with it. The idea of the cup is to encourage Scouting among Chinese children. This year was the first time Mr. Cresswell was able to present his own trophy to the winners. He was agreeably surprised to learn of how the movement had progressed since 1953. (Our correspondent failed to give the names of the young men who won the trophy).

Photo: C. H. Meen.

New Governing Body For New Caledonia

NEW CALEDONIA will have a new name for its governing body and a new method of electing members.

The new names will be Assemblee Territoriale de la Nouvelle Caledonie (it used to be Conseil General); and voting will now be proportional representation instead of first-past-the-post.

There will be 30 members in the new body instead of 25 as in the old, and it will be a miniature parliament, with ministers in charge of departments.

It is reported that local electors do not favour proportional representation—that is, marking the whole of the ballot paper in orde of preference—and that when th elections are held (Sept. 29) large proportion will not vote.

Native Wedding in Port Moresby



Tom Vagi, and his pensive bride of F village, Port Moresby. They were married the LMS Church at Port Moresby, recently.

RECOMMENDED NEW BOOKS

THE MUSES ARE HEARD, by Truman Capote. A deliciously irreverant, impartially malicious commentary which records the intimate aspects of the visit of an American Opera Company of Leningrad last year for the Russian premiere of Gershwin's "Porgy and Bess". **Price 17/- (postage 10d).**

GUESTWARD HO! by Patrick Dennis. The hilariously indiscreet story of a young couple's adventures managing a dude ranch told by Barbara Hooton and wittily recounted by the well-known author of "Auntie Mame". Vastly entertaining. **Price 18/9 (postage 10d).**

THE PINK AND THE BROWN, by Hugh Atkinson. An original and exciting story with an unusual love interest set in India at the time of the Goa riots —only a few summers ago. **Price 15/6 (postage 8d).**

THE SHORT REIGN OF PIPPIN IV, by John Steinbeck. A delightful extravaganza about French politics told with good natured satire, wit and wisdom. **Price 15/6 (postage 8d).**

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New Sydney Address for Islands Firm

THE islands trading firm of Robert Gillespie Pty., Ltd. has moved its headquarters in Sydney from the Wool Exchange building in Pitt Street to more spacious premises at 22 Young Street.

Gradual expansion over the 25 years since its establishment was a major factor in the decision to make the move.

The company now occupies two floors with about 5,000 square feet of space, against 1,500 square feet in the old premises.

Gillespie's can now handle any special cargo for the islands in their own free store. Previously the firm had to hire space for storage. The firm will retain its milk store at Leichhardt for islands produce.

Robert Gillespie Pty., Ltd. was established by Mr. R. Gillespie in 1941 when it took over the business of Exporters Pty., Ltd., which was originally formed in 1932. The Sydney staff in those days numbered three; there are now 30.

Rapidly expanding business in the immediate post-war years, particularly in New Guinea, brought in its train the need to establish another company, and in 1946 Robert Gillespie (New Guinea) Ltd. was founded, with headquarters at Lae.

A branch was opened at Rabaul in the same year, followed by other branches at Port Moresby (1953) and Madang (1955).

The present board of directors consists of Mr. Gillespie, Mr. H. Green and Mr. W. Selig, who is also secretary.

Immediately the firm moved over to Young Street, Mr. W. H. Cumines, the Eastern Pacific representative, left for New Caledonia, New Hebrides, Fiji, Samoa, the Cook Islands and Tahiti on a business mission and to advise clients of new facilities available.

Mr. Gillespie left for New Guinea on August 5. He was accompanied by Mr. L. G. Frost, Australian representative of Jardine Matheson and Co. Ltd., Hongkong. They were joined in Madang by Mr. I. D. Price, a director of Jardine Matheson's, owners of the Indo-China Steam Navigation Co. Ltd., of which Gillespie's are agents in Papua and New Guinea.

BOMANA TROUBLE-MAKERS ARE LIARS AS WELL

ALLEGATIONS that they had been ill-treated at Bomana Prison, Port Moresby, made by gaol breakers Keano Keporaka, Kita Tunguan and Ame Aite, were a complete fabrication. This is the finding of Magistrate Frederick Winkle who recently was appointed by the P-NG Administration to inquire into the matter.

He said that inconsistencies and contradictions were such that he did not propose to proceed further with the investigation but to dismiss the complaints as nothing short of brazen and deliberate half-truths. The allegations were a "scandalous, baseless attack against the head gaoler, Mr. George Gough and his staff."

It was stated in PIM's July report, that these three native criminals were to be sent to Samarai because they did not like Bomana. This apparently is not so. Samarai is considered not suitable—no doubt to the regret of officials at Bomana who have had more than enough of these public nuisances.



Directors Selig, Gillespie and Green.

MR. McCARTHY RETURNS TO PORT MORESBY

ONE of Papua-New Guinea's senior Administration officials, Mr. J. K. McCarthy, returned to Port Moresby in July after acting as Administrator in Nauru. He was accompanied by Mrs. McCarthy.

When Mr. McCarthy went to Nauru in April it was thought that, owing to the illness of the Administrator, Mr. R. S. Leydin, the appointment would be indefinite.

However, Mr. Leydin recovered much sooner than expected and was able to resume his duties on Nauru.

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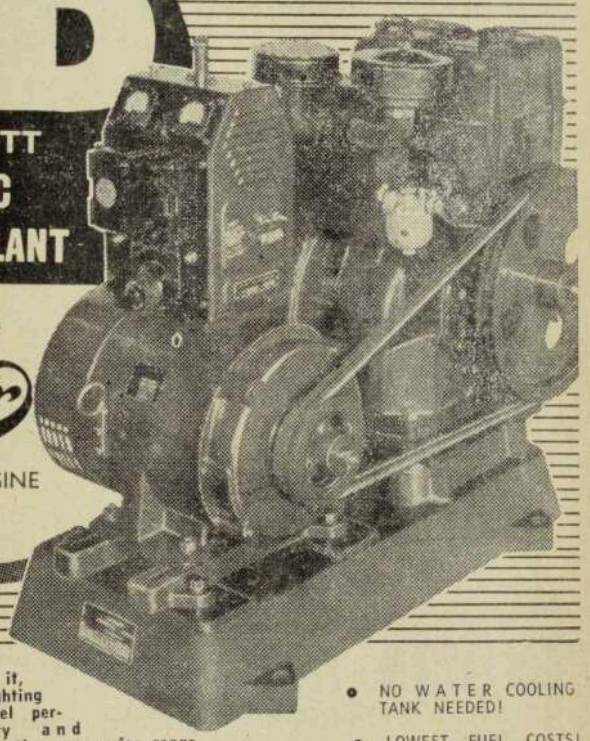
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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 140 Pac. Francs; $US 2.23.)

COPRA

Price negotiated between British Ministry of Food and British South Pacific Territories for 1957 was £Stg.54 FOB main ports—a drop of 7½ per cent. on the 1956 price. Stabilisation and other charges reduce actual producer price.

PAPUA - NEW GUINEA:—Hot Air £A57/15/-; FMS (sun dried) £A57; Smoked, £A54/5/-.

FIJI:—Plantation grade £F52/5/6; FMS £F52.

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If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

W. SAMOA:—Sellers: 22/6-23/6 per 100 lbs. Exporters: £S41 and £S47 f.o.b. Apia, for two grades.

E. SAMOA:—Producers receive 4 cents lb. ($US89.6 or £A40 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

SOLOMONS: — Honiara/Gizo Yandina: 1st grade, £57/10/-; 2nd, £A53/10/-; 3rd, £A48/10/-.

NEW HEBRIDES:—Buying price on May 11 fell from 6,000 Pac. francs (about £A42/2/8) delivered Vila/Santo to 5,750 Pac. francs (£A40/5/-). European price, July 31, 68,750 Met. francs (£A88/8/11) 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 Aug. 8 was £Stg.239 per ton, c.i.f. London.

P.-N.G.:—Aug. 8: Good grade £A230 ex wharf, Sydney.

W. SAMOA:—July 31: £Stg.235 f.o.b. Apia.

COFFEE:—P.-N.G. Aug. 8: Quote No. 1—Top grade 6/6 per lb; Quote No. 2—5/11½ per lb.

PEANUTS:—P.-N.G., Aug. 8: Kernels 1/10; Virginia bunch, in shell, large, well cleaned, 1/4-1/5 per lb. del. Sydney; other 1/2-1/3 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Aug. 8 was: No. 1 RSS, spot, 92⅜ Straits cents (32¾d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Aug. 8: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 59/-, Green 57/- per lb.

RICE (Australian):—Price from May 1957—**P.-N.G.:** Dry brown and dresse 112 lb bags, 5 tons and over, £61 p ton, f.o.w.; under 5 tons £61/10/- p ton. Vitamised and enriched white, 1 lb bags, 5 tons and over, £67/10/- p ton, f.o.w.; under 5 tons, £68 per to **Other Pac. Islands:** Dry, brown, etc., £ per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—Prices between t majority of the Torres Strait produce and Otto Gerdau Co. (USA) for 19 (1957 prices not yet made public) we i.e.: Sound, £A736; D, £A390; E, £A3C EE, £A225; all f.o.b. Aust. ports; Aug. 1957, quotation by independent pearler Sound, £A865; D, £A650; E, £A450; E £A255 (includes cost of getting shell fr source to Sydney, and loss in Sydn weights). **Cook Is.-Manihiki:** Aug. 8: Expo price, £Stg.690 f.o.b. Rarotonga (mark weakening). **Tuamotus:** 175-185 Pac. fran per kilo (£A1,000-£A1,060 per long to f.o.b. Papeete.

TROCHUS: One Sydney agent on Aug. quoted: P.-N.G. £A350, ex wharf Sydne but no business. He was unable to quo for BSI and NH. A second Sydney age reported "no market".

GREEN SNAIL: Two Sydney agents Aug. 8 reported "no market".

LONDON AND U.S. PRICES

Copra:—London, Aug. 8: Philippines, bulk, Aug./Sept. $168 (seller); Strai Borneo, fair, merchantable, del. weigh c.i.f., UK-North European por £Stg.63/5/- (buyer), £Stg.63/15/- (selle New York, Aug. 8: Philippines, c.i.f. Pacific Coast ports, $162.50 (asked).

Coconut Oil:—London, Aug. 8: Ceyl in bulk, fair, UK-North European por Aug./Sept. £Stg.97 (quoted); Stra crude, c.i.f., bulk, Aug./Sept. £Stg.99/1 (reseller).

Cocoa:—London, July 29: Accra Oc Dec. shipment £Stg.233/15/-, Jan./M shipment £Stg.232/10/-, both c.i.f. Liv pool. London, Aug. 8: Accra, £Stg. c. and f. London (buyers withdrawn).

Rubber:—London, Aug. 7: Spot buye 27½d lb c.i.f. Oct./Dec. 27⅝d; June, 19 27d.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, A BANK and BANK OF NZ. Australia Fiji, basis £100 Fiji: Buying, £A111/2 Selling, £A113. **Fiji-London,** basis £ London: B, £110/15/-; S. £112. **NZ-H** basis £100 NZ: B. £111/11/9; S. £110/

SAMOA.—Through BANK OF NZ. A tralia on Samoa, basis £100 Sam B. £A123/12/6; S. £A124/10/9. **Sam London,** basis £100 London: B. £99/7 S. £101/10/-. **Samoa-NZ,** basis £100 B. £100; S. £100/10/-. **Samoa-Fiji,** ba £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BA (Pt. Moresby, Lae, Rabaul, Goroka, Bull Kavieng, Madang, Wewak), **BANK OF N** (branches: Port Moresby, Lae, Bull Rabaul, Madang, Samarai, Goro agencies: Wau, Boroko, Kokopo) **A BANK** (Port Moresby) and **NATION BANK OF A/ASIA.** (Port Moresby) qu exchange rate Australia-Papua-NG: per £A100.

NORFOLK IS.—Commonwealth B a quotes exchange rate **Australia - Nor Island:** 5/- per £A100.

FR. PACIFIC COLONIES.—Pacific fra most valuable of the three franc gro in French Union, are used in New C donia, New Hebrides, and Fr. Ocea **FRENCH BANK (Comptoir Natio D'Escompte de Paris)** in Sydney quo Selling 140 Pac. fr. to £Aust.: 177 fr. to £Stg.; 63 Pac. fr. to US $.

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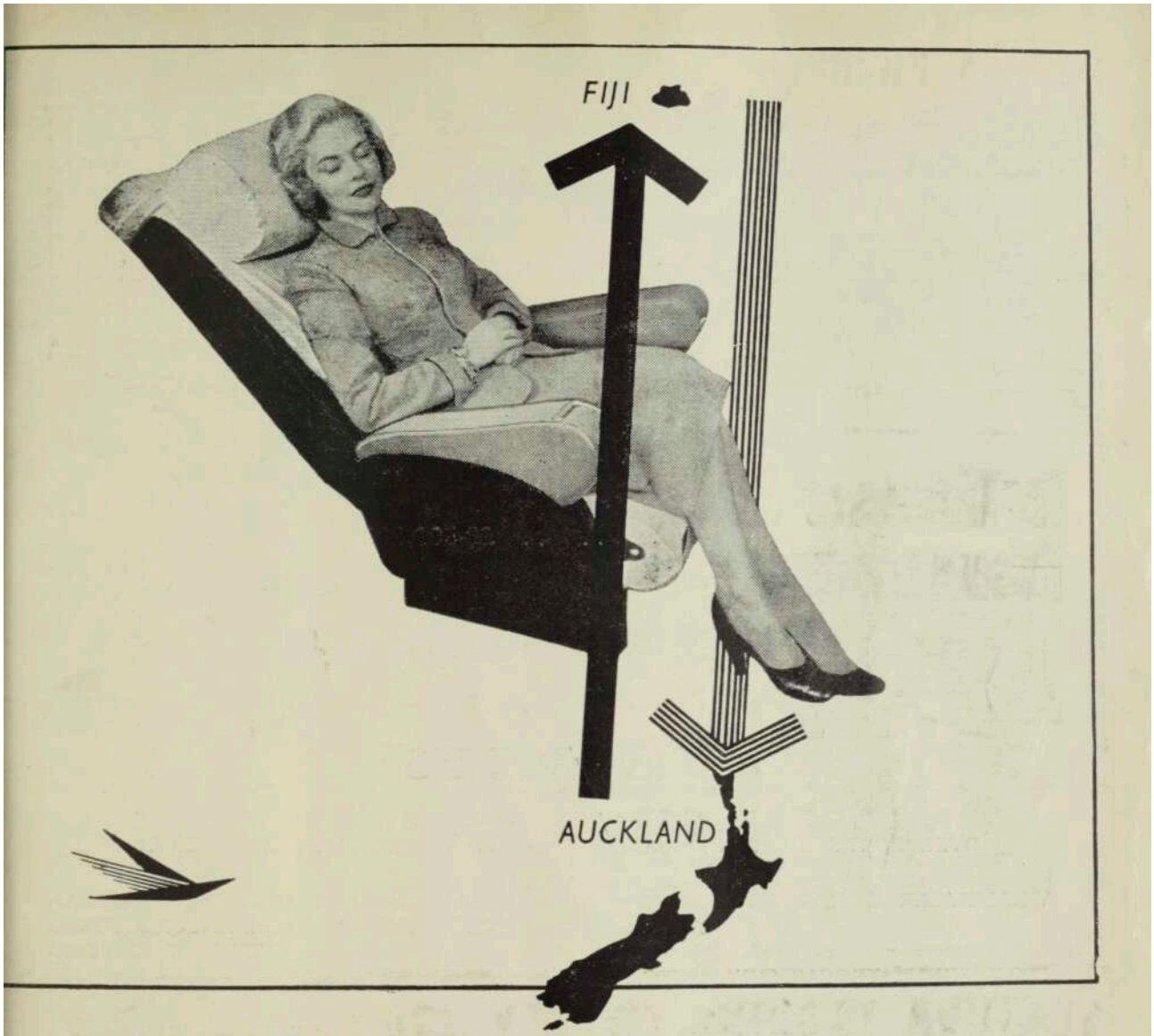
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