

Vol. XXVIII, No. 2 (Sep. 1, 1957)

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

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SEPTEMBER, 1957 Vol. XXVIII. No. 2

PACIFIC ISLANDS Monthly

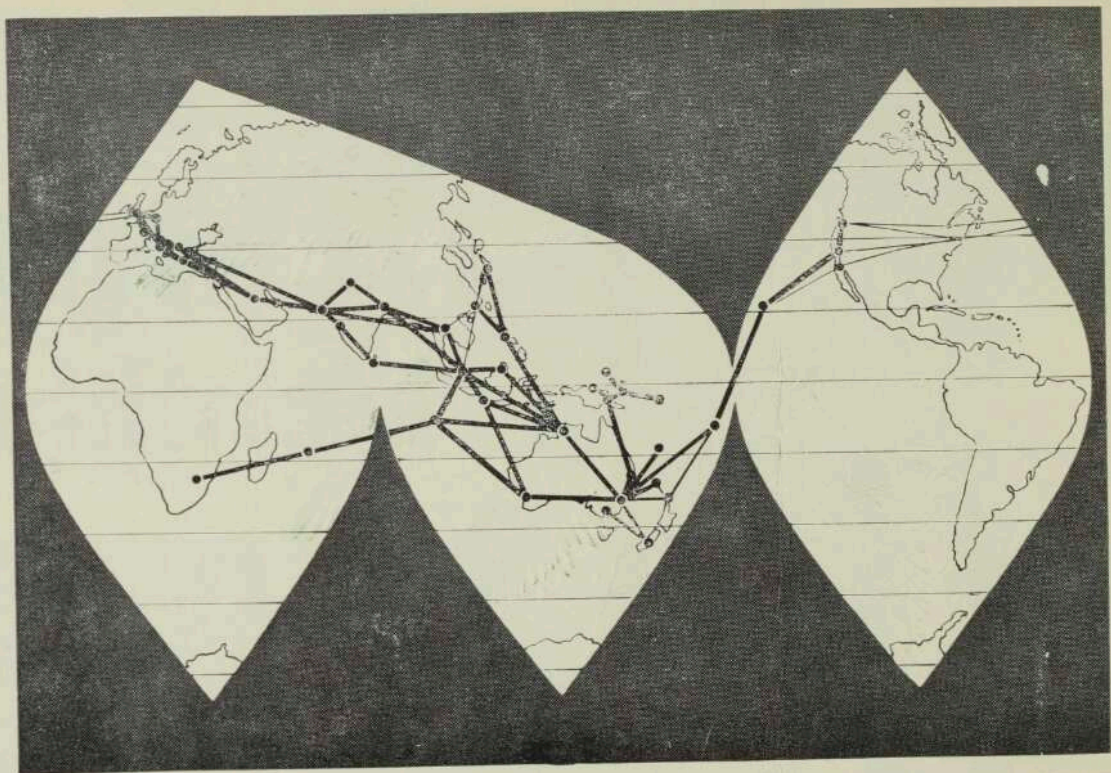


Established 1930

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

SOUTH PACIFIC HIGHLANDERS. The pipe band of the Pacific Islands Regiment left Port Moresby on August 10 for Brisbane where the band was to make an appearance during the Military Tattoo, Show, etc. The boys of the band, like the two above, caused considerable comment wherever they went—the combination of Pacific islanders and Scottish bag-pipes seeming an incongruous mixture. However, the boys have a natural talent for coping with this primitive type of instrument and the plaintive music it produces. The band was to return to Port Moresby mid-September.

Photo: "Courier Mail".



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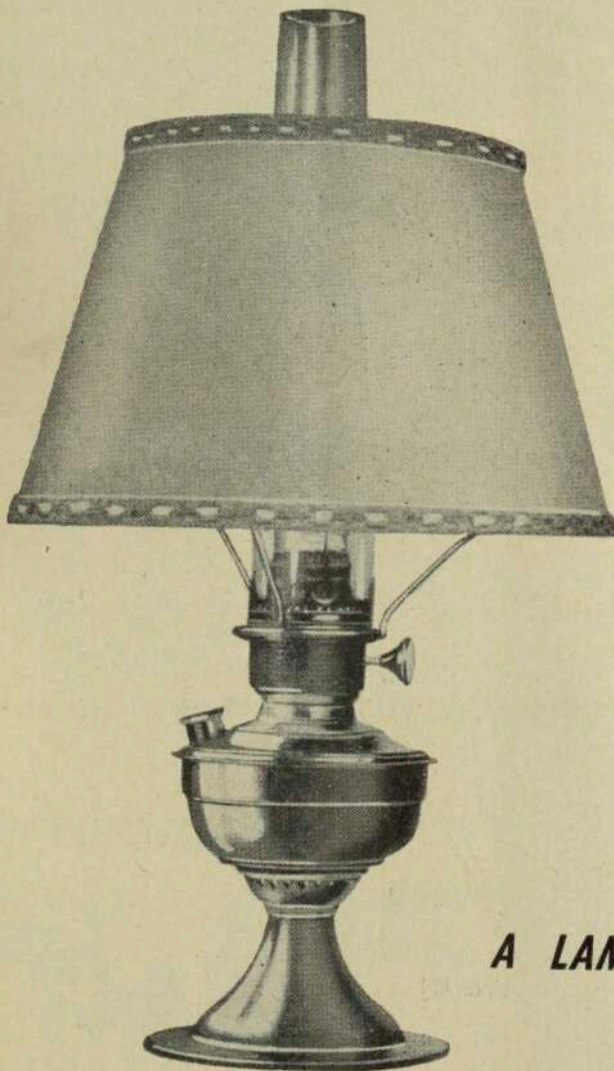
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PACIFIC ISLANDS MONTHLY—SEPTEMBER, 1957

Coleman

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Burns ordinary Kerosene.

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SUVA
FOR FIJI ISLANDS

Tour *New Zealand* by air with N.A.C.

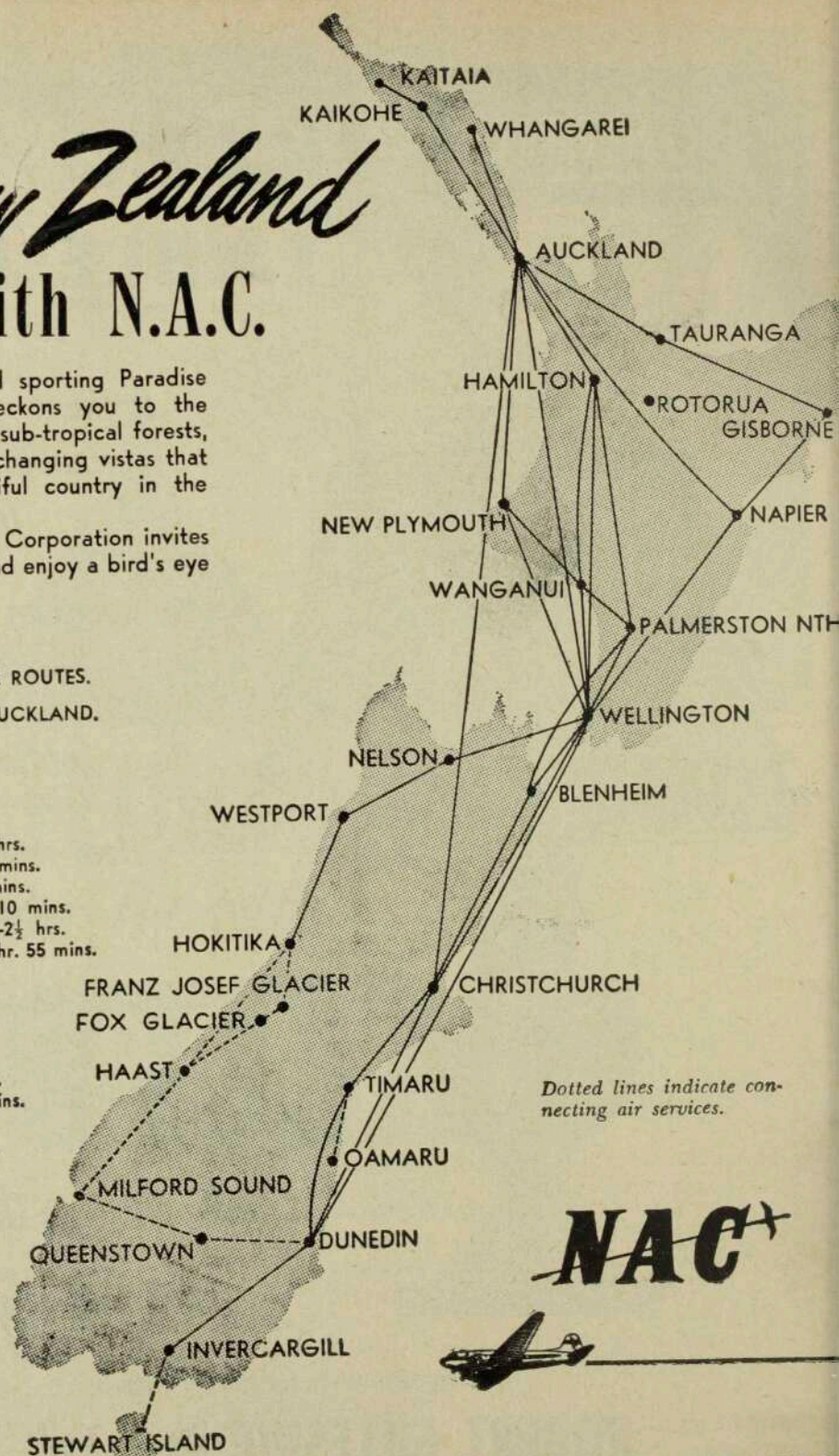
New Zealand, scenic and sporting Paradise of the South Pacific, beckons you to the mountains, lakes, glaciers, sub-tropical forests, thermal regions and ever-changing vistas that make it the most beautiful country in the world.

And the National Airways Corporation invites you to travel in comfort and enjoy a bird's eye view of this beauty.

THE NAC NETWORK OF AIR ROUTES.

Flying miles and time from AUCKLAND.

Kaitaia—142 miles—1½ hrs.
Kaikohe—106 miles—1 hr.
Whangarei—72 miles—¾ hr.
Tauranga—106 miles—1 hr.
Hamilton—84 miles—¾ hr.
New Plymouth—160 miles—1½ hrs.
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.

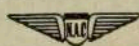


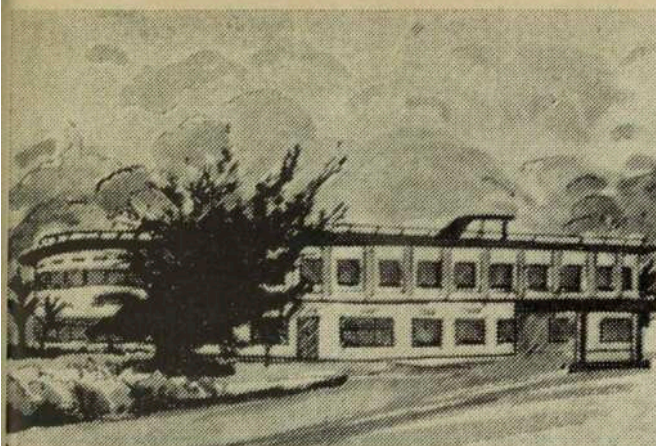
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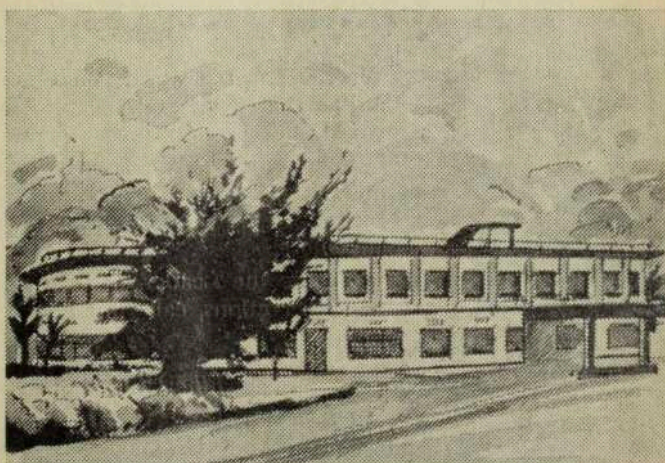
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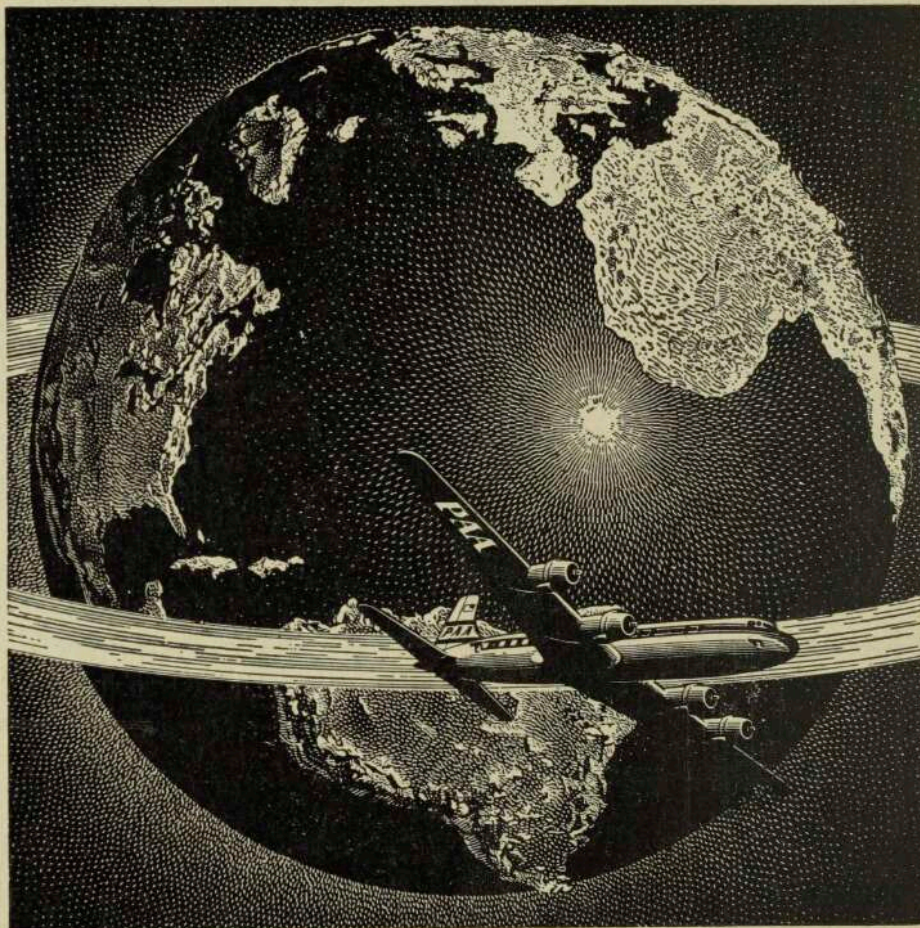
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The Rhinoceros Beetle in Western Samoa

—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.

RICE 4/- sterling (post free by surface mail)

OTHER SPC TECHNICAL PAPERS FOR PLANTERS

- The Management of Coconut Plantations In Western Samoa—D. R. A. Eden. (2/- stg.).
- The Pacific Islander And Modern Commerce—V. D. Stace (2/- stg.).
- The Manufacture Of Copra In The Pacific Islands—W. V. D. Pieris. (6/- stg.).
- Western Samoa—An Economic Survey—V. D. Stace. (6/- stg.).
- Economic Aspects Of The Coconut Industry In The South Pacific—E. J. E. Telford. (4/- stg.).
- Food Plants Of The South Sea Islands. Dr. T. Massal & Jacques Barrau. (6/- stg.).

Write to South Pacific Commission, Box 5254, Sydney, Australia, for free list of 108 titles issued to date in the SPC TECHNICAL PAPER SERIES.



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 drying, 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.

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.

APRIL 1957 ISSUE

Sponges in Rakahanga Lagoon—Rubber Industry Expands in Papua and New Guinea—South Pacific Fisheries Course Closes—Trochus

QUARTERLY BULLETIN

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(Post Free by Surface Mail)

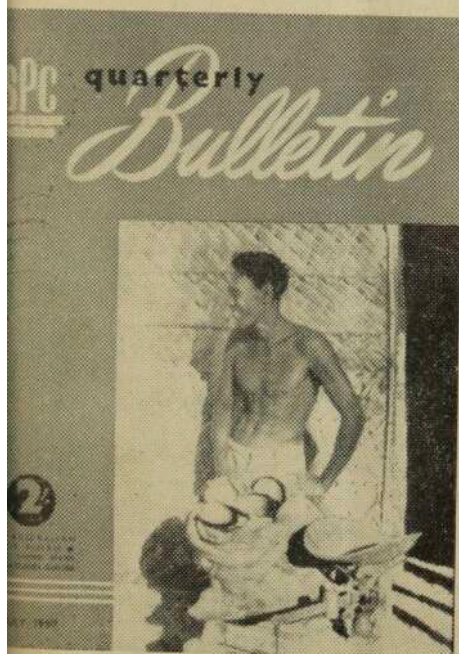
One year .. 8/- stg. (\$1.15)

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Copies of the SPC Quarterly Bulletin and subscriptions thereto, and copies of SPC Technical Papers, are obtainable from: PAPUA AND NEW GUINEA: Beadel's Bookshop, P.O. Box 107, Port Moresby; FIJI: Desai Bookshop, Suva; WESTERN SAMOA: Wesley Bookshop, Apia—OR direct post-free by surface mail from:

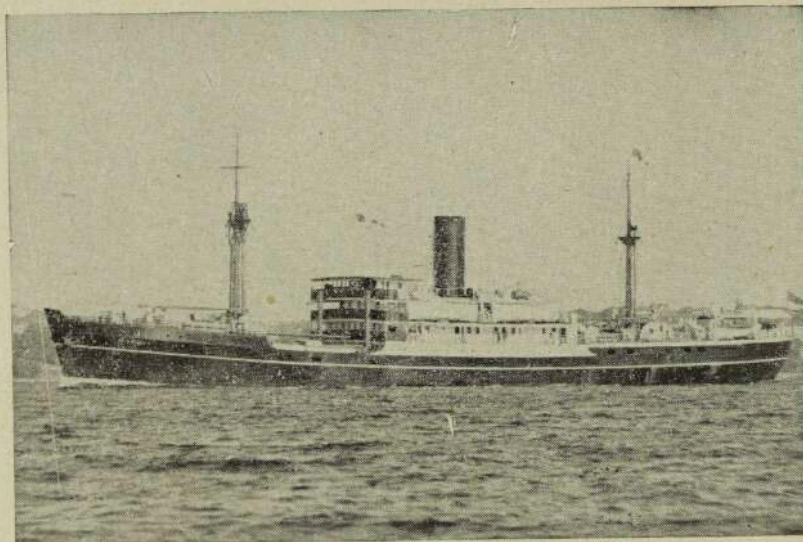
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Regular Services between AUSTRALIA and NEW GUINEA

M.S. SHANSI Sydney — Brisbane — Port Moresby — Samarai — and return.
M.S. SOOCHOW Sydney — Brisbane — Rabaul — Kavieng — Madang — Lae — and return.
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New Monthly Service between JAPAN, HONGKONG and NEW GUINEA
(Returning via Australia to Japan Direct)

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

Calls at Samarai subject to inducement.

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

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

AGENTS

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

Shipping Time-Tables

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

Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Kavieng, Madang, Lae. Next Sydney sailing approx. Sept. 27.

MV Malekula sails from Sydney for Port Moresby, Rabaul, Wewak, Alexishafen, Madang, Lae. Next Sydney sailing approx. Oct. 24.

MV Malaita sails from Sydney for Brisbane, Port Moresby, Lae, Madang, Lombrum, Lorengau, Kavieng, Rabaul, Samarai. Next Sydney sailing about Oct.

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

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

MV Soochow: Next Sydney sailing approx. Oct. 15 for Brisbane depart Oct. for Port Moresby and Samarai.

MV Sinkiang: Leaves Melbourne Oct. 17, Sydney (Oct. 23), Brisbane (Oct. 26), Yandina-Yandina (Oct. 31-Nov. 2), thence Rabaul, Kavieng, Madang, Lae.

MV Shansi: Leaves Melbourne Oct. 28, Sydney (Nov. 2) thence Port Moresby, Samarai, Lae, Madang, Rabaul, Port Moresby.

Details from Swire and Yull Pty. Ltd., Bridge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Sibigo, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Celebes, Borneo, Bangkok, Singapore, thence Java direct. Next Sydney sailings: Sibigo Oct. 5, Sibigo Oct. 23, Sigli Oct. 12.

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

Far East-S.W. Pacific-Australia

Fengning: Southbound due Port Moresby Oct. 18, Lae Oct. 23, Madang Oct. 26, Kavieng Oct. 28, Rabaul Oct. 30.

Funing: Southbound due Port Moresby Nov. 24, Samarai Nov. 27, Lae Oct. 30, Madang Nov. 3, Rabaul Nov. 5. Details from New Guinea Australia Line and Yull Pty. Ltd., agents, 6 George St., Sydney.

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

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

Southbound due Rabaul Oct. 14, Lae Oct. 17-19, Brisbane Oct. 24-25, Sydney Oct. 27-30.

Southbound due Lae Oct. 29-31, Nov. 2-3, Honiara Nov. 5-7, Vanikoro Nov. 9-12, Brisbane Nov. 16, Sydney Nov. 18-20.

Details from Wilh. Wilhelmsen Agency Ltd., 30 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: Oct. 8.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailing from Auckland: Sept. 26.

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.

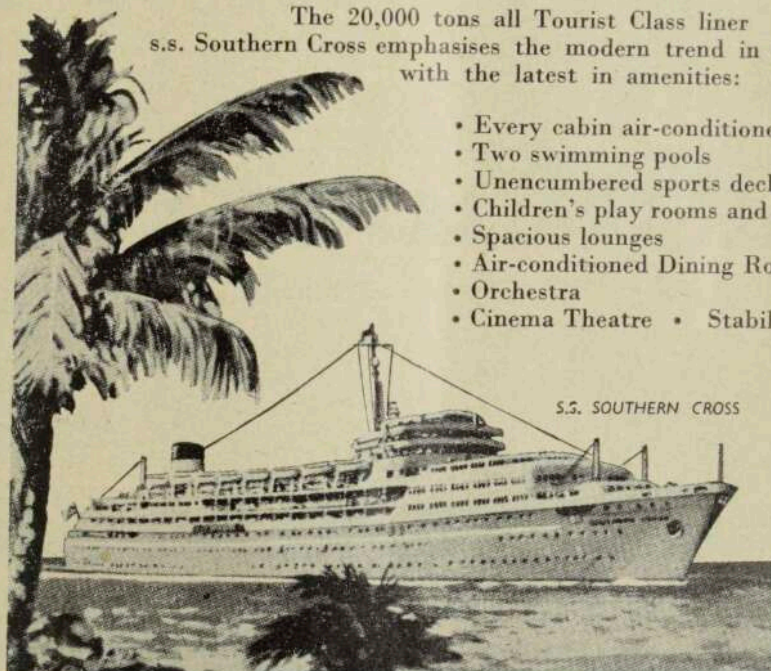
MV Tulagi, 10 passengers, leaves Sydney for Norfolk, Vila, Santo, Honiara, Tenaru, Yandina, Loavie, Pepesala, Somata, Glizo,

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WEST INDIES
NEW ZEALAND
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For full particulars apply

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.)

Cable Address: Burphil

TAHITI — Etablissements Donald Tahiti, Papeete

Cable Address: Donald, Papeete

Bougainville ports. Next Sydney sailing approx. Oct. 24.
Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motorships, Tahiti and Caledonien. Next sailing from Sydney: Caledonien Nov. 8, Tahiti Dec. 24.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailings: Oct. 11, Nov. 8.

Atlantic Breeze, on charter, leaves Sydney early October for France via Noumea and Papeete.

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

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

Shaw Savill's new one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling at Suva and Papeete every trip. Next voyage: Suva Oct. 29, Tahiti Nov. 2-3.

N. America-Fiji-Hebrides, etc.

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings over 35-40 days. Some ports depend on cargoes offering.

Thorshall: Papeete Oct. 9-11, Nukualofa 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.

Thorsisle: New Westminster Oct. 7-12, San Francisco Oct. 19-24, Los Angeles

Oct. 26-28, Papeete Nov. 8-10, Nukua. Nov. 15-17, Pago Pago Nov. 18-19, A Nov. 20-21, Suva Nov. 24-25, Nou Nov. 28-30, Port Vila Dec. 2-3, Santo 4-5, Lae Dec. 9-12, Los Angeles Dec. 31, San Francisco (inbound) Jan 1. Details from General Steamships Corporation Ltd., 432 California St., 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 Ventura, Alameda, Sierra and Sonoma. Southern terminal ports vary with cargo offering. Vessels call at Papeete, Pago and Suva, depending on cargo. Next sailing from Sydney: Alameda approx. Oct. 3, Sonoma approx. Oct. 3, Sierra late Nov.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operates a service three times yearly with 10,000 ton, 98-passenger vessel Lake along the above route. Accommodation is entirely First Class, two-berth cabins. Next sailing from Sydney, about Nov. with calls at Suva, Lautoka and Honouliuli. Details from American Trading & Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-(or NZ)-North America

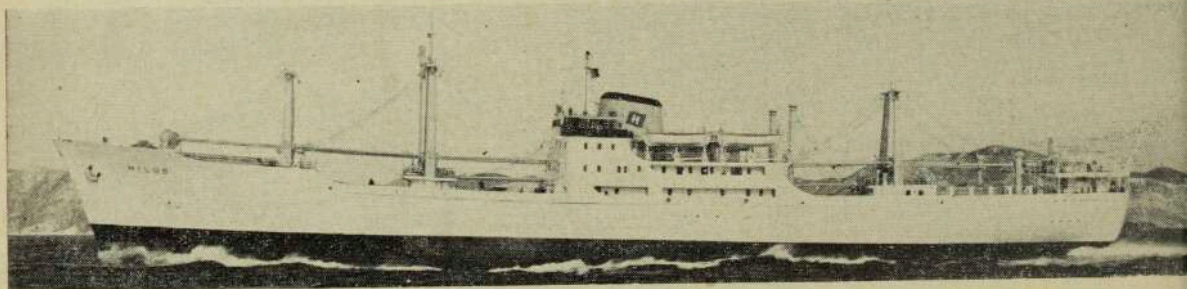
The four cargo vessels, Wairuna, Wairuna, and Waitomo, owned and operated by the Union Steamship Co. of New Zealand, maintain a monthly service across the Pacific, from Sydney

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORSOVA	ORSOVA	ORONSAY
SYDNEY	depart	—	Oct. 8	Nov. 12
AUCKLAND	arr/dep	—	Oct. 11	Nov. 15
SUVA	arr/dep	—	Oct. 14	Nov. 18
HONOLULU	arr/dep	—	Oct. 19	Nov. 23
VANCOUVER	arrive	—	Oct. 25	Nov. 29
	depart	—	Oct. 26	Nov. 30
SAN FRANCISCO	arr	—	Oct. 28	Dec. 2
	depart	—	Oct. 29	Dec. 3
HONOLULU	arr/dep	—	Nov. 2	Dec. 7
SUVA	arr/dep	Sep. 28	Nov. 9	Dec. 14
AUCKLAND	arr/dep	Oct. 1	Nov. 12	Dec. 17
SYDNEY	arrive	Oct. 4	Nov. 15	Dec. 20

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

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

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 30 Pitt St., Sydney. Phone: BU 632. Branch Office at Melbourne: 51 William St. Phone: MB 2840.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomon Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next sailings: Wairuna late Oct., Waikawa late 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.

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

Motor Vessels "THORSISLE" and "THORSHALL"

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

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General Agents

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PAPEETE—Etablissements Donald Tahiti.

SUVA—Morris Hedstrom Ltd.

PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

APIA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

LAE—Burns Philp (New Guinea) Ltd.

SYDNEY—Birt & Co. (Pty.) Ltd.

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

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

Mariposa: San Francisco Oct. 2, Los Angeles Oct. 3, Papeete Oct. 11-13, Auckland Oct. 19, Sydney Oct. 22-26, Auckland Oct. 29-30, Suva Nov. 2, Pago Pago Nov. 3, Honolulu Nov. 8-9, San Francisco (inbound) Nov. 14.

Monterey: In the Pacific, due Auckland Sept. 25-26, Sydney Sept. 29-Oct. 2, Auckland Oct. 5, Suva Oct. 8, Pago Pago Oct. 9, Honolulu Oct. 14-15, San Francisco Oct. 20.

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

AIRWAYS TIME-TABLES TRANS-PACIFIC SERVICES

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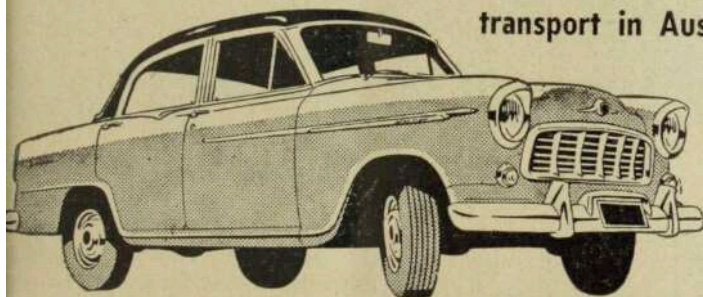
Sun., Tues., Thur., Fri.: Sydney, Nadi,
Canton Is., Honolulu, San Francisco,
Los Angeles, Seattle, Portland.

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

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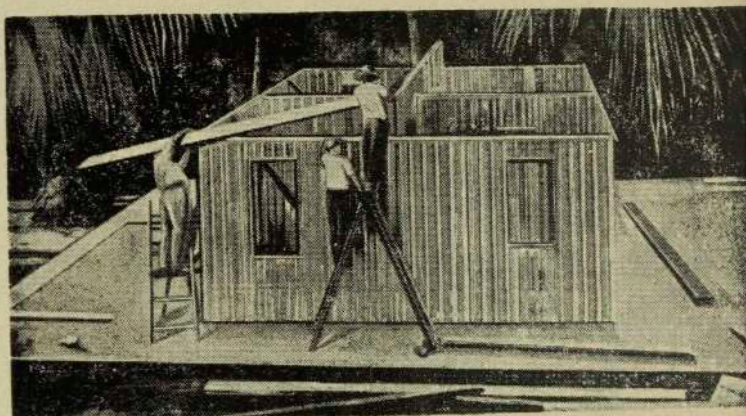
the *frameless* building with the *load bearing* walls

Goes up **FAST!**

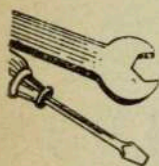
NO COLUMNS

NO FRAME WORK

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

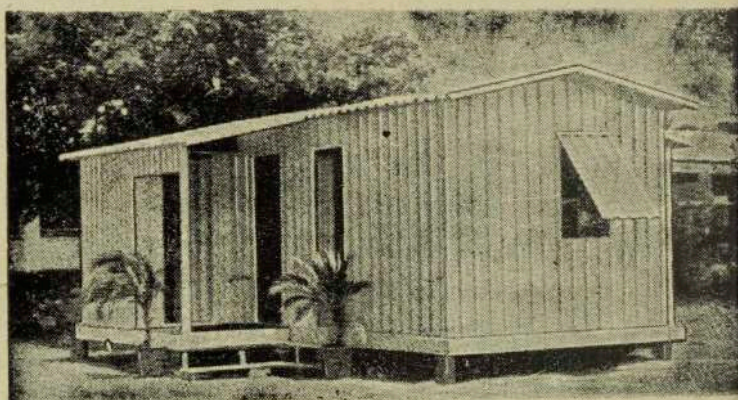
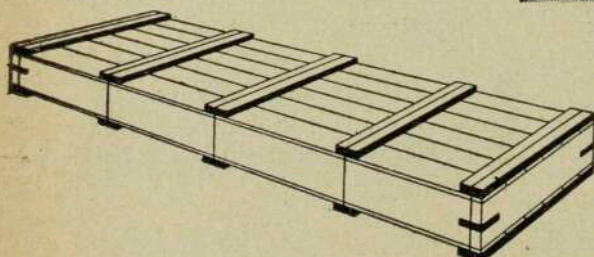


Goes up **EASILY!**



**WITH ONLY A
SPANNER AND
A SCREWDRIVER**

Kingstrand **frameless** buildings need only a spanner and screwdriver to assemble—roofing, walls, partitions, doors, everything is precision cut and comes packed in one compact crate ready to erect.



Kingstrand **frameless** construction is versatile—the one unit can be erected in a number of different designs. The structures are strong and have withstood winds of over 100 m.p.h. . . . are readily added to, modified or dismantled and re-erected elsewhere . . . are common in the tropics, corrosion resistant and termite proof.

For the complete, interesting story on Kingstrand **frameless** construction for cottages, stores, garages, and other buildings, send this mail coupon.

To ECONO STEEL COMPANY

A Division of Tulloch Ltd.

Australasian Manufacturers of Kingstrand Frameless Buildings,
Concord Road, Rhodes, N.S.W., Australia

Please send me details of a Kingstrand building for use as a

NAME

ADDRESS

P.I.M./9/57

◆
Distributors and/or Erectors located
throughout Papua, New Guinea, F.T.
British Solomons and Noumea

bi-weekly connects Nadi and Tafuna (American Samoa).
Next flights: Oct. 3, 17, 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

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

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

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

Depart: Wed., Sat., Sun. Arrive:
Pt. Moresby, 7.35 a.m. Lae, 9 a.m.

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

Depart: Fri. Arrive:
Cairns, 6.15 a.m. Cairns, 4.35 a.m.
Pt. Moresby, 10.5 a.m. Pt. Moresby, 9.5 a.m.
Lae, 11.30 a.m.

SOUTHWARDS

Depart: Tues. 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.

Depart: Wed. Arrive:
Sydney, 12.50 a.m.

Depart: Wed., Sun. 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.

Depart: Fri. 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.)

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

Sun. Sydney, 12.50 a.m.

3. P-NG Internal Services

Operated by Qantas

LAKE-HOLLANDIA (Dutch New Guinea)
(DC3)

Alt. Wed. (Oct. 2, 16, 30, etc.).
Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thursday (Oct. 3, 17, 31, etc.) departs Hollandia at 9.30 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.20 p.m.

LAKE-MANUS (DC3)

Alt. Wed. (Oct. 2, 16, 30, etc.).
Dep. Lae, 8.00 a.m.; Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 p.m.
Every alt. Sat. (Oct. 5, 19, 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 (Sept. 27, Oct. 11, 25, etc.).

PORT MORESBY-DARU (Catalina)
Via Kerema, Kikori: Alt. Fri. returning Daru-Port Moresby direct same day (Oct. 4, 18, etc.).

PORT MORESBY-SAMARAI (Catalina)
Pt. Moresby, Samarai, Pt. Moresby: Alt. Tues. (Sept. 24, Oct. 8, 22, etc.).

PORT MORESBY-RABAU (Catalina)
Alternate Tuesdays (Oct. 1, 15, 29, etc.)
Port Moresby-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul, returning via same ports (Oct. 3, 17, 31, etc.).

NEW BRITAIN-BOUGAINVILLE
(Catalina)

Alt. Wed. (Oct. 2, 16, 30, etc.), Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

**LAKE-MADANG-WEWAK-MANUS-
KAVIENG-RABAU 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, Nondugli, 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, call-

ing at any of Nadzab, Kalapit, Gusap, Aiyura, Finintegu, Rintebe, Bena Bena, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAKE-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.

LAKE-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 8.19 a.m., arrive Lae 8.45 a.m.

Alt. Thurs. (Sept. 26, Oct. 10, 24, etc.).
Dep. Lae 8 a.m., Finschhafen, Rabaul, Buka, Rabaul, arr. 2.55 p.m.

Alt. Thurs. (October 3, 17, 31, etc.).
Dep. Lae 8 a.m., Finschhafen, Rabaul, arr. 11.5 a.m.

Alt. Fri. (October 4, 18, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 p.m.

Alt. Fri. (Sept. 27, Oct. 11, 27, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 p.m.

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. (Over)

LONDON-SUVA

FIJI DIRECT SERVICE
VIA
PANAMA

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SUVA, FIJI**

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, Tanah Merah, Manokwari, Noemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

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

Mon. (Sept. 23, Oct. 7, 14, 21, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.

Tuesday (Sept. 24, Oct. 8, 15, 22, 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, Saigon, 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.

Alt. Fri. Dep. Sydney midnight, arr. NI 6.45 a.m. Saturday; 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. (October 3, 10, 17, 31, etc.). Sydney dep. 11.30 p.m., arriving Tontouta, 7 a.m. Fri. (Oct. 4, 11, 18, etc.). Friday (October 4, 11, 18, 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: Oct. 5, Nov. 2, 30.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sat.: 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.
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.

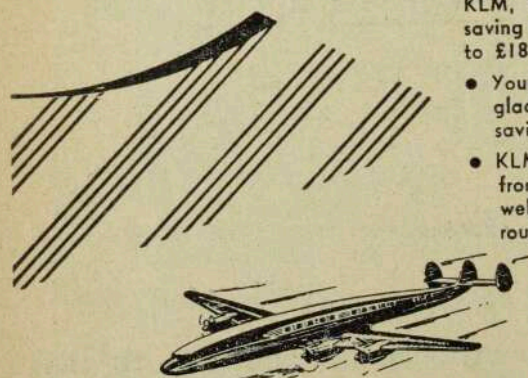
Pan-American Airways, with Skymasters
Sun., Tues., Thurs.: Dep. Auckland 3.30 p.m., arr. Nadi 10.35 p.m.
Mon., Wed., Sat.: Dep. Nadi, 12.30 a.m. arr. Auckland 7.50 a.m.

Fly to Europe direct from Biak

and save £ £ £

Interested? Of course . . . especially when you travel Super Constellation by KLM, the World's First Airline. Your saving by this direct route may be up to £180 on the round trip to London.

- Your local travel agent or KLM will gladly tell you all about this money-saving route.
- KLM also provide direct services from Biak to Manila and Tokyo as well as Bangkok and all ports en route to Europe.



KLM ROYAL DUTCH AIRLINES
58 MARGARET STREET, SYDNEY

17. Fiji-Tahiti

Tasman Empire Airways, with
Solent aircraft.

Service normally fortnightly, with extra
flights as required.

Departs Suva Fri. 9 a.m., crosses date-
line, 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 date-
line, arrives Suva Tues., 10.55 a.m.
Leaves Suva Sept. 26, Oct. 10, 24. Leaves
Papeete Sept. 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 flight from Suva Oct. 7, crossing
International Date Line and leaving
Satapuala Oct. 6.

19. Fiji Internal Airways

Fiji Airways, Ltd., Drovcr Aircraft.

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

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

**20. French Oceania Inter-
Island Service**

Régie Aérienne Interinsulaire (RAI),
with Amphibious Catalina

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**

Société Caledonienne de Transports
Aériens (TRANSPAC), with Rapide
aircraft.

Noumea (Magenta), Lifou (Chepenehe),
Noumea: Tues. a.m.

Noumea, Mare (Tadine), Noumea: Tues.
p.m.

Noumea, Mare, Lifou, Noumea, or Noumea,
Lifou, Mare, Noumea, alternatively,
Thurs. a.m.

Noumea, Koumac, Noumea (with con-
ditional call at Plaine des Galacs):
Fri. a.m.

Noumea, Lifou, Ouvea Is.: Wed. mornings.

Noumea, Poindimie, Noumea (with con-
ditional 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 Govern-
ment. Details from Trans Ocean Airlines,
Agana, Guam.

Approximate Airways Fares

FROM SYDNEY (Aust. currency) TO—

	Single	Return	Table
	£ s. d.	£ s. d.	No.
Moresby	51 5 0	92 5 0	2
Lae	62 15 0	112 19 0	2
Rabaul	72 9 0	130 9 0	2, 3
Noumea	51 4 0	92 4 0	9
Honiara	94 5 0	169 13 0	2, 5
Norfolk Is.	27 10 0	49 10 0	8
Lord Howe	12 15 0	25 10 0	7
Nadi	76 0 0	136 16 0	1
Suva	81 3 0	147 2 0	1, 19
Auckland	52 10 0	94 10 0	13
Christchurch	52 10 0	94 10 0	14

FROM SYDNEY (Aust. currency) TO—

	£ s. d.	No.
Honolulu	252 5 0	454 1 0 1
S. Francisco	312 10 0	562 10 0 1
Vancouver	312 10 0	562 10 0 1
Apia	109 5 0	197 14 0 1, 17
Papeete	107 10 0	193 10 0 16, 17
Aitutaki	146 3 0	264 2 0 1, 17
Blak	90 0 0	162 0 0 4

FROM AUCKLAND (NZ currency) TO—

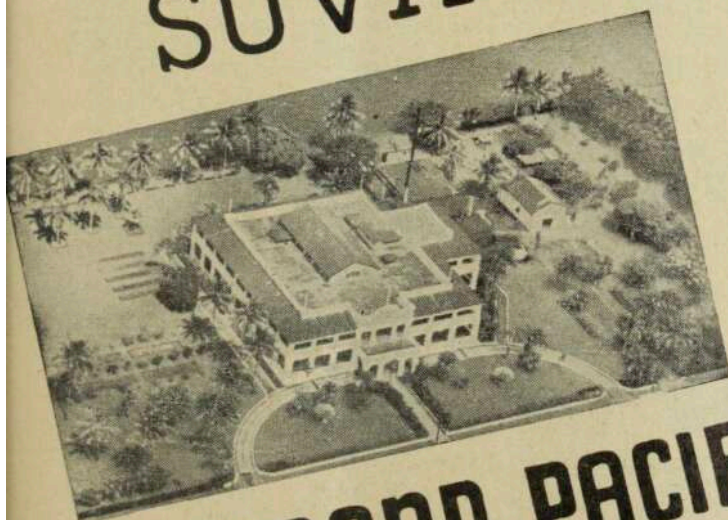
	£ s. d.	No.
Apia	55 10 0	99 18 0 16, 17
Aitutaki	85 14 0	154 8 0 16, 17
Nadi	39 7 0	70 17 0 16
Norfolk Is.	19 15 0	35 11 0 12
Papeete	107 10 0	195 10 0 16, 17

FROM SUVA (Fiji currency) TO—

	£ s. d.	No.
Apia	25 0 0	45 0 0 17, 18
Aitutaki	57 15 0	103 19 0 17
Papeete	82 14 0	148 18 0 17

Fares quoted are First-Class. Cheaper
Tourist Class fares (approx. 20 per cent.
lower) are available to most ports. Fares
to points east of Nadi include air con-
nection to Suva by Fiji Airways.

When in
SUVA stay at



the **GRAND PACIFIC**
Hotel

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

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

Reservations may be effected
through any office of the Union
Steam Ship Company of N.Z.,
Ltd., or by direct application
to the hotel.—Cable Address:
"Granpacif," Suva.

"Geography is the key"

"The key to what?"

"Why, the key to aluminium production."

"A likely story!"

"And a very interesting one. Do you know that to produce aluminium at a competitive price the Aluminum Company of Canada Ltd. has had to build special hydro-electric plants in remote parts of Canada?"

"Why Canada?"

"Because that is the place where high mountain ranges and a consistent rainfall combine to produce a vast power potential, which in British Columbia alone is estimated at 11 million horse power."

"What does that mean to Australia?"

"The Aluminum Company of Canada Ltd. is only part of a world-wide organisation called the Aluminium Limited organisation who make it their business to supply the world and, of course, Australia with low-priced aluminium."

"Do I spy more information about this organisation in the paragraph below?"

"Indeed you do—read it, you will find it very interesting."



Aluminium production is a question of geography. That is why one of the centres of the world's primary aluminium production is situated in Canada. Aluminium can be produced at an economical price in Canada because the potential hydro-electric power resources are virtually unlimited. The Aluminium Limited Group of Companies is one of the major world suppliers of aluminium. Their far-sighted expansion programme has been a vital factor in overcoming the shortage of this important metal. The smelting plants of the Aluminum Company of Canada Ltd., principal fully owned subsidiary of Aluminium Limited, are sited near vast hydro-electric generators. To the huge plants at Arvida and in the Saguenay area and at Kitimat, ocean freighters bring cargoes of bauxite and other raw materials needed for aluminium production. From these centres the world is supplied with ingots of purity as high as 99.99%. The Aluminium Limited Group has gone a long way towards making the Aluminium Age a possibility. The organisation, comprising over 50 fully owned or affiliated companies in 28 countries, is mainly engaged in the production and fabrication of aluminium. The research and marketing enterprise and resources of these companies are at the service of the world's users of aluminium. Aluminium Union Limited is the international selling company of the Aluminium Limited organisation.

ALUMINIUM UNION LIMITED

(INCORPORATED IN CANADA)

OCEAN HOUSE 34 MARTIN PLACE SYDNEY N.S.W.



Sales Agents:

New Zealand: RICHARDSON, McCABE & CO. LTD., Wellington, Auckland, Christchurch.

Fiji, Western Samoa and Tonga: MORRIS HEDSTROM LIMITED, Suva, Fiji.

Cook Islands: A. B. DONALD LTD., Rarotonga, Cook Islands.

French Oceania: ETABLISSEMENTS DONALD TAHITI, Papeete, Tahiti.

New Caledonia and New Hebrides: ETABLISSEMENTS BALLANDE, Noumea, New Caledonia.

Territory of Papua-New Guinea: BURNS PHILP (NEW GUINEA) LIMITED, Port Moresby.

LONDON MONTREAL CALCUTTA SYDNEY BRUSSELS

SEPTEMBER, 1957—PACIFIC ISLANDS MONTHLY

Distributed in AUSTRALIA,
NEW ZEALAND and the
following PACIFIC ISLANDS:

Australian Territories: Papua.
Norfolk Is. Cocos Is.
Aust. Trust Territories: New
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N.Z. Territories: Cook Is. Niue.
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Anglo-French Condominium: New
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U.S. Territories: E. Samoa. Hawaii.
U.S. Trust Territory: Micronesia
(Caroline, Marshall & Mariana).
Dutch Territory: W. New Guinea.

Publisher:
R. W. ROBSON.

Editor:
JUDY TUDOR.

Manager:
SELWYN HUGHES.

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

G.P.O. BOX 3408, SYDNEY.

Registered Address for Telegrams,
Radiograms, and Cables: "Pacpub,"
Sydney.

SUBSCRIPTION RATES:

In Aust. and N.Z. and
Australian, N.Z., and
Br. Pacific Is. . . . £1 4 0
New Caledonia, Tahiti . . £1 7 0
Elsewhere \$3.50 U.S. or £1 10 0

BRANCH OFFICE, PAPUA- NEW GUINEA

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

BRANCH OFFICE IN FIJI:

Fiji Times Building, Gordon St.,
Suva.

REPRESENTATIVE IN N.Z.:

D. Whitcombe, P.O. Box 5179,
Auckland.

REPRESENTATIVE IN U.K.:

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

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

AGENTS: All main trading firms
and stores in the Pacific Islands.

FIJI TIMES AGENCY IN AUSTRALIA

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

Pacific Islands Monthly

No. 2 Vol. XXVIII

SEPTEMBER, 1957

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House, 29 Alberta Street, Sydney.

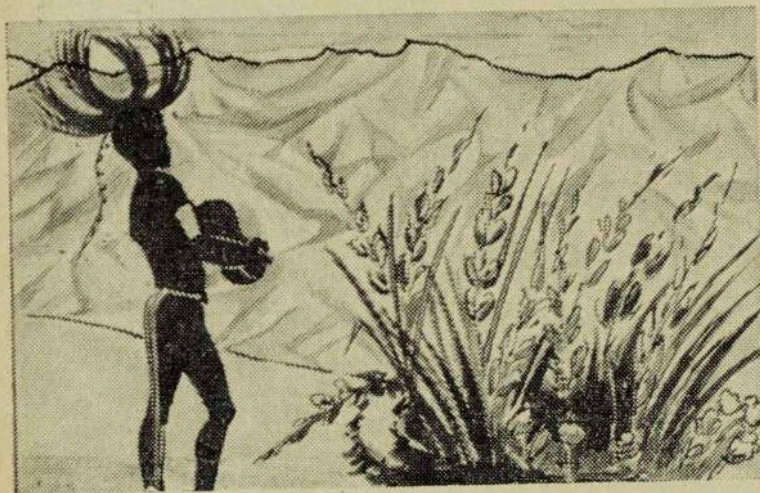
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Editorial...

THE DUMPING OF LAKSHMAN: Lesson For All The Territories

THE dumping of Mr. Lakshman, by the Fiji Industrial Workers' Congress, has wide interest, and no comfort, for the South Pacific Territories.

Nearly all the problems which the Territories face in the South Pacific are problems of development. If they do not make political and industrial progress, they will suffer retrogression—they cannot stand still. They all are fertile, comparatively so, capable of sustaining a large population. Unless they go forward, using the resources with which Providence endowed them, they will attract the hungry people of overpopulated lands, not far away.

Development calls for a labour force. The Islanders, if they are to live as free people, must work. Anything that interferes with their ability and will to labour, is bad. Australia and New Zealand, which necessarily call the developmental industrial pace in the Islands, are cursed and handicapped, in their development and progress, with an irresponsible element in their industrial organisation, which has been bequeathed to them by trade-union freedom. Labour's liberty has been abused to such an extent that these countries are increasingly plagued by senseless strikes which achieve nothing—except to inflate the ego of the Communist-inspired labour czars who direct them.

They have been afraid that, as the Islands became industrialised, and the unions are formed to assume, for the workers, the necessary job wage-bargaining, this strike-responsibility also might develop. The incident in Fiji shows that, for the moment, the unions are guided by some sense of responsibility.

THERE appear to be 11 trade unions in Fiji, representing about 10,000 workers, and they are affiliated in the Fiji Industrial Workers' Congress. Until recently, the President was Mr. D. B. Lakshman, an Indian, who is present also of the International Air-Port (Nadi) Employees' Union. One of the most important of the affiliated unions is the Fiji Sugar Industry Employees' Union.

In recent months, there had been many negotiations between the union's officials, and the Fijian Sugar Refining Co.'s management; and a complete agreement had been reached covering wages and working conditions.

On afterwards, on July 15, the

mass of employees at the Company's four mills, without any warning or consultation with or permission from their union officials, went on strike, and remained out for three days, paralysing the important sugar industry.

The strike was angrily condemned by every class in Fiji; and the workers finally surrendered to the overwhelming weight of public opinion, and resumed work.

Everyone agreed that the new industrial agreement was fair, in the circumstances.

The wages which the CSR Co. pays may seem small, compared with ruling rates in Australia, for example; but the rates the Co. can pay in Fiji are governed by the world price of sugar, and that in turn is governed by the highly competitive selling prices—the result of either very cheap labour or a very high degree of mechanisation—which are quoted by other sugar-producing countries. Once the factor which controlled sugar production was "cheap coloured labour"; other factors are now more important.

Generally, whenever the world's sugar price improves, the CSR Co. pays its Fiji workers better rates; and the trade union leaders there understand these conditions.

WITH the strike over, the officials of the sugar-workers union, and the Fiji Industrial Workers' Congress, began a witch-hunt; and some affiliated unions took action.

In all cases, the chain of evidence led directly to Mr. Lakshman.

The Fiji Seamen's Union, for example, held a mass meeting and demanded that Lakshman be removed from office. This was significant. All ethnic groups apparently have a sense of responsibility. Indians predominate in the sugar industry unions; but the men employed in the maritime unions (seamen and wharf workers and so forth) are mostly Fijians. These maritime employees work hard and respect industrial awards and agreements—very different from their opposite numbers in certain other countries, where union greed and undependability are steadily bringing ruin upon all industries based on sea-transport.

On Sunday, August 25, a meeting of the Fiji Industrial Workers' Congress was held at Lautoka; and Mr. Lakshman was fired.

A motion of no-confidence was moved by the Congress general

secretary, a Fijian, seconded by an official of the Seamen's Union, a Fijian; and supported by the Secretary of the Public Works Employees' Union, an Indian, and others. It was carried by 11 votes to 4.

The majority insisted that Lakshman had encouraged and led the strike. Lakshman declared that he had not incited the strike—only "managed" it.

The new President is Mr. C. P. Bidesi, Jun., member of a well-known and respected family.

Fiji is far ahead of other Islands Territories in industrial organisation; and it is comforting to see that the organisation is in responsible hands. There is here an object lesson for Papua and New Guinea. There are more industrial employees in P-NG than in Fiji; but, hitherto, they have been rather widely scattered, whereas the Fiji workers have been more concentrated around the sugar mills.

As P-NG industries, established and projected, are developed, the workers will be brought together into more closely-knit communities; and, sooner or later, despite the difficulties of Pidgin, illiteracy and the primitive village background, the agitators will get to work upon them.

The more ignorant type of Labour politician, returning from conducted tours of the Territories, has squawked on a number of occasions about the urgent need for "Labour education and organisation" in Papua and New Guinea.

Trade union organisation, for collective bargaining, is a thing necessary and desirable, under today's conditions. Experienced and wise employers accept such a set-up. But the whole thing becomes an industrial calamity and a national danger when wild men get loose among the trade unions, undermine the agreements and sow mutual distrust.

There is a lesson for both employers and employed, throughout the Islands, in the Fiji incident. Follow the example of the Fiji workers (Fijians, Indians, Europeans and Euronians), and keep check not only upon greedy employers, but also upon irresponsible labour leaders.

A broadcast report from a Trade Union Congress in Australia, late in mid-August, that it was "considering the extension of trade unionism to New Guinea," was not well received in Port Moresby.

The Administrator said that, while there was no law against the establishment of trade unions among Europeans, the Territory was at too early a stage of development to make trade union organisation advisable among natives.

He is quite right, of course; but one cannot imagine the political fanatics of Australia being discouraged by that.

Stuart Inder Joins Editorial Staff

MR. STUART INDER, now a member of the literary staff of Associated Newspapers Ltd., will join the editorial staff of Pacific Publications Pty. Ltd., Sydney, on November 1, and will give his services especially to *Pacific Islands Monthly*. He will share editorial responsibility for *PIM* with Mrs. Judy Tudor, who has been Editor of *PIM* for the past two years.

Mr. Inder already is a well-known reporter and magazine writer, and has given considerable attention to Pacific affairs. He was in Papua and New Guinea, for the Australian Broadcasting Commission, for two years; and he has been twice in Japan and the Far East, both as a journalist and an Australian serviceman.

Pacific Publications Pty. Ltd., either directly or through various subsidiaries, is responsible for the publication of:

Pacific Islands Monthly.

Pacific Islands Year Book.

Handbook of Papua and New Guinea.

The Fiji Times (morning daily).

Shanti Dut (Fiji Indian weekly).

Power Farming and Better Farming Digest (Australasian monthly).

Power Farming Technical Annual.

Australasian Confectioner and Restaurant Journal (technical monthly).

Australian Baker (technical monthly).

and three other old-established Australian technical monthly journals.

† Rod fishing in Fiji received an impetus recently when the Governor, Sir Ronald Garvey, handed a cup to Rob Wright, Public Relations photographer, for a suitable competition. Already there have been animated discussions among fishermen about a set of rules which is shortly to be drawn up.

‡ The 24 Mianmin natives who were involved in the May River (New Guinea) murders a year ago and subsequently had the death sentence recorded against them have had the sentence commuted to 4½ years imprisonment.

† The date of the New Caledonia elections is set down for Sunday, October 6. The people will be called upon to elect the first parliament under the new French Constitution. Candidates have till September 15 to make their declarations and the electoral campaign opens September 16.

† A RNZAF Sunderland flying-boat based on Lauca Bay, Fiji, recently flew a mercy mission with medical supplies to Kabara Island, 100 miles away. The supplies were urgently needed for a man suffering from peritonitis.



NZ Asks for More!

New Zealand's apparent insatiable appetite for bananas (see p. 24, this issue), is the subject of this month's cartoon by Gill. Even Ecuador has enlisted in the battle.

† The Fiji Police Commissioner (Mr. R. H. T. Beaumont) recently tightened the regulations for the issue of firearms licences. He stated that in some cases people were in possession of firearms where there was no apparent need for them. In future all applicants for licences will have to prove the need for a weapon.

† The local military authorities announce that a campaign will be opened in New Caledonia commencing September 20 to recruit natives for the French Army. Recruits will be accepted for offered engagements of 18 months, 3, 4, or 5 years. Natives of the Wallis islands will also be accepted.

MEETING SEPT. 30

New Faces in P-NG Legco

THE first meeting of the new Legislative Council of Papua and New Guinea will commence at Port Moresby on September 30.

There will be four new faces amongst members who will serve for the next three years. There are new elected members for both New Guinea electorates and two newly nominated members.

Over 3,000 Territorians voted for the six candidates who offered themselves for election—by far the biggest number to cast a vote in any Territory election. It was a good answer to the nagging they had received from Official quarters; out political apathy.

Biggest surprise of the election is the defeat of the sitting member for New Guinea Islands, Mr. Don Barrett, by Mr. Dudley Jones, a barrister of Rabaul.

Mr. Ian Downs, planter of Oroka, and a former District Commissioner, Eastern Highlands, had no trouble in out-polling his opponent for the NG Mainland, Mr. Barker, of Wau; but Mr. Craig Burke, of Port Moresby, is considered to have given sitting member, Mr. E. A. James, a good run for his money by polling about two-thirds of the numbers secured by Mr. James.

The elected members in the next Council will be: Mr. E. A. James, New Guinea Mainland; Mr. Ian Downs, New Guinea Mainland; Mr. Dudley Jones, New Guinea Islands.

Mr. Jones, unlike his two elected colleagues, is a post-war Territorian. Like Mr. Downs he has seen both sides of the fence. Before he came to Rabaul to private practice about eight years ago, he was registrar at the School of Pacific Administration, Sydney, and before that, attached to the Army School of Civil Affairs, which during the war trained men for ANGAU.

He has a large and growing law practice and his entry into public affairs is going to be watched with considerable interest.

NOMINATED MEMBERS

As reported elsewhere, Mrs. Doris Smith, who has represented mining interests on past Councils did not offer herself for re-selection and her place on the Council has been taken by Mr. G. H. Hohnen, who is General Manager of New Guinea Industries Ltd., Wau.

Merari Dickson, one of the native members who has served on the past Councils, has been replaced by Rura Rarua-Rarua, of Port Moresby, who is Secretary of the Federation of Native Associations.

Rona Tied Up By Black Ban

NSW MARITIME UNIONS CHALLENGE CSR COMPANY

The Colonial Sugar Refining Co. has defeated one Sydney "black" ban on its new 6,600 tons freighter, *Rona*, but now faces several more.

THE trouble started when the CSR engaged a crew in England to bring the ship to Australia. Australian Maritime unions, led by the Communist-dominated Seamen's Union, were angry at the CSR's action—they claim the privilege of bringing out new ships for the Australian register, with Australian crews.

A little work remained to be done by members of the Federated Ship Painters' and Dockers' Union on the *Rona* when she arrived in Sydney. The union placed a "black" ban on the work.

The CSR was left with no option but to go to the Commonwealth Industrial Court for an order for the union to lift the ban.

Members of the union obeyed the court and went back to work, but the Seamen's Union, led by notorious Communist Elliott V. Elliott, imposed a further ban.

That meant that seamen would not offer for work on the *Rona* when a call was made for labour. The CSR expected to make a labour call about the middle of September.

According to Sydney industrial observers, members of two other maritime unions are not expected to offer for work.

The Seamen's Union, by industrial blackmail, several years ago established the "right" to bring new ships to Australia with its own members. The owners have to fly the crews to the place where the ships were built. The Union has also insisted on the right to nominate

the crews who will take these junkets.

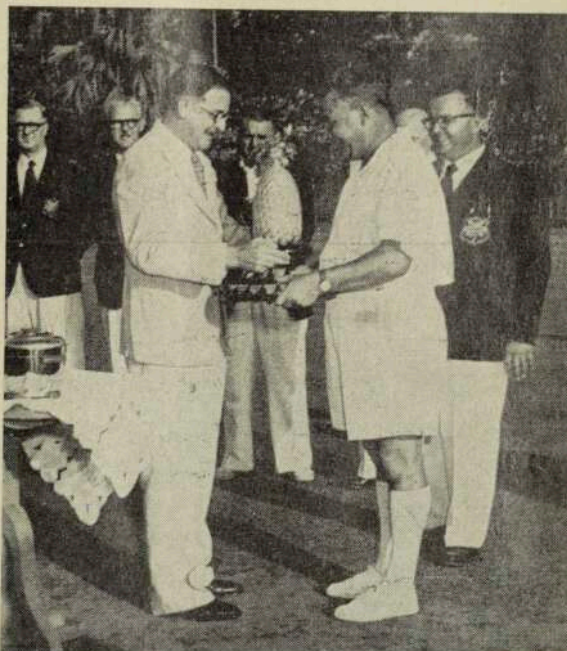
It has been alleged that some ship-owners have been permitted to make large payments to unions involved in lieu of using an Australian crew for delivery voyages.

The CSR is the first to rebel against this costly procedure (the Seamen's Union's "right" is not a legal right, anyway), and has given the "green" light to other ship-owners to follow its lead.

The crew which brought *Rona* to Australia was made up of four Australians returning home, and 27

(Continued on Page 149)

Bowls Champion of South Pacific



Jack ("Joe") Shephard, DFC, receives the Pineapple Cup, unofficial symbol of bowls champion of the South Seas from the retiring Fiji Colonial Secretary, Mr. A. F. R. Stoddart, at the Suva Bowling Club. In the background are (left to right): Messrs. Sherwood, Montague, Gardiner, Brodie (partially obscured) and Kemp (president of the Suva Bowling Club).

Shephard beat Frank Foster, a previous Pineapple Cup winner, by 26-19 in the final, played over 25 ends. The winner, who is a B Grade player, was in great form, and drew his shots with remarkable accuracy.

Shephard is No. 1 skipper of the TEAL Solent crew which operates the Coral Route. With other TEAL air crew he started bowls when posted to Suva, and now regards it as his main recreation. In his younger days he was a senior footballer of some note with the Southern Club in Dunedin.

Missing and Mysterious

W. SAMOA'S £126,000 BUDGET MISTAKE

THE mystery of the missing grant of £126,000 and Western Samoa's consequent budget difficulties (*PIM*, August p. 22) was top item on the agenda at the opening of Western Samoa's Legislative Assembly on August 20. Members heard the High Commissioner, in a 2½ hours opening speech, discuss the matter at length, and then shortly afterwards adjourned the House for six days to digest the implications.

When making up estimates for the current financial year, the Western Samoa Government evidently took into calculations a grant of £126,000 which it expected to get from the Western Samoa Trust Estates Corporation (the new name for the old Reparation Estates which was handed over as a gift to the people of Samoa a few months ago by the former owners, the New Zealand Government). Grants from this organisation have been annual events since the end of the war.

The directors of the Corporation, quite properly, decided that they needed this money for reserves as they could not any longer fall back on the New Zealand Government for assistance. The Corporation is already the biggest contributor to internal revenue through taxes and imposts; the biggest employer of labour and the largest exporter of copra and cocoa.

At the end of August, members of the Assembly were still milling around trying to find why this huge mistake in Government budgeting could have occurred and had arrived at an assortment of reasons none of which have much apparent validity.

It seems that in the past, the Western Samoa Government has leaned so heavily on assistance from New Zealand grants for education, public works, etc., that the local Government has come to believe that these monies are Western Samoa's by inalienable right, and that Budget estimates are made on the assumption that they will be forthcoming.

In his speech, the High Commissioner said that the West Samoan Government was "making firm representations to the NZ Government" about the grant; and

THIS MONTH'S SILLIEST STORY

A MAN ON AN ISLE WITH A CHIMPANZEE

THE Australian press was in a rash of headlines and convulsions of conjecture from September 11 onwards over the discovery of a "cast-away" on remote Henderson Island. He had with him a bow and some arrows—and a chimpanzee. This latter—failing the usual "beautiful blonde"—created a situation designed by Providence for the whetting of Press appetites.

The *Flying Walrus*, a 37-ft ketch, owned and sailed by John and Diane Wells, arrived in Tahiti in June from Vancouver, after lengthy wanderings in French Oceania (see June *PIM*); and left again mid-July.

Some weeks later, the yacht called at Henderson Island (about 100 miles north-east of Pitcairn) and landed an American named Robert Tomarchin, with considerable gear (including flippers and a bow and arrows and the chimpanzee).

On Saturday, September 7, the liner *Corinthic*, after examining tiny Henderson (not an atoll, but palm-clad, about 100 feet high, about 5 miles by 2 miles, uninhabited, but visited regularly by Pitcairners) radioed that there was a man wandering around.

Immediately, of course, the whole Australasian newspaper press erupted.

Where was Henderson? Was it a "desert" island? How did you get there?

The choicest morsel came from the Australian broadcast news: Someone in Fiji said this might be a survivor from the *Joyita*—although there are thousands of miles and thousands of islands between the place where the *Joyita* lost her crew (northeast of Fiji), and Henderson, which is on the South American side of French Oceania—to say nothing of two years in time.

The Governor of Fiji (responsible for the little group comprising Pitcairn, Henderson, Oeno, and Ducie) asked Pitcairn to send a boat and investigate.

But before the Pitcairners could leave, an American freighter, *Pioneer Isle*, alerted by radio, called at

Henderson, and found Tomarchin and took him into her surf-boat with his chimpanzee. When the surf-boat returned to the *Pioneer*, however, the captain refused to embark the chimpanzee aboard.

Tomarchin refused to be separated from his pet, and was put back on the island.

The Pitcairners, accompanied by SDA Pastor Hawke then made the whaleboat voyage and took Tomarchin and his monkey back to Pitcairn.

Statements reported to have been made by Tomarchin since he arrived at Pitcairn are vague. The only definite thing that has emerged is that he is one of these perambulating people which the Pacific frequently has to endure: they provide occasional excitement for the world's press—and great expense and trouble for Pacific Island governments.

Tomarchin apparently is some sort of entertainer and has been around Fiji, Western Samoa and Tahiti, the last few months. He said that he had been on Henderson for days (although other statements suggested that he was not there long); that he got off the yacht because he and his monkey were sea-sick; that the Wells promised to call back for him in four days and take him to Panama—although he is also reported to have said the ketch was on a voyage to New Zealand. With him on Henderson he appears to have had piles of gear, including "a beautifully illustrated natural science book, a microscope and several precious stones"—all of which he said to have presented to the school children on Pitcairn.

Another trans-Pacific yachtsman has suggested that Tomarchin thought that there was buried treasure on Henderson and that he had previously tried to hitch a ride there. This could add up. It is likely that after a few days on the treasure island he was as fed up with it as he had been on the ketch voyage, and took the quickest means off.

LATE NEWS:

Rarotonga, Sept. 19: The Wells, who have arrived here on ketch "Walrus" deny that they promised to back and pick up Tomarchin. He chased them in Papeete to land him on Henderson which they did on Aug. 6. He plans to stay there until next visit there on the ketch and had stores for several months. Ketch visited Pitcairn before going to Mangareva. Pitcairners were then aware of Tomarchin's presence on Henderson.

Unilevers Will Buy 20,000

Tons from P-NG

COPRA IN 1958

AS the result of discussions which took place in the South Pacific and in London in the past nine months, between representatives of the Papua-New Guinea Copra Board (selling P-NG copra) and Unilever (world combine), a contract has been entered into between the Board (which is a semi-Government instrumentality) and Unilever (Raw Materials) Limited, which is a subsidiary of Unilevers, under which the latter will purchase, during 1958, 20,000 tons of copra.

The contract does not extend beyond 1958, and the price will be governed by the price of Philippines copra at time of delivery, less 2 per cent., plus a premium for quality.

This is regarded as a good price. The quality of Philippines copra has improved considerably during the past year, and the ruling rates are the world's best. The Philippines price in mid-August was about 168 US dollars, c.i.f., European port, which is almost exactly £60 Sterling which is £4 to £5 under the MOF contract price which governs all British-South Pacific copra until the end of 1957).

"THE ONLY FREE MARKET"

The negotiators in London, three months ago, casting around for a factor on which they might peg the price to be paid under this new Unilever 20,000 tons contract, finally selected Philippines rates, because Philippines now is regarded as the only free copra market left in the world.

The other great copra-producing areas are Ceylon, Malaya and Indonesia.

The Indian, and the Asian demand generally, for vegetable oil has grown so much that practically the whole of the copra now marketed in Ceylon and Singapore (Straits) now is converted into oil for Asia; and an increasing proportion of the Indonesian copra now is being consumed, as oil, in Indonesia itself.

Therefore, the quotations for Straits and Ceylon copra, regularly made, and once a guide to the world market, are now mostly nominal.

Unilever's offer to base the P-NG price on the Philippines current

quotation was regarded, in the circumstances, as fair.

The price is the f.a.q. price, c.i.f. Continental or British port, less 2 per cent.; plus 50/- Stg. per ton for hot-air-dried, 25/- per ton for sun-dried, and 10/- per ton for smoke-dried; but no premium paid, and a deduction of 10/- per ton, if it is graded No. 2 smoke-dried (or poor quality).

Under this contract, Unilevers will pay only on the delivered weight—that is, all shrinkage in weight during transportation to port of delivery will be on shipper's account.

Quite a lot of calculations will be involved under this contract. The planter will not get a simple price as at present—namely, so much per ton on the f.o.b. weight at certain points in Papua and New Guinea. He may not know his returns for months.

WHERE CARGO WILL GO

On present indications, the P-NG production (about 100,000 tons per annum) will be disposed of thus in 1958:

	Tons
Sold to Unilevers, as above	20,000
Retained by Board, for sale anywhere	5,000
Sold to Australia, for Australian consumption, up to	35,000
Put through Carpenter's Rabaul mill, and exported by them as oil, up to	40,000

The Carpenter mill in Rabaul is capable of putting through more than 40,000 tons per annum; but it is understood that the owners have limited the intake in 1958 to 40,000, to assist in the general disposition.

On present appearances, the operations in 1958 will be partly experimental, with the P-NG Copra

IF REQUIRED

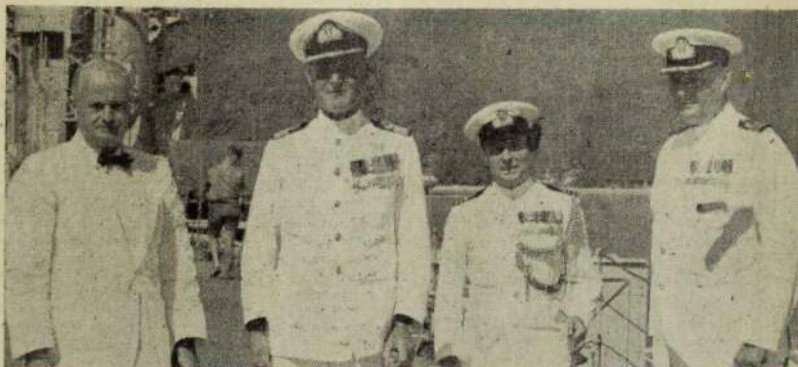
Ship Available For New Guinea Cattle

WHEN Mr. Michael J. Leahy, of Zenag, New Guinea, was in New South Wales in June, he sought sea-transport for about 400 cattle which he then could buy advantageously in the Monaro District of NSW, and which he thought would do well on his grazing properties. However, none of the shipowners approached would undertake the job—they said Australian costs made such cargo unprofitable. A young shipowner who runs freight between Australia and New Zealand, with a ship capable of carrying 800 tons—or from 300 to 400 cattle—now has announced that he is prepared to transport cattle from any East Australian port to New Guinea; and he has formally advised the P-NG Administration to that effect. He is Mr. Peter Dent, Box 2089, General Post Office, Sydney.

Marketing Board facing a much more complicated task (think of all the calculations involved in marketing and delivering those 20,000 tons in Europe!) than it has had under the MOF contract.

(Continued on Page 142)

Warship's Busy Helicopter . . .



When the aircraft-carrier HMS "Warrior" arrived at Rarotonga, on July 23, the Resident Commissioner of the Cook Islands, Mr. G. Nevill, was taken to the flight deck by helicopter to make his official call on the ship.

He is seen here, left, after his arrival on board, with Commodore R. B. N. Hicks, DSO, RN, Commander R. Hitchens, RN, and Commander Begg, RN.

This was Mr. Nevill's second visit to "Warrior" by helicopter. Some weeks earlier he had visited Penrhyn but was due to leave there an hour before the arrival of the aircraft-carrier. When still 40 miles off the island, "Warrior" sent a helicopter to pick Mr. Nevill up and take him to "Warrior" where he received the customary 11 gun salute. This is believed to be the first time that a helicopter has taken such a salute.

Photo: Stuart G. Kingan.

Soldiers Asked to Forego War Pensions

NEW CALEDONIANS FLAY FRENCH GOVERNMENT

In New Caledonia, criticism of the government, local or Metropolitan, is generally the work of the Leftist roneo sheets.

However, late August, Noumea's bi-weekly, *Bulletin du Commerce*, best informed and extremely conservative, adopted a new role in two issues.

ONE issue featured, on the front page, an open letter addressed to the French Premier, M. Bourges Maunoury, and signed "Returned Soldier of the 1914-1918 War."

The letter took to task the French Premier for his recent appeal to the returned soldiers to forego their pensions for one year to help failing French finances.

The writer pointed out that the soldiers showed that they knew their duty in the Great War. They had helped to wipe the slate clean and so permit France to start life afresh with new hope. Alas, to their great bitterness and disappointment, they had witnessed the decay of the fruit of their efforts.

The interests of the political parties had come before those of the nation. Little by little the ranks of the old soldiers had thinned and it was from this pitiful little remnant that Premier Bourges Maunoury had the nerve to ask the abandoning of their pittance of 1,900 francs per year (£13).

The writer pointed out that surely in the great mass of Government workers, which to-day equals that of the army of a great nation mobilised for war, means could be found of economising more effectively for the sum France needs to restore her finances.

He said that not long ago New Caledonia had witnessed the arrival of a Minister in a chartered plane—chartered just for him and his suite—and asked if the money spent on the journey would not have exceeded the sum that the returned soldiers had been asked to give up. (This reference was to the visit by a Naval Under-Secretary who attended the SEATO conference at Canberra, and who had come to Noumea in a chartered Australian plane bringing with him his suite. He later flew to Tokyo to meet the French Naval commander of the Pacific. This flight was made in a regular commercial plane).

The second criticism in *Bulletin du Commerce* relates to the continued visits to New Caledonia of French Members of Parliament ostensibly "en mission" and as the French say, "aux frais de la princesse" (all expenses paid).

The article points out that since relations were re-established with France following the end of the 2nd

War, New Caledonia has been visited by over 50 of these Parliamentarians "en mission".

In the space of one month eight of these gentlemen have or will arrive. They stay only about a week and then again take wing. Two of the members especially came under fire in the article. They arrived in New Caledonia via North America, Tahiti, Suva and Sydney. After staying one week they returned to Paris. One of the gentlemen was accompanied by his wife. The article points out that though France badly needs foreign exchange, these gentlemen used a foreign air line to make their trip and even returned from Noumea to Paris by a foreign air line. The article concludes that if New Caledonia is not thoroughly known to members of the French Assemblies it will not be the fault of these "rapid explorers".

Biggest Pacific Is.

Grant on Record

AUSTRALIA GIVES P-NG £11¼ MILLIONS

INTRODUCING the Australian Budget on September 3, the Australian Treasurer, Sir Arthur Fadden, announced the provision of no less than £11,258,000 (a free gift) for Papua and New Guinea, in the year 1957-58.

In the previous year, those Territories got a slightly smaller grant but, in the year ended June 10, 1957 they actually spent £9,572,705 of gift money.

The P-NG Territory earns at least £15,000,000 per annum through its own products; gets the benefit of another £2,000,000 per annum spent by the big companies on oil search, and in addition gets this £11,250,000 as a gift from Australia. And there is no income tax, yet. No wonder the free and enlightened burgher of P-NG sing in their baths!

This year, also, the Northern Territory gets a grant of £4,626,000—an increase of £896,000—and Norfolk Island £33,000, a decrease of £4,000.

Australia's grant of over £11 millions is the biggest ever made to any South Pacific Territory.

DO YOU REMEMBER?

From PIM of
20 Years ago

IN September, 1937, the Pacific was on the real threshold of the air age. Pan American Airways were planning to start a trans-Pacific service from San Francisco to Auckland, NZ; and the Sydney-New Guinea service was also almost ready to roll.

Meanwhile, in New Guinea, everyone was still suffering from the aftermath of the Rabaul eruptions and choosing new sites for the future capital was taking up a lot of time. Here are some other extracts from the PIM of 20 years ago.

"The young plantation overseer, J. A. M. C. Frost, whose appeal to the Australian High Court against extradition to New Guinea had been dismissed, was brought to Rabaul by the 'Macdhui' and immediately charged before the District Court (Assistant District Officer J. K. McCarthy) with unlawfully killing a native labourer, Mulmul. . . . Mr. R. C. Ollerenshaw and Mr. J. Irwin Cromie are appearing for the defence."

In 1936-37 Papua balanced its Budget at about £171,000. For the current financial year (1937-38) expenditure was estimated at £170,000—some of which was to be spent on residences for magistrates, new Lands Office, vessels for patrol work, a diesel roller for roads, improvements for Kila aerodrome and road repairs—"items that have been held in abeyance for years awaiting necessary funds".

Shipping freights for South Pacific copra had shot up by about 40 per cent. and were causing considerable concern. At the same time, the copra market was fluctuating wildly—although we thought that there was a better time coming because the Sino-Japanese war seemed to be developing into a serious war and this would "likely cut off supplies of soy beans".

The proposal that £10,000 should be set aside out of Papuan revenue to assist the Public Service Superannuation Fund caused a storm amongst non-PS residents of Port Moresby. They took the view that during the depression the PS had been sheltered, while others had to weather the storm. If there was no money to spare, then let other sections of the community benefit—and a water supply for Port Moresby was suggested. (Criticism of the proposal was led by Mr. E. A. James in "Papuan Courier").

There was Public Servant trouble in Port Moresby also—but this time it was the Public Servants who were complaining. A Committee had been set up to inquire into the whole PS set-up and it seemed obvious from the recommendations that there would be a bigger division than ever between people recruited in the UK and those recruited locally. Under the new proposals, it was virtually impossible for locally recruited staff to get a salary of over £400 per annum—and most of them were to be committed to a life sentence of £250 as the upper limit. There were wide differences in leave and other privileges also. PIM reported that some sections of the PS were "seething".

CUSTOMS TRAPS THEM

"COMING AND GOING"

Territorians Resent Taxation Reports

THE misleading statement that "New Guinea Pays No Taxes" is a cause of much irritation among planters and traders in Papua and New Guinea.

They well know that, while their incomes escape the tax-gatherer's knife, they are caught, "coming and going", at the Customhouse. The scale of import duties on the goods they use, and of export duties on the products they sell and ship away, is more than equal to any likely taxation on incomes. Two public bodies have been up in arms.

The Port Moresby Chamber of Commerce, angered by a Trusteeship Council statement that Europeans do not pay their "fair share", while natives are taxed, has written to the Council pointing out that the average working native pays approximately £15 per annum, exclusive of local rates imposed; while the non-native (men, women and children) have paid since 1950, an average of between £110 and £115 per head per annum.

A public meeting in Rabaul on August 29 formed a Taxpayers' Association to oppose the introduction of income or company tax; and elected a committee to raise funds and fight any such taxation plans, by propaganda and otherwise. Europeans, Chinese and Fijians are represented on the committee.

Mr. Dudley Jones, prime mover in forming the Association, declared that any further taxation would not only discourage private investment, but would tend to drive out both capital and labour.

TUNA ECONOMY

Fiji Has \$3 Million Balance

JAPANESE know-how about tuna fishing has given American Samoa's finances a new look. Records for the past twelve months, ending June 30, 1957, show that total imports for American Samoa were valued at \$1,256,868 and exports \$4,999,537 or practically three million dollars.

The major portion of the exports is \$4,833,186.81 for fresh fish and canned tuna prepared by Vanuatu Tuna Company. This is a \$236,784 increase over production in the previous year.

Britain Rules but Australasians Pay the Taxes

BACKGROUND OF FIJI PUBLIC SERVICE DISCONTENT

The European Civil Servants' Association of Fiji, at the end of August, replied fiercely to reports and decisions which followed the Carew Report.

THE rather unusual socio-economic set-up in Fiji, where Britain administers a Colony wherein practically the whole of the European economy is owned by Australia and New Zealand, is chiefly responsible for the public service discontent in Fiji.

(Following Mr. W. D. Carew's review of salaries, there was an investigation by a Select Committee and consideration by the Legislative Council—the net result of which was that former leave privileges were rather drastically reduced, salaries were not markedly increased to meet new living costs, and a recommendation that senior civil servants at least be paid an inducement allowance, to keep them in the service, was rejected.)

The Association strongly defends the Fiji Civil Service against certain arguments in the reports, and says that "some of the rather cowardly criticism of officers who are not permitted to defend themselves has infuriated the whole service."

THIS is a situation in which the Fiji public servants appear to have right on their side; but they are likely to be the victims of circumstances over which they have no control, and which have been ignored for far too long by the highest authorities.

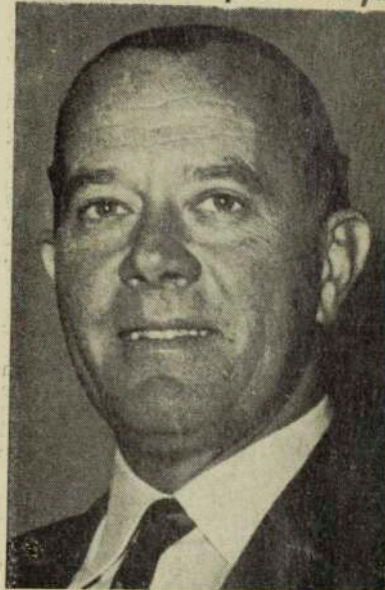
The great majority of these men (and some women) have been brought to Fiji from other British territories—they are members of the British Colonial Service.

In the view of the British Colonial Office, Fiji is a tropical territory at the opposite end of the earth. Men and women who serve there have been, in the past, given special leave privileges—months off duty every two or three years; first-class fares for themselves and their families between Fiji and Britain; travelling time (representing many weeks on shipboard) not to count as part of leave; and so forth.

This has added to the cost of administration. Fiji has become a country of high taxation. Fiji has been drifting towards trade deficits. The principal taxpayers are the big Australian and New Zealand corporations, and their staffs. Apart from the British Colonial Office people, practically the whole of the European personnel in Fiji comprises Australians and New Zealanders.

(Continued on Page 24)

Represented Fiji in Malaya



Mr. Maurice Scott, top, and Ratu Edward Cakobau spent a few days in Sydney recently on their way to, and returning from, Malaya, where they represented the Government of Fiji at Malayan independence celebrations. In spite of their crowded itinerary in the big city they managed to find a few spare moments to smile for a PIM photographer.

Fiji P.S. Discontent

(Continued from previous page)

Fiji is within the tropics—but it is a pleasant place in which to live, and very healthy.

Australians and New Zealanders employed by the big corporations in Fiji get only some of the tropical leave privileges hitherto granted the British public servants.

Naturally, Australian and New Zealand taxpayers in Fiji have been increasingly critical of some of the conditions (especially leave privileges) granted British Colonial Office personnel. That supplies most of the background of the present liveliness in discussion.

British public servants, accustomed to conditions in other distant British colonies, feel a keen sense of injustice. Australians and New Zealanders, accustomed already in their own countries to tropical and sub-tropical life, and only a few hours' flying away from their homelands, anyway, have little sympathy with the British.

THERE is a problem here, and the solution is not in sight.

The Civil Servants' Association says that, if conditions of service are not made more attractive, the quality of the service surely will deteriorate—and they probably are right.

The non-official section of the Legislative Council reflects the Fiji-Australasian viewpoint, which is certainly not that of London; and there is little likelihood of Service conditions being improved.

It is likely that the solution will come out of the developing political situation. Inevitably, within a very few years, Fiji will seek a much larger degree of self-government. If and when that comes, British personnel will tend to be replaced by people educated and trained in the South Pacific.

It is happening in other parts of the old British Empire, and it will not be long delayed here.

It may not be a change for the better.

The autocratic "remote control" which the British Colonial Office has exercised in Fiji for so many decades, probably was (and is) the only system which could have avoided racial and political trouble. Perhaps the British Colonial Office system (with its special privileges for highly-trained personnel) has been (and is) expensive; but it could be regarded as well worth while in view of the fact that Fiji, for so very long, despite its potentially explosive racial set-up, has enjoyed tranquillity, steady progress and much prosperity.

But the era is ending. All this two-ways bitterness in connection with public service conditions is an indication of it.

Big Banana News

New Guinea May Give Fiji (and NZ) 85,000 More Cases per annum

New Guinea wild sugar-cane has long been used as breeding material for the benefit of sugar-cane growers in Fiji and elsewhere. But NG has now made another gift to Fiji—to the probable enrichment of Fijian pockets and the appeasement of New Zealanders' banana hunger.

AND NOW
FROM ECUADOR!

NZ's Banana Appetite Is Unappeased

THE insatiable appetite of New Zealanders for bananas took another odd turn recently—and in so doing showed again that producers in the islands north of the Dominion have not taken full advantage of the NZ market potential.

Because of "difficulty in obtaining an adequate supply from New Zealand's usual sources, Fiji, Tonga, and Samoa," Fruit Distributors, Ltd. (the organisation which imports fruit into New Zealand), announced in August that a shipment of 30,000 bunches of bananas had been ordered from Ecuador.

The shipment, which, together with the freight, was to be paid for from sterling funds, was to arrive in Auckland by the Danish fruit ship *Argentinean Reefer*, 2,800 tons, about September 16.

The importers said that the landed cost would be about the same as that of bananas brought in from the Islands.

Considerable interest was likely to be shown by the importers in the condition of this fruit when it reached the consumers, as no bananas in bunch have been imported into the country, except as personal effects of Island passengers, for many years. The practice of shipping bananas from the main Islands ports in tightly packed crates which cause considerable bruising is open to criticism.

Almost all bananas imported into the UK and Europe are in the bunch and are mostly sold in neat "hands." Bananas there are yellow.

In New Zealand, bananas are frequently sold black, with skin bruises and blight and are about as unattractive in appearance as they well can be.

Special equipment is required for the loading and shipping of bunched bananas. Probably less fruit can be carried per cubic foot of hold space—but only in the South Pacific does this seem to matter.

Conditions in the Cook Islands

NEW ZEALAND would get another 85,000 cases of Fiji bananas per annum if the scab moth, estimated to cut production by a quarter, could be wiped out.

High hopes are held for a tiny predator, not bigger than a pin head, that feeds on the larvae of the moth.

It was discovered in New Guinea four years ago by the Fiji Agricultural Department's senior entomologist, Mr. B. A. O'Connor, and Fiji appointed a well-known entomologist, Mr. R. W. Paine, who formerly did very useful work in Fiji as Government Entomologist to investigate the parasite.

He found in New Guinea not one parasite in the clean banana area, but five, and the one most suitable for Fiji was selected, and will soon be used to combat the moth.

Considerable research has been carried out by the Department to prove that the parasite will be successful, and also to ensure that it would not attack other economic species. Exhaustive laboratory tests have shown the parasites have a decided preference for the scab moth larvae, and the parasites will soon be released.

Over recent years Fijian producers have been doing pretty well, increasing production to appease the New Zealand appetite. In the last four years an average of 340,000 cases have been shipped, compared with an average 145,000 cases 1947-51. (In the hurricane year 1952 only 67,000 cases went south to NZ).

According to the Acting Director of Agriculture, Mr. N. Lamont, the present figure cannot be increased very much unless radical changes in the organisation of the industry are made, and a number of problems relating to soil fertility and cultural practices are solved.

However, if something could be done to save that lost 85,000 cases, no extra planting would be involved at all.

would probably be unsatisfactory for bunch shipment, as there are no wharves for ease of handling; and in Fiji, Samoa, and Tonga, where suitable facilities could be established, there could be a great saving in cost of crates, as the bunches are merely enclosed in inexpensive plastic bags. Few bananas are presently produced in the Cook Islands, anyway.—J.P.S.

Native Charged in Honiara

BSIP HAS ANOTHER MURDER SENSATION

WHEN Reginald Poole murdered a native boy in the Solomons a couple of years ago, the subsequent trial became a seven-days picnic for the Australian Press. But when a native murdered a young Australian in Honiara on August 7, it caused not as much as a ripple on the pond.

In Honiara on August 11, a Rennellese native, Ruel Tuata, was taken into custody and later charged with the murder of Frederick Neil Gilliland.

At approximately 12.30 p.m. on August 7, Gilliland, a 27 years old Australian employed in the BSIP Treasury, was found on the floor of his kitchen suffering from severe knife wounds in head and neck.

He was taken to Central Hospital where he died an hour later.

Gilliland, whose home was in Queensland, had been with the BSIP Treasury for about two years.

During the week prior to his death, he had moved from Government transit quarters to a bachelor house near Government House, and had employed a Rennellese Islander, Ruel Tuata, as houseboy.

On the 7th, Gilliland left his office for the lunch break at 12.05 p.m. Fifteen minutes later, Colin Marcantelli, friend and neighbour of Gilliland, heard sounds coming from Gilliland's house. Shortly before this, he had noticed Ruel Tuata strolling away from the house. He became concerned at the sounds and went to the house, where he discovered Gilliland grievously injured. A bush knife was found nearby.

During the next few days Police parties were augmented by part of the Government labour force to make a total of 170 searchers combing the outskirts of the town and the surrounding valleys and bush country.

A description of the missing houseboy was radioed to all outstations and coastal plantations, with instructions to detain him for questioning if he were seen.

Despite these seemingly widespread Police activities it was not until the morning of August 11, that Tuata was seen by two fellow Rennellese near the Bonegi River, about five miles from Honiara. They persuaded him to surrender to the Police and stopped a car driven by a European who took them to Rove Police Depot where Tuata was taken into custody.

Tuata's arrest eased a very noticeable tension amongst the

European population which was concerned that he had been able to evade detection for the first hours of the search when he must presumably have been fairly close to his starting point. Once outside the town limits, moving towards the Bonegi area, the bush is thick on either side of the coast road.

There is a certain amount of interested speculation about the conduct of a prosecution, bearing in mind the fairly recent legislation in the UK regarding crimes of this nature. And the Reginald Poole case is still fresh in the minds of all residents, brown or white.

A great many European residents of BSIP were of the opinion that Poole should have been hanged—if, for no other reason, then to show that there was not one law for the natives and one for Europeans. The Appeal Court in Suva, however, judged that he was insane and he was placed in a UK institution for the criminally insane.

One of the things that did emerge from the Poole controversy was that there was no provision in the BSIP for legal aid for defendants in such cases.

The Melanesian Mission briefed counsel for Poole—Mr. Dudley Jones, of Rabaul. There are no private legal practitioners in the BSIP. It was said at the time that a native in a like predicament would have been without counsel because he could not pay for a barrister to come in from P-NG or Australia to defend him.

It will, therefore, be interesting to see what the BSIP Government makes of the present case; and if Ruel Tuata is to be left without legal aid because he cannot afford it.

SW PACIFIC SHIPPING

A-NG's Sinkiang Extends to BSIP Ports

THE New Guinea Australia Line plans to enter the BSIP service from Sydney late October and thus provide Honiara and Yandina with another shipping connection with Australia, and with a new connection to New Guinea and Papua.

At present the only Australian ship on the BSIP service is Burns Philp's *Tulagi*, which makes a voyage from Sydney via Norfolk Island, New Hebrides to the Solomons and then back to Sydney via Bougainville ports approximately every six weeks.

Burns Philp have, since the end of the war, provided the only regular service of this sort, and to assist them with backloading, a certain amount of BSIP copra (which normally would go to the UK) has been retained for shipping via this line to Australia.

The NGA service will be operated by the *Sinkiang*, which will go to Solomons direct from Brisbane. After the BSI, the ship will make routine calls at New Guinea ports.

The round trip will be Sydney, Brisbane, Honiara, Yandina, Rabaul, Kavieng, Madang, Lae, and then back to Australian ports.

Sinkiang is still on special duties in the Gilbert and Ellice Islands, and is expected to leave Sydney on her first BSIP schedule about October 23.

New Caledonia's Expanding Nickel Industry



The new unloading installations at the Nickel Co. in Noumea, New Caledonia. The ore is removed from the ships on endless belts and is carried into the hanger where it is prepared for smelting. Ile Nou, once a notorious convict settlement, is shown in background.

Photo: F. E. Dunn.

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GOILALA CASES

Three Men Committed To Higher Court

LOWER court hearings against two District Services Officers and a native Police Corporal were concluded in the lower court, Port Moresby, late August. The three men concerned who were committed to the Supreme Court, were:

Assistant District Officer Frederick David Anderson, who has been committed on a charge of having assaulted and fastened two natives to a flagpole; and on a charge of having confined a native unlawfully to gaol for five months.

Patrol Officer John William McGregor committed on a charge of having handcuffed a native to a flagpole; and having burned a native house.

Corporal Ataimbo Kakarosi, who has been committed on charges of assaulting three natives by burning or hitting them with a stick.

• The Supreme Court case against Ataimbo was heard in Port Moresby, September 11. He was sentenced to 18 months hard labour for unlawfully assaulting a native Siwoi and doing him bodily harm, and nine months for each of two other assaults on two other natives.

In passing sentence, Chief Justice Mann said Ataimbo was encouraged to transgress the law to satisfy the unreasonable instructions of his superiors. However, as a policeman, he must have known he had no right to get evidence in the way he did.

• The Supreme Court case against Anderson commenced on September 12, but was adjourned until September 17.

The alleged offences took place at Tapini, in the Goilala sub-district of Papua—and most of them in 1956.

The proceedings in the lower court were long drawn out, due to the usual interpretation troubles. In Anderson's case, the natives concerned came from the Kunimaipa area of Goilala.

The court's first task was to find a disinterested Kunimaipa who can speak Motu, and then a Motu speaker with a good command of English. The first Kunimaipa interpreter was found to be a relation of Avila (who is alleged to have been wrongfully imprisoned). The court dispensed with the services of two other interpreters later.

Most of the evidence taken was from the natives who are alleged to have been burned, handcuffed, tied-up, imprisoned, etc. However, a few interesting points emerged:

• Goilala sub-district, an area of

Friends Provide Fighting Fund

OFFICERS who are attending this year's course at the School of Pacific Administration, Sydney, subscribed £200 towards Anderson's and McGregor's legal expenses.

Offers of help have come also from officers in the Territory.

Both Anderson and McGregor pleaded not guilty to the charges.

Mr. Craig Kirke, of Port Moresby, is appearing for them.

4,000 square miles of rugged peaks and extremely truculent natives, is administered by an Assistant District Officer, one patrol-officer and a cadet patrol officer.

• Although there have been over 50 murders in the area since the war, the two native plaintiffs in Anderson's case, Avila and Koupa, had in their possession a shotgun with which Avila shot Koupa's wife, "thinking she was a pig or a wallaby." (It was due to his annoyance over the shotgun incident that Anderson is alleged to have handcuffed Avila and Koupa to a flagpole and kept Avila in gaol for five months).

• Although the Director of Native Affairs, Mr. A. A. Roberts, said in evidence that he considered it was necessary for Goilala officers to be stern, severe and just and that he had considered the administration of the district under Anderson was going perfectly, it was during Anderson's absence on leave, from January to July this year, that the "mysterious Tapini investigations" were made. (June PIM, p. 138).

• When Anderson returned to Port Moresby he asked Roberts

what he was up against and was informed that he was facing criminal charges of assault and deprivation of liberty. He had said: "I don't mind confessing to little things like that." Roberts had advised him: "For goodness sake don't admit anything. Go and see your solicitor."

• Two natives from the village where McGregor had ordered a house burnt and who had given evidence against him, when asked to identify him had walked past McGregor and had pointed to Anderson.

Col. Murray Back in Brisbane

A FORMER Administrator of Papua-New Guinea, Colonel J. K. Murray, has been elected to the Queensland University Senate. This is his second appointment to the Senate; the first was in 1953-55. Colonel Murray has recently returned to live in Brisbane after two years in Ceylon where Mrs. Murray was principal of a girls' college.

Colonel Murray was Administrator of Papua-New Guinea, 1945-52.

His appointment was made by the then Labour government; and he was unceremoniously emptied out by the present Liberal government. The reasons for this seemed clearer in 1952 than they do to-day.

† Mr. Kwan Wing Leung (known more usually as Sweetie), was host at a lavish Chinese dinner held in his Chinatown home in Honiara, BSIP, on the evening of Friday, August 16. About 15 Europeans were at the dinner which marked Sweetie's 46th birthday. The celebrations began with an elaborate firework display, and continued through numerous Chinese foods, cases of champagne, and a terrifyingly comprehensive collection of wines and spirits.

DefENDER Products

DefENDER CO. PTY. LTD., makers of DefENDER Slug and Snail Killer (1 lb., 3 lb., 6 lb. cartons and bulk) which has proved so successful in controlling Giant Japanese Snail, announce a second product—which is just as effective in its own sphere:—

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TERRITORIES TALK-TALK

By Tolala

Radish-Man, Move Over!

THE Didiman argument moves from vegetable to animal kingdom now. Sydney Chance (well-known in both Territories, pre-war), writes:

• A couple of real old hands (I gather, from the Solomons and Rabaul early in the century), joined a gathering of old New Guineans regularly held in Brisbane, and we talked of "Didiman", and one put forward an ingenious solution to the mystery of the name by saying that ages ago a man who kept cows lived where the Agricultural Department and Gardens were and was known as a Titiman. (Why not Susuman, I do not know!) And that Titiman became Didiman. I wonder; it's not as if the letter T is hard to say, for half the natives in the area have names beginning with T.

I strongly suspect the old hand had his tongue in his cheek, but let that go. I would be very surprised if any cows were kept in or near Rabaul at that early period, around 1908-10.

The only cattle I saw there in 1911 were of the Zebu type, used for hauling the

plantation carts. "Susu" for the table came out of a tin, as did most European food, though certainly a freezer was started about that time by Lourie and Mouton. The former was an engineer, the latter had the dough.

The first properly organised dairy, serving the Rabaul township, was run by "Sleeve" Reed, starting there in the middle 'thirties.

As for Syd's remark about the locals pronouncing the letter T, which is so general in their names: Most of the names start with "To", which is equivalent to our "Mister." The females answer to "Ia". But a strange fact with the Blanche Bay

natives is that they invariably confuse the sounding of the "t" and "s".

Derivations

Another note came to me recently about Pidgin derivations. This time regarding the lowly duck.

"Why Pato?" asks my enquirer; so I repeat: "Why Pato?" Whence and why?

There are many other Pidgin words whose derivations are shrouded in mystery, and it might be a good idea to search for the source of their origin before it is too late.

This thought is prompted by the rumour that "Pidgin" is to be wiped and already I understand from news broadcasts, an "English League" has been started amongst the natives who will speak only true English.

I often wonder how many more schoolings and regimentations we



The refurbished and almost rebuilt Palm Theatre, Rabaul, which in May was officially opened in its new glory. The owners, Mr. and Mrs. A. Y. Chan, are shown inset.

Photo: C. H. Meen

Spruce up on
SPRUSO
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whites are going to inflict on the P-NG guinea-pigs in our sociological experiments. There's already a confusion of creeds; a conflict of tongues and a medley of moral ethics.

Turning Back the Clock

Seldom does one read of real old-timers' (repeat, old-timers') personal experiences in New Guinea.

Actually, there aren't many real old-timers left, and those who still exist seem to have neither the time nor the inclination to record their early adventures.

I think most of them feel that the present generation couldn't care less what happened in the days when the whites were laying the foundations of what the Territory is today.



Mr. and Mrs. J. R. Cheese, at the reception which followed their marriage in the Lutheran Church, Lae, in August. The bride was formerly Miss Dorothy Ellen Scott, fourth daughter of Mr. and Mrs. Arthur Scott, of Lae.

I was pleasantly surprised, therefore, when there came to me recently a copy of the *Hamburger-Hafen Nachrichten*, of August 1, 1956, in which I found a most interesting article by Capt. Carl Haug, entitled, *Ein Traum wird Wirklichkeit* (A Dream That Came True), telling of his early days in Sydney and his yearning to visit the South Sea Islands back in 1897.

He almost made the grade, but was considered too young to ship in the schooner *Alexandra*, though he had met three of the crew: Charlie Peterson, Charlie Ostrom and Charley Ohlsen.

Instead he went to Frisco and ten years later (now armed with his master's certificate) he found himself back in Germany and offered a job in the South Seas.

He accepted, found himself earmarked to relieve Capt. Vogt in the *Neu Guinea Kompagnie's* island steamer *Siar*.

During a trial trip he met up again with the three "Charlies" of his Sydney days ten years previously, and all doing very well for themselves.

The old-time skipper has many interesting remarks on affairs current in 1907, and his article makes good reading, especially for thoughtful people of to-day. I commend it to the New Britain Historical Society as a vignette of the life that used to be: "When Dreams Came True."

(Over)

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The Old *Matunga*

E. W. Harrison's contribution to the "Editors' Mail Bag" (*PIM*, Aug., p. 20), brought back memories, although the good ship was not plying in the German islands at the date he mentioned—1911.

But I recall a trip I made in *Matunga* in 1915, with Donaldson as skipper. I joined the ship at Faisi, and we travelled to Rabaul then back through the Solomons to Sydney.

Willy Dupain was acting super-cargo to Rabaul, where he disembarked to take over BP's store there.

Willy, one of BP's oldest managers, was at Cairns when I came out from durance vile with the Japs in October, 1945, travelling on *Marella*, with Skipper Donaldson as master.

Many a good yarn we had of the old days. Willy came aboard with his charming wife, as glamorous as when I first saw her in '22 aboard the *Speejacks* in Rabaul harbour.

Matunga was, of course, captured by the German raider *Wolf*, and passengers and crew taken for a ride to Europe, all of which was recorded by Donaldson in his story of the raider *Wolf*. Mortimer, the skipper mentioned by Harrison, spent most of his years on the Sydney-Singapore run after leaving *Matunga*.

(Mr. Harrison supplied an old

programme with his letter to the Mailbag. It was typed on a "*Matunga*" letter-head and we do not think we made a mistake with the date. The programme has now been returned. Mr. Harrison did not actually say "*Matunga*" was trading to German NG, but she must have been up that way.—Editor).

Twenty Years Ago

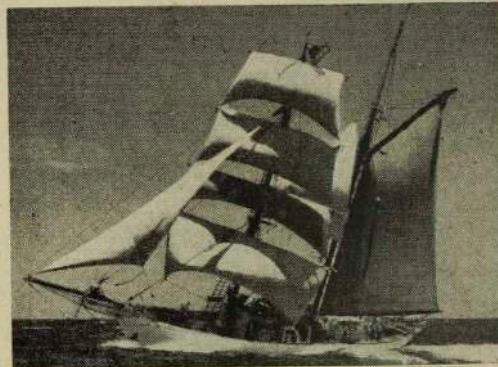
The preamble to "Do You Remember" (*PIM* Aug., p. 22) recall the visit of Lord Gowrie to Rabaul following the eruption at the end of May, 1937. In many ways the visit was quite informal.

The G-G was a man of assured

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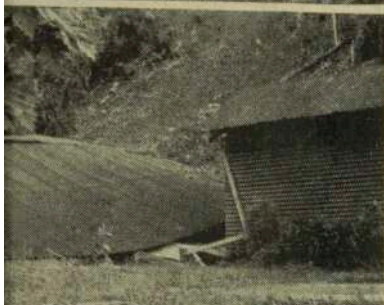
THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

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WET WEATHER TROUBLES IN LAE where 21 inches 17 points were recorded in July and more inches in the first weeks of August. At top shown mail van at rest in gully after it tipped off Namanula Hill, on August 19. The self-starter had failed and while waiting for tow, some Police Boys started to push, but pushed the wrong way, and the ground being soft after heavy rains, the vehicle slipped off and ended right way up at the bottom of the gully.

Lower: House at foot of Mount Lunaman (the rise to NE of Lae Town) which was threatened by landslide during record rainfall on Saturday, August 17.

position and consequently gracious to all. There was the usual following of newspaper correspondents, and amongst them was young David McNicoll (son of the Administrator) for the *SMH*.

David has gone a long way since then; he is now editor-in-chief of the *Sydney Telegraph*.

Cargo Cult

A Mr. Valentine appears to have thrown a stick of dynamite into the mission machinery of P-NG with his statements concerning responsibility for encouraging cargo cult amongst some of the natives of New Britain. So much so as to draw somewhat heated replies in the local Press from heads of two mission societies.

It is a bad business, but by no means a new argument to attempt to sheet home the blame on a particular denomination. Thumbing through a few back numbers of *PIM* came across a lengthy screed by a Lutheran missionary from the USA denying any mission influence in the cult and placing the blame on "un-Christian white man's culture."

And that was 11 years ago (*PIM*, June, 1946, p. 44).

I can envisage greater dangers arising out of this form of native Socialism now than in the pre-war years before the introduction of native co-operatives, which are responsible for lowering many of the old tribal barriers, and have created a greater co-ordination of native thought and action in opposition to European domination.

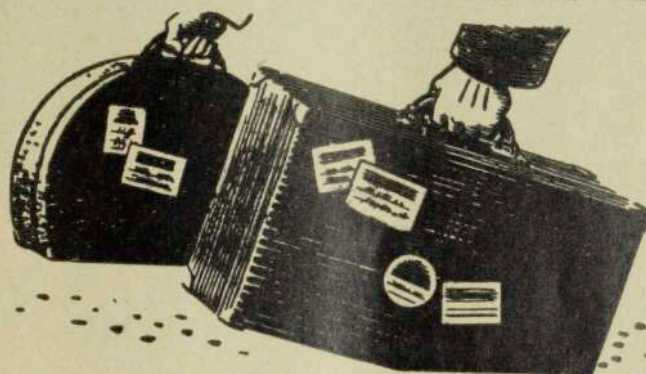
It is the thin end of the nationalist wedge and will grow as the isolation-

ism due to tribal animosities diminishes.

An Eye for

An Eye

There has been a considerable amount of publicity given lately concerning the "pay-back" system as practised amongst the indigenes of the Gailala folk in Papua, and a



Going places?

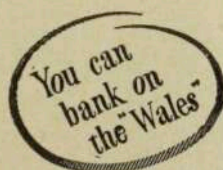
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The modern way to carry money safely is by Bank of New South Wales Travellers' Cheques, which are readily accepted by all banks and by principal tourist bureaux, transport offices, hotels, restaurants, and stores.



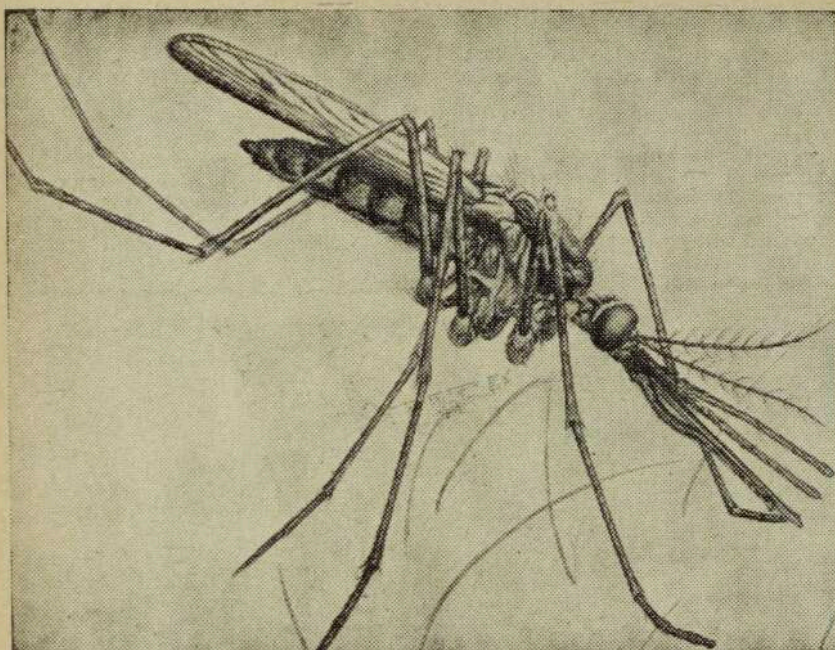
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For Adults:

3 tablets to be taken as a single dose once weekly, or 1 tablet three times weekly.

For Children:

1-2 years, one INFANT FORMULA TABLET once weekly or half-tablet twice weekly.

3-5 years, two INFANT FORMULA TABLETS once weekly or one INFANT FORMULA TABLET twice weekly.

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For Adults:

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.

For Children:

1-2 years, one INFANT FORMULA TABLET as a single dose.

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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native Crown witness was given police protection as a result of his evidence before the Court.

The "Back 'im" system is naturally rife throughout the Pacific—or the world generally, if it comes to that; but the tactics adopted in the SW Pacific Islands are usually of a more primitive type.

In later years death has attained a monetary valuation and irrational actions can be "bought" by the payment of goods or some variety of currency. This was illustrated last month when P-NG's Chief Justice arranged with Gollala relatives to accept payment for the death of a woman: Two pigs, a couple of dogs, and a tooth necklace were agreed upon as the value of the deceased—plus the loss of face.

It would be nice if Malaitamen down in the BSIP, could be induced to follow the same idea.

In some quarters down in the "Sorrowfuls" the loss of the two missionaries last May off the Makira coast, and the stabbing to death last month of Fred Gilliland, are deemed to be connected with the Poole case. This may or may not be the case. At any rate it leaves room for a certain amount of speculation.

The Weed

in P-NG

More about New Guinea's tobacco industries past and present (PIM Aug. p. 146):

A syndicate of local New Britain planters produced stick tobacco at a factory on the North Coast, out of Rabaul, back in the middle thirties. Its produce had quite a successful run for a time; but for some reason the venture petered out.

The Madang area has been identified with the tobacco industry since the early nineties when the old Neu Guinea Kompagnie developed it with Asiatic labour and exported a considerable quantity.

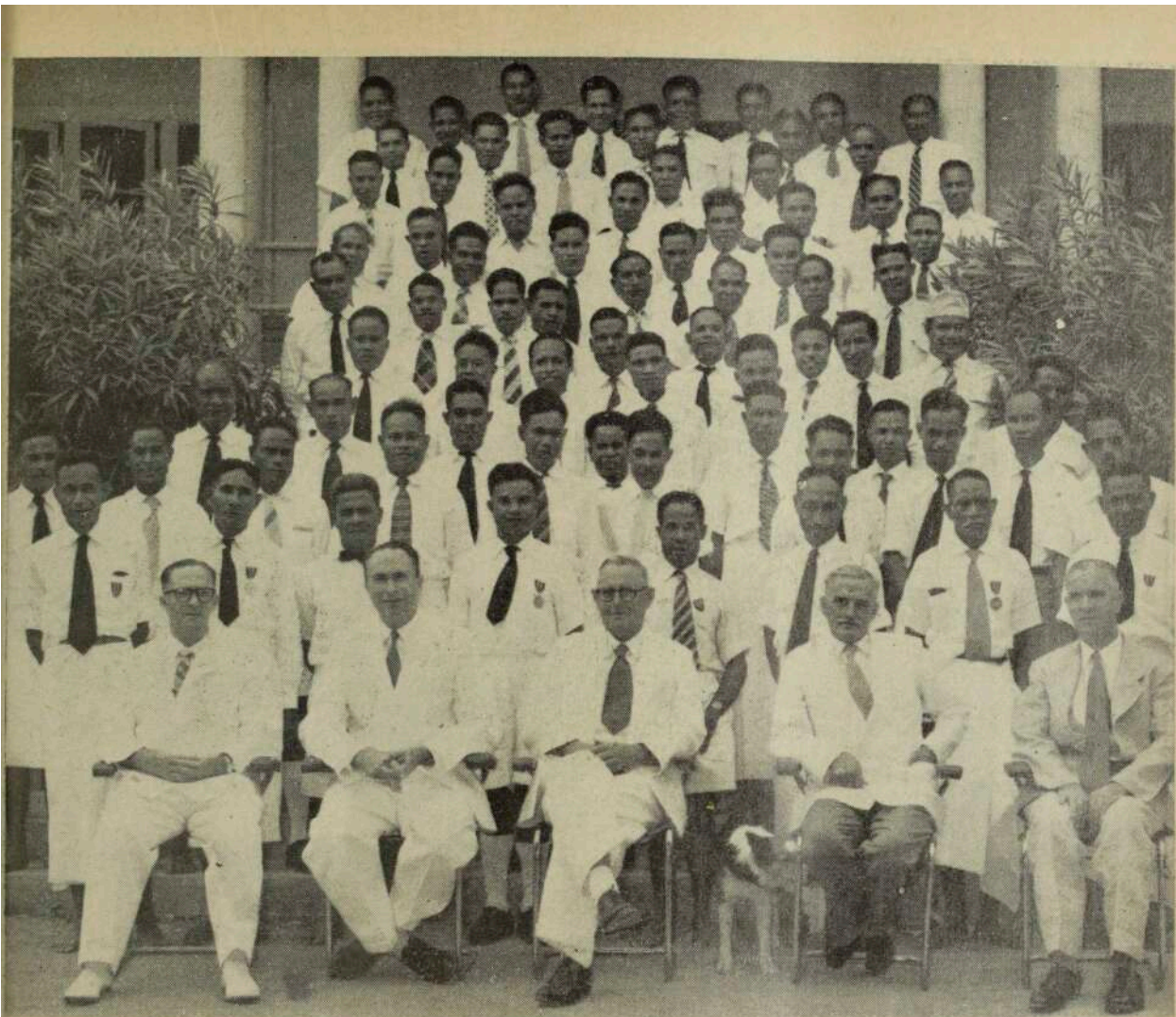
Without doubt TNG could become a world-famous tobacco country only properly directed. Vested interests in other lands, no doubt, will see that it is not so directed.

The same, of course, applies to sugar. As is well known, TNG is the natural home of the sugar cane, whence other sugar-producing countries obtain fresh stocks from time to time.

Incidentally—and nothing to do with old-fashioned lines—the modern trend for kiddies' hoops made of cane would become a money spinner for some energetic Island exporters. Sydney retailers are getting about a bob a foot for those circles kanda.

• The current hoop craze among Australia's small fry is almost entirely confined to females. This hoops with a difference. You don't bowl them, you put them round your middle and by swinging the hips

(Continued on Page 36)



P-NG Has Some New Public Servants

On August 12, 83 natives in spotless white shirts and shorts or laplaps were presented with letters of appointment as officers of the Auxiliary Division in the Papua-New Guinea Public Service.

They are the Port Moresby section of 169 administration servants chosen for the new division.

They have received substantial rises in pay and all higher offices of the Public Service are now open to them.

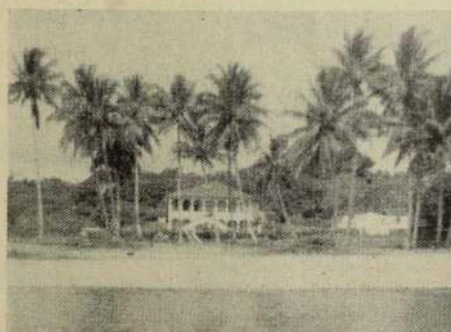
The letters of appointment were presented by the Administrator of the Territory, Brigadier M. Cleland, and Public Service Commissioner, Mr. N. Thomson.

Brigadier Cleland told the new officers that they were helping to administer their country on behalf of their own people.

"We are here to help and guide you, and we want your help," he said.

The Port Moresby men are shown above, fifth, front row (left to right): Mr. L. F. Miller, Senior PS Inspector; Mr. Neil Thomson, Commissioner; Brigadier D. M. Cleland, Administrator; Dr. J. T. Gunther, Assistant Administrator; Mr. D. I. Glastonbury, Inspector (training), PS Commissioner's Department.

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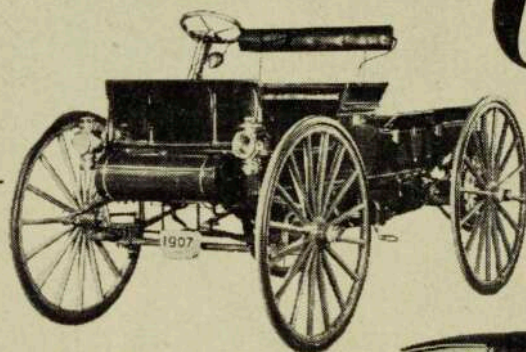
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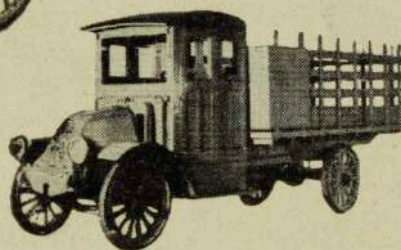
Electricity — Septic

Hot and Cold Water

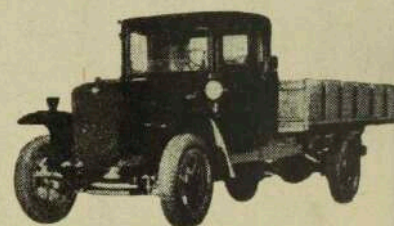
INTERNATIONAL *Golden*



1907



1917



1927

The first International Truck—the two-cylinder “Auto-wagon”—was introduced in U.S.A. in 1907. It was designed for farmers who had to run over rutted and muddy tracks, and many of these trucks were used in Australia. Over the years since 1907, there has been a great succession of International Truck models—only a few are shown above.

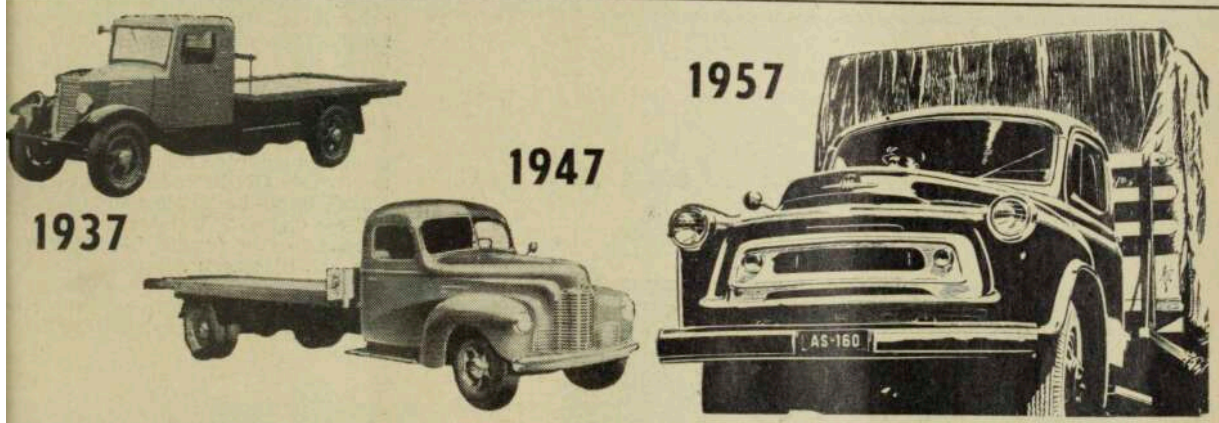
This half century of accumulated “know-how” is the heritage of design and manufacture developed in U.S.A., and brought to Australia in 1950 by International Harvester. This great heritage, combined with a careful analysis of

truck operators’ requirements ensures every operator in the business a choice of models unequalled in Trucking history. To-day, in the great range of nearly sixty Dandenong-built International Trucks, there is a model which will exactly meet your needs. You can expect unsurpassed economy—greatest power output at lowest running cost—in the mighty Australian Black Diamond truck engines. You will find unrivalled comfort, convenience and visibility in the Comfo-Vision cabs. Years of hard use will prove to you that the 1957 International Trucks are unbeaten for carrying capacity and endurance.

INTERNATIONAL TRUCKS

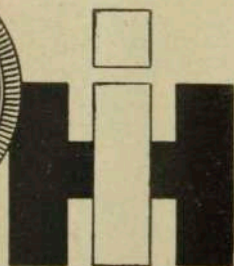
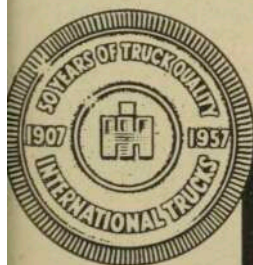
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a circular motion keep the hoop revolving—hence the name "Hula hoop."

What's Wrong With Their Sums?

"Please Explains" and departmental minutes between the Auditor-General and the P-NG Administration have become so consistent that one hardly takes much notice of them—feeling that nothing will ever be done—or, any rate, be publicly explained.

Nevertheless, news that "Investigators Probing" under a section of the Public Service Ordinance into the manner in which outstation officers are administering official

funds gives one to ponder, more especially in view of the criticism levelled against the P-NG Administration in the expenditure of grants by the Public Accounts Committee in Canberra.

Mr. C. E. Reseigh, of the Finance and Economic Division of the Territories Dept. told the Federal Accounts Committee that evidence existed of lack of financial control in the Territories, pointing out that monies for grants had been socked away in the old oak chest. Of one allocation of £20,000, only £39 had been spent. A Labour Member of the Committee referred to these sums as "spare pocket money."

In the Moresby TAC, strong criticism was recently levelled at a

Public Works quote of £50,000 a mile for sealing a Moresby road. "Twelve times more than a Dept. of Main Roads estimate in NSW," said the critic.

I asked a local municipal council engineer what the cost was in NSW and he gave me £120 a chain for the average job and, according to my electronic brain that works out at something like £9,600 a mile. There's got to be a lot of extra work to make up the difference.

Very confusing. Or is it?

Delayed Action

In early December, 1956, following payments to former POW's of the Japs from £4.5M (Sterling) paid by the Japs to the International Red Cross, the Australian Government announced that it would provide £20,000 for civilians who had suffered hardships as internees of the Japs.

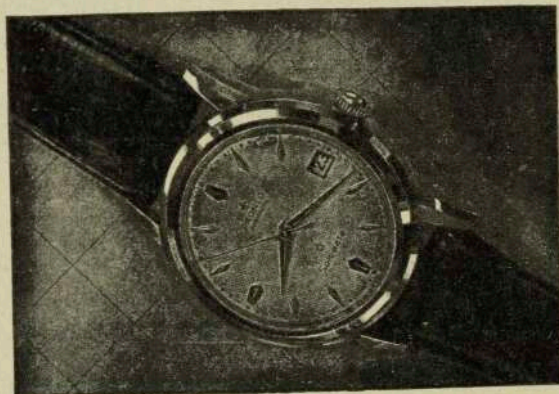
On August 17, 1957, an advertisement appeared in the Sydney paper calling on Australian citizens qualified to receive such assistance from the Civilian Internees' Trust Fund, to make application.

"No claim will be considered received after August 31, 1957", read the advertisement.

Seems a bit stiff. Eight months for the bureaucrats to get busy, but only 14 days for the "civilians."

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P-NG CASE OPENS

CLAIM FOR 5½ DAYS WEEK

THE hearing of the Administration's application for a restoration of a 5½ days week for Public Servants in Port Moresby, Lae and Rabaul began in Port Moresby on August 20 and last adjourned to Rabaul.

The application is being heard by Public Service Arbitrator, Mr. Galvin.

A five days' week for Territory public servants was started as a six months' experiment almost two years ago.

The Administration's application is based on a contention that the five days week is retained for Europeans the privilege must, justice, be extended to natives. Present natives employed by the Administration work a 5½ days week.

Mr. Sid Cook, who in recent years has established a big and profitable taxi and transportation business in Port Moresby, has at last succeeded in getting a substantial block of good land in the Brown River area about 20 miles away from the town. He plans to move out there to become a primary producer.

Islanders Meet in Sydney . . .



Amongst those who attended a Polynesian Association function in Sydney were, left, Mr. Peter Jackson with Mr. Peter Blood (son



of Mr. and Mrs. N. Blood of New Guinea, who is at the Sydney University. Right, Madame Antoinette Mourin, formerly of New

Caledonia, with French visitors Victor Bruncher and Andre Selwyn (extreme left and right) and Mr. Jack Jenkins, formerly of Norfolk Island.

NG Has Women Representative at Mining Congress

OFF on more international travels, in early September, was Mrs. Doris Booth, of "Cliffside", Bulolo, New Guinea, who was bound for Canada.

In Canada, Mrs. Booth will attend the sixth Commonwealth

Mining and Metallurgical Congress—one of the few women to do so. However, she is used to being a female trail-blazer. She was one of the first people on the Wau goldfields in the 20's and has been associated with goldmining ever since—without sacrificing any of her femininity by doing a man-sized job.

Mrs. Booth has been the mining representative on the Papua-New Guinea Legislative Council since the Council's inception, but she intimated some months ago that she

would not be available for nomination to the new council formed this month. (See elsewhere.)

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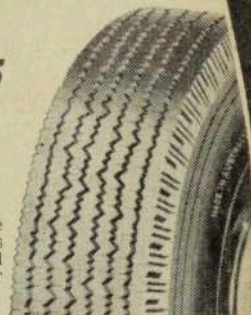
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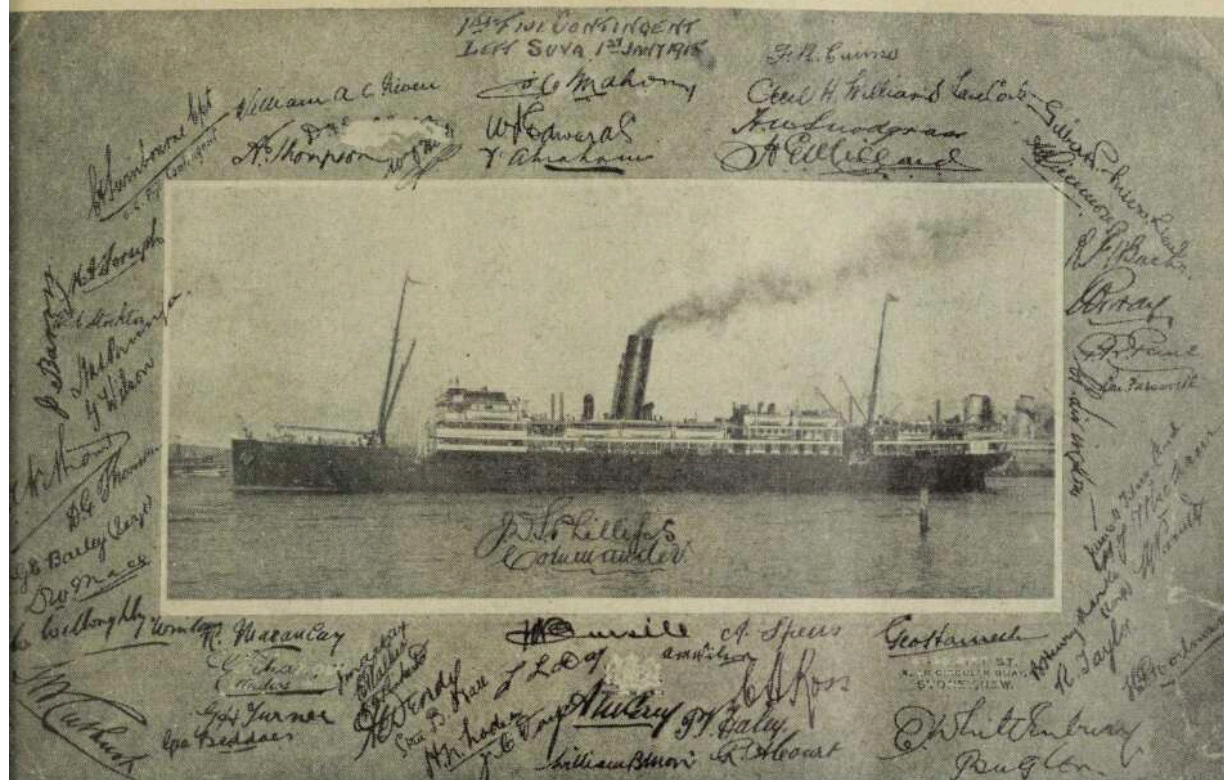
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Fiji's First Contingent to World War I



This photograph was taken in Sydney. It was what was then the well-known liner S. "Makura", which left Suva on January 1915, and aboard her were about 50 residents of Fiji, described as the First Fiji Contingent to World War I—all volunteers prepared to fight for Great Britain. They were in command of (then) Captain C. A. Swinbourne. As for Swinbourne died in Sydney last year, Swinbourne now has kindly sent this interesting picture to the Editor of the "Pacific Islands Monthly". Practically every man in the contingent placed his signature on the margin of the photograph. Major Swinbourne kept it as a memento all his life—and the names are as clear and readable as they were 42 years ago. The photograph now has been sent to Fiji, to be hung in either the Defence Club or the Fiji Museum, in Suva. The following are the names on the photograph, as far as we have been able to decipher them:

A. Swinbourne (Capt.).	Cecil H. Williams (Lance Corp.).
A. Forsyth.	Barry.
A. Stockton.	Wilson.
G. Thomas.	E. Bailey (Sgt.).
W. Mace.	Willoughby.
Macaulay.	H. Turner.
C. Beddoes.	Mackay.
Walker.	H. Pinkerton.
B. Hall.	N. Loder.
William A. C. Niven.	Thompson.
O. Mahony.	H. C. Millard.
	Gilbert P. Miers (Lt.).
	G. R. Paul.
	Len Farnworth.
	James A. Tilney-Rusch.
	B. Henry Marks (Corp.).
	R. Taylor.
	H. I. Goodman.
	C. Whittenbury (Bugler).
	A. Speirs.
	H. Bursill.
	A. M. Wilson.
	L. L. Day.
	C. H. Ross.
	A. W. Grey.
	R. H. Court.
	P. V. Haley.
	V. C. Witham.

W. J. Edwards.
V. Abrahams.
F. R. Cairns.
H. W. Snodgrass.
Geo. Hammell.
H. O. Gillemore.
R. E. Bach.
H. J. Flecham.
Wm. Ryan.

S. W. Cutbush.
A. E. Dendy.
J. C. Way.
William B. Moir.
W. Gray.
C. P. Livingston.
W. Parnell.
Geo. Harness.
W. O. Hill.

† Mine workers at Vatukoula, Fiji, have been awarded a wage increase of 6d a day as a result of a decision by Mr. D. M. N. McFarlane, who acted as arbitrator between the Emperor Gold Mining Co. and the Fijian Mine Workers' Union.

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† The death has occurred in Paris of Monsier Laffont, managing-director of the Nickel Company. It was mainly due to M. Laffont's efforts that the big scheme of modernisation of the Noumea smelters and the construction of the Yate hydro-electric scheme was commenced two years ago. He had many interests in French industry and commerce and was well liked in New Caledonia.

† Lautoka Town Council, Fiji, proposes to take drastic measures to control mosquitoes. It has put the onus squarely on householders, land owners, etc., to control them, and if mosquito larvae is found on premises the Council will prosecute.

Comparison with 1935 Shows Remarkable Figures

GROWTH OF THE W. R. CARPENTER PACIFIC EMPIRE

THAT large South Pacific investment and trading corporation, W. R. Carpenter & Co. Ltd., has just issued its annual balance-sheet (year ended June 30 last). The figures are remarkable—a net profit of £273,191 (£31,000 better than 1956), and a carry-forward of £394,859, after paying 15 per cent.

It is a Company with a interesting history.

The late Sir Walter Carpenter formed it in 1914, to engage in trade opportunities created in the Islands by the elimination of Germany in World War I. Turret over grew so rapidly that the need for new trading capital was almost crippling; and "W.R.", financial genius as he was, had to fight like a demon to retain control of the new Company for the Carpenter family. How many, who witnessed his struggles then, could have envisaged this 43rd balance-sheet.

PIM first made acquaintance with the Carpenter Company in the early 'Thirties. By then, it was about 20 years old and doing nicely. Most of its operations were still in the one corporation, with headquarters in Sydney; but already had formed or was forming subsidiaries to handle its new shipping line, new insurance company, and new air transportation in New Guinea.

Since then, the whole structure has been rearranged, so that most of the trading activities have been transferred to various associated and subsidiary companies, with headquarters in various places, some outside of Australia—and a good deal of the original subscribed capital has been returned; so that the original Company, still at O'Connell Street, Sydney, now is mostly an investment and holding company. In addition, the huge inflation of the post-war period has taken the significance from comparative figures. Nonetheless, it is interesting to compare this latest (43rd) balance-sheet with that of the Mid-'Thirties (the 21st):

	1935 £	1957 £
Capital Issued ..	468,326	1,305,000
Reserves and unapp'd profits ..	200,000	1,723,000
Due to subsidiaries ..	—	663,000
Due by subsidiaries ..	—	537,000
Creditors ..	78,187	18,000
Investments ..	217,885	2,936,000
Property, ships, etc. ..	277,475	—
Sundry debtors ..	225,038	8,000
Stock ..	72,243	3,000
Cash on hand ..	—	198,000
Net profit ..	48,684	273,191
Dividend, per cent. ..	8	—
Carried forward ..	6,082	394,859

Carpenters, through their associates and subsidiaries, now control or are interested in storekeeping in New Guinea and Fiji; shipping most of the oceans; insurance in Australia and most of the Territories; air transportation in New Guinea; planting in various Islands; copra-crushing mills in Fiji and

SARDIK

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All electric standard model, designed for use with citrus fruits such as oranges, limes, lemons, and grapefruit. Also passionfruit, etc. Weight: 30 lbs. Capacity: 1 case of fruit in 15 minutes.

MODEL "BB"

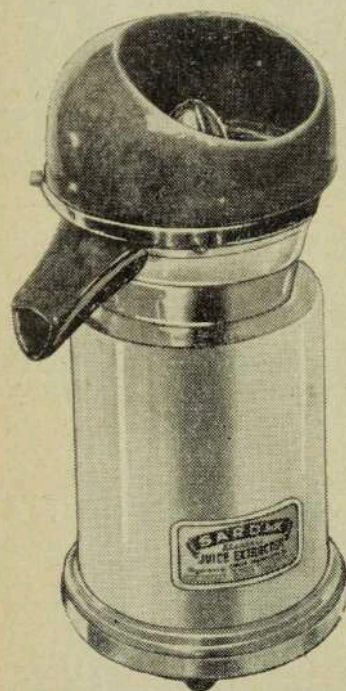
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ew Guinea; and only the general managers know what else. Atom bombs could break many eggs—so these men spread their eggs through any baskets.

NEW BREWERY IN FIJI

The Directors report their latest enterprise—a new brewery in Fiji. This, they have been joined by the powerful Carlton United Brewery, of Melbourne; and a new company, Carlton Brewery Fiji Limited, has been formed to own and operate the Suva establishment now nearly complete.

Directors of WRC & Co. are: Messrs. R. B. Carpenter (Chairman), C. H. Carpenter (Vice-Chairman), W. S. Bennett, B. B. Perriman, W. G. Johnson, C. D. Brownhill and H. E. Snell. In 1935 (figures quoted above) the Directors are: Sir Walter Carpenter (Chairman and Managing Director), R. B. Carpenter (Assistant Managing Director), Sir Henry Braddon, D. Brownhill, and C. H. Carpenter. Mr. Perriman then was Superintendent in New Guinea. In the present Board, Mr. C. D. Brownhill succeeded his father, a leading money stockbroker; and Mr. W. G. Johnson (Managing Director of the Carpenter Co. in Fiji), and Mr. H. E. Snell (Chairman, of Morris Edstrom Ltd.) have joined the Board since Carpenters acquired control of Morris Edstrom Ltd.

Factors Mean Money

Government Coffers

In Fiji there is one motor-vehicle to about every 40 people. Not a high percentage, as overseas vehicle statistics go, but it is a fact that there are now twice as many licenced vehicles in Fiji (211 in 1956) as there were four years ago.

More vehicles have meant more petrol consumption — 6,386,000 gallons last year—and corresponding amount of lubricating oil and repairs.

The Customs Department is getting its share of the increased petroleum imports and last year collected something like £211,300 in duty thereon. As the Colony spent only £136,000 on roads, consolidated revenue is still showing a healthy profit on the motor trade.

The Suva Chamber of Commerce thinks that at least £50,000 of this could be spent each year in the next three years to bring the road from Suva to Nadi international port to all-weather standard.

The Fiji Broadcasting Commission's 180-ft radio mast at Tavua, Fiji, which was twisted out of alignment in the 1953 earthquake, has been straightened and overhauled.

Levuka School Goes On Theatrical Tour

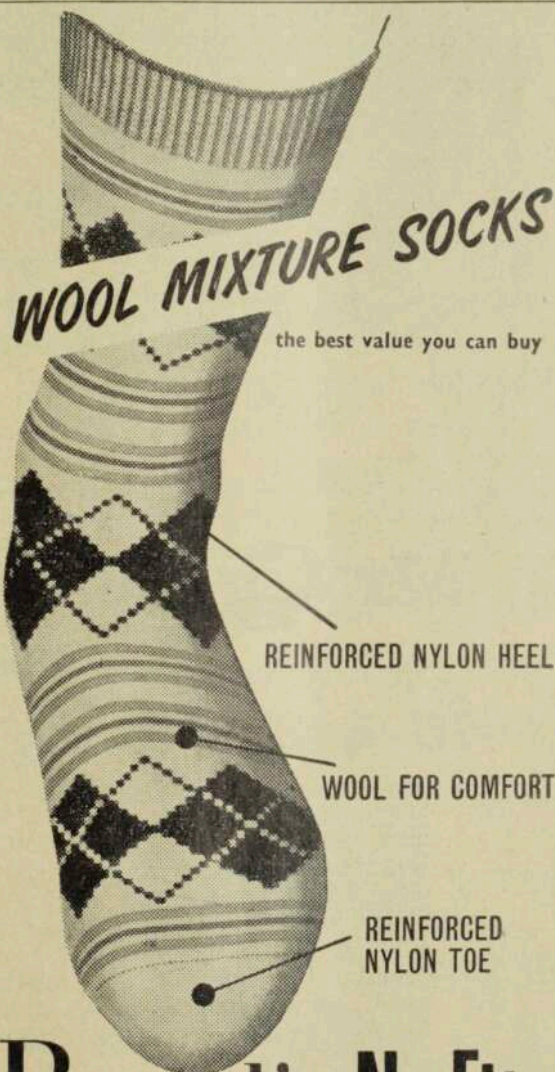
GREATLY daring, Levuka School did what no other school in Fiji has done before. It went on a theatrical tour.

At Levuka, the School staged the Gilbert and Sullivan "HMS Pinafore", and they did it so well they decided to take it to Suva—possibly to show the present capital city what the old capital was still capable of.

They produced it wisely—using masters and mistresses in the adult parts with the boys and girls in minor parts and as chorus.

This avoided the obvious absurdity of seeing children attempting to play adult parts without any conviction whatsoever.

When they found it difficult to finance the travelling expenses, Mr. W. G. Johnson, managing director, of Messrs. W. R. Carpenter (Fiji) Ltd., who had been impressed by the show became the fairy God-mother of the piece and came to their assistance.



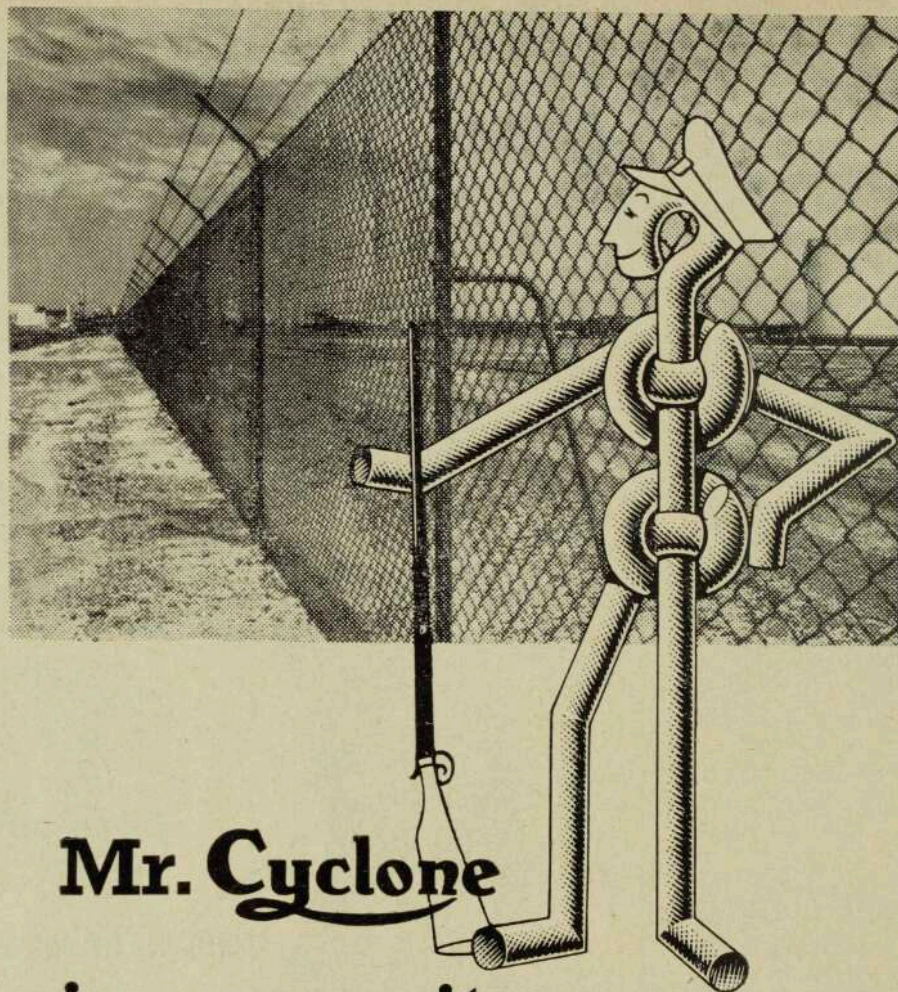
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NO TEST MATCHES, BUT—

Fijians Provide Entertainment For NZ Rugby Fans

THE Fijian football team concluded its recent NZ tour with a good, but not outstanding, record. The team won 10 games, lost three and drew two.

Most notable successes were in the two "Tests" against the Maoris.

In the first match against the Maoris, at Wellington, the tourists had a runaway win by 36 to 13, but the Maoris fielded a better side in the second match at Dunedin.

In this match, the Fijians were described as unconvincing, even though they won 17-8.

The tourists scored 317 points, an average of better than 21 a match, and showed attacking ability above the average.

However, 182 points scored against them indicated that their defence was indifferent.

Early clamour that the team should be given a run against a full New Zealand Test side died away half-way through the tour, when it was realised that the tourists would be badly beaten in such a match.

Entertaining though they may be, the Fijians have not based their style of play on sound Rugby principles, and would have no chance against an All Black pack, which could exercise such control over the ball that the fleet and enterprising Fijian backs would see little of it. NZ experts spoke highly of the capabilities of the backs, but shook their heads at the way the forwards went about their work.

The team lost two games in the South Island—against Southland and Canterbury.

These two provinces traditionally produce the hard rucking type of forward, who can be matched only by teams which play a similar type of football.

In any case it would be too much to expect Fiji to beat Canterbury, which soundly beat the 1956 Springboks, and even more convincingly accounted for the 1957 All Blacks when they returned from Australia.

The tourists were popular wherever they went, and played before crowds which packed the grounds to capacity.

Jo Levula, the flying left-winger, thrilled the spectators as he had in NZ in 1951 and again in Australia in 1952 and 1954.

Orisi Dawai, captain of the tourists, a centre-three-quarter, had the hallmark of class about everything he did, and showed that as an attacking centre he is probably without a peer in the world to-day.

Full-back Nacanieli Uluiviti, who earned the fundamentals of the game while a student at Auckland University, was a sound, and at times

spectacular full-back, and Jese Mucunabitu played grandly at scrum-half.

NZ reports indicated that all the backs were worthy tourists and well up to NZ interprovincial standard.

Isimeli Radrodro, Isikeli Cawa, Nacanieli Nabaro and Josefa Saukuru were the best of the forwards.

The full scores in each match were (Fijj scores first): v Poverty Bay, 14-14; v Bay of Plenty, 22-3; v. Auckland, 38-17; v North Auckland, 6-3; v. Taranaki, 8-8; v. King

Country, 14-26; v Manawatu, 30-12; v. Wairapara, 27-8; v Maoris (first Test), 36-13; v Marlborough, 39-9; v. West Coast, 23-17; v. Southland, 8-13; v Maoris (second Test), 17-8; v. Mid-Canterbury, 19-9; v Canterbury, 16-22.

† According to a recent Vatican announcement, the south-central Polynesian vicariate formerly styled the Vicariate of Tonga, will henceforth be styled the Vicariate Apostolic of Tonga and Niue. This follows the recent establishment of a Catholic mission at Niue. Some time ago the Vicariate of Samoa had its title changed to Vicariate Apostolic of Samoa and the Tokelau Islands. There has been a Catholic mission in the Tokelau Islands for many years.

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At the Polynesian Assn.



These Islands folk and friends attended a recent Polynesian Association gathering in Sydney:—

Top: Elizabeth Gibson, Ramona Bentley and Renee Gosnell, all of Suva.

Centre: Miss Anek Rolland, Madame Yvette Cazeaux and Mr. Alex Rolland—all of New Caledonia.

Lower: John Legge, Robert Legge and Victor Gosnell, all of Rotuma.

† Under the joint sponsorship of the Bernice P. Bishop Museum of Honolulu, Yale University, and Carnegie Foundation, Mr. J. Golson, of Auckland, is carrying out archaeological research in Tonga and Western Samoa. He went to Tonga early August, where he hoped to undertake limited excavation of the tombs

of the Tuitonga. Work in Tonga was expected to take about five weeks; he will then proceed to Apia.

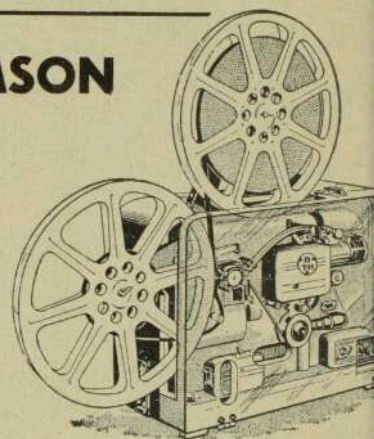
† The Government of Fiji grant £100 towards the expenses of the Fiji Girls' Basketball Team, which has just completed an extensive tour of New Zealand.

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New Guinea Diary

FROM NOTES MADE IN THE TERRITORY

By R. W. Robson

Those Down-Trodden Slaves

IY host in a modest Rabaul home referred to statements made recently by an Australian politician, who thought native servants were oppressed and underpaid:

"I pay my house-boy (a good all-rounder) 50/- per week, and all included."

"He is very fond of the cinema, and goes once or twice a week. On these evenings he pays 3/- each way for a taxi and 3/- admittance—altogether."

Finschhafen Now Only a Name on a Map

A STRONG body of official and semi-official opinion favoured Finschhafen (on the southern corner of Huon Peninsula, the New Guinea mainland) as capital of P-NG, after the war. It might have gone there, had it not been for the fact that Port Moresby is in Australian Territory (Papua) and Finschhafen in the Netherlands, of very uncertain future. This information was given me in Rabaul lately by Mr. Dudley Jones, who had been making some researches.

Pre-war, Finschhafen was only a mission-station, prettily situated on a very good harbour. In the early German time, it became administrative headquarters; but bad fever drove the Germans from there, as it had driven them from Madang. Between 1942 and 1945, the command Navies constructed a large busy naval station at Finschhafen; and the very numerous buildings, with seaport and airport facilities, that were there in 1945 would have housed a large administrative centre. It would have had advantage over Moresby, in that it is close to the centre of the vast administrative area of Papua and New Guinea; whereas Moresby, though safe on Australian land, is a very long way from the eastern and western ends of the Trust Territory.

A few Education officials occupy acres of buildings which once housed Navy personnel and equipment; but Finschhafen now is little more than a name on the map.

Cocoa-Bean Thieves

In recent months there has been a great deal of petty thieving of cocoa beans, not only from the wing number of native cocoa plantations, but also from the native plantations.

Main trouble lies in the multiplicity of small Chinese traders. They will buy any produce—including cocoa beans—in small quantities, and no questions asked.

The Administration views this development with concern, and now is revising the conditions of trade, with a view to discouraging thefts.

Native Ex-Servicemen in RSL

AN important development in the Returned Soldiers League movement in recent months in Papua and New Guinea is the establishment of a branch called the Native Ex-Servicemen's Association. It probably will have many hundreds of members, and its formation has been welcomed both by the RSL executive and by most of the older residents of the Territories.

The natives concerned show a keen interest in the organisation, and a pride in membership.

The Rabaul branch of the native organisation now has 127 members; and they have contributed a good

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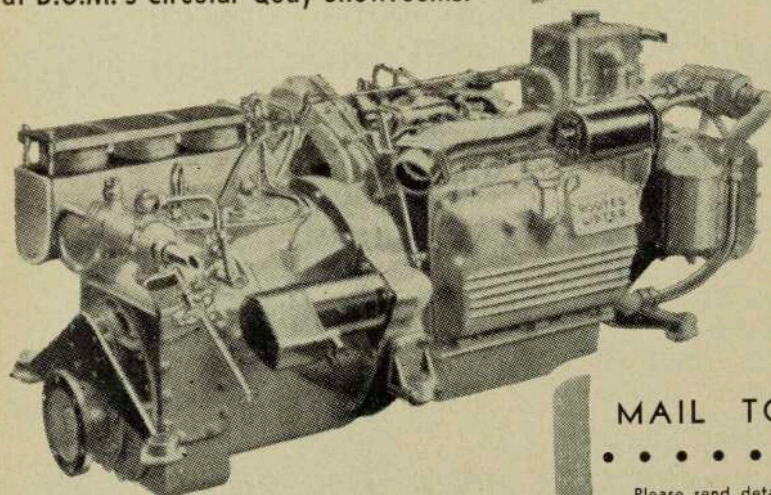
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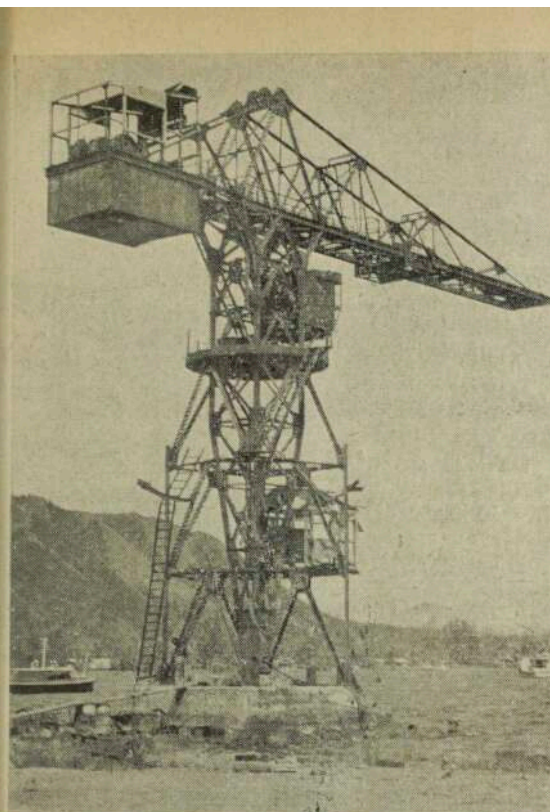
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Ellis, **GOROKA**.



proportion of the several hundreds of pounds needed to build clubrooms. The building is nearly ready for the official opening. The Rabaul branch, and the club to house same, are being warmly supported by Rabaul residents generally.

Another Old-Timer Sells to Chinese

WHEN our old friend, Mr. E. P. Hitchcock, in 1950, bought Beaver Plantation (on Djaul Island, north of Kavieng) from Mrs. Harris, he planned to remain there indefinitely. But it has

This crane, built at northern end of Rabaul harbour during the Japanese occupation, was recently demolished by Mr. Keith Warren for a Rabaul salvage contractor. It has yielded about 100 tons of scrap.

Photo: C. H. Meen.

not worked out the way he planned.

First, he had difficulties in regard to title. Many documents were lost in the war, and the present generation of officialdom is not helpful towards "rich" planters anyway. For health reasons, Ernie Hitchcock had to spend part of his time in Australia; and the plantation did not benefit much from remote control.

Real trouble developed in maintaining a labour supply, however. Under post-war native-labour laws, it costs £28/10/- per head to land raw labourers on Kavieng, for transfer to Djaul. After that, about twelve months' training is needed, to get them into shape, so that

H. MORRIS BOAT BUILDER and designer

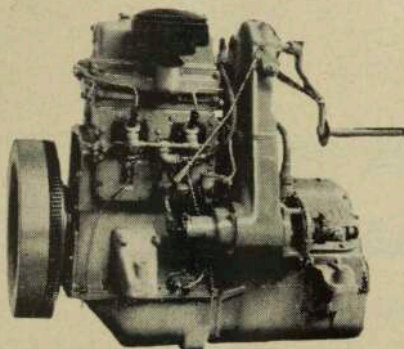
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land which could be easily and profitably used to save Wau.

"In Wau's eyes, the Administrator is under the thumb of the tenacious and stubborn Director of Forests."

Which is not quite fair to Mr. McAdam, who has done a wonderful job in his own Department, in forest survey and afforestation. But he does, unfortunately, create the impression that, if he were God, his beloved trees would have first priority in all vacant areas.

"A Soldier of the Indian Army"

HOW many people know the history of that quiet, well-cared-for section of the War Cemetery in Lae, where there are no less than 400 headstones, inscribed simply, "A Soldier of the Indian Army, 1939-1945, Is Honoured Here"?

When the Japanese so treacherously attacked all Southeast Asia and South West Pacific countries in 1941-42, they captured thousands of Indian soldiers, then in the service of the British in Hongkong, Singapore, Malaya and Burma. If it is possible, they treated them with greater cruelty than they did the Europeans.

Shiploads of these Indian soldiers were taken south to New Guinea and they were forced to labour as slaves of the Japs, just as the Australians of the 8th Division were forced to labour on the Burma Railway.

When the Japanese were defeated and driven out, the Indians were rescued; but meanwhile a very large proportion of them had succumbed to starvation, cruelty and lack of medical care.

Wherever possible, their bodies were given decent burial, and their graves were honoured in the war cemetery in the manner shown; but it was not possible to separately identify them in the 400 headstones.

No less than 15,000 Australian servicemen are named on headstones in the three great war cemeteries of Port Moresby, Lae and Bitapaka.

Value of Highlands Coffee

HOW much coffee is being produced now in this Highlands District? I asked a knowledgeable man, in Goroka.

"Don't know—but it's increasing all the time," he answered. "Colyers (Colyer Watson & Co.) shipped out 60 tons in the past year, and they don't handle the lot."

Sixty tons at £600 per ton represents £360,000. Quite a bit of income for hard-working Goroka!

Russians Inspect Rabaul's Volcanoes

RABAU residents were intrigued by the behaviour of the people on a Russian scientific ship which visited that New Guinea centre in July.

The Russians seemed intensely interested in the volcanoes, and they produced an English-speaking professor who interviewed Vulcanologist Taylor. The latter went to much trouble to answer innumerable questions about the behaviour of the forces which keep Rabaul more or less a-quiver. The Russians also, surprisingly, produced three Pidgin-speaking experts.

But when Mr. Taylor accepted their invitation to visit their ship, and wanted himself to ask questions about that large floating laboratory, there was no speaker of English available. A courteous scientist, who spoke only Russian, showed the vulcanologist over the ship; but all the information he got was rather

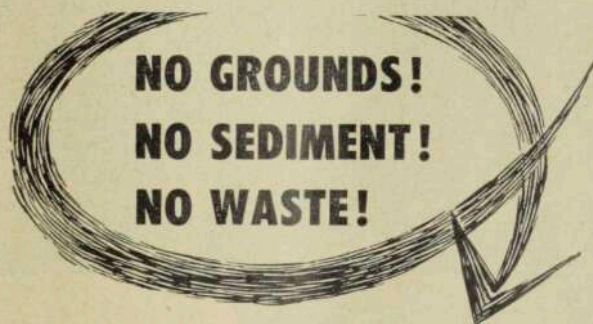
sketchily conveyed in the language of signs.

Native Technicians Produced Expensively in Lae

UNANNOUNCED, I wandered into the Lae Technical Training Centre, where 40 carefully-selected native youths are being maintained for two years, while they are given instruction in various handicrafts by a European staff under the direction of Mr. Ray Oberg, of the Education Department.

The school, started 15 months ago, is housed in an impressive and expensive half-circle of buildings.

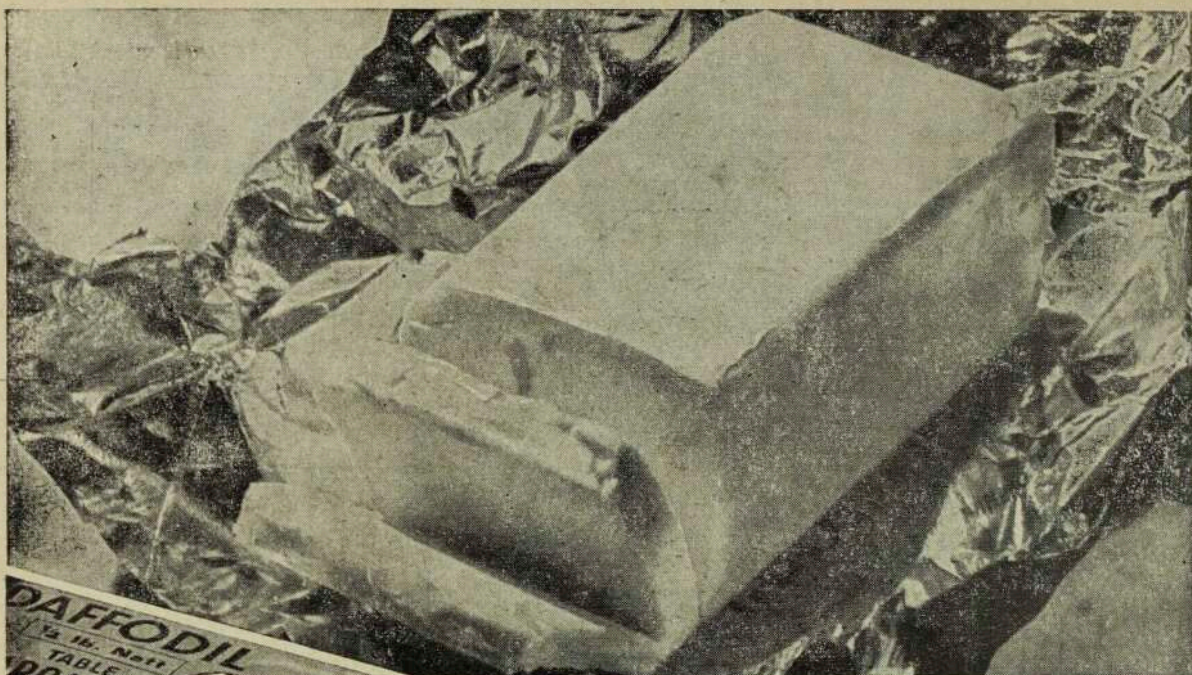
(Continued on Page 121)



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Above—the real Mrs. Tudor, outside her trade store; at left, Mrs. Holzknicht and family.

PHOTOGRAPHER GOT HIS WIRES CROSSED

Two Pictures from N. Guinea's Eastern Highlands

THIS is an apology, plus explanation.

In New Guinea, late in July, I travelled with the Qantas bread-delivery plane, to Kaiapit, Gusap and Kainantu, and met interesting people. I photographed some of them.

Later, in Rabaul, I wrote some notes about people and affairs in the Eastern Highlands, while friend H. Meen processed my photo films. I decided that I should send, for publication with my notes in August PIM, photos of Mrs. Pat Tudor, trader, of Kainantu, (in a group) and of Mrs. Holzknicht, wife of Pastor Holzknicht, of Kaiapit (also in a group). They were in adjoining Highlands valleys—they also were in adjoining positions on the camera film. I had no photo prints—only the negatives.

Yes, you have guessed it! In my hurried instructions, sent South from Rabaul, I got my wires crossed. In the tiny negatives, Mrs. Holzknicht looked like Mrs. Tudor, and I thought Mrs. Tudor was Mrs. Holzknicht.

And so, on page 137 of August issue, you see Pastor and Mrs. Holzknicht, of Kaiapit, and their two boys, in a group, and you are told that this is Mrs. Pat Tudor, of Kainantu, "with friends". I was still in New Guinea when the pictures were made from the little negatives, and I did not see the result until they appeared in print. Then I nearly had a seizure.

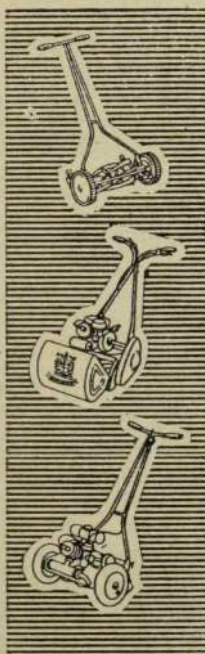
Anyway, here are the two pictures, in correct order, and correctly titled.

On the right, you see Mrs. Pat Tudor, in front of her successful trade store in Kainatu, Eastern Highlands. On the left is a photograph of Pastor and Mrs. Holzknicht, with their two sons—a snapshot made on the airfield at Kaiapit, Eastern Highlands. Mrs. Holzknicht is the daughter of a well-known German

pioneer settler, and was born in Finschhafen.

Apologies to Mrs. Tudor and Pastor and Mrs. Holzknicht.—R. W. ROBSON.

† Fiji was hit by influenza—believed to be the Asian type—in August. The ports of Suva and Lautoka were first affected after the arrival of overseas ships. The disease then spread rapidly throughout the Colony, and at Vatikoula alone there were 240 cases within a few days. Thousands of people were affected, but the epidemic was mild, and most sufferers recovered in two or three days.



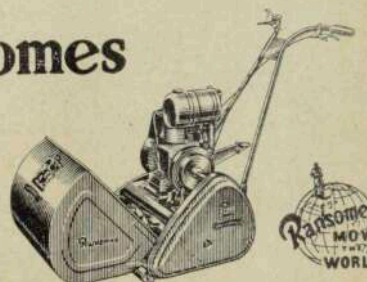
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Franc Revaluation Hits N. Caledonia

THE recent revaluation of the French franc has caused confusion and considerable resentment in New Caledonia which depends on imports from Australia for about 90 per cent. of its food.

Following interventions of the High Commissioner for France in the Pacific and New Caledonian Parliamentary representatives, the Minister of Colonies has announced that he is conferring with the Minister of Finances in an endeavour to lighten the burden placed on the New Caledonian economy.

If nothing is done it is expected that cost of living will rise by about 30 per cent. in New Caledonia. Already Messageries Maritime has advised that freight rates between Sydney and Noumea will rise by 20 per cent.

The financial difficulties of France are appreciated; but it is obvious that Paris did not consider the implications of the revaluation in places like New Caledonia.

† Two Suva City Councillors, Crs. W. E. Goodsir, Deputy Mayor, and J. B. Turner, have resigned. Cr. Goodsir resigned on medical advice, and Cr. Turner, who went to Australia for health reasons, has decided to remain in the Commonwealth.

† The discovery last month, in a remote village in Western Papua, of the badge and baton of a London Metropolitan policeman, reminded historians that, some time between 1880 and 1890, several London police uniforms were presented by the

London authorities to the new Administration. It was then called "British New Guinea", to distinguish it from the equally new "German New Guinea", next door. The uniforms were distributed among native village constables, but were not regarded as a sartorial success.

SAVE ON EFFORT!

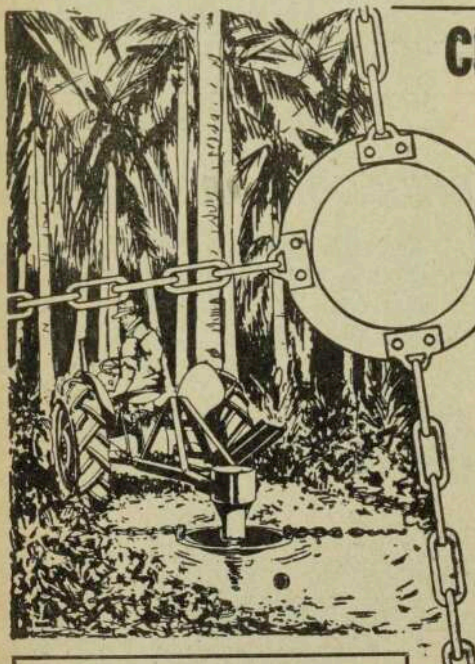
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CONDOMINIUMITES WILL HAVE A VOICE

ADVISORY COUNCIL FOR THE NEW HEBRIDES

THE Condominium Government of the New Hebrides has issued Joint Regulation No. 5, of 1957—under which it is provided that the two Resident Commissioners (British and French) may appoint suitable citizens of the Condominium to be members of an Advisory Council.

New Hebrides residents have demanded, over countless years, some medium through which they might officially discuss the state of the country, and the conditions of administration, with the all-powerful Resident Commissioners. Hitherto, the Condominium (France and Britain) has merely received the requests, and pondered over them.

Now, at long last, a medium has been provided through which the residents may have a voice in administration. But it will be purely an "advisory" voice.

In that regard, it is like the Legislative and Advisory Councils of all the South Pacific Territories. All are ruled as dictatorships by externally-appointed Governors—none can exercise any authority, against the will of the Government of the country responsible for the administration.

The New Hebrides Resident Commissioners will themselves select suitable men from the French, British and native communities, for appointment for one year as members of the Advisory Council. The C's may not accept their advice and they may terminate such appointments, in special circumstances, without notice.

It is not much—but it is some progress, because the citizens now will have an official channel for communication with their government.

Mr. Tipuia, lately senior clerk in the Resident Agent's office at Atiu, Cook Islands, has been appointed Resident Agent at Pukapuka (Danger Island), in the Northern Cooks. The appointment is in line with Administration policy to appoint Cook Islanders to these posts whenever suitable men are available. Since the policy was adopted several years ago some appointments have not been successful. Mr. J. H. Webb, who had been Acting RA, Pukapuka, went to Aitutaki in August to receive Captain Gladney as RA there.

On August 22, four British military planes passed through Tontouta airport, New Caledonia, carrying technicians on their way to Christmas Island.

Sir Lala Sukuna Marries Again

THE most prominent Fijian of Fiji, Ratu Sir Lala Sukuna, KCMG, KBE, was married on August 23 to Moce Likutabua, a 23-years-old school teacher, who is a highly-born native of Lakemba. She will be known as Lady Liku Sukuna.

The marriage ceremony took place at Sir Lala's Suva residence, Rairai-waqa, and was performed by Rev. S. G. C. Cowled, Chairman of the Methodist Mission in Fiji.

The guests at the ceremony, and at the reception afterwards, included a large cross-section of the European and Fijian communities. The formal toast of the health of the bride and bridegroom was proposed

by Mr. G. K. Roth, Secretary for Fijian Affairs.

Sir Lala Sukuna was Secretary for Fijian Affairs for several years—he resigned that post some time ago in order to take office as Speaker of the Legislative Council.

Sir Lala Sukuna is in advanced middle age. His first wife, the well-known and popular Lady Maraia, died last year, and there was no issue of that marriage—to the disappointment of the Fijians of the Lau district, who regard Sir Lala Sukuna as their hereditary leader. Leading Fijians of Lau strongly approve of Sir Lala's second marriage.

Lady Liku is a well-educated young woman (Annesley Girls' School and Ballantine Memorial School) and is expected to fill admirably the position of Fiji's leading Fijian lady.

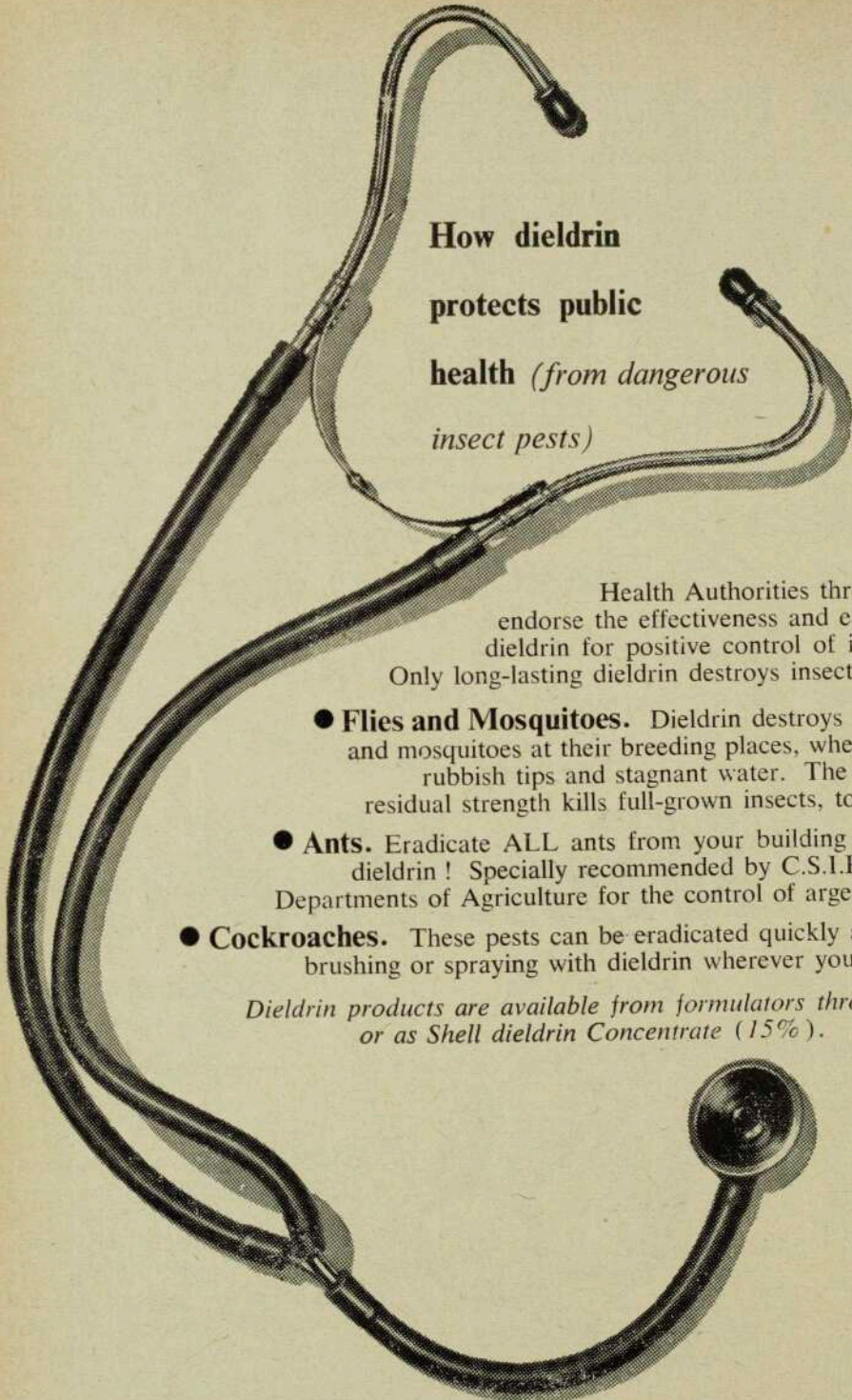


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SEPTEMBER, 1957 — PACIFIC ISLANDS MONTHLY

**HASLUCK WAR ON
PRIVATE ENTERPRISE**

Corporations Helped— But Not Individuals

By R. W. ROBSON

EVERYTHING we can see recently indicates that it is the purpose of the present Territories Minister in Australia to drive the small individualist out of New Guinea, and leave all European enterprise to the big corporations," said a well-known Rabaul resident to me in August.

"It is practically impossible now for a man to get a bit of land under conditions which will allow him to establish a plantation. Then, even if he can get land, he can expect no financial help from the Administration, in any shape or form.

"Men accustomed to the Territory, and with a knowledge of seamanship, could get into the coastal trade here, and several established profitable businesses. Now we have the new regulations governing shipping—they simply mean that the small shipowners will be driven out."

FINALLY, there comes this new Liquor Ordinance, which apparently is designed to put

the small hotelkeeper out of business.

Mr. Norman Lee, proprietor of the Cosmopolitan Hotel, Rabaul, described the effect of the Ordinance.

In the past, hotelkeepers paid £150 per annum and clubs £100, as a flat license fee. The new plan is that they will pay 4 per cent. on their total purchases of liquor. This is going to be enormously more costly. The Treasurer (Mr. Reeve), calculated that the Treasury would get £40,000 per annum from the new tax—actually, it will not be less than £90,000 per annum.

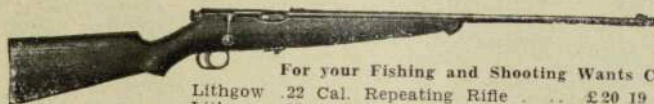
This Ordinance seems to have been based on the law in the Canberra Capital Territory, where the licensed victualler pays 5 per cent. on his purchases. But the great difference—which the Administration obviously overlooked—is that a very large proportion of the liquor con-

sumed in Papua and New Guinea is imported by the Big Firms as agents, and passed on by them to the hotelkeepers. Under the new system, the Big Firms will pay the 4 per cent. tax, and then will pass on the goods to the hotel or club, *plus tax and profit*; and then the hotel or club must in its turn pay 4 per cent. on the total sum charged by the importer. In Canberra, they are under no such burden—they can buy directly from the breweries and importers, who have not already paid a tax.

On top of it all, the Administration now is putting on a team of inspectors, to travel around among clubs and hotels, and police the Ordinance.

(In August, a private deputation from P-NG merchants visited Canberra and registered a strong complaint against the new Liquor Ordinance—but the result of these representations is not yet known).

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ISLANDS FISHERMEN!

That Tuna Could be Worth \$300

IN the hope that Islands fishermen will not be doing themselves out of a possible prize of \$300, we pass on this information from the Inter-American Tropical Tuna Commission.

PIM has previously notified fishermen that yellowfin (ahi, asiati, etc.) and skipjack (aku, auhopu, etc.) tuna are being tagged with a piece of plastic tubing attached just aft of the rear dorsal (back) fin.

United States Fish and Wildlife vessels have been doing this for several years, in the hope that fishermen catching the released tuna will return the tag with details of where the fish was caught, and thus aid in research on the migratory habits of tuna.

All tags, whether issued by US Fish & Wildlife Service or Inter-American Tropical Tuna Commission, are worth a dollar to the finder. However, the latter organisation will also conduct an annual draw of all tags returned, and the finder of the drawn tag will also receive a prize of \$300.

As comparatively few tags will be found, there is an excellent chance of striking the \$300 jackpot if you catch a tagged tuna.

These tuna are being tagged all the way from California to the Peruvian coast, so it is possible that those tagged south of the Line are likely to be hooked in Polynesian waters.

The Tuna Commission tags are simply marked, "Return Tuna Comm. San Diego," and have a

number. It is essential that the number be undamaged.

Tuna Commission, San Diego, California, USA, will be sufficient address. So bait those hooks!

† A modern seismograph, worth £2,000, has been loaned to Fiji by the Columbia University, New York

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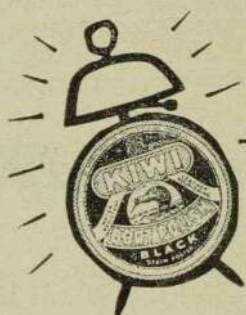
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TRADE MARK

NZ Territories Minister Will Retire

THE Hon. T. L. Macdonald, New Zealand's Minister of Island Territories, announced in August that he would not be again standing for Parliament at the forthcoming November general elections.

While absent from New Zealand overseas recently, Mr. Macdonald's portfolio was handled by the Minister of Education, Mr. Algie.

Mr. J. B. Wright, Secretary of Islands Territories, is also retiring shortly and it is expected that he will be succeeded by the Assistant Secretary, Mr. J. M. McEwen, LLB, formerly Resident Commissioner, Niue. Mr. McEwen is at present on a familiarisation visit to the Cook Islands.

ERIAMA ESTATES

FROM KENAF TO PEANUTS

PEANUTS and not kenaf will be grown on the 20,000 acres granted to Eriama Estate at Oro Bay, NE Papua, several years ago, for the large-scale cultivation of the fibre crop.

Thus dies the kenaf project which was one of those industries designed to make Australia independent of overseas imports.

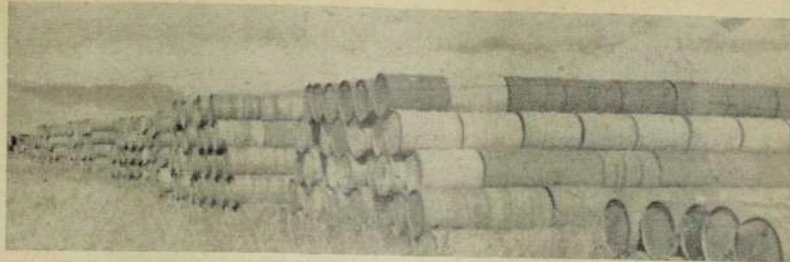
Eriama Estates began experimenting with kenaf about four years ago when imports of jute for wheat bags and wool packs were uncertain and the price exorbitant.

Due largely to the efforts of Mr. R. A. Colyer, who became interested in the crop in America and obtained seeds there, experimental plantings were made about 14 miles out of Port Moresby and for several seasons it was grown successfully on an experimental basis. It was proved conclusively that bags and wool packs made from kenaf were as good as those made from jute.

The grant of land at Oro Bay was then obtained and it was planned to grow the crop on a large-scale basis. However, the men who had carried the experiment to that stage felt that they had then done all that could reasonably be expected of them, and that if Australia were interested in getting an alternative to jute for the containers for her vital primary industries, then the Australian Government should give the infant kenaf industry some active encouragement.

The encouragement — in any tangible manner — was entirely lacking, and the kenaf industry joined the many others in Papua-New Guinea which have folded up because politicians cannot see further than what is immediately

Drums of War . . .



In spite of the huge salvage recovery in New Guinea since 1946, there still is much ex-war scrap lying about in the less accessible places. Near the Gusap airfield, in the Eastern Highlands, the shape of a large wartime airfield, surrounded by dispersal bays, still can be seen; and close by are great piles of empty 44-gal. petrol drums. This collection numbers about 2,500, and is right alongside the commercial airfield.

expedient.

It is understood that the Company's holding at the 14-mile, Fort Moresby will be used to raise

beef cattle; and that a start will be made on the peanut venture at Oro Bay when 400 acres are planted to this crop about October.

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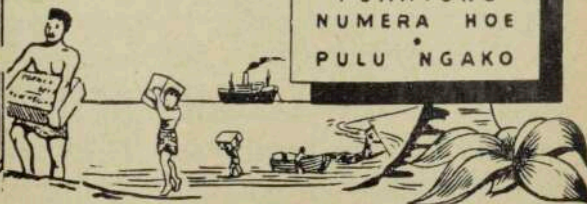
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NOUMEA VISIT

NZ School Girls Rush Exchange Plan

THE New Zealand Education Department was thrown into confusion in August following an announcement that plans were in hand for a holiday exchange of school children between New Caledonia and New Zealand during the coming summer holidays.

A similar exchange plan has operated for years between Australian and New Caledonia schools.

There were 30 vacancies on the aircraft but it was thought unlikely that a full load would be obtained in New Zealand as each child had to find £50 fare-money. Within a few days, however, some 170 secondary students had made application for the trip and a further 100 had advised that they expected to be able to "raise the wind" from their parents in time.

Only 30 of the applications were from boys.

It is understood, however, that no provision in excess of 30 tourists each way is possible.

It is intended that the exchange plan will become an annual event not only to promote friendly relations between the two countries but to give students an opportunity to develop the neighbouring language as part of their school studies. Pupils will live in the homes of the respective pupils from the other country.

• The fact that 140 girls want to make the trip and only 30 boys is interesting and significant as a post-war trend.

The number of young women who leave Australasia each year for working holidays in the UK far outnumber the young men. Either the enterprise and spirit of adventure is passing to the keeping of the female of the species; or modern economics tend to restrict the activities of young men in the same age group.

While the girls are off typing their way around the world, he painfully crawls onto the bottom rung of a professional ladder. By the time that his girl is back from some years abroad, he can marry her—and then for the next 20 years can look forward to devoting his energies to paying the instalments on the family washing-machine, TV set, car and suburban villa.

Oddly enough, the modern young man seems to accept this life pattern; but round about 1980 we may expect to see the more advanced of them produce something in the nature of a mass suffragette movement.

This Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

MARITIME SAFETY ENFORCED IN MICRONESIA

With maritime safety measures in some areas of the South Pacific the subject of criticism from various quarters in recent months, what goes on in the North Pacific is of interest.

PIM instituted inquiries as to the situation governing small-ship operations in the American Trust Territory of Micronesia in the North Pacific, and received a full and interesting reply from Trust Territory Administration's Contracts and Programmes Officer, John M. Spivey.

Currently, sea communications between the 2,141 islands of this Territory are maintained by 9,137 gross tons of shipping. Of these, the Government owns two 3,805-ton vessels, two of 558 tons each, one of 270 tons, and one 141-ton schooner. Under private ownership, partly Co-operatives, are a vessel of 250 tons, one of 175 tons, and some thirty-five 40-50 ft former US Navy Liberty craft, which have been converted to commercial usage, with sail and/or

power, each capable of carrying 10-15 tons of cargo.

Every vessel operating within the Territory is registered with the Government, classified into one of four groups according to overall length, and according to whether or not a passenger licence is sought.

On proof of ownership and satisfactory survey the vessel is allocated a number, which must be painted in large letters on hull and deck for easy air identification. An annual haul-out and survey are enforced and a certificate of inspection issued. Minimum safety equipment is called for and set out in the regulations, and includes at least one life-buoy aboard any vessel, at least one life-jacket for each person aboard, and rafts capable of carrying all aboard.

Every piece of floatable equipment, including hatch-planks, must carry the vessel's registered number for easy identification in the event of disaster. Life-rafts must be bright orange.

Every deck opening must be

capable of being made properly water-tight. Every vessel must carry 12 red distress flares, and a 5-gallon approved container of fresh water must be stowed in each raft. Approved fire extinguishers must be carried according to the vessel's grading.

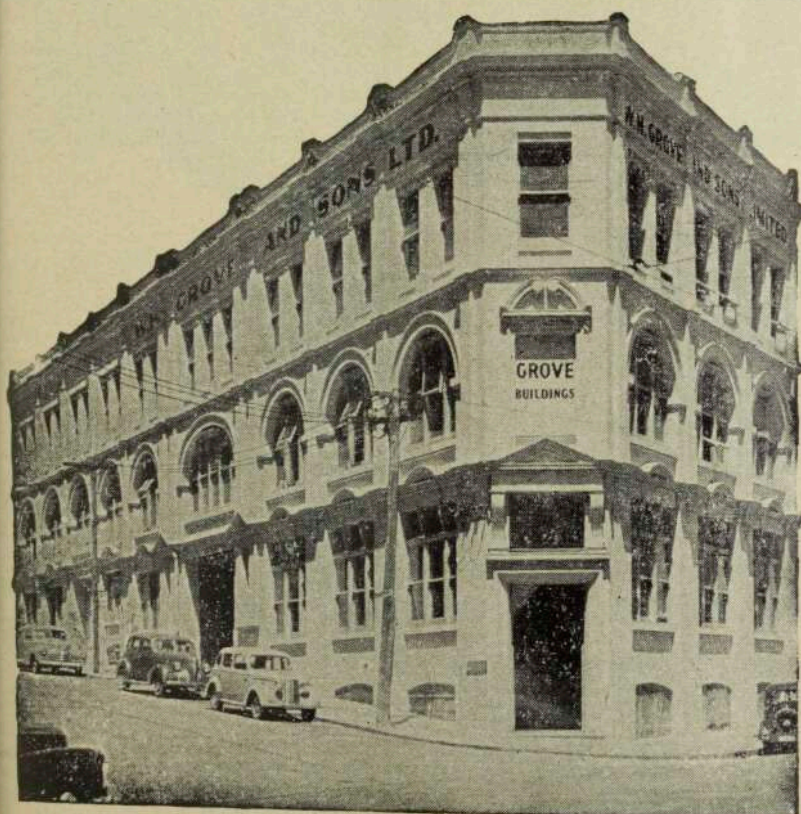
No petrol-engined vessel will be licensed for the passenger trade, and passenger licences are issued according to the scale of one passenger per seven square feet of unobstructed deck space as a maximum allowance. Depending on the type of vessel, the passenger licence may allow fewer than the above maximum. Navigation lights are called for according to international requirements.

Local ship-masters are not certificated in the ordinary sense, but they do have to face a thorough investigation of their experience and abilities and an oral examination, whereupon they are issued with a licence to operate that particular class of vessel for five years.

They are then liable for re-examination by the marine authorities, to see that their capabilities are not impaired.

Although the area is not under US Coast Guard jurisdiction their safety regulations are applied as far as reasonably possible.

None of the regulations is un-



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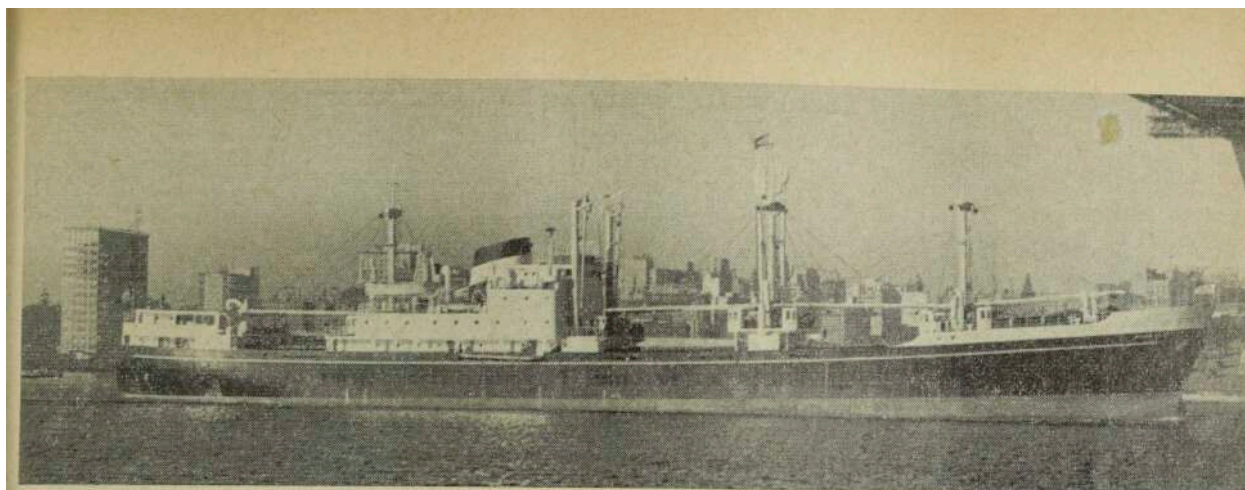
Warden paid particular attention to salt water protection. That's why you'll find tarpaulins, hatch covers, spray hoods and boat covers made from Genuine Warden give many years longer life.

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36408



The CSR Co.'s fine new vessel "Rona", sailing under Sydney's famous bridge, early August, at the end of her maiden voyage from Aberdeen. Soon after she arrived she met trouble from Australia's maritime unions who objected to the use of a non-Australian crew for the delivery voyage (see elsewhere, this issue). The crew comprised four Australians returning home, and 27 British migrants, who were awaiting assisted passages. The new vessel is of 6,000 tons dead weight and replaces an old ship of the same name now trading in the East. At extreme left of this photograph can be seen Unilevers new building at the foot of Macquarie St.; and slightly to the right, the equally new and imposing building of ICI.

reasonable or could not easily be applied in any South Pacific area, except that one calling for annual haul-out for hull survey, as there are areas where no slipways are available as yet. In Micronesia there are six survey areas, so no vessel has to travel too far for survey.

Local regulations covering the carriage of radio-telephone sets have recently been revised, and every vessel over 39 ft 11 ins. l.o.a. must conform.

Instead of the international distress frequency of 2,182 kc/s being employed, continuous watch is maintained by Kuror, Truk, Yap, and Ponape on 2,724 kc/s, and Majuro also guards this frequency from 1800 through to 1300 GMT. There is also a continuous watch in the area on the big-ship morse frequency of 500 kc/s and on the air/sea calling and distress frequency of 8,364 kc/s. As there are few vessels of under 40 ft making deep-water passages, virtually every vessel is so equipped.

However, as in the South Pacific, the regulations do not call for the carriage of an approved type of fool-proof distress transmitter independent of battery power, failure of which so often silences the small-ship's R/T voice in time of trouble.

There is ample evidence to show that the distress-type of transmitter should have priority in South Pacific marine regulations. Still, it is also evident that small-ship safety is well on the fore in Micronesia and that in areas where no regulations exist, the regulations applying in Micronesia might form a useful model.

SAFEGUARD FOR SHIPPING

It is reported in the Fiji official newsletter that the colony expects to introduce a Colony-wide 24-hour listening watch for shipping in Fijian waters next year. The Standing Committee on Finance has agreed in principle that provision for this should be made in the 1958 Government estimates.

The existing 24-hour listening watch is on only one radio channel. Under the new proposals, there

would be a 24-hour watch covering all radio channels in the islands. There would also be a staff of

ANNOUNCEMENT . . .

In response to demand from some parts of the Islands we are happy to announce that we can now quote for welded Steel Vessels for Islands use.

Plans have been prepared for a 60 ft. Steel version of the famous "K" class Copra Vessel with choice of engines. Production of copper-fastened Wooden Vessels is not affected.

Please remember—for all Island Boats, Wooden or Steel:

BJARNE HALVORSEN LTD.

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Cables: BERRYSBOAT

four operators to overcome the present shortage of staff. Payment of staff would total £1,140 a year, including provision for overtime.

Cost of equipment, including replacement of seven-year-old sets, would be £4,350.

SURPRISE IN AUCKLAND

A surprise arrival in Auckland on August 14 was the Pago Pago vessel *Manu'a Tele*, owned by the Chiefs and people of American Samoa's Manua Islands, and under the command, for this voyage, of Captain Borge Bentzen, of Western Samoa.

With no slipway at Pago Pago capable of handling her, and with all slipways at Suva, where she normally refits, fully booked until October, the one-time US Navy minesweeper YMS-143 was forced to head south. She is probably the first Pago Pago-registered vessel ever to refit in Auckland.

Manu'a Tele was acquired from Hawaii by the Manu'a people early 1948. Later her owners found themselves in financial difficulties and she was taken over by the American Samoa Government. Recently she was handed back, but her navigation certificate expired in July. Permission was given for her to proceed to Auckland for refit.

She is now normally commanded by Captain Pou Seleti, who came south as Mate.

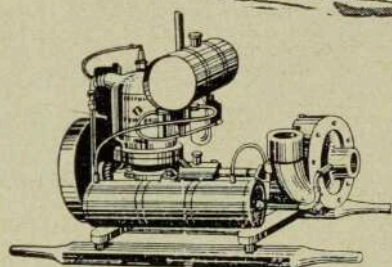
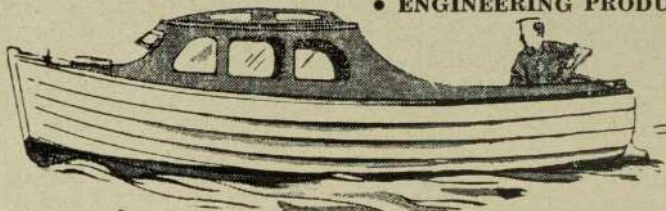
Captain Bentzen, who retired from the Union Steamship Co.'s service some years ago—he was last in the trans-Pacific freighter *Waikawa*—to settle on Kasala Plantation at Fasito'o, Upolu, was prevailed upon to break out his uniform from its moth-ball packings and take a

winter holiday. Auckland's 64 deg. temperature compared unfavourably with Samoa's 85 deg., he said on arrival. Good weather was experienced for the 7-day run south.

Materials have been assembled for construction of a slipway at Pago Pago, probably to be sited across the

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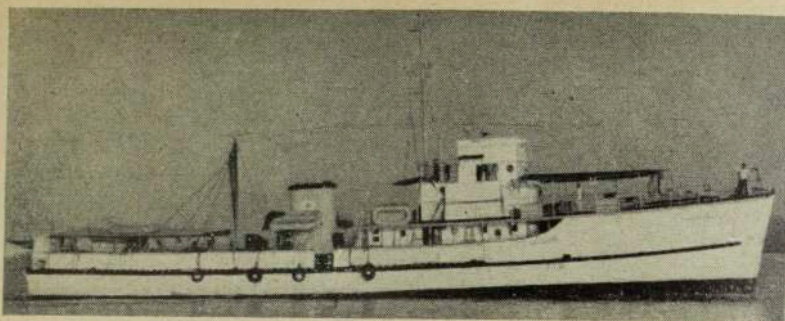
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"Manu'a Tele", owned by the people of the Manu'a Islands, E. Samoa.

Photo: J. P. Shortall.

harbour from the wharves and in the vicinity of the tuna cannery, but it is not known when construction will commence.

Manu'a Tele, which normally provides sea communications between Apia and the Tokelau Islands on a charter basis, in addition to her Pago Pago-Manu'a and Pago Pago-Apia runs, was expected to be in Auckland for some weeks, depending on the work found necessary.

TONGAN MERCHANT MARINE

The day following the arrival of *Manu'a Tele* in Auckland, the Tonga Proprietary Board's Suva-built ketch *A'oniū* moved under an Auckland wharf crane to receive a completely new 72-ft Oregon mast in the final stages of her annual refit. The replaced foremast was found on examination to be so deeply rotted in several places that it was surprising that it had not gone overside; this despite the fact that the vessel has undergone regular survey in Auckland each year recently.

Captain David Fifita, only holder of a Tongan deep-water master's ticket, said it is not known what the fate of the ketch will be when the modern, new steel, Dutch-built 10-tonner *A'oniū* arrives early 1958. South with him for training in Auckland were four men who will officer the new *A'oniū* or *Hifofua*. Mr. Amanoni, chief engineer of the present *A'oniū*, and David Taumoepeau, chief of the present *Hifofua*, were making voyages in the Auckland coaster *Sumatra*, which has engines similar to the new Tongan vessels. They will go to the respective new vessels.

William Ha'angana, full-time radio operator in the present *A'oniū*, was attending a course in radar, radio direction finding, and echo sounders, at the government school of navigation in Auckland in preparation for the new vessel.

Polonga Taualupe, mate of the present *A'oniū*, was undergoing special training as a rigger with an Auckland firm. Their training was being overseen and supervised by Captain Fifita and Captain Scott, Speddings Ltd., Agents for Tonga and New Zealand.

The ketch was to clear Auckland

late August for Suva, where Mate Taualupe was to take command of

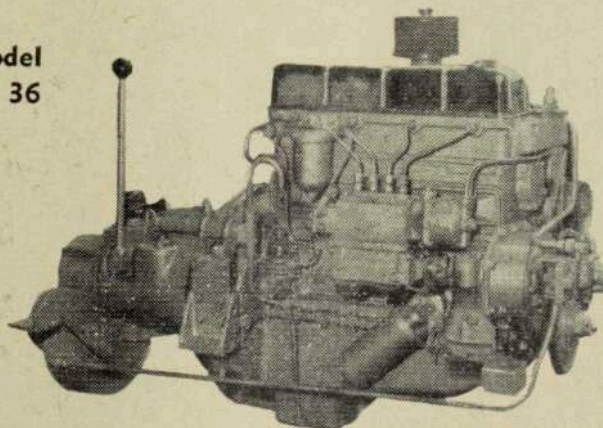
the new 30-ft, 30 dwt bow-loading steel barge *Kao*, which had arrived there from London on the deck of a freighter. Captain Fifita's brother, Peter, was to serve as Mate in *A'oniū*. *Kao's* engineer for the run down to Nukualofa was to be David Taumoepeau.

The barge is powered with two direct reversing 88 bhp fresh-water-cooled Kelvins. She has twin rudders and hand steering. There are no auxiliary motors.

On trials she made 8½ knots, and in a static bollard test-pull she pulled 32-cwt at normal engine revolutions. She has a loaded draft of 3 ft 6 in. and will be used for general government duties, including barge-towage, within the Tonga Group. (Over)

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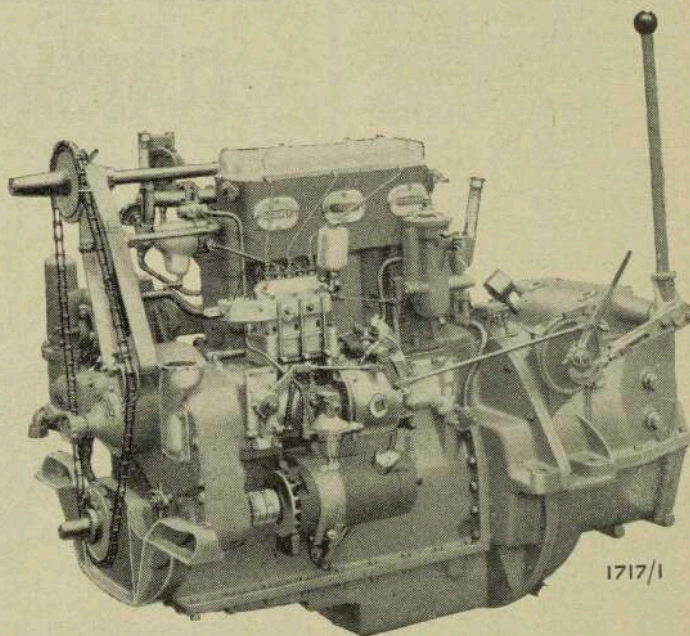
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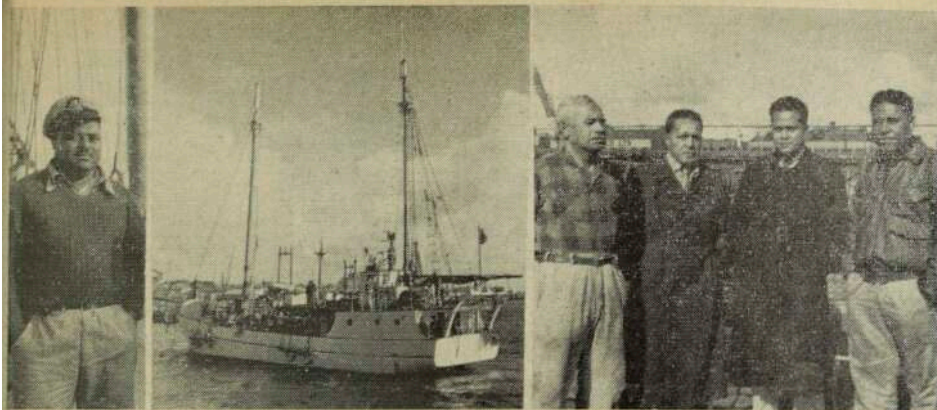
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Captain David Fifita and ketch "A'oni", and right, trainees for the new Tongan vessels: Engineers Amanoni and Taumoepeau, Radioman Ha'angana, and Mate Taualupe.

Photo: J. P. Shortall.

fast to his quarry. The world's newsreel cameramen have not yet heard about Tongan whaling—out when they do there will be something to see on the screen.

GETTING AROUND

Captain D. K. Matheson, known in Island craft, returned to Auckland in July after an interesting few months in Eastern waters. Early in the year he delivered the New Zealand coaster *Pukeko*, renamed *Winery*, to Yong & Lee Timber & Shipping Co., of Hongkong, then remained to master the vessel for a while in her new trade—mainly scrap metal from Borneo to Hong-

MAN WITH THE KNOW-HOW

Back in March, 1954, the Tonga Department of Agriculture and Fisheries purchased the Auckland fishing vessel *Pearlin*, renamed her *Alaimoana*, and put her to work on experimental fishing in the area in an investigation of methods and prospects for the possible establishment of a commercial fishery.

Well, it seems that results have not been as good as some people feel are possible. In this sort of situation it is generally conceded that the thing to do is to send for a Japanese expert. One arrived in Nukualofa in July to take command of *Alaimoana*, and will doubtless quickly prove that the tuna were there all the time. Anyway, Tongan fingers are firmly crossed.

WHALING IS BIG FUN, IF NOT BIG BUSINESS

There has been a great spurt to Tongan whaling activities these past two seasons. For years the Cook family had it on their own at their Nukualofa-based whaling "station" (the town beach). Last year, however, five similar outfits started up a business, another at Tongatabu, one south at Eua, two in the central Ha'api Group, and one is the north at Vava'u.

This season yet another went into business at Vava'u.

Going into the whaling business in Tonga has simply meant acquiring a surf boat, hand-harpoon and line, and some knives.

The Unilever combine has not profited and the International Whaling Commission has not been bothered with statistics. In Tonga they eat their whales—or as much of them as is possible before the climate takes charge, after which they eat sharks which come to devour the remains, which are towed far out in the lagoon from the town beach. At the town beach the cuts are sold on the spot, with no shortage of customers.

This season, for a change, some of the Tongan blubber-oil may reach world markets, and in future seasons there may be more.

Prince Tungi is encouraging whaling as an export trade—but there are still no new-fangled and expensive whale-chasers and million-dollar shore stations. The old tri-pot will do, and if a surf boat cannot be bought, a canoe will serve—like the one in use by the man in business down on Eua.

Last year he took three whales. Admittedly he found a few sticks of dynamite lashed to the harpoon a useful pacifier, and shore boats came to his aid once he was well

Captain Borge Bentzen and Chief Engineer Busby Koko who brought "Manu'a Tele" to Auckland for refit in August.

Photo: J. P. Shortall.



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kong, but with sorties to Singapore and Japan as well.

Next job? Perhaps another Eastern delivery; of perhaps to relieve his brother, Captain R. D. Matheson, in the Suva-based *Kurimarau* while the latter comes south on vacation. *Kurimarau*, Sydney-owned and Hongkong-registered, freights petroleum products to Samoa and the Gilberts.

ANOTHER RAFT BOOK

Most Islands ship-masters are probably familiar with the castaways manual, *The Raft Book*, written by Harold Gatty, who died in Suva in August. Published in New York in 1943, it became in war-time—and perhaps still is—a standard issue in the life-saving equipment of American aircraft and some ships. It was issued in a water-tight envelope complete with navigational chart, and was intended primarily for persons with limited navigational knowledge.

Now from Maritime Press Ltd., London, comes *Survival At Sea: Inflatable Life Rafts*, by Commander N. F. Keene, DSC, RNR, selling at 2/6.

While not covering the ground as extensively as *The Raft Book*, this British publication is considered sufficiently valuable to also appear in a waterproofed edition, and a

copy is being enclosed in the packing of every rubber raft issued by at least one of the two main UK life-raft manufacturers.

This publication, incidentally, warns seamen of the British scientific finding that, Dr. Bombard

notwithstanding, the drinking of salt water under whatever circumstances is extremely ill-advised.

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unknown vintage, which failed to raise a bid in Sydney this year, subsequent to survey following stranding in the New Hebrides last year.

It is believed that both vessels have found a Singapore purchaser. A photo of this duo on their final South Pacific cruise should form a touching contribution to the SPC historical archives. Both have provided lots of thrills in the Sunday press.

Yet another interesting craft to depart the New Hebrides—for the Solomons—is the English-built Brixham trawler *Arthur Rogers*, best remembered for her all-girl-crew cruises. Tom and Diana Hepworth headed her north for new

horizons in July, whether to return or not is not known.

Lying doggo, and reported burdened with writs, is another Vila headliner, the war-time Australian-built deck barge *Pacific Star* (ex *ALC-120*) which first caused a stir when, en route from Rabaul to Vila via ports, she went missing, though still with radio contact.

She turned up on the New Caledonian coast. Then two months later, in April, 1956, she stranded at South River, Erromanga, but got clear.

Though *Pacific Star* is not starring in the present New Hebrides shipping boom, others are making money.

(Continued on Page 101)



Owner Bill Mangan and sailing companion Dick Mohun Auckland-bound with (lower) "Taki-o-Autahi" (see p. 113).

Photo: H. R. Hart.

the Second Channel, south coast of Santo, since May, 1953, the 249-ton, 15-year-old freighter *El Retiro* (ex-*IZ* coaster *Kapiti*) may (repeat, may) float again.

This little ship took her present name when purchased by Captain Amle Savoie, of Noumea, at Auckland, late 1950. She was sold to Mr. Donald Gubbay, of Luganville, Santo, in 1953, and put to work off Million Dollar Pt. salvaging dumped American war equipment—but quickly found herself on the beach, along with the war scrap.

Subsequently she was offered for sale "as is, where is", but found no takers.

Mr. Gubbay, still busy salvaging scrap, now hopes to float *El Retiro* off and get her to Japan's scrap metal market, though perhaps not on her own bottom.

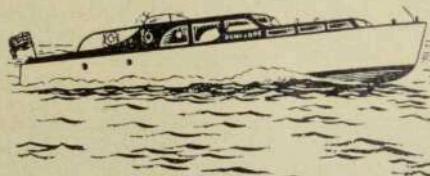
Also likely to depart Island waters is Mr. Roy Gubbay's 465-ton, 29-year-old freighter *Tutuba*, better known in Lloyd's disaster columns as *Holmglen*, ex *Argus*.

With her may go—in tow—another duckling, Mr. Marcel Marinacce's 11-ton Melbourne-built *Deutgan*, of

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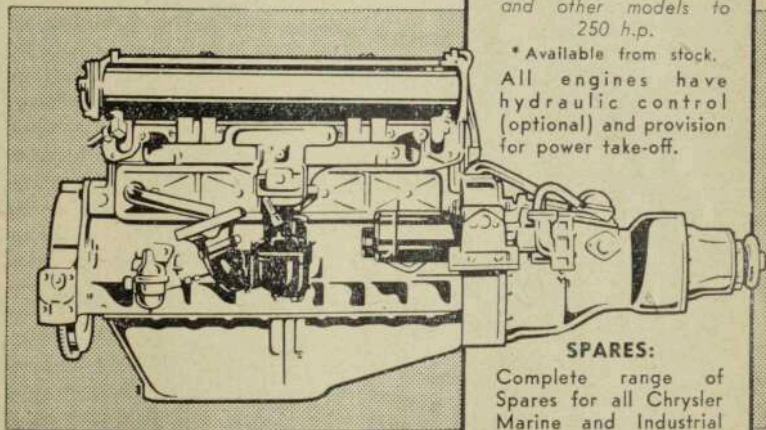
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From R. W. Robson, in New Guinea

THE efficiency and orderliness with which the considerable town of Bulolo (Morobe area of New Guinea) is controlled may provide one reason for the stubbornness with which Dictator Hasluck opposes enterprise by individual Europeans in the Territory, and encourages the big corporations.

Bulolo town, as everyone knows, was established some 30 years ago as quarters, with full amenities, for the European and native staffs operating the eight big dredges and the private air service of Bulolo Gold Dredging Ltd.

Then the gold petered out, and BGD Ltd. since World War II has turned its vast resources over to timber-production based on the surrounding forests of Hoop and Klinkii pine.

But in order to get the licences, BGD had to enter into a 50-50 partnership with the Australian Government.

For timber production, huge equipment was installed. Under one roof, upon concrete floors which cover 4½ acres, machines seize the pine logs as they come out of the natural forests; strip them of bark; cut them into suitable lengths; peel them into veneer strips (which are steam-dried and rolled up like blankets); trim and arrange the veneer strips into plywood; glue the plywoods together; weigh and polish and grade the plywoods; grade them for sale—80 or 90 per cent. of these operations are automatic, and a triumph of machine-making skill.

Now, there is only one dredge (No 5) working on the flats at Bulolo—the others are all cut out. BGD is sluicing in two places. But both European and native staffs are bigger than ever (there are 180 Europeans and 250 natives in the plywood factory alone)—and the Administration, which maintains a sub-district office at Wau, seems content to leave

the care of the whole community—physical, mental and moral—to the Company.

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provided at nominal rentals. There is abundant light and power from the big Baiune hydro-electric station. There are schools for 100 primary and 40 kindergarten children; bowling (175 members, 80 associates), tennis and golf clubs for the men; clubs and plenty of native servants for the women.

There is an equally model town for the natives, and ground in which they grow almost every kind of fruit and vegetable, in a dry, equable climate. I saw coconuts, sugar-cane, oranges, maize, fowls, ducks, pigs—all flourishing.

From the point of view of comfort and orderliness, it is New Guinea's model community—and the Administration has nothing whatever to do with it, except exercise a nominal supervision.

Except for a small Burns Philp store, there are no traders or tradesmen—everything is provided, at a fraction over cost, by the Company.

There are an Anglican and a Roman Catholic Church.

This Company now has established the Territory's best hotel. It is on a ridge alongside Bulolo town, and consists of a score of "dongas" (private bungalows very comfortably equipped) and a central building which houses lounges, dining-room and bar. This is certain to attract a high-class tourist traffic.

There is a cinema three times a week.

This BGD service or CNGT Ltd., (as it is now) is something right out of this world. A man who enters it, and gives to it his working life is (a) economically secure; (b) housed and serviced in a good climate on a very high standard; (c) given opportunities to live pleasantly under conditions where he cannot squander his earnings; (d) given

generous annual leave; (e) guaranteed a pension on retirement; (f) is clear of the horrors of income tax. The BGD service has everything except freedom and opportunities for individual enterprise. It is a first-class example of the benevolent, authoritarian state which, in this tortured world, appeals so much to the Hasluck mind.



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Pulping is Possible

AS the new combination of BGD and Commonwealth Government (Commonwealth New Guinea Timbers Ltd.) removes the pine trees from the surrounding ranges in ever-increasing numbers, the P-NG Forestry Department follows on behind with planned re-forestation. This probably is New Guinea's outstanding example of smooth governmental-private enterprise co-operation.

The hillsides are completely cleared of jungle growth. The pine logs go to the mill, the balance is burned.

But the possibility of using most of this substantial second-class growth for pulping is under investigation, with every possibility that something substantial may here be contributed to a new paper-making industry.

The Forestry men take over the bare hillsides; and, from the large nurseries they maintain hereabouts, the areas are planted on a systematic pattern, so as to ensure rapid, controlled and protected future growth of the forests, instead of the former uncontrolled and wasteful jungle growth.

The Klinkii Mystery

SOMETHING very interesting has been discovered here. It would appear that, for reasons upon which the scientific botanists are not yet agreed, the Klinkii Pine practically ceased to propagate itself a long time ago. The existing forests consist mostly of well-matured trees—there are very few youngsters.

After much experiment, the Forestry people have got the Hoop Pine nurseries going nicely, and the young Hoop Pine plantations cover the hillsides in various stages of lusty growth. But the young Klinkii Pines are seen in very small numbers—the problem of Klinkii propagation is on the way to being solved, but the botanists have not yet claimed real success.

Both are excellent pines, but the experts give a shade of odds in favour of Klinkii.

If gold had not brought the Europeans into this country, and then turned them towards timber, this unique and indigenous Klinkii Pine might have disappeared altogether.

A Kind of Endless Cycle

IT looks like an endless cycle for CNG Timbers Ltd. By the time the natural forests of Hoop and Klinkii are out, the replanted forests will be ready for cutting. The world seems to want more and more plywood. Much of this Bulolo product goes to United States, and is a comforting dollar-earner for Canberra.

There are other stands of Hoop and Klinkii here and there about

the Highlands of this eastern end of New Guinea.

They probably will be worked, as they become accessible, by individual timber millers, who look for pine, but who will saw up anything for the local and nearby markets, all of them ever hungry and unsatisfied.

Other Sources of Timber

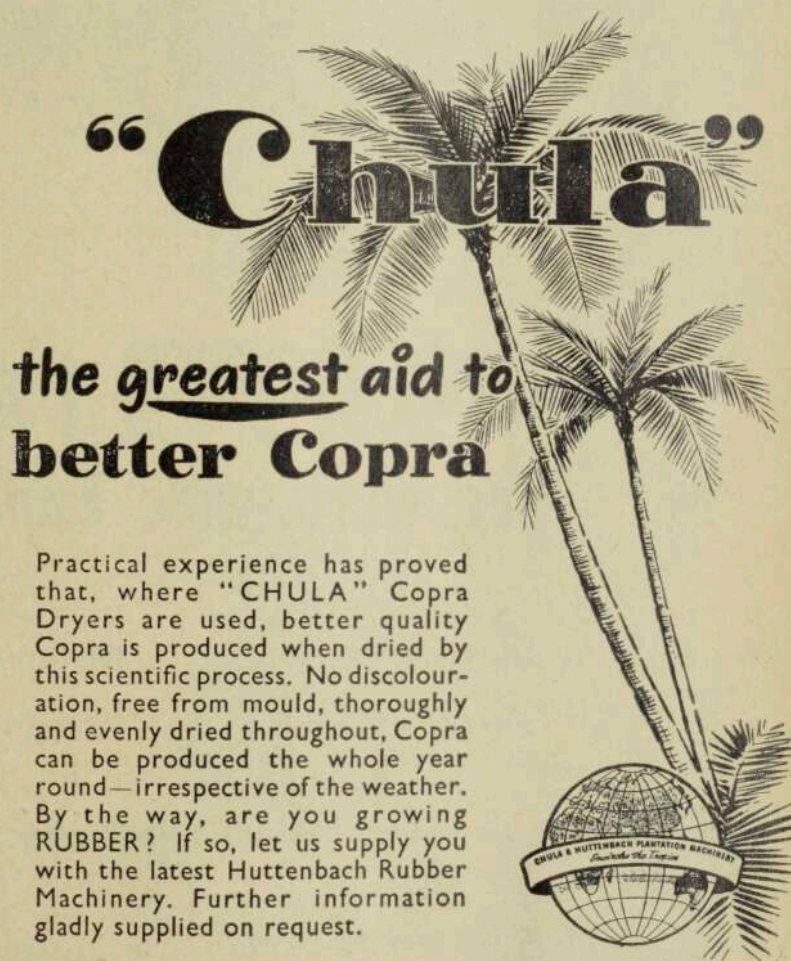
ENTERPRISING Robert Wilson and Don Levine, who have been operating as Golden Pines Ltd. on the edge of the BGD area, now are moving into the Bulwa area. Bulwa, on the Watut River, looks from the air like an outer suburb of Bulolo.

Golden Pines Ltd. is spending £70,000 on a first-class mill, and getting right in among big timber, which they will road to Lae.

The tireless Joe Bourke has established a new cordial factory at Bulwa, and the place is growing.

The large gravel flats of Sunshine Gold, still sluicing profitably, are only a little way below Bulwa.

Pine timber products now will come in also, in steady volume, from New Guinea Gold Limited which (like BGD), turned some its attention to timber after the war and which, after a long, hard struggle with high officialdom—which could see merit in nothing outside of BGD—now has been given a much wider area from which to cut pine. (Over)



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GB25-PP

NGG Ltd. now is putting its eggs into several baskets—notably, gold, timber and coffee—and is the economic backbone of Wau.

Local Banana-Cases Tried in W. Samoa

WITH a view to overcoming the high cost and inconvenience of having to import banana and other fruit cases in unassembled "shook" form from New Zealand, quick-growing timber stands have been established in New Zealand's Island Territories in recent years. These are, in some cases, now nearing the felling stage.

During 1956, some of this timber was milled and used in a shipment of bananas from that Territory.

However, the officialese language of the latest W. Samoa Report, gives little indication of whether or not the cases proved satisfactory. The Report merely says that it was demonstrated that the utilisation of this fast-growing tree was worth further investigation." The timber in this case was *Albizia falcata*.

The 30 acres planted at Vailima includes also *cedrela odorata*.

FROM ABOUT 125 FATHOMS

Rabaul Promised New Fresh Fish Supply

IT has just been discovered by Mr. Joe Russo, a well-known Italian fisherman, of Rabaul, that an ample supply of fish can be obtained by special methods and equipment, in the waters off Gazelle Peninsula, at a depth of about 125 fathoms. It is a development of the new deep-fishing technique of the Japanese, of which much has been heard in recent years.

Mr. Russo and his associates now have built a special boat and equipment, including fish-traps, and they say that, with some official co-operation, they can keep supplies of fresh fish up to the Rabaul market.

"Much better for all communities than the tinned stuff they have been using for so long," says Mr. Russo.

The plan cannot be operated, however, without a freezer of some kind; and the group has not got the land for a freezer. It has made an urgent application to the Administration for help in this direction.

† Mr. Mohammed Ali Sahib, of Drasa, Lautoka, Fiji, has passed his Master of Arts examination in statistics at the Punjab University, Pakistan. He returned to Fiji this month.

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AND MOVIES

Bounty Is. Returns To Normal

THE Pitcairn Island patient who made the air-waves do double duty in July (*PIM*, August, p. 24), was last reported to be making a rapid recovery.

She was Mrs. Jessie Clark, wife of Oliver Clark. Mrs. Clark suffered a haemorrhage from a peptic ulcer on July 21, and a radio call for assistance was sent out.

Four ships, including HMS *Warrior*, answered the call (see page 79, this issue) and the first one to arrive carried three bottles of blood plasma. Mrs. Clark's condition had by then improved and the transfusion completed the job.

Modern Conveniences for Bounty Descendants

Fletcher Christian and his little party of *Bounty* mutineers would not recognise Pitcairn Island if they could return to-day. The electricity plant has made many things possible—new tools, washing machines, refrigerators, radio and even movies. There is also a telephone service.

The school has a movie projector and this is used to show movies to

the public; and also by SDA Pastor Hawkes to show church programmes.

New Stamps

A new set of Pitcairn Island stamps was on sale on the island on July 2. These replace the old King George VI set which has been in use since 1940. The new stamps have a portrait of Queen Elizabeth II.

† The inter-island communications network in Tonga was further extended in August when a new radio station was established at Ha'afeva, in the central Ha'apai Group. The equipment was supplied by a New Zealand firm. A similar new installation will also be made at Lifuka. The Ha'afeva station contacts Nukualofa four times per day initially.

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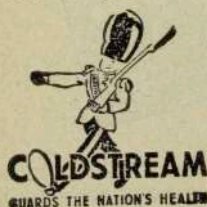
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**NOT THEIR
BUSINESS**

Fiji's Europeans Mostly Apathetic

APATHY in public matters, recently criticised in New Guinea, is not peculiar to that Territory. In Fiji it has come under fire, too; and the reasons given are similar to those in P-NG: a large proportion of the European population expects "to be out of it in a few years".

The *Fiji Times* started the ball rolling with a series of articles on the "Future of Fiji", and later expressed disappointment at public reaction.

Mr. Maurice Scott, senior elected member of Legislative Council, and Sir Hugh Ragg, who has had many years in Council and who is head of the chain of hotels controlled by Northern Hotels Ltd., were the first men interviewed by the *Fiji Times*. They were succeeded by other leading men in business and agriculture.

Most held the idea that for many years Government has done little to increase the Colony's output, and that no machinery exists to find markets, or to implement the numerous (almost annual) reports, on how to increase production, which have all met a sad fate in Government pigeon-holes.

As a result, exports have remained very much on the same level—rising in the good years, when there were no hurricanes or floods; and falling when these occurred.

Meanwhile imports steadily increased to meet the needs of a steadily increasing population, with the result that the Colony has had a succession of unfavourable trade-balances which must continue until some immediate forms of development can be found, or foodstuffs grown locally can reduce the quantity now being imported.

One bright spot is the prospect of a comparatively early increase in the export of bananas which bring regular monthly cash payments.

Planting on a large scale is being carried out in the Sigatoka district and also on the island of Kadavu, some 60 miles from Suva, which is likely to become a port of call for the banana vessels.

The urgent need is for immediate development that will bring about an early improvement in the economic situation.

The erection of a large Government subsidised hotel to accommodate the tourists now being turned away, was one suggestion; the banana trade was another. Then one writer suggested making Government land suitable for sugar cane

available at reasonable rentals to build up sugar exports to the full Fiji export quota.

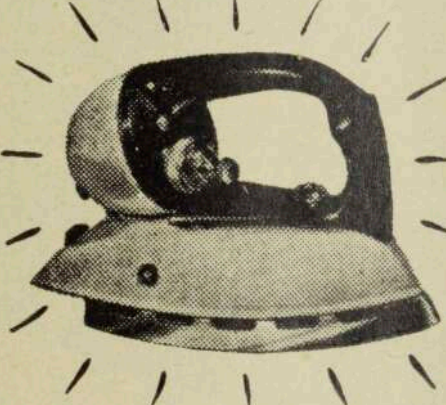
There could be an extension of the dairying industry which would considerably reduce importations of dried milk. Local milk sterilised under new methods would keep for long periods without the use of refrigerators.

Discussions also emphasised the weakness of the Colonial administrative system under which officers arrived, then departed after a short term leaving behind them as a record of achievement only large files of reports never implemented.

¶ Dr. Eric Bridgman, OBE, superintendent of Rotorua Hospital, New Zealand, left Papeete by *Mariposa* for Auckland, in August, after spending some months in Tahiti. In New Zealand, Dr. Bridgman will have the Legion of Honour conferred upon him by the Minister for France, in recognition of the great assistance given by him to the leper hospitals in French Oceania.

‡ June-July cocoa crop in Western Samoa was a light one. Prices for cocoa advanced slightly and rates offered, f.o.b. Apia, were £Stg.230-£Stg.235 per ton, first grade; £Stg.220 for second grade.

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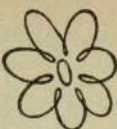
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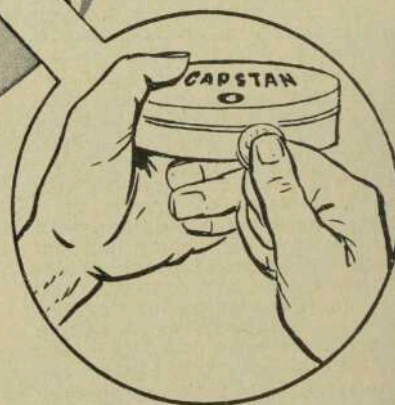
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WEST SAMOA'S WAR ON CROP PESTS

THE ravages of insect pests in crops in discussed at length in the 1956 Report on Western Samoa recently published in Wellington.

Discussing the territory's agriculture the report says:

"The total losses of crops due to the ravages of insect pests and diseases has in the past not been fully realised. Recent research indicates that these losses may be as high as 25 per cent. for bananas, 15 per cent. for cocoa, and 20 per cent. for copra. In value this would represent approximately £450,000, f.o.b., value annually (in Western Samoa)."

The Report notes that the capacity of the Department of Agriculture in that territory is being steadily expanded to combat these losses. At present the rhinoceros beetle causes a loss of up to 5,000 tons of copra annually and the Department's main drive is towards the elimination of this pest.

A New Caledonian government notice in July prohibited the publication, distribution, importation or sale of any publication emanating from local or overseas Vietnamese sources.

CATS IN BENGAL; HELICOPTERS IN NG

World Wide Lives Up To Its Name

WORLD Wide Air Services, one of the comparative newcomers to aviation in Papua-New Guinea, is nonetheless about the best known in the outside world.

It is American-owned and recently featured in a long article in the *Reader's Digest*.

World Wide is noted in the Territory for its helicopters which it operates on behalf of Australasian Petroleum Company and for other charter work. Originally, the pilots were Americans, but now most of them are Australians, who have learned the technique in the last couple of years.

Recently World Wide helicopters have been assisting the Dutch Government across the border to set up camps for a big scientific expedition that is shortly to take place. To prepare for this, an airstrip is being put down in a valley in the Starr Mountains; floor of the valley is about 4,500 ft and the mountains tower up some thousands of feet above that.

The helicopters have been flying in food, camping gear, axes, trade goods, etc. (Over)

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But an even more unusual job is shortly to be undertaken by the company in the Bay of Bengal—this time using one of the Company's Catalina planes.

Four months ago the plane was flown from Pakistan to Port Moresby for complete overhaul. Now it has been flown to Holland for installation of elaborate magnetic and seismic equipment. In November, it will go into operation in the Bay of Bengal where, it is suspected, oil may lie below the sea-bed.

The Cat (which will be flown by an Australian pilot) will taxi over the Bay, trailing the gear and charges of explosives on lines. Every few miles it will stop and lower magnetic and gravity recording gear to the sea floor.

The reason why a Catalina is being used instead of a ship is that big ships are too expensive, and small ships are too small to be efficient in the kind of weather experienced in the Bay. A Catalina can operate in calm weather, and if sudden squalls threaten, can get up and away and return to base before any damage is done.

The operation of World Wide reads like something imagined by author Nevil Shute. But it is real; it works; it's international; and it makes handsome profits for its owners. It is adventure and enterprise of the best 20th century variety.

† Two native women in Port Moresby each got one month's gaol in July for lighting illegal fires in the open. This is the first case of women being charged with this offence. Port Moresby's annual rainfall of around 40 inches falls within a few months—leaving a "dry" of about seven months. In that period, grass and scrub on the outskirts of the sprawling town become tinder-dry and a big fire hazard. The natives have always been in the habit of burning off the grass to capture small game.

† Perturbed by the very high infant mortality rate at Manihiki, Northern Cooks—it is not much better on some other islands of the Group—the Cook Islands Administration has appointed a special Welfare Nurse to study the problem and to instruct mothers in child welfare. Mrs. H. M. R. Paget, who has been in business in the Cook Islands and has also held a position in the administrative department of the Cook Is. Health Department, was to undertake a special course before proceeding north from Rarotonga in August.

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Helicopters— A Pitcairn Is. First

AS a direct result of Mrs. Jessie Clark, of Pitcairn Is., having an internal haemorrhage in July (PIM, August, p. 24), the island was visited by HMS *Warrior*, which carries two helicopters.

The people knew of *Warrior's* visit three days before—and that the helicopters would land on the island if possible.

Before dawn, on July 31, the entire fit and able population of Pitcairn gathered on the hill above Oleander, where the men cleared a place 40 yards square for the aircraft to land.

Then, circling over the bay and round Ship Landing Point, high above it, the helicopters came to rest for a while near the awed population. And then six of the leading men of Pitcairn, having been invited on board ship for breakfast, took their seats inside the aircraft.

The Chief Magistrate, Mr. Parkin Christian, and the schoolteacher, Mr. Wotherspoon, and the missionary, Pastor Hawkes, went with Commodore Hicks. The Government Secretary, Andrew Young, and the two Assessors, Vernon Young and Ivan Christian, embarked in the second helicopter.

Barely had they risen from the ground when the pilot dived straight down to the ship! Andrew described his feelings in a letter: "To tell you the truth, I nearly cried for fear. Looking through the door down to the Landing, I said, 'We'll surely be dashed to pieces down there!' Then all at once we start to heel over. I cried, 'Oh dear, we'll turn over!' If I hadn't been strapped in I would have jumped out into the sea. I was afraid—but it was really exciting! It was an experience long to be remembered on Pitcairn Island."

One of the bravest of seamen, Andrew knows no fear in the toughest and most dangerous waters, but this adventure was something altogether new and different.

† Tom Tonga, a 22-years-old Tongan attending a four-year animal husbandry course at Gatton College, Queensland, won first prize in the beef cattle section of the Brisbane Royal National Show young judges' competition. There were 34 competitors in the class. Tom, who is in his final year, said that he would probably take up a Government position when he returned to Tonga next year.

† Mr. W. Francis, New South Wales manager of Nestle's Food Specialities (Aust.) Ltd., is on a fortnight's business trip in Fiji, where he will visit Suva, Lautoka and Nadi.

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MAGAZINE SECTION

Tropicalities

THE POLICEMAN'S LOT

THE new Solomon Islands Police uniform made its first appearance in July.

It consists of black beret, khaki shirt (as before), khaki shorts with a red stripe down each side (ill-fitting and reaching to the knee in the true Colonial Service tradition); woollen puttees reaching from just below the knee to the ankle; and open sandals.



The only reason that comes to mind to explain the atrocious fit of the shorts, is that the design was developed for natives of vastly different structure from the Melanesians.

On the practical side, it is true that the shorts incorporate a truncheon pocket, but although the red stripes may be useful for identification purposes they have a musical comedy air about them.

But the main bone of contention is the puttees. Searching for a reasonable explanation one can suppose that puttees provide protection during bush patrols.

For policemen whose patrols are carried out along the roads and racks of Honiara town, the puttees are no more than a source of irritation. Several policemen state that their legs have become sore after wearing puttees, others say that after walking for a while their legs seem to swell.—K.

OPERATION PICK-UP

AN unorthodox air operation was carried out during the visit to Rarotonga in late July of the aircraft carrier HMS Warrior.

The idea originated at a party when Mr. Gordon Brereton, a senior radio technician, entertained one of the ship's helicopter pilots. The Naval officer explained the capabilities

of the helicopter, and Brereton, who feared that his duties would prevent his seeing the helicopters in action, challenged the 'copter pilots to pick up some beer from the top of the radio mast the following morning.

The challenge was accepted, and shortly before 9 a.m. next day, another radio man, Allan McQueen, climbed the 200-ft mast with a camera and a haversack containing 18 tins of beer on his back. The three 'copters took off from the Warrior at 9 a.m., but instead of immediately commencing their official programme, shot off to Black Rock, where they hovered, line abreast, over the top of the radio mast.

The first aircraft let down a bag attached to a line, and McQueen placed 6 tins of ice-cold beer and an opener in the bag. The beer was hauled aboard, and as the helicopter veered away its place was taken by the second machine. The procedure was successfully repeated, but the third pilot, thinking that the beer was finished, flew away without collecting his quota.

Everybody, with the possible exception of the third pilot and crew, was happy. Brereton saw the helicopters in action at close range; the Naval men got their "liveners"; and McQueen got his photographs.—WHP.

THE TECHNICAL TEACHER WAS STAGGERED

THIS quaint incident occurred while I was in Lae, New Guinea, at the end of July.

The prevailing "dog disease"—Asian 'flu, if you like—hit the labour compounds; and most of the native students at the Government technical school went to bed, like anyone else.

Jack Tong, an instructor in engineering and allied subjects, found his normal class reduced to two. He decided on an easy chat around a table. He told them all about an internal combustion engine, and especially described the function of a spark-plug.

He really worked on that spark-plug; and then he sat back and examined the wooden faces of his pupils.

He said that if they did not understand the spark-plug they should ask him questions.

Silence. "Come along," he said. "Ask me any question you like."

After another blank pause, one of the two students said: "Please, master, who killed Jesus Christ?"

"What did you say?" demanded the staggered Mr. Tong.

The boy shyly repeated the question.

The teacher decided that he had better treat the matter seriously. He didn't know the answer—he was inclined to think that Christendom's top villain was Pontius Pilate. He stepped into the next room.

"Who killed Jesus Christ?" he demanded. The teacher there, after his natural suspicions had been allayed, voted determinedly for

MIDDLE-CLASS

A visiting Parliamentary recently stated that he found middle-class people in Papua and New Guinea living an upper-class life; and he thought they ought to pay direct taxation. Hon. E. A. James, MLC, of Port Moresby, in a comment over 9PA, said he was most surprised that the visitor should object to middle-class people leading an upper-class life, even if such a thing were possible. We paid plenty of indirect taxation, anyway, added Mr. James.

Oh, the weather was cold, so I packed my bag
And headed up north (I'm such a wag!).
Of course, I travelled up there by air—
The Australian people were paying my fare—
And I left behind my wool underwear,
But trousers and braces—I wouldn't dare!

And Middle-Class People put me up,
And Middle-Class People gave me sup,
And Lower Class servants did their best
To make things pleasant for the guest—
And Middle-Class children slept on the floor
So I might sleep in comfort more.

And I saw people live with a grace or two—
When not in the rain or a hard canoe.
My host gave whisky (he'd paid the tax),
And listened politely as I made cracks.
And my host got up at a quarter-to-two
To care for a native—what a thing to do!

And so I departed from P-NG,
Having spent a fortnight—or was it three?
And having learned all about the place,
I made a few statements to just save face.
For one should acknowledge, I always say,
A most hospitable holiday.

—NOELLE MASON.

Bougainville.

Judas Iscariot. Mr. Tong stood loyally by Pontius Pilate.

I do not know how they settled it—but the student got a solemn answer, and seemed satisfied.

A large proportion of New Guinea students come from mission schools, and are naturally preoccupied with Biblical subjects.—RWR.

LAND IN THE MAKING

NO doubt there are other places in PNG where landslides occur but the Fuyuge country of the Papuan Central Division is a noted place for them. The Fuyuge (Sacred Heart Mission) country is part of the Southern slopes of the Owen-Stanleys. Once, on the Upper Loloipa River the late Charles Karius and I missed one, a most fearsome affair, by a few hours. Countless thousands of tons of hillside slid into the river and walking across it half-way up the slope to get to Auga Village was a nightmare.

Sometime later, when returning from a store-collecting patrol to Kanosia Plantation, on the coast, to Kambisi Police Camp (1926), a decent-sized hill slid into a tributary of the Vanapa River. Thousands of tons of rock and rubble completely blocked the creek and were responsible for the formation of a lake 100 feet deep at the block.

The dam eventually broke and the resultant wave scared the daylight out of the villagers downstream. Luckily, there was no loss of life.

Later on in this area two RC Fathers (Dubuy and Garreau), were caught in the middle of two separate landslides and both lost their lives.—SANASI.

PINE LODGE'S CARD-INDEXED NATIVE STAFF

HOTEL management in Papua and New Guinea is supposed to call for a specialised degree of local knowledge—so much of the hotel's activities are carried on by natives who possess little more than a lap-

lap and a knowledge of simple Pidgin.

But Mr. E. E. Ferrie, a highly-trained hotel man who first saw New Guinea only a few months ago, and who now runs Pine Lodge, at Bulolo (the best, and most expensive hostelry in P-NG), has surmounted the local servant problems with signal success. He has imposed a card-control system on the indentured labourers.

The work of the hotel is divided and subdivided into individual jobs. Each daily job has a number and a card, and each native servant gets a card. Differently coloured cards mean different things. The servants are organised in groups.

Each group has a supervisor. As each job is finished the card goes back to the supervisor. The supervisor inspects, marks the card, then gives the servant another job, and a card.

It sounds like the kind of theoretical nonsense so often set out in quadruplicate by Canberra planners. But it works—and most efficiently.

The luncheon and dinner menus at Pine Lodge are something right out of this New Guinea world, and the service is excellent. But the waiters are merely some of these card-indexed natives, drilled and scrubbed and uniformed.

Here one is not left at the mercy of Pidgin. Mr. Ferrie follows the common Territory hotel practice of numbering his menu items; but he tries to keep the same numbers for the various menu items, and he induces his well-trained dining-room corps to memorise the numbered items.—RWR.

COALS TO NEWCASTLE!

WHEN Warrior called at Rarotonga, Cook Is., recently, the commanding officer offered as a special prize for a Cook Islands Crippled Children's Fund raffle, a ride round the island in one of the



Inspired by the Savaii story and picture of the snake and the boy, on page 82 of July PIM, an Islands reader sends this photograph. The girl is Nancy MacLennan, a daughter of Mr. George M. MacLennan, of Kikiri Plantation, New Britain, and a grand-daughter of Mr. and Mrs. Ellis, New Guinea pioneers. Nancy is a pupil of Clayfield College, Brisbane, and her friend is an Australian reptile captured at Lone Pine, near Brisbane, a few months ago.

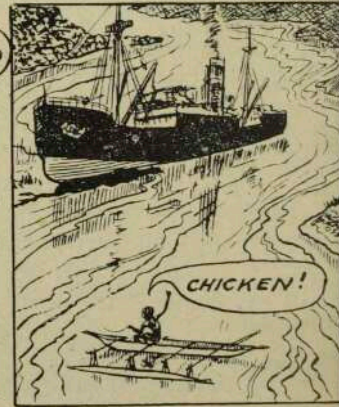
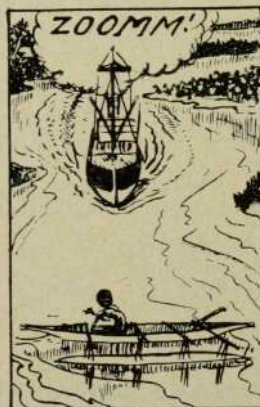
carriers' helicopters.

The raffle was duly drawn. The winner: pilot of the helicopter!

In a further draw, Mr. Dominique Peyroux, of Rarotonga, also had a ride.

† A dietitian with the Department of Health, Papua-New Guinea, Miss Lucy Hamilton, passed through Lae and Kainantu recently on her way to Okapa, where she is to carry out work with the research team there. Miss Hamilton was accompanied by Miss J. Whiteman, of Suva, who expects to be at Okapa for two weeks and will then go to the Solomon Islands.

The Captain and the Cook . . .



In Tonga

GOING TO PRISON CAN BE FUN

By J. EDWARD BROWN

BEING sent to prison is usually considered socially degrading, and I don't suppose it's very comfortable; or meant to be.

But being sent to prison in Tonga is a different proposition. For Tongans it means a full stomach, a little work, a good roof over their heads, and no worries. It could even be a joyous occasion, for when having their photographs taken for the files the hardest job is to stop prisoners from smiling, and to make them look like criminals.

Tonga probably has the only prison in the world which has an annual picnic which is really organised, and to which many guests are invited, including prominent people in the government, who feel there is nothing incongruous in it.

The Judge complained one year that when he went to the annual picnic he was greeted at the gate by a prisoner whom he'd sentenced to 15 years only the day before.

The prisoners have their own "army". They are fanatics at drilling and love every moment of it. The Minister of Police donates an annual prize (a six-pound tin of bully beef) for the best display of drill by a platoon of prisoners.

They love to display their marching in Nukualofa, the capital of Tonga. With wicked looking machetes at the slope, they march proudly down the street, heading for a job of work such as cutting the grass around public buildings and in the parks.

As they pass the police constable on point duty in the main street, they give a smart eyes right at the command of the prisoner in charge, while a Tongan police guard, completely unarmed and unconcerned, marches along behind.

The prison farm helps the coffers of the Tongan Government by selling produce in Nukualofa. I was sitting at a house on the beach-front one day when the prison department truck rolled slowly past with one of the prisoners—not a warder—yelling out that they had bananas and kits of toro for sale. There was a warder lounging in the back, plus 10 prisoners and a couple of kids who were just along for the ride.

The woman of the house shouted and the truck stopped. She bought two bunches of bananas for 2/6, and a kit of taro and on rolled the truck to hawk its produce elsewhere.

Of course, the prison is maintained out of government funds, and one item on the estimates of expenditure for the department which appears every year is not tied up in complicated words. It bluntly

says, "Maintenance lunatics, £25".

Prison is even good enough for a honeymoon. It is recorded that many decades ago a prisoner wanted to get married, so he borrowed the prison department's horse and cart and jogged the ten miles to Nukualofa, got married and took his bride back to prison for the honeymoon.

The prisoners, according to law, are not allowed to have any money. But what the law says doesn't seem to make much difference. Prior to last Christmas, the prisoners at the side of the road cutting grass would stop work when somebody passed and rattle a collection box under their noses.

A few days before Christmas, there were several prisoners in one of the biggest stores doing their Christmas shopping. Several were at the drapery counter, and others were at the fancy goods counter. Another two were at the main door getting the necessary cash by rattling collection boxes at the customers as they entered and left the store.

The normal gaol uniform is khaki shorts and shirts, but some have white crew-neck shirts which they decorate themselves. One I saw had a skull and crossbones on the back. Another had his name, and underneath that, "7 years".

Another had proudly written on his, "20 years for murder".

It is said that years ago there was a notice outside the gaol which stated:

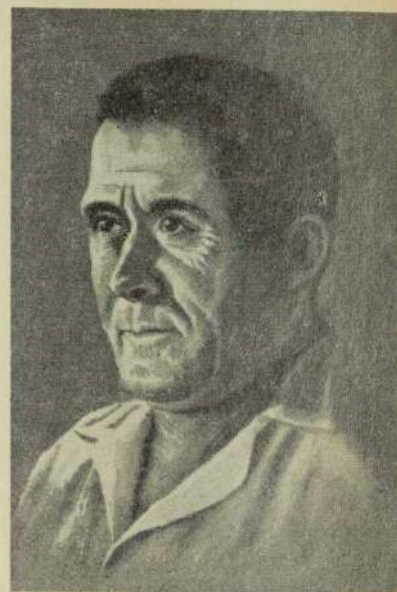
"Any prisoner not in by 6 o'clock will be locked out." Well, apocryphal or not, it sums up the Islands attitude towards prisoners.

Not that there are not some lapses from grace. A few years ago there was a public outcry that prison discipline should be tightened. This followed several incidents.

On the island of Haapai one prisoner appeared in the dock in irons after he had broken out of gaol, broken into a store and after hiding his spoils under the prison, had let himself back in again. He was considered an incorrigible rogue and sent to Nukualofa to the main prison, still in irons. Another escapee tried to sail a stolen yacht to Fiji.

Then there was the case of the Tongan who stowed away on an overseas vessel. He was sentenced to a term in gaol and appealed. He freely admitted that he was guilty, but he wanted to finish out the football season as a free man. When the football season was over he was quite prepared to go to prison, because, as he said, he had "nothing else to do anyway".

French Argentinian of Santo



MIGUEL J. LEROY, dynamic planter and trader of Santo in the New Hebrides, was born in Normandy in 1903. His formal education ended at the University of Caen in 1922. He spent 1924-25 dealing in tobacco, coffee and cacao at Santiago in the Dominican Republic, and then set up in business at Buenos Aires.

Ten years later he returned to France for a short visit before setting out on a voyage to the Pacific, calling at Tahiti, Port Vila, Santo, Pentecost and Lamap on Malekula. He married there in September, 1938, and returned to France with his wife, Mimi.

On the first day of the war in 1939 Miguel was mobilised into a Pioneer battalion, and after the disastrous retreat of 1940 was demobilised in July that year. He decided to return to the New Hebrides, with his wife, but owing to the events in the Pacific they were able to get only as far as South America. They settled at Buenos Aires, where Miguel became a naturalised Argentine citizen in 1948.

The following year they were able to continue that delayed voyage to the New Hebrides, where they settled on Pentecost for two years before taking over Surunda Plantation on Santo.

Here they were next-door neighbours to Alfred Laborde, whose plantation at Turtle Bay became famous in the play "South Pacific".

In the Hebrides, Miguel is a "resortissant Français", but most of his commercial interests are registered as a British company, including some small vessels used for recruiting and trading around the islands.

Miguel Leroy was a keen supporter of the Santo Aero Club, which has now dwindled into a small syndicate; and he has also supported the Japanese fishing and canning establishment on Santo, which promises, together with mining developments, to start a new era of commercial progress in the northern part of the New Hebrides.—BRETT HILDER.

† Because there is no longer any space available in the Methodist sections of Suva cemeteries all future burials of those of the Methodist faith will be at Nasinu General Cemetery.

Mokolkol 'e Come!

SIX-FEET MEN, WITH FIVE-FEET AXES

By KENT WILLIAMS

HIGH in the mountains, above Open Bay, slightly north of the volcanic Father Mountain, dwell the Mokolkol tribe, the last of several killer tribes which once inhabited New Britain.

These people were greatly feared by the more peaceable and civilised natives, and the name Mokolkol is still enough to throw a scare into a plantation labourer (and others).

The Mokolkols roamed comparatively near Rabaul, the capital of New Britain—within 80 or 90 miles of it; and they persisted in their primitive, savage, nomadic existence until recently.

For many years, during German administration of New Guinea, the Government sent out expeditions in vain endeavours to contact the Mokolkols.

After the 1914-1918 war, when Australia took over, many more attempts were made to contact Mokolkol savages. Such expeditions were entirely fruitless until a couple of years ago when, following a killing raid by the tribe, a Government patrol was at last successful in capturing a Mokolkol woman and two men.

These were taken to Rabaul, to calaboose. However, the detention was mentally, medically and physically friendly and humane.

These guests of the Government were well fed and kept in Rabaul until a fair smattering of local Pidgin talk was assimilated by them. Then a Government patrol took their now happy captives back to the solitude of their mountains. Contact then was easily made with the tribe by virtue of the assistance rendered by the erstwhile captives.

The chief man of the tribe was made Government Head Man—Luluai—and ceremoniously crowned with the "Hat" (a red braided, peaked cap). He was an able student of the ceremonial foot slam and sweeping salute.

Now these primitives were safely under control. Or were they?

One day a planter on a lonely, embryo cocoa area on Open Bay was planting seedlings with a few boys when a terrific uproar was heard from the vicinity of the house compound.

Nothing could be seen from the planting area, densely screened by temporary shade growth, but the din coming from the quarters seemed a veritable donnybrook. The few seedling boys yelled, "Mokolkol he come!" and promptly disappeared.

The planter felt that the only thing he could do was go and see

"wattinell" was doing. This is his story:

I GOT up near the house and saw a mob of natives milling around near my house-cook tank.

As I got closer, a big naked savage, carrying a gleaming five-feet, hafted axe ran towards me followed by two other 6-feet tall natives, with long axes. When they were within a few yards I stood my ground and held up my hand, shoulder high with palm outwards. Why, I didn't know.

The leading savage halted and a bloke behind slammed a Luluai's hat on the leader's head, peak to the rear. After fumbling and straightening the hat, the now Luluai took one pace forward, snapped both feet on the ground—one-two—then threw me a magnificent salute. Laughing at the comic opera, I snapped my clumsy boots together and threw back a responding salute.

The three of them jumped me then, calling me "Kiap, Kiap, Kiap" at the top of their voices. Arms went around my neck, around my waist and around my hips. They felt and fondled me all over.

By that time the mob was upon me, men, women and children—about 15 of them—scrabbling, fighting and yelling to get hold of me somewhere. They didn't care where. In no time I was being consumed by human leeches—so it seemed. All

who could get a grip were sucking my skin. Neck, arms, shoulders, legs, yes back and belly, too, where they had pulled up my short athletic-singlet.

Before I could break clear I had time to consider what it was all about. Mountain people needing salt, I reckoned, and I had been sweating profusely. "Bring out a cup of salt," I yelled to the cook boy who was sitting, exhausted and damp on the kitchen steps. The Mokolkols had sucked him dry, leaving him nicely slavered all over.

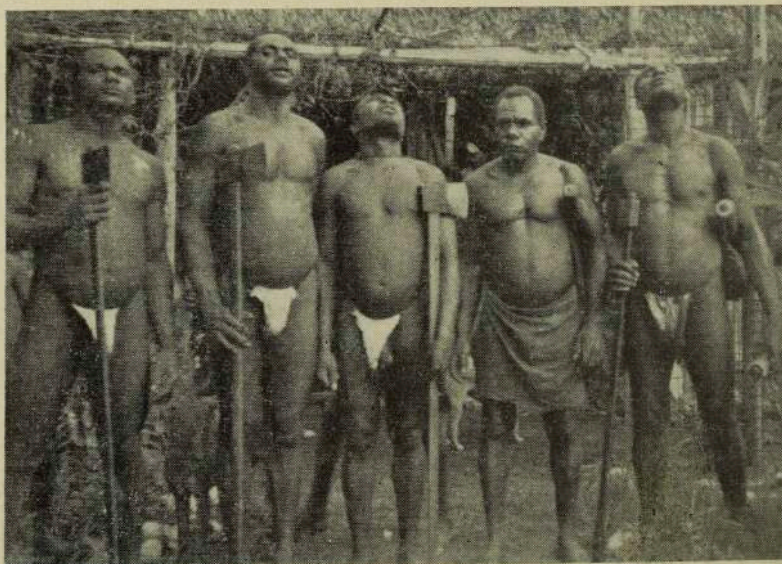
I soon got clear of the leeches by handing out salt into open palms. They ate as if it were sugar.

Then they found the word salt—"Sor" to them. So the din started again, "Sor, Sor, Sor", from 15 raucous voices.

Filling several empty tobacco tins with salt—I had plenty of it—I was able to quieten them sufficiently to get hold of the woman who knew Pidgin English. Things started to move better then.

I went to the bathroom for a clean up. They followed and scattered all over the house. One chap took my shaving mirror and tried to open the back, while a young fellow started to eat a cake of soap. I grabbed my razor and brushes and locked them up in the store.

In the bedroom a couple of men and women were fighting to see who could lick the face they saw in a mirror that, luckily, was a fixture.



The 6-ft. men—and their axes.

Two or three others were sitting on my bed chewing and spitting betelnut on my limbung palm floor.

I gradually herded all out to the verandah dining room, where some were already sitting on the dining table and some stretched full length on the floor. Three at once tried to balance themselves on a couple of chairs placed together.

Three of my labourers started to show great courage and came up to help. These, with two local Kanaka friends, were placed at strategic positions in the house whilst I took all the Mokolkols below, under the shade of a green creeper arch. There I spent a couple of hours dressing many festering wounds, sores and ulcers, all smelling vilely. One old lady complained of a joint pain so I rubbed in a sweet smelling medicament. The whole of the tribe then had to be rubbed with it, somewhere or other.

I gave them a few old axe heads, bush knives, lap lops, razor blades, salt and other things and told them next time they came I would have more presents to give them, from the No. 1 Kiap in Rabaul.

With a parting salute the Luluai gave forth a fiendish cry and started for the untracked bush at a quick pace. All his retinue fell in behind and without a single good-bye gesture set off after him and disappeared.

THE Mokolkols paid us another visit about six weeks later. There were about 30 of them this time. This time, too, my wife and daughter, aged fifteen, were with me, fresh from Australia.

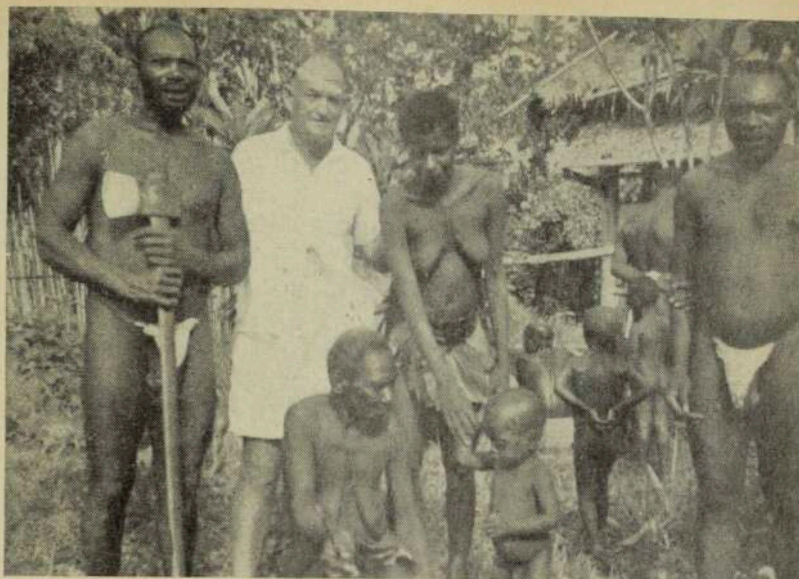
It was after *belo kaikai*, when I saw them coming from the bush. Not knowing what mood they might be in, whether friendly or hostile, I sent my wife and daughter inside and met the Mokolkols outside.

I received the same official salute but there was no more skin licking. They asked at once for "Sor, Sor". And received it promptly.

These natives seemed even more friendly than on the previous occasion, and could utter a few odd words of Pidgin. The women, too, were completely covered where it most mattered with a circle of fresh green leaves from the waist to knee; and an odd one wore a lap lap under the leaves. The more conservative men persisted in their fashionable attire of G string and long axes. They called me Papa and showed me many suppurating, deep old wounds the result of many hand fights with wild pigs.

They found out my women folk were with me, and as the Mokolkols were quite friendly, my wife and daughter were introduced. They were made a big fuss of by the women, who had to hug and hold them. The men, however, were friendly but kept their distance.

I took the lame and the halt down



The planter with some of the Mokolkols.

to my shaded arbor to attend to their medical needs. Having to introduce hypodermic needles to these wild people could have unpleasant consequences. My mind was much on their long-handled axes, the heads of which, whilst polished silver bright, were also razor sharp. I induced them to stack them aside at some distance.

I selected for my first victim for a penicillin injection, an old woman with a nasty tusk wound in her hand. Making the other participants stand around, I showed them the needle and the penicillin and explained how it had to be a deep-seated muscular shot. I reckoned this old dame would not be able to "do me over" if the needle hurt. I gave her the full needle into the buttock, under the green leaves, and old Granny only laughed. The rest of them then bickered around like a flock of parrots for next shot—the *status quo* could be maintained only if each got a shot. They got it.

A few of the women who had been in the bedroom with my wife and daughter now came out dressed in some cast-off clothing. We should have been charged amusement tax.

One tall woman came out with a skirt fastened around her neck and the lower half bare. She did not know what to do with her arms, but any effort on my wife's part to properly fit the lass, were scorned. That skirt was on to stay.

An old, withered woman emerged with a discarded brassiere tied around her waist. One kid had on a pair of pants only, two limbs in one leg; and this one, too, would not listen to mature advice. Probably saving the other leg as a spare.

With their injections, dressings,

embrocation, cough mixture, aspirins, clothing, a mouth organ and a young pup as free gifts, they happily set off again into the bush.

At their next visit I was able to contact our District Commissioner by *teleradio*, and he immediately organised a patrol per fast trawler consisting of a Patrol Officer and a medical orderly fully equipped with supplies, medicines and presents.

I had persuaded the Mokolkols to remain overnight and the following morning the full tribe was able to enjoy a complete visit by representatives of its Government—instead of just the makeshift services of a cocoa planter and his family.

† A law society has been formed in Fiji to promote the welfare, and to preserve and maintain the integrity of the legal profession in the Colony. The office-bearers are: President, Mr. D. W. N. MacFarlane; vice-presidents, Messrs. R. L. Munro, A. D. Patel; secretary, Mr. H. A. L. Marquardt-Gray; treasurer, Mr. F. M. K. Sherani; committee, Messrs. J. N. Falvey, H. B. Gibson, A. I. N. Deoki, C. H. Koya, N. Deo and T. S. Sharma.

† Roman Catholic Bishops from the Marquesas, Tahiti, Wallis, New Hebrides and New Caledonia will meet in Noumea in October. The conference will be presided over by Archbishop Carboni, Vatican representative in Australia.

† The war-time commander of the division to which were attached Tahitian and New Caledonian troops will visit New Caledonia in October. He is General Gorbay, who will inspect French overseas land forces.

Your World of Stamps.—XIII.

IGY Commemorated by Norway and Japan

THE International Geophysical Year is exercising the attentions of scientific minds throughout the world, over 40 nations co-operating to make observations of the earth and its atmosphere. Inaugurated in July, 1957, and to end in December, 1958, one of the most important surveys is being made in the Polar regions.

Norway has just issued stamps to honour the IGY, the designs picturing Jan Mayen Island, 1,000 miles from Iceland, a map of Spitzbergen, where national research work is being carried out, and a map of Antarctica, showing the Norwegian claim to Queen Maud Land.

Japan has also released a stamp showing the Japanese Polar expedition ship *Soya*, a penguin and the IGY emblem.

Most of the stamps issued by UN headquarters in America carry symbolic designs to commemorate some important UN event, agency or anniversary. On United Nations' Day (October 24) next, the work of the Security Council is to be symbolised, with 2 stamps, the design of which will feature a globe of the world, the UN emblem and the message: "Security Council to maintain International Peace and Security."

Three interesting charity stamps were issued in Luxembourg recently in connection with the Prince Jean-Princess Josephine Charlotte Foundation, the hospital built by public subscription in the Grand Duchy to celebrate the wedding of Prince Jean to Princess Josephine Charlotte, sister of King Baudouin, of Belgium, in 1953.

A striking set of "Youth Sports" stamps on sale throughout Cuba a few months ago, pictured baseball and boxing scenes, two sports followed with interest by young men and boys. A graceful ballerina and a woman diving, represented sports practised by girls and young women.

Australia is to bring out two special "Christmas" stamps during November this year. The designs, following the theme of the occasion, will show a young child at prayer and the familiar Christmas motif, the Star of Bethlehem. In past years other interesting Christmas stamps have come from Hungary, Austria, Canada, Luxembourg and Cuba.

How Jack Summers Got His Pearl-Shell

THE NAME OF THE LITTLE COPPER GOD

An Old-Timer's Story, by J. Nixonwestwood

THIS is a true account of something that happened about 50 years ago, in Torres Strait.

In 1908, Pearler Jack Summers, based on Thursday Island, was working the Warrior Reef. The weather was atrocious; so he decided to give his men a spell, and his four luggers ran across to Daru, off the West Papua coast. Jack lodged with Louis Pothier.

One day, Jack accompanied Pothier to Mawatta village, on the estuary of the Fly River, near Daru Island. This place once had been heavily barricaded, but was now partly in ruins. There was a church in a good condition, however, and the bell there was very heavy, and on it could be seen the letters, "SANTA MA..." and the date 1797. It was still there in 1914.

Jack noticed among the villagers a small man called Kikia, who carried with him a wooden box, like a 50-cigars box. Jack wanted to know what was inside; and another native, Yakooof, explained that it was their "wind Jesus".

Persisting, Jack was told that this was a god, through which they controlled the wind. At sea, when the wind was "too much strong", they took the figure from its box, stroked it and appealed to it, and the wind dropped. When it was too calm, they beat the figure with a copper rod, and the breeze would come.

The figure was roughly in human shape, and made of copper.

Yakooof showed Jack a place in a swamp, near the river, where were some old, rotted timbers. He said that long ago, a ship had been cast away on the coast nearby; and then had apparently been refloated, and was pushed into the estuary by the natives, and into the swamp. Yakooof said nothing about survivors.

Yakooof said the ship had copper on her bottom, and the villagers got some of it and hammered it into the shape of the little figure. They had great faith in it as a ju-ju, and had cherished it for years, and called it "wind Jesus".

Summers persuaded the natives that, as they now were Christians, they did not need such a thing any more, and he bought it for £2, and put it in his cabin.

BACK on the Warrior Reef, the weather was still bad, and the intake of shell very poor; and the season was passing.

One day, just for something to do, Jack took the little copper figure from the box, stroked it, and

made a plea for better weather according to the procedure described by Yakooof.

The gales immediately subsided, and they got in several days of successful shell-gathering.

Nearby was Yam Island. The lugger crews liked to be allowed to go ashore there at week-ends. Miss Smallwood, a mission worker would give them meals and encourage them to attend her church services.

The weather remained perfect and shelling went on steadily. Good Friday approached. The LMS ketch *Goodwill* came to anchor off Yam Island; and the Rev. Baxter Riley rowed across to Summer's little ship and said that no one worked on Good Friday, and would he let the crews of the luggers go ashore to service.

Jack refused the request. He explained that his pearling lugger had been idle for too long; the catch was still low; they must work over Easter.

But the crew insisted on a break that week-end, and went ashore despite Jack Summers, and the missionaries got their congregation

THE following week-end, the crew again demanded a break, so they could row ashore to Yam Island.

The baffled and angry Jack remembered his ju-ju. He told the crew that if they would not work he would beat the "wind Jesus", and induce a storm; so that, if they would not work, they could not row to Yam Island. The crew—to use a modern expression—gave him "raspberry".

Jack got the heathen idol out of the box, and beat it with the copper rod. Very shortly afterwards, to his utter amazement, a howling south-easterly developed, and none of the workers could row across to Yam Island.

The experiment lost him a day's work; but he had proved to the crews the efficacy of the ju-ju.

For the remainder of their stay on Warrior Reef, Jack usually got what he wanted from the crew men by threatening to bring the "wind Jesus" into operation, for their discomfort.

BACK at Thursday Island, Jack was due for leave. Before departing on the *Changsha*, he handed the ju-ju over to one of the boss boys, for safe keeping.

Some time later, a collector of curios was at TI, and Tedo McNulty told him about Summer's

Young India of the South Seas



One of these days everyone will speak the same language and dress in the same way. Which will be a pity. This cute young Indian miss of Suva, Fiji, has already got a foot in both worlds with her crocheted bonnet and smocked dress—and a caste mark on her forehead.

—Poonam Foto Studio.

marvellous ju-ju. The collector interviewed the boss boy, and somehow induced him to sell it, for a considerable sum.

When Summers returned, Tommy Farquhar had the old job waiting for him. But when Jack learned that his "wind Jesus" had disappeared, he refused to go pearling again. He argued that, having lost his ju-ju, he never would be able to control the lugger crews.

Jack went across to Daru, and became store manager for William Henry Luff. One evening, on the verandah of the Customs House, Jack told this story, and the Rev. Baxter Riley and I were in his little audience. The missionary expressed his great resentment at Jack's use of the name "wind Jesus". But Jack defended himself by saying that it was not his idea—that was the name by which it was known among the Mawatta villagers, and the name adopted later by his simple-minded lugger crews. He said he never could have gained his prestige—and his cargo of shell—if he had not used that name.

W.H.O. presents— HEALTH NOTES

TRANQUILLISING DRUG DANGERS

THE very rapidly increasing use of drugs described as tranquillisers has become a cause for concern in a number of countries, and experts of the World Health Organisation (WHO) believe that these drugs must be classed as potentially habit-forming.

The warning appears in the latest report of the WHO Committee on Addiction Producing Drugs.

Because they can produce habituation, and, under conditions of excessive use, a characteristic withdrawal symptom, tranquillisers resemble the barbiturates and should be subjected to national control, according to the WHO experts. Their continuing clinical use should be followed very closely for an eventual

evaluation of their relation to public safety.

As regards barbiturates, the Committee noted that their consumption continues to increase and that the situation is not improving. Barbiturates are habit-forming, and in some circumstances can produce drug-addiction dangerous to public health.

The experts believe that measures to control barbiturates at the national level are sufficient at the present time, but need close attention and in some instances definite strengthening.

It is thought that all drugs which are used therapeutically for a tranquillising effect, to promote sleep or relieve anxiety, may be habit-forming. Some drugs which are used for a central stimulating or exhilarating effect may also be habit-forming. With both types the essential factor presumably is improvement in the sense of well-being. Habituation with these agents is not primarily or essentially an abuse, except that it may lead to unduly prolonged or excessive administration not related to symptomatic relief. Such excessive administration may result in physical dependence and development of a true addiction.

PIM CROSSQUIZ

NO. 90

Solution on
Page 90.

— ACROSS —

- 1.—What is the study of ancient writings and modes of writing?
- 7.—What is the surname of the authoress of "Sense and Sensibility"?
- 8.—Who is the sun god of Greek mythology?
- 9.—What is the garden county of England?
- 10.—Who painted "The Laughing Cavalier"?
- 11.—What bird was once only allowed to be kept by the king in Great Britain?
- 12.—What is the term for a print done in oil colours to imitate an oil-painting?
- 16.—Where is America's largest hotel—"The Fontainebleau" situated?
- 18.—What eye make-up first used by the ancient Egyptians is still in use to-day?
- 19.—What is the introduction of new words, or new senses of old words, into a language?
- 20.—Who was the almost legendary figure who dominated English cricket in the late 19th Century?
- 21.—Which famous German cruiser made the sounding in the Philippines Archipelago of the deepest ocean depth?

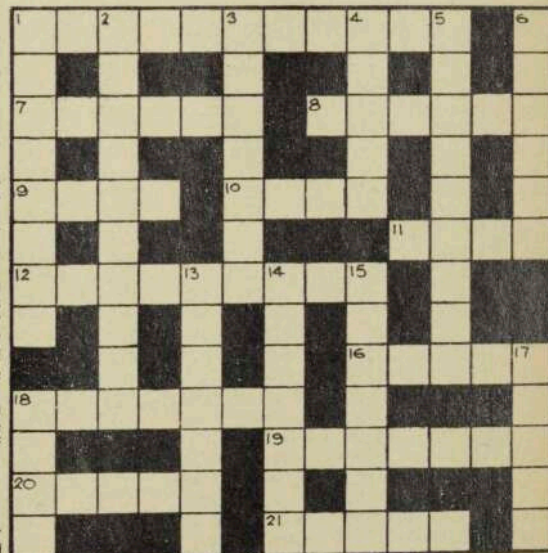
— DOWN —

- 1.—What is the term for aquatic organisms that float and drift?
- 2.—Of what American city is Hollywood a suburb?
- 3.—Who wrote "Roosevelt in Restrospect"?
- 4.—Whose diary was of particular interest for the insight it gave into the manners of the time it covered?
- 5.—What is the stretch of water between China and Korea?
- 6.—The story of which courageous singer

was told in the film "With a Song in My Heart"?

13.—What was the name of the statue with whom the legendary king Pygmalion fell in love?

14.—What musical direction indicates that a passage is to be played in a moderately



slow, even manner?

15.—Which English Test captain was bowled by Don Bradman in Adelaide?

17.—What is the term for a short pastoral poem dealing for the most part with rural characters and events?

18.—What title was applied to the three Wise Men who came from the East to visit the infant Jesus?

This Month's New Reading—

Conducted by J.T.

ENEMY MORE DEADLY THAN THE JAPS

ONE of the burdens that the white man in the tropics has happily cast off is the fear of malaria.

It seems a far cry from the days when novelists struck down their pith-helmeted heroes—named Carstairs or Trent—with a raging fever just as the savages were about to attack the camp.

Yet it is only since the Pacific war that the S-W Pacific Islands have been made comparatively safe from malaria to all-comers, providing they take their suppressives.

The story of part of that battle within a battle, before this state was achieved, is ably told in *The Island Campaigns* by Allan S. Walker, Volume III in the medical series of Australia's official war history.

Naturally enough the book, which is of 426 pages, is not designed for light holiday reading, yet its story is told clearly, and with an economy of words that takes the reader smoothly from Moresby and Milne Bay, up the New Guinea coast via New Britain and Bougainville, to Borneo—and details the medical problems along the way.

Dr. Walker has also put in a chapter telling of developments on the home front when sulphaguanidine, sulphamerazine and penicillin were successfully produced in Australia to help the Island campaigns. As a result of these efforts, Australia, in 1944, was the first country to make enough penicillin to satisfy all service and civilian requirements.

There are battle highlights, as one would expect in a volume of war history; stories like the Japanese bombing of an Australian field hospital during the Gona campaign, with its big death roll; the struggle for the precipitous, heart-breaking Shaggy Ridge; the action of Sgt. W. Russell during the 2/7th attack on the Pimple, in successfully stitching a chest wound by the light of a cigarette within 20 yards of an enemy post.

There are also revealing sidelights, such as the fact that a troublesome skin eruption was traced to atebirin, which was then made for a time "one of the best kept secrets of the war"; and the medical opinion that 35 was the upper age limit for soldiering in difficult parts of New Guinea, with 20-30 the ideal age.

But the real highlight of the book is not a single episode but its main theme—the methods by which malaria and other diseases were fought.

In the Milne Bay fighting the incidence of malaria rose to 82 a thousand per week, a rate which

would have wiped out the force in three months if it had not been checked by better controls and the substitution of atebirin for quinine.

Many things affected the incidence, including the strain on the troops in heavy fighting, when they were unable or too exhausted to take proper precautions.

But although the disease had been checked, the fight against malaria continued during the Huon and Markham-Ramu campaigns, with more men falling ill than were wounded. At one time, among forward troops of the 7th Division, malaria accounted for 90 per cent. of sickness, and 83 per cent. of all casualties, including battle casualties.

One field ambulance in the Markham found itself one morning with 805 patients—1,000 men for breakfast—claimed as a record for patients held in any field ambulance during the war.

Ancient Man in the 20th Century

THE 3,000 nomadic aborigines of Arnhem Land have 10 square miles apiece in which to roam, and such is the nature of this barren country, they surely need it.

In 1931, about 34,000 square miles of the square hump of northern Australia, east and south of Darwin to the Roper River, bounded on one side by the Gulf of Carpentaria, was declared an Aboriginal Reserve.

That the declaration of such a huge area caused few ripples on the Australian duck-pond can probably be attributed to the fact that Arnhem Land was generally regarded as worthless, rather than to any awakening conscience in the average Australian over the fate of the remnants of the aborigines.

All over the South Pacific, one almost inevitable result of culture clash between European and native has been the early dying back of native populations, but nowhere has it been so marked as with the Australian aborigine.

The aborigine has a complex social system, fanatical attachment to his traditional hunting grounds and areas sacred to his spiritual beliefs. Coupled with these, was a far greater invasion of European settlers than ever occurred in the Pacific islands. Deprived of his reason for being, the aborigine simply ceased to be.

To-day the natives have virtually gone from the Southern States of Australia and live only in the more remote barren fringes where they carry on their traditional way of life.

Just when things were looking better (that is, with skin diseases for the first time exceeding malaria cases!), the 6th Division in the Aitape-Wewak area suddenly went down with malaria to the extent of 44 per thousand a week, and increased disciplinary measures were unable to hold it.

The measures themselves, in fact, caused bitterness among officers, some of whom insisted it was bad for the men's morale to get them to stand in line while an officer put atebirin tablets in each man's mouth, saw him swallow them and then inspected the inside of his mouth to make sure they had gone down.

Later, it was found that a malaria strain resistant to atebirin was present in the area.

Dr. Walker points out in an epilogue that Australia must henceforth bear an increasing share in the study and practice of tropical medicine, and to that extent this volume tells the beginning of a continuing story.

The volume has more than 140 maps, diagrams, and illustrations; the maps are particularly good.—S.I.

(Published by Australian War Memorial, Australian price, 35/-.)

Here, however, they are at last again increasing.

At the same time as the aboriginal reserve was declared in Arnhem Land it was decided that some sort of buffer would be set up—a buffer through which the natives would have their first contacts with European culture, when and as they wished. The Methodist Missionary Society provided the buffers on the north-east corner with mission stations at Groote Eylandt, to the south; at Milingimbi in the north; and finally at Yirrkala, half-way between the first two, and near Cape Arnhem.

To establish Yirrkala, the mission chose Mr. and Mrs. Wilbur Chaseling and it is from Mr. Chaseling that we now get a very readable book about these people of Arnhem Land.

He has called it *Yulengor*—which he says, is the general race-term applied by the natives of Eastern Arnhem Land to all nomads.

Although the writer is a missionary—his headquarters are now at the Methodist Overseas Mission in Sydney—this is not a book of missionary enterprise; there is scarcely a mention of converting the heathen. Mr. Chaseling has said that he has tried to let the aborigines speak for themselves, and this he has done admirably, colouring his book by neither sentiment nor prejudice.

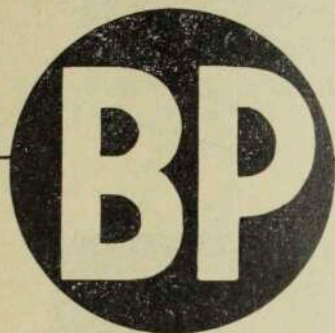
In the preface to the book he says:

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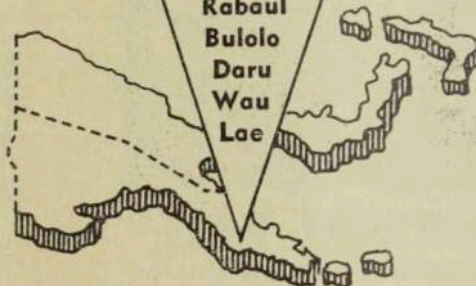
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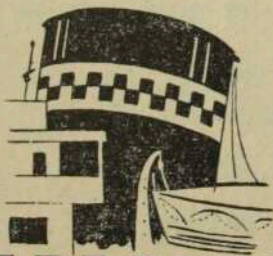
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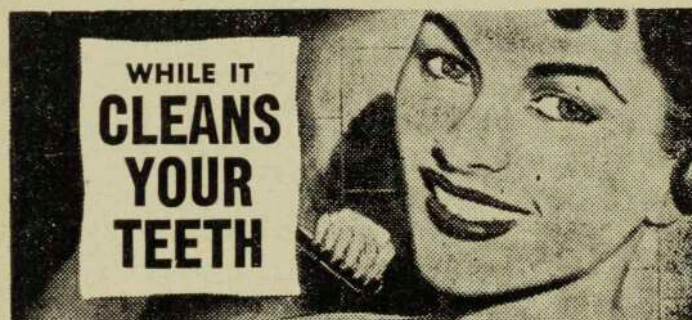
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except, that in the Stone Age he broke away or was driven out from the rest of the human race and wandered to Australia. He possessed a continent at the cost of becoming isolated from the rest of the human race. Other nomadic hunters evolved into pastoralists or agriculturalists but the aboriginal was denied normal development, for neither Stone Age nomad nor modern scientist has succeeded in adapting (Australian) indigenous food-plants to everyday needs, and no Australian animal has been domesticated.

Mr. Chaseling's story of the Yulengor as they were, and are, naturally brings up the question of the future of these people. Can the remnants be saved? Without delving into the ancillary question—*saved for what?*—it now seems likely that they can.

The buffers provided through the mission stations are now over a generation old and their influence can be gauged.

There is no restriction put on liberty of the nomads, but there are signs that they, like most other primitives, could turn from nomadic existence to that of more settled agriculture. In time.

Around the missions they have been encouraged to build simple houses of available material; to cultivate with simple tools. Medical aid is available and this has helped to save lives—particularly infant lives. Tribal warfare, if not altogether wiped out, is actively discouraged in the sphere of mission influence, and this, too, has saved lives.

Alien penetration of Arnhem Land has in the past been small, the area being of little interest to anyone except shell poachers, fishing luggers (on the coast) and stray scientists and prospectors in the interior. The entry of prospecting parties is strictly controlled by the Northern Territory administration—and little of moment has been achieved until recently.

Deposits of bauxite (the raw material of aluminium) on Wessel Island off the north coast are now regarded as valuable; and in the

Solution to Crossquiz from Page 87

P	A	L	E	O	G	R	A	P	H	Y	F
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last few months, even more valuable deposits of the same mineral on the Arnhem Land mainland have received considerable publicity (*PIM*, June, p. 20).

Whether the introduction of a large industry of this sort could be set-up without having repercussions on the tribal life of these people remains to be seen. If, in this case, it can be sealed off it will be a complete reversal of the usual form that big industry takes, and something of a minor miracle.

The development of the aluminium industry—if it eventuates—will certainly be watched with interest by many who have had the Arnhem Land Aboriginal Reserve experiment at heart. In the meantime, *Yulengor* gives an admirable picture of the foundation on which the future building in the area must be done.

(Published by Epworth Press. Distributed by Wm. Heinemann. Australian price, 26/-.)

Canton Exit

THERE is something dimly reminiscent of Neville Shute (in the days when he confined himself to aircraft and air-services) in the second novel of Andrew Geer—*Canton Airlift*. But at aircraft level, the resemblance disappears and the story becomes completely American, the chief character being a tailored-to-fit Clark Gable role: A male part-ways noble, part rat, rough, tough, gambling on his own luck, shrewd,

and decidedly not overscrupulous in seizing the main chance.

The other characters—apart from those who are reserved for pure nobility—are in somewhat lesser shadings of the above pattern.

For all that, the book is excellent of its type—quite the best action story since *Guns Of Navarone* of a few months back.

Jeff Jordan was one of the original Flying Tigers but at the end of the official war in the Far East, he had managed to collect together (by rather dubious means) some war-disposals aircraft. As the story opens, he is operating his own ser-

vice out of Canton, cashing in on the last of the civil war in China as Chiang Kai Shek's forces are making steady "strategic withdrawals" from the Chinese mainland—ultimate destination Formosa.

Like Jordan himself, his pilots—mostly Americans with a few Chinese—were also soldiers of fortune and these were the complicating and unknown factors in Jordan's scheme for making a quick fortune.

Into the story also come the devoted English doctor and the unscrupulous Chinese merchant, both of whom unwisely believed that they would be respected by the Com-

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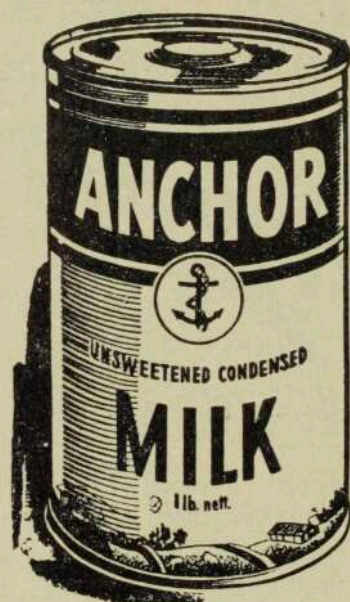
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munists when Canton ultimately fell; the Duchess, destitute relict of a White Russian; Meng Wong the River Lady who is the big voice in the operations of all the junks in South China; and Mary Stuart, the beautiful Eurasian from Singapore, whose reason for being in the story never quite rings true.

As a love interest had to be introduced into the story—to give Jordan something other than money to think about—it might have been done much more easily than in this way.

Having spurned Jordan in Singapore some years previously, and spurning him again in Canton, it remains something of a mystery why Mary turned up in that particular place. In matters of the heart, the author is apparently determined that fiction is a great deal stranger than truth.

Canton finally falls to the Communists, Jordan meantime having moved his headquarters to Hong-kong. The climax of the story comes when he and the river people move back into the fallen city to try to rescue those who, not believing that the Reds could be as bad as painted by Nationalist propaganda, remained behind.

You need to be without any antipathy for tough Americana for this—but with this proviso the average reader will find *Canton Air-lift* a fast-moving and entertaining

piece of adventure fiction.

(Published by Wm. Collins, Ltd. Australian price, 18/9.)

Independence— Feminine Gender

ONE can wonder, after reading Ronald Kirkbride's *Jenny Wren* why, having gone to so much trouble to gain The Vote, women have done so very little with it.

Much of this story concerns the pre-World War I activities of British suffragettes: street brawls, gaol, hunger-strikes, forced-feeding and so forth. The ladies' sufferings for the Cause were considerable but mostly forgotten now, two generations later. Possibly our grandfathers, who so vigorously opposed political freedom for their women, predicted the direct consequences from the new-fangled notion of letting untutored females vote. They need not have worried, as events have turned out. Militant feminism seems to have burned itself out by the end of the First War and most women of 1957 are as politically apathetic as their Early Victorian ancestors. Which perhaps is a pity.

The best parts of *Jenny Wren* are the sequences that deal with those days when these hardy souls, some men as well as women, and regarded as political radicals, bucked polite society with the idea of rais-

ing the status of the female above that of domestic chattel. For the rest, it is a queer conglomeration of disjointed superficial episodes which lead to a conclusion that is completely improbable.

Miss Jenny Wren, an elderly spinster, lives in a genteel boarding house in London. It is only when

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This is the general theme of the story but onto this early 20th century canvas, the author has flung, like some surrealistic design, additions of post-War II vintage. A bit of Lesbianism; a few hearty dollops of more normal sex; a bit of post-war Austerity; and some pseudo-Americanism—as though the author were writing to a formula designed to interest as many varieties of reader as possible.

It would have been a much better piece of work if Master Kirkbride had given us a straight story of Jenny Wren—who alone amongst the characters appears human—and left out the extraneous bits and pieces.

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

Love, etc., etc., etc.

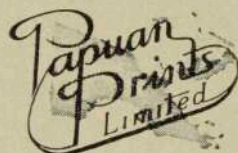
THE writer of the spiritual novel has a considerably harder task these days than his literary grandfather of a half-century ago when values were more easily and dogmatically expressed in plain black and white.

The religious or spiritual motif is

usually left exclusively to the sentimental-mush treatment of *Reader's Digest* type. Although the longer treatments are also done mostly by Americans—which may perhaps be considered significant.

William E. Barrett (*The Left*

Hand of God) makes a better fist of it than most and in his latest book, *The Sudden Strangers*, produces a credible story of contemporary American life into which emotional conflict and religious scruple are skilfully woven.



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However, as in real life, church dogma does not solve all.

Should Dorinda, middle-aged musical comedy star, continue therefore to eschew marriage (and "live in sin") with Carter Brill because the Catholic Church says that she is still married to a McBride—although said McBride has these many years been Brother Anselm, inmate of a monastery? Author Barrett does not solve this problem.

Meantime, Bart McBride, a professional baseball player, and son of Dorinda and Brother Anselm, somewhat adrift on a sea of his own emotions, falls in love with Mary.

It takes 330 pages to straighten Bart and Mary out and although the same pages do nothing permanent for Dorinda, at least they give an interesting enough account of American life and show-business.

This is not one of those books that "make you think"; possibly, (as far as this reviewer is concerned anyway) because it is hard to take a professional baseball player too seriously.

(Published by Wm. Heinemann, Ltd. Australian price, 20/-.)

To Be a Sailor-Boy (Second Class)

IN the continuing spate of factual war-books, one sometimes needs a microscope—or a crystal-ball—to sift the good from the f.a.q.

For no perceptible reason, *Home Is the Sailor* (John Whelan) is above the average class, presented with a natural exuberance, considerable humour and an easy style, to tell the story of a youngster of middle-class Welsh parents who joins the Navy (lower deck division) for a 14 years' stretch in the days of peace.

Before service is more than half completed, war intervenes and the tempo quickens—although this is mostly incidental to life in Whelan's Navy.

He joined in 1932 at the age of 16, on the lowest rung of the nautical ladder, Boy, Second-Class, at 5/3 per week. He emerged at the other end of the stretch as a Petty Officer.

Therefore this is no dramatic story of giddy promotion to officer-class; but an often humorous tale of considerable entertainment value based on the life, fears, aspirations, pleasures and endurance of plain sailors, gun-layers and technicians either in home waters or in foreign parts.

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

Vive Le Roi!

STEINBECK fans of the *Grapes of Wrath*, Cannery Row variety will probably not admire such

departure from tradition as *The Short Reign of Pippin IV*.

If you are not normally for Steinbeck, however, this piece of fantasy may change your mind—in spite of the fact that 5,000 book reviewers have already gone on record to say such satire is not the Master at his best.

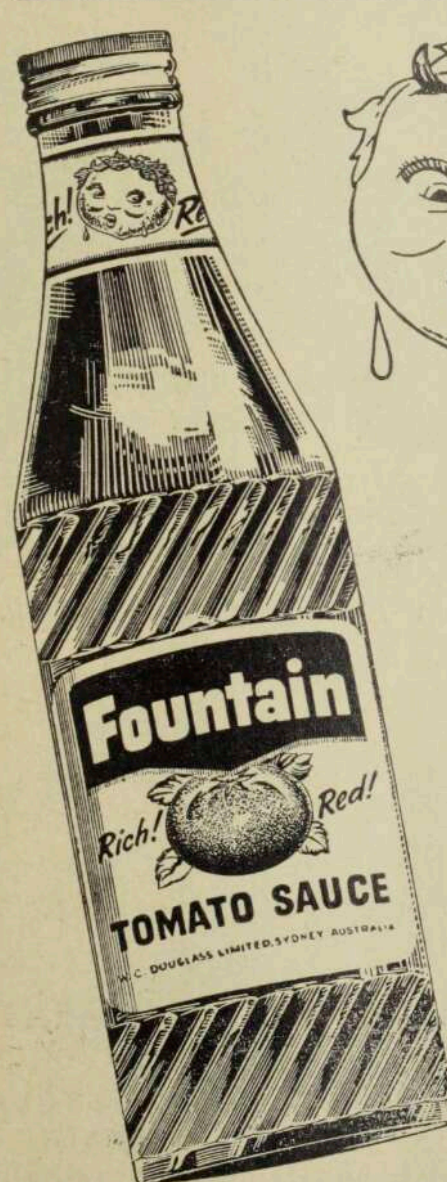
To those without prejudice, it is a delightfully extravagant leg-pull based on the absurdities of French politics; with a broad slap at American bounce in business; and a jab at British tradition.

To get the multi-partied French Parliament out of a hopeless deadlock, it is decided to restore the

monarchy. In order to avoid the problems attendant on more recent history, it is decided to go far back—to Charlemagne, in fact. In the person of a retiring, middle-aged amateur astronomer is found a direct descendant, and he is persuaded (wife and daughter assisting) to accept the French throne as Pippin IV.

What happens thereafter affords Master Steinbeck plenty of opportunity to sharpen his pen (or bend his typewriter) on most of the Gallic institutions, inhibitions, and lack of same.

(Published by Wm. Heinemann, Ltd. Australian price, 15/6.) (Over)



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SEPTEMBER, 1957 — PACIFIC ISLANDS MONTHLY

Far Better Fate Than Death

THE sea is in a rollicking mood this month. As well as *Home Is the Sailor* aforesaid, it has washed up *A Wren Called Smith*, by Alexander Fullerton, which contains one passage of somewhat stark tragedy and a larger quantity of something else which will enhance the author's reputation for providing light entertainment.

The time is late in the Pacific War; the place is the Philippines; the characters are nautical—including, of course, Mary Lou, the Wren called Smith. The only other lady in the piece is the Norwegian freighter *Gangerolf*, commanded by Captain Harry Christiansen, who believed that whatever was woman's place, it was not on board his ship.

On board *Gangerolf*, when she left Subic Bay, were Bill Derby, a British submarine captain returning to the UK for medical boarding; Lieutenant-Commander Witheringham, an ineffectual piece of permanent Navy equipment who had apparently been mislaid in far parts of the globe by the Admiralty; Captain Spatter, of the US Navy, who was in charge of 30 Germans whose U-Boat had been sunk; and, of course, Mary Lou, the only Wren in the Philippines amongst 40,000 men, most of them Yanks. Maybe

they were sending her home for her own good.

Mary Lou was young, very pretty, with a natural gift for what she called having fun, but above all she was a woman who could face up to realities. It was the last talent that provides the focal point of the whole story—and its surprise ending.

Gangerolf had not proceeded very far on her voyage before she met a Japanese submarine. The survivors reached an island, and this is really where the fun commenced: it was playing at desert islands with a difference and although not according to Navy ethics, it is amusing.

(Published by Peter Davies, Ltd. Australian price, 17/-.)

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THE very highest grade work in book production can now be done—and is done—in Australia. And one of the glossiest jobs that we have ever seen has recently been edited and produced by Oswald L. Ziegler—with the active co-operation of long-established publishers and printing trade suppliers and State and Federal Government departments.

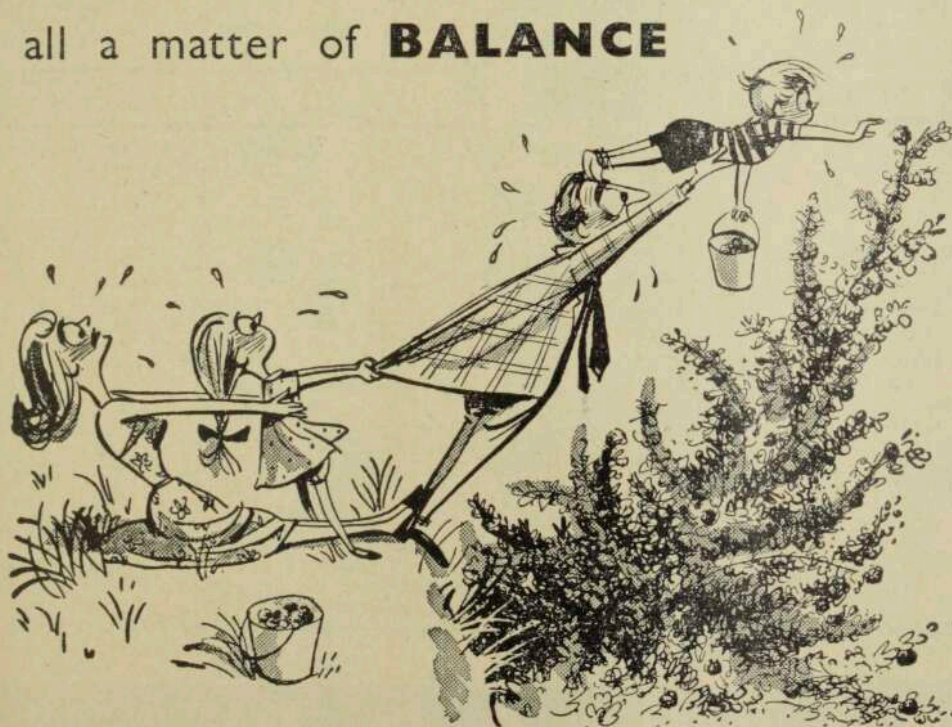
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of fare that would turn the wavering migrant's footsteps southward; or inspire the tourist to put Australia on his list of "must" travel.

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If one is inclined to spend this sort of money on overseas relatives and friends, we cannot imagine a better gift for those who might be interested in the land Down Under; it should also be an invaluable reference book for schools and libraries overseas—particularly in the Pacific Islands, where ties with Australia are strong.

(Our copy from Angus and Robertson, Ltd.)

War Among the Neutrals

KENNETH DODSON'S first book, *Away All Boats*, received the modern writer's accolade: it was made into a movie. It was a novel of the American attack trans-

ports in the Pacific war and, as we said at the time, rather unique for an American novel in that it contained no women.

The writer has made good the deficiency in his second novel, *Stranger to the Shore*, recently published.

The time is still the wartime 1940's; the service still that of the sea; but this time it is in a Merchant Navy ship and a great deal of the action takes place in port.

Kurt Mueller (American) was carpenter on *Cape Falcon*; *Cape Falcon* was in a technically neutral

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outh American port, loading cargo for San Francisco after a long passage across the Jap infested Pacific.

Mueller was a quiet, retiring man who avoided trouble when possible and he was not much struck with Puerto Felicidad and would not have gone ashore if he had not been urged by a solicitous captain to "stretch his legs."

Once ashore, Kurt becomes mixed-up with pro-Nazis, fell in love with a girl in a cafe, who has run away from a mis-spent youth; got across the necks of the town's Big Noise; was beaten up by thugs; killed the villain; was put in gaol and, finally, a yawl conducts a running encounter with a German raider.

It will be observed that it is a book of considerable action. Readers who enjoyed *Away All Boats* will likewise enjoy this.

(Published by Angus and Robertson, Ltd. Australian price, 17/6.)

Reviewed Briefly . . .

CONFLICT: Reprint of the book published first in 1934; written by V. Timms before he returned home to Australia and devoted himself to writing an Australian saga. This is an historical romance, the scene being mostly Mediterranean—Southern France and Italy. The story concerns the doings of a mysterious Englishman and the raids of Muslim pirates using red galleys powered by slaves.

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

THE MAN FROM OODNADATTA: by R. B. Plowman, is also a reprint, having first appeared in 1933. A second edition was printed in 1937; this is the third. It tells of the padre who visited his 2,500 square-mile parish in Australia's Centre using a string of camels for the 5 months' task. In the intervening years much has changed in the Centre: flying-doctors, air-transportation, sealed highways and a tourist industry. But any Australian book that runs into three editions is something of a classic and the story still has plenty of interest.

(Published by Angus and Robertson, Ltd. Australian price, 20/-.)

THE SHEPHERD, represents an attempt by Robert Payne, who has hitherto written mostly about China and the Far East, to portray the early life of Jesus of Nazareth. It is planned as the first of three books and covers the period from his childhood as the son of a prosperous carpenter, to his Baptism in the Jordan and his proclamation by his cousin Yona as the Messiah long awaited by the Jews.

The story of Jesus has been presented in many ways; whether the present version will do anything for the cause of Christianity is doubtful. For our money, we could have dis-

pensed with the Old Testament manifestations—pillars of fire, black panthers, white flames, storms that shook the heavens, etc.—which accompanied moments of crisis in the Shepherd's life.

(Published by Wm. Heinemann. Australian price, 18/-.)

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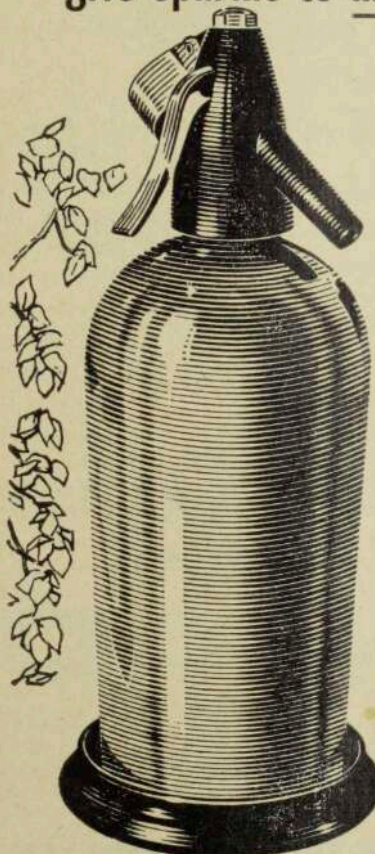
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NAUGHT FOR YOUR COMFORT, by Father Trevor Huddleston, the Anglican priest who became world famous when he bucked the Afrikans government of South Africa over its racial policy. Fr. Huddleston for 12 years ministered to the negro slum of Sophiatown, outside Johannesburg. He became *non persona grata* with the Government, and raised the ire of many white South Africans although to the natives he remained The Dauntless One. He was recalled to England in April, 1956. Over

(Continued on page 117)

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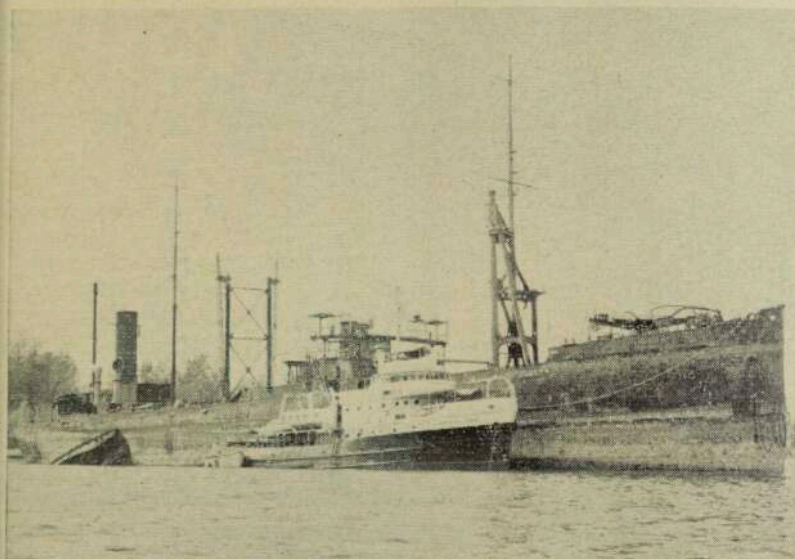
This Month's Shipping News

(Continued from Page 67)

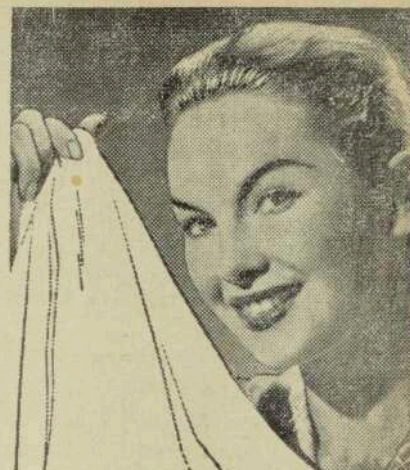
Numerous mineral prospectors have invaded the group and are charter-

ing vessels for the transport of labour and supplies.

There will be other activity, too, as Japanese fishing vessels presently commence supplying the new tuna freezer at Palikula. (Over)



"Naruta", old Japanese tanker, with the Hong Kong tug "Golden Cape", which towed her to Japan in July from Rabaul where she has had an up-and-down existence since the Pacific War. Bombed by the Allies during the war, she was submerged and raised alternatively several times. A few years ago she was offered at auction—but bids did not reach the reserve. She was raised again by the Japanese salvage team operating in Rabaul, and patched up for the way back to Japan.



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COMPETITION IN TIME-SIGS

For years Pacific navigators have been well served by the US National Bureau of Standards' time-signal station WWV, at Washington, DC, and relay station WWVH, at Kaneohe, Hawaiian Islands.

This past winter the Pacific coverage has been further augmented by a comparative newcomer, on the same frequencies—JJY, Tokio, whose voice announcement every five minutes has been cleverly arranged to quickly follow the American voice announcement. Occasionally, too, the English station MSF is heard coming through.

THOSE OCEAN CABLES

Another voice heard much on the maritime R/T frequencies during August was the British cable ship *Ocean Layer* talking with Hanama Bay cable station as she steadily trailed a multi-million-dollar telephone cable out across the Pacific between Hawaii and the West Coast of North America. She and another ship will soon meet midway to splice their separate cables.

At about the same time it was announced from London that an International conference will be held in Hamburg this year to discuss the increasing problem of fishing vessels fouling and breaking the ocean

cable in the Atlantic and North Sea with their trawling gear.

A Portuguese fishing fleet had just then caused havoc to five of the

seven cables between the UK and US off Newfoundland. The trawler cannot free their gear from the cables, once fouled, so haul them up



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MV "Nikau" of Suva, built on the Clyde in 1907 (gross tonnage 248.22, net 97.18), shown in Vila Harbour, New Hebrides (see p. 103, PIM). Now the BP flagship in that Group, she arrived there in June from Suva, and replaced "Moala". "Nikau" herself was purchased last year in NZ to replace "Vasu"—which sank on a voyage between Apia and Suva.

Photo: Capt. Brett Hilder.

and cut them adrift with axes, thus causing thousands of pounds of damage in delays and costly work of cable ships.

A PIM correspondent who served as radio operator in a Milford Haven cutter in 1938, saw such cables cut adrift several times in waters 200 miles south of Ireland.

FACES ARE RED

The world's marine surveyors seem to have been thrown into confusion by a test report from Denmark, confirmed by carefully conducted tests by the South African Society of Master Mariners, showing that the standard kapok life jacket is useless for its purpose in oil-covered waters, which is a normal situation in many areas of marine disaster.

Such life jackets must normally support 16½ lb of lead (equal to the average load of a floating man) in fresh water, for 24 hours. Tests have now shown that in an oil pollution 1-in-40, such jackets sink in from 16 to 50 seconds, depending on the type of oil. Linen covers have slightly better performance than cotton.

Cork fillings are unaffected by oil. Certain plastic fillings are useless, but other bubble-type plastics and inflatable rubber jackets are OK.

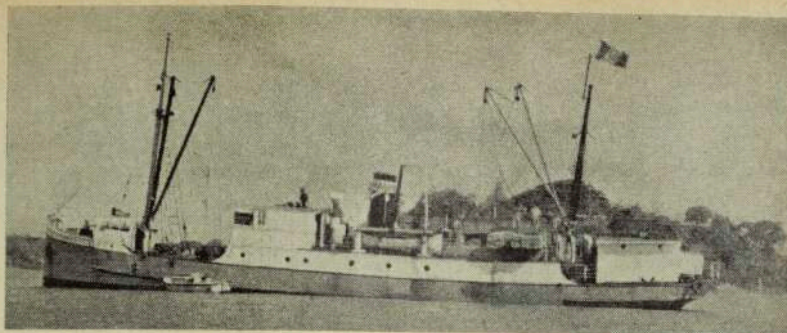
How these facts escaped the supposedly eagle eye of marine safety experts through two world wars is beyond comprehension, but it now appears almost certain that the kapok jacket's days are numbered.

MILOS SAVED BY SUSTAINED EFFORT

We have received the following eye-witness account of the stranding and refloating of the MV "Milos", the Australian West Pacific Line, which went up on the outer reef, Vanikoro, Santa Cruz Group, BSIP, August 12:

"Milos", southbound from the Far East to Australia, was calling at Vanikoro to load logs from the Kauri Timber Co.

When she grounded on the reef at the entrance to Pallu passage, which is the main entrance through the reef into the lagoon at Vanikoro, was a nearly full tide. The Master, Captain Gustav Paulsson, immediately used every effort and tried every method known to him to get the vessel off under her own power, but there was no other vessel in the area to assist, and the Company did nothing heavy enough to help her greatly.



Company labour, launches and barges were put at his disposal and every possible assistance was extended to him.

After many confusing rumours from various radio centres concerning what help was available and was coming to the rescue, an American

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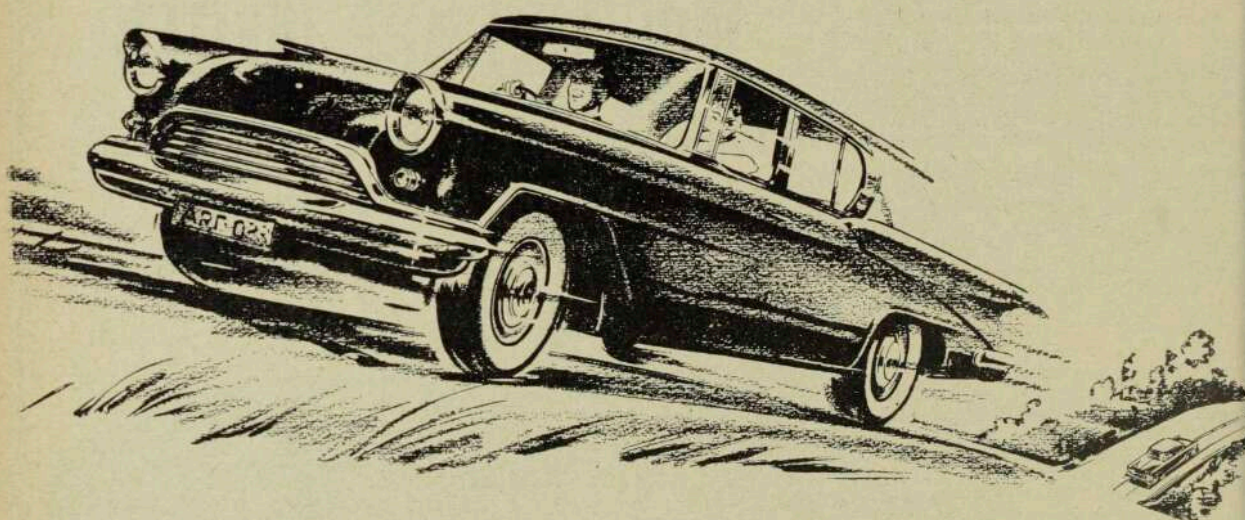
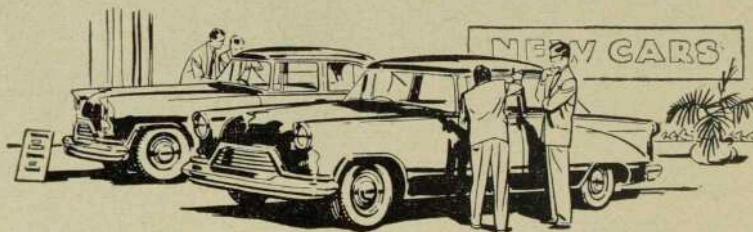
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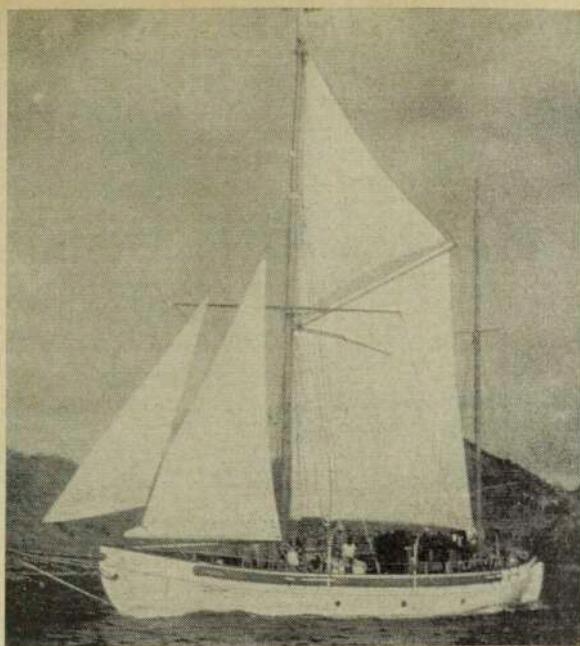
C4

The Carr family's 60 ft. ketch "Havfruen", now in the Pacific (see p. 114).
Phone: M. R. Hart.

Navy Stores ship, the *Virgo*, arrived on the night of August 15, and on the morning of the 16th the Commander and his officers went aboard *Milos* and, after a conference with Captain Paulsson, decided to make an attempt to pull *Milos* off with the high-tide at about 4 p.m.

For the whole of the 5 days the ship was aground, the Captain, his officers and the crew had worked continuously with very little sleep or rest, to trim holds, lighten cargo, and do all the other work associated with an operation such as this and in their efforts they were assisted to a very great extent by all the local employees available.

The BSIP Government vessel *delanesian* also arrived early on the morning of 16th, but she was too

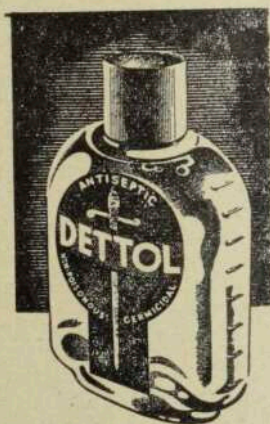


small to be of any great assistance. On the one occasion that she did get alongside *Milos*, her mast became tangled in the ship's derricks and she had to be pulled off by the Company tug.

With *Milos* trimmed to suit the attempt to pull her off and every-

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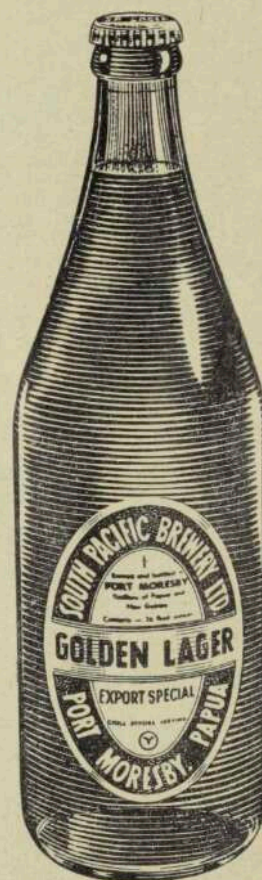


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thing in readiness, the American vessel, having made a trial run along the edge of the reef, made ready for the real thing and at about 3 p.m. she commenced her run.

The handling of the ship was perfect in every detail, creeping along, dead on line with not a hair's breadth variation from her course, skirting the reef so as to pass *Milos*' stern with no more than 70 or 80 yards to spare.

We in the Company launch, sitting in between the two ships waiting for the firing line so that we could pick it up should it fall short, witnessed every move at very close range and the highest possible praise must be given to the Commander and his navigators for the magnificent exhibition of seamanship shown in the run in.

The line was fired and fell short; we picked it up and raced to *Milos* with it, heaving it aboard, where it was pulled in. A succession of heavier lines were sent aboard until the towing rope was finally made fast.

In the meantime, *Virgo* had continued on her course until she was amidships the stern of *Milos*, when she commenced her starboard turn until she was stern to stern to the grounded vessel, whose crew were working like demons to get the line positioned and fast in time for *Virgo* to take the strain.

We watched the line gradually

tighten; lift out of the water, take the strain, then dip a little, tighten again—and then snap like a piece of cotton!

It looked as though the attempt was a failure and we went aboard *Milos* to see if there was any more we could do, as the night was com-

ing down and we wanted to get in side the reef before dark.

The crew was busy heaving in the broken line to clear the propeller so that an attempt could again be made on the morning tide.

We got away and were on our way in through the passage in the half

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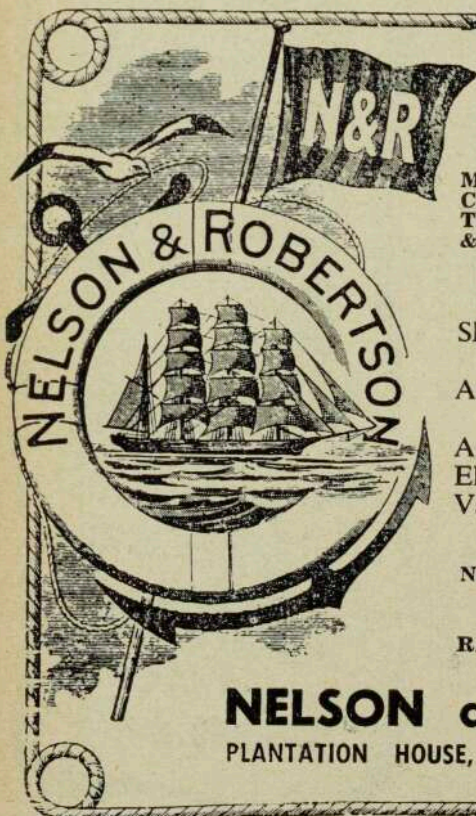
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ght, and turning for a final look at Milos, when we saw with amazement that she had swung her stern right away round from her position on ground, and that her engines were at out, with the propeller thrashing the water, as Captain Paulsson made a final attempt on the high water to get his ship off.

Then off she came and we, who had witnessed the drama from beginning, were filled with all the relief that comes with seeing a fine ship saved, and with admiration for the courage and devotion of the captain, officers and crew, who had not for one hour halted in their efforts to re-float their vessel.

My own opinion is that the jerk when the tow line first tightened, then slackened, then tightened, and roke, was just sufficient to shake Milos loose so that her own power and the high water allowed her to free herself.

All praise must go to the Captain and his crew for a magnificently sustained effort; to the Commander and crew of *Virgo* for a magnificent feat of navigation and seamanship; and to the employees of the Kauri Timber Company, both European and Native, who were put at the ship's disposal by the Company's manager.

The usually treacherous weather of Vanikoro on this occasion failed to materialise and for the whole time that the ship was on the reef, south-easter of never more than a trade force kept blowing, with no big seas or rain to hinder efforts.

The "Milos" was carrying a cargo of about 1,350 tons, made up of timber, and ply from New Guinea, scrap metal and Far East produce. A considerable amount of this cargo, estimated value of £15,000, was lost. The owners of the cargo have been notified.

She carried 10 passengers—three men, three women and four children—who were landed in small boats and made comfortable in houses belonging to the Kauri Timber Co. They rejoined her not long before she sailed.

The master reported that after a preliminary examination the vessel was tight and the motor was in good order. She loaded logs at Vanikoro.

The "Milos" arrived at Brisbane on August 22, where a Lloyd's representative made a thorough examination.

The inspection revealed minor damage only to the bottom of the ship, very little more than a scratch. The "Milos" will now be able to remain in service.

The Swedish Consul in Sydney opened an inquiry into the grounding on August 27, but it is unlikely that the result of this will be made public.

The "Milos" (4,292 tons) was built in Japan and went into the Far East-SW Pacific-Australia run in

mid-1956.

The Australian agents for the "Milos" are With. Wilhelmsen Agency Pty. Ltd., of Sydney.

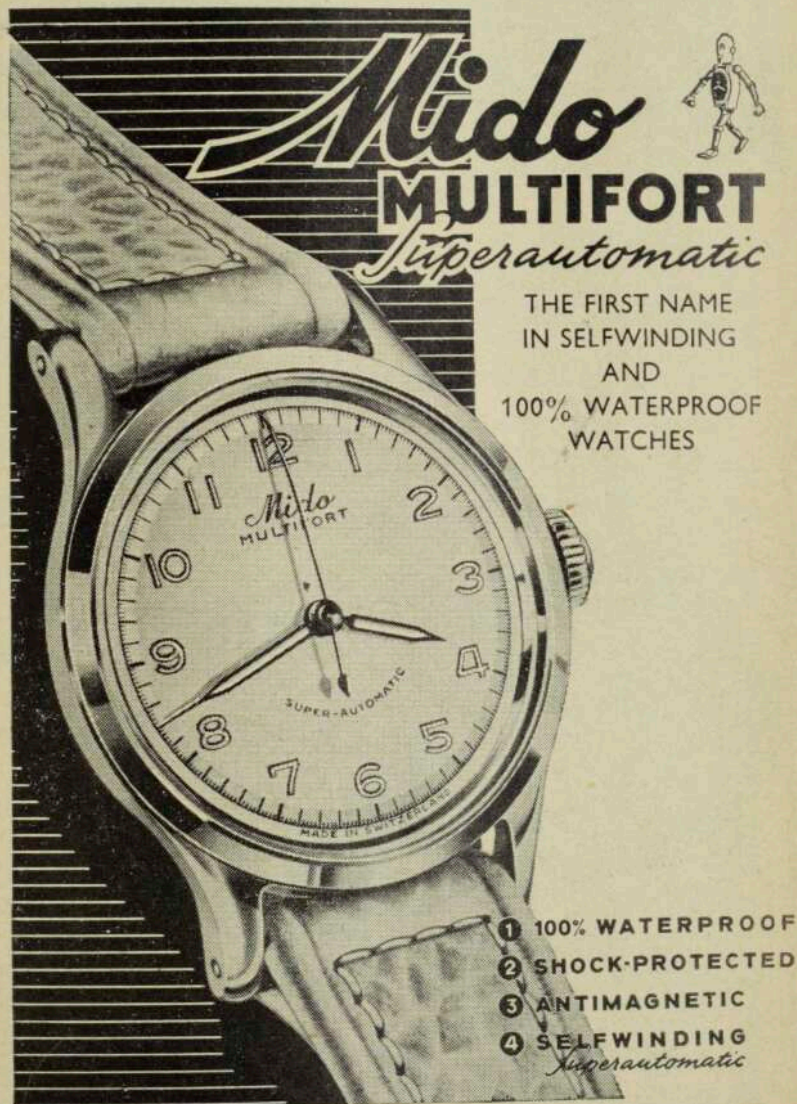
FRENCH WARSHIPS IN SUVA

La Confiance, an escort vessel, and *Petunia*, a patrol vessel, were in Suva from August 19 until August 22.

DOG WATCH FOR 1957

The Annual Dog Watch for 1957 (No. 14), is now available at 4/6 Australian, from the Shiplovers' Society of Victoria (Box 1169K, GPO, Melbourne, Vic.).

It contains the usual interesting assortment of stories about ships past and present, and in this issue we meet some old Pacific friends. Captain Brett Hilder describes how he and some of his officers explored the limestone caves at Port Purvis, Mboli Passage, BSIP, where BP ships usually take on water. Harry Duane and Oscar Nordman describe the old *Mariposa* and Tahiti 50 years ago. And Captain F. Klebingat, now of California, tells us something about the *Falls Of Clyde*, which in 1900 was sold to Captain William Matson, who



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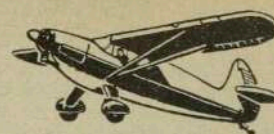
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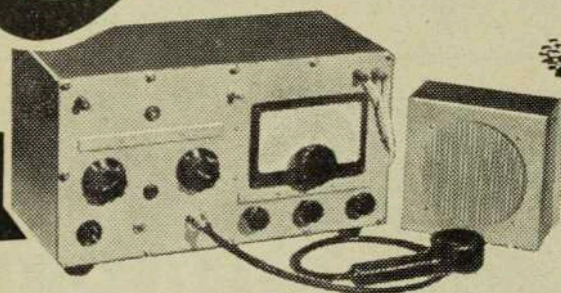
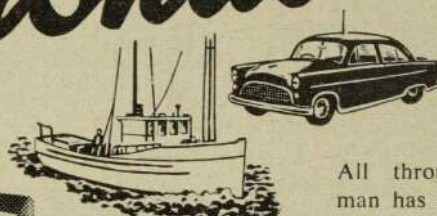
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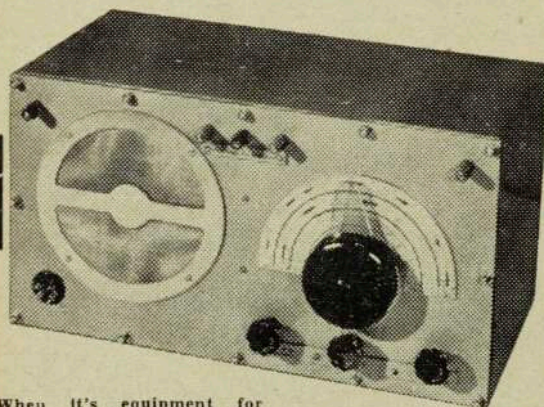


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The 9-year-old Levuka-built 11-ton, 36 ft. wooden auxiliary cutter "Adi Gaetane", recently wrecked on Santo, New Hebrides. Holding the BP vessel's name-plate is her former 19-year-old skipper, Mr. Stephens.

Photo: E. W. Lamberty.

unded the Matson Navigation Co. *Dog Watch* is written by sailors or sailors; but is sufficiently interesting to claim the attention of those who do their navigating from a deck-chair on the promenade-deck.

WEWAK ESCAPES

The converted landing-craft *Wewak*, which has been doing a magnificent job carrying cattle between North Queensland ports and Port Moresby and Lae, came close to disaster in August.

The vessel was stranded on the south coast of Timor and it was feared she would be a total loss. However, she freed herself and made an emergency crossing to Darwin, where she was undergoing repairs at the end of the month.

REWARD FOR NORBRYN TOW Captain Polkinghorn, master of the (SS) ship, *Ratanui*, has received a cash reward for his work in towing the disabled Norwegian ship, *Norbryn*, into Suva under difficulties. The *Norbryn* was disabled by fire about 140 miles from Suva in March of this year, and arrived in Suva under tow on April 1 (see May PIM, page 10).

Captain Polkinghorn has distributed the money (amount unknown) among his five officers.

TRAINING SCHEME ANNOUNCED

The necessity for some facilities for the elementary training of island engineers for the small-ships fleet, especially in those areas like the Cook Islands, where there is no possibility of training through shore apprenticeships (as in Fiji, for example) was emphasised in this column some months ago.

A very important contribution to

such a scheme was announced by the New Zealand Minister of Island Territories on August 21. Four scholarships are to be offered to Islanders from New Zealand territories to train in either engineering

or navigation at Wellington. Each course would last only a few months—but even this should be long enough to give keen boys a grounding in the operation of common types of marine engines, and in celestial navigation for budding skippers.

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sun-ripened juicy tomatoes, carefully and hygienically prepared to retain that piquant, mouth-watering flavour, even in the hottest climates.

For that special dish this summer, try this recipe for Oyster Cocktail.

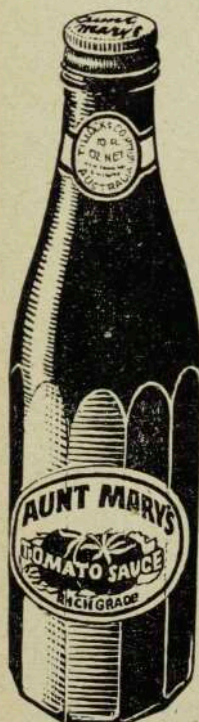
OYSTER COCKTAIL

- 1 Part Aunt Mary's Tomato Sauce.
- 1 Part Milk.
- 1 Part Worcestershire Sauce.
- 1 Dash Anchovy Sauce.
- Pinch of Salt.

Place Tomato, Worcestershire and Anchovy Sauces in a dish with pinch of salt and mix well, then add milk and shake well—chill.

This recipe can also be used for Lobster or Crab Cocktail.

TASTY — TANTALISING



Aunt Mary's
TOMATO SAUCE

will pay half the cost, which seems reasonable enough, considering the ship-owners may be saved considerable expense in damage to motor through ignorance or through the vessels losing their way on the high seas.

The Minister also indicated that "other improvements in Island shipping facilities are now being looked into"—possibly a reference to long mooted plans to build a reasonably safe harbour for small-craft at Avarua, Rarotonga.

DELAY IN NORFOLK IS. WHALING

In August, the whale-chase *Norfolk Whaler* was withdrawn from the Norfolk Is. whaling station by Norfolk Island and Byron Bay Whaling Co., and sent to Byron Bay in Northern NSW.

Only 80 of the 120 NI quota catch of whales had been caught when the vessel withdrew—due to bad operating conditions, and because the northern migration of the whales past the island had slackened.

It is expected that after filling the Byron Bay quota, the company will catch its other 40 whales of NI.

The southern migration of whale past NI usually commences about mid-September.

TIED UP

The Rarotonga-based-converted Brixham trawler *Inspire*, registered in the name of Mr. Archer, and operated by Mr. D. C. Brown in the inter-island trade, cannot continue trading until overhauled.

Action to tie up the vessel was taken by the Administration, it is believed, as the result of a report from the British Consul at Papeete, subsequent to the vessel being dry-docked there several months ago. *Inspire* had earlier suffered hull and rigging damage as the result of a seismic wave which put her ashore briefly in Avarua Harbour. There are no slipways in the Cook Islands.

PERSONAL

Captain D. M. Thorsen, Port Officer of Honiara, British Solomon Islands, sailed from Sydney on the *Oronsay* on August 23 on furlough, accompanied by his wife and two small sons, Derek and Christopher. Captain Thorsen was in charge of the delivery of the BSIP's new vessel *Melanesian*, from Hongkong, last December; he says she is now operating satisfactorily throughout the Group, under Captain J. Davies.

Captain W. J. Bunney, former master of the *MV Shansi*, has recovered from a recent illness. He flew to Hongkong, where he joined the *Sinkiang*, at present on Gilbert and Ellice Islands duties, as Master.

REEF CRUISES

Completion of Vincent Storck's 31-ft launch, *Oolooloo*, opens up

possibilities for Fiji's tourist industry.

On August 18 the launch made an excursion trip to Nukulau Island, excursions which were popular many years ago, but which somehow seemed to lapse.

Her owner plans to make an excursion to Nukulau each Sunday, and also to use her for weekly excursions in Suva harbour. *Ooiocloo* will also be available for private charter and fishing expeditions.

Her name is said to correspond to the sound made by the legendary mermaid when calling under water.

STC SHIP IN TROUBLE

Steamship Trading Co.'s 50 tons steamer *Manugoro* was beached in a sinking condition at Kairuku (on the Papuan mainland opposite Yule Island) on August 12.

She had radioed for assistance the previous evening and the APC vessel, *Papuan Explorer*, went to her aid and escorted her to Kairuku.

Manugoro began to take in water when she was about 45 miles from Port Moresby; the leak was such that the pumps could not cope with it, and at the time she was joined by *Papuan Explorer* she had 4 ft of water in the engine room.

LA PEROUSE ALSO HAD TROUBLE AT VANIKORO

The Kauri Timber Company established itself on Vanikoro in 1923, and although overseas ships have been calling there for timber for 30 years, shipping mishaps have been rare indeed.

However *Milos* is not the first ship to have trouble there; the French expedition under La Perouse is believed to have come to grief there about 170 years ago and only about a month before *Milos* stranded a large white cross was placed on the reef off Vanikoro by the officer commanding the French naval forces in the Pacific, who called there in the *Francois Garnier*.

Relics believed to have come from La Perouse's two ships have been found off the reef and on Vanikoro.

FIJI SHIPPING MISHAPS

Yanawai, BP (SS) Co.'s sturdy little motor vessel of 22 tons, a rescue ship three times this year, went aground on a reef in Nukulau passage, Fiji, in a torrential storm on August 31.

She remained on the reef for more than eight hours. She then floated off, just two hours before high tide, and continued her journey to Suva.

Her master, Captain J. Lumsdale, was seeking an anchorage when the ship grounded. At the time the passengers were at lunch.

Yanawai's first mercy mission this year was to go to the assistance of BP's ketch, *Macuata*, which grounded on Moturiki Reef.

Four days later she picked up passengers and crew from the *Joyita*, which had become stranded on the notorious Horseshoe Reef in the Koro Sea.

Her last effort was to assist the *Ratanui* to tow the 10,000-ton Norwegian steamer, *Norbryn*, to Suva (see PIM, May, p. 78).

The day before the *Yanawai* grounded, the 43-ton Fiji Government auxiliary ketch, *Adi Maopa*, went on to a reef off Viwa Island, in the Yasawas.

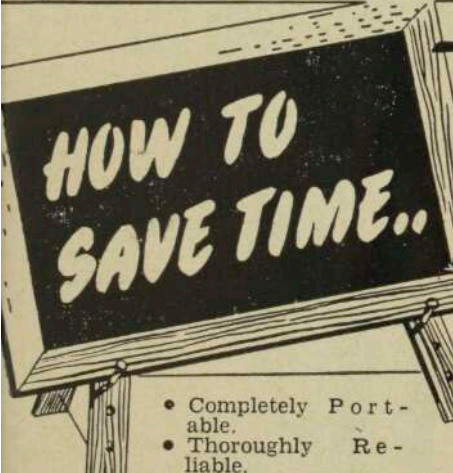
The Government cargo ship, *Degei*, left Suva to try to pull *Adi Maopa* off.

Later, marine engineers dismantled and removed the *Adi Maopa's* engines to lighten the vessel before attempts were made to refloat her. The ship's ballast was also removed.

The passengers were landed on Viwa Island.

At the time *Adi Maopa* was on a voyage from Lautoka to Rotuma.

Captain E. Anderson is master of the *Adi Maopa*. (Over)



HOW TO SAVE TIME..

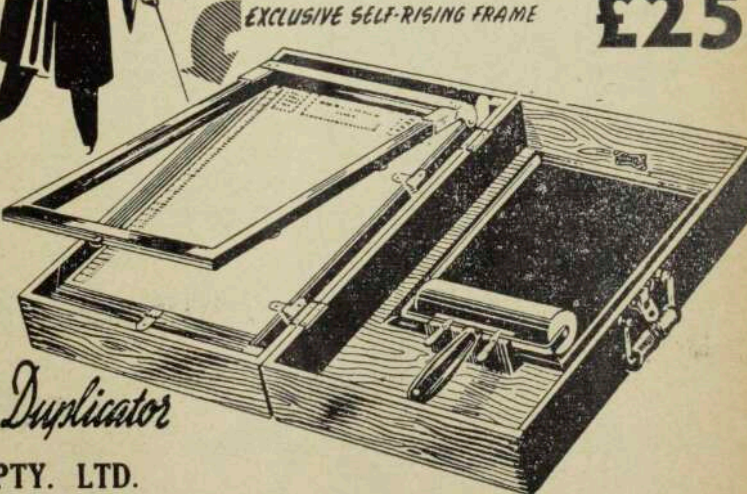
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News of Cruising Yachts

• **MERIDIAN** and **NANI**, both previously mentioned in this column, were last reported as being at Moorea.

• **KOCHAB**, Dr. John Franklens' new 39½-ft Bermudan yawl, last reported at Balboa, continued on to the Galapagos and from there made a 47-day passage to Los Angeles. This yacht was to be an entrant in the Trans-Pacific (Los Angeles-Honolulu) Race and will then continue on to Auckland via land ports.

• **PHOENIX**, of Honolulu, with Earl and Barbara Reynolds and Japanese University student crew, was last reported at St. Thomas, West Indies, having arrived by way of Capetown and St. Helena Island in May. Next stops: Brazil, Miami, and Annapolis, where a lengthy stay is likely.

• **MARCO POLO**, of Auckland, west-bound on the latter stages of her cruise round the world, left Rarotonga August 9 for Aitutaki, and was at the latter island still on August 11.

• **MIRANDA**, of Auckland, which was reported as having sailed June for Papeete, put in to Rarotonga a few days later and was reported still to be there in mid-August.

• **SEVEN SEAS** ex **SCALDIS**, 41-ft steel ketch, which Andre Boun Meester sailed to the Cook Islands from Holland in 1955, and sold there following a nervous breakdown, is again up for sale. She was purchased in August, 1955, by trader John Harrington, of Aitutaki Is., converted to trading purposes, and named *Manu o Aitutaki*. Mr. Harrington spent a good deal of money on this craft, installing a good motor. When finances were low in the Canary Is., Meester sold the original motor and continued the cruise under sail. He was last reported in New Zealand late 1955.

• **ASTRID**, the 24-ft cutter from New Zealand, arrived in Suva on August 4, ex-Tonga. The cutter cleared Mangonui on May 13. Mr. Anton Panther is owner-master and has with him as crew member Miss Foster King, of the United States. Mr. Panther proposes to stay in Fiji about six weeks and will then return to New Zealand.

• **SOLUS**, a 33-ft yacht, owner-master Commander Victor Clark, RN, (Retd) arrived in Suva on August 2. Commander Clark was wrecked on Palmerston Island, in the Cook Islands, and his programme was delayed a year as a result. The Cook Islanders hauled his boat across the reef and worked on it for months repairing the side. They refused any payment for the work. *Solus* then went to Auckland to refit. Commander Clark returned to Palmerston

and then to Fiji by way of Tonga and Western Samoa. From Fiji he will go to Tanna, in the New Hebrides, and from there to the Solomons, Samarai, Torres Strait and South Africa, where he hopes to arrive by Christmas. He will then return to England via the West Indies.

His only companion is a West Indian, who shares watches and does the cooking.

• **FIDDLERS GREEN**, Tahiti-type ketch, manned by professional baseball player, radio "ham" George Boston, 35, was at Bermuda in July, bound round the world, and will probably enter the Pacific about now. The yacht has a Red Wing petrol auxiliary motor and another small motor on deck providing power for the radio transmitter.

• **TZU HANG**, of Japan, with the Smeetons and John Guzzwell (ex *Trekka*) aboard, was still at Talcahuano, Chile, when last heard of. There the yacht is repairing considerable damage caused when struck by a freak sea 50 days and 5,000 miles out of Melbourne bound for the Atlantic via the Horn. She made a 1,350-mile jury-rig passage to her present port.

• **JELLCLE**, which was sailed from England to New Zealand last year by Lieutenant-Commander Mike Bailes, RN, and has been hauled out and for sale at Auckland since July, 1956, was recently purchased for local sailing. Bailes flew back to his job in the RN soon after reaching Auckland.

• **TAKI-O-AUTAHU**, 21-ft cutter of Poole, England, which sailed for New Zealand via French canals, Tangier, Casablanca, and the Canaries in October, 1952, cleared Balboa trans-Pacific bound on August 6. Owner-

builder Bill Mangan, of New Zealand, and sailing companion Rick Mohun, who joined at St. Thomas, BWI, will make calls at French Oceania and probably the Cooks en route to Auckland. Plans are to continue west-bound to England

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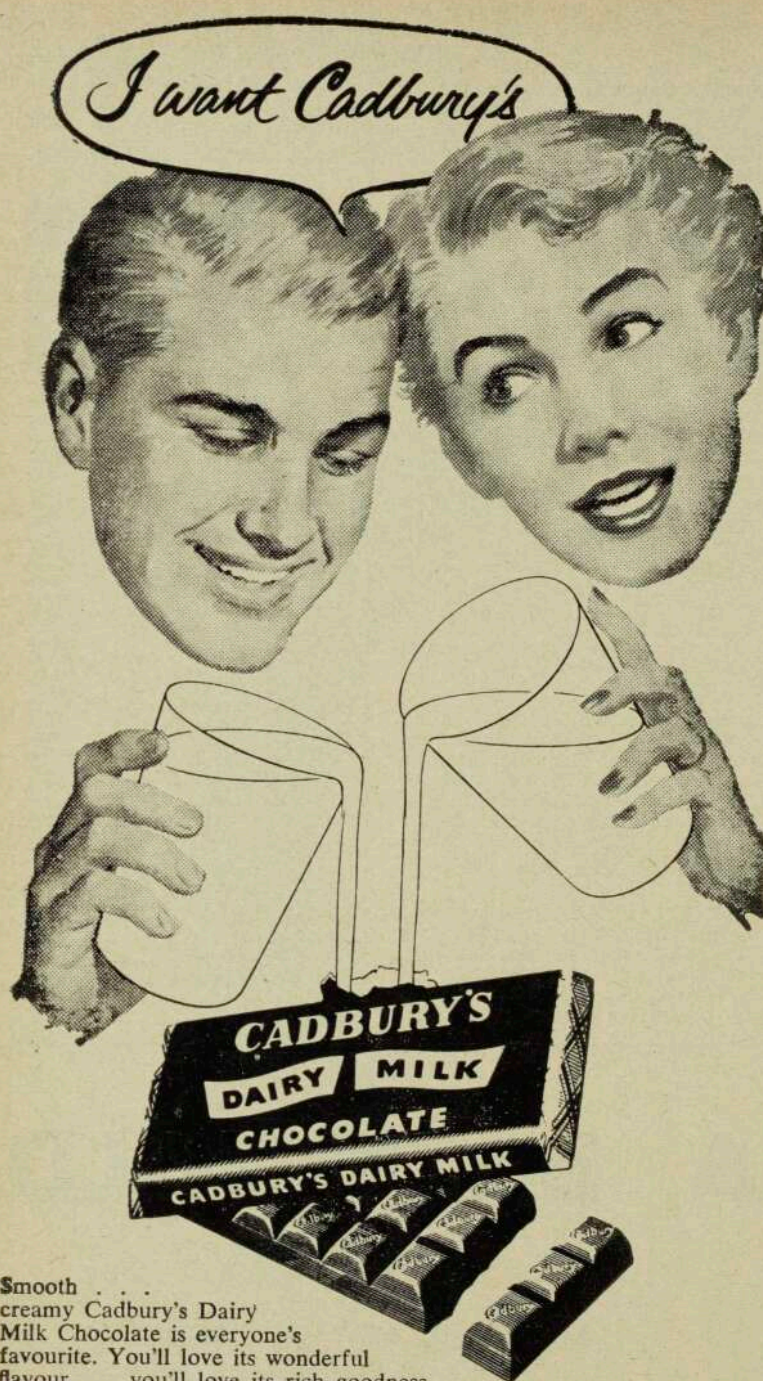
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• **HAVFRUEN III**, 60 ft x 17 ft in. x 8 ft 6 in. ketch of Southampton England, cleared Balboa for Polynesia, July 23, on a similar circumnavigation. With owner T. H. Cairns his wife and three other persons. Built of teak, in Norway, in 1899 the craft is claimed to be the largest genuine Colin Archer-type vessel ever built.

• **PRINCESS WAIMAI** (also reported as *Princess Wymia*—we believe the former spelling correct) still lies in Miraflores Lake, Canal Zone, burdened with some \$20,000 in wrecks. It will be recalled that Polish-born one-time NZ University lecturer, Dr. Bohdon Cwilong, planned to use the 74ft, 48-year-old craft, and another non-magnetic yacht, in a magnetic survey of the Pacific, extending over several years. The yacht cleared England in November, 1953, but crew and other troubles halted plans in Panama. Cwilong and his wife were repatriated two years ago, with the avowed intention of returning when more finance had been raised.

• **CELESTE**, 40-ft steel cutter, cleared Balboa late July, believed heading Islandwards, though no details were available. She may show up at Tahiti, though the Balboa betting was that she would arrive back at that port or elsewhere in the far distant.

• **JENKO II**, of Norway, with unnamed skipper, and two NZ crewmen, Jim Bothwell and Dave Dempsey aboard, caused some excitement in the North Sea in July when the skipper appears to have gone berserk while ill. The crew radioed for assistance and a police launch towed the fishing vessel to Harwich. However, the voyage was later continued towards NZ via Panama, and this craft should appear in Polynesia later in the year. It is possible that this vessel is owned by the same Jensen family who brought out *Jenco* (different spelling) to Napier, NZ, some time ago, as the present craft is all bound for Napier.

• **VIXEN**, a 35-ft auxiliary yacht, arrived at Suva late August from Pago Pago. On board, Mr. and Mrs. T. Stark, who have been away from their home in Miami, Florida, for 2½ years. They spent 13 months in Tahiti and the surrounding islands taking motion pictures, and planned to take moving pictures in Fiji, also. They plan to leave there October for Brisbane.

† Mr. J. W. Deegan, Deputy Inspector-General of the Colonial Police Forces, arrived in Fiji on July 27 for a 15-days tour of inspection of the Fiji Police Force.

ADDITION TO
MISSION IN THE MUD

Vernon Memorial on Bamu River

A SMALL hospital for natives, built from monetary gifts, plus enormous toil provided free by natives, was officially opened early in July, by Dr. Russel (Leprologist of the New Guinea Department of Health) at "the Mission in the Mud", established on the Upper Bamu River, in the Gulf of Papua country, by Mr. and Mrs. Harrie Standen, over 20 years ago.

As a compliment to a man who gave unstinted service as Medical Officer to the natives of this region, the late Captain Geoffrey Vernon, M.C., the building has been named the "Dr. Vernon Memorial Hospital".

It was not an easy construction job. The Bamu, like all these Gulf rivers, flows through vast deltas of dried mud. Rains often convert the mud into slush, and the rivers change course. The Standens experimented for four years before they found a bank likely to survive, and carry the little hospital establishment they planned.

Over 300 natives came to the ceremony, from the surrounding camps and deltas.

They were easily divided into two classes—those who were in the Bamu Mission's care, who appeared lean and reasonably healthy; and those from the outer region, who were mostly filthy and diseased.

The non-denominational Standens teach Christianity, but they do it in a medium of abundant soap and expanding medical care.

"Old Doc. Vernon", hero of the Kokoda Trail, would have liked to have seen that ceremony.

Part of the hospital's equipment was paid for out of funds subscribed by Dr. Vernon's old comrades of World War I. An inscribed plate says: "Presented by the 1st Light Horse Regiment, AIF, in Proud Memory of Captain (Dr.) G. H. Vernon, M.C."

After the ceremony, some of the older natives showed Dr. Russell their war-ribbons, proving that they had served with the Australians in World War II; and some recalled kindly actions of the late Dr. Vernon.

After the hospital was opened, Dr. Russell had first use of it in making an examination of the hundreds of natives gathered there. He made the curious and unexplained discovery that there was not one case of leprosy among all these Bamu Mission district people; yet there are numerous cases among the natives of the adjoining, and more healthy districts.

Mrs. Eva Standen at present is in charge of the Bamu Mission. Dr. Standen is absent abroad,

TONGA IN CINERAMA

DUDLEY Pictures Corporation's cinerama film unit, in the course of a chartered voyage aboard the Liberian-registered Honolulu-based passenger schooner *Te Vega*, was expected at Nukualofa early in August from Tahiti and Rarotonga.

A Tongan choir was in training to sing a number of songs and hymns for the unit, and dancers were also

raising funds for the Mission by means of illustrated lectures. He reports a successful lecture tour in Britain, and some talks over the BBC.

preparing a suitable display. The unit will proceed to Fiji later.

The film company's President, Mr. Carl Dudley, arranged a charter flight from Suva to Nukualofa by a TEAL flyingboat on August 6 to make preliminary arrangements for the four days of filming. Also aboard the flyingboat was a Matson Line representative who made arrangements for a call by the liner *Lurline* in the course of a tourist cruise next January, and other Suva businessmen who took the opportunity to make a quick trip to Nukualofa.

† An aeroplane which was built locally by M. Guy Minacco, of Noumea, New Caledonia, was successfully test flown at the end of August. It is of two passenger type.

Take another look

At Your Will . . .



Assuming that you **have** made a Will—and some people keep putting off this essential duty—can you recall its terms in detail? Even if you can, your Will may need prompt revision. Changes in beneficiaries, the sale of a specific legacy, increases in assets . . . each should be recorded. If you neglect your Will, it is simply a blueprint of past, not present, intentions.

If you appointed a private Executor, instruct your Solicitor to replace him with Burns Philp Trust Company Limited. It would be a poor compliment to your family to leave their future security in one pair of hands. The Company's 20-page booklet, "Hands That Never Leave The Wheel", is available at any branch of Burns Philp (South Sea) Limited, Burns Philp (New Guinea) Limited, Burns Philp (New Hebrides) Limited, or from the Trust Company's nearest office.

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Book Reviews

(Continued from Page 99)

00,000 copies of the library edition of his book have been sold. The royalties on the book go to Fr. Tuddleston's Order to further work amongst non-whites in South Africa. (Fontana).

LIFE IN OUR HANDS: Pamela Wright describes the experiences of a nursing sister who landed with the D-Day troops on a Normandy beach, and with an advanced casualty clearing-station followed the British advance through France and Belgium into Germany. (Pan).

CURE FOR SERPENTS: by Alberto Denti di Pirajno. The author's Dukedom was created in 1942, but he is also a doctor and in 1924 went first to Italy's North African colonies in that capacity. In 1941 he became Governor of Tripoli; two years later in that capacity he had to hand over the city to General Montgomery, and four months later vacate his headquarters. (His servant announced: "English in garden; red-hat with gun.") However, in between 1924 and 1943 he had time to collect an amazing volume of stories that read like a cross between the Arabian Nights and Axel Munthe. (Great Pan).

SECRETS OF SUEZ: This is a Pan Special, published at the same time as the library edition of the book. Written by two French journalists who were in Port Said at the time of the Suez crisis, it caused a sensation on both sides of the Channel when it was published in Paris earlier this year. The authors are Merry and Serge Bromberger, and it was translated by James Cameron, *News Chronicle* Foreign Correspondent. The authors try to apportion the blame for this most face-losing of all Anglo-French operations, and get near enough to the bone to hurt a number of people. Their translator disagrees with their conclusions—he takes the view that it should never have happened. The Brombergers, on the other hand, believe that it was a worthy action, disgrace intruding when it was cut short without quality through political interference.

LIEUTENANT HORNBLLOWER: an episode in the earlier life of C. S. Forster's salty character. This particular story was, some time ago, made into a film starring Gregory Peck. Neither Forster nor Hornblower needs any introduction to the reading public. (Great Pan).

THE DAY MUST DAWN: Agnes High Turnbull's story of pioneering in Pennsylvania in the days of the American War of Independence. Indian raids, extreme poverty and unremitting toil made up the lot of these people who laid the foundation of the American nation. (Fontana).

THE GOLDEN SUMMER is as satisfyingly full of French titles, chateaux, dashing noblemen and charming women as Anne Duffield's stories usually are—for those who care for this type of romantic story. (Pan).

MISS PYM DISPOSES: This mystery story by Josephine Tey was reviewed in *PIM* some years ago when it appeared in the library edition (published by Peter Davies). Although by no means the best Tey mystery in the view of this reviewer, it was popular with most Tey fans. (Pan).

ITS DIFFERENT IN JULY: By Kevin Fitzgerald, was also reviewed in *PIM* when it was first published by Heinemann a couple of years ago. This is one of those highly mysterious mysteries where heroes turn into villains and villains into heroes with disconcerting frequency. (Pan).

THE HUNCHBACK OF NOTRE-DAME: Victor Hugo's masterpiece is published in Fontana for the first time, following the recent release of the film starring Italian star Gina Lollobrigida.

HORNED PIGEON: Another wartime escape story—this time by George Millar, DSO, MC, who was taken prisoner by the Italians in North Africa, tried to escape from Italy after the country surrendered, but was transferred to Germany, where he made another and successful attempt, and with the help of Resistance leaders reached Paris.

DEATH IN THE CLOUDS: This particular Agatha Christie is 22 years old—but the doings of Hercule Poirot never seem to grow too old to attract new admirers or refresh

the memories of old friends. (Fontana).

SILVER ROCK: Author Luke Short writes Westerns, but up to date. In this one, Tully Gibbs returned home from the Korean War intending to get rich quickly at the little mining town of Azurite, but he soon had another shooting war on his hands. (Fontana).

THE LONELY SKIER: This Hammond Innes thriller is set in the Italian Dolomites. It concerns movie makers as well as skiers. (Fontana).

OUT OF ASIA ALIVE: By Mark Derby, is an adventure story of

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South East Asia—mostly about an island in the Indonesian area. The story of a convicted murderer who escapes prison to seek vengeance on the man he regarded as his enemy. (Pan).

JUNGLE CHASE: Adventure in East Africa this time, by Roy Farran. A young mining engineer meets an elderly ivory hunter; they become firm friends but then the young man realises that the elder has committed some sort of crime and is hiding out from the police. (Fontana).

THE SPOLETTA STORY: James Dillon White, who wrote the story about Genevieve, the vintage car, has produced something quite different in this—the story of love, crime, and vendetta amongst Sicilian bandits. (Pan).

THE GOLD OF THEIR BODIES: The story of the artist Gauguin, by Charles Gorham. This book is based on fact—with some embroidery. According to Gorham, Gauguin would never have turned to other women if Mette, his wife, had been able to believe that the world is well lost for art. Others, however, may feel that Mette had some justification on her side. (Fontana).

EARTHLIGHT: Arthur Clarke has taken a leap in science fiction. His story assumes that interplanetary travel is an accomplished fact and that mankind has estab-

lished itself on most of the planets—most of which are claiming independence from the mother world. It seems to be the old problem on a still bigger scale. (Pan).

ELLERY QUEEN'S BOOK OF MYSTERY STORIES: This is a collection of 25 stories by writers not

usually regarded as crime writers: Hemingway, Sinclair Lewis, and Steinbeck being just three of them. The mystery of "Ellery Queen" is also explained. This is a pen-name of two Americans who for 30 years and 30 novels collaborated to produce the Ellery Queen books. Their

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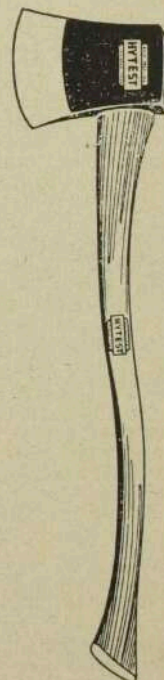
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names are Frederic Dannay and Manfred B. Lee. (Pan Giant).

THE YOUNG LIONS: The best-selling first novel by Irwin Shaw has now been reprinted unabridged as a Pan Giant. The book covers a huge canvas. Three young men meet in Bavaria before the Second World War. Two of them are Americans and the other a member of the Nazi party. The story follows them individually through the next few years and brings them again together for the climax. This book claimed considerable attention when it was first published in 1949.

MAY BECOME NEW CATTLE INDUSTRY

Area of SW Papua Is Under Inspection

A LARGE area of plateau (or savannah) country—approximately 3,600 square miles—in the extreme southwest corner of Papua, may be opened up at an early date by the P-NG Administration, for cattle-farming.

Officials have had a quick look at the country lately; and on July 6, a surveyor left Port Moresby, with a party and considerable equipment, for a closer inspection, and a report to the Administration.

The area forms a vast triangle, between the Torres Strait coast, the Dutch-Papua border, and the Fly River. It is generally unexplored; but it is reported that it rises to moderate height, comprises large sections of grassy, lightly wooded plateau land, and has many rivers and lakes.

It is only 200-300 miles in a direct line from Australia's Cape York—much nearer to Cape York than to Port Moresby, by airline.

It is reported that, as part of the cautious exploration of the area which the Administration now is carrying out, the Departments of Public Works and Civil Aviation are constructing an airfield at a place called Balimo, in the plateau country.

The area has no name, as yet. The large Morehead River flows through the western section of it.

Boy Scouts and Girl Guides in Fiji will receive Government grants totalling £11,500—£10,000 for the Scouts and the remainder for the Guides. The reason for the difference is that the headquarters of the Girl Guides' Association has a panel of travelling training officers available to visit Fiji at any time, while the Scouts require a full-time trainer. The £10,000 is to provide a full-time Colony Training Commissioner for the next five years.

Honiara Thieves Put On a Show for Visiting Official

WHEN the Deputy Inspector-General of the Colonial Police Force, J. W. Deegan, CMG, MVO, paid a visit to BSIP Police Department in Honiara recently, local criminals took the opportunity to show him how things were done in the Protectorate.

They removed a small safe from the Mendana Avenue office of William Breckwoldt and Company.

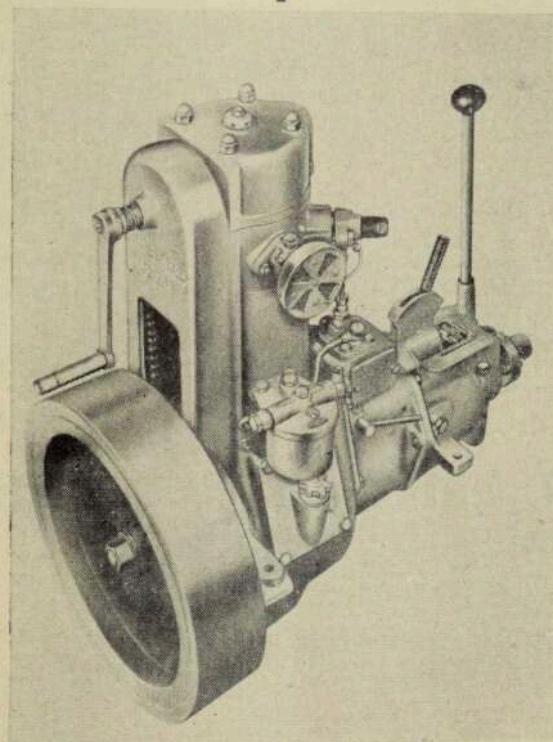
Fortunately it contained little cash, but several business documents and a passport were inside.

The safe—which was battered open—was brought in to the police station a few days later by natives who found it along the Honiara shore.

Mr. Deegan was for many years Superintendent of Police in Uganda, East Africa.

† Mr. Ralph E. Smith, president of the NZ Junior Chamber of Commerce, paid a visit to Fiji recently where he addressed the Suva Jaycees. From Fiji he flew to Sydney, en route for Tokyo for the international conference of Jaycees.

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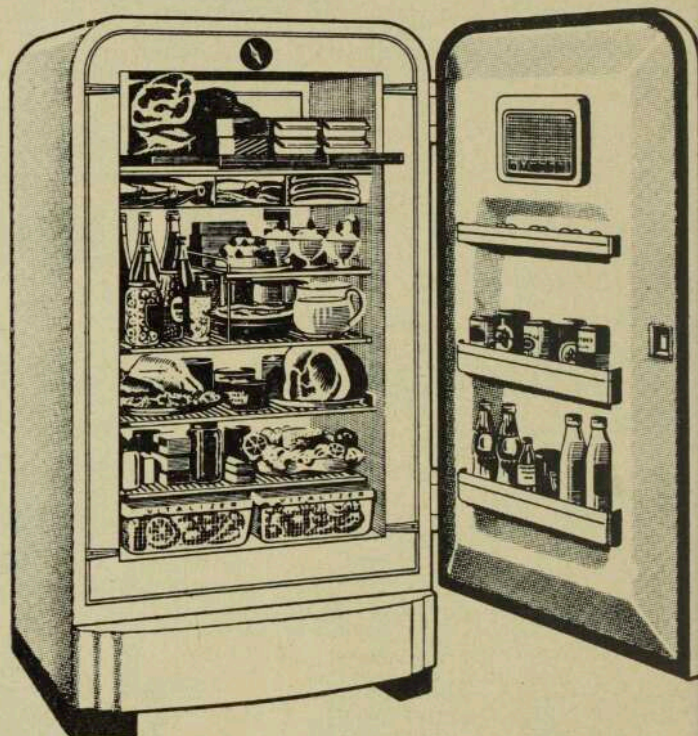
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Notes Made in New Guinea

(Continued from Page 49)

It is an interesting experiment, with a big over-lay of optimism.

These are well-behaved lads, alert and intelligent; but the background of their family life is so primitive that they are under a big handicap when they enter upon the two years' training as carpenters, motor mechanics, plumbers and so forth. They may become "useful boys" after a couple of years' tuition; but few of them will be classed as master-technicians. For these youths, it is a long, hard, up-hill pull to citizenship in the modern world.

The thing that most impressed me in this Technical School was the apparent lack of co-ordination between Administration Departments.

Here are a number of skilled technicians (teachers), directing a labour force of at least 40 natives (students), equipped with (my guess), £30,000 or £40,000 worth of workshop equipment—half a dozen big lathes, and all kinds of high-class tools and machines. They could build tables and desks and cupboards, give shape to drainage gadgets, service motor cars.

But I learned, in reply to direct questions, that they do none of these things. The Administration, when it needs furniture, or plumbing, or car service, goes to private enterprise, and pays top rates. Which, of course, is a very good thing for private enterprise.

"Cash Down" is Not Encouraged

I WAS standing beside a salesman in a Territory store. A European was examining a refrigerator, the marked-up price of which was £187/10/-.

"How much will I get off for cash?" asked the prospective customer.

"Nothing," replied the salesman.

The inquirer departed.

Incident quoted to indicate the abundance of money circulating in the Territory.

Reflections of a Gloomy Taxpayer

DO you know what the Administration now is planning to spend on a team of copra inspectors?" asked a Port Moresby resident; and answered his own question: "No less than £35,000 per annum. And these people will not be under the control of the Copra Marketing Board."

And then—it was just after 4 p.m.—we both turned and thoughtfully looked out over Konedobu, which carries the great majority of the Administration buildings. The homeward rush was just beginning, and it was a remarkable sight. Every second European seemed to possess a car.

"There must be thousands of them," remarked the Moresby resident. "They tell me that there are between 240 and 250 Europeans now in the Department of Agriculture alone."

I said nothing. But, as a reluctant payer of Australian income tax, I thought of the eight or ten million pounds per annum which Australia makes as a free gift to this country. And I wondered what Treasurer Fadden would have for me in his Budget speech on September 3.

(LATER: Nothing. I've just heard Sir Arthur's speech. But the Territories get the same generous bonus).

Australian Depts. Evade P-NG Laws

A SCANDALOUS thing permitted by the Australian Government in the Territories of Papua and New Guinea is the immunity from minor prosecution enjoyed by the Commonwealth Departments operating in the Territories.

There are a number of such Departments—especially Public Works and Civil Aviation. They cannot be sued in a Territory court. The only way in which legal proceedings can be taken against them is by an expensive action through the High Court of Australia.

If one of their very numerous trucks collides with a Territory car, the latter's owner really is up against it—he must either accept the compensation which the Commonwealth Department chooses to offer, or undertake lengthy and costly proceedings in the High Court.

Territorians tell me that this condition has been used by the Departmental czars on various occasions to dodge contractual obligations.

It is said that the law now is

going to be amended. But the Australian Departments have been operating in P-NG for many years; and the fact that the anomaly has existed for so long gives one the measure of Canberra efficiency.

Concerning the Loyal Service Medal

THEY told me in New Guinea—as part of a sort of hate campaign against Minister Hasluck—that the lettering has been altered upon the Loyal Service Medals which are handed out to New Guineans in recognition of good service to the Europeans, and especially to the Administration.

They said that the medal once made it clear that the decoration was given by the Throne, or the Governor-General of Australia; but that this has been altered, so that the donor now appears to be the Minister for Territories.

I hope it is not true. They were coy about it—didn't know—when I inquired at Konedobu.

What does it say on these medals, anyway?

Where is that Expensive Film?

WHY has the film covering the visit of the Duke of Edinburgh to Papua and New Guinea at the end of 1956 been suppressed?

It was organised and made by Australian Commonwealth people, under official orders. Those who should know say it is an excellent film—plenty of interest and liveliness and colour, and a worthy presentation of the Territories at their best. Thousands of pounds of Australian money was spent on it.

The story goes that in some way it offended the petty czars of Can-

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.

THE PENGUIN ATLAS OF THE WORLD, with 80 pages of maps, in full colour and 15,000 index entries. 15/-, postage 1/6.

THE TROPICS (La Rue, Bourliere & Harroy), with 80 photogravure plates, 16 colour plates and 34 colour photography of Orchids, Cacti, Insects, Animals, Birds, Trees, Reptiles, etc. A lovely book. £4/10/-, postage 2/6.

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berra, and they decided that it should not be made available for general exhibition.

Perhaps there is a more reasonable explanation; but Territorians are always ready to believe the worst of Canberra.

Whence Came the First Highlands Trout?

IT looks as if trout, slowly but surely are being acclimatised in the mountain streams of the New Guinea mainland; and now there is a real probability that the New Guinea Highlands presently will attract anglers from overseas.

I am told that the first man to experiment with the introduction of trout was Sir Hudson Fysh, founder of Qantas. Many years ago, he put some youngsters into the Baiune stream, a tributary of the Bulolo River (which runs into the Markham); and they have become established there. There now is a hydro-electric station on the Baiune; and it is reported that the trout have taken up quarters in the water-races leading to the station.

Sir Edward Hallstrom was in, next; he introduced trout to the streams around his famous husbandry experimental station at Nondugl, in between the Eastern and Western Highlands—and they also have taken hold.

He Called the PIM "The Blackbirders' Bible"!

THIS happened very recently in New Ireland.

Seven gentlemen from overseas, strong believers in internationalism,

engaged in what is called "A sociological study of the Trusteeship Territory", and led by a certain Dr G——, sat down around a hospitable luncheon table.

The table had shelves built in underneath, for books and papers. Dr. G—— pulled out some periodicals



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The *Pacific Islands Monthly* lay atop of the heap.

"Ha", remarked Dr. G—, "the Blackbirders' Bible!"

A man who heard the remark told me about it, in Rabaul.

It is an interesting sidelight upon the mentality and thinking of the theorists and planners who swarm into Trusteeship New Guinea in these cooler months.

They make the same aimless perambulations; ask the old-hands the same sort of silly questions; and apparently all get a kind of excitement in trying to psycho-analyse these primitive natives.

The *Pacific Islands Monthly*, knowing Pacific Islands natives in all the 16 Territories from Western New Guinea to Tahiti—their limitations, their merits, their possibilities, and the need to protect and guide them—regards the activities of these worthy scientists as generally useless, and frequently mischievous, and as said so, for 20 years.

The *PIM* usually derides these "expert" surveys because they so rarely are based on practical knowledge and experience.

The scientists, in their turn, sneer at the *PIM* because it tries to keep such discussions down-to-earth, and academic.

2½ Years to Establish a Staging Hospital

THE recent history of Sio, in the Huon Peninsula (Finschhafen area) is a good example of what private enterprise suffers under administration methods.

A good type of native comes from Sio—intelligent, industrious and ready to hire his labour out to the type of planter who knows how to treat native workers. It has been a favourite ground for experienced planter-recruiters like Jack Thurston and Bernard Parer.

Following experience with repatriated Highlands' labourers, the Administration found that natives returning from coastal districts could get rid of their malaria if put into a staging camp, or hospital, above the malarial mosquito line, and given treatment.

The best Sio natives apparently come from the mountains there; and they often returned with malaria. The Administration decided to close the area to recruiting for 18 months, so that a suitable hospital might be built, for the treatment of returning labourers.

The recruiters naturally cursed—but agreed it was fair enough, and went elsewhere.

The 18 months passed. Administration, without explanation, extended the ban for six months.

The two years expired last July 1. The recruiters prepared to go on to Sio. Down came another ban, for another six months.

SUSPECT FUNGI

Why Do NG Highlands Natives go Berserk?

EVER since Europeans entered the great Wahgi Valley, in the Highlands of New Guinea, they have reported that small numbers of natives in certain areas appear

Explanation: Some blundering official built the staging camp-hospital in the wrong place. The spot was malarial—it has been abandoned, so the "hospital" can be established higher up.

On December 31, the area will have been closed for 2½ years, simply in order to do a job that, under other conditions, could have been completed and tested in six months.

to go berserk at times. They become hysterical, and sometimes attack their fellows furiously.

Mr. D. N. Ashton, ADO at Minj, has been observing these phenomena, and he recently reported that they occur about July or August; that some of the native gentlemen affected attack other natives with spears and arrows, and appeared quite mad; and that there seemed some connection between their behaviour and their apparent practice of eating certain fungi which grow at the base of some Wahgi Valley trees at this time of year.

Mr. Ashton sent some samples of the fungi to Port Moresby; and the experts there—especially Mr. T. G. Aitchison, of the Department of Native Affairs and Dr. Dorothy Saw, a plant expert in Agriculture—were deeply interested. Dr. Saw said that fungi could cause temporary insanity, but were extremely rare. Samples have been sent to England, for examination.



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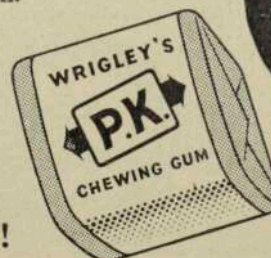
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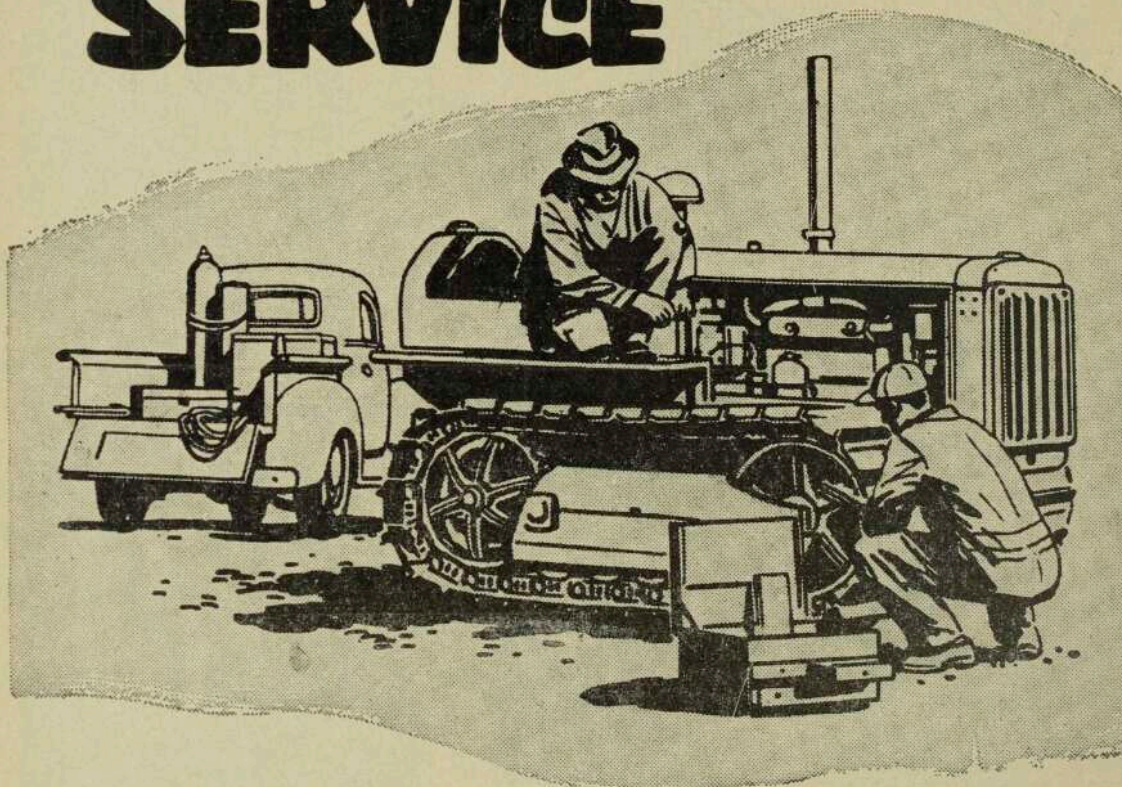
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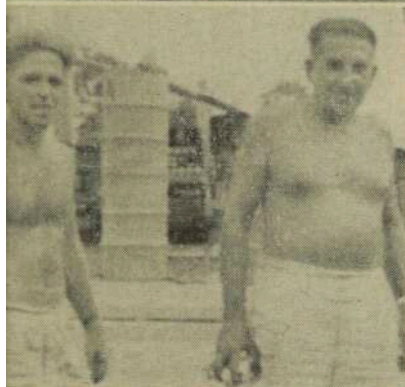
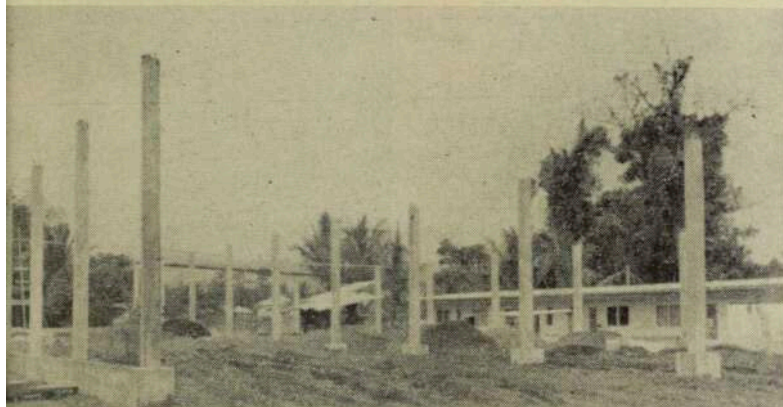
**BREWER MEIER IS
BUILDER AND CONCRETER**

What is Happening at the Lae Brewery

IN vacant, scrub-covered country, on the south side of the Lae airfield, in a large clearing, I found two sun-burned Europeans, wearing only shorts, directing a gang of natives in concrete operations. Behind them, extending over a wide area, were the pillars of a large, new building.

The men were Mr. R. Meier, the

South Pacific Brewery parted company several months ago; and he then decided to explore the possibilities of operating another brewery, in New Guinea. Those who joined him and his wife in forming Guinea Breweries Ltd. are Mr. and Mrs. Nydom, Mr. R. F. Bunting, Mrs. F. S. Stewart, and Mr. Lee Ashton.



The top photograph shows the concrete pillars of the new Lae brewery, now in course of construction; and the lower picture is a snapshot of the two directors and partners—Messrs. R. Meier (right) and J. R. Nydom. For the present, they are navvies and concreters, so that the work may advance more rapidly. Three minutes before this picture was taken, Brewer Meier had fallen off a platform—but insisted that he was unhurt. "Me, I fall and I bounce," said he.

A skilled technician who contributed so much to the establishment of the South Pacific Brewery in Port Moresby, and to making its beer famous, and Mr. J. R. Nydom, his associate in this new enterprise.

The new enterprise is a brewery being built by Guinea Breweries Limited.

For some reason, Mr. Meier and

They expect to have the brewery completed by the end of this year. They are confident that they will introduce their product to New Guinea's huge beer market by about next Easter.

Messrs. Meier and Nydom planned no expensive operation. Having cleared the land, they erected along one side of it a long, single-story building, with light, water and sewerage, which they have divided into ten rooms. Presently these will become store-rooms and offices; but to-day they provide two comfortable residences for the Meier and Nydom families.

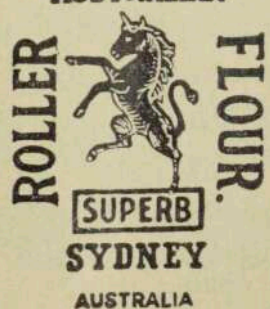
Then they set to work on the main building; and the photograph shows the progress that had been made up to the end of July. Messrs. Meier and Nydom, burnt to the colour of mahogany, but in magnificent health, are demonstrating how capital costs can be kept down in the establishment of a brewery.

Mr. Meier is a Hungarian; but early in life he went to live in Switzerland, and there he met and married Mrs. Meier, a charming Swiss. They came to Port Moresby in July, 1951; and Mr. Meier introduced the South Pacific brew to the sceptical Port Moresby beer-drinkers in October, 1952. Mr. and Mrs. Nydom are a young Dutch couple who have adopted New Guinea as their home.—RWR.

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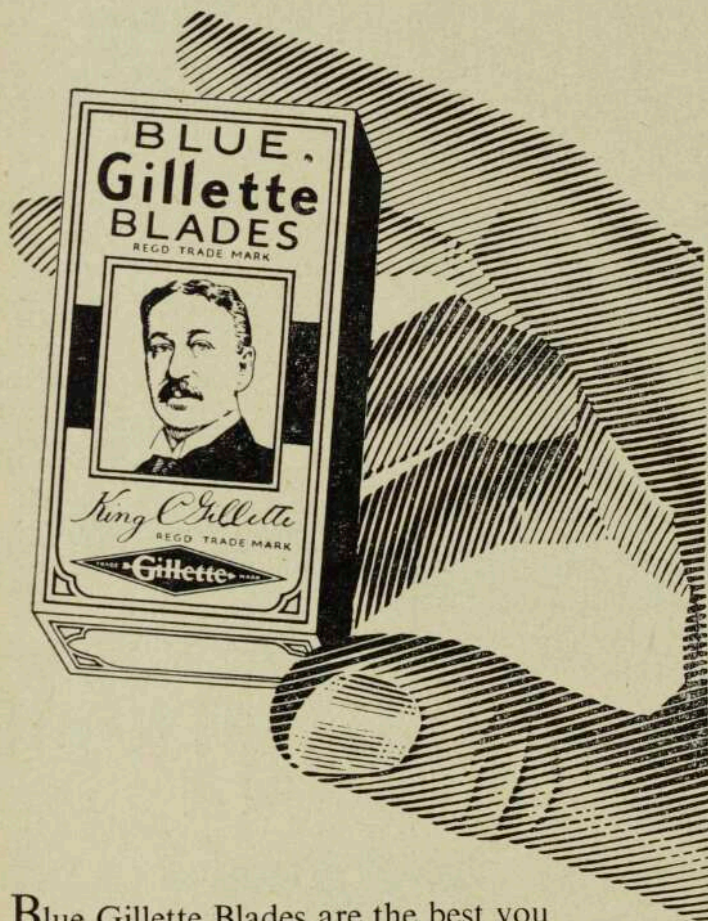


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Port Moresby Weddings



Mr. and Mrs. W. McMahon cut their wedding
cake after their marriage at Taurama Chapel
in Port Moresby some weeks ago. Mrs. Mc
Mahon was Miss Y. Barker.



Miss Jill Ridge, of an old Papua family who
married late July at Taurama Chapel, Port
Moresby, to Mr. J. G. Taylor. Over 100 guests
attended the reception. Mr. and Mrs. Taylor
will live in Hongkong.

Photo: Papuan Press

† The Rev. Father John Bettridge
SM, STD, JCD, BA, lately attached
to the Apostolic Delegation in Syd-
ney, has been appointed to the
Catholic Mission in Tonga.

LETTER TO THE EDITOR

Those Dear, Dead Days Beyond Recall

SOMETHING is puzzling me! In Port Moresby, there are numerous streets, crescents, highways, etc., named after the early pioneers of Papua. And in honour of that grand old man, Sir Hubert Murray, there is Hubert Murray Highway. But where is "Hides' Road", in honour of his protegee?

Has Papua become so forgetful, or childish and petty? To me, it avours not only of contempt for a great man, despite his mortal faults, but of contempt for the name of one of the very early families of this Territory.

It would seem as if "someone" too willingly and too literally took note of the words of the late Sir Hubert: "Jack did not count the cost and for the reward he cared but little."

I know there is a mountain range in the hinterland bearing Hides' name but can anyone find it on even a detailed map? It has escaped me. If they must deny this man, must they, too, in their forgetfulness, deny the fact that his mother, Helena Marie Hides, was the first white woman to land in Dutch NG; became, with his father, one of the first four families in the then infant township of Port Moresby?

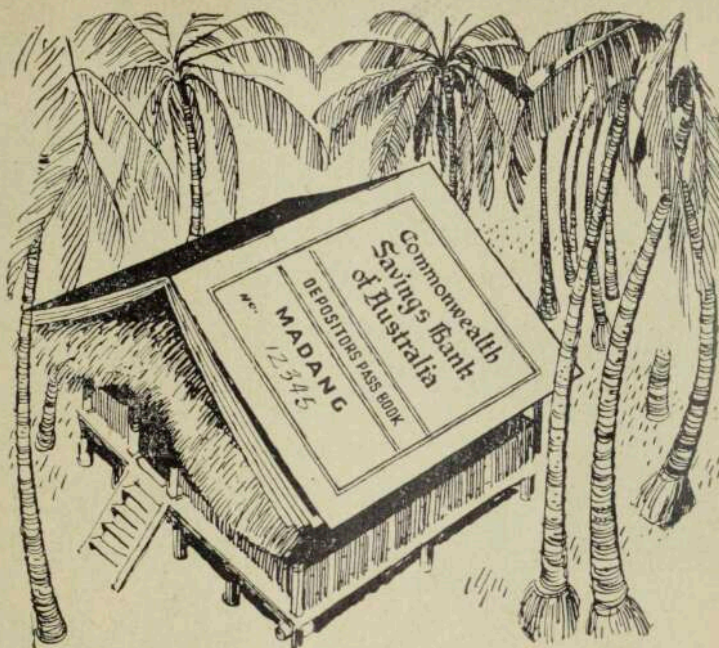
And now sir, to some other angles of life in P-NG.

1. There is far too much familiarity between a great number of Europeans and the indigenes. Too great a condescension, which is harmful to the future of this country.

2. The behaviour of some Europeans, more especially the female species, makes a poor reflection and leads the indigene on. It is no wonder that there are so many attacks on women that many are afraid to walk the streets of Moresby after dusk. Of course, the innocent, always, suffer for the guilty—the guilty being the lasses of this fair town who parade in all too brief shorts, frocks with plunging necklines and frocks minus shoulders say nothing of the sweater girls in their clinging matadors. Where is the propriety of the English woman?

3. Now comes the proposal to introduce alcoholic liquor to native peoples—legally! Certainly, it is still in the debate stage, and an alcoholic content at a lower rate is suggested. But, will it reduce the sales of methylated spirits from teamships and BP's; or will it just add to the misery?

4. It is also said that the proposal to erect a swimming pool at Ela Beach might be considered on a pound for pound basis—provided the indigenous population could share



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In addition, 57 agencies operate throughout Papua-New Guinea, 5 agencies in the Solomon Islands, and others at Fanning Island, Lord Howe Island, Nauru and at Vila and Santo (New Hebrides).

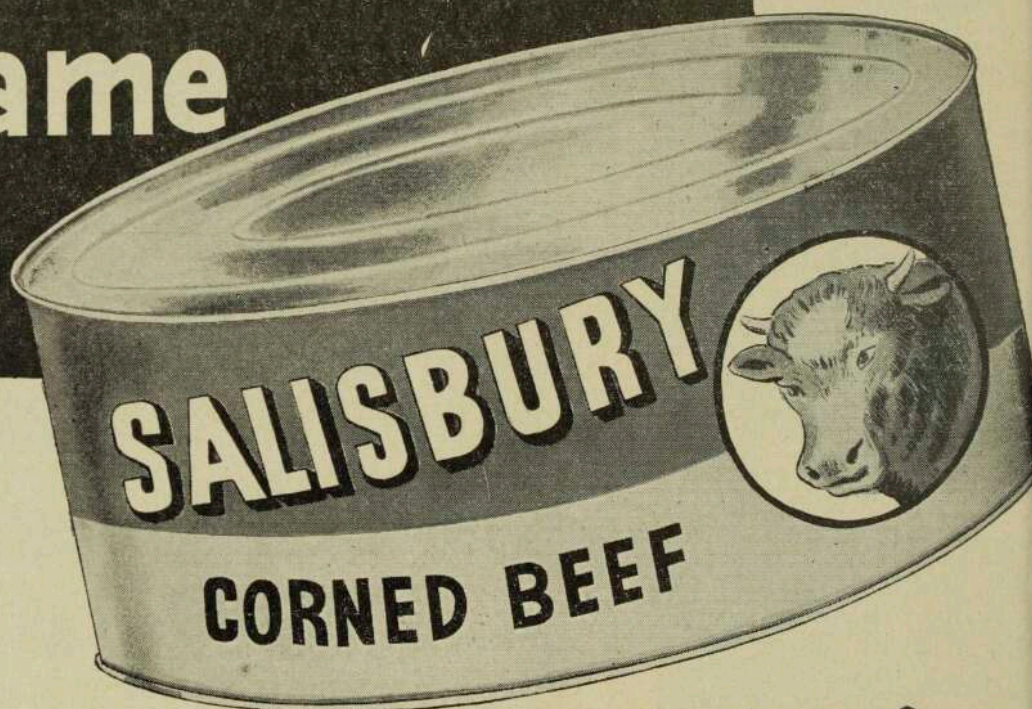
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the joy of it. Let us hope the anti-yaws and TB campaigns are successfully completed before such a pool, or such a proposal eventuates. On the lighter side, one has difficulty in visualising one of the more dignified matrons of PM facing beside a Kukukuku or Imbu.

In the desire to do the utmost possible for the people amongst whom we live, respecting them as the original owners of the land, we have given them a false sense of superiority, which is exerted to the detriment of the European. It is the era of the native—he can do no wrong. Everything possible is done for him. Gone are the days of discipline and obedience. Before a boy will even contemplate performing a minor chore outside his particular sphere of work, "he would please like to see the native regulations."

It would appear we have at long last reached that stage in the progress of this land, prophesied by the more far-seeing since post-war years, when the European is no longer a figure of respect, but is rather an object of condescension or more aggressive indigenous comments, contempt.

True, we have tried in a courteous British manner to assist them, to educate them for greater things. The three R's were most essential; even other degrees of learning were demanded, open to the ambitious—science and medicine for the more knowledgeable to equip them for responsible positions and eventual self-reliance, but didn't we forget something? Such as courtesy and obedience? When we Europeans are supposed to require these two essentials before adulthood.

The policy to raise our Papuan brother to an equal status and the desire to improve his lot in life are both admirable ideals. But don't we have sophistication without adequate education.

It is no use teaching a European native child or adolescent, history, arithmetic or anything else without first giving him a rudimentary knowledge of the true basis of civilisation—courtesy to his fellow man.

The policy of bringing folk from the bush to open the country is also admirable, but let every person entering the territory sign a declaration (under threat of public censure if violated) that (a) he or she will assent at all times according to accepted standards of decency; and (b) that they will retain the standards of discipline and authority by the earlier and more experienced pioneers of the country, rendering justice, courtesy and wisdom in their dealings with the indigenes.

I am, etc.,

QUO VADIS-OS PAPUAS.

Port Moresby,
July 15, 1957.

PLANTING PROSPECTS IN PAPUA

IN its annual report, the Planters Association of Papua makes some interesting points.

Planting profits generally are down this year—the combined result of rising freights and increased labour costs.

A survey of the copra industry in Papua laid emphasis on the increasing senility of the coconut palms. For several years, new coconut planting has not kept pace with the ageing process in existing plantations. It takes seven years to bring a palm from planting to maturity.

Rubber exports during the year

decreased slightly, to 8,346,000 pounds, and there was a small gain in acreage.

There is a large area in Papua better suited to rubber than any other main crop.

The cost of establishing a Papuan rubber plantation to-day is from £150 to £200 per acre.

† It was calculated on September 4 that 12 natives had died in Port Moresby from Asian influenza, and that 34 natives then were in hospital with "chest symptoms." They were mostly young adults. Medical authorities pointed out that a considerable proportion of those who died had been weakened by liver complaints, from which many natives suffer.

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SUVA—OR
THE BUSH

Fiji's Unbalanced Labour Situation

The wheel must have turned full circle when Australia—a traditional "white labour" country—is held up as an example of how to compete on world markets with natives and Asiatics. Yet this happened in Fiji recently.

THE credit squeeze which effectually killed the mushroom building boom in and about Suva has resulted in considerable unemployment.

Most of the unemployed were overnight "carpenters"—former labourers who became "tradesmen" by merely sticking a hammer in their belt and borrowing a saw. This class of unemployed was augmented by genuine tradesmen put off by the Public Works Department because of shortage of work.

Yet at the same time Mr. J. P. Bayly, Fiji's largest individual landowner, complains that he could not work all his rubber estates because of shortage of labour.

He said there had been recent reference to Fiji's derelict rubber plantations. He controlled the three

largest rubber estates in Fiji and they were far from derelict.

On Yarawi plantation, during the last four-weekly period, he tapped 4,000 lbs of sheet rubber. Mavua, the largest, was in excellent condition and so was Waidoi. Some of the trees had died along the roadside because the PWD had blocked

the old plantation drains when they put the roads through, but the remainder of the trees were healthy.

Mr. Bayly said he would work Mavua and Waidoi if labour were available, but it was not.

This paradoxical situation regarding labour—unemployment in Suva and a labour shortage in the country

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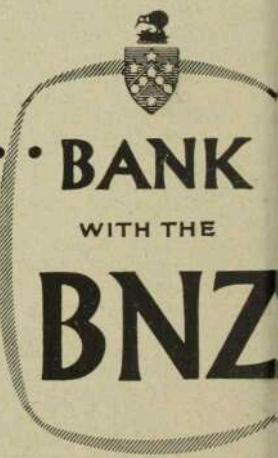
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is plainly due to the fact that workers, their wives and families, long used to town life, will not go into the country. It is a common tendency in most countries.

Houses are very hard to obtain in the country. There is practically no such thing as an empty house in country districts, except derelict hanties.

Even if labour quarters were available on rubber plantations, schooling has to be considered along with daily bus fares to some fairly distant school.

In any case, people simply do not want to go into the country.

It is a development problem, as contended by Mr. Bayly when he says that high inducements have to be offered by Indian cane growers to get labour to cut cane.

He also cites the fact that each morning lorry loads of Indians go from Nausori to Suva to work. He also said that the main cause of the Nausori mill closing was shortage of labour, and that the same factor was an important contributory cause for shutting down the pineapple cannery at Lautoka.

• In this connection he compared Fiji with Queensland, where 2,500 white growers with 7,500 acres of land, in 1956, contributed more than £3,000,000 in canned pineapples to Australian exports. These exports, grown by white labour, competed successfully on the world's markets.

Mr. Bayly said that there were now 150,000 Fijians, many living on low subsistence level, and added that Sir Jeffrey Clay, agricultural expert from the Colonial Office, told him that the low individual production of the Fijian was a matter of concern.

Mr. Bayly replied: "Would you and I produce if a baron could take from us?"

Sir Jeffrey replied at once: "You mean the communal system?"

"The Fijian," says Mr. Bayly, suffers from a kind of malaise caused by the dead hand of the communal system; so being the realist that he is, he bails up.

"The economic system of the colony demands that the communal system over the Fijians be abolished with as little delay as possible, and that the Fijians be allowed freedom to enter into business which now almost exclusively run by Europeans and Indians."

The French sloop *Francis Garnier* visited Wallis and Futuna Islands in August and was due in Apia Western Samoa, on September 6.

Laurie Graham, of Lautoka, won the Vatuakoula open golf championship recently, to add it to an already impressive championship list for the 58 season. He had previously taken the Fiji, Ba and Lautoka Golf Club titles.

PAPUAN PIONEER HONOURED AT MAMBA ESTATE

THERE was much festivity and feasting at Mamba Rubber Estate, Papua, on August 17, to mark the 30th anniversary of the arrival in Papua of well-known Territorian, Mr. Herbert Kienzle.

The carnival got under way at the school ground about 10 o'clock where hundreds of the plantation employees in native finery and head-dresses gathered to dance and provide amusement for the on-lookers.

At the same time, the cooking

fires were started. Central piece for the banquet to come was a bullock—the first one of the Estate's post-war imported stock to be slaughtered. In addition there were 14 pigs and mountains of sweet potatoes, taros, yams, corn, bananas and other native fruit and vegetables.

The dancers began to make their presentations to Mr. Kienzle in the early afternoon—dancing their way across the field to place group gifts of pigs or food, or individual gifts ranging from armlets to pineapple clubs, before the guest of honour.

A speaker from each group spoke eloquently and with obvious sincerity in tribute to Mr. Kienzle.

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Esquire	Monthly	6	0	0
Good Housekeeping	Monthly	3	6	0
Harpers Bazaar	Monthly	5	0	0
House Beautiful	Monthly	5	0	0
House and Garden	Monthly	3	10	0
Look	26 Nos.	3	10	0
Metronome	Monthly	2	5	0
Model Railroader	Monthly	3	5	0
McCall's Magazine	Monthly	2	0	0
National Geographic	Monthly	4	10	0
New Yorker	Weekly	5	0	0
Popular Mechanics	Monthly	2	5	0
Popular Photography	Monthly	2	10	0
Railroad Model Craftsman	Monthly	2	15	0
Seventeen	Monthly	4	0	0
Time	Weekly	4	10	0
What's New in Home Economics	10 Nos.	3	10	0

ENGLISH

Collins Young Elizabethan	Monthly	1	10	0
Country Life	Weekly	7	8	3
Geographical Magazine	Monthly	2	5	0
Good Housekeeping	Monthly	2	14	3
The Gramophone	Monthly	1	11	0
Harpers Bazaar	Monthly	3	8	6
Homes and Gardens	Monthly	1	19	9
House and Garden	Monthly	2	15	0
Illustrated London News	Weekly	7	18	0
Listener	Weekly	2	7	9
Theatre World	Monthly	1	15	3
Vogue	Monthly	3	6	0
Woman	Weekly	2	0	0
The Woman's Journal	Monthly	1	18	6
The Woman's Weekly	Weekly	1	13	0
Lilliput	Monthly	1	17	9

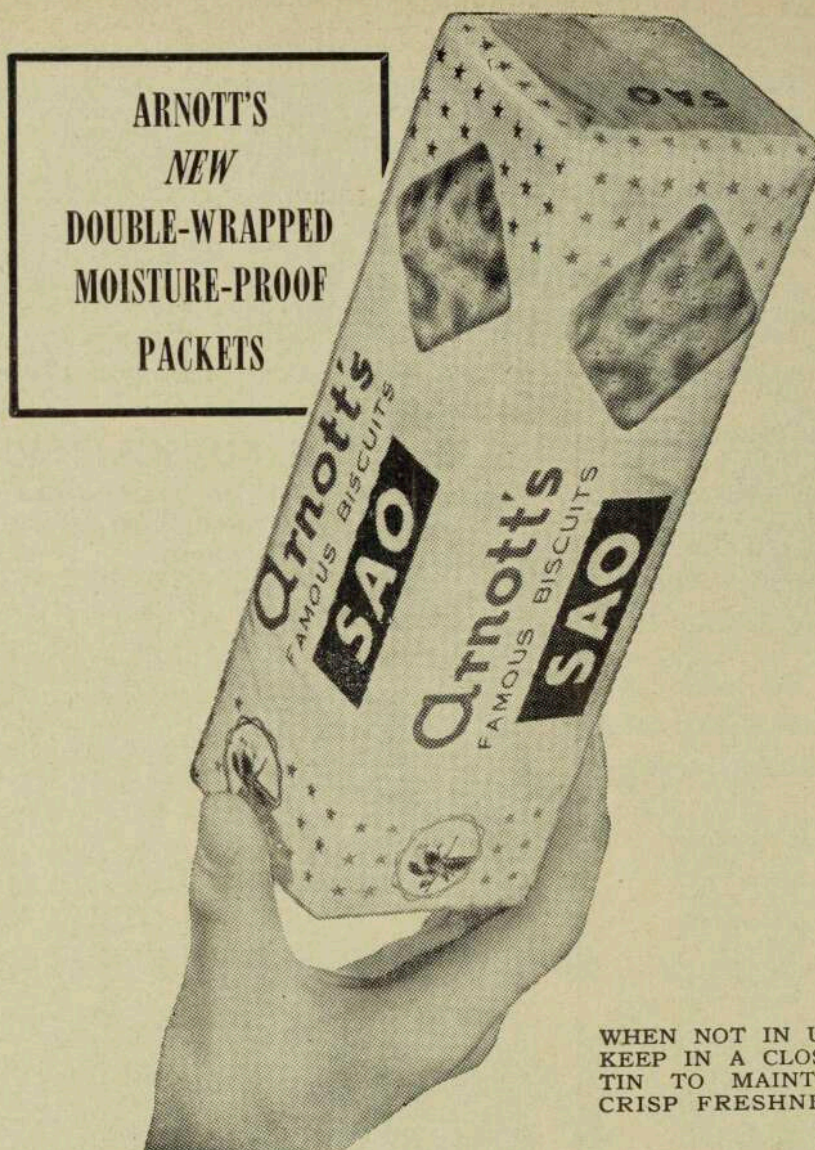
FOREIGN

Chapeaux Modeles	4 Nos.	£3	12	6
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A. F. R. STODDART
RETIRES



Over last week-end in August records were broken in Noumea when 31 natives were arrested for being drunk. During the month of August 103 natives were arrested for drinking to excess.

In the meantime, the Nickel Co. in New Caledonia has received Government permission to increase its price for smelted nickel, for the second time in 12 months. The new price will be 1,000 Fcs. per kilo.

Mr. Stoddart's easy and friendly informality has indeed made him very popular with the public.

Prospectus from the Principal, G. E. Thomson, B.Com., or Secretary,
City Mutual Bldgs., 90 Queen Street, Brisbane, Queensland.

S. Pacific Commerce and Industry

AUSTRALIAN GOLD DEVELOPMENT, NL.—The open cut on top of Mt. Victor has been deepened to 20 ft. and cut in for 18 ft. There is 12 ft. of ore in the face and going underfoot.

Dish prospects in and around a 1 ft. blue kaolin seam in the middle of the ore give 15 dwt. gold values.

The object of the work is to determine the pitch of the ore to select the best spot for a tunnel.

No. 1 adit near the top of Clarke's Ridge has been extended 15 to 35 ft. in ore and kaolin. A chipped sample along the bottom of the drive over the last 15 ft. gave 7 dwt. values.

Alternative bands of kaolin and ore appear to be dipping westerly.

No. 2 adit has been opened on the eastern slope above 50 ft. under No. 1 adit.

In No. 3 adit on the western slope, about 60 ft. below the ridge cap, country rock has hardened, and will require explosives.

AUSTRALASIAN PETROLEUM CO. PTY., LTD., AND ISLAND EXPLORATION CO. PTY., LTD.—The latest progress report was:

Barikewa: Some difficulty has been experienced in deviating a new hole to bypass the drill pipe stuck in the original hole. This

operation is now proceeding satisfactorily and the side-tracking hole had reached 6,815 ft. on September 10.

Sireru: The hole has been deepened 1,210 ft. to 1,510 ft. with 9½ in. casing at 724 ft., and has been abandoned. Water was encountered in the geological equivalent to the Kuru gas horizon.

Komewu: The hole has been deepened 1,109 ft. to 5,926 ft.

CSR CHEMICALS PTY., LTD.—This largely owned subsidiary of the CSR Refining Co. has announced plans to build a new plant to begin Australian production of the chemical, vinyl acetate monomer. The announcement followed a recent agreement with British Celanese, Ltd., which provides knowledge and technical assistance in the erection and operation of the plant.

The work, which will cost about £500,000, is starting immediately, and the plant is expected to be in operation before the end of 1958.

The raw materials in vinyl acetate have been produced at the company's plant at Rhodes in Sydney for some years and are based primarily on the sugar industry. Vinyl acetate and its derivatives are important in many fields of manufacture, including emulsion paints and new types of adhesives. As an adhesive, polyvinyl acetate is used for wood, glass, paper and plastics.

Applications as an adhesive include pre-packaging, wood-bonding in furniture making, bookbinding and binding papers and fibres into non-woven fabrics. In the US it has replaced a large percentage of the chicle in chewing gum.

The manufacture of industrial and domestic floor polishes is another big potential outlet,

which will probably reach a figure comparable with that for paint manufacture in a year, the company reported.

Vinyl acetate is a raw material for an important compound used to make modern gramophone records and plastic floor tiles.

British Celanese was recently absorbed by Courtaulds, Ltd., UK, a company which already has associations with CSR.

ENTERPRISE OF NEW GUINEA GOLD & PETROLEUM DEVELOPMENT, NL.—The directors propose to offer forfeited shares in the company's hands and shares unallotted in previous issues to shareholders. The shares will be offered at (1/- a share)—3d a share application money, and 9d a share call in advance. Recent returns were: July, 78 oz from 36 tons development ore; August, 433 oz from 36 tons development ore.

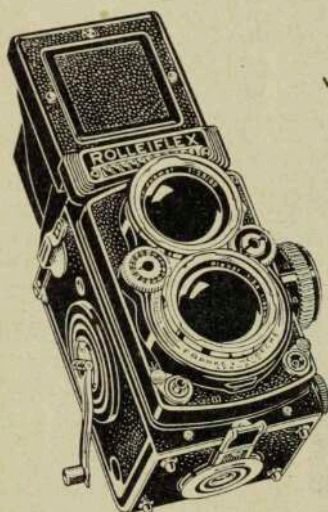
KEREMA RUBBER, LTD.—Net profit for half-year to June 3 fell by £6,452 to £14, but the interim dividend remains at 7½ cent. The directors reported that abnormal heavy rain throughout the period caused a slight reduction in output.

In addition the average price of rubber fell by about 7d a pound. Production is now back to normal, and the recent price of rubber has been steady at 3/1 a pound.

Last year the company paid a total dividend of 20 per cent.

The June production was 42,906 lb (41, lb in June, 1956).

KOITAKI PARA RUBBER ESTATES, LTD.—Production of rubber in July was 81,000 compared with 58,000 lb in June, and previous record of 60,000 lb for August, 1956.



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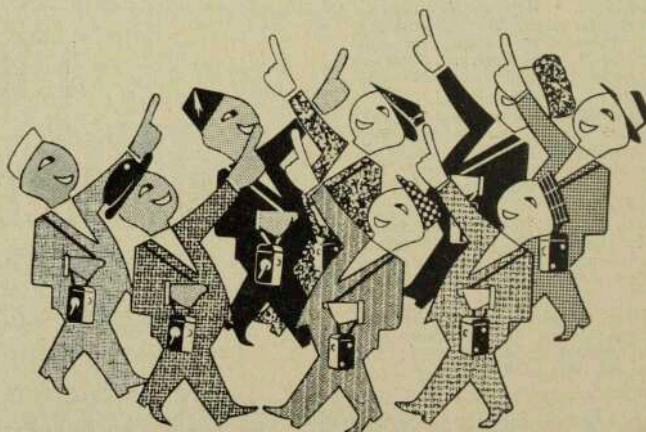
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production for the year to June 30 totalled 600 lb, compared with 640,000 lb in first six months of 1956.

* * *
FLORUA RUBBER ESTATES, LTD.—The June dividend was 43,654 lb, compared with 41,086 lb in June, 1956.

* * *
ARABOI RUBBER, LTD.—Net profit for the year ended June 30 was £50,430, against £51 in the previous year, and £26,666 in 1955. The dividend remains unchanged at 10 per cent.—a final dividend of 7½ per cent. payable on September 30. The balance to be carried forward is £52,818. The directors reported that during the year the average price realised for all grades of rubber was 33.46d per lb—9.67d per lb below for the previous year. The heavy decline was entirely offset by a production increase of 75,058 lb. The total output of 883,445 lb for the year was a record for the company. The cost of delivering rubber c.i.f. and e., to Italian ports, averaged 18.67d per lb for the year, a reduction of 3.71d per lb. The directors also reported that the current price for all grades of rubber had, for some months, been steady round the 2/9 mark, and indications pointed to this remaining firm. The June output was 73,071 lb (89,737 lb in June, 1956).

* * *
NEW GUINEA GOLDFIELDS, LTD.—A further issue of capital of 3d a share is to be made, raising the shares to 3/6 each. The sum raised, £55,904, should be returned as a dividend because of the wasting nature of the company's mining property, the directors say. The dividend will be reduced to £782,661. The final return will be the second in 12 months. On November 6d a share, amounting to £806, was repaid. The company also proposes to convert shares into stock and to alter the articles of association. Returns for July and August were—July: Golden Ridges Mill, 1,317 oz fine gold, 1,506 oz silver; Tributes, 127 oz fine gold; Timber, 646 super ft. August: Golden Ridges, 1,094 oz fine gold, 1,302 oz silver; Nga Alluvials, 14,518 cubic yds.; Tributes, 127 oz fine gold; Timber, 152,531 super ft.

* * *
NICKEL—The International Nickel Co. of Canada is investigating recently discovered nickel country in the Morobe highlands of New Guinea. The Bulolo Gold Dredging Co. has applied for a prospecting lease of 8,000 acres in the same district. Mr. D. R. De Vletter, a Dutch geologist, is representing International Nickel, producers of 90 per cent. of the Western world's nickel. Mr. J. Thompson, a senior administration geologist, first found the nickel in top soil of the Valley.

* * *
NORFOLK ISLAND AND BYRON BAY WHALING LTD.—The directors report that completion of the 1957 quotas at both stations now seems assured. The company has caught 80 whales at Byron Bay—over half the quota. Whaling at that station is expected to be completed by September 26, depending on the weather. The whaler will then return to Norfolk Island to complete the quota there—38 are required to complete the quota. In October, 1956, 82 whales were taken at Norfolk Island. The company has altered its balancing date to September 30 to October 31.

* * *
OIL SEARCH, LTD.—This company has made an offer to buy all the capital of Oriomo Oil, on a share exchange basis. The offer is for four Oil Search stock units of 5/- in exchange for every five stock units of 5/- in Oriomo. Oriomo is purely a holding company, and its

holding of 521,772 Oil Search stock units is in the ratio of 81:100 to its own capital of 624,120 units. All directors of Oriomo are also directors of Oil Search.

The offer is conditional on acceptance by 76 per cent. of Oriomo stockholders (or such smaller ratio as Oil Search may agree to) by October 31. Oil Search has the right to extend the final date, but not beyond December 31.

Mr. G. B. Kater, chairman of Oriomo, in recommending the offer, said that the Stock Exchange value of each Oriomo unit should be about four-fifths of the value of Oil Search units, but for some years this had not been the case.

"By accepting the present offer, this disparity will be eliminated, and at the same time Oil Search, Ltd., will benefit directly, since Oil Search, Ltd., will be called upon to issue less new stock than it will acquire as a result of its purchase of stock in Oriomo Oil, Ltd.," he said.

Acceptance will also give Oriomo stockholders a direct voice and vote in Oil Search,

and the right to participate directly in any new share issues, Mr. Kater said.

* * *
PAPUAN APINAIFI PETROLEUM CO., LTD.—The company expects to spud-in a well during October, according to an announcement by the chairman (Mr. Bruce Graham, MP). The field programme for the current year includes further integration and extension of regional and detail exploration. The object is to provide drilling targets, including drilling a well at Kaufana in the eastern portion of the permit.

Mr. Graham also announced that the Commonwealth Government has extended the company's permit to prospect in Papua and New Guinea for a further three years to August, 1960.

* * *
RUBBERLANDS, LTD.—An interim dividend of 6½ per cent. will be payable on September 23. The total payout in each of the last two

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SYDNEY

There is a **HOWARD** for your **EVERY NEED**

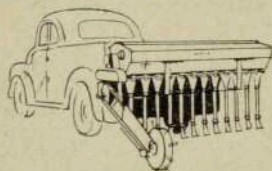
ALL AREA CULTIVATION

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

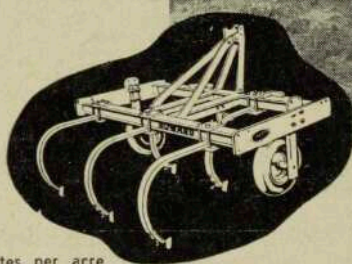
HOWARD Chisel Plough

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.



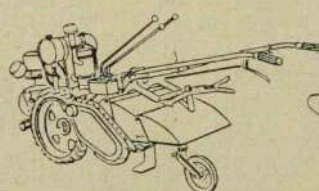
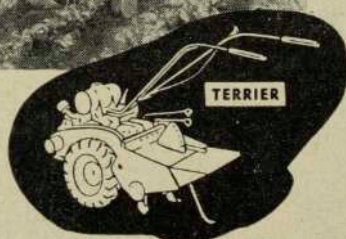
A Howard Chisel Plough with Howard Seed & Fertiliser Box is the ideal combination for pasture improvement.

SMALL AREA CULTIVATION

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

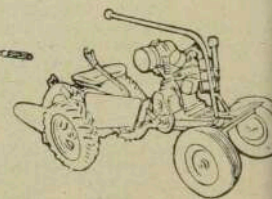
HOWARD Terrier Rotary Hoe

Adjustable depth, width of cut 14 in. Attachments include tool bar, 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

Low cost small tractor, 3 lb. drawbar pull, powered with a 4.5 b.h.p. engine.

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AUSTRALIAN LEADERS IN MODERN TILLAGE IMPLEMENTS

Write for literature and prices of implements shown. Howard are Australia's leading makers of rotary hoes, Chisel Ploughs, Seed & Fertiliser Boxes and stationary engines.

cial years was 15 per cent. and anticipa-
are that the final payout this year will
be 15 per cent.
net profit of £10,586 for the half-year
been reported. Profit for the whole of
last financial year was £24,571, at an
age price of 3/0½ a pound.
June yield was 37,995 lb.

NDY CREEK GOLD SLUICING, LTD.—The
return was approximately 32 oz gold from
cubic yards of material. In August: 19
dwt from 1,800 cubic yards.

JTHERN PACIFIC INSURANCE CO., LTD.—
profit of this W. R. Carpenter subsidiary
the year ended March 31 was £33,984, an
se of £11,387 on that of the previous
ial year. The dividend, steady at 10 per
requires £11,875 on larger capital (last
£10,000).

remaining profit of £22,119 is added to
forward, which now stands at £139,374.
gross profit was £53,584, from which
rovision of £19,600 was made.

underwriting surplus before tax was
87, an increase of £7,470, after allowing
25 for unexpired risks reserve (down
7). The investment income was £34,597
£5,517).

premiums rose by £48,012 to £715,685.
laims and expenses increased by £48,529
£674,873. Unexpired risks reserve at
635 is 47.7 per cent. of the year's net
ums.

directors consider the position satis-
y, and will continue the company's
of acting cautiously regarding the
tance of risks and of steadily building
rious departments.

R. CARPENTER AND CO., LTD.—See article
age 40 this issue.

SYDNEY STOCK EXCHANGE

September 9

	Buyer	Seller
Philp	64/-	64/3
Philp (SS)	45/6	47/-
Plantations	£56½	£56½
halls	12/-	12/-
Timber	38/9	40/-
a Rubber	23/6	—
i	12/-	12/6
i Rubber Estates	16/-	17/6
oi Rubber	9/-	9/9
lk Is. Whaling	8/-	8/5
land Insurance	6/-	6/3
land Insurance (new)	68/-	—
lands	66/6	—
Pacific Insurance	7/6	7/7
Pac. Insurance (new)	50/-	—
ships Trading	50/-	—
Oil	51/6	51/9
Carpenter	13/9	13/11
	21/3	21/6

OIL AND MINING

FIJI

	Aug., '39	June, '57	Sept. 9, '57
or	b9/11	b10/3	b6/8
a	s25/6	b27/-	b34/-

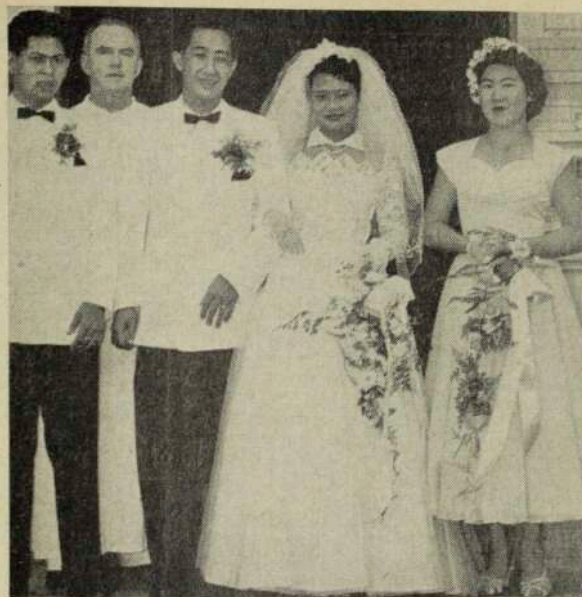
PAPUA-NEW GUINEA

	b124/-	b45/-	b41/-
Ltd.	b1/10	b2/2	b2/3½
earch	b3/11	b14/11	b7/10
of N.G.	—	s2/-	b11½d
o Oil	b5/-	b6/6	b5/6
n Apin.	b4/11	b3/6	b3/3
Dev.	b68/6	b101/6	b112/6
Creek	b1/5	s6d	b2½d

Rabaul Wedding

Mr. and Mrs. J. Chow
after their wedding re-
cently in the Roman
Catholic Church, Rabaul,
NG. Shown also in the
photograph are Mr. N.
Chow, the Rev. Father
Dwyer, and Miss R.
Chow, bridesmaid.

Photo: C. H. Meen.



RAROTONGA PURGE

Dogs Have Maybe Had Their Day

THE Rarotonga Island Council has
at last fallen into line with other
Island Councils in the Cook
Islands by passing legislation to rid
the island of stray dogs.

For years Rarotonga has been in-
fested with packs of hungry, diseased,
unsightly mongrels which were serv-
ing no useful purpose whatever.
They disturb the night with their
fighting, and are a menace to people
on the roads, especially cyclists.
Regular blitzes were made against
unregistered dogs, but the ex-
traordinary feature was that a large
percentage of these dogs were
registered by their owners who
evidently considered them worth the
annual fee.

If any ordinance existed requir-
ing the keeping of dogs on leash
at night, it was never enforced.
However, all that is—apparently—to
be ended. Female pups are to be
destroyed forthwith, and all female
dogs are to be destroyed within a
year.

After that the remaining males
will be permitted to live out a
bachelor existence in which there
will presumably be little incentive
for night-fighting, and as they die
off the Rarotonga Dog will have
had his Day—always assuming that
the ordinance can be, and is, en-
forced.

A Brisbane technical school has
built and presented a row-boat to
Papuan Sea Scouts

† Dr. John E. Kennedy, of
Bloomfield, Connecticut, USA, is
the new Director of Medical Services
in American Samoa. Dr. Kennedy
has with him his wife and six
children. He is familiar with
tropical hospitals. He has been
on medical staffs in both Guam
and the Trust Territories.

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VILA.—Burns Philp (N.H.) Ltd.
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Hebrides.

NOUMEA.—L. & W. Johnston.

NEW GUINEA.—Manager for the
Territory of Papua and New
Guinea, R. D. Kennedy.

PORT MORESBY—SAMARAI—LAE

—MADANG—KAVIENG—RABAUL.

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G. H. C. Reid & Co.

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Burns Philp (South Sea) Co. Ltd.

Also to any of the Company's
Offices in Australia or N.Z.

**DISCOURAGED BY CHEAP
"FOREIGN" PRODUCTION**

Rice Industry In Papua-N. Guinea

THE high hopes entertained a few years ago that rice production might be established as a major agricultural industry in Papua and New Guinea have not been fulfilled. This is chiefly because rice can be landed in Territory ports, more often than not, at a price which competes with the cheapest that P-NG can produce.

The industry is becoming established, however, as an important contributor to the food supply of the native population—that is, the natives are growing it for their own sustenance.

"As a matter of Administration policy, the cultivation of rice is being encouraged everywhere in the Territory where the land is suitable and cultivation can be economically justified", said Mr. W. L. Conroy, one of the Agricultural Department chiefs; "and the Administration will pay full market rates, as part of rationing organisation, for any native rice produced surplus to native requirements."

"But as a factor in the economy

of the country, rice cultivation has slipped back in the last three or four years—principally because the import rates for rice here has meant lower returns, and the growers can do better with other crops."

AT the moment, all commercial cropping was being done with dry rice; but experiments were being made with irrigation, in various places, in the hope of introducing padi rice.

There had been commercial production of rice in the Mekeo and the Markham districts, said Mr. Conroy; and in some small areas in the Madang, New Britain and East Papua areas, where Europeans had used mechanical and semi-mechanical methods. But progress had halted in these places, because of the price of imported rice.

Rice cultivation, on commercial lines, would have to be as completely mechanised as in other countries if the local product was to compete.

The Mekeo rice-growers still were battling along, however — three European growers, and the Sacred Heart mission had kept going.

Some experiments were carried out in the Sepik country about four years ago, but they proved that the plains were sterile. Since then, they had been experimenting to see if the introduction of fertilisers

would permit economic production.

Native rice-growing had expanded in such districts as the Purari delta, South Bougainville, South New Britain, the Sepik, around Milne Bay, and 500 miles up the Sepik River, and the Administration would buy from these people any surplus they had. It also would buy padi rice from the European growers, at the ruling import rates. But the price now was at £62/10/- per ton f.o.b. Australian ports, so there was not much in it for the European growers.

Editorial Note:

This puts another crimp in the tail of the "cheap black labour" myth. The "foreigners" involved in the supply of rice to P-NG are, of course, Australians. Australian rice growers have a monopoly of the rice trade with the Territory and had since the end of the Pacific war. Before the war, there was a high proportion of Asian rice imported to P-NG, most of it from Saigon. Australia has never, anytime, been famous as a low-cost country, and at the present time less so than ever. On the face of it, it is extraordinary that P-NG cannot produce cheaper than Australia; yet at least half a dozen promising industries in the Territory have foundered for that very reason in the post-war period.



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KB.155.1

MALES INCREASING FASTER IN FIJI

Indians Make Up 49% of Population

POPULATION figures in Fiji always make news. But the news from the 1956 census is a little different: males are increasing more rapidly than the males.

However, women in Fiji need not be too worried yet. It will be a few years before the leeway is made up.

The latest Census showed that between 1946 and 1956 the male population increased by 30.5 per cent., while the female increase was 25.5 per cent.

Trends of the last 35 years show that the disparity between the sexes will diminish each year, until the balance is reached when the males start to draw away.

The present disproportion stems from the manner in which the population of the Colony has developed in the last century (immigrants from overseas).

There were always more males than females among the immigrants, and by the end of the First World War the males held a commanding lead.

The immigrant excess of males is now falling because of deaths.

RACIAL PERCENTAGE INCREASES

The 1956 Census showed that Chinese and part-Chinese increased at a greater rate than any other race in the previous 10 years—3.75 per cent. a year.

They were followed closely by "other" Pacific Islanders, at 3.64 per cent. a year. This latter figure is largely built up by the settlement of Kioa Island by Ellice Islanders, and continued migration of Banabans to Rabi Island.

Indian population increases still continue to lead that of the European race.

Between 1921-36 the Indian increase was 2.27 per cent. a year, the next decade it rose to 3.55 per cent. a year, but dropped slightly to 3.46 a year between 1946 and 1956. The Fijian increases in the same period were 0.98 per cent., 1.92 per cent. and 2.29 per cent.

The European population increased at a greater rate each year 1946-56 than in the previous 10 years (3.38 per cent. against 1.32 per cent.), but the part-European increases dropped slightly (from 2.44 per cent. in 1936-46 to 2.44 per cent. in the next 10 years).

The Rotuman increases in 1946-56 averaged 2.93 per cent. a year,

against 1.53 per cent. each year between 1936 and 1946.

The total population of Fiji is 345,737; Fijians make up 43 per cent.; and Indians 49 per cent.

† The Fiji Government does not propose to introduce the pay-as-you-earn system of income tax. The subject was raised when it was announced that NZ was to have the P-A-Y-E system in 1958. Australia has had P-A-Y-E since World War II, and it has been a boon to wage earners. The Fiscal Review Committee in Fiji recommended the system more than three years ago but it was not adopted. Suva Chamber of Commerce was opposed to it.

FIJI LOTTERY PERMITS

FOLLOWING public criticism of the power of the Fiji Police Commissioner (Mr. R. H. T. Beaumont) in the control of lotteries, the Legislative Council has agreed in principle that the law should be revised.

The proposed new law will probably define and control the authority for issuing lottery permits, and that the issue should reflect more accurately public sentiment towards lotteries.

† Damage estimated at £8,000 was caused by a fire which destroyed a Shell Co. building at Vuda, near Nadi, in Fiji, last month.

It's on Display!

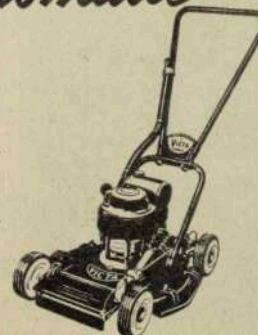
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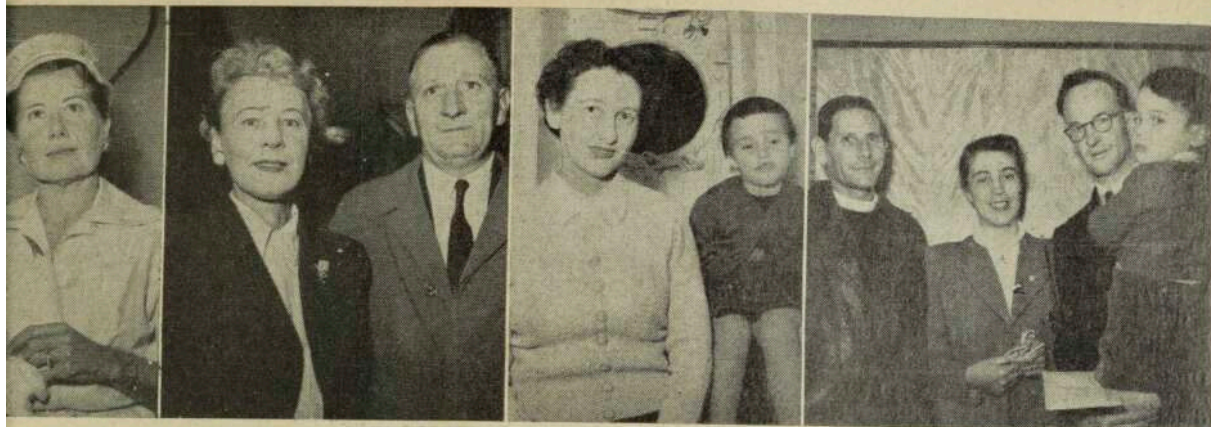


A PRODUCT OF THE HOUSE OF SEPPELT



EST. 1811

Bulolo Travellers in September . . .



Amongst Territorians who left Sydney for New Guinea on September "Bulolo" were, to right: J. Pym for Madang to rejoin her husband who is the manager at the local Philp branch. Mrs. Pym had been in Australia for the wedding of her daughter.

Mr. and Mrs. Davis of Port Moresby, who have been on Australian leave. Mrs. Davis sailed on "Bulolo"; Mr. Davis will follow later.

Mrs. J. P. Butler, who left for Rabaul where she will rejoin her husband, Inspector J. Butler. With Mrs. Butler is daughter Heather, aged 5.

Dr. and Mrs. M. Dowell and their three-year-old son, Martin. Dr. Dowell will join the staff of the Anglican Mission Hospital at Gona, Papua. Also shown is the Rev. Father Sydney Smith (left) who is at present on three months' leave from New Britain, where he has been for 11 years.

THE BOTANICAL GARDENS

Gardens of Paradise and Orchids

Lae, New Guinea, aims to have one of the best Botanical Gardens in the tropics and already a work has been done.

One of the natural advantages enjoyed by Lae is its permanent house climate—an average 150 inches of rain per annum and humidity to match.

At present there are 64 acres of lawns and gardens with numbers of specimen native trees growing in their natural surroundings. A belt of rain-forest has been preserved along the banks of a creek which runs through the area.

The creek has been dammed to form a lake with two floral islands in the centre, which are planted with brilliantly-coloured cannas and flowering trees; water lilies are also established in the lake itself. Other things make Lae's gardens unique: One is the several pairs of gardens of Paradise which are now in the belt of rain-forest. The other feature is the collection of orchids.

The basis of the magnificent display is a collection made by Mr. and Mrs. John Millar when they were living at Bulolo. The Administration purchased the Millar collection which had been established from NG collecting expeditions and through exchanges with Africa, Brazil, Australia, Fiji and America.

Though this is no longer the "rare" collection, the Millars have severed their connection with

it entirely. They, too, have gone to Lae. Mr. Millar is now at the MacRobertson cocoa plantation, and Mrs. Millar works with the Forestry Department at the Botanical Gardens as a horticulturist.

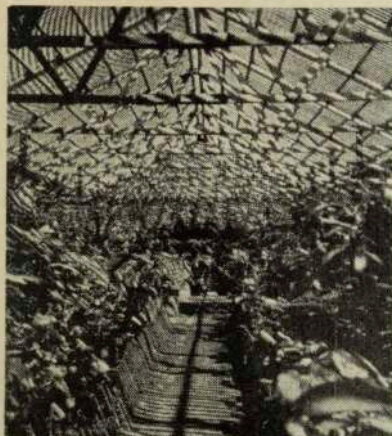
Walks and terraces have already been constructed in the gardens and planted with the most floriferous of native and exotic orchids. These are growing in full sunshine and already cover over half an acre of ground. The orchid which is almost New Guinea's national flower, the lovely white and purple *Dendrobium veratrifolium*, has long spikes each of which lasts for three months. It flowers almost all year round.

A recent addition to the attractions is two large cages for native animals. Two pairs of tree kangaroos have settled down and are showing a marked liking for visitors. There are also specimens of creamy-ginger, spotted cus-cus and

the naked-tail possum. These are more timid than the tree kangaroos.

Visitors are always welcome at the gardens, and already it is a must for tourists who are always passing through on ships and by

† The Fiji Basketball team which toured New Zealand in August and early September returned home on September 6. It played 30 matches, many of them against the stronger provinces for 25 wins, four losses and one draw. It concluded the tour with 11 wins in a row. In addition it won all six games it played against teams competing in the annual Dominion tournament.



An orchid house in the gardens.

FOOT ITCH HELPED 1ST DAY

Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles. Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called Nixoderm. Nixoderm stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get Nixoderm from your chemist to-day under positive guarantee to return your money if not satisfied.

Copra in 1958

(Continued from Page 21)

It could be that, as the marketing and shipping conditions following the MOF contract develop, the Carpenter crushing mills established in Rabaul and Suva will become rather important factors. They will tend, probably, to stabilise factors like freight and handling charges.

FUTURE PROFIT IS OBSCURE

AT present, a NG planter gets £57/15/- for a ton of hot-air-dried copra delivered at Territories port; and calculates his profit accordingly.

Under the 1958 arrangements, now coming into sight, there is little indication of what he will get, eventually.

The Australian consumers, and the Carpenter mill, will not pay more than is to be paid by Unilever, under the new contract.

There is no indication of what deductions will be made, in 1958 onwards, by the Marketing Board for its services and for the funds which Government insist on accumulating.

Under the Unilever contract, a ton of good copra may realise, in Europe, on to-day's Philippine prices, £58/10/-, after deducting, say, 5 per cent. for shrinking and 2 per cent. for discount, and adding 50/- per ton for No. 1 premium. £58/10/-

Sterling would be equal to about £73 Australian.

How much will the Board deduct in 1958 for storage, handling charges, freight, and insurance? It is anyone's guess. But it will be substantially more than £15/5/-—which is the difference between what the planter now gets, and the £73 Australian which might be paid by Unilever for the ton of copra in a British port.

FIJI POSITION

THE position in Fiji is not quite the same as in Papua-New Guinea.

In Fiji, the Carpenter mills could take all the copra produced, if necessary; but it may be deemed prudent to sell a proportion of the Fiji production to Unilever, under a contract similar to that made by the P-NG Board.

Up to the date of this writing, no announcement has been made in Fiji.

COPRA PROSPECTS GENERALLY

MEN who should be sound judges consider that the copra industry prospects are good. Not only is the world population increasing rapidly, but the standard of living of great masses of people is improving, so that they demand more food, and a greater variety of it.

For example, there are 400 million people in India, and their living

standards are rising. They are essentially consumers of vegetable oils—they will not eat animal fats and they want more and more vegetable oil, as the changes in the copra market in Ceylon and Malaya indicate.

Other countries with large populations—in South America, for example—also are now demanding coconut oil supplies.

"It is not so much a question of demand, as of exchange", said an experienced observer. "If only they had the means of buying, the countries of Asia could consume every ton of coconut oil produced in the Pacific area. . . . If only the Asians could produce goods acceptable to the copra-producing countries (or to the countries from which copra-producers buy their requirements) there would be no bottleneck to the copra market in Asia."

Unilever's Offer to BSIP

UNILEVERS have made an offer to buy the bulk of the copra production of the BSIP. This was announced recently by the chairman of the BSIP Co-Board, Mr. A. M. Wilkie.

The Board has been considering the offer and it seems likely that they will follow P-NG's lead in this matter—reserving some copra to sell on the open market and send some to Australia. (It was arranged

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66-68 ELIZABETH ST. MELBOURNE, C.

ne years ago that in order to maintain communications with Australia, a certain amount of BSIP copra would be reserved for backing for Burns Philp ships). The BSIP's representative at the conferences in UK and Europe, Mr. E. J. Thomsett, returned recently to Honiara. He said that wherever he went, buyers and crushers had some complaint about the quality of South Pacific copra. Many of the complaints were about dust which makes the cleaning process difficult. At least 10 per cent. of copra now is used for edible purposes and it is therefore necessary to have better quality than if it were to be made into soap. The BSIP Copra Board had noted that on present indications there will be a sharp fall in copra prices at the end of the agreement in November, 1957.

Maui Pomare Travellers



Maui Pomare" travellers from Auckland to Cook Islands, in August, included: Dr. and Mrs. A. S. Wallace, Jeremy Mann, who were bound for Rarotonga where Wallace, Medical Officer of Health, Auckland, was to relieve for a few months. Mr. R. Taia, returning to Rarotonga, was farewelled in Auckland by members of his family.

Photos: J. P. Shortall.

The trochus fishing season opened in New Caledonia, September 1. Minimum size is 10 centimetres. There is no limitation on the season this year. Opening quotations are 50,000 fcs (£350) a Maximum quotation was 100 fcs (£441) in June, 1956.

IN JANUARY

Matson Cruise To S. Pacific

TWO Matson Line executives arrived in Australia recently for a survey in preparation for the 72-day cruise of the Matson flag-ship, *Lurline*, early in 1958.

Lurline, with about 600 tourists, will call at Sydney, Port Moresby, Auckland, Wellington, Papeete, Nukualofa, Suva, Bali, Singapore, Bangkok, Manila, Hongkong and Yokohama.

The scouts were finding out what was on offer for tourists—including souvenirs—and seemed impressed with Port Moresby plans.

† In its endeavours to stop tribal warfare—immemorial practice in the Sepik District—the New Guinea Administration in May brought 24 Mianmin natives before the Supreme Court at Wewak, and they were sentenced to death for killing 16 Atbalmin natives, in a battle, or raid. . . . It was solemnly announced in Port Moresby on September 4 that "the Governor-General of Australia, in Council", had commuted the death sentences to 4½ years' imprisonment. . . . The application of Old Country procedure in this way seems farcical. Surely Canberra genius can devise some more effective system, without the use of Governor-Generals and Supreme Courts, to convince these that their jungle brawls must cease.



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Independence is a great thing and I'll branch out in my own business as soon as I can. I'll need capital, of course, so I'm saving everything I can in a "Wales" savings account. Saving isn't hard when you know what you're saving for.

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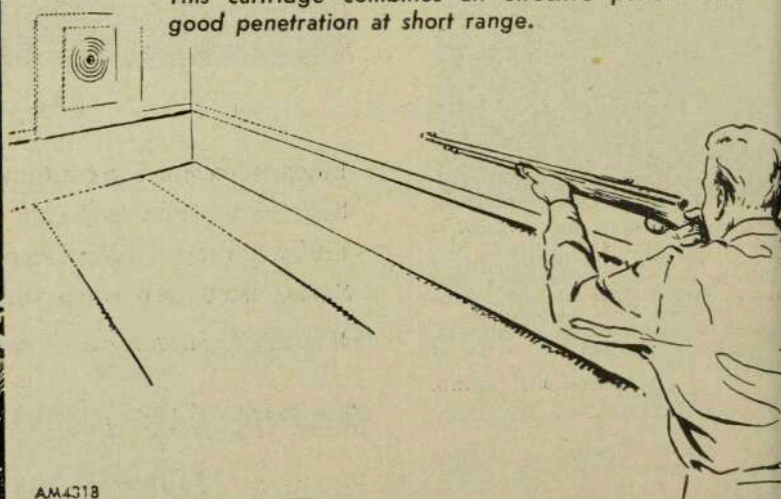


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ICI .22 Rimfire Cartridges are specially lubricated for maximum barrel protection. Throughout manufacture the closest possible attention is paid to quality control to give accurate, hard hitting and consistently reliable performance.

No matter what you shoot, there's a specially designed ICI .22 Rimfire Cartridge.

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DEATHS OF ISLANDS PEOPLE

MR. HAROLD GATTY

Mr. Harold Gatty, of Suva, Fiji, died suddenly on August 30. (See special article elsewhere in this issue.)

MR. A. O. BARRACK

Mr. Arnold Oscar Barrack, a former resident of Fiji, died in Auckland on August 29, after a long illness, at the age of 62.

He was born in Fiji and spent the greater part of his life as a wireless operator with the Posts and Telegraphs Department, and for many years with Amalgamated Wireless (Australasia) Ltd., on secondment from the Government service.

He retired six years ago and went with his family to live in Auckland.

Mr. Barrack was a Master of theasonic Lodge of Fiji.

MADAME LAFLEUR

The death occurred in Paris recently of Madame Henry Lafleur, nee ex-Senator Lafleur, New Caledonian self-made mining magnate.

The late Madame Lafleur (nee Audine Spahr) was greatly respected not only in New Caledonia but in France.

She was particularly devoted to the service of New Caledonians living in France and her home in Paris was always open to them.

MR. AMIE RAGG

Mr. Amie Ragg, AMICE, ISO, one of Fiji's best known citizens, passed away at his home in Suva on September 5, at the age of 78, following a stroke. He was a senior member of the Ragg family—Sir Hugh Ragg is his brother.

Mr. Amie Ragg was born in Fiji, began life as a marine engineer, served for a time on the old *Adi*. Then he served ashore, a time, as a mechanical engineer; when he was approaching middle age, he entered the service of the Department of Public Works. Recognising that he might be retarded by lack of academic qualifications, he studied and gained the certificate of AMICE at the age of 30. He eventually became Director of the Public Works Department, the Colony lengthy and distinguished service, and was awarded the Imperial Service Order. The late Director of Works after his retirement, was his eldest son, Mr. Ragg, who now is also retired.

He married Miss Florence Heway, of Brisbane, 56 years ago, and she survives him.

He was an elected member of the Legislative Council for six years, and his life was a sturdy defender of the rights of the Fijian people.

Mr. Amie Ragg took a lifelong,

lively interest in public affairs, and served on many public bodies. His keen mind stirred up occasional controversies, especially in relation to Indian settlement; but everyone—even his strongest opponents—liked and respected him. Mr. and Mrs. Amie Ragg had three children—two sons (Hugh and Mosman) and one daughter (Mrs. A. Messenger, a resident of Suva).

MRS. ZILLAH SHERMAN

The death occurred on August 15, after a short illness, of Mrs. Zillah Sherman, daughter of Mr. and Mrs. Frank Whitcombe, of Suva. Her

parents are members of old Fiji families.

Mrs. Sherman, a former pupil of St. Joseph's Convent, was a talented singer.

Her husband, Mr. John Sherman, of Burns Philp (SS) Co. Ltd., went to Fiji with the Australian Rugby team in 1953, and decided to stay in the colony.

There was a large attendance at the Sacred Heart Cathedral and at the Suva cemetery. The Suva Rugby Union was represented by officials and many rugby players were present.

Mrs. Sherman is survived by her husband and small son, her parents, and six sisters, one of whom is Sister Colette, of Suva. (Over)

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MR. J. G. BOILEAU

Mr. John George Boileau, died September 1 at Brisbane, Queensland, aged 67.

Known as "Jovial Jack" to his New Guinea and Papuan friends, he was a West Australian by birth.

He went to Papua first about 1911 and was in charge of mains, telephones, etc., in Port Moresby for the whole of his Service with the Murray Administration.

He leaves a widow and a grown-up family.

On arrival back in Australia in 1942 he took over all the electrical work for Norco Dairy Products, Byron Bay, NSW, said to be the largest butter factory in the world.

Resigning from there in 1956 and moving to Brisbane he was an Electrical Inspector with the City Council until just before his death.

MRS. L. SPOWART

Mrs. Lavenia Spowart, widow of the late William Spowart, died recently at Samabula, Suva, at age of 79. She was born at Lagalevu, Kadavu.

For many years she lived at Lautoka, where her husband was a sugar boiler with the CSR. From Lautoka she moved to Labasa when her husband was transferred.

In 1937, on the retirement of Mr. Spowart from the CSR, the family moved to Levuka, where Mrs. Spowart managed a copra estate for several years.

Mr. and Mrs. Spowart finally settled in Suva, where Mr. Spowart died three years ago.

She is survived by four daughters, four sons, 19 grandchildren, and 10 great-grandchildren.

MRS. MARY BOYER

Mrs. Mary Boyer, wife of the late Alfred Boyer, died in Auckland on August 4, aged 81 years.

Formerly a Miss Leger, the late Mrs. Boyer's mother was one of the earliest settlers on Sunda Island, Kermadecs. From Sunda Island she settled in Samoa, then marrying an American named Leger, from which union the late Mrs. Boyer was a child. The family later shifted to Tonga, where Mrs. Boyer married Alfred Boyer, who was associated with a leading business firm for many years. They eventually settled in New Zealand, Mr. Boyer dying there soon after Mrs. Boyer is survived by a large family settled in Fiji and elsewhere.

MR. HENRY SIMMONS

Mr. Henry Simmons, who died September 1 at the Colonial Memorial Hospital, Suva, at age of 47, was a prominent member of the Imperial Rugby Football Club in the late twenties.

He was born at Buca Bay, educated at the CSR School, Labasa, and St. Felix College, Suva.

During his lifetime he worked for Morris Hedstrom Ltd., the O

company, and the Fiji Public Works Department.
He is survived by his widow, formerly Miss Josephine Sutherland, member of a pioneering family from Seva, Macuata, and two sons and six daughters.

FATHER E. ROE, SM

Father E. Roe, SM, priest-in-charge at Nadi, Fiji, died, August 13, at the age of 63.

He was born in Ireland, and came to Fiji in 1925 where he lived at Suva, Solvuvu, Wairiki, Nausavu and Lautoka.

In 1940 Father Roe returned to England on holiday, and the same year went to England, where he joined the Royal Air Force, as a plain, serving six years.

On his return to the Pacific he was appointed Provincial of the Marist Fathers in Oceania, with his headquarters in Sydney.

In 1953 he returned to Fiji to take up the appointment which he held at Nadi until his death.

MR. A. B. SNODGRASS

Mr. Arthur Buchanan Snodgrass, former manager of the CSR Co. at Nausori, Fiji, died recently in Mosman, Sydney, at the age of 74.

Previously he had been manager of the mills at Labasa and Ba.

After he left Fiji he held appointments at the Victoria Mill, Queensland, and the Condong Mill, NSW.

Mr. Snodgrass was popular with all sections of the community wherever he was stationed in Fiji.

He served in the First World War and rose to the rank of major.

Mr. Snodgrass is survived by his widow and three sons and two daughters.

The daughters, Mrs. E. Allpress and Mrs. D. S. Langdale, and one son, Jock, are still in Fiji.

MISS M. BROWN

Miss Mary Brown, who had lived in Fiji since she was a young girl, died in Suva on August 13, at the age of 84.

She went to Fiji with her parents, Mr. and Mrs. Charles Brown. Her father was a carpenter and builder.

Her funeral was attended by many of the older residents of the Colony.

MR. RICHARD MERVYN GLASSON

Another New Guinea old-timer died on August 4. He was Mr. Richard Mervyn Glasson, one of the original Big Six, at Edie Creek. It was he, with Bill Royal, who discovered the Edie Creek goldfield in February, 1926.

He arrived in NG with the AN & MEF in 1914. After the First War he joined the Expropriation Board and for several years did good work as a schooner master until he left to go prospecting in the Morobe

district in 1925, with Bill Royal, Chisholm, Bill Money and Joe Sloane.

He was a fine mate; dependable, and ready at all times to assist a friend. His death, in tragic circumstances, will sadden many Territorians.

During recent years he has resided on the NSW North Coast at Nambucca Heads, where he had a banana plantation. He was 72 years of age and he leaves a widow.—G.T.

New RA for Manihiki



Mr. and Mrs. "Don" O'Brien of Rarotonga. Mr. O'Brien was recently appointed Resident Agent, Manihiki/Rakahanga in the Northern Cooks. Born in the Cook Islands and a World War II ex-serviceman and p.o.w., Mr. O'Brien has been USS Co. wharfinger at Rarotonga for some years. Photo: J. P. Shortall.

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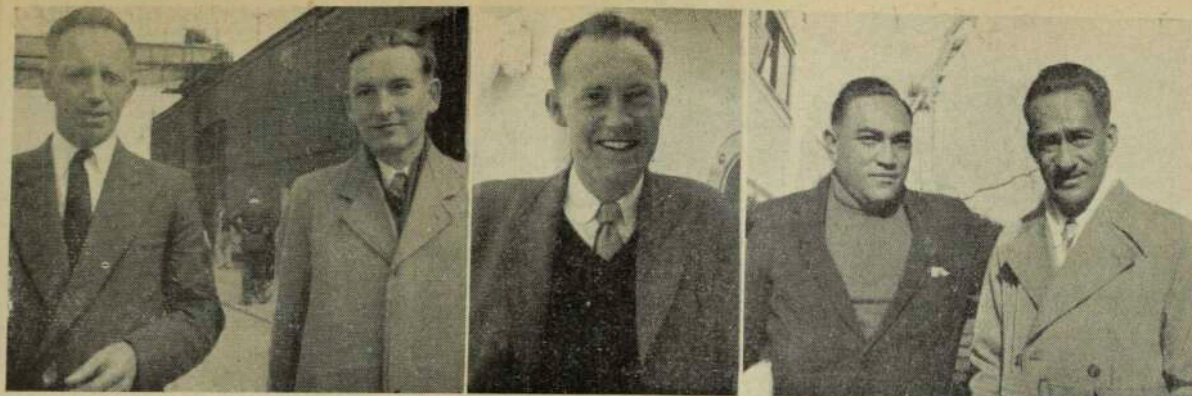
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Northbound per "Maui Pomare", from Auckland, NZ, recently (left to right): Mr. J. M. McEwen, Assistant Secretary of Island Territories, was paying his first visit to the Cook Islands; Mr. D. Murray, who returned to duties at Social Development Department, Rarotonga, after leave; Mr. Ron Crocombe, of Island Territories Department, who was bound for Afiu to relieve Resident Agent R. Thorby, who will take furlough; Mr. Maarateina Afatao, head teacher at Oneroa, Tangaia, and Pupuke Robati, CIMF, of Rarotonga, who were returning from a public health seminar at Noumea.

Photos: J. P. Shortall.

Black Ban on Rona

(Continued from Page 19)

British migrants who were awaiting an assisted passage to Australia. The fact that the migrants were able to work their way out, in addition to earning pay, meant a saving of some thousands of pounds to the Commonwealth Government.

Elliott himself expected to get a trip to England to bring out the *Rona*, and because he missed out he now out for vengeance.

If pressed hard enough by the results of Mr. Elliott's policy, rank and file seamen may be brought to their senses. Communist policies in the Australian waterfront in the last eight or 10 years have led to diminution of shipping, and work hard to get.

There are now more than 130 members of the Seamen's Union unable to get a ship. While waiting for ship they are unable to take other work.

The *Rona* itself would offer work for 15-17 seamen.

The ban on the *Rona* could mean that Australian seamen will never have the privilege of working her and living in luxury—her crew quarters are of a standard equal to passenger accommodation on a big liner.

The CSR has already moved to transfer the *Rona* from the Australian to the British register in Java. This will enable the company to engage a crew in Fiji.

It has been reported in Sydney that Elliott is so annoyed with the CSR that the *Rona* has been sentenced to a 12-weeks tie-up, and unless the CSR accepts this the *Rona* will also be tied up when she next reaches Australia. The Seamen's Union in the past has imposed sentences on shipowners who have "bucked" them.

Nothing has been said publicly in Australia, but such a ban could also lead to the transfer of *Fiona* from the Australian registry.

Seamen's Union members are beginning to realise that Elliott's Communist policies, instead of safeguarding their jobs, have led them to unemployment. A faction within the union has been plotting to get rid of Elliott and other Communist officials, but the Red grip is so strong that such a move is not likely to succeed quickly.

Union dues go on even though some seamen are out of jobs; Mr. Elliott is amongst the officials whose salaries are always paid promptly.

Mr. Lee Ashton, well known merchant of Lae, New Guinea, suffered a heart attack in mid-September, and is undergoing a course of treatment in hospital.

† Tourists to Fiji spent an estimated £560,000 in 1956. The number of tourists and the amount they spent in the Colony has been growing steadily since 1949.

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WE DIPS OUR LID TO—

Madam President and Her Ladies

FOR the 11th year in succession Mrs. M. L. Foxcroft has been elected President of the New Guinea Women's Club of Sydney.

This must be some sort of a record. However, it does not denote lack of enterprise on the part of the club members but rather that they are women who know that when they have something good there is no reason to change.

Other members returned to office at the Annual meeting in July were Vice-President: Mrs. J. Edwards; Treasurer, Mrs. H. Clark; Secretary, Mrs. H. J. Johnston; Committee: Mesdames N. Lawes, J. Whiteman, L. Clark, A. Green and K. Benny.

Mrs. L. Clark is the only new member elected; the rest of the ladies held office last year.

The club has now been in existence for 16 years. It was formed by Mrs. H. H. Page, who was the first president. She, with the active co-operation of Mrs. U. Adams, built it to do a very necessary job of wartime service for the women who had been evacuated from the Territory. The husbands of a large number of these women became prisoners of the Japanese in Rabaul and were lost on the *Montevideo Maru*.

The club did not outlive its usefulness with the end of the war. It has since remained a focal point for those women whose lives were so drastically changed by the events of 1942-45; and has as well provided a meeting place for old and present Territorians when the latter are in Sydney on leave.

Not only are these Club ladies strong on social service, they seem to have also a talent for managing their financial affairs. We note that at the end of June they were able to carry-forward £300—quite an achievement for a small social club of this sort in these days of snow-balling inflation.

TO BE FILMED IN TAHITI

THE famous blonde French actress, Martine Carol, with a party of 28 cameramen, assistants, technicians, etc., passed through Suva on September 6, en route from Paris to Tahiti. She will star with British actor Roger Livesey in a joint French-Australian production "The Stowaway," to be filmed on location in Tahiti.

The party came out to Nadi on the French airline TAI, and went on from Laucala Bay to Tahiti on a specially chartered TEAL flying boat.

Many Achievements

in His 54 Years

LATE HAROLD GATTY'S REMARKABLE LIFE

Friends of Harold Charles Gatty, who may have deplored his death at the early age of 54 (suddenly, from a heart attack, in Suva on August 30) may take some consolation from the fact that he packed into his 54 years enough variety, adventure, and achievement to satisfy half a dozen average men.

ALTHOUGH born an Australian, and trained as a ship's officer (his formal education was completed at the Royal Australian Naval College), and served on trans-Pacific ships of the Union SS Co., he had finished with Australasian shipping, and entered American life and a new career, long before he was 30.

We do not know how he made contact with dare-devil Wiley Post—probably it was through the United States Army Air Corps, where Gatty became a navigation engineer in 1931—but we do know that it was Gatty whom Post selected as his companion and navigator when he undertook a most hazardous adventure.

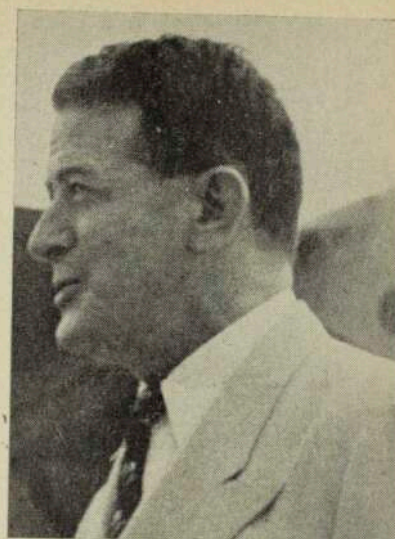
Wiley Post and Harold Gatty, in 1931, flew from New York to New York—the first men thus to circumnavigate the world—in the then phenomenal time of 8 days 15 hours.

Immediately, they were world-famous.

Mr. Gatty then served for a period in the US Air Corps; but the plain routine of a steady job was never for him.

BY mid-1935, Pan American Airways was thrusting its services out across the world, and Harold Gatty became one of the young envoys who made contact with overseas governments and cleared the way for PAA services—liaison officers, they were called.

His particular area was the Pacific; and he accomplished what was considered the impossible when, somehow, he "put the Indian sign" on the New Zealand Government, and secured for PAA the right to place a trans-Pacific flying-boat terminal in Mechanics Bay, Auckland. Try as he would, Harold never



The late Mr. Harold Gatty.

could get a similar permit from Australia; and so, until the war, the PAA services ran only between San Francisco and New Zealand.

That was Gatty's second notable achievement.

Then came World War II, and Gatty served with distinction in the Air Forces of both United States and Australia, and gained the Distinguished Flying Cross. (Over)

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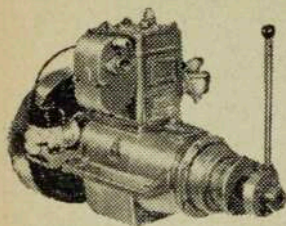
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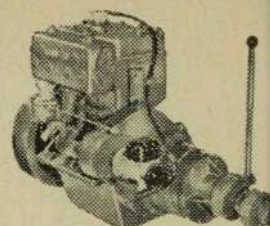
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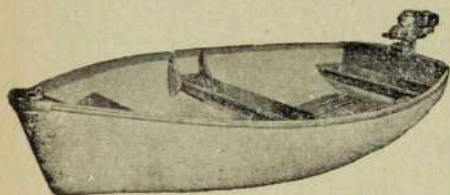
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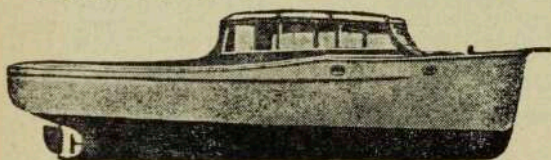
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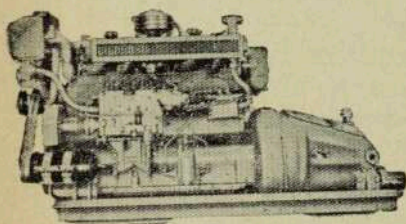
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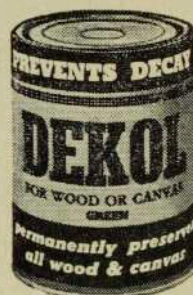
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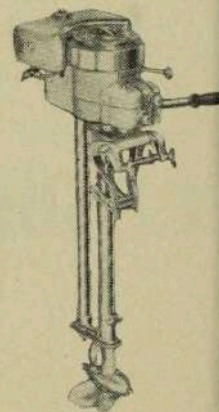


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thin this period, he gave play to one of his ruling passions—the of navigation—and produced *Raft Book*. It was a guide to many ways in which an ordinary man, lost at sea, might navigate his boat (or his raft) to safety, and how to sustain life. The USA authorities bought tens of thousands of copies, for distribution among the islands, which might have oceanic duties. Harold had so much time trouble in getting printing done for his book that he bought a printing-office in New York, and his own printing.

at book—and its distribution—rank as his third notable achievement.

the conditions governing Trans-Pacific airlines changed after World War II, and Gatty took a less active part in PAA services—although he held his status as a PAA liaison officer until his death.

had visited Fiji before the war, and at about the same time he married (his second wife), Miss Fenna Bolderhey, daughter of a wealthy Amsterdam family. They liked Fiji; and, after the war, they decided to make their home there.

was then that Harold Gatty decided to introduce a new industry to the South Pacific—tuna canning.

survey established the fact that the seas abounded in tuna. He decided a new corporation, South Pacific Marine Products, with headquarters, etc., at Bay of Islands, a section of Suva Harbour, and a factory for canning at Pago Pago, American Samoa.

was a complete failure. For one reason the tuna in this section of the Pacific could not be caught by the methods then employed elsewhere in the Pacific. The corporation broke up, and the equipment was sold. The establishment in American Samoa, however, is now turning large quantities of tuna—sent regularly by small ships employing the Japanese deep-level fishing methods.

though it was an economic failure, Gatty's tuna-fishing enterprise may fairly be called his fourth achievement.

his restless mind, and his endless capacity for organisational work, turned again to aviation.

was obvious that big and growing Fiji needed internal air services. Various interests had attempted to develop them, but had not succeeded. Harold Gatty studied the problems—then, in 1951, he established Fiji Airways—and this efficient and reliable air transport organisation was a success from the start. It provides the busy link between the international airport, at Nadi, Suva; and it maintains regular services between Suva and every important centre in Fiji.

Fiji Airways began with De Havilland Rapides; and, later Gatty added the 3-engined Drovers, which had been written off as a failure in New Guinea. Gatty, the expert aviator, found that, while Drovers were not dependable at the high-altitude airfields in New Guinea, they were quite safe at sea-level, and practically all Fiji's airfields are at sea-level.

The establishment of Fiji Airways was his fifth great achievement.

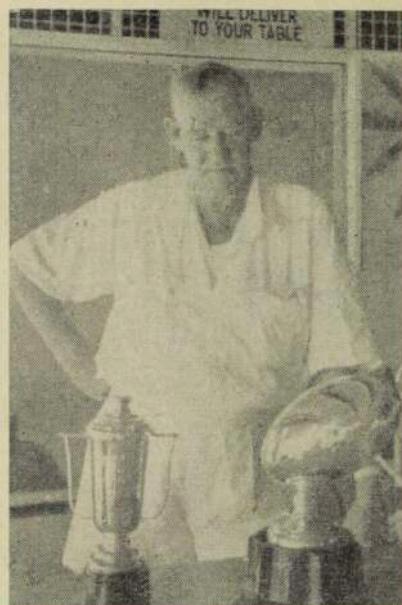
Mr. and Mrs. Gatty became well-known residents of Suva, and notable people from all over the world visited them there, and accompanied them to their lovely island home out on Katafaga, in the Lau group. He took a keen interest in Fiji affairs, and served for a couple of terms as a nominated member of the Legislative Council.

BUT he was never still. If he was not attempting to solve the mystery of the October-November rising of the Palolo coral worm, he was observing ocean currents or studying the migratory habits of birds (which he regarded as the world's greatest navigators).

He maintained a large and growing library, and his own contributions to the world of literature, apart from *The Raft Book*, were considerable. He was co-author, with Wiley Post of *Around the World in 8 Days*.

In February, Collins of London (the head of the famous firm was a guest of the Gattys in Suva only last year) will publish Harold's new book, *Nature Is Your Guide*; and this commentator, having seen some parts of it in manuscript, is confident that it will go on record as Harold Gatty's sixth—and last—great achievement.

He was a brilliant, pig-headed, most lovable, argumentative, hospitable man, whom it was a delight to know. His mind at 50, was like that of an eager youth of 20. He may have died at an absurdly early age—but no one ever can say of him that he lived in vain.—R.



Mr. Norman Lee, of the Cosmopolitan Hotel, Rabaul, is seen here with the two silver trophies he has presented to the Rabaul community.

One is the Cosmopolitan Challenge Trophy given to the Rugby League, for an Inter-Island match between Public Works teams. It is in the shape of a silver football.

The other is the Cosmopolitan Trophy for the Rabaul Chess Championship, 1957.

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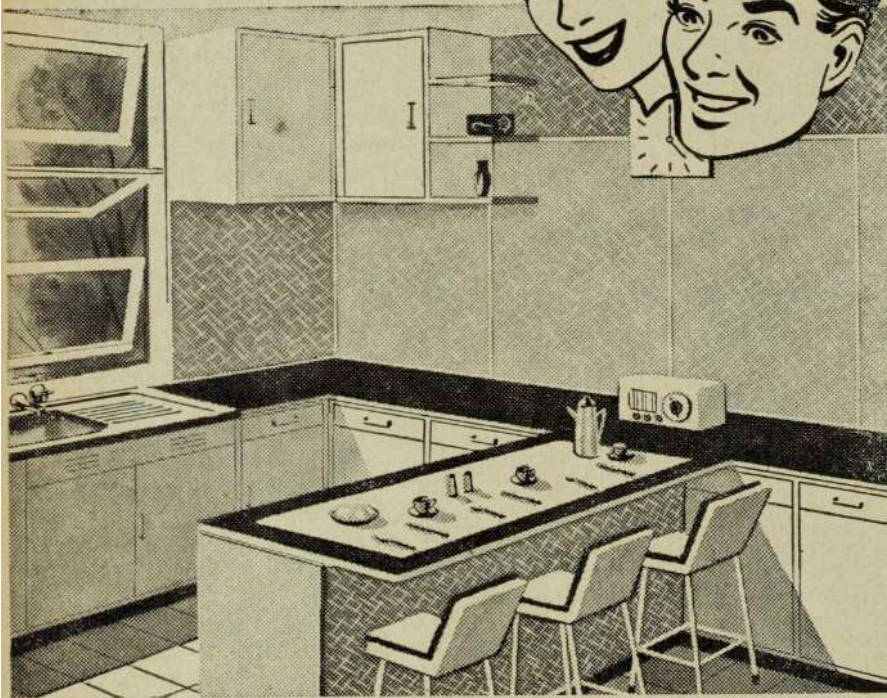
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Ansett Now Biggest Air Operator

MR. R. M. ANSETT will now longer have any reason "cut ANA to pieces" (F Aug., p. 23). The board of ANA considered a previous decision August, and Ansett Transport Industries Ltd. bought ANA as a going concern for £3,300,000.

No reasons were advanced ANA's change of front, although was said when the original offer rejected that the ANA board not satisfied with the security offered by Ansett's. Other but were in the field.

Ansett's take over from ANA fleet of four DC6B's, two DC6's, e DC4's, three Bristol freighters DC3's, one DC4 freighter and helicopter.

At the time of the takeover, Ansett fleet was made up of the DC3's, two Convair 340's, one Convair 440 and two Sandringham flying-boats. On order were five Convair 440's and three Lockheed Electra turbo-propeller airliners.

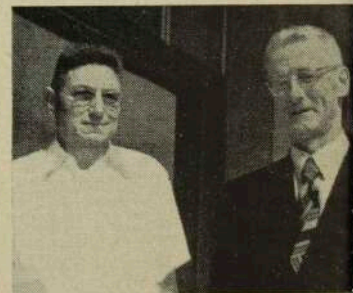
The only public statement of major importance made by Ansett since the takeover was that the policies of the two organisations will be gradually integrated.

The purchase is considered a triumph for Mr. Ansett's brand of rugged private enterprise.

No further announcement has been made about further steps to establish a service to Papua-Guinea (which was turned down by the Australian Dept. of Aviation).

However, with such a large fleet Ansett's will likely have to seek outlets, unless it is proposed to lease some of the ANA aircraft.

Recently 2,000 names were collected on a petition in P-N-G asking for another air-service.



LEPER MAN VISITS NOUMEA: New Zealand famous worker for South Pacific lepers, P. J. Twomey, visited Ducos leper colony New Caledonia. He is shown here (right) with Dr. Ferrar, medical superintendent of the colony. Photo: F. E. .

F. S. Stewart
to Retire

FILE OF LAE HOTEL TO NEW COMPANY

IE purchase of the Cecil Hotel—which is the only hotel in Lae, New Guinea—was completed in August (see *PIM* of July, p. 27)—and the new owners, Hotel Cecil Ltd., entered into possession on September 1.

has been stated in this journal elsewhere that the hotel chain was organised in New Guinea is property of Morobe Hotels Ltd.

s is not so. Morobe Hotels Ltd. Hotel Cecil are two distinct companies owned by Hamac Holdings (which owns other NG enterprises.)

Morobe Hotels Ltd. own and operate Goroka, Wau hotels; John Comper, general manager of Morobe Hotels Ltd. is already buying land for a new hotel which will be built by the company. In other words, will eventually have two

els. The original Hotel Cecil was built on the present site, in the "Thirties, by Mrs. S. Stewart (then owner and manager of the Wau Hotel), and put her sister, Mrs. Baldie charge. That hotel was totally destroyed in the war.

For two or three years, after the end of the war, Mrs. Stewart contacted a hotel in a group of old time buildings in the Butibum area of Lae; and then she rebuilt the old site. There was considerable official opposition to her plan. The Administration wished permanent re-building to be done in the new town of Lae, up on the terrace behind the airfield. Mrs. Stewart carried on with her project, however; and the present hotel was opened in 1952.

Mrs. Stewart plans a complete re-ment. She is one of the well-known pioneers of Papua and New Guinea. (Although not recognised as such by the Administration. "I am distinguished as being only New Guinea pioneer who has not received a Coronation Medal," she says, with grim humour.)

Both of Mrs. Stewart's daughters are married to well-known Territory residents. Her only son (by her first marriage), Flying-Officer Moresby Goffton, was killed in the Battle of Britain, 15 years ago.

She always has taken a keen interest in the public affairs of the Morobe District, and will be much missed.

HOTEL CECIL HANDED OVER

AT a small cocktail party held in the Hotel Cecil, on September 1, Mrs. Flora Stewart ("Ma" as she is affectionately known throughout the Territory) officially handed over her beloved hotel to the General Manager of Hamac Holdings Ltd., Mr. John Comper.



Mrs. Stewart hands over to Mr. Comper.

Mr. Comper told the gathering that the main reason for the get-together was the fact that Mrs. Stewart and the occasion warranted some honour. He said that only the other day he had inspected the site of the old AWAS barracks from where, after the war Mrs. Stewart had pioneered the long journey to to-day's modern and attractive hotel. "It was something to be proud of," said Mr. Comper, "and I hope that we as a company can do what Mrs. Stewart did as a person."

Mrs. Stewart responded in characteristic form saying she was tired of hearing all the palaver about what she had done, and wished every success to the company and hoped that all her old friends and customers would continue to give the hotel their patronage.

In an interview with Mr. Comper, *PIM's* Lae correspondent was told that the new company, Hotel Cecil Ltd., intends making many small alterations to the hotel building, and anticipates that the hotel will become one of the biggest tourist

The Pacific Islands Society (Founded 1937)

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

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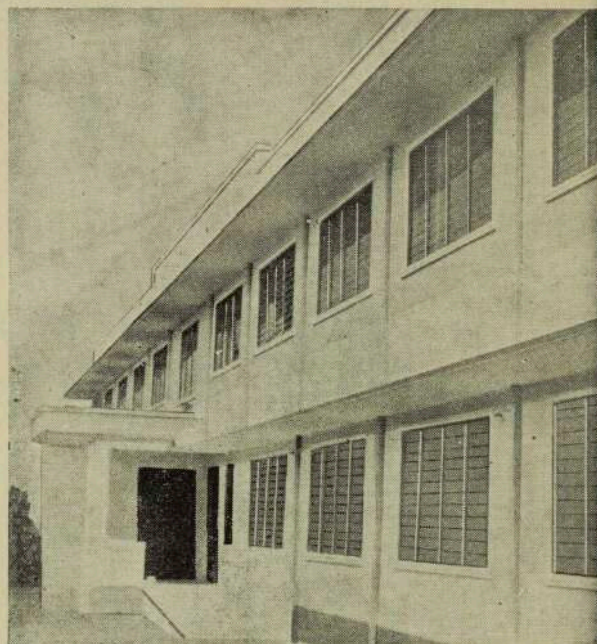
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ds in the Territory, and owned for its service. The dining room and all catering engagements at the Hotel will be handled by a qualified chef, Mr.ley Scrivens, MFCA, who was formerly a chef on overseas liners.

S. STEWART CELEBRATES 71st BIRTHDAY

The largest private party ever in the Territory was given Mrs. Flora Stewart, in Stewart, Lae, on August 28, when over 100 guests gathered to celebrate her 71st birthday.

Mr. A. J. Bretag summed up the general sentiment when he said: "I have no doubt that this memorable occasion will live long in the memories of those who are privileged to be present, because it is an important milestone in the life of that most colourful and outstanding personality—Mrs. Flora Stewart—who this day is not only celebrating her 71st birthday, but is also on the eve of transferring the fruits of her life's work to new ownership after 30 years of uninterrupted and distinguished service to the life of the community."

Not only the wealth of material stored in the archives of her life could be placed in the hands of an accomplished biographer, there would be unfolded a fascinating and illustrious life, not only of human, but of racial interest, covering over a century in the progress, development, and early pioneering of this Territory.

How well do I recall the sorrows, tragedies, and sorrow which studded her life, and which her indomitable courage and indomitable spirit could have survived with characteristic determination, initiative and energy she counted all obstacles and the late and well deserved success which has now been achieved was table.

I am sure it will be readily remembered that with her volatile nature, Mrs. Stewart was a worthy adversary for even the most intrepid opponent, but beneath it all, it was possible for her to conceal that certain kindness, generosity and an understanding which was always on call without restraint to those who needed a helping hand. Her unrivalled sense of humour, her inimitable gift of repartee, was difficult to match, and will provide many amusing anecdotes which will bear repetition by generations in the years to come. In paying this humble tribute to a grand old pioneer, permit me to conclude by extending to Mrs. Stewart on behalf of everyone present very many happy returns of her day and every good wish for a long and prosperous future, with which I couple an assurance that ever she may be she will always carry with her the respect, esteem and admiration of her

NEW HOTEL EXTENSION IN RABAU

PLANS have been submitted to the New Guinea Administration by Mr. Norman Lee, for the first wing of the new Cosmopolitan Hotel, to be built close beside the existing building, in Rabaul. The wing will cost about £35,000, and will be part of a new hotel building planned to cost £200,000.

The new wing will contain 20 single rooms and a couple of suites; and each room will have hot and cold water, and be air-conditioned.

There also will be a modern lounge, 40 ft by 60 ft, with special amenities, built on the same design as the South Pacific Hotel, in California.

At present, a pumping plant at the hotel provides 2,500 gallons per day of non-drinking water, from the wells under the town level; but the new building plan proposes to provide 20,000 gallons of drinkable water, from roof catchment into underground concrete tanks.

Mr. Lee, apparently, is confident about the future of Rabaul. In the next stage, £95,000 will be spent on a modern bar, running along the Kamarere Street frontage of the present hotel property.

legion of friends throughout the Territory."

HIGH COST OF TRAVEL FOR N. CALEDONIANS

NEW CALEDONIANS who wish to travel out of the Colony are now going to pay heavily for the privilege.

Since the revaluation of the Franc most airfares have gone up by 20 per cent.

The Noumea-Paris fare by TAI remains unchanged—but TAI fares to intermediate points along the route (not within the French Empire) have risen by 20 per cent. Some people who had already booked to New Zealand found that it was going to cost 20 per cent. more than they had expected.

Qantas fares remained unchanged for a while but when the company found that it was going to lose 20 per cent. in converting franc earnings into pounds, this company's fares rose also.

CSR Changes in Fiji Staff

MR. J. C. POTTS will shortly become chief manager in Fiji of the Colonial Sugar Refining Company. His appointment is one of several changes in senior posts in the CSR Co. in the Colony.

Mr. Potts is at present CSR manager at Lautoka, and he succeeds Mr. A. R. Rourke in the top Fiji appointment. Mr. Rourke is to go to Sydney as Fiji Inspector.

Mr. H. G. Nicholls who is at present Fiji Inspector, will become Chief Inspector for Fiji.

Mr. J. M. Aitken, at present manager at Rarawai, will replace Mr. Potts at Lautoka; Mr. G. F. Adams, acting manager at Penang, will go to Rarawai, vice Mr. Adams, as acting manager; and Mr. G. M. R. Day, Field Superintendent at Lautoka, will become acting manager at Rarawai.

Mr. A. G. Carver, Senior Executive Officer, retires on September 30.

Mr. Rourke expects to leave Fiji in December to take up his new appointment.

† The French airline TAI has obtained authorisation to run a service between Paris and Djarkarta via Saigon. The service which will be weekly started September 8. The company hopes to extend the service to Noumea and Auckland early next year.



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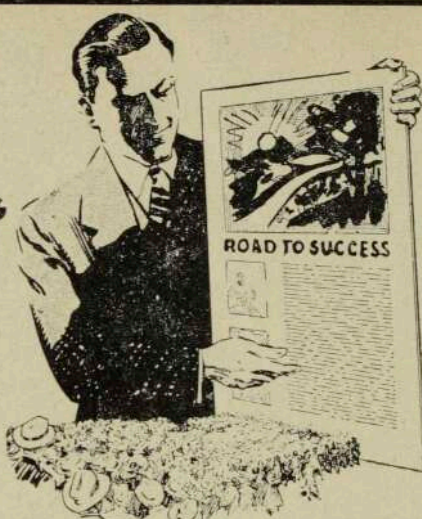
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HIS SECOND ATTEMPT

Mr. S. Elliott-Smith Goes South

THE resignation of Mr. S. Elliott-Smith from the Papua-Guinea service was announced in Port Moresby in late August.

Mr. Elliott-Smith was one of the best known members of the war Papuan magisterial service (since the war the Papuan title such as Resident Magistrate, Assistant Resident Magistrate, etc., has been changed to conform with old Mandated Territory designations: District Officer, ADO, etc.).

This is his second resignation from the service. Sometime in the late 40's he resigned and for a while did a job amongst the aborigines in Western Australia. But after the Mt. Lamington eruption in Papua in 1951, he returned to the service and did a magnificent job of reconstruction work in the devastated area.

A couple of years ago, he resigned the District Commission Sepik, although he was from "the other side" evidently made such an impression on the native people. Simogun, the native MLC from the Wewak area, made an impassioned plea in the Legislative Council for Mr. Elliott-Smith to be permitted to stay on there. He stated that the natives of the Sepik District would be quite happy to pay the DC's salary in order to have him.

For once the Administration did the right thing, and Mr. Elliott-Smith stayed on.

He is an enthusiastic flier and he will be missed from the skies above Wewak and Angoram. Would travellers between Wewak and Sepik River station were frequently able to hitch a lift with the I.C.S. if not from Bishop Arkfeld of the neighbouring Roman Catholic Mission.

With each of these Territories who go South finish, goes a piece of the old Territory. A pity, in the eyes of any true-blue B-4, who, by admitting that P-NG as a place to live in, is much more pleasant today than in 1939, feels that it is considerably less amusing.—JT

† The Fiji Industrial Workers' Congress recently forced its president, Mr. B. D. Lakshman, to resign. Mr. Lakshman was prominently connected with the service of CSR employees in July, 1954, some of the unions took exception to his attitude then. Mr. Lakshman was accused of being instrumental in inciting an unconstitutional strike. Mr. C. P. Bidesi, junior Suva, will act as president at the next general election.

le on
Rhino Front

IT MAKES STRATEGIC WITHDRAWAL

WHEN Rhinoceros beetles were first discovered in Fiji, in 1953, the Government immediately made available a large sum for an eradication campaign. Shortly after, in the Legislative Council of Papua-New Guinea, Mr. Don Pett, the then member for the Guinea Islands, used this to flay the P-NG Administration which in comparison was, said, sitting with folded hands doing nothing. P-NG has continued to do nothing, while in Fiji they have been very busy and the final result looks as though it is going to be the same in both countries.

It is becoming reconciled to the presence of the expensive pest *Collyris Rhinoceros*. It is now accepted that the beetle established in the large island of Viti Levu (where coconut plantations are limited). Messrs. Maynard Trom and W. G. Johnson, sitting at a recent meeting of the Fiji Coconut Pests and Diseases Board, agreed that it probably was a matter of time before the beetle gets across to Vanua Levu and Taveuni, where most of Fiji's rubber is produced.

Collyris is now in most of the archipelagoes of the Pacific. He was in none of them in 1900.

There is little doubt that the beetle—an active destroyer of coconut palms—arrived in Viti Levu from either Samoa or Tonga in 1900, but its presence was not discovered until March, 1953.

Official Fiji then manifested the greatest alarm. It was found that a considerable area around Suva—especially to the westward—was infested. The beetle, despite previous warnings extending over many years, had recently got ashore from a ship in Suva harbour.

Immediately, large numbers of men, directed by officials of the Department of Agriculture and the Pests and Diseases Board, were sent to the area, on a hunt for the beetles and their larvae and to destroy breeding places; and that has continued for 4½ years. At present, despite the expenditure of money and greater effort, the

area of infestation has steadily expanded, until now it covers much of the southeast portion of Viti Levu.

The Fiji Board, in August, decided to reduce the amount of labour employed on the beetle hunt, on the score of economy; and to depend more on scientific control. Every effort will be made to delay the

spread of the beetle to the other Fiji islands; but the history of the pest in the Pacific islands generally indicates that it will cross the straits, sooner or later.

It had been hoped that a predator, like the *Scolia* wasp, might be established in Fiji to keep the pest in check; but J.

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Linsley Gressitt, in what appears to be the most authoritative recent book on the problem (*The Coconut Rhinoceros Beetle*, published by the Bishop Museum, Honolulu, in 1953) says:

"Because *Oryctes* is such a large insect, and is not susceptible to ordinary direct chemical control methods, and because collection of the adult beetles cannot easily be effected where they are feeding and doing their damage to the living palms, biological control is an important consideration. However, no parasite or predator has been

found which satisfactorily controls *Oryctes*."

Some good results have been achieved in Mauritius, Zanzibar and, to a lesser extent, in Samoa, with the *Scolia* wasp from Madagascar; but the wasp does not wipe out the beetle; and, once the beetle is in the vegetation of an island, constant attention to decayed wood, rotting vegetation and other breeding-places, plus the introduction of any parasites and predators which do attack the larvae, is necessary if the pest is to be kept under control.

In continental areas, the beetle has many natural enemies. But these natural enemies are scarce in the Pacific Islands; and (says Linsley Gressitt) "in Samoa, where natural enemies are similarly scarce, the beetle has done great damage in the 43 years (now 47 years—Ed.) since its introduction; but it probably has not killed more than one eighth of the palms."

THERE are several other species of rhinoceros beetle in the Pacific Islands; but, although they feed upon the coconut palms and other vegetation, they are not

a serious problem. It is *Oryctes* (or Asian) variety which is so destructive.

Oryctes now is established in islands of western Micronesia, Philippines, New Guinea (Britain), Samoa, Tonga and and it is spreading steadily.

It is thought that it may have reached New Britain before war; but it certainly was there immediately afterwards, and it is believed that it was introduced on Japanese vessels from the Philippines group, in Micronesia.

Experts say that *Oryctes* may be as destructive in New Britain as in Fiji and Polynesia, because New Britain is a "continental island", where there are many natural enemies to keep it in check.

It is interesting to note that exactly 20 years ago (August, 1937) the following appeared in *Pacific Islands Monthly*, from the London *Times* review of T. F. Taylor's book, *Biological Control*:

"Fiji, in particular, has cause to be thankful to the entomologists for they first suppressed a pest that was a severe menace to the coconut industry, by introducing a fly from Malaya. Then effected permanent control of a destructive scale insect, by introducing a beetle from Trinidad; now they have controlled the mining beetle by introducing a parasite from Java."

Thus we may be encouraged to hope that a really effective biological answer to *Oryctes* in the South Pacific will yet be discovered.

PACIFIC ISLANDS AIR PHOTOGRAPHS

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Island Boxers' Activities

TONGAN boxer, Kitone I was to fight the Empire heavyweight champion, Joe Bygraves, in a 10-round non-title bout at Pontypridd in Wales on September 18. In two previous contests Lave, Bygraves was the winner.

Roy Stevens, a 35-year-old Auckland, knocked out Sam Johnny Iefata in five rounds at Auckland recently, and ended a succession of five successive victories to the Islander.

Finau Valevale, a Tongan heavyweight, has arrived in Auckland, and is seeking bouts.

Mr. Marvin Senter who went to American Samoa in 1954 as Commercial Teacher and assumed the principalship of the high school, has now taken the position as Director of Education. He relieved curriculum holder, Dr. Donald Rothschild, on July 21. New principal of the high school will be Mr. Rice Greer, who arrives in Pago Pago on July 25.

NEW ORE FIND

TIRS PAPUA AND N. GUINEA

Nickel Seekers Apply For 5,000 Sq. Miles

REPORTS have been increasingly in circulation about interesting discoveries of nickel in Papua and New Guinea.

The districts especially named are those on the mainland, generally southwards of the Morobe goldfield, the Waria Valley, and deep into Papua country, as far as Kokoda. The original discoveries are credited to a senior Government geologist, Mr. Jack Thompson.

It was reported that "the big flows"—from Bululo Gold Dredging Limited to the Nickel Corporation—were interested. On August 15 was announced that applicants for authorities to prospect were:

	Square miles
E. J. Frame	1,070
B. C. Goodsell	240
F. M. Hewitt	600
W. H. Johns (2 areas)	1,030
Bululo Gold Dredging (4 areas)	1,970
E. Owen-Turner	630

As on August 15, the applications of Messrs. Frame and Goodsell had been approved.

All the foregoing areas are on the Papuan side of the border. It was

announced that BGD Ltd. had applied also for areas on the New Guinea side—that is, in the Waria country.

The indications, so far, are that the deposits are mixed up with a great deal of New Guinea mainland. But they may lead the prospectors to something thicker and more exciting.

It is said that vast nickel deposits in Canada will come into production about 1960, and these may affect the world price of the metal.

WILL "WARIA SYNDICATE" COME IN ON THIS?

It is probable that a certain elderly gentleman of Western Germany—Heinrich Rudolph Wahlen, of Hamburg—will be deeply interested in this development. This is the area which Herr Wahlen claims is part of the concession made about 1912 by the German Imperial Government to the Waria Syndicate.

Australia, hitherto, has brushed off the claim with the argument that all German property in New Guinea was "expropriated" after World War I. But Herr Wahlen recently countered this by pointing out that

the Syndicate is not German—that it is predominantly Swedish, and not affected by the expropriation arrangement.

Incidentally, PIM was told an interesting thing by a Government official who recently was in Garaina, looking at the tea experimental station, which is on the edge of this Waria country. He said that there is an active Lutheran mission station at Garaina; and that the Mission people claim that, as they are in Waria country, they have "certain fundamental rights."

It seems to be an opportune time to have this Waria Syndicate claim finally dealt with.

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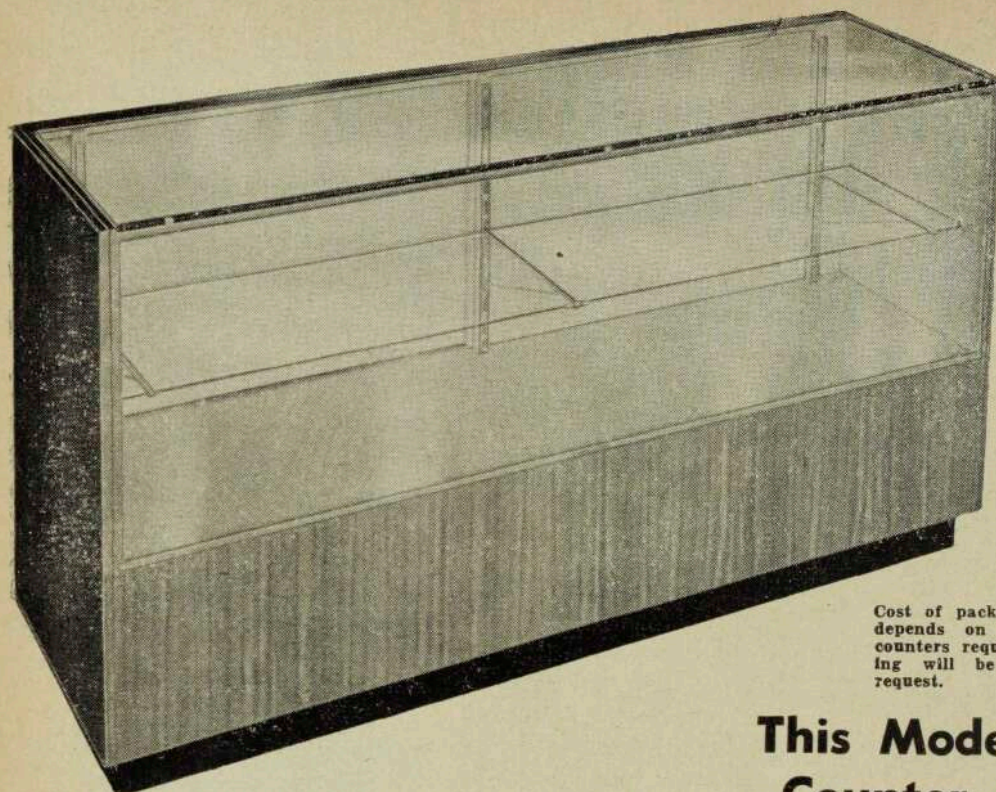
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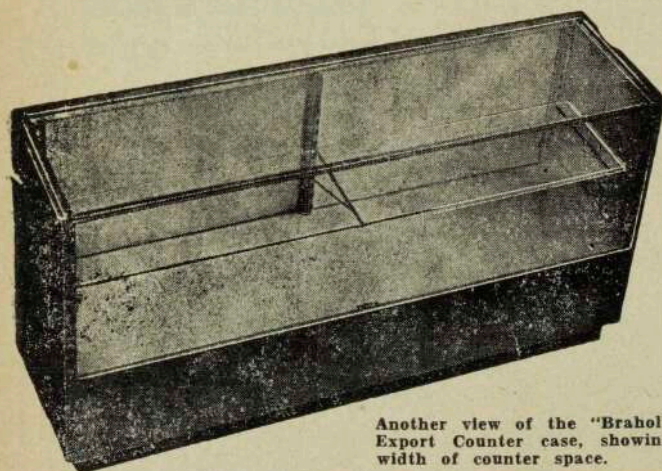
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Moreover, it is specially built for export, so that it can be readily securely packed, and assembled by anyone, from simple directions, in an hour, with no tools other than a screwdriver. Retailers all over the world have learned the selling value of modern display equipment, and this "silent salesman" will soon pay for itself in increased sales.



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

BRIEF SPECIFICATIONS:

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

Made from first-class well-seasoned Queensland Maple or Silver Ash, hand French polished to natural colour.

Glass parts are $\frac{1}{4}$ inch British plate glass.

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

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

Storage space below is 11 inches high.

The plate glass front is 22 inches high.

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Klinkii Arouses Interest

DEAL TIMBER FOR EAST AFRICA

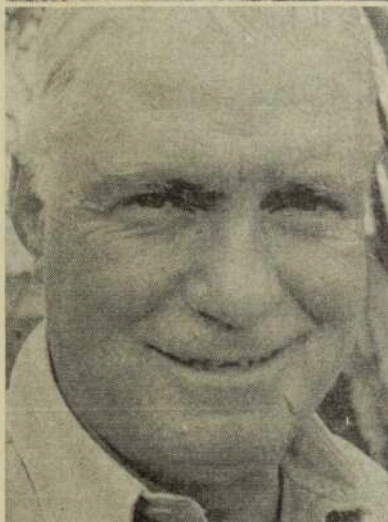
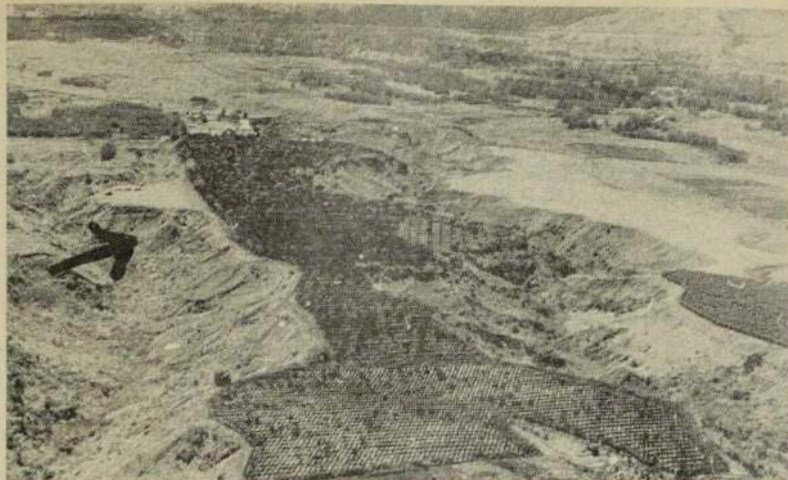
THE Klinkii Pine, of the New Guinea Highlands region, has been exciting some interest lately. Klinkii shares, with Hoop pine, the great jungles around the Bulolo River, upon which the Commonwealth New Guinea Timbers Ltd., plywood enterprise (successors of the BGD enterprise) is based. Re-forestation follows closely upon the timber-cutting, above Bulolo; but when the tree-planters got seriously to work a couple of years ago they found that there were very few young Klinkii on the mountain-sides. For some unknown reason, Klinkii, a considerable time ago, had ceased to propagate itself. However, the Forestry people now have got masses of seedlings moving along. Most of the newly-forested area, in recent years, comprise Hoop Pine; but Klinkii now is being planted generously. Klinkii aroused the eager attention of a party of 14 timber experts, delegates to the British Commonwealth Forestry Conference now being held in Australia and New Zealand. They visited the Bulolo area in mid-August. Professor Sir Harry Champion, of the Imperial Forestry Institute, Oxford, said that Bulolo's Klinkii forests were the most useful stands of timber in the British Commonwealth. It was first-quality, clean timber, with a straight stem and a very rapid rate of growth. It was a light soft wood of a first class general purpose type. It was just this type of timber which East Africa was lacking, said Sir Harry, and Klinkii now is being planted in Tanganyika. But, Klinkii seeds were proving most difficult to transport—they could not stand rapid temperature changes.

FLU IN W. SAMOA

THE mild influenza epidemic, which had been prevalent in Apia and neighbourhood for some weeks and had disorganised business and Government organisations to an appreciable degree, had, as of August, as was expected, spread to the outside districts of Upolu and to the island of Savai'i. There are no reports of fatalities resulting from the flu though some cases of complications are reported.

Mr. Tony A. Bambridge, secretary of the Lepers' Trust Board in Tahiti, has received a grant of £500 from New Zealand for leprosy patients in Tahiti.

An Hour in the Life of a NG Highlands Coffee-Planter



ONE sunny morning, early in August, Mr. James L. Leahy, owner and operator of the most profitable coffee plantation in the New Guinea Eastern Highlands—a few miles out of Goroka—took his Land Rover along the edge of his plantation, loading bags of newly-picked coffee beans.

The photograph (taken from the air recently by Mr. Keith Colyer) shows the Leahy plantation; and the track followed by Mr. Leahy (lower photo) is defined by the left-hand edge of the dark patch—which, of course, are the older coffee trees. As the photo shows, the plantation lies along a flat ridge, between two steep gulches.

Half way along the plantation, having got his load, the planter turned for home. Reversing on the narrow strip, he forgot that the gulch at that point runs in towards the plantation's edge like a Bay of Eiscay. He ought to have remembered—he personally created every square yard of that planta-

tion. Anyway, he backed over, into the gulch. The arrow points to the spot.

Jim says that in the next few seconds he was rather too busy to count; but he thinks the truck bounced once, and turned over three times before it ended its fall, on its four wheels, at the bottom of the gulch, 20 or 30 feet down.

Mr. Leahy extricated himself, counted three bruises and a minor cut, climbed out of the gulch and sent for a couple more trucks, which dragged the Land Rover up the steep bank; and then he re-loaded the vehicle and drove it to the fermenteries. Tough machine; tough planter—R.W.R.

† A RNZAF Sunderland flying-boat from Fiji flew over Rarotonga airfield on July 2 and dropped certain spare parts urgently required by HMNZS Pukaki, homeward bound from the British H-bomb tests in the Line Islands.

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Samoan Election

In November

THE elections for the new and enlarged Western Samoan Legislative Assembly, comprising 4 Samoan members, 5 European members and 2 official members, are scheduled to take place on November 15.

The new Assembly will be presided over by a Speaker assisted by a Deputy-Speaker and appointed by the Assembly. The establishment of a Council of Ministers, consisting of 5 Samoan members, 2 European members and 2 official members, provided for, the three members of the Council of State sitting as ex officio members of the Council of Ministers.

The establishment of the new enlarged Legislative Assembly, in the opinion of the High Commissioner, will constitute a landmark in the history and the progress of Samoa, providing closer contact with the people of the country and a better understanding of their desires and responsibilities.

EDITORIAL NOTE. When the Parliament comes into being it is immediately going to create a record for South Pacific politics. There will be 48 members, plus Speaker, for a population of about 100,000. And according to advice received by P.I. in May, they are to receive salaries. Why it is necessary to have a Samoan members has never been explained.

NZ Reduces Islands Vote

THE New Zealand financial allocation to its Islands Territories under the 1957-58 vote has been reduced compared with the previous year. This year the Islands will get £1,078,000 (£1,196,000 last year).

Details of apportionment of funds between the various territories will not immediately be available.

Very little interest is shown by New Zealand's parliamentarians in this item during the annual budget debate, and it has certainly been many years since an intelligent full-scale debate of government policy as applied to Island Territories has been heard.

A handful of members show cursory interest when there appears to be any possibility of a parliamentary delegation taking a Winter trip to "investigate" occasional Press allegations, but generally speaking by mutual consent—or mutual ignorance—both sides of the House appear to find more ready ammunition in affairs nearer home than there being no votes from the Islands.

Another Silly Story Refuted

NO RADIO-ACTIVE DISEASE IN OCEANIA

Letter to the Editor

HAVE seen several references in recent issues of the *Pacific Islands Monthly* to a mysterious disease in the Marquesas Islands, and as recently as July, in the independent Pacific Islanders.

It is referred to as an "apparently curable skin disease attributed to radio-activity" following the American atom-bomb tests in the Pacific. As a representative of the Institut de Recherches Medicales de l'Océanie Française, I spent four weeks in the Marquesas Islands in June and July of this year. I visited every inhabited valley of the six inhabited islands, collecting blood samples for our filariasis-control programme. I personally saw about twenty per cent. of the total Marquesan population, while collecting blood samples.

I saw no evidence of any such skin disease, or other disorder due to radio-active fall-out.

I personally know Dr. Ridoux, the resident physician for these islands, and Dr. de Carfort, whom I relieved, after two years as Chief Medical Officer for the Marquesas Islands (at Taiohae, on Nuka Hiva).

I discussed this matter with both of them and they read the article in the *PIM* issue which I had with me. They both stated that they had never seen any evidence of atom-bomb radiation in any of the Marquesan population.

Dr. de Carfort had an explanation

for such a wild rumour. About two years ago, an American pleasure-yacht cruised the area, and the vacationers noted considerable scabies and impetigo among the children. When they inquired as to the cause of these filth diseases, they were told by some natives that it was due to the atom-bombs. This story found its way to the lay press in America, and was eventually commented upon without further investigation in a French scientific publication.

I inquired into the contamination of fish, and I learned that one tuna had been caught in Marquesan waters which had been tagged and released in Hawaiian waters. It was assumed that, if one fish could swim through possibly contaminated waters, others might do so. They might possibly become radio-active; might possibly be caught and eaten in the Marquesas; and someone might possibly suffer some ill-effects.

It is all conjecture up to the present time.

I enjoy your magazine, your pertinent editorials. But I do not think you would want to continue to give a false impression about atom-bomb effects in the Marquesas Islands.

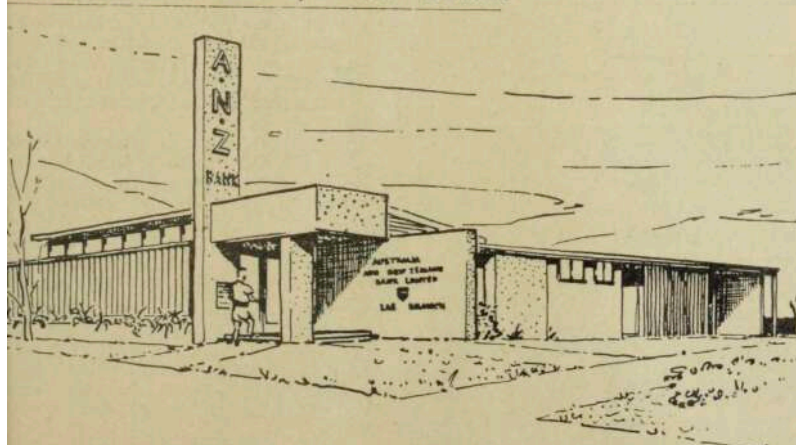
I am, etc.,

DR. HARRY N. MARCH,

Field Director.

Papeete, Sept. 6.

Modern Bank for Lae, New Guinea



above is the architect's drawing of the modern banking chambers which are at present under construction for the Australia and New Guinea Bank, Ltd., at the corner of Coronation and Seventh St., Lae, New Guinea.

The ANZ Bank has followed, in Lae, its usual practice of producing a building that is modern in design as well as being functional.

The premises will provide full Savings Bank as well as Trading Bank facilities and it is expected that it will be ready for occupation towards the end of the year.

Architects were Messrs. Rudder, Littlemore and Rudder, of Rabaul. The work is being carried out by John Stubbs, Ltd., of Lae.

EDITORIAL NOTE:

The sacrifice of truth to sensationalism by English language newspapers is now one of the problems of Western civilisation.

Dr. Harry March refers to only one example of it. The *PIM*, which tries to make use of the newspapers as a guide to world events with a bearing on Pacific Islands affairs, sees it every day.

As a rule, we take most of what we read with a grain of salt, but are occasionally led into error.

The stories about Islanders' radio-active skin diseases have been prevalent for some time; and Dr. de Carfort's theory of their source probably is the correct one. Some reporter sights a grey rabbit, but insists that it is red or purple; and immediately the whole screaming press pack is chasing a red or purple "mystery creature."

We are grateful to Dr. March for his refutation of the story.

† Mr. P. Matthews has set up an advertising agency and commercial public relations consultant organisation in Suva. It is believed to be the first such agency in the Colony. Mr. Matthews was formerly Assistant Public Relations Officer, and was Acting Public Relations Officer in the interregnum between the retirement of Mr. L. G. Usher at the end of 1956 and the arrival of Mr. J. Hackett in July.

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Whites Travel Forms Fiji Company

WHITES Travel Service Ltd., New Zealand, has formed a local company in Fiji to conduct its extending Fiji business. The nominal capital £50,000.

The directors are **Sir Hugh Ra** (Chairman), **Mr. David P. Ra** (Deputy Chairman), **Mr. E. Robinson** (Managing Director), **Mr. J. N. Falvey**. The Secretary is **Mr. O. A. Taylor**, of **Pri Waterhouse & Co. Ltd.**

Mr. R. T. Parkes, who has been manager for Fiji for the parent company, will manage the new company and has been appointed alternate director.

The share capital has been contributed both by the parent company in New Zealand and by F interests.

With its connections in New Zealand, Australia, and Fiji, and associations with travel agents and air and shipping lines overseas, **Fiji Company** will have a powerful influence on Fiji's tourist trade.

Mr. Robinson said that the company would continue to operate in Suva and Lautoka as general travel agents. He confidently expects that **Whites' tours** to New Zealand, Australia, and North America will be stepped to a new high level.

More frequent Kings and Queens Roads services will be run with an augmented fleet of modern coaches.

Meanwhile the Transport Commission Board approved the operation of sightseeing tours around Lautoka and Suva by **Whites**.

The Board also decided that fares on **Whites** express coaches running between Suva and Lautoka should not be increased, as previously suggested, a member of the Transport Commission Board.

The Board's Chairman, **Mr. C. Reay**, said that **Whites Travel Service** was primarily intended for tourists, but it also filled a useful local need in providing comfortable travel at a cheap rate for persons who would otherwise travel by taxis or private cars.

The Board agreed to leave the matter as it was until either **Whites Travel Service** applied for a fare increase, or there was clear evidence that they were taking business away from stage carriers.

† **Mrs. Margaret Banchick**, 29, was taken seriously ill while aboard the US cargo ship, **Sonoma**, in (see August *PIM*, page 24) and left to Suva, left Fiji recently by to join her husband in **San Francisco**.

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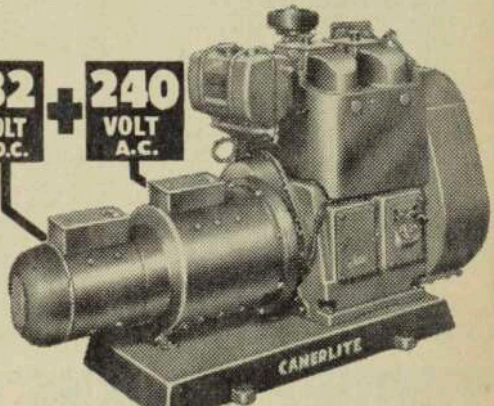
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CABLES: VENTURA SYDNEY

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:—Sept. 9: 6,350 Pac. francs (about £A37/2/6) delivered Vila/Santo. European price, August 30, 72,000 Met. francs (about £A75) c.i.f. per short ton.

TONGA:—A Grade, £T52/5/-; B Grade, £T46/5/-.

COOK ISLANDS:—Local price is based on £Stg.54 (£NZ54/4/1) per ton, f.o.b., with premium of 30/- (NZ) for top grade kiln dried. Shipping, handling, shrinkage and storage charges reduce the outer island price to about £NZ30 per ton, basic rate.

COCOA:—Islands prices are based on the rate for Accra cocoa which on Sept. 7 was £Stg.270 per ton, c.i.f. London.

P.-N.G.:—Sept. 9: Good grade £A265 ex wharf, Sydney.

W. SAMOA:—Sept. 9: £Stg.265 f.o.b. Apia.

COFFEE:—P.-N.G.: Sept. 9: Quote No. 1—Top grade 5/3 per lb; Quote No. 2—Nil.

PEANUTS:—P.-N.G.: Sept. 9: 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 Sept. 6 was: No. 1 RSS, spot, 87½ Straits cents (31¼d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Sept. 9: Because of devaluation of the Pacific franc, prices are unsteady. The export levy has been increased from 7½ per cent. to 18 per cent. No firm quotations are available at present.

RICE (Australian):—Price from May 1, 1957—P.-N.G.: Dry brown and dressed,

112 lb bags, 5 tons and over, £61 per ton, f.o.w.; under 5 tons £61/10/- per ton. Vitamised and enriched white, 1 lb bags, 5 tons and over, £67/10/- per ton, f.o.w.; under 5 tons, £68 per ton. Other Pac. Islands: Dry, brown, etc., £ per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—Sept. 8, 1957, quotation by independent pearlshellers: Sound, £A86 D, £A650; E, £A450; EE, £A2 (includes cost of getting shell from source to Sydney, and loss in Sydney weights). Cook Is.—Manihiki: Aug. 8: Export price, £Stg.690 f.o.b. Rarotonga (marked weakening).

TROCHUS:—Quote No. 1, NG, £A33 £A340; BSI, £350; New Hebrides, £A32 Quote No. 2, NG, £A310. Prices are for rejects and based on Sydney weight. Each agent reported "very limited business".

GREEN SNAIL:—Quote No. 1 NG £A280-£A290. This agent, and another who could not quote a price, reported "very limited business".

LONDON AND U.S. PRICES

Copra:—London, Sept. 10: Philippines in bulk, Sept./Oct. \$174 (nominal). Straits/Borneo, fair, merchantable, discounts c.i.f. UK-North European ports Oct./Nov. £Stg.62/10/- (buyer), £Stg. (seller). New York, Sept. 10: Philippines c.i.f., US Pacific Coast ports, \$165 (asked).

Coconut Oil:—London, Sept. 10: Ceylon in bulk, fair, UK-North European ports Sept./Oct. £Stg.99 (seller); Straits, crude c.i.f., bulk, Sept./Oct. £Stg.92/5/- (seller).

Cocoa:—London, Sept. 2: Accra Nov./Jan. shipment £Stg.270, c.i.f. Liverpool. London, Sept. 9: Accra £Stg.272, c. and London. Continental ports, Sept. 9: Accra Oct./Dec. shipment £Stg.255-£Stg.257; Nov./Jan. shipment, £Stg.257½-£Stg.258; Dec./Feb. shipment, £Stg.258/15/-; Jan. Mar. shipment, £Stg.258/15/-, Mar./May shipment, £Stg.256/5/-, all c.i.f. Continental ports prices are for metric to (2,200 lb).

Rubber:—London, Sept. 6: Spot buyers 27½d lb c.i.f. Dec., 26d; Sept., 1958, 25½d.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, AUSTRALIA and BANK OF NZ, Australia. Fiji, basis £100 Fiji: Buying, £A111/2; Selling, £A113. Fiji-London, basis £100: London: B, £110/15/-; S, £112. NZ-Fiji basis £100 NZ: B, £111/11/6; S, £110/4.

SAMOA.—Through BANK OF NZ, Australia on Samoa, basis £100 Samoa: B, £A123/12/6; S, £A124/10/6. Samoa-London, basis £100 London: E, £99/7; S, £101/10/-. Samoa-NZ, basis £100 NZ: B, £100; S, £100/10/-. Samoa-Fiji, basis £100 Samoa: B, £111; S, £110.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulukavieng, Madang, Wewak), BANK OF NEW GUINEA (branches: Port Moresby, Lae, Bulukavieng, Madang, Samarai, Goroka, Milne Bay, Wau, Boroko, Kokopo) and BANK OF AUSTRALIA (Port Moresby) quote exchange rate Australia-Papua-NG: 1 per £A100.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia-Norfolk Island: 5/- per £A100.

FR. PACIFIC COLONIES.—Pacific franc most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. FRENCH BANK (Comptoir National d'Escompte de Paris) in Sydney quotes Selling 168 Pac. fr. to £Aust.; 208 H. fr. to £Stg.; 87¼ Pac. fr. to US \$.

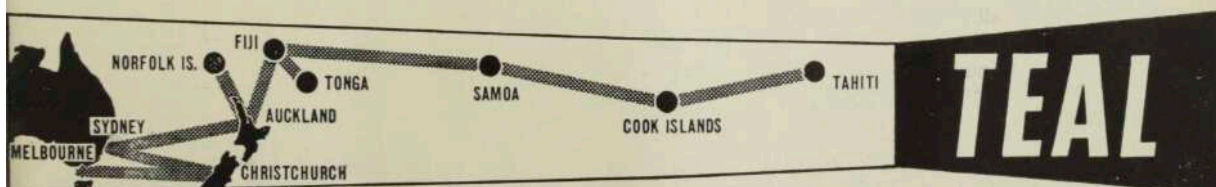
Published by PACIFIC PUBLICATIONS PTY. LTD., 29 Alberta Street, Sydney. (Telephone: MA 9197). Wholly set up and printed in Australia by the Sydney and Melbourne Publishing Co. Pty. Ltd., 29 Alberta Street, Sydney.



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SEPTEMBER, 1957 — PACIFIC ISLANDS MONTHLY



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PACIFIC ISLANDS MONTHLY—SEPTEMBER, 1957

