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OCTOBER, 1957 Vol. XXVIII. No. 3.

PACIFIC ISLANDS Monthly



Every grade of feeling, from the picnic spirit to apprehension, is shown on the faces of these youngsters of Namara, Kadavu Is., Fiji Group.

They are lined up to receive an anti-yaws injection.

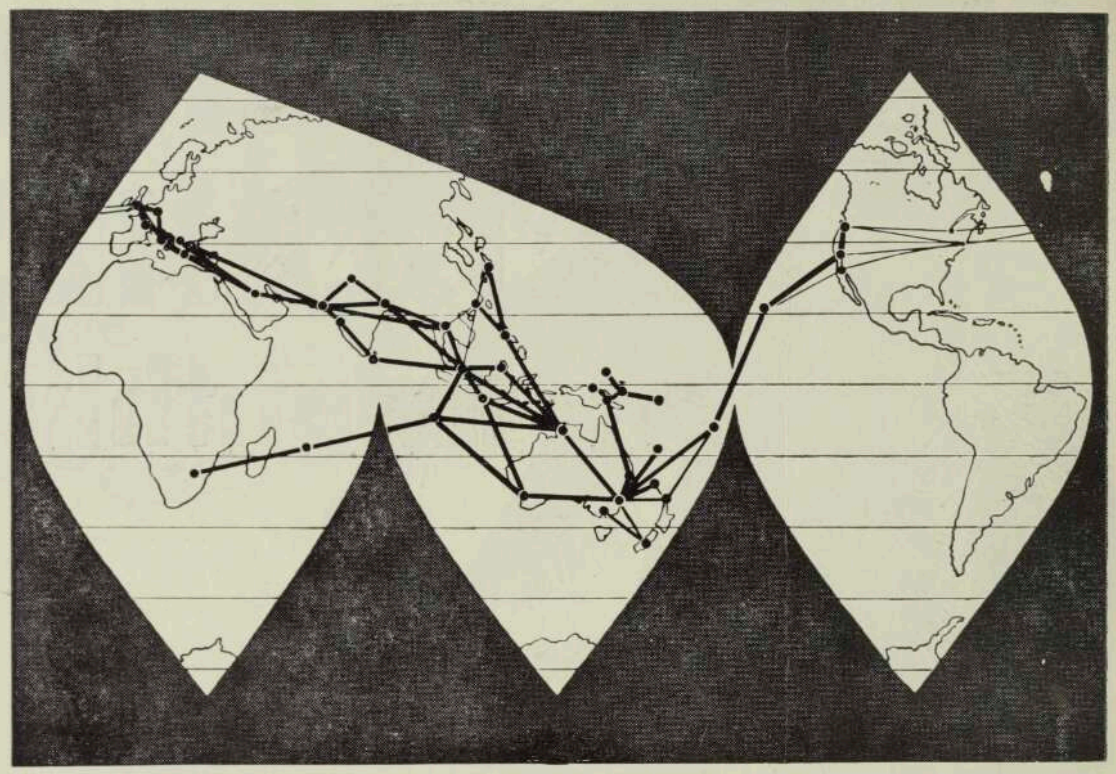
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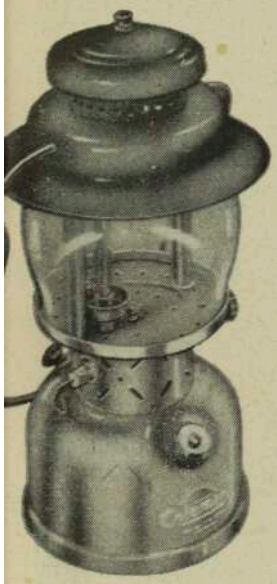
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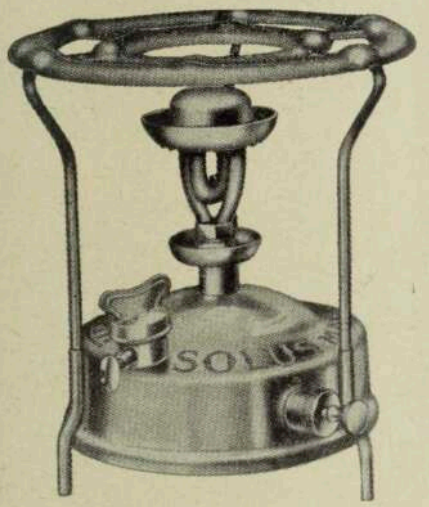
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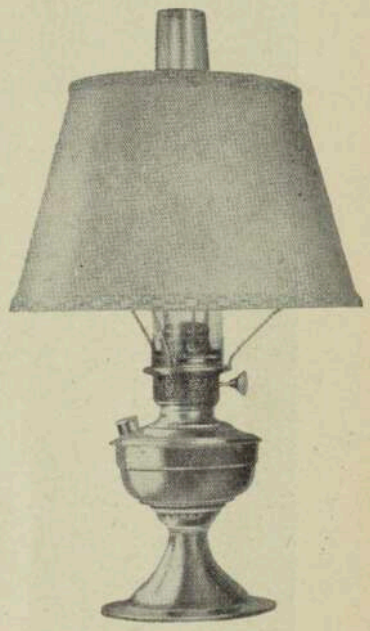
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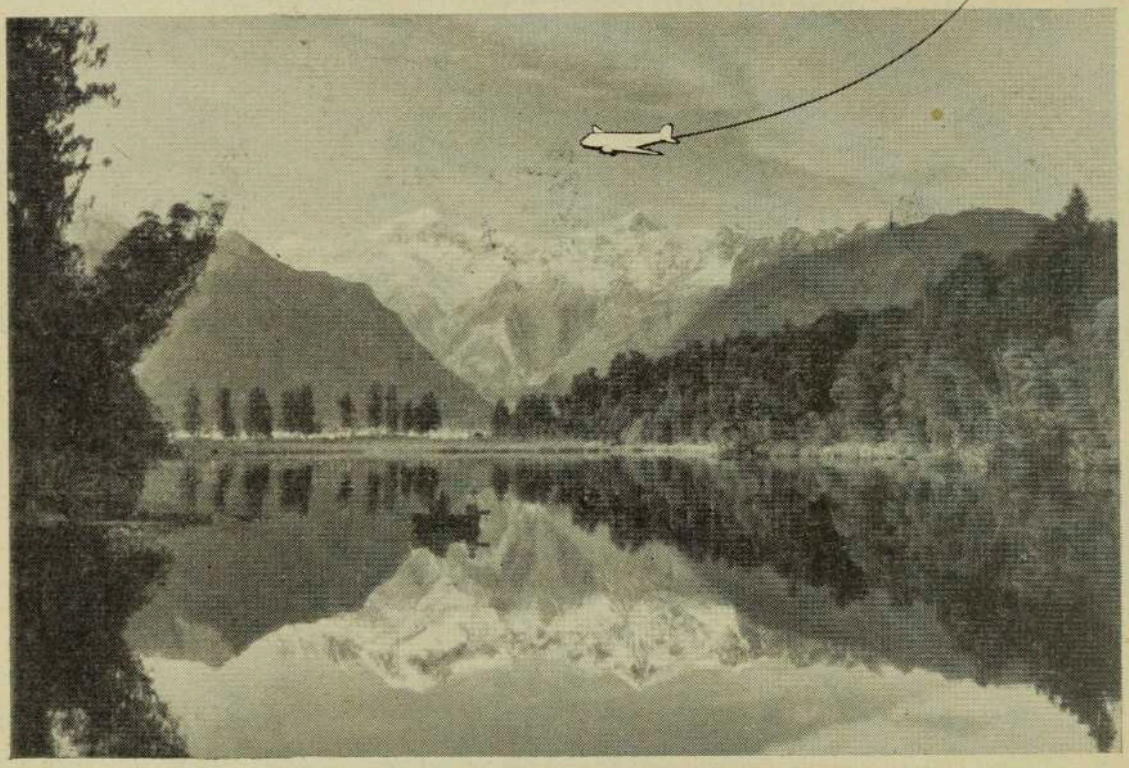
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ECONOMIC ASPECTS OF THE COCONUT INDUSTRY IN THE SOUTH PACIFIC, by **E. J. E. Lefort.**

(Technical Paper No. 92). The present and future status of coconut growing in the Pacific is examined in detail by the author, who considers that the long-term market prospects for the industry are good. His Chapter on ways and means for developing the industry should be read by all planters.

PRICE 4/- STG. (Post free by surface mail.)

THE MANUFACTURE OF COPRA IN THE PACIFIC ISLANDS, by **W. V. D. Pieris.**

Of this report, P.I.M. said: " . . . This is probably the best practical survey of the copra industry yet to be made available to Pacific producers". Pacific planters will find this expert report on copra making of great practical value. The author, formerly Director of the Ceylon Coconut Research Institute, was engaged by the South Pacific Commission to make a survey of the main copra-producing territories of the South Pacific. His report, now published by the Commission, contains his observations and findings on copra manufacture in the region.

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FOOD PLANTS OF THE SOUTH SEA ISLANDS, by **E. Massal and J. Barrau.**

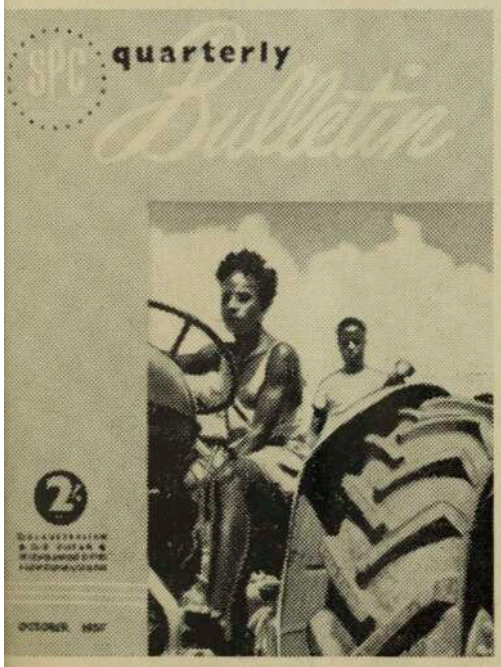
(Technical Paper No. 94). Of this publication the Pacific Science Association "Bulletin" states: "This publication . . . brings together a great deal of information, previously scattered and inaccessible, on the crops of the peoples spread over the huge and very varied area in which the South Pacific Commission operates. It will be of great value to anyone concerned with agriculture or nutrition in the Pacific".

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THE RHINOCEROS BEETLE IN WESTERN SAMOA, by **R. A. Cumber.**

(SPC Technical Paper No. 107). 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. Planters in beetle-free territories could also with advantage study the author's findings as a safeguard in the event of future infestation.

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The ***SPC Quarterly Bulletin,*** published by the South Pacific Commission, is a magazine that provides expert practical guidance on a wide range of topics of particular interest to Pacific planters. Advice is given on the growing of crops such as coconuts, coffee, cocoa, rice, bananas, castor and soft fibres. Other topics covered in recent issues include the construction of copra kilns, fish farming, sponge culture, processing of coffee and cocoa beans, solar stills, transplanting pearl shell and trochus, practical uses for coconut timber, and Pacific co-operatives.

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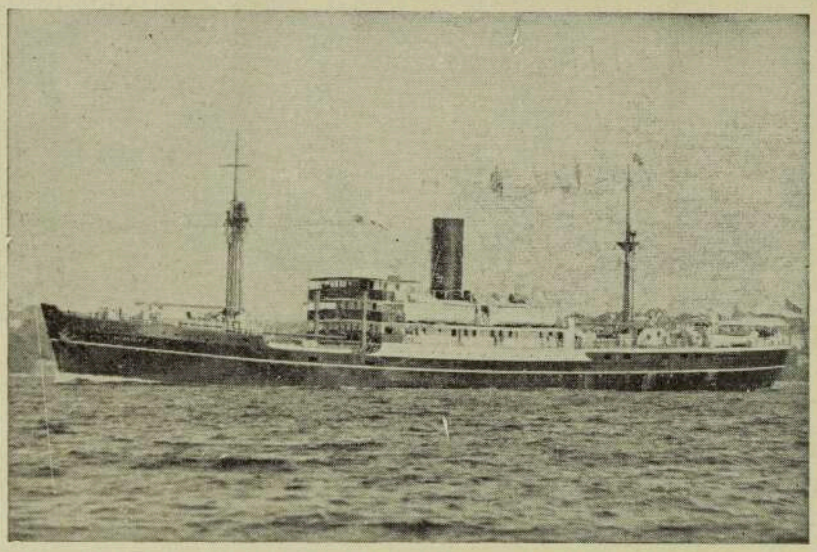
Copies of the **SPC Quarterly Bulletin** and subscriptions thereto, and copies of SPC Technical Papers, are obtainable from: **PAPUA AND NEW GUINEA:** Beadel's Bookshop, P.O. Box 107, Port Moresby; **FIJI**—Desai Bookshop, Suva; **WESTERN SAMOA**—Wesley Bookshop, Apia—**OR** direct post-free by surface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

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ipping Time-Tables

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

Sydney-Papua-N. Guinea

V Montoro sails from Melbourne for ney, Brisbane, Port Moresby, Samarai, aul, Madang, Lae, Port Moresby. Next ney sailing approx. Nov. 22.

V Malekula sails from Sydney for Port sby, Rabaul, Wewak, Alexishafen, ang, Lae. Next Sydney sailing approx. 5.

V Malaita sails from Sydney for Lae, ang, Lombrum, Lorengau, Kavieng, aul, Samarai. Next Sydney sailing it Nov. 22.

V Bulolo, modern liner, sails about y six weeks: Sydney, Brisbane, Port sby, Samarai, Lae, Madang, Lombrum, aul. Next Sydney sailing approx. Dec.

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

V Soochow: Next Sydney sailing ox. Nov. 9 for Brisbane, Port Moresby Samarai.

V Sinkiang: Leaves Melbourne for ney, Brisbane, Honiara - Yandina, aul, Kavieng, Madang, Lae. Next ney sailings: Nov. 1 (approx.); then y Dec.

V Shansi: Leaves Melbourne for ney, Port Moresby, Samarai, Lae, ang, Rabaul, Port Moresby. Next ney sailings: Nov. 6; then end Dec.

tails from Swire and Yuill Pty. Ltd., idge St., Sydney.

Sydney-Dutch N.G.

ree weeks service by MV's Sigli, Silin-g, Sibigo and Sinabang carrying pas-ers and cargo from E. Australian s to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), ce Borneo, Bangkok, Singapore, thence ralia direct. Next Sydney sailings: Nov. 12, Sinabang Nov. 27, Silin-g, Dec. 23.

tails from Royal Interocean Lines, 255 ge St., Sydney.

Far East-S.W. Pacific-Australia

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

ipowners advise that service is now r review, with possibility that vessels ning and Funing will omit Australian and turn around at a P-NG port.

ngning is due Sydney on Nov. 13 and sail again Nov. 19. Funing's move-ts were still under consideration in October.

tails from New Guinea Australia Line re and Yuill Pty. Ltd., agents), 6 ge St., Sydney.

e Australia-West Pacific Line motor ls Aros, Citos, Delos and Milos main-regular services between Australian and Japan. Northbound vessels call Manila, Hongkong and Japan; south-d vessels call at Hongkong, Manila, lakan, Rabaul, Lae, Brisbane, Sydney, Melbourne, with quarterly calls at (opt.), Honiara and Vanikoro.

llos: Southbound due Lae Nov. 7-8, aul Nov. 10-11, Honiara Nov. 13-15, lkoro Nov. 17-20, Brisbane Nov. 24-Sydney Nov. 27-30.

Aros: Southbound due Rabaul Nov. 24-25, Lae Nov. 27-29, Newcastle Dec. 5-11, Sydney Dec. 12-14.

Details from Wilh. Wilhelmsen Agency Pty., 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 sailings from Auckland: Nov. 5, Nov. 30.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailings from Auckland: Nov. 21, Dec. 19.

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.

Details on application to NZ Government Department of Island Territories, 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, Pepesala, Gizo, Kieta, Arigua, Teopasino, Numa, Soraken. Next Sydney sailing approx. Dec. 9.

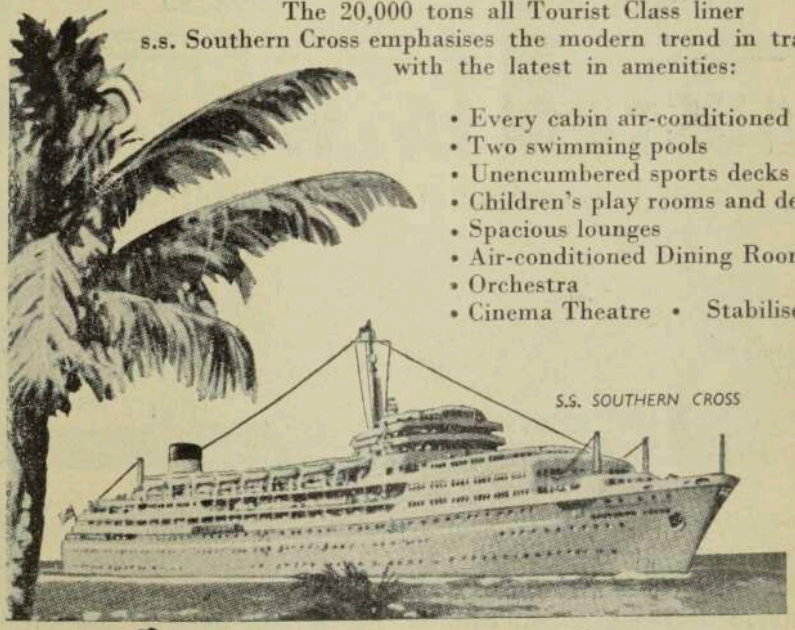
Details from Burns, Philp & Co., 7 Bridge Street, Sydney. (Over)

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SYDNEY	depart	Nov. 13	Jan. 24	Mar. 21
AUCKLAND	arr/dep	Nov. 16	Jan. 27	Mar. 24
SUVA	arr/dep	Nov. 19	Jan. 30	Mar. 27
HONOLULU	arr/dep	Nov. 24	Feb. 4	Apr. 1
VANCOUVER	arr/dep	Nov. 30	Feb. 10-11	Apr. 7-8
SAN FRANCISCO	arr/dep	Dec. 2-3	Feb. 13-14	Apr. 10-11
HONOLULU	arr/dep	Dec. 7	Feb. 18	Apr. 15
SUVA	arr/dep	Dec. 14	Feb. 25	Apr. 22
AUCKLAND	arr/dep	Dec. 17	Feb. 28	Apr. 25
SYDNEY	arrive	Dec. 20	Mar. 3	Apr. 28

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MV Polynesie (Messageries Maritim maintains about monthly passenger s ings between Sydney and Noumea the New Hebrides. Next Sydney saili Nov. 8, Dec. 20.

Details from Sydney agents: Message Maritimes, 36 Grosvenor Street, Sydne

Sydney-S. Africa-UK-Pacifi Ports-Sydney

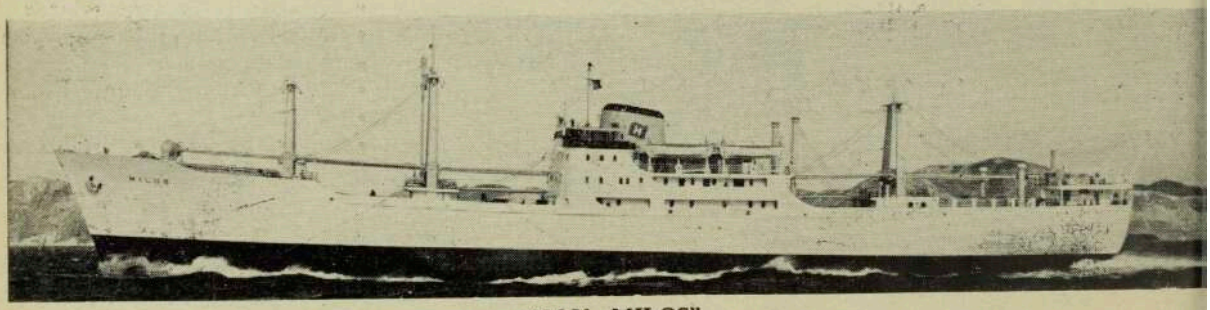
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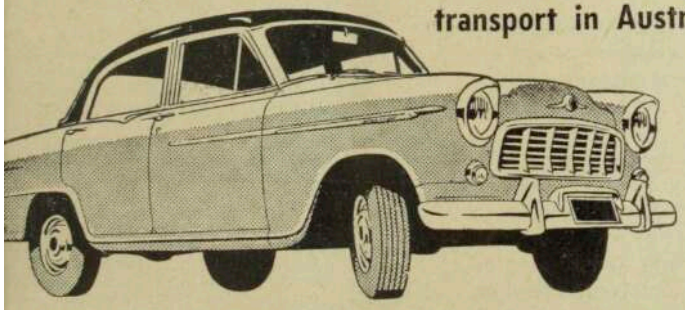
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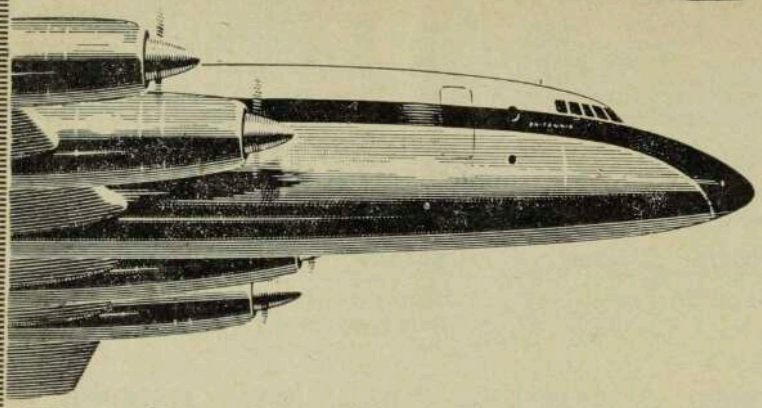
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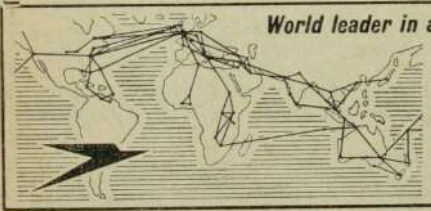
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Matson Line's Mariposa and Monter make round passenger trips from Paci North Coast American ports to Austral via Pacific Islands ports and New Zealar

Monterey: In the Pacific, due Pape Nov. 1-3, Auckland Nov. 9, Sydney N 12-13, Auckland Nov. 18-19, Suva Nov. Pago Pago Nov. 23, Honolulu Nov. 28- San Francisco Dec. 4.

Mariposa: San Francisco Nov. 17, L Angeles Nov. 18, Papeete Nov. 26-28, Auc land Dec. 4-5, Sydney Dec. 8-11, Aucklа Dec. 14, Suva Dec. 17, Pago Pago D 18, Honolulu Dec. 23-24, San Franci Dec. 29.

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

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

1. Australia (or NZ)-Fiji Hawaii-N. America

(First and Tourist Class available all Services.)

BY PAN-AMERICAN AIRWAYS
(With Strato Clippers, using Sleeperet and Berths*)

Sun., Tues., Thur., Fri.: Sydney, Na Canton Is., Honolulu, San Francis Los Angeles.

Mon., Tues., Thurs., Sat.: San Francis Los Angeles to Sydney (same route)

* DC4 from Auckland connects, arriv Nadi Sun., Tues., Thur., departing N Tues., Thur., Sun. DC4 shuttle serv bi-weekly connects Nadi and Tafu (American Samoa).

Next flights: Oct. 31, Nov. 14, 28,

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

Tues.*, Wed.*, Fri.* and Sat.*: Sydn Nadi (Fiji), Honolulu, San Francisc with Sat. service extending to V couver.

SOUTHWARDS

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

* TEAL DC6 services between Auckl and Nadi connect at Nadi Tues., Fri. northwards; Wed. and Sat. sou wards.

Note: Wed. and Fri. services ex Sydi connect at San Francisco with BC service to London departing San Franci Thu. and Sat. BOAC service, ex Lon on Tues. and Thurs. connect at San Fr cisco with Qantas Thurs. and Sat. serv to Sydney.

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

Every Wed.: Sydney, Auckland, N Honolulu, Vancouver, Amsterdam.

Every Sun.: Leaves Vancouver for Au land 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:	Arrive:
Sydney, 6.30 p.m.	Brisbane, 9.10 p
Brisbane, 10.10 p.m.	

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Tues.

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

Tues., Wed., Fri., Sat.

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

Wed., Thurs., Sat., Sun.

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

Thurs.

Depart:	Arrive:
ney, 8 p.m.	Brisbane, 10.40 p.m.
bane, 11.45 p.m.	

Fri.

	Cairns, 4.20 a.m.
rns, 5.30 a.m.	Pt. Moresby, 8.20 a.m.
Moresby, 9.20 a.m.	Lae, 10.45 a.m.

SOUTHWARDS

Tues.

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

Wed.

	Sydney, 12.50 a.m.

Wed., Thurs., Sun.

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

Fri.

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

Sat.

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

Sun.

	Sydney, 12.50 a.m

3. P-NG Internal Services

Operated by Qantas

AE-HOLLANDIA (Dutch New Guinea) (DC3)

Wed. (Oct. 30, Nov. 13, 27, Dec. 11, etc.).

Starts Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternative Thurs. (Oct. 31, Nov. 14, 28, Dec. 12, etc.) departs Hollandia at 9.30 a.m., and, with calls at Wewak and Madang, arrives Lae at 2.20 p.m.

LAE-MANUS (DC3)

Wed. (Oct. 30, Nov. 13, 27, Dec. 11, etc.).

Lae, 8.00 a.m.: Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 p.m.

Every alt. Sat. (Nov. 2, 16, 30, Dec. 14, 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)

Yule Is., Kerema, Vaimuru: Alt. Fri. returning same day (Nov. 8, 22, Dec. 6, 20, etc.).

PORT MORESBY-DARU (Catalina)

Kerema, Kikori: Alt. Fri. returning Daru-Port Moresby direct same day (Nov. 1, 15, 29, Dec. 13, etc.).

PORT MORESBY-SAMARAI (Catalina)

Moresby, Samarai, Pt. Moresby: Alt. Tues. (Nov. 5, 19, Dec. 3, 17, etc.).

PORT MORESBY-RABAUL (Catalina)

Tues. Oct. 29, Nov. 12, 26, Dec. 10, etc.) Port Moresby-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul, returning via same ports (Oct. 31, Nov. 14, 28, Dec. 12, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Wed. (Oct. 30, Nov. 13, 27, Dec. 11, etc.). Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., direct to Madang, arr. 9.25 a.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

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

LOWER HIGHLANDS (Beaver)

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

LAE-BULOLO-WAU (D.H. Beaver)

Dep. Lae: Mon. 7.30 a.m., Tues. 11 a.m.

Dep. Wau: Mon. 8.55 a.m., Tues., 12.25 p.m. Bulolo is omitted on return flights which take 30 minutes, Wau-Lae.

LAE-BULOLO-WAU-PT. MORESBY (DC3)

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

MADANG-GOROKA (DC3)

Tuesdays: Depart Madang 2 p.m., arrive Goroka 2.35 a.m., returning same day; depart Goroka 3 p.m., arr. Madang 3.35 p.m.

NEW GUINEA-NEW BRITAIN-BOUGAINVILLE (DC3)

Fridays: Depart Lae 1.30 p.m., Finschhafen 2.20 p.m., arrive Rabaul 4.30 p.m.

Saturdays: Depart Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.

Sundays: Depart Lae 12 noon, Finschhafen 1 p.m., Rabaul 3.10 p.m.

Tuesdays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Alt. Thurs. (Nov. 7, 21, Dec. 5, 19, etc.). Dep. Lae 8 a.m., Finschhafen, Rabaul, Buka, Rabaul, arr. 2.55 p.m.

Alt. Thurs. (Oct. 31, Nov. 14, 28, Dec. 12, etc.). Dep. Lae 8 a.m., Finschhafen, Rabaul, arr. 11.5 a.m.

Alt. Fri. (Nov. 1, 15, 29, Dec. 13, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 p.m.

Alt. Fri. (Nov. 8, 22, Dec. 7, 21, 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.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.
(Super Constellation Service)

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

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

5. N. Guinea-Solomons

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

Mon. (Nov. 4, 11, 18, Dec. 2, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.

Tuesday (Nov. 5, 12, 19, Dec. 3, etc.) Honiara dep. 7 a.m.: Yandina, Vella Lavella, Buka, Rabaul, Lae, arriving 3.35 p.m.

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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. (Nov. 7, 14, 28, Dec. 5, etc.). Sydney dep. 11.45 p.m., arriving Tontouta, 7 a.m. Fri. (Nov. 8, 15, 29, Dec. 6, etc.).
Friday (Nov. 8, 15, 29, Dec. 6, etc.) Tontouta dep. 8.30 a.m., arriving Sydney, 2 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 from Noumea to Nadi (Fiji) and Wallis Is., first Monday in each month. Next flights: Nov. 4, Dec. 2, Jan. 6.

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.
Mon., Thurs., Fri.: Departs Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Tues., Sun.: Dep. Auckland 11.30 a.m., arr. Sydney 3.00 p.m.
Tues., Wed.: Dep. Sydney 10.00 a.m., arr. Auckland 5.00 p.m.
Mon., Thurs., Fri.: Dep. Sydney 3.00 p.m., arr. Auckland 10.00 p.m.

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. Chr church 3.10 p.m.
Wed.: Dep. Sydney 3.00 p.m., arr. Chr church 10.10 p.m.

15 Christchurch-Melbourn

Tasman Empire Airways, with DC6 aircraft.
Thurs.: Dep. Christchurch 11.30 a.m., Melbourne 4.00 p.m.
Fri.: Dep. Melbourne 7.30 a.m., Christchurch 3.00 p.m.

16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.
Tues., Fri.: Dep. Auckland 4 p.m., Nadi 9.20 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., Auckland 3.30 p.m.

Pan-American Airways, with Skymast
Sun., Tues., Thurs.: Dep. Auckland p.m., arr. Nadi 10.35 p.m.
Sun., Tues., Thurs.: Dep. Nadi, 12.30 a arr. Auckland 7.50 a.m.

17. Fiji-Tahiti

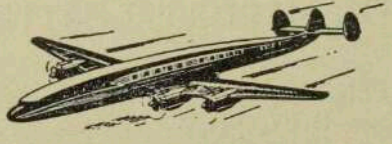
Tasman Empire Airways, with Solent aircraft.
Service normally fortnightly, with e flights as required.
Departs Suva Fri. 9 a.m., crosses d line, arrives Satapuala (W. Sam Thurs 1.55 p.m., departs Fri. 2 arrives Aitutaki (Cook Is.) 7.30 a departs 9.30 a.m., arrives Pap (Tahiti) 2 p.m. Departs Papeete 7.30 a.m., arrives Aitutaki 11 a departs 12.30 p.m., arrives Satapua

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p.m., departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m.
ves Suva Nov. 15, 22, 29, Dec. 19.
Leaves Papeete Nov. 17, 24, Dec. 8, 22.

18. Fiji-Samoa

Tasman Empire Airways, with Solent Aircraft.

. Suva 6 a.m., arr. Satapuala 11.5 a.m.
. Satapuala 1.30 p.m., arr. Suva 4.35 p.m.
t flights from Suva Nov. 13, Dec. 12, 16, crossing International Date Line and leaving Satapuala Nov. 12, Dec. 11, 15.

19. Fiji Internal Airways

Fiji Airways, Ltd., Drover Aircraft.

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

0. French Oceania Inter-Island Service

egie Aerienne Interinsulair (RAI), with Amphibious Catalina.

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

21. N. Caledonia-Loyalty Is. Internal Service

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

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

22. Micronesia

Trans Ocean Airlines.

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

Approximate Airways Fares

FROM SYDNEY (Aust. currency) TO—	Single £ s. d.	Return £ s. d.	Table 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—			
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
Biak	90 0 0	162 0 0	4
FROM AUCKLAND (NZ currency) TO—			
Apia	55 10 0	99 18 0	16, 17
Aitutaki	85 14 0	154 6 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—			
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 connection to Suva by Fiji Airways.

† Mr. Robert Laubreaux, formerly agent for Queensland Insurance Co. in Noumea, has resigned and has purchased the Noumea agency of the Yorkshire Insurance Co.

† Mr. T. H. Manning controller Posts and Telegraphs, BSIP, with Mrs. and Miss Manning, is on UK leave.

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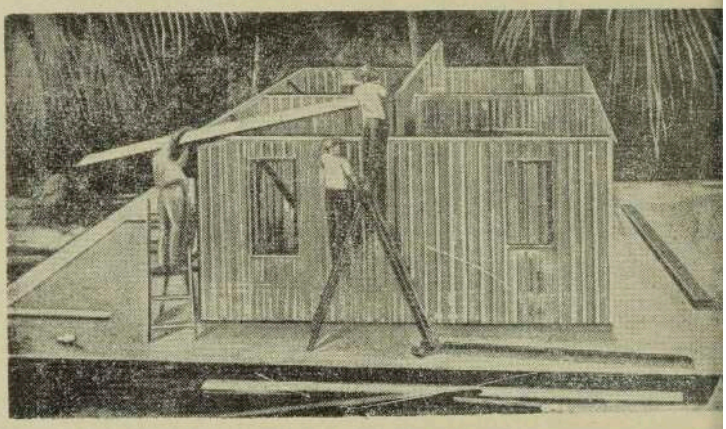
KINGSTRAND

the *frameless* building with the *load bearing* wall

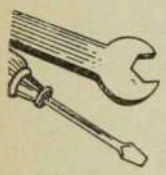
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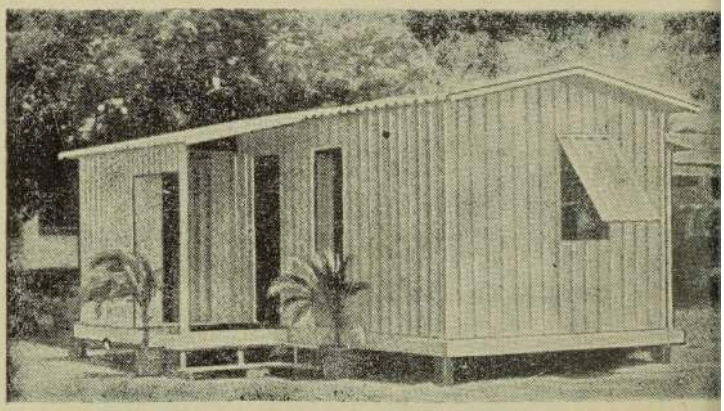


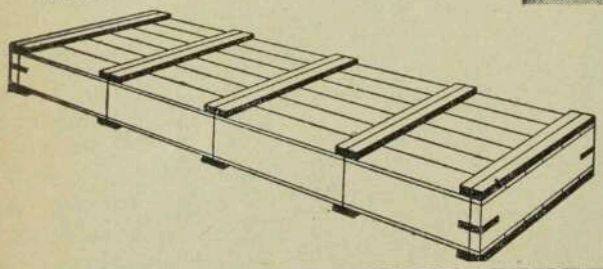
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Trust Territory: Micronesia roline, Marshall & Mariana).

h Territory: W. New Guinea.

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Editorial . . .

SATELLITE INTRODUCES CALAMITY-HOWLING

HERE is no danger in the Satellite itself. It is simply a small metal sphere, hurtling across the evening sky at 18,000 miles per hour, watched goggle-eyed by thousands in Eastern Australia.

It *could* contain a bomb, or something; but anything from the Satellite, or the Satellite itself, would be completely burned in friction with the earth's atmosphere, if it tried to return to earth.

It was in launching the thing that the Russians displayed genius that has rocked the Western world. We may not ignore their achievement in building and launching a rocket which carried the sphere for a certain defined distance at a certain speed, and in calculating the trajectory, so that it would be freed from the rocket at the exact time and angle which would enable it to settle into its endless orbit around the earth.

Scientists who can do that should be able to design a rocket that will carry an intercontinental missile to a designated place within many thousands of miles.

BUT that does not justify this world-wide calamity-howling by people who express unbounded admiration for Russia, insist that we provide millions forthwith for the concentrated training of scientists, and argue that the decadent West has been outstripped by "the men of tomorrow".

Any country which, through a ruthless dictatorship, spends countless millions upon rockets and atomic research, while leaving the masses of its people poorly fed, poorly-housed and under-privileged, can do what Russia has done. There is no comparison between the living conditions of the people of the other atomic-research countries (USA and British Commonwealth), and the people of Russia; yet the retarded professors and the starry-eyed newspaper commentators are all lauding the Reds, and sneering at the Westerners.

The Russians may have been first in the stratosphere—but that does not mean that the Westerners, who are trying to maintain the structure of their civilisation against the Muscovite threat, have not got a few tricks still up their sleeve.

For the moment, however, the Western European Powers are very Russia-conscious. And, naturally, they are watching the sparring between Russia and the United States with lively interest—and some critical amusement. We may not forget that, in international affairs, our well-beloved Americans are bumblers of the first water.

FOR most of the Cold War years, Britain and France were very close to America. With Moscow Communism menacing the whole world, we seemed to have no future except in close association with the manufacturers of the nuclear-fission bombs.

It is all different now.

Britain and France, being older and wiser than the Eisenhowers, moved into Suez a year ago—supplying the only possible answer to the Middle East problem created by Nasser's seizure of the Canal. USA promptly kicked them out again, and introduced "the Eisenhower Doctrine in the Middle East".

Since then, Britain and France have been on the sidelines; and Moscow has had the better of the bitter diplomatic struggle which since has gone on.

Communist influence has been extended enormously. There seems to be no effective answer to the Russians' claim that they now have superiority in nuclear weapons, as well as satellite devices. Washington, with visible evidence of deflation, has accepted Moscow's cocky demand that they two shall get together to consider international control of Satellite (or interstellar) activity.

What next? The pessimists among us are in full cry. Communists of the more blatant types are again thrusting themselves to the front in public affairs. One silly move in the Middle East (which is packed with nationalist fanatics) could precipitate World War III.

BUT it is not a one-sided picture. If all is well with the Russian satellite in the evening sky, all is not well with the Soviet's policital satellites, behind the Iron Curtain.

Despite merciless indoctrination, new generations of men and women are appearing in Hungary, Czechoslovakia, Poland and the Balkan and Baltic States, to demand some freedom in arranging their own lives—some escape from the colourless and monotonous straitjackets of Communism. British thinkers always have believed that some such development will supply the ultimate answer to the bastard socialist creed that Stalin and his gang created out of Marxism.

The struggle in Russia is no longer a fight for an ideology. It is a fight by unscrupulous political gangsters for perquisites and privileges. You may see exactly the same sort of thing going on in the Australian, British and American trade unions that have been dominated by Red gangsters.

This is written on October 7. For four days, the Warsaw police have been fighting against thousands of anti-Red Polish demonstrators. There is restlessness in Roumania, Lithuania, East Germany.

KRUSCHEV still quacks loudly from the Kremlin; but where are all the others, recently supplying his chorus?

Molotov, Shepilov and Malenkov are politically dead and buried in Siberia. Bulganin seems to have been put to bed in some distant hospital. Mikoyan the Armenian still hovers around—some say that the Army chiefs are keeping him handy, to supplant Kruschev.

For Kruschev's hold upon the Muscovite dictatorship is shaky. There now is no doubt that, in the turmoil which followed the denunciation of Stalin, the Army took charge. Three or four top generals are in command—it looks as if the real boss is Koniev.

Zhukov—Eisenhower's pal—probably is more prominent, and Kruschev appears to take instructions from him; but the ultimate power is in the hands of Generals Koniev, Sokolovsky and Antonov. Kruschev is their puppet.

Well-informed British commentators say that the Russian Army chiefs could not care less about Communism—all that matters to them is that Russia shall remain paramount and triumphant. Their main headache is in the east—but not beyond the Pacific (where Ike is not liked as much as he was a year ago). Russia's bogeyman is in China.

China has the world's biggest reservoir of people—600 millions. China is changing faster than any country on earth. Industrialisation is proceeding rapidly.

Imagine what might be done by a nation of 600 million people, equipped by factories on the European or American scale. Russia's bosses keep on imagining it—and they do not like what they think they see. They do not like to read frequent announcements by the Chinese leaders that China, and not Russia, is destined to lead the world into a new form of social organisation.

One Russian has said that, while they would prefer to fight America and "the capitalist world", they fear that it is their destiny to fight the Chinese. Or maybe the Germans.

Our cartoonist, Will Gill, is currently in hospital recovering from pneumonia. We expect that he will be back with us again next month.

THE EDITORS' MAILBAG

Memories of Queen "Emma"

In your issue of January, 1956, you give a splendid account of Mrs. Forsayth ("Queen Emma"). She was a fine type of woman with all the good characteristics of the well-born Samoan women. Some of her relatives are still alive in Apia—Jack Gascoigne's wife was a distant cousin.

When "Queen Emma" left Rabaul in 1912 she travelled to Sydney on the NDL SS *Prinz-Waldemar*. With her, were two very fashionable young ladies, supposedly her daughters. Emma had so much influence with the skipper that he re-arranged the after-part of the ship—almost all the poop-deck was screened off for them to discourage unwanted visitors.

In those days, Clunn & Sons were the NDL agents in Samarai, but this trip their outside man was Gorari. Mr. Leach asked me to do the stevedore work; and thus I managed to see the family, the "Queen" and the two girls.

I did some small job for them—I think it was mailing a letter—and they were most grateful. Emma did not look at all well, and she was sure she was making her last trip. The girls were full of the joy of life and although they had been abroad quite a lot, the pleasures of seeing Sydney again acted as a tonic.

I also knew her son, J. M. C. Forsayth—as BP & Co. was his agent in Sydney—and I met him there when I was in the merchandise department in Bridge Street. A particular friend of his was Mr. W. C. Foskett, who did all the Sydney buying for Forsayth, Kirchner and Co. (later JMCF).

After World War I, I had to visit Hamburg fairy often, and I made inquiries at the office of the DH & PG regarding the whereabouts of various German nationals who had left Samoa and New Guinea prior to the war.

One of the clerks who was on leave in Hamburg when war broke out, and who knew the Kolbe family very well, told me that the two of them had passed on at Monte Carlo as you have described; but few, if any, details reached Hamburg. Mr. H. R. Wahlen also visited their office from time to time and we met at the Alster Pavilion on the lake-front for morning coffee.

Those morning parties were most interesting. The Germans were certain that eventually, through the League of Nations, they would regain their pre-war possessions.

Anyway, the DH & PG, and other companies which knew Emma Coe Forsayth, all had the kindest memories of her, and were anxious to know what had happened to the family, and to J. M. C. Forsayth himself.

On one of my visits to Rabaul I tried hard to ascertain what had happened to the family, but to little avail. In Samoa, a number of folk claimed relationship with Emma, but my inquiries led nowhere.

I am, etc.,

TOAGUBA.

England, August, 1957.

Why They Called it "Sunlight"

A former South Seas merchant, now resident in Europe, refers to the article in the June "PIM" on Lord Leverhulme, founder of the world-wide Unilever:

Mr. W. H. Lever did not make that first £1,000 quite so easily as your article indicates.

"Willie" Lever, as he was known in Bolton, Lancs., lived in the Parish of a relation of mine. Although Willie was not of the English Church, the vicar and he were very friendly. Lever's relations, all in their own way, have been very successful. The Bolton *Evening News* is owned by one of them, known—or was then—as Lever Tillotson.

The "brother" (who provided half the title of Lever Bros.) died soon after "Sunlight" was marketed, and Mrs. "Willie" Lever was responsible for that now famous word. The story is that when Lever produced his first batch of soap (which, by the way, was made in the kitchen clothes-boiler), they were stumped for a name. They sat in that room cogitating, and had all sorts of ideas. Suddenly, a ray of bright sunshine came in at the window, and Mrs. Lever said, almost involuntarily, "Oh Willie, call it Sunlight"—and he did. The word caught on, and is now known all over the world.

Lord Leverhulme had one son, Hulme, he married close to my family. Their son is the present holder of the title. I met Hulme Lever and his wife once in New Guinea, when he was making a trip around the Pacific in the *Kulumbangra*. He went into the Post Office, and I heard him ask if he could "see some postage stamps." His wife said, "Hulme, ask the man for £1 worth of various stamps and don't be so foolish—he does not have time to bother showing you stamps."

Anyway, great tribute must be paid to the "old man." He did not, in those days, employ anyone but the men from his own country; and they proved themselves so able th they tied up the oils and fats of t English-speaking world. We all p tribute, in one form or another, the day when his wife said, "C Willie, call it Sunlight!"

The "NG" and "K" In Tongan

A recent letter from a forn resident of Tonga:

I note, in June *PIM* (page 3 that Prince Tu'gi has said that name should not be spelled Tugi, I Tungi. I can only say that he is modern. I knew his father very w and I still have letters from h all signed Tu'gi. Your comm about Tonga's postage stamps correct, except that the word is, was, spelled TO'GA.

Tu'gi's father was very annno when the spelling of Nu'ualofa v altered to Nukualofa. He hated letter "K" as much as he dislil the "N", and argued that the troduction of both spoiled the c rect pronunciation of the langua

But in those days, life in To'ga v not so modern, and Tu'gi was j a happy-go-lucky man who lived the same place as his ancestors, a did not want to go rushing arou A game of billiards at the Club, a some good reading matter, were idea of a happy life.

I have studied Polynesian dial quite a lot, and the introduction the "N" and "K" is fairly mod and the result of slovenly talk. Th is a word in Samoan, *Fatale*, wh

(Continued on page 163)

For Fiji's Biggest Fish



The Garvey Fishing Cup which has presented by the Governor for annual petition within the Fiji Group. It is fo and line fishing only, and will be fo largest fish taken by this method. (Shark matter what size, are not counted).

Photo: Fiji Public Relations

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W CALEDONIA
POLLS

he Most Important Election Ever

In what is described as New edonia's most important election ie first under the new "Loi re"—Deputy Lenormand's on Caledonian party captured of the 30 seats.

N imposing list of candidates faced the electors in the New Caledonian elections on Oc- r 6.
here are 123 candidates for 30 s and these candidates repre- no less than eight parties.
here were Republicans of sev- hues, Independents, a Country y, a Labour party and several ion" parties.
ew Caledonian politics re- ble, only more so, French metro- tan politics.
oting is by universal-suffrage there are 33,600 voters—about more men than women and more natives than Europeans.
he elections are the most im- ant ever to be held in the ntry as the new Assembly will mapping out an entirely new re for New Caledonia. The mbly will have 30 members a cabinet of six members pre- d over by the Governor or the ident of the assembly. The bers of the cabinet (Conseil Government) will be called min- s and each will have as his onsibility certain departments.

OWEVER in spite of the number of parties, the election campaign was very mild, with lly an unkind word exchanged een any of the contesting ies, an unusual thing in New donia where the last two elec- s resulted in libel cases before courts.
ie three principal parties were on Caledonian, backed by the ves mostly; Ex-Senator Lafleur's y represented only in Noumea ict, and the Republican Social- infant of the same party letropolitan France. This latter, esented in all districts, was led by Georges Chatenay, New donian born lawyer.
ie Republican Socialists and Lafleur's parties represented Business".
reat efforts had been made by Repub. Socialists, even to the nt of bringing out an organiser n France. But it was love's ur lost. When the shouting and fighting died it was found that Lenormand on the East and t coasts, and in two of the Loy- islands had swept all before . A massive native vote gave party 18 of the 30 seats.

The Repub. Socialists gained seven seats; Mr. Lafleur's party three seats; one seat went to the Trade Unionists and one seat to one of the several Country Parties.
The new assembly will have 17 European members and 13 natives.
Once again the New Caledonian native showed his appreciation of civic duties whereas his European brother was lax. Over 30 per cent. of those eligible to vote did so. Abstentions in the district of Noumea reached over 40 per cent.
Mr. Lenormand and his party have no easy row to hoe. However there are some able men in the new assembly and all are optimistic.

† Sir John Gutch, KCMG, High Commissioner of the Western Pacific, arrived in Sydney on October 16, from Britain (where he has been on leave) en route to Noumea. He will be the chief British representative at this month's sitting of the South Pacific Commission. Sir John will go on to his home in Honiara about October 26.

RONA BLACK BAN

The CSR Co.'s new motor-vessel "Rona" was still tied up in Sydney on October 15. (For background of dispute see Sept. PIM, p. 19.)
On Oct. 14, before the Arbitration Court, the company had a "bans" clause inserted in the award covering cooks. Bans clauses would then be sought covering stewards, shipwrights, etc.
A move will then be made to call for crew; if this is ignored, the unions will again be taken before the Court.
A spokesman for the company said that the black ban could be withdrawn anytime. On the other hand the battle between the company and the Australian Maritime unions could drag on for months.

Old South Pacific Friend Arrives As Col. Sec. Fiji

MR. P. D. MACDONALD, CMG, who has been appointed Colonial Secretary in Fiji in succession to Mr. A. R. Stoddart (retired), passed through Sydney (from London en route to Fiji) in mid-September, and has assumed duty in the Colony.
Mr. Macdonald is no stranger in the South Pacific. After completing his education at Cambridge, he went to the Gilbert and Ellice Islands as a cadet officer in 1932; and he served in various capacities in the territories of the High Commission for the Western Pacific until 1940, when he was Assistant Secretary of the Commission, and stationed in Suva. He then was Assistant Colonial Secretary in Trinidad for four years; served another term in Fiji as an administrative officer; and returned to the West Indies in 1949 as Colonial Secretary, Leeward Islands, where he acted on a number of occasions as Governor.
Mr. Macdonald was warmly greeted by many old friends on his arrival in Suva—among them, the Governor. Sir Ronald Garvey and Macdonald were closely associated in the services of the Western Pacific High Commission and the Fiji Government in the years between 1932 and 1942.



Mr. P. D. Macdonald, Fiji's new Colonial Secretary, with Mr. H. Davidson, Financial Secretary, and Mr. J. V. Lister, Assistant Colonial Secretary, shortly after his arrival at Nadi Airport.
Photo: Fiji Public Relations.

New Members Make Debut

P-NG LEGISLATIVE COUNCIL MEETING PRODUCES BOMBSHELLS AND LIGHTNING BOLTS

Papua-New Guinea's third post-war Legislative Council started off with a bang that is not likely to be forgotten in the Territory for a long time. All the colourful pomp and ceremony of the opening day on September 30—bands, honour-guards, inspections—turned sour within an hour, for the gowned and jacketed citizens in the public gallery.

From STUART INDER, in Port Moresby.

IT happened when Council President Donald Cleland just chanced to mention, in his opening address, that "one of the new tax fields to be introduced is a personal tax on all males over the age of 18 years, European and indigenous".

There was a shocked silence, followed by much mumbling and shaking of heads even in the Chamber itself.

This had hardly died away before the newly-elected member for the New Guinea Islands, Rabaul barrister Dudley Jones, began to make it quite clear, in his maiden speech, that he didn't like a lot of things about the Administration, and that this was as good a time as any to say so.

SPEAKING at a lickity-lick pace that was reminiscent of Don Barrett (the man whose seat he took), Jones said he particularly had no time for the Administration's drift towards government-by-legislation, and that henceforth he would throw in his lot with the member for Papua, E. A. James, in opposing it.

He objected, too, he said, to the Government's refusal to increase the number of elected members in the Legislative Council. The council should be almost half-and-half.

And he was vexed by the Government's refusal to decide on, and make public, a policy on the future of the New Guinea Trust Territory.

When Jones sat down, the gallery had hardly had time enough to nod their heads at each other, with pleased smiles, before the next new man, former DC Ian Downs, and now the elected member for New Guinea Mainland, used his maiden speech to be even more blunt—and before he had finished to unrepentantly admit that he was probably even being rude in parts.

"The greatest danger in this Territory," he shouted, in a voice that could be heard by the native police stationed out on Ela Beach Road, "is one created by the Government itself and exploited by the Minister—the intoxication of power!"

Power corrupted, he said, to the point where officials were hypersensitive to criticism, and thought of criticism as disloyalty. And those who dictated Administration policy were themselves out of touch with the country (they were not in that Chamber, he said).

Turning to the members as if he were speaking to them personally, Downs said, "You must learn restraint. You have all the power you need. You have too much power. But you don't practise restraint . . . power is very corruptive".

So far, the formal opening of the Territory's new Legislative Council was packing a kick that was unexpected. But it turned out to be only the beginning.

TREASURER REEVE'S BOMBSHELL

THE next day, when Treasurer Harold Reeve introduced his new Budget, the air became more explosive than anybody could remember.

The Territory would budget for internal revenue of £4,937,800 (which is a whopping 19 per cent., or £784,000 more than last year) and to get the extra, said Mr. Reeve to a silenced hall, it would be necessary to increase some levies "and to intrude into new fields of collection".

"I have no doubt that some of the measures which it is proposed to introduce will prove unpopular with a section of the community, and possibly give rise to sectional criticism," he said, in what turned out to be the understatement of the year.

There would be a Capitation (or Head) tax of £2 a head on all males over the age of 18, to begin from January 1, 1958. This would produce £150,000 for the first full year, and £100,000 for the rest of this year.

Liquor License fees would not now be adjusted to gain extra revenue, as had been planned, but there would be higher import and excise duties on liquor, to ga another £50,000.

Luxury items in the stores ("the purchase of which the Terr tory resident enjoys a more favou able position than his counterpa in Australia") would be hit wi higher duties, from 5 per cent. 10 per cent. The list would inclu cars, cameras, jewellery, tobac clothing, beverages and petrol (a gallon).

Duties on some building ma erials, however, would drop fr 15 per cent. to 5 per cent. to low the high cost of building.

ALL these new charges, and t lower ones, would bring in additional £260,000 a year, sa Mr. Reeve, with the gallery by n running their fingers around t insides of their collars, and mur bling.

But extra shocks followed close Export duties on rubber a cocoa would go up to bring in hoped-for increase in revenue £37,000. This would help offset t loss of revenue caused by a slu in the market for shell, with t Administration this year getti only about £25,000 instead of anticipated £60,000.

Port and harbour dues would up sharply, to bring in an a ditional £70,000.

Stamp duties on cheques and r ceipts would be increased from to 3d. Succession duties would up, too.

When Mr. Reeve finished outline, the Council adjourn without a word. At that stage th didn't seem much to say.

But as the elected members d cussed it among themselves, it w soon clear that they were in a mo to make one of the strongest tacks on the Administration e heard in the Legislative Council.

(Also in this issue: Bread-an Water Budget, p. 18; Labour Ord ance, p. 165; Notes from Pr Gallery, p. 167.)

Christmas Parties Coming Up

CHRISTMAS is right on us ag and parties for the fes season are already be arranged.

In Sydney, the New Gui Women's Club will hold two par as usual.

The children will have a pa at 77 King St., on the afternn of December 16, from 2 p.m. u 4 p.m. Children down from P— on that date will be welcom parents should send their na and their ages to the Secretary the club, C/o Feminist Club, King St., Sydney.

A cocktail party for adults be held, also at 77 King St., 6.30 p.m., on December 20.

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1958

Samoa Copra Crop To Unilever

accordance with the reports and recommendations of its representatives who attended the ora marketing talks in London June, Western Samoa has ided to sell its entire 1958 orts to Unilever interests.

The two representatives in ndon were the Secretary to the vernment, Mr. T. R. Smith, and Hon. Tualaulelei. They tabled ir reports during the last session the Assembly.

The price basis for copra shipped any month is to be the average nthly price for Philippine Fair rchantable copra during the vious month **plus** premiums of per ton for Hot Air Dried and - per ton for 1st grade Sun ed. Payment will be made ore arrival of copra in England, after presentation of the pping documents in London—i.e., ut 12 days after shipment.

Though the Board has investied other possibilities of disposal the copra, it came to the conion that the 1958 agreement h Unilever was the best contract ainable at present.

fter the negotiations had been ctically concluded, the Board eived advice that the USA cessing tax for imported copra n foreign countries had been lished and that therefore future nces for sale of copra to the A were better.

he Copra Board has appointed ssrs. C. Czarnikow & Co., of ndon, as its agents to safeguard Board's interests in London.

n arrangement has also been de to ensure adequate shipping lities to uplift Samoan copra at ular intervals. The Bank Ship- g Line, which carries Samoan ra at present, has declared its ingness to continue to transport noan copra and make regular s at Apia for that purpose.

COPRA BOARD v. PRIVATE TRADING

HEATED discussion took place at the recent session of the Legislative Assembly on an erim report by an Executive ncil Sub-Committee dealing h the proposal of the Hon. ioti that, starting next year, the ora Board should purchase all ra direct from the producer.

he report and the proposals tained in it and estimates given omitted of the expenditure for scheme, were severely criticised European members while noan members opposed the proed establishment of only 30 ra buying points in Upolu and aii and demanded the estabment of buying points in every village, which would augment the number to about 200.

An interesting point which was made clear during the debate by the Acting Financial Secretary, Mr. A. J. Neil, was that at the present time the commercial firms in Apia are actually paying to producers an appreciably higher price for their copra than the minimum price stipulated by the Copra Board.

The interim report estimates that some £200,000 will be required to finance the initial and running expenses of the scheme. The question of where this large amount can be obtained is left open in the report.

The Copra Stabilisation Fund of some £300,000 cannot be used for the purpose, as this money is the property of the copra growers and forms a reserve for emergencies, such as a drop in the copra price, difficulties in shipping or losses in transit.

The interim report was finally referred to the Government for consideration and the Sub-Committee was asked for further consideration and a final report.

---

† Mrs. D. Riechelmann, latterly manageress of the well-known "Beach House", Nukualofa, until it closed last May, has now left Tonga after many years there to settle in New Zealand. She was farewelled at many functions in Nukualofa, prior to departure.

Now We're Quits

BSIP MURDERER UNFIT TO PLEAD

A COURT in Honiara, BSIP, on October 9 declared a cook-boy who had been charged with the murder of a European, unfit to plead to the charge as he had insufficient intellect to follow proceedings. He will be kept in custody at Her Majesty's pleasure.

The cook-boy was a Rennelese, Ruel Tuata. His victim was a popular, 27-years-old Australian, Frederick Neil Gilliland, of the BSIP Treasury for the last two years and, before that, of the British Administration in the New Hebrides. He was attacked with a knife in his house on August 7 and died from wounds.

The verdict has caused a couple of raised eyebrows, and the case some speculation in view of the fact that Reginald Poole, who murdered a native boy in BSIP a couple of years ago, was committed to an institution for the criminally insane in the UK. (See *PIM*, Sept., p. 25.) Many BSIP residents thought he should have been hanged to show the law was not one sided.

In view of the circumstances, the discovery that Ruel Tuata is weak in intellect, is very fortunate.

DO YOU REMEMBER? From PIM of 20 Years ago ★

TEMPUS FUGIT . . . but the world seems to be mulling over the same old problems even 20 years on. Different people; same heartburnings. How much simpler life would have been if all races had been endowed with the Pacific Islanders' philosophy. Now, of course, we have infected them with the virus of wanting to do as well, and if possible better, than one's neighbours.

Some of the following items from our issue of October, 1937, show what bothered people in the Pacific at that time:

"Get busy—or get out" was the title of the editorial that month. It went on to say: "If Australia is not involved in international trouble over New Guinea before long she deserves to be . . . Australia sits on top of one of the world's richest and most desirable new territories and does little more than twiddle her thumbs . . . The holding of occupiable country nowadays can be justified only if that country is being occupied and developed for human needs".

What that editorial said then might have been original, but it isn't any more.

* * *

The Rabaul eruption—which had cost an estimated £40,000—had "knocked holes in NG's surplus". £40,000 doesn't sound much for a national disaster to-day when nothing costs less than a million.

* * *

In contrast to the nasty things we said about New Guinea we had much praise for Fiji which we said was the Pacific's richest territory. The Colony had budgeted for a deficit of £15,000 that year, but came up with a surplus of about £120,000—plus a new Rewa Bridge, new Government Offices under construction and a new Suva-Sigatoka road nearing completion. And, we said, new wharves were planned for Lautoka and Suva.

Well, they are still planned.

* * *

"Bigger Crops and Better Shipping" was what a headline said was needed by the Cook Islands fruit industry. As true then as it is to-day.

* * *

Captain Eric de Bischop and his companion had completed another leg of their voyage from Honolulu to France in a catamaran when they made a 61 days crossing of the Indian Ocean from Indonesia to Capetown. Captain de Bischop had been in the Pacific making scientific investigations into the origin of the Polynesians for a couple of years. He believed that they came from America and not Asia.

He must have changed his mind in the last 20 years. One of the things he wanted to prove in the drift voyage in the raft "Tahiti Nui" (December, 1956, to May, 1957, when the raft was wrecked within a few hundred miles of its goal) was that Polynesians could have drifted to South America and drifted back again.

Treasurer

Reeve's

"BACK-TO-BREAD AND WATER" BUDGET

From STUART INDER, in Port Moresby

NEWS comes in cycles, and even the Anderson and MacGregor case has got pushed into the background here in the last two days following announcement of the new tax and new tariff proposals on September 30.

The new prices for grog, cigarettes and cameras, the new duties on rubber and cocoa—and what looks like the possibility of Administrator Cleland's houseboy having to pay the same head tax as the Boss himself—are matters which, understandably, deserve strong expressions of views.

And they are getting them. The bars, offices and homes of Moresby (which feels that it is right in the thick of it since it's all happening up there in the Red Cross Hall) are being used to discuss nothing else at the moment. Perhaps tempers will cool, as they have a habit of doing in the Territory, but meanwhile you will find the changes at the end of this article.

THE announcement of Papua-New Guinea's new tariff and import duties brought a quick—and almost violent—reaction from the three elected members of the Legislative Council (Messrs. James, Downs and Dudley Jones).

They decided that the situation was serious enough for special tactics. So, instead of being spread all over the floor of the house, like grains of wheat among the Government chaff, they had their seats and tables rearranged to put them in line abreast, facing Administrator Cleland.

This enabled them to pass on advice to each other more easily, and they put the opportunity to good use—with Elder Statesman, E. A. James, clearly accepted as the leader.

At the same time it also showed the gallery visitors more clearly—and what a pity Territories Minister Hasluck was not among them!—what a lopsided show the Legislative Council is.

Those three centre seats provided all the action; and after Messrs. Reeve and Grahamslaw had their say on the first two days, they provided almost all the interest.

The first attack, by arrangement, was on the Tariff Bill, with James, Jones and Downs sniping at it in turn before, inevitably, it was passed. The two new boys handled their share of the work very capably, and the next three years should not be without colour—as well as commonsense.

The opposition's main point of argument was directed against Administrator Cleland's announcement that the increased revenue to be brought in by the new measures (19.4 per cent. over last year) was needed "to enable internal revenue to maintain a corresponding increase with the Commonwealth grant" (raised from £9.64 million to £11 million).

James, speaking with an ire unusual for him, said the contention was "completely illogical an economically unsound". If the decided to make the Commonwealt grant, say, £20-million next yea then, on that argument, ther would have to be a correspondin doubling of local revenue, whic was ridiculous.

The only pressing need for th new taxes was that the Minist had said they had to be got. S there had been a haphazar unscientific grabbing of revenu wherever the Treasurer could g it, without thought of the effect c such things as living costs.

James said he protested vigorous against any more taxes at all, unt an economic examination was mad of the Territory's present "financi muddle"—which is a thing he h pressed for years, with no effect.

Downs said that every penn

Miss Hibiscus Crowned at Fiji Festival

The teething troubles which confronted the Fiji Junior Chamber of Commerce when organising their first Hibiscus Festival in 1956 were absent in the smooth-running 1957 festivities.

It was a festival of music, sports, native dancing, art and gaiety, culminating in a gala procession of decorated floats, and the selection—from 35 attractive girls of all races—of the Hibiscus Queen of the year.

Suva assumed a carnival air for the occasion. Shops and stores arranged special window displays; many of the prominent buildings were decorated with palm fronds, hibiscus, coloured lights and bunting. Three thousand overseas visitors from the liner "Orsova" and a US destroyer squadron swelled Suva's crowds to an estimated 35,000 people.

Thousands of people lined Victoria Parade—one of Suva's main thoroughfares—to watch and admire the decorated floats as they passed through the city to Albert Park where Miss Hibiscus entrants were presented to the public.

At the Hibiscus Ball held at the Grand Pacific Hotel, the name of the 1957 Festival Queen was announced. It was demure, shy, 19 years-old Filimaina Koto, a Fijian student teacher. Her main prize will be two wonderful weeks in Honolulu, Hawaii, as guest of the Jaycees in that city. She will travel by Qantas.



Our photo (by PRO, Fiji) shows last year's Miss Hibiscus, Miss Liebling Hoeflich, plac the crown on Miss Filimaina Koto. Runner Miss Elizabeth Stokes is shown right.

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DECAPITATION TAX

THAT is what Territorians are calling the new £2 per head tax on P-NG males which will probably go down in history as the silliest tax of the year.

It is said that the Capitation Tax is undiscriminatory. But is it?

Probably there are 10,000 males other than natives who will pay it. The rest of the £130,000 per annum will be provided by 65,000 natives. If it is desired that natives should contribute something to consolidated revenue—and why not?—then why hitch into it 10,000 European males who are already burdened by indirect tax?

If on the other hand, it is to be considered just a general tax and not a sectional tax—why leave out those European women who earn good salaries in the Territory and are more capable of paying £2 per head than the natives?

Territorians are asking "why this vicious budget at this time?" They can choose either of two reasons:

(a) Sheer vindictiveness based on the view that "they didn't want income tax—so let's get at them some other way".

(b) Some extraordinary formula hatched out by the financial experts who guide the Commonwealth Government.

Territorians can only hope that the Australian grant to P-NG does not increase again next year—as these increases now apparently mean more taxes so that P-NG can keep up its end of the burden—a snowballing arrangement that can do nobody good.

ned on the "foolish increases" uld be lost by the effect of reased prices.

ones said the Government ght be hoist on its own petard y quickly, if it tried to continue h this illogical system. If the ritory became an unattractive ce to live, work and invest in, n the Commonwealth could pour £100-million a year and still not gress. There was likely to be listressing and vicious circle of ng living costs and rising wages keep pace with them, as in Aus-lia.

ones made a point that was not when he said that many of the ff increases which were claimed be only 5 per cent., were not er cent. at all. "Some things t were 5 per cent. have been ed 5 per cent. to 10 per cent., that to my mind is a 100 per t increase!" he exclaimed.

ven one of the nominated native nbers, John Vuia, complained t the Bill would be a hardship is people because of the increase living costs it would bring.

he gallery decided that the ate on the Tariff Bill was one the most vigorous held in the ncil. One man expressed surprise t the Government members n't taken more notice of it—

(Continued on page 149)

MR. & MRS. SMYTH FAREWELLED

Helped Make History of Modern Samoa

AT the Apia Club a largely attended social function took place on September 26 to farewell a well known and highly respected identity, Mr. A. G. Smyth, who with Mrs. Smyth, will be leaving shortly for Australia after 39 years' residence in W. Samoa.

Here he, with Mrs. Smyth, has played an outstanding roll in the business, political, social and sporting life of the Territory.

Mr. and Mrs. Smyth are particularly remembered for their work during the disastrous influenza epidemic of 1918-19 and for the interest they have taken in Apia Hospital. Mr. Smyth is a past-president of the Apia Club, a former member of the Legislative Council, and at various times president of the Chamber of Commerce, the Apia Turf Club and other organisations.

During the Mau risings in the 20's, Mr. Smyth was deported from Samoa for his political views by the then New Zealand Government and on the day of his return from exile, a clash between New Zealand Police and a Samoan procession in Mr. Smyth's honour, resulted in High Chief Lealofi Tamasese and a number of Samoans, being killed by machine gun fire. This was "Black Sunday", during Chirstmas 1928.

Eloquent tributes were paid to Mr. and Mrs. Smyth by various speakers at the social.

Mr. and Mrs. Smyth have been in indifferent health for some time past. They are leaving for Australia to live with their daughter and son-in-law, Mr. and Mrs. Chisholm. Mr. Chisholm recently retired from his position as Manager of Morris, Hedstrom Ltd's, Apia branch.

BSIP Has New Chairman For Copra Board

MR. E. J. THOMSETT, a planter, has been appointed Chairman of the British Solomon Islands Protectorate Copra Board, in place of Mr. A. M. Wilkie, who went to the United Kingdom on leave in September.

Mr. Thomsett is the first non-official Chairman of the Board.

He represented BSIP at the copra marketing talks held in London in June.

Famous Golfers in Suva . . .



Two well-known professional golfers entertained an estimated 300-400 golf enthusiasts at Suva recently by playing an exhibition match on the Suva course. They were world champion Peter Thompson and David Thomas. Two of Fiji's top ranking golfers acted as caddies for the distinguished visitors. Photo shows: Ted Allman, David Thomas, Reg Woodman (president of the Fiji Golf Club), Peter Thompson, and John Falvey.

—Fiji P.R.O. photo.

Will it Remain as Trans-Pacific Stop?

NEW £3 MILLION AIRPORT AT NADI

IF the new jet airliners, which will begin to fly the Pacific in June, 1959, are to make use of Nadi, in Fiji, as a fuelling-station, the runways now in use at that international airport will have to be re-built and lengthened. They now are not strong enough, and too short for trans-ocean jet airliners.

They are likely to be too narrow also, as jet planes act like vacuum cleaners, and it is necessary to have wide, clean airstrips.

If this work, estimated to cost about £3 million sterling, is to be completed in time, a start must be made with it about April, 1958.

To consider this matter, the South Pacific Air Transport Council (SPATC), representing Australia, Britain, New Zealand, Canada, Fiji and Western Pacific High Commission, will meet in New Zealand next month. The SPATC countries (which will share the cost) have set up an Airport Group of experts to submit recommendations to the Council in NZ in November.

It is reported that the new airport will need a new instrument runway of 8,500 feet, and another (and smaller) runway of 7,500 feet.

Upon SPATC's decision—which is almost certain to be in favour of constructing the new airport—depends the decision of the air companies whether to use Nadi, or some other airport.

When this development was first discussed, some months ago, it was suggested that the trans-Pacific air route might be rearranged, so as to reduce the three fuelling stops (Honolulu, Canton Island and Nadi) to two; and that Canton Is. or Nadi might be the one eliminated.

Airlines Meet and Talk about Hotels

CAPITAL on a large scale to build hotels was Fiji's basic tourist problem agreed representatives of South Pacific airlines who met unofficially in Suva in early October.

Lines represented included Tasman Airways, TAI, Hawaiian Airlines, P. G. Taylor, Ltd., Ansett Airways and Fiji Airways.

CAN'T PLEASE ALL THE PEOPLE ALL THE TIME

OUR plane service from Australia and New Zealand has, since mid-September, been operating on Saturdays, instead of Sundays as in the past (writes our Norfolk Is. correspondent).

This alteration pleases a number of church goers as well as the airport staff.

But it doesn't please the Seventh Day Adventists who, of course, have their sabbath on Saturday. They are moving to have plane-day moved into the middle of the week.

Business people who have to collect their Australian mail at the airport at 8 a.m. and have it answered by the time the plane gets back from New Zealand at 4 p.m. welcome any sort of change from Sunday.

70,000 Tons NG Shipping To Be Salvaged

ABOUT 180 Japanese will arrive in New Guinea soon to start the demolition of 35 sunken wartime wrecks totalling 70,000 tons.

This has been announced by veteran Australian diver, Mr. J. Johnstone, who represents the Anglo-Pacific Trading Company, of Melbourne.

Matsukura Salvage Company, of Japan, will work on leases held by the Melbourne firm.

Johnstone said the Japanese would start work on 10 wrecks at Kavieng, New Ireland. They would raise one ship, the 6,500 ton *Tenryu Maru*, intact. Ships would also be salvaged at Manus, Wewak, Hansa Bay, Aitape, Madang, Lae, the Louisiade Islands and at other centres.

Johnstone recently completed a personal survey of wrecks.

'Tim' Carver Retires From CSR Co.

THE face pictured below—which has seen more than 60 summers, but does not look like it—has been well known in Fiji for 37 years. However, its familiar place in the Colony now will be empty —for Mr. A. G. T. Carver, Fiji Inspector for the Colonial Sugar Refining Company, and one of the Co.'s Senior General Executive Officers, retired on September 30, after 40 years' service.

Practically everyone in Fiji knows and likes "Tim" Carver—a grim and tough executive, but a staunch friend and a charming host. He was sent from Sydney to Rarawai in 1920; was a field staff man at Rarawai and Lautoka until 1 when he became Field Superint dent at Lautoka; then he went the Rarawai Mill (Ba) as F Superintendent; and two ye later he become Manager of Penang Mill.



In 1944, after 24 full years Fiji, Mr. Carver returned to Syd as Assistant Field Inspector; a three years later, he followed E. R. Day as Chief Fiji Inspec Although now nominally a resic of Sydney, he was for another years a very frequent and welcome visitor in Fiji.

"Tim" was only a youth when joined the CSR Co. service in J 1915; and he had been there three months when he heard call to World War I. He bec an artilleryman, and took part some of the major engagement Egypt and in France; he had b promoted to commissioned r when the war ended.

He was as popular at No O'Connell Street as he was in and Lautoka and Suva; and retirement did not pass unnoti There was a formal presentation September 27, made by Dr. R. Harman (General Manager); then "Tim" was led off to a se of staff functions from which p reporters were sternly excluded

SUCCEEDED BY MR. H. C NICHOLLS

Mr. Carver has been succe in the Chief Fiji Inspectorate Mr. H. G. Nicholls, who has b in CSR Co. service since 1923. Nicholls left Sydney for Fiji October 10.

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W. Samoa at Crossroads

HE CHOICE: RETROGRESSION OR HARD WORK AND MORE PRODUCTION

Solution to Western Samoa's current financial difficulties was put plainly in the Financial and Banking Survey Report which was tabled at the September meeting of the West Samoan Legislative Assembly. In a sentence it was: Produce more to cover cost of the increased social services you now expect or return to a more primitive style of native economy. The Assembly, as Assemblies usually do in such cases, referred the matter to a Select Committee and then went home.

THAT the Territory's financial position was unsound has been apparent for some years, and has been of concern to public in Samoa.

However, the seriousness of it was brought home until the recent to over the missing £126,000 ch the Government had counted n getting from Reparation tes—or the Western Samoa t Estates Corporation, as it is called. (See *PIM* for August September).

hy the government expected amount must be attributed to ful-thinking or to habit. The ster for Territories has made ear that:

He could not see from the ncial statements regarding Re- tion Estates submitted to him, the Samoan Government l expect a grant of £126,000 1957 from the Estates profits. amount would not have been able even if the New Zealand rnment had retained control e Estates and not handed them to the Trust Estates Corpora-

hough New Zealand has not hed upon Samoa the vast that Australia has given to Guinea, for years NZ has been ering the Samoan economy by rous grants. These apparently, been accepted as part of ue by the Samoan Govern- —and when one of these gifts t forthcoming the whole finan- structure is thrown out of ce.

s perhaps unfair to say at this stage that the Samoan am- for political autonomy far ns the Territory's ability to or it. But it is apparent that ne at the top in Samoa d be taking lessons in facts nance, such as contained in d truism that you cannot take out of a pint pot than what ut in to it.

the report of the financial team puts it, in a more manly manner:

eel that the most important thing for ders of the people of Western Samoa to decide is where the Territory is heading—what are they aiming to achieve.

Is it to be a progressive, industrious country, desirous of, and anxious for, socially satisfying and modern standards of living, or is it to become a place in the Pacific retaining its age-old customs and traditions, isolated from the upsetting influences of the changing world?

There is a body of opinion that tends to sanction economic change in Western Samoa only if it occurs as an evolutionary process, but it cannot be appreciated too soon that desire for maintenance of a communal subsistence economy is in conflict with community ambitions for progressive health and educational services and for satisfying opportunities for new generations of educated and ambitious Samoans.

The survey team consisted of three men (Messrs. I. D. Lythgoe, V. D. Stace, and G. M. S. Webster); and they visited Samoa in May. Their report ran into 41 pages.

After the £126,000 bombshell hit the Government, drastic pruning of current year expenditure was undertaken. But worse is in store for 1958, when Mr. A. J. Neil, acting Financial Secretary of the Territory, calculates that expenditure will have to be reduced from £1,048,000 to about £800.000.

In recent years Samoans have demanded more and more roads, schools, health services and social services. Capital expenditure, maintenance and staffing of all projects connected therewith have now made such demands upon the annual budget that it is impossible to pay for them out of current revenue.

There are two alternatives: to prune back services; or to produce and earn more.

If it is to be the latter course, Samoa will have to increase exports of cocoa, copra and fruit; and if possible introduce secondary industries.

The first means working harder but should be comparatively easy. The introduction of secondary industries is, under existing Samoan laws, somewhat more difficult.

Samoa does not want or like foreign companies and so far has not tolerated them. *PIM* readers may remember the attempt of a year or so ago when a NZ ice-cream company planned to set up in business in Apia. This plan was defeated and it was said at the time that if it had been permitted it would have taken the living away from local ice-cream makers.

The introduction of secondary industries must then be through local companies with local capital, or local dummies for overseas capital. Few secondary industries of any note have evolved in Samoa.

Samoa apparently does not want a tourist industry either—a comparatively painless way of raising revenue.

As the report said, Samoa has to choose very soon where it wants to go; and how much it is prepared to pay for the pleasure.

BY THE PEOPLE, FOR THE PEOPLE

The pruning knife has been used on salaries for the legislature also—but even so, the new enlarged Assembly and its appendages will cost the Samoan taxpayer about £15,000 per annum. (The election is in November).

The elected MLA'S (41 Samoans and five Europeans) are to get £120 per annum plus allowances (at present, salary is £200); elected members of Executive Council are to get £600 plus £200 allowance; Speaker £500 plus £120 allowance; and Assistant Speaker £350 plus £100. Payments are in Samoan currency, of course, which is equal to Stg.

In its present state of financial unbalance, a paid legislature, or one of the size proposed, seems something the Territory could best do without. None of the other important Pacific territories have representatives in such proportions — 48 MLA'S for 100,000 of population; nor are they paid.

† Scout Leader Ben Ellis of Manihiki, Cook Islands, who recently represented Cook Islands Scouts at a jamboree in England, was one of the 50 world scouts selected to form a Guard of Honour to Her Majesty the Queen when she visited the jamboree. Scheduled to leave England for home on October 15, Scout Ellis has lately visited Scotland and France.

† Interesting and unusual visitors to Apia port recently were the luxury schooner *Te Vega* under the Liberian flag which until recently ran a service between Honolulu and Papeete; and the Japanese whale-chaser, *Fumi Maru*, of 600 tons, which put into Apia for fuel.

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TERRITORIES TALK-TALK

By Tolala

ty Bob a Head

here's certainly no discrimina- to be shown in the proposed y bob a head-tax on adult es in PN-G.

he estimated 75,000 contribu- to the coffers appears con- ative, but no doubt this number increase as will, probably, also forty bob ante. It's the very end of the wedge and the Tax- rs' Association can be happy it is not a great deal thicker en at its start.

e last time "direct" taxation on peans was launched in P-NG back in the early twenties, the government started a ness Tax on all males earning than £400 a year.

at was the minimum salary for arried government official in days.

t the tax didn't last.

was found, after a couple of s, that is cost more to collect ax than the amount received. would be interesting to know how much of the £150,000, ated to come from the new is clear profit. It would be even interesting to know just how much of a cut the so-heavy Territorial Public Service takes out of the £11M present from Australia, which is passed on to the Territory ostensibly for the purpose of native welfare,

One reason why there has never been a squawk from Australian taxpayers is probably because it would be considered not cricket to begrudge monies earmarked for the under-privileged primitives!

The mushroom-growth of Public Servants has already caused a bit of a flutter in Canberra.

A *Financial Review* columnist, touring P-NG, lets go in these words anent this self-same top-heaviness: "There had been a colossal mushroom growth of the Public Service in the last few years; the growth was too much in paper-immersed bureaucracy. If the growth took the form of practical field men there would be little complaint."

It's the chair-borne bureaucrats who cause the criticism and raise the hackles on the folk trying to develop the country. Its the field officers themselves who are made to squirm and sizzle under the barrage of inter-office communications; prying and probing into the expenditure of pennies, whilst pounds-worth of Progress has to be held up to answer dictatorial screeds from a too-eager clerical staff.

Happy Travellers



: Mr. R. G. Ormsby, Magistrate of g, New Guinea, who left Lae on Sep- 25 on board "Malaita" for a five- holiday in Australia. Mr. Ormsby, who ent the last three years in Madang, has n the Territory over 20 years.

T: Mr. Wilfred Robinson, brother of the "Sepik Robbie", who also sailed on ta". He comes from Doncaster, York- is in love with the Territory and can nderstand his brother's attachment. He or a three-months stay and stayed seven , and hopes to come back again. Mr. n will stay with his daughter in Aus-

Give the Field Staff a Go

It seems to me that the field staff are being checked up on to the nth degree, while the chair-borne members of the Service have an open go, judging from reports on the Service and remarks from the Auditor-General.

A misdemeanour by a member of field-force staff is usually against a sacrosanct indigene; but a misappropriation, or juggling with accounts, is merely an offence against the Australian tax-payer.

Is one to be prosecuted while the other condoned?

It is a wonder that the Assistant Administrator, who is a known supporter of staff personnel, does not hop into the breach and do something about this; for he is, after all, an anti-bureaucrat and he has consolidated his position sufficiently now.

Dr. John Gunther appears to be making a good impression in his new job. I have heard eulogistic remarks about him.

(Over)

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37 Varieties

For its age and size P-NG must be the sectiest country in the world.

Sydney columnist, Jim Macdougall mentions the recent licensing by the Administration of the 37th new religious sect to operate missionary services. "That's a lot of religion even for the wuzzy fuzzy wuzzies," he says.

It *is* a lot. In fact many people think there are too many warring factions reaching out for the souls of the indigenes; just as there are too many public servants complicating the system of government. And this numerical strength does not tend towards that Peace which is supposed to be the foundation of the Christian faith.

From one area comes a complaint that Jehovah Witnesses had superseded another mission previously established. An entire village had dropped its old sect for the Witnesses who, the report stated, had told the villagers "that a war would come soon, and if they did not join the Jehovah Witnesses they would die with everyone else; but if they joined, they would be saved."

A report in *The Rabaul Times* states that some planters in New Britain claim mission interference with native labour arrangements is undermining discipline and work routine. The mission is alleged to be attempting to enforce the observance of religious days amongst plantation labourers.

Another report from Rabaul deals with the concern of Dept. of Territories Secretary Lambert over mission encouragement for natives to form their own cocoa fermentaries in opposition to government—sponsored fermentaries by local village councils. It would appear that this is a continuance of the old strife between the missions and the Administration over village councils.

(Tolala evidently bases his last paragraph on reports appearing in P-NG local newspapers. It was denied at the October meeting of Legco that Secretary Lambert had in any way implicated "the missions" in the fermentary trouble. The reason for the proposed breakaway was given by native MLC John Vuia at the same Legco meeting.—Editor, PIM.)

Happy to Meet

This old Macquarie town in which I live—Campbelltown—must have some subtle attraction for ex-New Guineaites.

I was admiring the gold-leaf lettering on the plate-glass windows of the new Wales Bank building when a well-groomed business executive type emerged, a sheaf of papers in his hand and glancing at him, his features rang a bell in my memory's belfry.

I passed the time of day (as one does in rural towns) and he replied, I then discovered that he was Leo Bailie, the new bank manager, who was in the Rabaul branch back in 1937 and then we spoke of his erstwhile colleagues: Manager Bowditch, Ken Diamond. "I still have an old eruption copy of *The Rabaul Times*, he said.

A few days before I had met Jim Rudge, who is down on long leave from his medical duties and we spoke of Sohano and of medical patrols in and around Bougainville.

He has got himself a nice new home here and recently gave P-NG some good publicity when he put on a filming of NG scenes in aid of a Kiddies' Christmas Tree fund.

And then the other day I had a flying visit from world-traveller A. H. Cresswell, down from Rabaul for a few days and on his way to call on Harry Erskine out Camden

Other NGites hereabouts are Millar, whose husband is now veyor-General at Darwin. used to be up around Wewak ago.) Then there are Lew Fro and his wife. He was entomol for years in TNG and now a man as Agricultural Show s tary of both Campbelltown Camden societies.

And the local newspaper is o by Syd Richardson, who use be on the old *Morobe News* old-time miner-editor Bretag. there are others.



Two world-travelling bug-hunters, Dr. Munroe and Mr. G. P. Holland of the Can Department of Agriculture, are currently ing P-NG for a period of about four m Their mission is to collect insects of c groups to be added to the Canadian Na Collection.

Mr. Holland is studying fleas and prin those associated with native mammals su 'possums, cus cus, wild rats and e (spiney ant-eater), and is particularly an to get on the track of some live ec So far he hasn't been successful.

Dr. Munro is collecting one group of moths (which he collects at night usin ultra violet light trap. Take: Sometim gallon and a half of moths during a nigh

The two men expect to visit a numb different parts of the Territory. They already spent several weeks in the Moresby area and are now off up t Sarawaket Mountains, north of Lae. Afte they will probably go to the Highland Sepik district. Dr. Munroe is on sc with his moths, but Mr. Holland is findin going more difficult owing to the scarc native mammals. They hope to do when they get away from the more ci centres, and can interest natives in br the live mammals to them.

At the end of November Mr. Hollan return to Canada with the collections Dr. Munroe will go on to the Pacific S Conference at Bangkok, and thence to L for several months to study at the Museum before returning to Canada.

Mr. Holland is head of the Insect Syste and Biological Control Unit of the Ento Division of the Canadian Department of culture, and Dr. Munro is Principal mologist with the same outfit.

They Say They Are Natives

Just how nomenclature cons can some of these long-h dwellers in ivory towers get?

Some time ago it was sugg

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a theorist that the word "native" applied to P-NGites was distasteful, and should not be used when referring to them. Since then several letters have appeared in the local Moresby paper from (presumably) P-NG indigenes endorsing the use of the word as applied themselves.

And quite rightly, too. It's rather weird idea of a controlling government to thrust upon a somewhat incredible world the idea that there are no natives in an island the size New Guinea.

allowed Ashes

One of the most touching and, at the same time, appropriate ceremonies ever carried out in TNG and there have been a number) was the scattering of the ashes of the Territory's late Chief Justice (Sir Beaumont Phillips) on the slopes of the Mount Mother at Rabaul.

It was at the foot of the mountain that, as "Montie" Phillips, he lived in his artistically furnished bungalow during the pre-war years when he gave such good service to the Territory.

In the shade of Kombiu he made many a just decision following argument in the Central Court; here he had collected together rare specimens of native handicraft and priceless souvenirs from all parts of the world. With his well-trained staff of Buka house servants, he dispensed hospitality in his own inimitable manner.

A special feature at his delightful intimate dinners was the personally-painted place cards and, invariably, an appropriate gift for each guest. "Montie" was a wonderful host.

And now on the mountain surrounding his old Rabaul home, and close to Refuge Gully, which he established when he was Rabaul's Chief Warden awaiting the possible attack from enemy forces, his mortal ashes have been spread.

The ceremony should always act as a reminder to the generations to come of a very gallant gentleman, whose spirit remains in New Guinea.

There have been two other outstanding NG personalities whose ashes have returned to the Territory: Those of Queen Emma, brought from Monte Carlo and interred at Kokopo and later removed to an unknown destination; and those of Cecil Levien—the man who made his dreams of the Morobe goldfields come true—which were scattered from a plane over the Bulolo Valley and inspired Ion Idriess' book title "Gold Dust and Nuggets."

Two years ago the ashes of a widow of the almost-forgotten submarine AE 1 crew, which disappeared in 1914 off Rabaul, were dropped over the sea near Manus.

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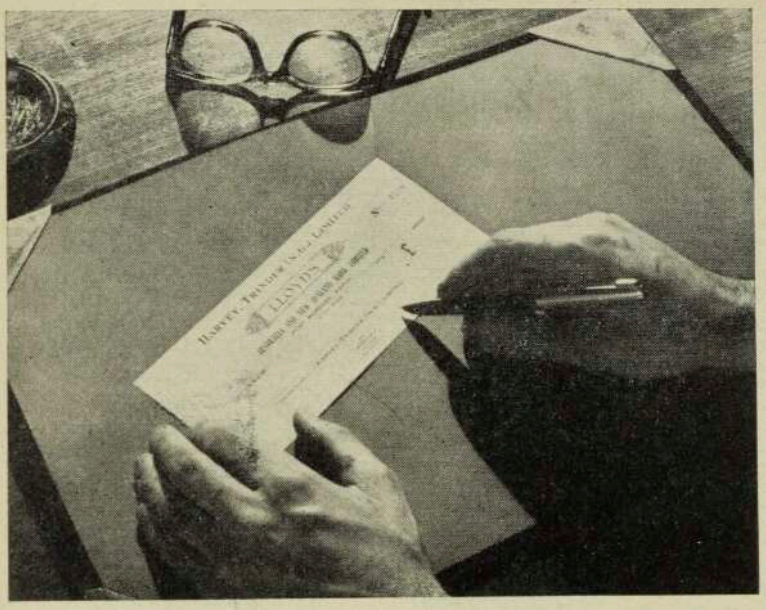
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Port Moresby Brides

It seems that August—or any other mont is just as favoured as June with Port More brides.



Mr. and Mrs. J. Barret who were ma at the LMS Church on August 30. Bride Miss N. Bartlett.



Mr. and Mrs. Gilman (bride was Mis Brosman) who were married at the R Catholic Church on August 31.



Mr. S. Rybarz and Miss B. Wayne who married at Taurama Chapel on August 3
Photos: Papuan P

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ERCOMING THE
TTLENECK

ore Hotel Plans for Suva

NEW move to produce another hotel to overcome the Suva hotel bottleneck has been made the Ragg chain, Northern Hotels l., although it has also been ted that the South Seas Hotel y never eventuate.

ver since the Club and Donald Hotels disappeared after hurricane and earthquake a years ago there has been talk, little action, about the best hod of overcoming the accom-dation problem in Suva.

ack of good hotels is hampering tourist industry which could elop rapidly.

he history of the attempts to uild on the Club Hotel site at corner of Victoria Parade and don Street, has been told many es in *PIM*, but the gaunt grey crete structure that was to have n the South Seas Hotel remains ground floor level where the ders left it four years ago.

Morris Hedstrom, Ltd., which s the relic, has called for ders to complete the building ore passing the lease over to thern Hotels. However, Morris lstrom has been coy about king a public statement on the ure of the building.

igh building costs have several es already turned the big firm y from resuming building opera-s.

he Ragg chain has secured a ditional certificate to operate Club as a bar, when the work ts again, and while waiting for prospecticve licensee, Mr. Max ell, marks time running the chcomber Hotel, at Deuba.

erhaps the Ragg chain has be-e impatient at continual delays; any event, an additional hotel Suva will not go amiss.

orthern Hotels has now taken first step in what will bably be a long march to have ther hotel built. It will be t a mile from the centre of a — on Waimanu Rd. near pital.

he Suva City Council has ted an application by the pany to have an area in manu Road rezoned as "light mercial" instead of residential.

arrister John Falvey told the ncil that Northern Hotels ned to build a 20-bedroom hotel the site, at a cost of £50,000. s to be known as the Hotel au.

lot remains to be done, how-, before tourists can move in.

he City Council has to advertise decision to rezone the area, and it possible objections.

then has to pass these, if any, to the Town Planning Board, its recommendation.

Assuming all rezoning hurdles are overcome, Northern Hotels then have to see about getting a licence for the hotel. First step is to apply for a conditional certificate recommending the issue of a publican's licence.

Northern Hotels Ltd. has already advertised that it will seek a conditional certificate. This will be dealt with on November 27.

At this and subsequent hearings another type of objection can be made—against the granting of a licence.

Finally the Governor-in-Council can "veto" the whole idea, provided objectors can show good and sufficient reason why he should.

Twenty bedrooms may not seem many, but in Suva 20 bedrooms are 20 bedrooms, and any step to overcome the existing situation is deserving of support.

Overseas organisations have been sounded out to invest money in the hotel industry in the Colony, and investigations have invariably shown that the return on the outlay at present is insufficient to warrant coming into the field. There have been numerous local proposals also, but none of them have produced one more hotel room to date.

Mr. Falvey told the Council that he would not be revealing any secrets if he said it was possible that the building on the Club Hotel site might never be completed as an hotel.

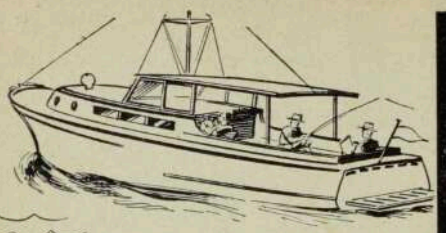
Whether the building went ahead depended on the cost.

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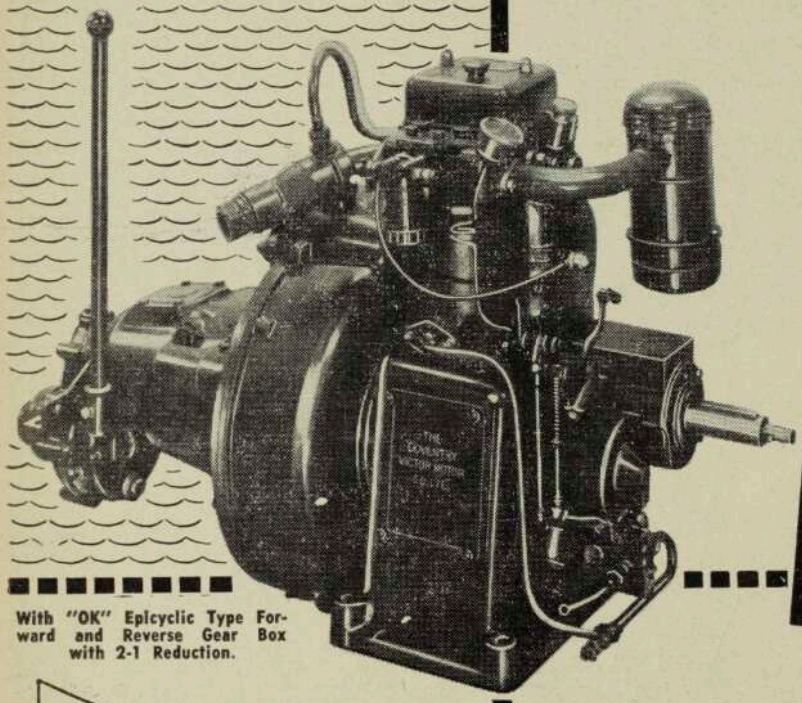


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)RETTY girls in beautiful frocks; a wee Scots lassie in swirling kilts; talented artists; and ungsters and adults who knew all e answers, contributed towards e success of Caroline's 5th Annual ashion Parade and Monster Quiz ow which was held at the RSL ub, Lae, NG, on September 13 aid the Scouts' Building Fund. Mr. Arthur Strachan and his wife, ded by a handful of Scouts, ganised and conducted the Quiz ow and parade which netted arly £170.

Over 36 frocks from leading thern manufacturers were dis-ayed in professional manner by al girls, Priscilla Howes, Ann ockden, Judy Sara, Joan Pitt-ay, Barbara Davies and Sheila brecht.

The Quiz Show, with £100 in zes for general knowledge and elling, revealed some knowledge-le Territorians.

The spelling questions were tough, t schoolteacher, Mr. Maurie hite, who obtained lusty support m the junior cheer-leaders, lked in an easy winner for the) prize. Dr. Tony Tonakie won the second prize of £10.

Such questions as "What is a Bunting?" and "Who beat Lewis Hoad in the Davis Cup Challenge Round of 1954?" stumped the general knowledge teams, but they came up with the answers to such questions as "Which of Shake-speare's plays was the character 'Malvolio' in?"

The quiz was won by Mr. Frank Gibson and Mr. John Adler.

The junior part of the general knowledge quiz put the youngsters on their mettle, and a few questions got past them. One boy, John Colwell, answering with machine-like precision the three part question "What is P-NG Day commemorated for?"

"What is an Isthmus?", and "Who is the Prime Minister of India?" were answered without hesitation by winner of the quiz, master Graham Vinning.

More than 400 people attended the parade, and were entertained in the interval between the parade and the quiz show with clever Scottish dancing by little Suzanne Clark; and vocal items by Father Gregory, Win Cowell, Dennis Kearney, Norm Collis and Jean Graham.

Messrs. Martin Munro and Paul Hyman, who tied for second place in the quiz contest, and Dr. Tonaki who received second prize in the spelling, redonated their prizes.

ıe Hut on Ava's Island . . .



Miss Janet Lloyd of the Nadi office of the Fiji Visitors' Bureau shows Mr. George Turner, utive director of the Pacific Area Travel Association, a giant clam shell brought ashore the reef adjoining Ava Ava Island of the "Win an Island Contest". (PIM Aug, p. 82). At right of group is Mr. Bob Howlett of Fiji Visitors' Bureau, and Fijians who were engaged he construction of a hut on the island. The contest has attracted entries from all over world, and is being sponsored by PATA.
(The name of the island used to be Yawalo or Yawale; or something. We understand that e is no truth in the rumour that the P-NG Administration is thinking of changing Samarai's e to Bing-Bing—after you-know-who.)

Photo: Fiji Public Relations Office.

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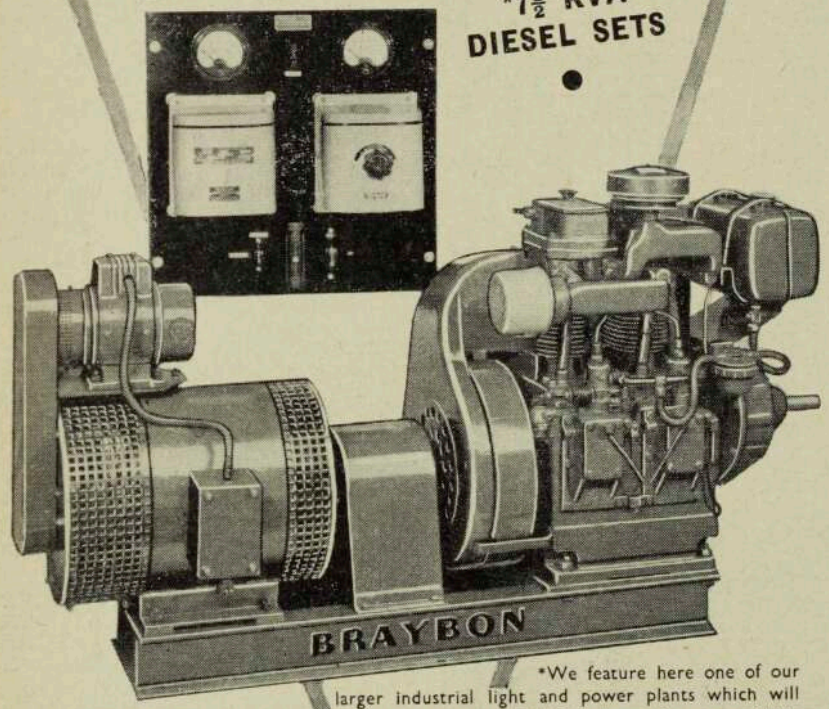
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TIMBER REVIVES KADAVU IMPORTANCE

THE brief glory that was Kadav in the early 1870's may revived and surpassed now t the Kadavu Timber Company is operation on this very fertile isla of the Fiji Group.

It is expected that the operati of the newly-formed timber co pany (which has originated fr the old Fiji Kauri Timber Co. Nadarivatu) will have a f reaching influence not only u the native people living on island, but also upon the gen trade of the Colony.

When the Governor, Sir Ron Garvey, on September 21, pulle lever which set the saws biting a large dakua salusalu log it not sufficient merely to visualis as increasing the production local lumber, and thus reducing amount of timber imported incidentally, contributing to a m favourable trade balance.

The new mill will also contri in various ways to increased tr activity. The present logging r is to continue right across island and from it branch ro will push inland through the b area. This roading system make it possible to concent bananas and other produce central shipping points avoiding long sea haul around the islan

With the development of ban production now proceeding rap at Kadavu it was proposed that Zealand banana ships should at the old port of Galoa to picl bananas, but after his visit to new mill, the Governor consi that Naikorokoro Bay, where mill is situated, would be a be central shipping centre.

Burns Philp Ltd. will have t vessels calling regularly Naikorokoro to take away tim This will give the island a reg shipping centre in distinct con to the previous irregular ser provided by cutters.

The fertile soil and equ climate of Kadavu is very suit for growing vegetables but ship costs and the uncertainty of s ping has always discour attempts to develop the shipp of produce from Kadavu to S

Copra shipments will also facilitated.

Mr. Smith is manager secretary of the Company. came from Nadarivatu, togg with the mill manager, Mr. Bak and the head bushman, G. Peckham.

The Kadavu Timber Compa a joint enterprise of the Fiji I Timber Co., the Fiji owners oc

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mber which is to be cut at adavu, and the employees who ave come from Nadarivatu. All ree groups are represented on the oard of Directors, the Fijians by nominee of the Native Land Trust oard.

The Fiji Kauri Timber Co. of adarivatu has given assurance that hen the other two groups are able take full control of the enterprise ey will withdraw and will sell eir shares to their co-partners.

Also with New Zealand vessels alling at Kadavu, it opens up the ossibility of a produce trade with ew Zealand with tomatoes and ther vegetables during the ominion's winter months.

The kauri and other trees on the land are said by the Managing irector of the Company, Mr. W. Goodsir, to be larger by about ne-quarter than the timber cut at ne old mill at Nadarivatu.

It is also possible that with mber so readily available a small oat-building industry might be set p. Already the mill has become ne centre for boat repair work. anana cases can also be turned ut at the mill for banana ship-ents.

Most of the credit for the new nterprise goes to the Managing irector, Mr. W. E. Goodsir who, nce 1924, has been associated with ne Fiji Kauri Timber Co. at adarivatu, from which the new ompany has developed.

Mr. M. H. Wilks, Chairman of irectors of the Kadavu Timber Co. so held a similar position with ne old Company. The other rectors are Sir Hugh Ragg, Mr. . O. Garnett (representing the ative Land Trust Board) and Mr. alter Smith.

Kadavu is the Fiji island first ghted on the shipping route tween New Zealand or Australia nd Fiji. It is large, high and rtile and when the first regular ipping connection between Aus-alia and the United States was tablished in 1874, Galoa arbour was a port of call for ovisioning, and for trans-ship-ent of goods to New Zealand. owever, within a few years it was ing by-passed first in favour of vuka and then Suva.

The Chief Justice of Tonga, Mr. stice Bont Hunter, who spent his cent leave in his home town (Syd-y), returned to Tonga in Sep-mber. He will be a member of the ji Appeal Court, which is due to ld a sitting in Fiji in October or vember.

Amongst new arrivals at Apia, estern Samoa, was the new irector of Broadcasting, Mr. ampbell Turner with family. His fe is a daughter of the well-own Apia hotel owner, Mrs. Aggie rey.

$2,000,000 *for Hotel in Pago Pago*

ON a business visit to Auckland in October, Mr. Peter E. Reed, a leading American Samoa businessman, told the press that work was to commence in November on a 100-room, two million dollar tourist hotel in Pago Pago. He was reported as saying that it was being built by Samoa Area Airways.

Just three years ago there was a fanfare from Pago Pago heralding the construction of a 7-storey, 216-room, two million dollar hotel to be built by Samoan Airlines Limited and a Texas firm, which was also making available a further three million dollars for other enterprises in American Samoa. Samoan Airlines and the hotel, never developed beyond the visiting card and letter-head stage.

So far as we know, the new company, Samoa Area Airways, is not yet operating any air services.

A good financial return from a two million dollar investment in Pago Pago may seem a little difficult but all interested in tourism in the South Pacific will certainly wish the project well, if indeed it has arrived.

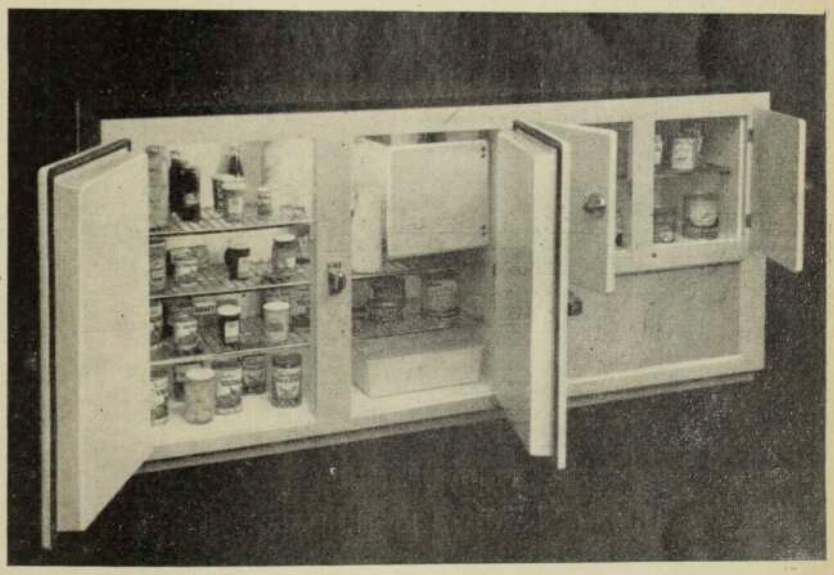
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† A group of RNZAF technical experts visited Nukualofa in September to inspect flying-boat mooring buoys.

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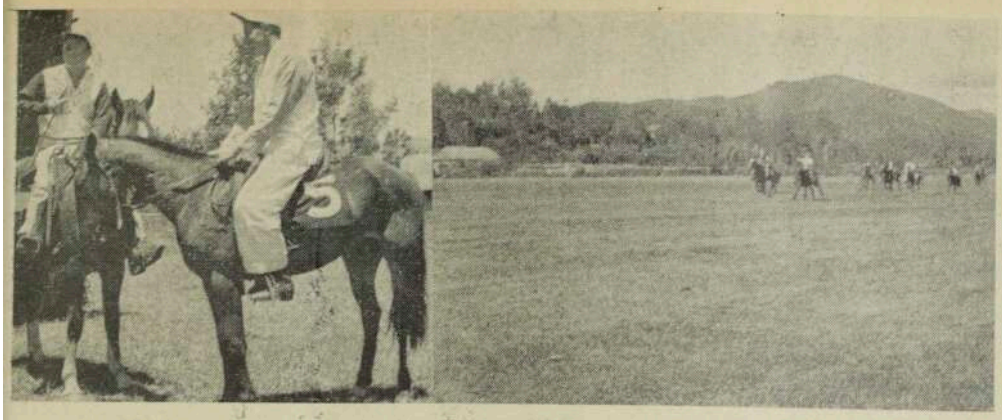
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Photos: At extreme left, Mr. Bevin Murphy on Radish; and well-known Territory pilot L. Crowley on Miss Apps, before the start of a race.

At left, a bunched field heads down the straight in the Madang Handicap.

Foot of page: Mrs. M. Foley and Mrs. L. Brady look cool and smart. Extreme right, one of the local residents looks even cooler.

It Was Just for the Day, But—

KAINANTU PUT ON ITS BIGGEST SHOW FOR ITS FIRST RACE MEETING

Stock horses became racehorses; punters became horse-owners; and a well-known Territory pilot became a jockey just for the day, on September 8 at Kainantu, New Guinea, when a committee consisting of "most of Kainantu" staged the first race meeting since World War II on the New Guinea mainland — and the first ever in the Highlands.

ME of the 300 people who attended started arriving by air and road on Saturday 7th, and r inspecting the town—which sists of about eight families—ried off to the "auction" of ses. The 30 horses which had walked-in 23-miles from the rernment livestock station at Arona, and from the Atkinson cattle ranch at Gusap, were housed in specially-built kunai stalls. The bidding was spirited and up to £30 a head was paid at the auction which raised £252/10/- for the fund.

But the unusual is accepted in New Guinea and the race meeting held there was taken as a matter of course. The airstrip which was closed to flying from 10.30 a.m. to 3 p.m. became the course. All buildings were erected and demolished within a few days and the "punters" were mostly flown from the "beach" to 5,000 feet, the elevation of the "race course"; or travelled by road anything up to 80 miles in four wheel drive vehicles.

Kainantu, second township of the New Guinea Highlands (see *PIM*, August), added to its already established reputation for co-operative effort. This was the town's way of making a worthwhile contribution to the Gray-Smith



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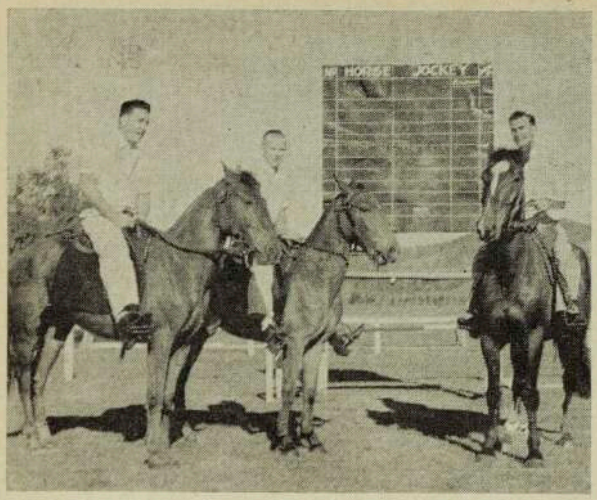
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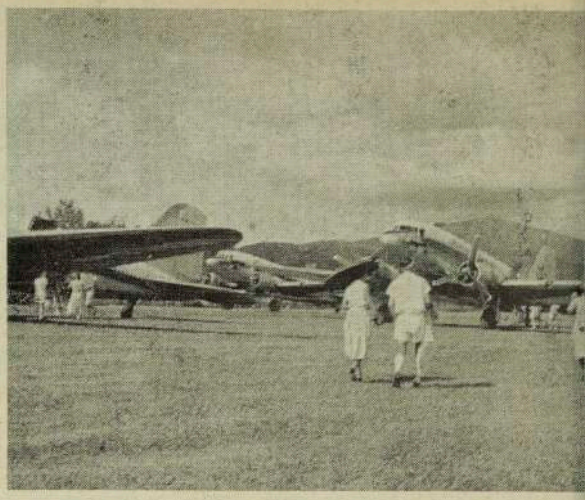
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At left: After early morning gallop—B. Murphy, of Lae; C. Cressy and C. Petrie, also of Lae. Right: Park your plane here! Som of the aircraft which did bus-duty for the day.

appeal, an appeal launched to assist the widows of the two victims of the air crash which occurred in the Kainantu Sub-District some months ago. District population is only 120 Europeans—half of whom would be children or missionaries—who have no interest in racing—therefore the £400 raised was no mean effort.

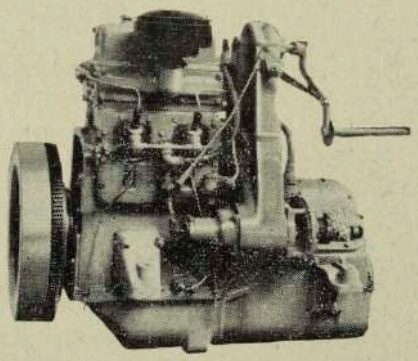
The handful of enthusiasts, within a matter of days, erected 30 horse stalls, a grandstand for the ladies, a totalisator, semaphore board, luncheon booth, refreshment booth, saddling paddock, judges box with starting signal, as well as winning post and running rail. Seats were commandeered from the local movie theatre and these were placed about the lawn under beach umbrellas.

Proceedings opened with t "auction" of horses during t Saturday afternoon, and t enthusiasm of the visitors was so displayed with up to £30 be paid for a "horse for a day". I Peter Zuccollo paid £17 "Peanuts" his own horse, while I Sid Staines, from Gusap, paid for two of his mares.

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leaned out, floor polished and the building decorated for the Race Ball; a large barbecue built for the supper of steaks, and a whole roasted sheep; a round house serving as bar completed arrangements for the Saturday night.

About 150 people attended this function which continued until 5 a.m.

Sunday 8th, saw the already swollen populace increased with the arrival of two more Mandated Airlines Ltd. DC3's from Lae and one from Goroka, making an attendance at the races of well over 600, plus, of course, some thousands of wondering natives.

Racing took place on the side of the airstrip, commencing at 11 a.m. with the Wau Welter, a three furlong race for stock boys, three of whom parted company with their mounts during the event with no ill effects other than to their supporters on the tote.

The entire programme of seven events went off on time with fields ranging from seven up to eleven starters. The concluding and principal event, the President's Cup over four furlongs, went to Miss Pat Constable's aptly named "Highland Lassie" ridden by Sid Staines, who as an old "pro" came in first on four mounts during the day, with Steve Baxter, of Arona, and Col Petrie, of Mumeng, taking out one each.

With the conclusion of the last race just before 3 p.m. the waiting aircraft were wheeled onto the strip in front of the grandstand and the Air Lift Race Meeting was over.

By Monday afternoon the area was clean of buildings. As a Southern visitor said, he'd never seen a race course built in three days and demolished in one!

The hardworking committee was headed by local coffee planter, Mr. Les Brady, an old race club executive, with Kainantu ADO "Big" Mick Foley as assistant and Chairman of Stewards; old Wauite, Mr. Austie Ireland and Mr. Dick Winter, of Goroka, were the other stewards.

Mrs. Flora Stewart, Mr. Aub Schindler and any available aircraft captain (an assurance of sobriety!) were judges. Captains Deegan, Campbell, Glassey, Horlock (all of MAL) and Lawrie Crowley (of Crowley Airways) took turns as judges. Mr. Col Fraser took the times.

Mr. Sam Marshall conducted the refreshment booth and Mr. Jan Booy was in charge of catering arrangements.

Local miner, Mr. Bill Bloomfield and Mr. Darcy Williams, from Goroka, did an excellent job as starters. Mr. Harry Bitmead as Secretary, and all the other officials worked splendidly to assure the success of the meeting.

District Commissioner Harry West gave good support as Patron.

Other than the sewing of jockey's colours and saddle cloths, the ladies were not called upon to do other than grace the ballroom floor and the lawn.

The monetary support from business houses in Lae was very generous as was that of private contributors from Messrs. Ted Ubank (Kainantu miner since 1930), Jim Leahy, Bob Bunting, John Hohnen, Sid Staines, and Fred Mayos who donated first prizes. Mrs. Flora Stewart very generously added £10 to the President's Cup and three guineas to each of the other races.

Mr. Ian Downs made his first public utterance since being elected to the Legislative Council as representative of the Mainland when he complimented Kainantu on its fine effort.

Mr. Harold Hindwood, MAL chief, and energetic Lae representative of the Race Committee, summed up the visitors' enjoyment of the day by stating that he could fill his four DC3's from the coast any time Kainantu cared to stage another meeting.

---

† The £10,000,000 hydro-electric project at Yate River, New Caledonia, claimed its first victim in September when a Tahitian worker fell some 20 feet, and was killed instantly. He was from Rairoa (Tuamoitu), aged 40, and married.

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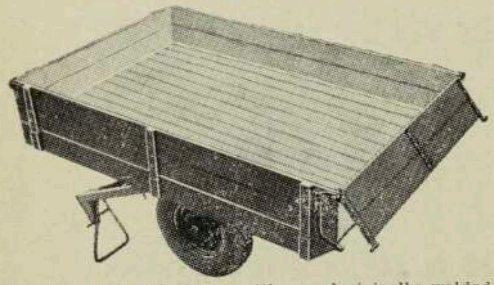
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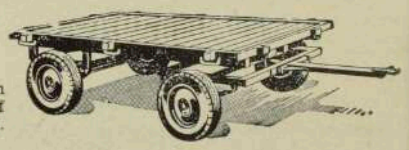
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Some Liveliness in the Condominium

WHO SHOULD GET RIGHTS TO THE MANGANESE?

The war for rights over supposedly rich manganese deposits in the northern part of Efate Island, in the New Hebrides, has ended in favour of "the big fellows".

THE Condominium authority has allotted the area to the Makatea Company (Compagnie des Phosphates d'Oceanie), which is well known in the Eastern Pacific as the organisation which mines the phosphates on Makatea, in French Oceania.

It is reported that, in order to exploit these manganese deposits, the Makatea Company is building a wharf and roads, and purchasing bulldozers, Euclid trucks and similar equipment.

A New Hebrides Company, originally the Jubilee Syndicate, made a strong bid to get these mining rights.

The Syndicate consisted of Messrs. G. Frouin, Chevalier of the Legion of Honour, French, who has been a planter on Efate since 1901; André Houdie, French, a planter of Efate, born in New Hebrides; Jean Perronnet, French, planter, of Efate, also born in New Hebrides; G. Seagoe, British, planter, of Efate, born in New Hebrides; George Hill, British, planter, of Efate, who served as an official in New Hebrides for 25 years.

After the concession had been given to the Makatea Company, the Jubilee Syndicate submitted, in August, through Messrs. Frouin and Hill, a formal protest to the Foreign Ministers of France and Britain, asking that the decision of the British and French High Commissioners in New Hebrides be reviewed in the light of facts submitted, and especially directing attention to the way in which the rights of the native landowners had been ignored.

The Syndicate's formal communication to the Ministers makes a series of claims, of which the following is a summary:

THE members of the Syndicate had known, for many years, of the existence of valuable ore in North Efate, on land belonging to the natives; but, because there were in existence no mining laws to cover mining activities, they were not until recently able to induce investors to become interested in the recovery of this mineral.

Neither of the two Anglo-French Conventions of October 20, 1906, and August 6, 1914, made any provision for mining rights.

There was an exchange of diplomatic notes on December 16 and 26, 1922, which appeared to establish an understanding, or agreement, that the provisions of the Protocol which applied to property rights in land should apply also to minerals which might be found on or under the surface of that land.

This was not regarded as sufficient to establish a legal title to minerals; but nothing apparently was done until very recent times, when various mining concerns began to display a lively interest in the New Hebrides manganese deposits.

It is evident that some pressure was brought to bear upon the administration, with the result that the Condominium Government issued Joint Regulation No. 2, of February 5, 1957, dealing with mining; and providing that "every deposit . . is held to be and has always been

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the joint property of the Resident Commissioners."

Having thus established their absolute authority in relation to mineral deposits, the Resident Commissioners granted the rights over the Efate manganese ore to the Makatea Company.

THE Jubilee Syndicate says that it considered the February regulations to be contrary to the provision of the Protocol, which was completed by the exchange of Notes in 1922; but, having no reason to suppose that its proposals to exploit the deposits would be refused, it accepted the 1957 Regulations and went ahead with its plans.

It was then that the promoters associated themselves with the native owners of the lands on which the deposits are found; and so they formed the Jubilee Company, the members of which were 6 Europeans and 44 native chiefs and tribesmen.

The Jubilee Company obtained from an "important" New Caledonian mining company an assurance of technical and financial assistance; and then submitted an application, on March 14, 1957, for the authority needed to proceed with mining.

On April 11, 1957, the Resident Commissioners gave the mining rights to another concern (presumably the Makatea Company); and the Jubilee Company's application was refused in a letter dated August 7, 1957.

Say Messrs Frouin and Hill:

"This decision appears to us to be absolutely unjust and inopportune. The Resident Commissioners seem to have been guided solely by the motive of favouring companies of great importance, capable of investing immediately considerable sums in prospecting the Archipelago."

They point out that the RC's, April 11, 1957, thus shared out t Archipelago among nine Compani "capable of disposing of importa capital"; while nothing was done give opportunities to private i dividuals, or to modest compan like the Jubilee.

The writers challenge vigorou

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The Fun Might Be Over

If these developments lead to the establishment of a big mining industry in New Hebrides, it may mean that the haphazard, happy-go-lucky days of the NH Condominium are over.

The "Pandemonium" has achieved what was once regarded as impossibe—it has remained in existence for more than half a century. When it was brought into existence in 1906-7, few expected it to last a decade.

It owes its long life to the political confusions following two World Wars, and to the refusal of Australia — which obviously should add the Solomons and the New Hebrides to the Islands Territories under its protection— to have anything to do with the Condominium.

e soundness and fairness of this stem; and make a special plea on alf of the native landowners and e local-born sons of Europeans.

The writers ask the Ministers to (a) whether the native landners have or have not any rights the minerals which lie in their d and (b) whether the Regulans of February, 1957, are legal, view of the Notes exchanged in cember, 1922.

other statements, representatives of the Jubilee Company allege that Condominium Dist Agents have been making repentations to the native landners, urging them to co-operate h the Makatea Company.

t appears that the natives, alerted doubt by non-Makatea people o argue that the natives have an erent right to the minerals in ir land, are in some cases reing to co-operate with the new ders of the mining rights.

t is reported that Mr. Roy bbay, of Pentecost, is a victim the new Regulations. He was imssed by the mineral prospects on ntecost; did a great deal of preinary work, and even succeeded getting certain Broken Hill people erested.

But after the new Regulations were mulgated, strange prospectors ived in Pentecost, and went ectly to the area and the deposits ich Mr. Gubbay regarded as his.

There is some strong feeling in Condominium over these things.

The Resident Commissioners argue nd experience in Fiji and elsere supports them—that manese ore cannot be profitably handled except in bulk and on a big scale—and that, in turn, calls for abundant capital and technical resources.

But critics of the RC's say that a fundamental mistake has been made in ignoring local interests—and especially the apparently fundamental rights of the native landowners.

† Judges Smith and O'Malley flew to Aitutaki from Auckland in September to hear argument there by claimants to Te-Au-O-Tu Islet, Manuae Is., at a sitting of the Cook Is., Appellate Court. The claim is of long standing and closely linked with the history of the island.

SAMOAN PRODUCE NOTES

FOR several weeks the London cocoa market has remained firm at £260 per ton for first grade Samoan, and £250 for second grade f.o.b. Apia.

The present crop is a fairly good one and picking is coming to an end soon.

Banana shipments have shown improvement in quantity, if not in quality, and the last shipments have been approximately 16,000 to 17,000 cases per steamer. This improvement is expected to continue and the space available in island steamers can be fully taken up.

Copra received in Apia sheds from outside districts is reported to show a distinct improvement of late.

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LYING WALRUS
N RAROTONGA

Only Mystery Is Mr. Tomarchin

By Gordon Russell

THIS is what Mr. Crusoe Tomarchin's story looked like from Rarotonga, Cook Island: Early September, intriguing inkings from an unknown source filted through of a lone castaway on enderson Island, an uninhabited land that lies 100 miles north of tcairn.

Baying excitedly, the world's newsunds moved in; soon the Pitcairnarotonga radio link was runng hot, and someone on Pitcairn oked set for a handsome offer on clusive rights for genine Robinson usoe material.

But the bits and pieces were hard extract and piece together; the ne castaway had been sighted and reported by the *Corinthic*; later the *Pioneer Isle* had carried two surfboats from Pitcairn to Henderson to transport him to Pitcairn; Tomarchin was his name, an American.

He had landed there from the ketch *Flying Walrus;* as man Friday he had a chimpanzee; he would not take passage on the *Poineer Isle* because they would not carry his monkey.

Pitcairn's information was obscure, conflicting, dilatory. He had been there since July, or was it August?

The *Flying Walrus* had promised to pick him up in four days; or had it?

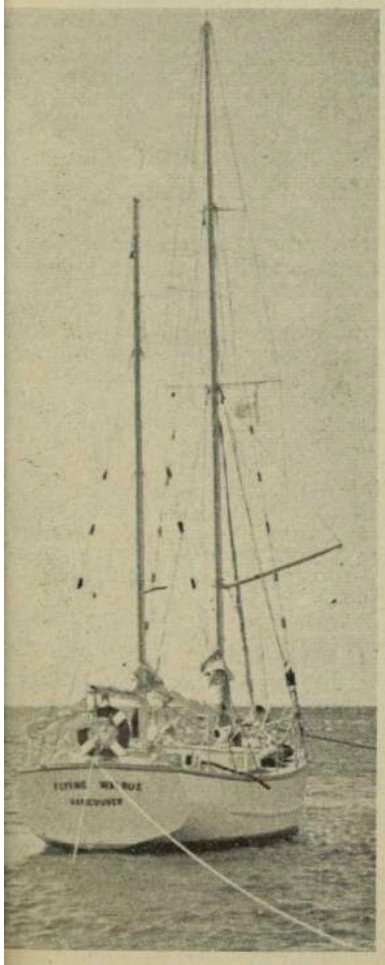
Days went by and the rumours grew. The man had been marooned; there had been foul play; where was the *Flying Walrus*, not reported since. August?

There was really nothing to bite on; the press switched to more tangible scoops, and there were no "exclusive rights" for Pitcairn.

On September 19, the *Flying Walrus* showed up at Rarotonga and no one was more surprised to learn of all this hullabaloo than the owner, John Wells, and his wife, Diane.

There was no mystery, they said. Tomarchin had approached them in Tahiti and made a handsome offer to convey him and his chimpanzee to Henderson. He had been there before and took ample stores to see him through until the Pitcainers called, which he knew they did every three months or so.

Departing Papeete July 18, the *Flying Walrus* made a brief call at Mangareva, landed Tomarchin on Henderson, moved on to Pitcairn, reported movements there, and returned to Mangareva, where they



"Flying Walrus" at anchor, Rarotonga.

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Owner John Wells.
Photo: Fiji Public Relations Office.

had spent three weeks before going on to Rarotonga.

Tomarchin?

Quite a pleasant person, well-to-do, and seemingly quite normal.

And why Henderson?

Maybe he wanted solitude to train his chimpanzee.

Was it worth training?

Oh, yes! Very intelligent. Only 7 months old and it could walk erect and eat and drink with the best table manners.

Tomarchin, according to the Wells', had spent some time in animal laboratories and chosen this youngster by reason of its parents' high IQ. He was training it for television.

Maybe this was just a publicity stunt to get a contract?

Maybe it was.

Publicity is the last thing that the Wells' want. These young people, schoolteachers both, are on a long-term honeymoon in *Flying Walrus*, a roomy, well-equipped, ex-Canadian tuna trawler, fitted out by themselves, and very handsomely. New Zealand bound, they may settle there.

Robert Tomarchin is now at Pitcairn, plans unknown. Time will tell whether the chimpanzee will manage its affairs better than its owner. If its IQ is pushed far enough, one can imagine the day coming when it will say, "Look, Tomarchin—let me organise *you* for television."

Every lonely atoll story seems to have a Hollywood twist these days.

The Seven Days Drool is Over

ENTERTAINING, unusual and exciting events are happening all the time in the Pacific, but they don't make news. Only once in a while do we have the spectacle of a Pacific rabbit escaping from the hat—with the press pack in full cry. Then, why that particular incident should be singled out for front-page treatment can be counted amongst the imponderables.

But city newspapers are not alone in manufacturing sensationalism. Islands beach-talk can produce a pretty fair line of it.

In the latest sensation—the ape and Mr. Tomarchin—Suva contributed a couple of spicy ingredients to the boiling pot—an alleged tie-up to the *Joyita*; and the "mysterious mast—just like the one the *Flying Walrus* could have had." (It subsequently turned out that the mast had been there about 20 years)

The coconut-radio in Tahiti worked overtime.

- *Tomarchin had been found on a raft 100 miles from Pitcairn and "Flying Walrus" had foundered.*
- *Tomarchin had been put ashore on Henderson at the point of a gun, and abandoned.*
- *The "authorities" were just waiting for "Flying Walrus" to put in somewhere, and her owner would be arrested.*

By now, of course, Mr. Tomarchin and his chimpanzee who capered over the front pages of Australian newspapers for a whole week, have been consigned to their niche in history.

Presumably, the Fiji Government which has the oversight of Henderson, Pitcairn, etc., and could bare its teeth at Tomarchin, is prepared to forget the incident if he removes himself and his monkey on the next ship travelling east.

Who gave Tomarchin permission to land on Henderson anyway? Or permission to take a monkey to Pitcairn?

Anyone who has tried to take a healthy, Australian cat or dog into one of the Pacific territories must be wondering why apes are different. But maybe the ape was travelling on a passport.



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FUTURE UNCERTAIN

NG Europeans Take The Cash in Hand

A COUPLE of New Britain plantation-owners, with their roots deep in pre-War New Guinea, were talking in Lae early in August to a Sydney man making inquiries on behalf of a manufacturer of refrigeration machinery.

"Yes," said one of the planters. "We'd all like to have little freezers, and most of us could afford them. But what's the use of spending the money on that kind of permanent improvement?

"Look at the men who are selling out—" and he named one or two who have sold to the Chinese, and one or two who, reputedly, are on the point of selling. "Most of them have given the best part of their lives to this country, and they'd like to retain their interests here.

"But they've had it. These yapping people from India and Guatemala and Timbuctoo keep coming through and making statements on behalf of the United Nations, and speaking as if they are the new owners of the country, Mr. Hasluck makes policy statements which show that he is in favour of the same thing—a New Guinea that will be run presently by these natives and a bunch of internationalists.

"Mr. Hasluck is so concerned about the welfare of the New Guinea Chinese that he bends the 'White Australia Policy' over backwards in order to give them the security of Australian citizenship. What about some security for the European settlers, and for the mixed-race people who have got no other home?

"What security have we got? Why should we put any more effort and money into the country when every statement by Mr. Hasluck and his UNO friends shows that we are on the way out?

"No, mister! If you or anyone else want to sell capital goods in New Guinea, you first should get the Australian Government to give us, and our children, some reasonable security . . . Meanwhile, the Rabaul Chinese are waiting there with hundreds of thousands of pounds in cash, ready to buy."

Those may not be the exact words of my planter friends, but they exactly express their sentiments.—RWR.

† A Fiji Medical Department spokesman said in late September that the public had been slow in its response to the opportunity to be inoculated against polio. Vaccine then in the Colony could not be used after mid-October.

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The "Sugar Daddy"
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AUSTRALIA'S GRANTS TO ISLANDS TERRITORIES

Although Australia refuses to accept responsibilities in the South Pacific Islands, outside the huge Islands Territory of Papua and New Guinea, Australia's expenditure on matters connected with the Islands reaches a remarkable total—at least £11,500,000 per annum.

AUSTRALIA'S Budget and Estimates for the financial year 1957-58 were published on September 3. The amount ear-marked for Papua and New Guinea—a free and practically unconditional gift—was £11,000,000, which was nearly millions greater than the £9,135,000 granted in 1956-57. But that was not the end of it.

Australia provided £33,080 for Norfolk Island, compared with £7,079 last year. Australia gets nothing worth mentioning from NI return—the profits on the trade with the few hundred people who live there are negligible.

The Cocos (Keeling) Islands, in the Indian Ocean, which Australia took over in 1955 from Singapore, now cost the Australian taxpayers 15,000 per annum (£77,005 last year), of which £11,600 is salaries. That little group was settled in 1823 by a couple of Englishmen (Clare and Clunies Ross) and now is a small community of mixed European, negro, Indian, Siamese and Chinese races; and it provides the Qantas Australian-African service with a fuelling-place. But it is difficult to see what advantage Australia gets from ownership.

Also over in the Indian Ocean is Christmas Island—mostly a vast cap of phosphatic rock—and Australia has just taken this over from Britain, and this year plans to spend, jointly with NZ, £335,000 on the development there of phosphate workings, similar to those at Nauru.

Last year, Australia and NZ jointly spent £1,500,000 on Christmas and preliminaries. However, the Commonwealth presumably will get nothing substantial out of this the shape of fertilisers, to replace the now dwindling resources Nauru and Ocean Island.

AN examination of these Estimates reveals a number of interesting items.

For example, £75,800 is provided Australia's share of the cost of South Pacific Commission, with headquarters at Noumea. As Australia pays 60 per cent. of the cost this 6-nations set-up, it can be seen that the SPC now is costing approximately £126,300 per annum.

It is not easy to enumerate the benefits that Australia derives from that £75,800.

Australia this year plans to spend £14,500 on a "pearl shell survey". Last year, £17,964 was spent under this head. Again, benefits difficult to see.

Every year, Australia provides about £40,000 per annum for "New Guinea civilian war pensions, Education benefits and medical treatment"—the cost last year was £39,367. This is a heritage of the Jap invasion of New Guinea, 1942-45.

There is £1,000 provided for P-NG and NI for "payments" under "war service homes". No explanation.

The fools and the wise men who borrow money at interest die, sooner or later; but the consequences of their folly, or wisdom, continue, in the shape of loans. Papua and New Guinea have had such loans in the past, and Australia now finds £8,270 per annum (£8,324 last year) to cover interest and sinking fund.



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One wonders why P-NG, with all its wealth and resources, should not pay this sum, instead of Australia.

This year, Australia has provided £30,400 for the Sydney School of Pacific Administration, where selected men are trained for the P-NG services. It cost £27,709 last year.

This year, under the heading of "electricity undertakings, Papua and New Guinea—transfer of stores and vehicles from Dept. of Works", no less than £140,000 is provided. Last year, Australia gave P-NG £100,581 for "Rabaul harbour and road works."

Australia, this year, will pay £17,000 for the maintenance of lighthouses in the P-NG area—last year, it was £28,037. In addition, it is spending £7,000 on new lighthouse equipment, and £29,000 on new buildings within the Territory.

None of the foregoing are included in the £11 million grant.

PATIENCE and some genius are needed to trace Australia's Pacific Territories expenditure through Departments other than that of Territories.

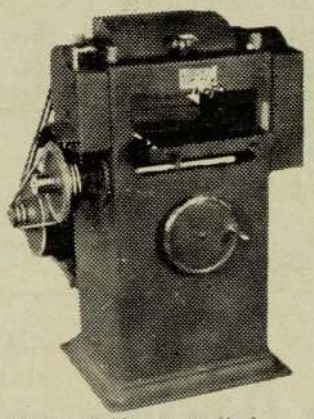
For example, large sums are spent in P-NG by the Department of Civil Aviation; but they are not shown separately.

But the sum spent by Commonwealth Department of Works in P-NG is shown separately—£181,610 last year, and £181,254 proposed this year. It appears that Works maintain in P-NG 1 Director, 1 Assistant Director, 67 engineers and architects, 6 administrative officers, 2 accountants, 35 clerks and 20 typists, machinists and storeman—132 altogether.

The maintenance of the Department of Territories in Canberra costs £229,300 this year—but that must not be blamed altogether on the Islands—the Department looks after Northern Territory as well.

In 1957-8, Australia will give away £5,850,000 on "International Development and Relief," including £5,045,000 on the Colombo Plan.

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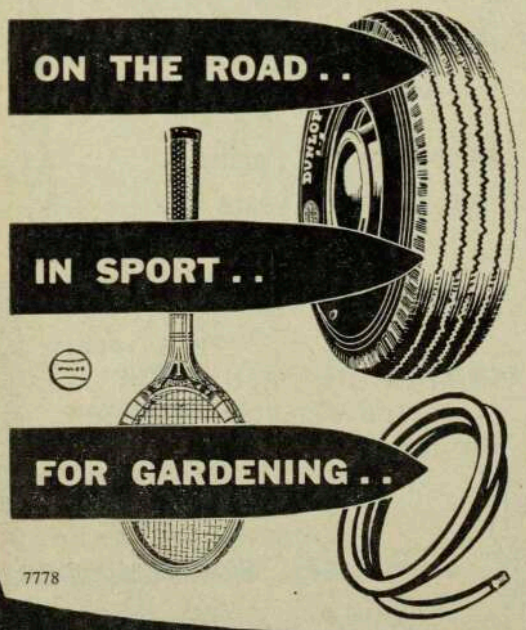
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all that administrative personnel, and with that generous spirit towards Pacific Island Territories (which can give little more in return than lick the hand that feeds them) it seems a pity that Australia cannot take responsibility for the hungry nearby Territories of Solomons and New Hebrides. They, at least, could be built up into trading countries from which Australia could get some really substantial benefit.

(The above was written before the P-NG Budget was presented. It appears now that Australia's largesse is not what it seems—the larger the grant, the more Territorians must pay in taxes to keep P-NG's internal revenue at its "correct proportion". See elsewhere in this issue.)

WAU HAS NO FUTURE

WAU could be described as one of the New Guinea Administration's tragedies.

Despite the devastation of the war and the Jap invasion, it should by now be a well-established agricultural centre and tourist resort, looking out over the broad, green, pleasant Upper Bulolo Valley.

When Sir Percy Spender, briefly the Australian Minister for Territories, was introduced to Wau some eight years ago, and the general plan of development was explained to him, he became enthusiastic about it and exclaimed: "Fine—we'll stiffen the place with white settlers!"

But Spender went away to a more glittering prospect; and, in his place, came the depressing Hasluck, who always has taken a gloomy view of European settlement in New Guinea. The Wau "old-timers" have fought hard for official help; but always are knocked back.

Some rubber men from Malaya, anxious about their future there, came in and looked this place over, and seemed well impressed. But officialdom's attitude and policy discouraged them.

The Administrator told the district, in a formal speech last December (I was there and heard it), that he would make more land available for agriculture. But he later surrendered to a combination of agricultural and forestry "experts" who said it couldn't and shouldn't be done.

Wau now is a pessimistic little community, supported mainly by NG Goldfields Ltd. and Koranga Sluicing. It says it has no future.

"Twenty more European farmers here would make all the difference," declared one old resident. "But I don't see it—not under the present administration and Trusteeship. Yet, there are no native villagers or landowners to get in the way, as they claim is the case in the Highlands and other districts.—RWR.

Remote Clipperton's Role in IGY

A PARTY from the French sloop *Dumont d'Urville* was landed on Clipperton Island on August 23 to prepare for an International Geophysical Year group, which will arrive later.

Clipperton, 1800 miles due west of the Panama Canal, is part of French Oceania. It has had a varied history but is not now permanently inhabited. On two occasions on his famous Catalina trail-blazing flights, Sir Gordon Taylor, distinguished Australian airman, used the lagoon as a staging point.

Lieut. d'Anglejean Chatillon, who formerly commanded the French patrol ship *Lotus* is to remain on Clipperton as Resident Commissioner.

† A New Zealand company has made an offer to the New Caledonian Government for 15 wrecks on the New Caledonian reefs. A representative of the company recently returned to New Zealand after studying the wrecks. The New Caledonian administration has asked anybody with claims to the wrecks to present their claims.

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2-for-1 IN CANBERRA HOLDING COMPANY

A WRITER in September issue of *PIM*, when reviewing the last balance-sheet of Messrs. W. R. Carpenter & Co. Ltd., under the heading of "Growth of the W. R. Carpenter Pacific Empire — Comparison with 1935 Shows Remarkable Figures", pointed out that the interests of the organisation now are so widely scattered that the original Company—still located in O'Connell Street, Sydney—"now is mostly an investment and holding company."

The writer was not aware that, already, the Directors had decided to bring the whole of the Carpenter interests together in a holding company, which even then had been registered in Canberra.

It is a very interesting development which, in a sense, puts the coping-stone on the whole Carpenter structure.

At the annual meeting on September 27, the Chairman (Mr. R. B. Carpenter), made the following statement:

We have registered a company in Canberra named W. R. Carpenter Holdings Limited, under the provision of The Company's Ordinance 1954 of the Australian Capital Territory, with a share capital of £5,000,000, divided into 20,000,000 shares of 5/- each.

The principal object for which this company is established is: To purchase or otherwise acquire by way of investment stock or shares in W. R. Carpenter and Company Limited, and upon such terms and subject to such conditions, for cash or otherwise, as may be agreed.

It was incorporated on September 9, 1957, just 43 years to the day since W. R. Carpenter and Company Limited was registered in Sydney in 1914, with a paid up capital of £1,000, held by the late Sir Walter R. Carpenter (our founder), Sir Maynard Hedstrom (late of Morris, Hedstrom Limited, Fiji) and the late Percy A. Morris (also of Morris, Hedstrom Limited, Fiji) at the time of resignation.

The first annual accounts revealed a net profit of £1,594/2/11 on capital of £1,000—rather a signiificant start.

The directors of W. R. Carpenter Holdings Limited, Canberra, are the same as those of W. R. Carpenter and Company Limited, Sydney, with Mr. R. B. Carpenter as chairman and managing director, and Mr. C. H. V. Carpenter as vice-chairman and joint managing director.

The directors of W. R. Carpenter Holdings Limited, at a meeting held in Canberra on September 24, 1957, resolved to circulate an offer to stockholders only of W. R. Carpenter and Company Limited, to acquire their stock holdings in the capital of W. R. Carpenter and Company Limited.

The proposed offer would be made only to stockholders of W. R. Carpenter and Company Limited, in the proportion of two shares of 5/- each, fully paid, in the capital of W. R. Carpenter Holdings Limited, for each 5/- stock unit issued and fully paid in the capital of W. R. Carpenter and Company Limited.

The offer includes a condition that the holders of at least 90 per cent. of the stock of W. R. Carpenter and Company Limited accept. The offer would be open for acceptance not later than November 15, 1957.

It is anticipated that subject to the completion of the above-mentioned arrangements, W. R. Carpenter Holdings Limited will pay a dividend at the rate of 11¼ per cent. per annum in the first year.

It may be taken as certain that the Directors' proposal will be accepted.

The issued capital of the parent Company on June 30 was £1,305,321, divided into about 5¼ million 5/- units. It is proposed to issue two 5/- shares in the Holding Co. for each 5/- unit in the parent Co.—which, if fully carried out, would make the issued capital of the Holding Co. something just over £2,600,000, represented by about 10½ million shares of a nominal value of 5/- each.

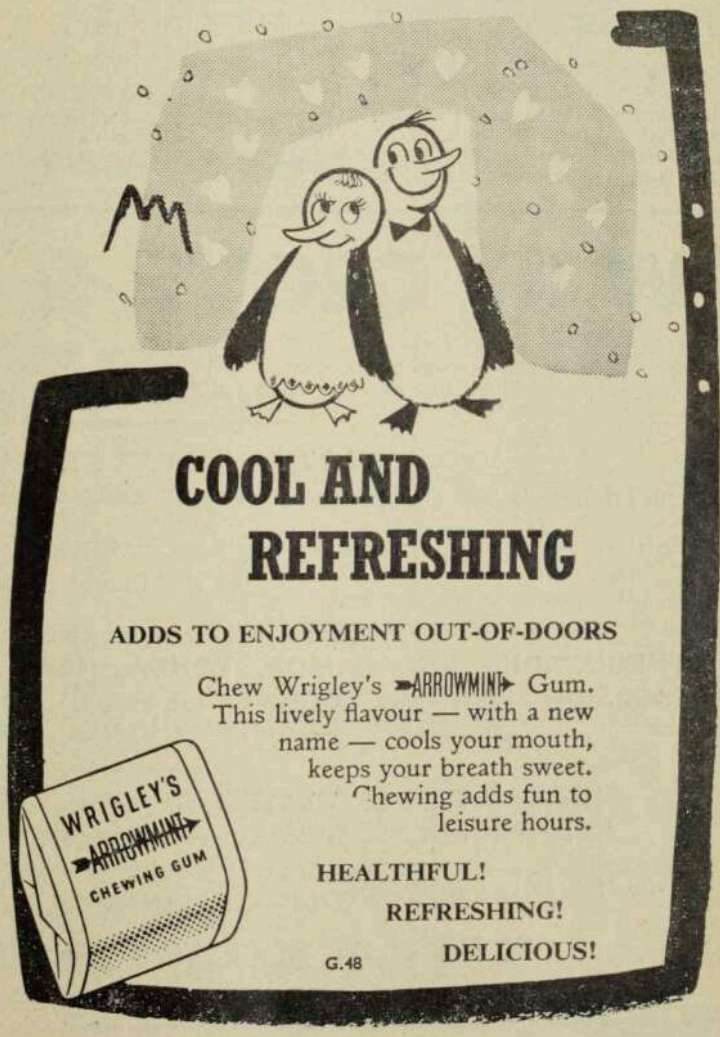
The shareholders have been getting dividends of 15 per cent., so that the Stock Exchange value of their 5/- units has been well over 20/-. Their 5/- unit now is to become worth two 5/- shares in the Holding Co.; and the Directors promise 11¼ per cent. in the Holding Co. in the first year. This means that the present 5/- share in the parent Co. will, with only a stroke of the pen, earn twice 11¼ per cent. (22½ per cent.) in the Holding Co.

The shareholders in the parent Co. thus will more than double the value of their present holdings; and they will derive also certain advantages, in regard to estate duties, through registration in the Federal Territory.

The secret was well kept, and the sharemarket did not awaken to the new move until too late. The WRC 5/- shares were quoted at around 22/- just before the announcement; on the following morning, they were at 26/- and jumping; but, of course by then the holders were holding on, tightly.

It is apparent that the Walter Carpenter financial genius did not die with Sir Walter Carpenter.

† Printed copies of the latest Tonga Customs Duties schedule are obtainable from the Post Office, Nukualofa, at 1/- per copy.



THAT £100,000 CLAIM FOR DAMAGES

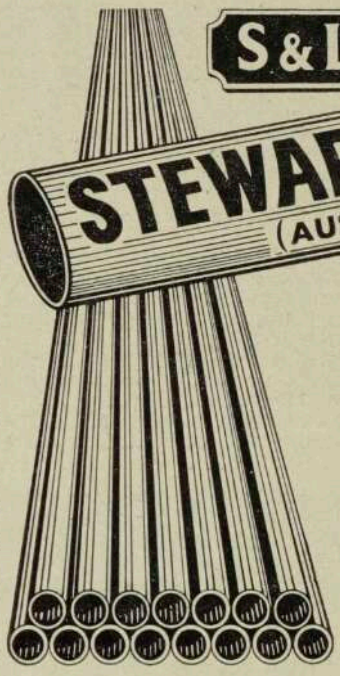
Arabica Coffee Ltd. of New Guinea

OLD friends keep writing and asking what has happened to the writ, claiming £100,000 damages, which was issued against the Publisher of *Pacific Islands Monthly*, last April, by Arabica Coffee Limited, of New Guinea.

The writ was withdrawn, some three or four months after it was issued. It had no connection with the *Pacific Islands Monthly* — it actually was issued against the publisher about 50 minutes after the publisher had had a telephone conversation with a man who was selling "units" in Arabica Coffee Ltd's coffee plantation, and from whom we sought information about figures in the Company's prospectus.

The effect of the issue of the writ, of course, was that *PIM*—and any other publication—could not discuss the affairs of Arabica Coffee Ltd. without risk of an action for contempt of court.

The discontinuance of the action means that we now are free to discuss Arabica's unit-selling campaign. But, as far as we know, the selling campaign has finished—presumably because all the "units" have been sold. Purchasers were assured of a startling return on their investment. We may return to t subject when statements coveri the first couple of accounting perio are issued by the Directors.



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Travellers to P-NG

Travellers on the September "Malaita" to Papua-New Guinea, included (top to bottom):

Mr. and Mrs. A. Smith left for Rabaul after two months leave in Australia. Mr. Smith is in the Transport Department of the Administration, and he and Mrs. Smith have been in the Islands for the last seven years.



Mr. G. T. Dey, of the New Zealand Methodist Mission, who returned to Mendi after spending five months leave in New Zealand.

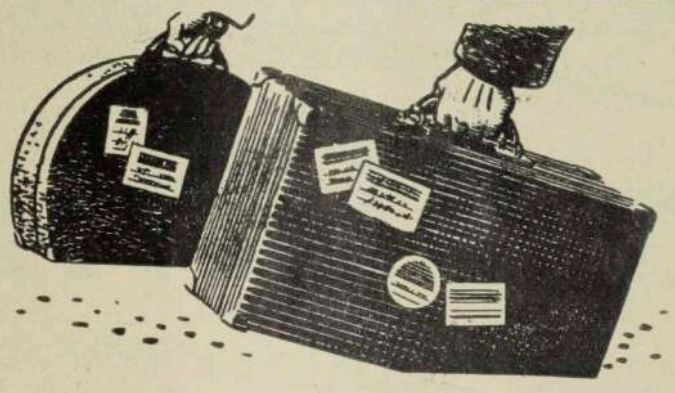


The Rev and Mrs. B. Chenoweth being farewelled by friends before sailing for Kavieng. They had spent five months leave in Adelaide, South Australia. Mr. Chenoweth has been in the Islands since 1923. Shown are: Mrs. Chenoweth, Mrs. Broy, Mr. Chenoweth, Mr. H. Evans, formerly of Kavieng, and his daughter, Lynne.



Mrs. E. McEwan (right) being farewelled by Miss D. Smith, before sailing for Rabaul after an absence of 15 years from the Islands. She was evacuated in 1942. While in Rabaul, Mrs. McEwan will visit the grave of her husband, Mr. William McEwan, who had been in charge of the B.P. grocery department in Rabaul for seven years up to the time of his death.





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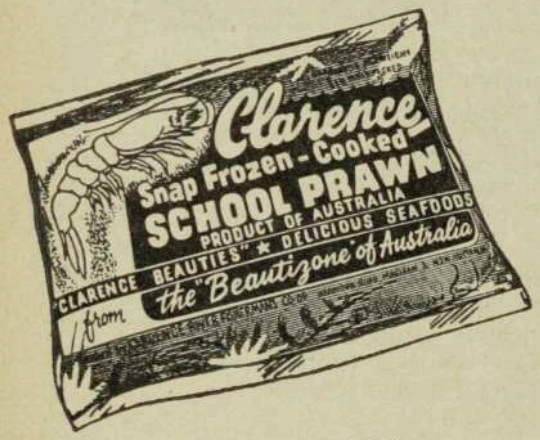
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ew Status for Chinese—
othing for the Euronesians

By
R. W. ROBSON

CANBERRA'S TREATMENT OF N. GUINEA'S MIXED-RACE COMMUNITY

WHEN I was in Papua in July, the official announcement had just been made that New Guinea-born Chinese were to be given a new status—which meant actually that in future, if they ought Australian citizenship, they uld move in Australia and in the ustralian Territory of Papua as eely as any other Australian.

Papuan residents discussed the atter with liveliest interest. Did is mean that Chinese traders in ture would have the right to erate as freely in Papua as in ew Guinea?

Papuans are not anti-Chinese; t they do point out that the rival in Papua of Chinese traders d artisans would be a factor of ajor economic importance.

They now are waiting to see what e the next developments in this w aspect of Hasluck policy.

MEANWHILE, the official action in granting new status to New Guinea Chinese, while completely ignoring the claims of the many hundreds of mixed-race people to special consideration, has aroused indignant comment in both Territories.

"The roots of these people are deeper in the soil of New Guinea than those of the Chinese," was one statement. "If Chinese residents are entitled to Australian citizenship, why not the mixed-race residents?"

It seemed to me that the Australian Territories Department, in contradiction of all its fine talk about the rights of the indigenes, had committed a manifest social injustice; and I decided to see for myself. I spent one evening with mixed-race men in their club in Lae, and another in their club in Rabaul.

For convenience, I shall refer to them as Euronesians (a mixture of European with Polynesian, or Melanesian or Micronesian), although in a number of cases the mixture is of Asian and Islands races—and an excellent mixture it is.

In both places, I met some fine men—competent and qualified to stand beside Europeans and Chinese in carrying on the more important work of the Territories; yet they are accorded no status above that of the Islanders, and the Administration will not pay them at European rates for the work they do.

Mr. Johnny Comboy, for example, is an Education Department clerk, and apparently does his job quite competently. The Department pays

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him £780 per annum. If he were a full European, he would get £900 per annum.

Ken Ahnon also is an officer of the Education Department, in Lae. I do not know his rate of pay; but I do know that, although he is educated and better-poised than scores of Europeans and Chinese, he has no status in citizenship.

Sam Moessner talked to me of the Jap invasion. "I was in Rabaul when they came," he added. "I tried to join the New Guinea Volunteer Rifles. But they would not have me."

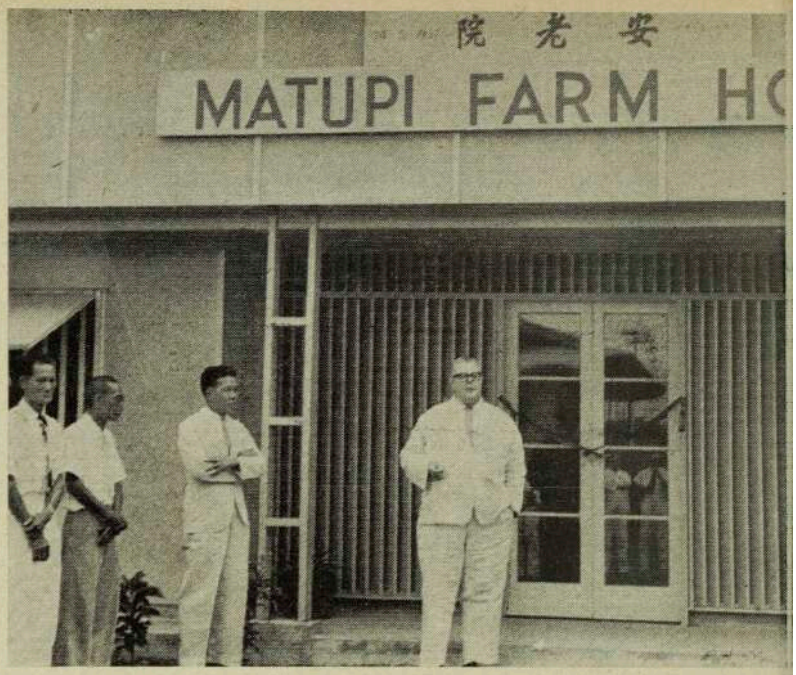
"Why?" I asked.

"Because of my mixed race," he answered, simply. "Three or four of us were rejected, like that. So we just sat down and did nothing during the invasion, except to look after ourselves."

I WAS particularly impressed with the good types I met in the Kombiu Club in Rabaul, to which I was introduced by Mr. George Kassi.

I heard a long record of the struggle made by this Kombiu community against injustices; yet there was little bitterness expressed, and no disloyalty.

They blazed now and again, as they told their stories; but for the most part they philosophically accepted the fact that a certain blind



The Matupi Farm Home for aged Chinese, built by the Chinese community of Rabaul, w officially opened in July by the District Commissioner, Mr. Foldi. Photograph (by C. H. Mee shows Mr. Foldi addressing the assemblage. Mr. Ping Hui, one of the leading Rabaul Chines who helped considerably in providing this Home, is in the forefront of the group with the D

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and rather stupid class of European tends always to punish them for the unhappy accident of their birth.

They make no apology for their mixed blood. While I was there, they had a lively and somewhat humorous debate on the question of whether—for the purpose of their pending demand upon the Administration for at least equal status with the Chinese—they should be called Austral-Asians or Euronesians.

THESE Kombiu people first introduced the idea of Government loans, repayable out of wages, to enable them to improve their housing conditions (which are deplorable). But, to their surprise, the Chinese came into the picture, and got Government aid in housing, while the Euronesians got none at all.

After that, they made to the Administration a united demand for naturalisation, believing that thus they would be helped in getting housing aid.

The Administration, responded to that by informing them that they could not obtain Australian naturalisation unless they could prove that their fathers and mothers had been legally married. Which, to anyone who knows the history of this community, shows the utter lack of realism of certain higher officials.

"Where is our future?" said the Club's chairman, to me. "This is our home—and we are happy to regard it that way. But, while we are denied any status, what is going to happen to our children?

"We want better houses—but we cannot get them unless we have more money. We have nothing but our wages—and the wage rate is kept down by local conditions. Having no status, we get no consideration when we ask for better wage rates."

"I went for a loan," said one man. The official side-stepped. 'How did you know about this loan arrangement?' he asked me. 'I read the newspapers' I answered. 'Well, it is not for you,' he answered. 'It is for people who can put up a deposit in money or in land.'"

There was a chorus from others, in which bitterness was shown. "It didn't happen to him alone—many others of the working class tried, and were knocked back," they said. "It is not for the poor—only for those with property."

"None of us have any land."

"We are poor, and we are desperate—and you can tell them that."

THEY reminded me that, before the war, the NG Administration planned a settlement at Talasea for suitable people of mixed race; and this plan included provision for assisting them to acquire land.

But the post-war Administration apparently is trying to ignore this indiscretion of the pre-war Ramsay McNicoll-Harold Page planners. Nothing has been done about Talasea.

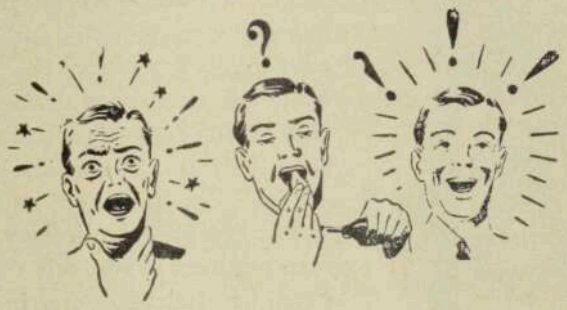
"There is plenty of surveyed land there—I saw the pegs myself not long ago," said one man. "But the Administration will do nothing to help us get there."

There are between 500 and 700 Euronesians in the Rabaul and Kokopo areas—decent, hardworking people whose one aim is to get possession of some land, maintain themselves in comfort and educate their children. But, because they have inherited all the disabilities of social carelessness and mixed race, the Administration treats them as if they were natives.

Why (they very properly ask) should the Euronesian community be ignored in this way, while the Chinese community is given social and monetary help, directly and indirectly? They point out that many of the original Chinese immigrants took native wives; and the offspring of those unions (at least 20 per cent. of the younger generation) are exactly the same as the Euronesians. Yet, because the Chinese-Melanesian people have been reared as Chinese, they get the privileges of the Chinese community; while the Euronesians get nothing.

For years, the Kombiu community asked for a service of electric light and power, and were ignored. The Administration, however, gave service to the Basketball Club and the

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There has been remarkable development in he last three years in the Matupi Farm area f Rabaul—between the town proper, and the irfield. This is part of new Chinatown, and at east £400,000 has been spent in the con-truction of residences and trade-stores (mostly ombined), which cover many acres.
Old Chinatown is represented by numerous uildings erected on the site of the Chinese uarter of pre-war Rabaul (which was com-letely obliterated). Between 1945 and 1948, hile Old Chinatown was being rebuilt, a "street" of dilapidated shacks was also erected southwards of the town. New Chinatown now has engulfed and swept away most of those shacks.

An old resident says: "The Chinese some-times get a residential block from the Ad-ministration because they want a family home, clear away from the trade store. Then they put up a nice house—and often rent it to a European, and continue to reside behind the trade store!"

Golf Club, nearby, and to the Chinese.

So then Mr. George Kassi broke noisily through the sound barrier. Why, he demanded, should "Malay-town" be treated in this way, just because the people did not play golf and had dark skins. "Then we got it," he said, pointing complacently at the lights in the club-house.

"But why should we have to put on an act, and howl, to get things that should be ours by right of citizenship?"

THE Administration, in failing to do anything for the Euronesians, is cruel and stupid and out of step with modern trends. It also is exceedingly unwise. (Over)

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The natives, for a long time, generally will be incapable of developing a subversive movement, no matter how cunningly they may be worked upon. But these Euronesians, reacting to a sense of bitter injustice, could become dangerously subversive overnight.

Having talked to them, and seen something of their ability, I am astonished that, long since, they have not formed an anti-governmental "cell".

Future of Young Chinese in Papua and N. Guinea

COMMENTING on the new citizenship rights conferred recently on the Chinese of New Guinea, and their probable effect on the future of the twin Territories of Papua and New Guinea, a leading educationalist in New Guinea said this recently:

Out of 750 Chinese children now attending school, no less than 250 are "on subsidy" in Australia, being educated there. The children of Chinese resident in New Guinea now get the same education subsidy as Europeans.

Can you see what this means to the future of these Territories? These young Chinese will almost certainly wish to engage in professional and semi-professional occupations if they return to the Territories. If they do not return, they may engage in such occupations in Australia—that, at any rate, is my reading of Mr. Hasluck's latest announcement on the Chinese.

There has been a huge Chinese building programme in Rabaul. In less than two years, this will have finished. What then will become the hundreds of Chinese carpente and other artisans, who apparent do not wish to become planters ar traders?

In my opinion, many of them w take advantage of this new citizer ship law, and transfer themselves Papua.

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This Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

PEARL WITH A PRICE

In August, we discussed the recent fortunes of New Yorker Bruce Aitcheson's very second-hand fleet of *Pearl* suffix vessels since they commenced their Panama-flag excursions in Pacific waters last year.

Latest then in trouble was the 133-ton ex-New Zealand coaster *Storm*, now named *Rose Pearl*, which was arrested in Darwin on July 23 south-bound from Japan to Auckland via ports.

The case finally came up for hearing in Darwin on September 24, owner Aitcheson having arrived from New York.

Dalgety & Co., of New Zealand, claimed £15,585 in settlement of debts incurred by the ship at Lyttleton, Wellington, Noumea (where she called for engine repairs in January), and at Rabaul (where she refuelled and incurred other expenses early February) on her maiden voyage to Yawata, Japan, under the Aitcheson ownership. The cargo of scrap metal was apparently shipped by Dalgety & Co., who advanced funds at the loading and en route ports, for victualling and crew's wages.

Aitcheson said he had a contract to deliver war-scrap to Japan from US Pacific Territories and as a result of the seizure had been unable to do so.

The crew is broke and would be hungry if the Administrator of the NT had not arranged at the end of September, for a Darwin cafe to supply meals to the men.

Chief Engineer Robert Lee (Chinese) was on *Sea Pearl* when she sank off Northern NG in June. He then joined *Rose Pearl* in time to get stranded in Darwin.

LATER: The Darwin Court ruled on October 5 that the vessel was to be sold to defray expenses. This followed a ruling a day earlier that some of the vessel's bunker oil could be sold immediately to provide funds for officers and crew. From preliminary reports of the Court proceedings it appeared that "Rose Pearl" had been provisionally registered under the Panamanian and also the Liberian flag in the course of her short career with Mr. Clive Bruce Aitcheson's Crescent Corporation. The presiding judge, in summing up, said that it had not been properly proved that there was such a body as the Crescent Corporation, alleged to be the owners.

ONE THAT DID NOT GET AWAY

Suva mariners will recall the 495-ton refrigerated banana vessel *Rican Star* which called there back in November, 1955, wearing the rarely seen Costa Rican flag.

She was bound Sydney with a full

DANNY DOES IT AGAIN

Lone yachtsman Danny Weil who was plucked off a Papuan Reef last year by a Qantas Catalina crew when his yacht "Yasme" was wrecked, was in the headlines again in mid-September when "Yasme II" exploded and burnt out in Holyhead harbour, North Wales.

He had taken the vessel (which he had purchased a few days earlier) into Holyhead for refuelling; when he was filling the second fuel tank there was an explosion that blew the deck of the yacht and Weil into the sea about 15 feet away. He was not injured.

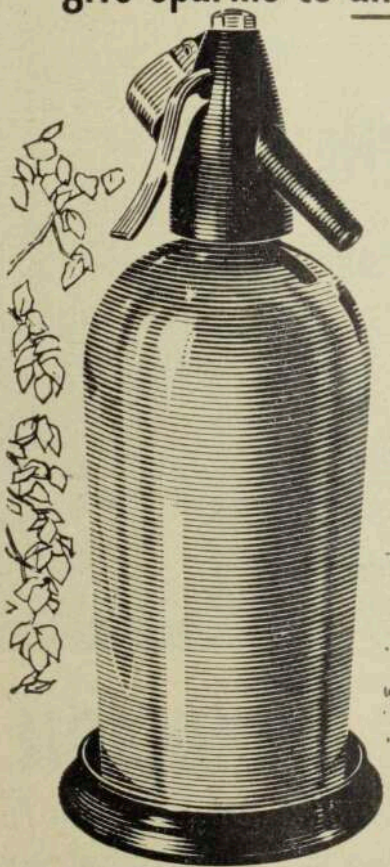
After he was rescued last year, the PNG Administration asked him to pay something towards the cost thereof. So far as we know he did not. The Administration will, no doubt, be interested to learn that he is reported to have raised nearly £4000 from a lecture tour in the States in recent months.

He planned to make another attempt to sail lone-handed round the world in "Yasme II".

His first attempt was sponsored by radio Hams who like to receive cards from contacts in odd parts of the globe.

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cargo of high explosives at a fancy freight rate.

The 35-year-old steel ex-yacht reached Sydney with a broken crank-shaft on one motor—and has never left that port.

There is a school of thought that when she does so, it may be as scrap-metal—or bound for the Japanese breakers.

Built as *Dolphin*, she has had an interesting career, being subsequently renamed *Ramona*, *Lynx*, *Elena*, and *Samana Queen*. Sydney marine authorities demanded expensive hull plate replacements and the Canadian owner decided to sell—but the high cost of repairs and difficulties in paying the owner in dollars are believed to have immobilised the vessel, which was otherwise well equipped to have horned in on the expanding frozen cargo trade between Australia-New Zealand and Asiatic ports, Hawaii and the United States, at freight rates profitable for a small vessel.

ANY OFFERS?

The graceful passenger schooner *Te Vega* is becoming well known in the South Pacific. Now to confuse the issue is *Ve Tega*, no resemblance and no relation, except that both vessels sailed out of Honolulu.

Ve Tega, a 50 ft x 18 ft craft of the well known American Block Islander type, made a surprise appearance at Luganville, Santo, early September under command of American yachtsman Bob Grant, formerly associated with the yachts *Venturer*, *Mandalay*, and *Korrigan*, the last-named having stranded and been sold in the New Hebrides in 1956. (She was sold, salvaged, and renamed *Bula Tale*).

But *Ve Tega* is not a yacht. Grant purchased the uncompleted hull at Honolulu and eventually launched her as a useful little cargo vessel. With Mate Neal, Grant cleared Honolulu with a cargo of 75 drums of aviation gas for Palmyra (said to be for the use of Captain P. G. Taylor's *Frigate Bird III* flying-boat), then made a call at Canton Island before reaching Santo, where the vessel was offered for sale at a reported £A15,000.

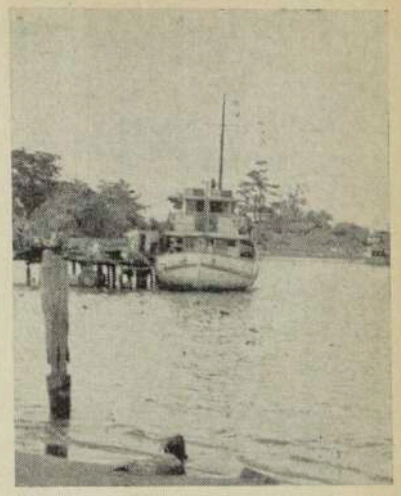
If unsold there, *Ve Tega* seemed likely to appear in Solomons or New Guinea waters. The enterprise deserves success, though there is certain to be plenty of red tape to ensnare vessel and owner before the deal is through.

NON-PROFIT VOYAGE

Also apparently ensnared by red tape were John and Diana Hepworth and their Brixham yacht-cum-work-boat *Arthur Rogers*.

Trading in the New Hebrides for many months past, they recently made a recruiting voyage north to the Solomons for plantation labour. According to our coconut radio, labourers were found in abundance and taken aboard, but there appeared to be a question of the deposit of a substantial bond for the safe return of each man.

Arthur Rogers, holds empty, was



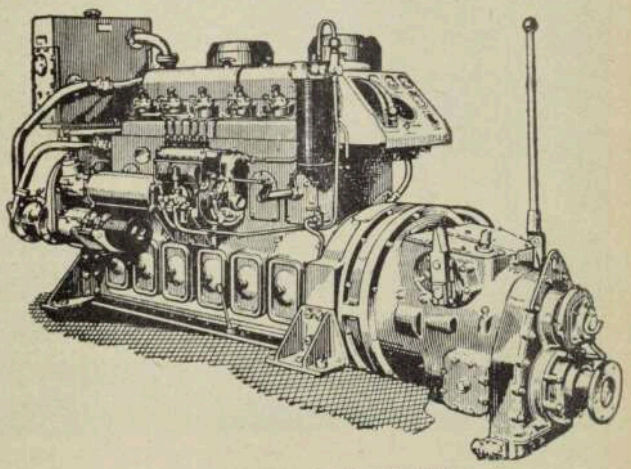
The MV "Beverley" at Voco Point, Lae, New Guinea. "Beverley" was formerly the old "Crystal Star" and is owned by A. H. Buntings of Samarai. On her latest trip up the coast from Samarai to Lae, the galley stove ignited and caused quite a blaze which was quickly attended to by the skipper and crew who used up all the fire extinguishers aboard. "Beverley" is a 50-tons vessel trading between Samarai and Lae, carrying copra, fuel and scrap.

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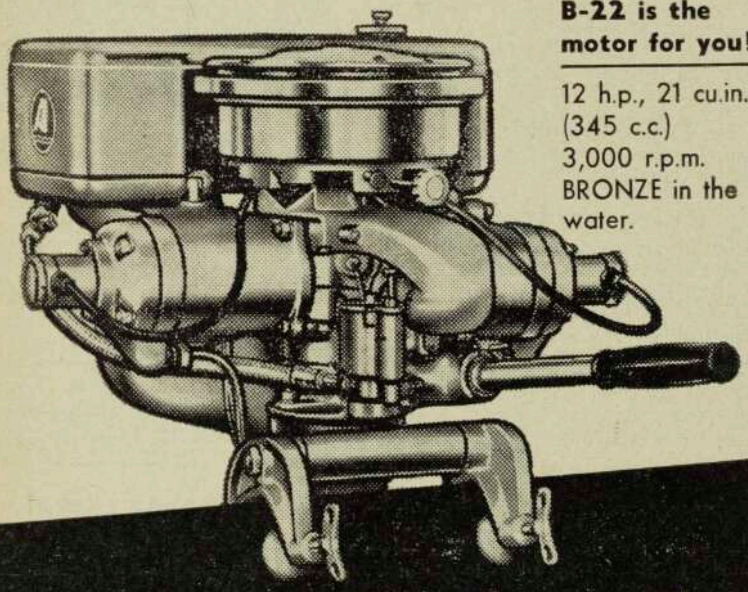
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back in the New Hebrides in August. Recruiting is different (and difficult) these days.

YOU, TOO, COULD OWN A MERCHANT FLEET

Western Samoa, approaching nationhood, and progressive Prince Tungi, of Tonga, might look into the financial possibilities of establishing a Shipping Register.

Latest to enter the "flag of convenience" band-waggon is the tiny *inland* Republic of San Marino, in Italy (which was having a revolution in early October).

The possibilities seem even better than in postage stamps, which are a profitable source of easy income in many Island territories.

Liberia is the best example of what one can do by opening a Ship Register. That country, which strictly speaking, owns little if any shipping, has on paper about 6,000,000 gross tons under its flag, including a tanker fleet exceeding that of Norway or the United Kingdom and including most of the world's largest tankers.

It is all done by mail-order. Nominally, you establish headquarters in Monrovia, Liberia. This merely means getting a commission agent there to put up the name of your company outside his office after registering it with the Government at a small fee.

You supply details of all your ships and include a cheque covering the annual registration fee of about 10 cents per ton, paint Monrovia on the sterns of your vessels, hoist the Liberian flag, and you're in business.

No income tax to pay—just that 10 cents per gross ton! The Liberian Government gets 6,000,000 times ten cents per annum, and everyone is happy. The drawcard is mainly freedom from income tax.

Bermuda has opened a register in recent years, and some vessels of leading British companies are now arriving in Pacific ports with "Hamilton" on their sterns.

Bermuda—and Tonga—offer the advantage of the British flag, if any advantage still exists.

COMING—BUT SLOWLY

Launched in mid-April, *Fauabu Twomey*, first of the three New Lepers' Trust Board 55-ft auxiliary ketches to be presented to Missions for medical patrol work in the South West Pacific, still lay in Auckland uncompleted early October.

Captain James Forbes, representing the Board in the construction of the vessels at the Chas. Bailey shipyard, said that he hoped to see this vessel heading north for the Solomons by the end of the month under command of Auckland yachtsman Mark Anthony, who has delivered several other small mission craft there in past years.

First announced in 1953, and actually ordered in mid-1955, the vessels have suffered many delays

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construction. *Fauabu* has been waiting a propeller shaft from England. It is hoped that the other two vessels, one of which is well advanced, will follow at short intervals without further hold-ups. His first ketch goes to the Melanesian (Anglican) Mission. The second vessel, for the Methodist Mission, is to be named *Ozama Twomey*—and not *Nusa Zonga Twomey*, as apparently earlier intended. The Catholic Mission's ketch will be named *Mala Twomey*.

ON THE ROCKS AGAIN

Ronald ("Operation Screwball") Johnson, best remembered for his lonely drift from Hawaiian waters near Fiji in the craft now known as *Povata*; and later in Sydney for his ill-fated voyage in a Chinese fishing junk, has never endeared himself to officialdom in the Islands, through his unorthodox approach, but his critics are forced to admit that he is an eternal optimist.

After the loss of the junk *Bung Ho*, in March, 1956, the Johnson purse was again very slim. But funds were found to purchase a second-hand van and a load of war-surplus clothing, and a course was laid for inland NSW.

Back in Sydney this September, Johnson reported a serious shortage of farmers wanting working gear of the type he was purveying. Added to that, the local business men, often members of the town council, saw to it that he could never hire a hall to display his snips.

Result: An unhappy surplus on hand of "750 military tunics, 200 greatcoats, and umpteen oilskins"—and a badly bent van. Says Johnson: "I turned it over with a fearful crash when the accelerator stuck on a curve in pouring rain on the top of Mt. Victoria the other week. . . . However, it was dragged upright, a few things banged out, and I drove it home."

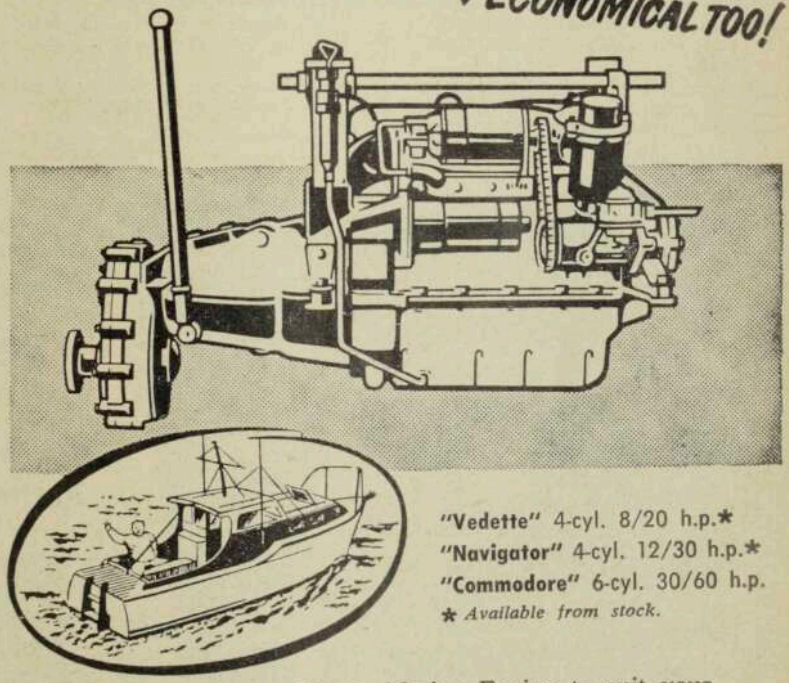
Next move: back to the street photography, perhaps in Sydney, where Johnson holds a licence to operate on a designated spot at the George Street end of the GPO; or perhaps along the unsuccessful war-surplus trail, and when funds are again in shape, another nautical sortie of some kind. (Over)



Upper: Skipper Hugh Williams (right) of "Melva" and engineer Les Livingstone.
Middle: "Melva" at anchor off Rarotonga.
Lower: Mr. and Mrs. Bob Burrell (see notes).
Photos: J. P. Shortall, and Cook Is. Social Development Department.

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Meanwhile, if anyone's wanting a tunic, greatcoat, or oilskin coat at a ship price there will be smart despatch by contacting Johnson's Operational Headquarters, GPO Box 5214, Sydney!

IT STARTED WITH MOVIES

Ushering his wife on a tour visit to relatives and friends in Tahiti, Auckland, and Suva lately was American Bob Burrell, taking time off from his normal life as a deck officer in the American Merchant Marine—he has lately been serving in Matson trans-Pacific freighters, and is no stranger to the Pacific.

Back about 1929, as a very young man serving in American Export Line vessels from the East Coast, he saw a screening of the famous Murnau silent film "Tabu", and there and then, like many another, he decided to get down to Tahiti fast and look things over at first hand.

Landing from the *Makura* in 1930 he soon found himself as a plantation overseer out on Tiaro in the Tuamotu, and skipper of the cutter *Temaurehei Tahiti*, which he later purchased from owner Arthur Cridland, sailed to Honolulu, registered under the US flag, and renamed *Tiare Tahiti*.

Then came a charter in 1933 to transport members of a Bishop Museum research team round French Oceania. The team came south in the sampan *Islander*.

That over, he sold the cutter and joined *Islander* in her normal life as a fishing vessel round the Line Islands. 1938 found him in an American construction gang on Mid-

way, when the rush for trans-Pacific air bases was at its height.

But Tahiti called again and h soon had a job as skipper of th well-known *Mitiaro* there.

Then came the war, marriage to daughter of the Drollet family, an

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NEW WORKBOAT, 50 ft. x 16 ft. x 4 ft. 6 in., twin reconditioned diesels, large hold, deck accommodation aft, sheathed. £8,500.

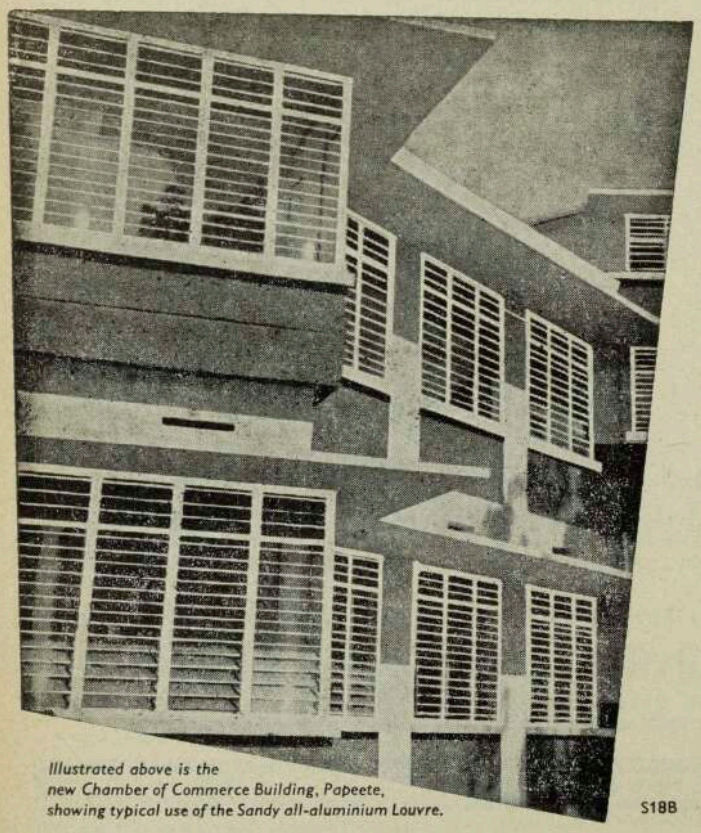
WORKBOAT, 49 ft. x 15 ft. x 6 ft. 6 in., 5LW Gardner diesel, wheelhouse aft, hold amidships. £6,000.

WORKBOAT, 33 ft. x 11 ft. x 4 ft., 4-cyl. Fordson diesel, flush deck, deckhouse forward. £2,250.

WORKBOAT, 30 ft. x 12 ft., large cockpit, 3-cyl. Ruston diesel. £2,500.

AUX. SLOOP, 24 ft. x 9 ft., large cockpit, 4-cyl. Palmer marine. £1,100.

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



Illustrated above is the new Chamber of Commerce Building, Papeete, showing typical use of the Sandy all-aluminium Louvre.

S188

Chosen for the new Chamber of Commerce Building, Papeete, Tahiti.

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John and Diane Wells on board "Flying Walrus" in Tahiti. (See story elsewhere in this issue).

departure in May, 1942, for service again in the US Merchant Marine.

Mrs. Burrell left Tahiti in 1944 and they established a home near San Francisco.

This was her first visit back home, and to the four Drollet brothers in New Zealand and a fifth, James, in Suva, who is an employee of Pacific Biscuit Co. From there they flew home—and for Bob it was back to the normal sea life, this time probably on the Orient run.

SHOWING THE TARAWA FLAG

Latest news of that wandering boy from Tarawa, Willie Schutz, whose father is head of the Tangitang Trading Society there, came in a personal note from Singapore this month.

Having gained his foreign-going Mate's certificate and radar certificate as now required by the regulations, Willie joined the 8,128-ton, 5-year-old *Stylehurst*, at Rotterdam, in July, as Second Officer.

Calling at Port Said, Aden and Singapore, the vessel discharged a cargo of sulphate of ammonia at the Communist China port of Shanghai. Then back to Singapore for bunkers with next stop Lourenco Marques, in Portuguese East Africa, for a cargo of maize for Japan.

Willie plans to gain his sea-time for Master in this vessel, sit that ticket in England, then perhaps think about another look at the Islands.

Willie is one of the very few Pacific Islanders to attain his present qualifications. Trained in the Gilberts as a radio telegraphist on leaving school, he had a taste of the Japanese occupation there. His sea career really began in early 1947, when he cleared Suva as navigator-radio operator aboard Dick Brown's schooner *Tahitienne*, which had come across from the Cooks for refit.

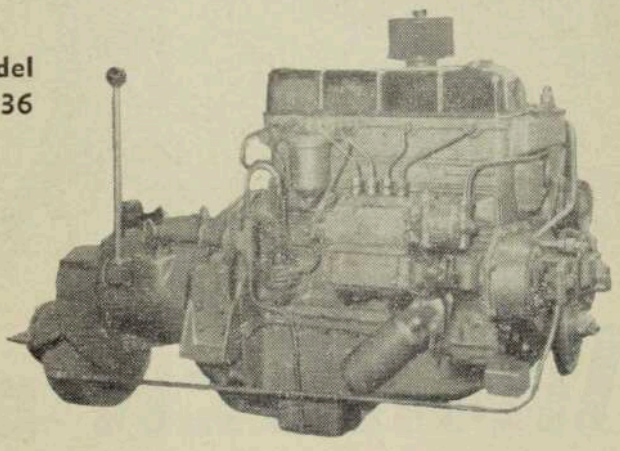
Willie had a book on navigation and Dick Brown had a nautical almanac. They got there, with minor excitements. Although more thrills were offering in the Brown Line in the year or two ahead, there was little hope of professional advancement. The New Zealand immigration authorities grudgingly permitted him to go to NZ and gain a radio operatior's certificate which would be recognised in the outside world. That in pocket, and pushed out firmly by NZ, he returned to Suva to take command of *Kia Kia*, then owned by the Gilbert & Ellice Is. Government, but with still no hope of gaining any certificates of value in navigation.

Still, there was the hope that the sea-time might eventually be

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ccepted by the navigation author-ies overseas—and this was the case, t least in part. After navigating *Kia Kia* and her official passengers n long voyages to the Line Islands nd elsewhere, Willie eventually re-eived a permit from the Australian nmigration authorities to take a emporary job on the coast while tudying for Second Mate's ticket, hich he gained after taking a ourse at a Sydney navigation school. rom there on it has been smoother ailing.

The Schutz career might well be n encouraging demonstration to ther Island boys that immigration estrictions notwithstanding, it can e done.

Just before leaving London, chutz met Captain Gerry Douglas nd his wife, on furlough from ervice in GEIC vessels, and by the ime that this appears they should e back at Tarawa.

A GENERAL CARGO

Skipper Hugh Williams brought is 243-ton *Melva* south to Auckland rom the Cooks in September with varied cargo of tomatoes, copra, mpty drums—and complaints, and roved that there was plenty to egitimately complain about in those aters.

Firstly, the *Maui Pomare* appears o be delivering an increasing mount of New Zealand cargo right o the outer islands, instead of off-loading it at Rarotonga to aid the local fleet.

Captain Williams points out that the Government vessel is despatched to some outer islands with insignificant quantities of NZ cargo, and to often uplift very small cargoes of produce. Money so wasted, he feels, should be diverted to employing the local fleet—if the Administration wants a local privately-owned fleet. There is, of course, the contrary view that cargo twice handled shows more damage on delivery.

Captain Williams had another complaint—this time against the entry of the American-owned Bahama-registered schooner *Tiare Maori* in the Cooks trade.

Owner Johnson, better placed financially than owner Williams, is said to be operating as a hobby.

On top of this is the ever-present headache of no safe harbours, so that caring for the ship's safety is a 365-day-a-year job.

Discussing *PIM's* August report of Administration reef-blasting operations at Manihiki, Captain Williams said it would have been much more to the point if the work had been concentrated on the Tauhunu landing, instead of the much less-important Tukou; but better still had it been devoted to improving the Cooks main harbour, Avarua, on Rarotonga, which, year after year, remains unimproved in any way.

Dragline equipment has been imported for this job, but it is now learned that no Union Steam Ship Co. lighters will be available to assist, and a special lighter will apparently have to be imported.

Then there is the question of the Maina Islet light, at the south-west extremity of Aitutaki. As often extinguished as alight, it constitutes, in the view of Captain Williams, a navigational hazard and would be better left extinguished until its operation can be assured. Operated from car batteries, which have to be recharged at the main settlement some miles away by sea, its maintenance is one of the numerous duties of the Resident Agent, who is unable to see whether it is operating from the main island.

Melva had taken to NZ a shipment of 2,000 cases of tomatoes on deck and in her unrefrigerated holds, and although her arrival coincided with a week-end, the fruit was discharged in first-class condition, bringing 27/6 in the wholesale

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markets for the 18 lb cases, and retailing at about 3/- per lb. The voyage took 10½ days.

It was intended that *Melva* would drydock but the slipway was fully engaged, so she loaded 650 drums of aviation gasoline for Aitutaki and a large deck cargo of fruit cases in "shooks" for Rarotonga.

Although threatening to withdraw from the Cooks trade and try his luck in New Hebrides or New Guinea waters on arrival, on departure, Captain Williams was more cheerful.

There had been an assurance from the NZ fruit importing organisation that full advantage would be taken of local craft next season to bring cargoes of oranges and tomatoes in to Rarotonga from the outer islands, so long as they could be discharged directly into the *Maui Pomare* or other overseas ship, to avoid unnecessary handling.

SAFETY AT LITTLE COST

One of the lessons of the *Joyita* tragedy was that the radar equipment carried by the RNZAF Sunderlands was incapable of producing satisfactory reflections from small wooden ships, and the answer to that problem, as *PIM* then pointed out, was for such vessels to be required to carry radar reflectors which can be hoisted when needed.

For the benefit of any shipowner with the interest and energy to pursue the matter further—failing any legal enforcement—we pass on the information that collapsible mesh-type lifeboat reflectors, presumably American surplus equipment, weighing 15 ozs. and measuring 2 in. x 2 in. x 26 in. folded, are available at only 7/6 each from Procps Bros. Ltd., 52 Tottenham Court Road, London, W1.

We mention this firm in reply to some people who have said, "But where can we *get* these things".

There seems to be plenty of scope for a lively importer of life-saving ship chandlery in the Islands —rubber dinghies, distress transmitters, and radar reflectors. Were they "on tap", they would probably find ready sale.

The firm mentioned above has been actively advertising the reflectors in English nautical publications as equipment for yachts.

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.

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THE MICRONESIAN FLEET

Since last month's report a vessels operating in American Micro nesia—an occasional one shows u in Fiji or New Guinea waters—w have had a correction to figur previously supplied. This states tha Government-owned shipping ther totals 9,225 tons gross, plus 369 ton gross of privately-owned shipping

Some months ago we mentione the latest vessel, privately-owne to enter trade in those waters- *Mieco Queen*, owned by Marshall I Import-Export Co., a co-operativ We now have details of this Hong kong-built, single-screw, steel vesse from the slipways of Cheoy Le Shipyard. Measuring 108 ft b.p. 22 ft x 10½ ft moulded depth, th vessel has a gross tonnage of 28 and a net tonnage of 114.

She has cabin accommodation fo six passengers and a licence to carr in addition 35 deck passengers. Sh is the flag-ship of an organisatio which also owns the Dutch-buil former Australian coastal schoone *Milleeta*, 141 tons gross.

Amongst the Government vessel is the Auckland-built 114-ft powere lighter *Vigilantibus*, identical t *Melva*, to the ill-fated Noumea vesse *Monique*, and to the Noumea vesse *Rosalie*, though all have undergon modification to their original U Army design.

Hostilities ceased before the were completed at Auckland ship yards, and *Vigilantibus* was possibl the only one of the eight vessel built to have reached North Pacifi waters. Others are in the New Zea land coastal trade. They would cer tainly not be classified as powere lighters to-day. Of composite con struction with steel bulkheads, the have well-formed hull shapes, bu crowded accommodation.

COMING YOUR WAY?

Built this year in the same yar as *Mieco Queen* was the vesse *Wongala*, 452 tons, for Tucker Ship ping Co., of Adelaide, owners of th 38-year-old *Wongala*-ex-*Wyatt Ear* of polar expedition fame and we known in New Guinea waters.

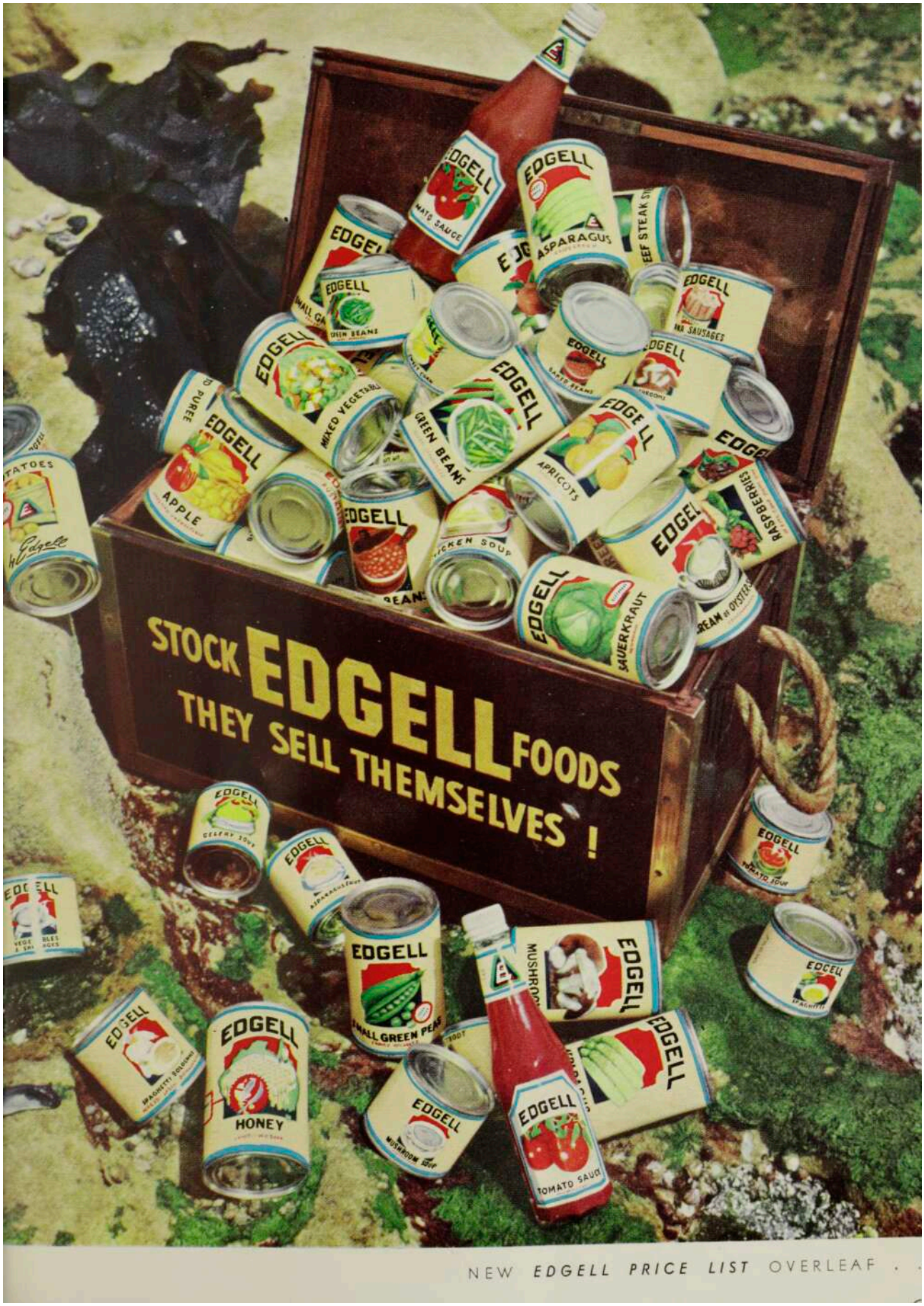
The new vessel, like the one whic she evidently replaces, is in the ex plosives trade, mainly trans-Tasman where she relieves the 263-ton *Pir* smallest vessel in the trans-Tasma trade. *Piri* is soon to be sold, an she appears the type of auxiliary cra to be a "natural" for the Islands.

She was launched in 1917 fro Morrison & Sinclair's Sydney yar as *Tangaroa*, for Pacific Cabl Board, and as such saw Islands ser service. They sold her in 1925.

A wooden craft of attractive pro file, she carries about 5,000 56-lb case of explosives at a service speed o about 8 knots. Her 240 bhp Crossle motor was fitted in 1947. Her sa area has been greatly reduced fro that originally carried. She will b

(Continued on page 101)

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PRODUCT	SIZE CAN
DELICACIES	
Asparagus Tips	10½ oz.
Asparagus Spears	16 oz.
Asparagus Cuts with Tips	10½ oz.
Asparagus Cuts	16 oz.
Asparagus Cuts	30 oz.
Vienna Sausages	8 oz.
Mushrooms, Sliced	8 oz.
Mushrooms, Sliced	4 oz.
Mushrooms, Sliced	16 oz.
Mushrooms, Whole	8 oz.
Mushrooms, Whole	16 oz.
Lamb Tongues	12 oz.
HONEY (in cans)	23 oz.
HOT PACKS	
Baked Beans	4 oz.
Baked Beans	8 oz.
Baked Beans	16 oz.
Baked Beans	30 oz.
Beef Steak Stew	16 oz.
Bolognaise (Meat & Spaghetti)	4 oz.
Bolognaise (Meat & Spaghetti)	8 oz.
Bolognaise (Meat & Spaghetti)	16 oz.
Spaghetti	4 oz.
Spaghetti	8 oz.
Spaghetti	16 oz.
Spaghetti	30 oz.
JUICES	
Tomato Juice	16 oz.
Tomato Juice	28 oz.

PRODUCT	SIZE CAN
SAUCES	
Tomato Sauce (cases)	10 oz.
Tomato Sauce (cases)	20 oz.
Bar-B-Q Sauce (cases)	8 oz.
PUREE	
Tomato Puree	16 oz.
Tomato Puree	29 oz.
TRIANGLE BRAND (RED LABEL)	
Processed Dried Peas	8 oz.
Processed Dried Peas	16 oz.
SOUPS (Double Strength, Double Value)	
Asparagus Soup	8 oz.
Asparagus Soup	16 oz.
Celery Soup	8 oz.
Celery Soup	16 oz.
Chicken Soup	8 oz.
Chicken Soup	16 oz.
Mushroom Soup	8 oz.
Mushroom Soup	16 oz.
Oyster Soup	8 oz.
Oyster Soup	16 oz.
Pea Soup	8 oz.
Pea Soup	16 oz.
Tomato Soup	8 oz.
Tomato Soup	16 oz.
Tomato Soup	30 oz.
Vegetable Soup	8 oz.
Vegetable Soup	16 oz.
VEGETABLES	
Green Beans, French style	8 oz.
Green Beans, French style	16 oz.

PRODUCT	SIZE CA
Green Beans, French style	29 c
Beetroot, Sliced	8 c
Beetroot, Sliced	16 c
Beetroot, Sliced	30 c
Cabbage	28 c
Carrots, Julienne	16 c
Carrots, Split	16 c
Carrots, Diced	30 c
Cauliflower	16 c
Cauliflower	29 c
Peas, Green Fancy	8 c
Peas, Green Fancy	10 c
Peas, Green Fancy	16 c
Peas, Green Fancy	29 c
Peas, Small Garden	16 c
Mixed Vegetables	8 c
Mixed Vegetables	16 c
Mixed Vegetables	30 c
Sauerkraut	16 c
Sauerkraut	30 c
Corn, Whole Grain	10 c
Corn, Cream Style	8 c
CATERERS' PACKS	
(A No. 5 Can contains approx. 4 lbs	
Baked Beans	No.
Carrots, Split	No.
Spaghetti	No.
Tomato Soup	No.
Vegetable Soup	No.
Green Beans	No.
Mushrooms, Sliced	29 c
Green Peas	No.

CARTON MEASUREMENTS—CUBIC:

Cartons: 48 x 4 oz. cans approx.	5"	Cartons: 24 x 29/30 oz. cans approx.	1' 2
Cartons: 48 x 8 oz. cans approx.	8"	Cases: 24 x 20 oz. btls. Sauce approx.	1' 10
Cartons: 48 x 10 oz. cans approx.	10"	Cases: 36 x 10 oz. btls. Sauce approx.	1' 3
Cartons: 48 x 16 oz. cans approx.	1' 3"	Cartons: 6 x No. 5 cans approx.	7
Cartons: 24 x 23 oz. cans approx.	9"		

CASE MEASUREMENTS: Add approximately 2" to carton measurement.

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OVERBOARD IN MID-OCEAN

Recent Sea Dramas Recall Earlier "Macdhui" Episode

A YOUNG Englishman who a couple of months ago distinguished himself by falling overboard into the Pacific Ocean 1,000 miles from Panama, but kept afloat for nine hours until picked up, sailed into Lautoka, Fiji, recently.

He was Douglas Wardrop, Second Mate on *British Monarch*. He amazed Lautoka folk by immediately going for a swim!

Just as he was going off watch one 4 a.m., he fell overboard unnoticed, while examining the log.

He was not missed until four hours later when he should have gone on watch again.

When a thorough search failed to locate him, the captain turned his ship around, sailed right back on his course—and picked Wardrop up at a spot where he had fallen overboard nine hours before.

He had kept himself afloat treading water. What is more, he was able to climb into the ship's boat unaided.

Not so lucky was seaman Leslie Clancy, who disappeared from the *Bulolo* between Sydney and Brisbane on September 4. He went overside between 4.30 a.m. and 7 a.m., and Captain Bill Wilding turned back and searched for him until noon. So did 20 local fishing boats, an oil tanker, two private aircraft and a Neptune bomber. No sign of him was found.

It was reported that the sea was full of sharks.

AN EARLIER MIRACLE

THE rescue of Second Officer Wardrop shows that miracles do sometimes happen at sea. An almost parallel case was that of a young woman who went overboard from the Burns Philp motor-vessel *Macdhui* in early 1938, when the ship was southbound from Port Moresby to Brisbane.

The young woman had been visiting friends in Lae or Salamaua and had been unlucky enough in the space of a few weeks to contract malaria in its severe cerebral form.

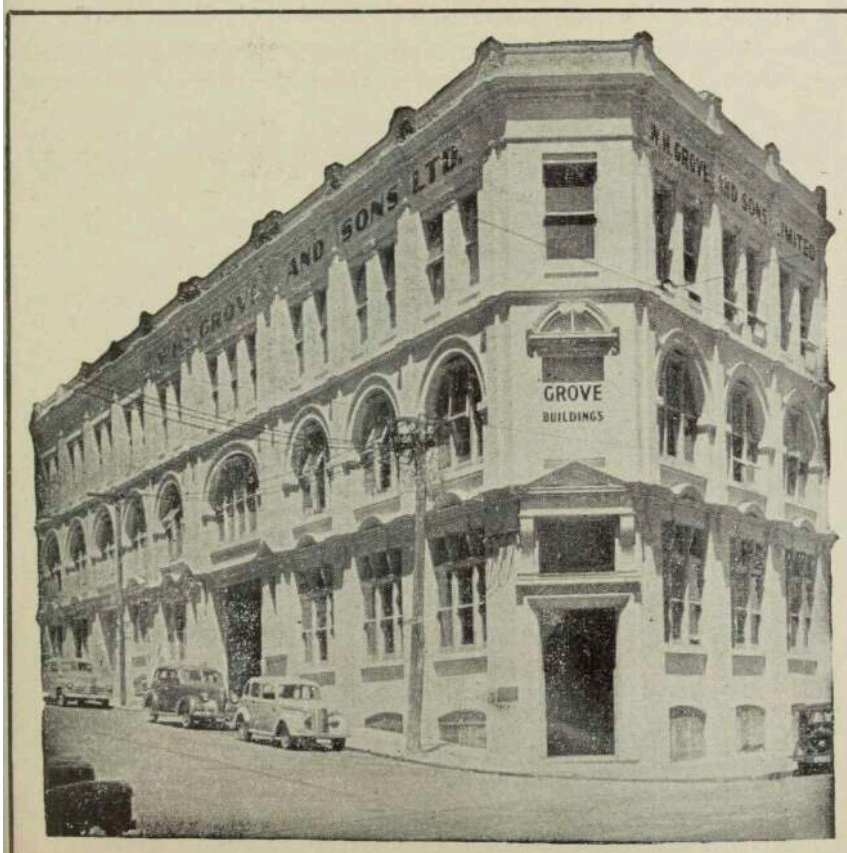
She was shipped south in charge of a nurse, and because she was delirious there was a member of the ship's company on guard outside her cabin for most of the time.

But someone overlooked the fact that there is more than one way of getting out of a cabin. One morning, when the nurse was off duty, her patient went out of the port hole and into the sea.

She was not missed for two hours and when a thorough search failed to find her aboard, the ship was turned about and sailed back on her course.

The Australian coast was just in sight—but *Macdhui* was coming south well outside the Barrier Reef. The young woman couldn't swim, she had been very ill for weeks, and was temporarily out of her mind.

Earlier in the voyage, between Samarai and Port Moresby, the ship had been lashed by the tail-end of a cyclone, but off north Queensland the weather had changed to flat calm. Nonetheless, there were few —including Captain J. Mitchie—who held out much hope of a rescue. But three hours after she had been missed, a body, floating on its back on the sea, rigid, like a piece of driftwood, was sighted dead ahead. A thin silk nightgown had billowed up



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around the girl, and this possibly had helped keep her afloat as well as scaring off sharks which infest those waters.

A boat was lowered away and those on the ship were amazed to see that when it approached within a few yards, the "body" raised an arm and signalled.

The girl was brought on board safely, restored to her frantic nurse and her cabin, and safely removed to hospital when the ship reached Brisbane.

The passengers, impressed by the navigational skill of the skipper and his officers, took up a collection to show their appreciation. However, Captain Mitchie spurned it: they could make a donation to the home for old sailors if they wished; but so far as he and his officers were concerned, what they had done was simply part of their duty.

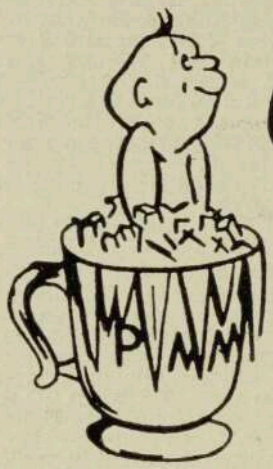
WHAT happened to the young woman I have never heard; probably she recovered completely and is leading a normal life. But neither Captain Mitchie nor the *Macdhui* is with us now.

Captain Mitchie was killed when the Japs raided Darwin and scored a direct hit on the *Neptuna*, which was loaded with explosives.

The *Macdhui* got hers from the same source, and her rusted bones can still be seen on a reef in Port Moresby harbour.—*JT*.

† Fiji Women's Club is to be revived. It lapsed after the Second World War. Its objects will be welfare work among all races, interchange of ideas on women's interests, welcoming distinguished visitors, and promoting international understanding and kindliness in daily life.

† The most outstanding golfer in Fiji, Mr. Laurie Graham, has won most of the open championships in Fiji this year. In the Bygrave Trophy golf match at Lautoka in September, he broke the course record with a return of 69. With his two handicap this gave him a net 67.



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FIJI ADVOCATED IT 35 YEARS AGO

British Federation In S. Pacific

THE reasons why, in the opinion of experienced observers, there should be a South Pacific Federation, to include at least all the British Territories and Colonies of the South Pacific, in a more-or-less self-governing State within the British Commonwealth, were set out in the *PIM* in July.

Subsequently, in Rabaul, I met my old friend Mr. A. H. Cresswell; and he reminded me that this subject was raised in *PIM* nearly 15 years ago.

In January, 1943, we published an article entitled "Dominion of British Oceania", and the writer was "New Guinea Planter". Actually, the writer was Mr. Cresswell, and the article was written by him in a dugout in the Western Desert of Egypt.

I, the then editor of *PIM*, liked the idea put up by Mr. Cresswell, and in February *PIM*, in an article entitled "Let Us Remove the Dead Hands of Canberra, Whitehall and Wellington", I lined up what I believed to be strong arguments in favour of a South Pacific Federation.

The publicity given to this idea brought an interesting communication from the late Sir Henry Milne Scott. He forwarded documents to show that on April 12, 1921, the Legislative Council of Fiji, on the motion of Mr. Scott (as he then was) resolved unanimously—

(a) *That the interests of the Empire in the Pacific would best be served by a Confederation of the British Islands of the Western Pacific, governed and controlled from a common centre.*

(b) *That this resolution be transmitted to the Secretary of State for the Colonies, respectfully asking his approval.*

A report of the debate showed that numerous strong arguments in favour of such a plan were set forth by Mr. Scott; that all the members—including the late Sir Maynard Hedstrom and the late Sir Henry Marks—supported him; and that the then Governor (Sir Cecil Rodwell) was in favour, although he recommended a Customs Union, rather than a Federation, in the beginning.

However, that seems to have been the end of Fiji's move; and the subject remained dead until it was revived by *PIM* in January, February, May and December, 1943.

Then it was forgotten, again, in the welter of post-war preoccupations, following 1945.

It now is 35 years since that Fiji resolution; nearly 15 years since it was revived by *PIM;* and still nothing has been done to remove "the dead hands" of remote control.

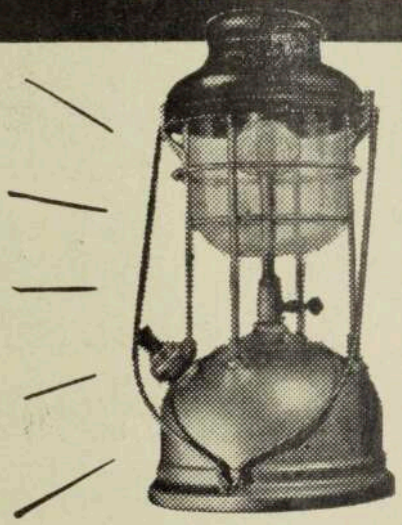
Australia and New Zealand, after the war, made a move towards co-ordination of administration effort, through the South Pacific Commission; but that body has not developed even a suggestion of constitutional reform, especially in the direction of conceding to the South Pacific Territories a measure of self-government. — *R. W. ROBSON.*

---

† Mrs. D. A. Donald has been visiting relatives in Suva, Fiji, from Southern Nigeria. Mrs. Donald is the wife of D. A. Donald, who before his transfer to Nigeria was Agricultural Officer in BSIP and before that, in Fiji. The Donalds' son, Mr. Alan Donald, is an officer of the Veterinary Division of the Fiji Department of Agriculture.

† Suwarrow (Suvarov) atoll in the Cooks, abandoned since a team of Manihiki shell divers were withdrawn in November, 1956, was to be aerial-photographed during September by a DC3 aircraft of NZ Civil Aviation Administration. CAA aircraft, during their routine flights along the Coral Route, have photographed all the other islands of the Cooks Southern Group over the past year or so as cloud conditions have permitted. Parts of Rarotonga were still to be photographed during September.

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LETTER TO THE EDITOR

Just One Tax And He Leaves!

SO we are threatened by an invasion of Unionism into New Guinea and Papua? So Taxation is to be introduced into the Territory?

Listen!

On the De Grey I used to fork a saddle 14 hours a day, seven days a week. There were three of us handling 1,200 square miles and 10,000 sheep. Which is 400 square miles and 3,330 sheep to each man. A lot for one man to look after. Really three men's work.

In the city two civil servants were sitting at desks in chairs much more comfortable than my saddle. They had demanded and got a 40 hour week which they convinced themselves they earned by their mighty labours with the pen. They refused to admit that they produced nothing, did nothing. They continued to sip their cups of tea and arrange their pins and paper-clips and eye the clock.

A thousand miles away the dirt ingrained into my skin because I never had time to wash. I grew a beard because there was never time to shave. But I had to carry on, producing three men's labour because there were two civil servants in the city producing nothing, and someone had to earn their pay, which came to them via taxes.

I asked myself what was my chance of eradicating these parasites? Of sacking three-quarters of them and re-drafting them into productive occupations?

One chance in 9 million.

A man would have to get to be Prime Minister to do it, and maybe not then.

Better to get out to some place where these pests did not prevail. So in 1953 I abandoned Australia to the New Australians and departed for New Guinea.

And the Territory suits me fine.

Here on my miniature island the block of land which I manage is planted entirely with coconut palms right up to the furthermost heights.

The block of native land adjacent is jungle, as it has always been, except for a scattering of palms along the beach that more or less planted themselves.

I am on the go from sunrise to sunset. My kanaka friends sit through the days in the shade chewing betel-nut.

I possess a camera, a rifle, a radio, a sewing machine, an outboard motor. They own a couple of guitars and their laplaps. You would think that this connection between prosperity and industry on one hand, and indolence with penury on the other, would be obvious even to their simple minds. But not so.

Most parts of the Territory—including this island—have undergone at some time a phase of Cargo-Cult, a belief by the natives that all the wonderful things the white man possesses are really sent down from heaven by the natives' ancestors, destined for the natives, but nefariously intercepted by the Europeans.

(Over)

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One of the primary tasks confronting the Administration is educating the native to the realisation that prosperity follows only as a consequence of industry.

Yet before they have had a chance to digest this, Union secretaries are going to arrive and introduce to them the grand old wharf-labourer doctrine—that is, *that they were right the first time and that all the good things DO just waft down from heaven after all.* All they have to do to earn them is to sit down and smoke and leave it to their Union secretaries.

A contract has bound me to this isolated island for the past two years. For two years I have not been able to see a picture show or visit a grocery store. The ship comes once a month. A bit grim in that respect, perhaps, but the life has its compensations.

For instance, there is no taxation —yet.

However, will I be prepared to endure those hardships when there are no longer any compensations?

And the anwer is "No!"

Already at the first threat of taxation my eye is roving. But—and this is the crux of my indignation; this is what prompted me to write this protest—where do I shift to this time?

Antarctica?

I am, etc.,

New Guinea, August 30, 1957. MAYFLOWER.

† Mr. P. G. Roberts, District Officer on Christmas Island, before and during the H-bomb tests, is at present in the United Kingdom on leave. He travelled on the aircraft carrier HMS *Warrior*. Mr. Roberts remained on Christmas during the tests and did not go, to Fanning Is. as was previously stated.

† Two cable ships have been engaged in laying the Los Angeles-Honolulu section of a trans-Pacific telephone cable. The vessels have been working from opposite ends of the sector and when they meet the two lengths of cable will be spliced. The present trans-Pacific cables are suitable only for telegraphic communications.

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SCIENCE CONGRESS IN PAPUA-N. GUINEA

To Arrive By Liner And Live Aboard

AN ingenious plan, under which provision will be made for a meeting, to be held in Papua and New Guinea, in 1960, of the Australian and New Zealand Association for the Advancement of Science, was discussed recently at a meeting in Port Moresby, called by Mr. G. A. V. Stanley. (*PIM*, March, p. 151).

The original British Association was formed in England in 1831; and the Australasian Association—on exactly the same lines, and for the same purpose—came into being in 1888. Since then, general meetings or conferences have been held, usually at intervals of two years, in every large city in Australia and New Zealand.

The next is under organisation, to take place in Adelaide in 1958; and it now is proposed that the 1960 meeting shall be held in Papua and New Guinea.

Accommodation of so large an assembly calls for the facilities of a city—more than are provided in Port Moresby or Rabaul.

It is proposed that the Association shall charter a suitable overseas liner, capable of carrying up to 1,000 people; and that, during the conference, she shall lie off the ports of Moresby, Samarai, Madang, Lorengau, Lae, Rabaul.

Various practical difficulties—such as the provision of up to 100 tons of water per day—would have to be ironed out; but Dr. Stanley told his audience that he thought it could be done, if the ANZAAS would approve.

A series of motions moved by Mr. George Walmsley, Dr. Gunther, Mr. W. C. Groves, Dr. Eric Wright, Mr. J. McAdam, Dr. Todd, and others, formed a Papua and New Guinea branch of the Association; appointed office-bearers; and put into shape the machinery for the functioning of the branch, and advancing the request that the 1960 general meeting be held in the Territory. It was announced that "Mr. Justice Gore, of Port Moresby, and Mr. Dudley Jones, of Rabaul, will be at the head of the preliminary organisation".

Housing Aid for Cook Islanders

ON July 18 approval was granted to four Rarotonga families who applied for housing aid under the new Cook Islands Housing Improvement Scheme.

The scheme is designed to act as an incentive to married couples with at least two children, and Cook Islanders with dependent families, who are in undisputed possession of suitable building sites, and who are able, within six months, to construct a house to specified standards as far as the roofing stage.

When the authorities are satisfied that these conditions have been met, roofing material up to the value of £50 is issued, free of charge, to the applicant—provided that he uses it immediately to roof his house.

The scheme applies only to natives of the Cook Islands and their descendants, and the funds allocated for this purpose are strictly limited. The scheme operates only in islands where a Resident Agent is in charge, and the housing aid has been divided among those islands on a population basis.

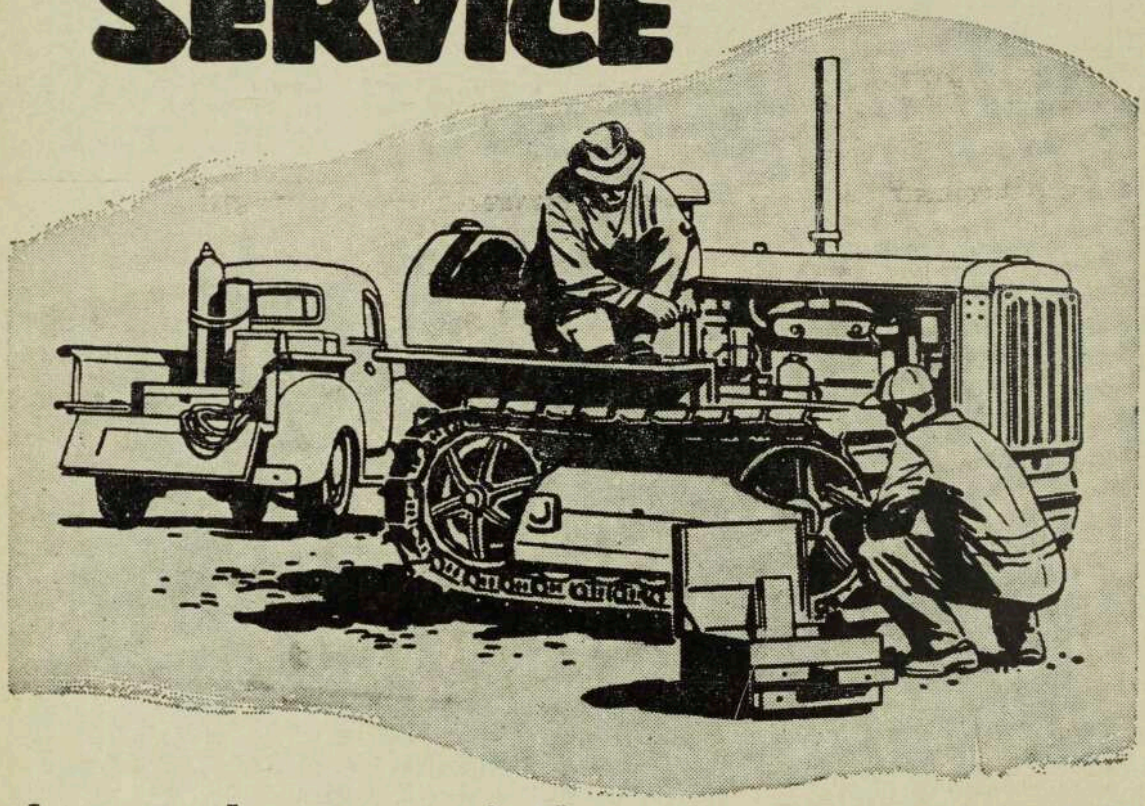
The 1957-58 Estimates allow sufficient funds to help a total of 50 families, 20 of whom will belong to Rarotonga.—W.H.P.

† First heads to fall under the economic axe in Noumea are those of foreign boxers. Because of the lack of foreign exchange no more foreign boxers will come here and contracts that were being negotiated in Suva and Sydney will be abandoned. Ricardo Marcos who was to fight again in Noumea will return to Australia.



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Your World of Stamps.—XIV.

PUTTING THE PACIFIC ON THE MAP

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IN recent years, stamp designers have made extensive use of maps to identify the location and landmarks of the issuing country.

This medium of publicity serves to make the area in question more widely-known to the public and stamp collectors. Such stamps have also been popular with Pacific Islands governments, and naturally with a medium the size of a stamp many details are absent.

The recent issue of British Solomon Islands pictorial stamps included two maps amongst the design. The 5d denomination featured a map of the Protectorate, on which eight of the ten major islands in the group were clearly marked—Choiseul, San Cristoval, New Georgia, Malaita, Guadacanal, Ysabel, Santa Cruz and Rennel, with the Queen's likeness on the right of the layout.

The chart depicting the voyage of Captain Philip Cartaret, in HMS "Swallow," figured on the 1/- stamp.

In addition to this map, the *Swallow* in which Cartaret in 1767 re-discovered the Solomons 200 years after the initial discovery by the Spaniards, and Queen Elizabeth II's portrait, also appeared on the stamp.

Although it might be expected that maps would be used on Pacific stamps earlier, Fiji was the first to use them on an issue prepared in 1938. An impression of this group, giving their longitude and latitude position, and inscribed with names of Vanualevu, Taveuni, Vitilevu and Levuka, appeared on the 2½d and 6d values.

When several years later the design was re-issued, an error, initiated in the original format, was corrected. This was the inclusion of the figure "180" on that meridian, previously marked but not identified as such.

The first map of the territory of Western Samoa was portrayed on the 1½d issue issued in 1939 in connection with the 25th anniversary of New Zealand administration. Some 21, clearly defined, landmarks of Savai'i and Upolu were represented plus a compass in blue in the top right hand corner.

The 3d issue of 1940 circulated for the Pitcairn Islands adopted an attractive rendering of the Pacific Island region, labelling Fiji, Samoa, Norfolk Island, Tonga, Tahiti, New Zealand, Easter Island, and, of course, Pitcairn. The late King George VI's medallion portrait was shown on the left.

The three Tokelau Islands pictorial issues introduced for the first time during 1948, featured maps as part of the design. The ½d made use of a general map of the region on the left with an inset on the right of the stamp of the island of Atafu, in badly-drawn outline. A village scene was used as the centrepiece of the stamp itself.

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Island appeared on the right of the 1d and 2d designs. Village scenes figured to the left of the stamp. However, under a magnifying glass both these latter maps are marred in their reproductions.

The Cook Islands' stamps of 1949 featured a number of maps. The 1d issue was devoted to a small map of the Hervey Islands in the centrepiece, with Captain Cook, who came upon the island in 1773, at the left and a bird and palm trees on the right.

The 2d issue typified the island of Rarotonga, where in 1823 the Rev. John Williams of the London Missionary Society, undertook his missionary work. To the left the mission ship, "Messenger of Peace" was displayed, with the missionary's likeness on the right.

The map of Aitutaki, and palm trees distinguished a 3d stamp, and a 1/- design illustrated a general cartographic impression of the entire Cook Islands, on which the famous London statue of Captain James Cook was superimposed.

Thirteen names were inscribed on the map of Niue included on the 1d stamp from Niue, issued in 1950. And, symbolising the friendship between Britain and Tonga, the ½d issue printed for Tonga in 1951 likewise carried maps. At the top of the large stamp was an outline map of Great Britain, with a map of the Pacific area around the Tongan Islands, in scroll form, taking up the remainder of the picture.

This must surely have been the best cartographic illustration on Pacific Island stamps, annotating centres in the Vavau, Haapai, and Tongatapu Groups, as well as depicting palms on the right and oak leaves near the map of Britain.

Remarkable for the absence of any enlightening details was the design of the Papua-New Guinea 10/- stamp, introduced in 1952. The map used was of the two territories, each in a different colour, with portion of Australia's Cape York Peninsula also included.

Finally, the distinguishing feature of the 5/- issue from Nauru was an outline map of this (or Pleasant) island, on which fourteen divisions were included, with Anibare Bay on the right. The stamp was one of the 1954 pictorial series.

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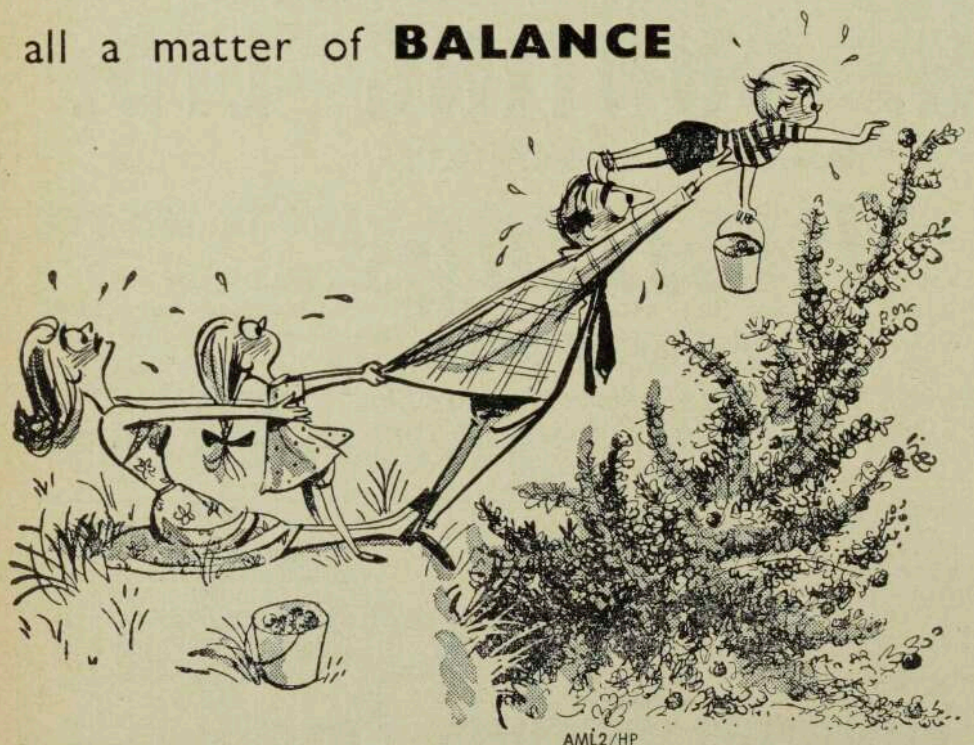
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W.H.O. presents—

HEALTH NOTES

Why The Mosquito Must Bite

IT seems strange that nature should have made the female mosquito a sucker of blood and carrier of disease while the male, by comparison, is a virtual hermit of the forest, feeding on nectar and plant juices. The female's ability to suck blood is merely an aid to its functions as a mother. Generally, one blood meal is necessary before it can develop a batch of eggs.

When the female mosquito bites a human it is merely for the food which it must have, and if in the process it also transmits malaria, that is merely incidental. It got the malarial parasite from a human it had bitten earlier.

Two to five days after the female has had her meal of blood the eggs are laid, and within one to two days the eggs hatch out into wrigglers (larvae) which pass through four stages, feeding on organisms and debris in the water. After about a week the larvae become pupae, and in another two days out comes the mosquito.

The blood-sucking female is endowed by nature with a life span of about a month while the male has no more than a week to live.

Some mosquitoes, like the carrier of yellow fever, suck blood by day but mostly they are nocturnal feeders. During the day the mosquito's resting place is in dark corners in human dwellings, animal shelters, garden foliage or jungle undergrowth.

Certain species like the common house-mosquito fly for only several hundred yards, but the malaria mosquito often has a wider flight range of up to half a mile or even a mile and quarter. There are some species, however, like the salt marsh mosquito, which can do 8½ miles or more with the help of a favourable wind. Mosquitoes are known to hibernate in all stages.

In many countries, thanks to "residual spraying" of DDT and other insecticides, malaria has ceased to be the dread scourge which it was some years back, but the mosquito is fighting back and certain species have developed resistance to insecticides.

† Mr. H. W. Bullen, Secretary of the Melanesian Mission, was to journey from his Auckland headquarters to attend a Mission Synod at Pawa, BSIP, in October.

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Colgate Dental Cream







STOPS TOOTH DECAY BEST!

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



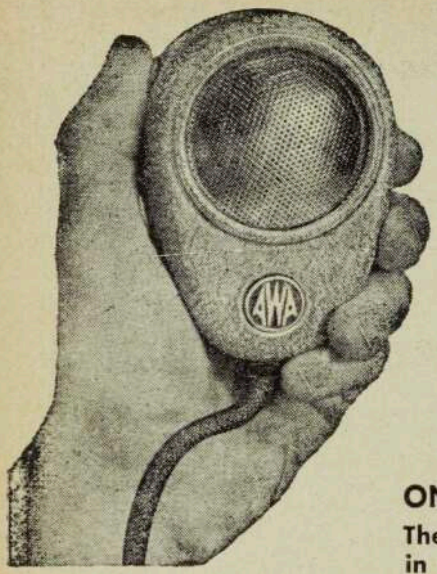
Keeps children's teeth healthy

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

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RADIO TELEPHONE

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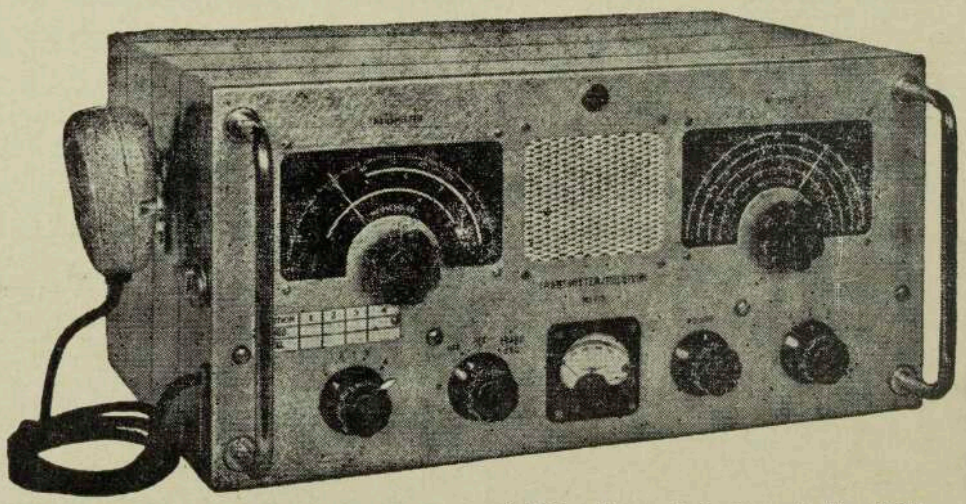
Simplicity
Only six controls, no technical skill required.

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

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

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

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MAGAZINE SECTION

Tropicalities

THE BEST CAR IN TONGA

WE had gone ashore from the round-trip *Matua*, at Nukualofa, last year, and a business acquaintance was showing us the sights.

There, being filled with petrol from a curb-side pump, under a tongue-twister sign that read, "Fakatu'utamaki—Tapu Ifi Tapaka" ("Danger—No Smoking"), stood the biggest and shiniest car we'd ever seen—a 1956 Ford Ranchwagon: bright gleaming duco, eye-dazzling chrome, and six fathoms wide (it seemed).

"That's better than anything we've seen in Suva", I said. "Who owns it?"

"Well, it's just come for the Marist sisters", my friend replied. "Come on, we'll talk with the driver."

But before we could cross the road, a neat Marist Mission Sister in white tropical habit, opened the car door, slid behind the wheel and piloted the Ranchwagon with loving care up the street.

We wandered off, on our way to rubber-neck at the Royal Palace, but not before my companion had promised to drop me a line later on about the car.

I was back in Suva for a time, then on to Sydney; and I'd forgotten all about the car. Then, last month, practically a whole year after out *Matua* round-trip, I received a letter from my Nukualofa friend. "By the way", he wrote, "I got the story about that car that took your eye."

Back in 1950, an ex-Boston schoolteacher, Sister Mary Susanna, went to Tonga from USA. Her friends in Massachusetts conceived the plan to send her a gift—a jeep; but before the plan had been long under way, the Sister became ill and was flown to New Zealand, as a stretcher case. She died early in 1951.

The Boston people were shocked by her death, but eventually decided that they would press on to raise an even larger sum and send a vehicle down to Tonga to serve *all* the Sisters. "That was how the Ranchwagon came to Nukualofa, after many delays, just before you were here," said my Tonga correspondent.

"It still is as smart as paint and its 287 number-plate is a familiar sight on the metalled roads of Tongatabu. But not all our roads are sealed and when the Sisters' Ford comes back from an errand to one of the outback Mission stations, via the earthen by-roads, then you'll see a dozen young Tongan helpers proudly polishing up the Ranchwagon, under the watchful eye of Mr. Small, the local engineer, or of one of the Sisters, to make it still the 'Best Car in Tonga.' "—*Dee.*

A DOG NAMED "WILLIE"

A DOG named "Willie," a Heinz Terrier (he was registered thus on his papers), means so much to his mistress, Miss Peggy Johnson, formerly of Samarai, Papua, that she is taking him with her to a new job in Central America.

Miss Jackson brought Willie from Australia and when he has completed his present journey he will be a much travelled dog and will have cost her a pretty penny.

Willie is at present travelling in luxury on the Norwegian vessel *Thorsisle*, via ports to San Francisco at a charge of a dollar a day, plus a fee of £10 to a crew member to valet him. Before settling down to the present journey, Willie was flown to Port Moresby and thence to Lae where he boarded *Thorsisle*.

He will spend six months in quarantine at San Francisco at a cost of three dollars a day, after which time he flies on to Central America.

DOG KNOCKS-OUT MAN

WE heard another story recently of man's devotion to dog, which didn't have such a happy ending.

It appears that the doglover's dog had puppies. Most of the litter found homes but three remained unwanted. Not having the heart to destroy them himself, the dog lover called in a friend from the Health Department, who brought with him a bottle of chloroform.

The friend, too, was kind-hearted but had imbibed a little before committing the deed.

Eventually he staggered off with the pups and the chloroform, but being a little unsteady spilt the chlorform on himself and passed out.

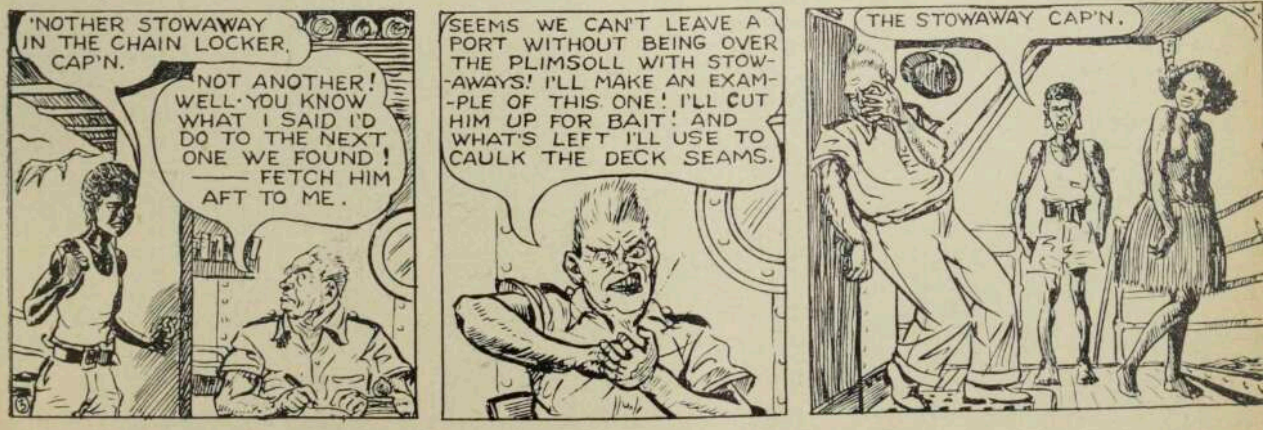
However, during the process, some was administered to the pups and they died.—*P.R.*

HOW THE KUNDU GOT ITS SKIN

Our old friend Sanasi says that he once sold this snake-yarn to an American adventure magazine and got $30 for it. We can believe it. It has all the ingredients required for American publication: a bit of sex added to the broth of the unusual. But we don't mind giving it the "PIM" 15/- treatment (plus

The Captain and the Cook . . .

BY WILL GILL



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extra for illustration). It makes an entertaining addition to our collection of snake data, anyhow.

The natives of the Upper Gama River in the Delta Division of Western Papua are a very primitive lot and have very little surplus produce or goods to trade with.

However, they do a fine export trade in snake skins which they exchange for the coastal natives' salt and steel goods. As everybody knows, snake (or lizard) skins are used as the tympanum stretched across and firmly cemented on to the one end of the native "gaba" or tom-tom. (Kundu, on the New Guinea side). There are very few lizards or snakes in and around the muddy and water-logged villages of the coastal strip.

How the Gama natives catch the fresh water snakes must be one of the quaintest methods in the world. Unlike all the sea snakes, the Gama fresh water snakes are non-venomous, with no teeth and only a gummy mouth. This is how the catching is done: A line of mature girls kneels in the swamp water of such a depth that their breasts are about one foot below the surface. The snakes, attracted by the protuberances, attach themselves to them; the girls then seize and detach the reptiles and throw them to the waiting men on the bank. They are then expertly skinned and smoke cured.

Removing the skins does not kill the snakes, and minus skins they are thrown back into the swamp, and, so I was informed by the skinners, they live on to eventually grow a new skin.

In my several excursions into this Gama and similar regions I must say I have never seen a dead snake. The natives always had scores of skins to barter and the rate of exchange was one skin one safety razor blade.

Thinking that a tanner friend of mine would be interested I took a dozen of these Gama snake skins to Australia but they were too thin to do anything with.

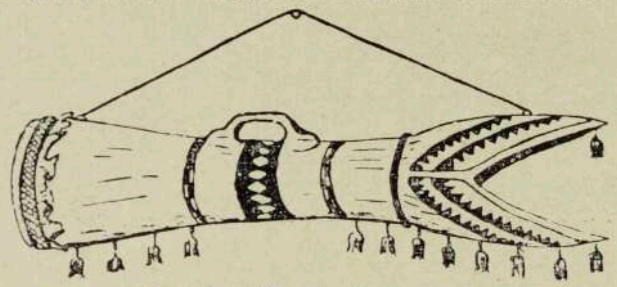
HINDU FIRE WALKERS IN SUVA FESTIVAL

THE annual ceremony of "fire walking" by Hindus was recently held in Suva at the Maha Devi Temple. There was a large attendance to witness the festival.

A number of overseas visitors made good use of their cameras to record what to them was a unique spectacle, and the Fiji Broadcasting Commission's technicians got the proceedings down on tape for later broadcasting in Australia and New Zealand.

This festival is observed annually by Shaktas, worshippers of Divine Mother Goddess Mariamman, and extends over 10 days of prayerful offerings and devoted and disciplined meditation by the votaries who take the vow to walk on live embers. The act of walking on the fire is regarded as one of purification.

The fire is burnt ceremonially a night before, and over 25 tons of dogo fire wood is burnt for 16 hours.



The drum, with snake-skin tympanum.

By this time the wood is reduced to a pile of glowing embers, spread over an oblong pit 20 feet long, 6 feet wide and a foot deep. This pile is then raked over until there is an even depth of coals, and around the pit is placed burning camphor to purify the atmosphere and the surrounding ground.

By four in the evening the votaries arrive at the temple, about 30 young boys and adults, with tridents piercing their cheeks, and proceed to walk over the burning embers.

The fire walkers go through the pit without hesitation, not appearing to suffer any pain or injury, and all emerge safely, walking away with smiles on their lips.

After the fire walking by these people there follows a procession of women and children devotees who walk around the fire in attitudes of devotion.

Some who do not aspire to walking the fire, cover the upper part of their bodies with chalk, and holding a chafing dish of burning embers, pour the contents over the head, a feat of devotion called "fire bath."

Music, drums and wind instruments are continuously played during the ceremony; the music is said to have the power of purifying the atmosphere—*S. M. Mudaliar.*



One of the fire-walkers treads the live coals.

FIJI LINKS WITH NEW UNO PRESIDENT

FIJI has a double connection with Sir Leslie Munro, who has just been elected President of the United Nations Assembly and who, according to international rumour, is likely to be the most able and popular of the many men who have filled that position. Sir Leslie—a former editor of the *New Zealand Herald*, Auckland—is New Zealand's Ambassador to the United States.

A brother of Sir Leslie Munro is Mr. R. L. Munro, senior partner of Messrs. Munro, Warren, Leys and Kermode, a leading Suva lawyer and well known public man.

Lady Munro was a Miss Sturt, a direct descendant of that notable Englishman, William Thomas Sturt, who arrived in Fiji in 1869; became a cotton-planter, hotel-owner and shipowner (he built the original Club Hotel, in Suva); and established the once famous firm of Sturt, Ogilvie & Co., about 1895.

PICTURESQUE PIDGIN

From a New Guinea Old-timer:

WHY do you not offer a prize for the most expressive Pidgin phrase—prize to be awarded according to aptness of the words employed to describe a thing, or express an idea?

Here is an example of ingenuity in describing a cross-cut saw.

"Pullim 'e come, pushim e' go—'e brudder b'long big fella ackis—'e kaikai big tree alla same."

And here is how—according to an old Mission handbook, the phrase, "Our Father which art in heaven, hallowed be Thy name", was rendered in Pidgin:

"Pupa b'long mefela 'e stap ontap. Name b'long 'im 'e algidder taboo."

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The Old Bus is Earthbound

By K.N.

SOUTHERN CROSS MAKES ITS LAST SYDNEY-BRISBANE JOURNEY

Pacific Islanders, particularly those living in Fiji and Hawaii, who recollect the excitement and speculation in connection with the first Trans-Pacific air flight made by the late Sir Charles Kingsford Smith, in 1928, will be interested to learn that his historic aircraft, the monoplane, "Southern Cross", is being prepared for public exhibition "in perpetuity" at his birthplace, Brisbane, Queensland.

THE Old Bus is to be placed in a T-shaped, specially built glass-walled memorial hangar, costing £35,000, established at the Eagle Farm Airport. There it will be held as a lasting memorial to Australia's, and to one of the world's, greatest airmen.

The *Southern Cross* was placed on public view for the first time in 22 years, at Sydney's Hyde Park, for a five-day period, during early September. (See picture). It was inspected by 10,000 people, who contributed over £1,000 towards the cost of erecting the Brisbane memorial.

This fund, has already been given a flying start by donations of £6,000 and £5,000 made by the Dutch Fokker Aircraft Company and the Atlantic Union Oil Company, respectively, both of whom were actively associated with the early pioneering and subsequent record-breaking flights of "Smithy" and his *Southern Cross*.

On its journey from Sydney by road to its final resting place, the *Southern Cross* passed through 35 towns and cities in NSW and Queensland and was exhibited at each.

Three RAAF semi-trailers undertook the three-weeks trip, while RAAF mechanics and fitters reassembled the historic aircraft, under guidance of Civil Aviation authorities, at stopping-places.

Prior to its removal from Sydney, the Old Bus had lain in storage at a civil aviation depot at the Sydney suburb of Villawood.

Historically, the *Southern Cross*—one of the three most celebrated of world aircraft (the others are the Wright Bros. and Lindbergh's *Spirit of St. Louis*)—was originally built for the use of the Australian Polar explorer, Sir Hubert Wilkins, who made aerial surveys of that part of the world in 1925-6.

The first three-engined machine of its type to be built by the Dutch engineer, Anthony Fokker, the *Southern Cross* was then said to be the largest plane in the world! Its silver wing, of timber and plywood construction, was 72 feet long. The fuselage was 48 feet. This was sheathed in weatherproof fabric, painted a royal blue.

While Smithy was in the United States, in 1927, preparing for his Trans-Pacific flight, he was approached by Sir Hubert Wilkins. "I think I have the machine for your proposed Pacific flight", he said. "A tri-motor Fokker. Engines and instruments are missing, but the wing and air frame are in excellent condition. It is worth £3,000."

Smithy was interested, and finally, with financial backing from friends and admirers, he obtained the machine, and after furnishing it with essential equipment, named it *Southern Cross*, as a fitting symbol of Australia.

Following its epic Pacific crossing, made from Oakland Airport, San Francisco to Brisbane, via Honolulu and Suva, between May 31 and June 9, in the flying time of 83 hours 42 minutes, the aircraft accomplished a number of other notable triumphs in Australia, the United States and England.

In 1930, this aircraft joined the fleet of the original Australian National Airways, jointly established by Sir Charles and a friend, the late Charles Ulm. It flew between Sydney and Brisbane and Sydney and Melbourne, carrying twelve passengers and a crew of two.

In 1931, the *Cross* reverted to Smithy's control, and was converted for "barnstorming" activities. For the ensuing four years it is estimated that the machine flew 70,000 persons in Australia and in New Zealand.

Kingsford Smith tragically lost his life in November, 1935, while flying a Lockheed Altair aircraft, the *Lady Southern Cross*, from England to Australia.

His Fokker machine had been previously handed as a national heirloom to the Commonwealth Government for the sum of £3,000.

Smithy did not want the *Southern Cross* to be flown again, but in 1946 it came out of retirement to take an active part in a film entitled, *Smithy*, produced in Australia by the American Columbia Pictures Company.

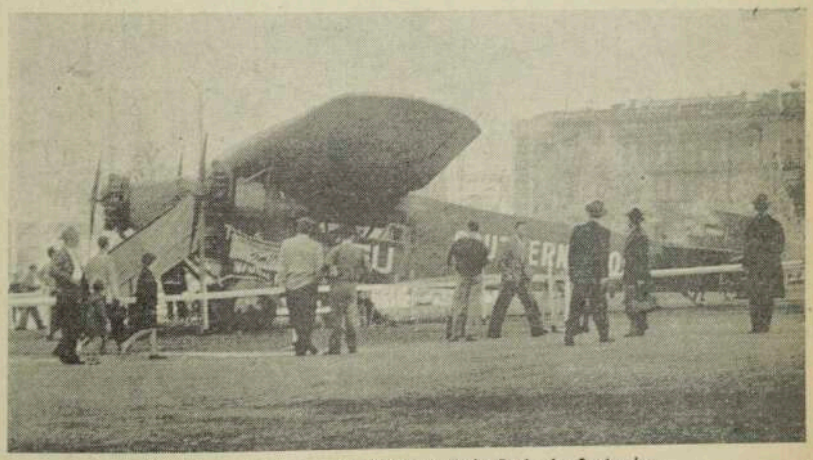
Immediately after this, with a close associate, former Wing Commander H. Purvis, at the controls, the *Southern Cross* figured in an aerial pageant held at the Banktown Airport, near Sydney, by the Royal Aero Club of NSW.

Since that time it had been housed in different localities. A lengthy pre-war stay was made at the RAAF base at Richmond, NSW, and for a while it was stored at the airfield at Canberra. It had been anticipated that the machine would be housed in the National War Memorial, Canberra, but as it was not classed as a "war relic," this honour was denied it.

Later still it appeared at the Sydney Airport of Kingsford Smith, at Mascot. In 1937, it was hoped that in due course it would be the highlight of an Overseas Air Terminal building to be constructed when extensions and improvements (still proceeding to-day) were completed.

The authorities, seeking to suitably commemorate the airman and his aircraft, planned to place it on

(Continued on page 109)



"Southern Cross" on exhibition in Hyde Park, in September.

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MAIL ORDER DEPT.

Teeth for the Twisels

By HAROLD SHORT

IN the dawn of the reign of Shubet, no registered dentist dwelt in the Land of Sopure, although all the inhabitants had teeth, some more and some better than others.

Those of Mr. Twisel and his spouse were few and worse, so when it was noised abroard that a Tooth-Extractor was due on the monthly steamer, they canoed to the capital and waylaid him at the wharf.

By private treaty he drew every tooth, then promised to return with wax, and later present each with thirty-two teeth on plates.

The Twisels' jaws healed rapidly, hardening month by month, but no message came from the molar-man.

One day Mr. Twisel read in her favourite journal that a right-up-to-date firm was replacing teeth by correspondence.

Applicants must send £10 for one wad of impression wax; or £19/9/9 for two wads, later to be exchanged for 64 teeth on plates.

The two Twisels were tremendously impressed by this idea and posted to the southern city the necessary money. In six weeks time the wax, stuck by heat to a sheet of instructions, was delivered by the monthly coastal ship.

* * *

On another sunny day, shortly afterwards, two pals, Percy and Valentine, arrived in a truck from the hills, decided to call on the Twisels.

When nearing the homestead they saw Walo, the venerable house-boy, moving aimlessly and agitatedly around a clearing among trees, followed by his wife, Gaba-Lua, with tousled hair, and arms waving from the elbows.



"Break in the door . . . "

Percy stopped the truck and, in response to his under-hand wave, Walo, with quick glances at the distant house, ran to the travellers.

" You fight along Gaba?" asked Percy.

Valentine added, "Taubada and Sinabada all right?"

Walo answered in a frightened whisper: "Sedila, no time before Taubada Twisel tell me go walk-about until sun go down. I too much fright."

"Oibe", wailed Gaba-Lua, "Sinabada told me to leave clothes-wash and go, too. Now doors all shut and they no come on verandah two-three hours. Sorcerer make puri-puri sedila. . ."

"Seems serious", muttered Percy.

"Like a suicide-pact", murmured Val.

"All right, we go first; behind you two come", shouted Percy to the nervous servants, as the truck jolted off at top speed to the house.

The investigators sprang out and up the steps to a wide verandah. The double doors were closed and the startled friends stared at each other as moaning sounds oozed out.

Percy tried to twist one handle and Val the other.

"Locked!" both shouted.

"Break in the door", gasped Val, shoving with his shoulder. Percy put his foot against the lock and pushed. The crash of glass mingled with horrible gurgling, but the lounge was unoccupied and back doors closed. One to the right guarded the bedroom from which came sounds like puppies protesting at an interrupted drink.

"We're too late", shrieked Percy. Val lifted a leg and kicked into space, for the door opened suddenly from within and the swinging boot hit above the belt an emerging man with bulging cheeks and pink-splashed lips.

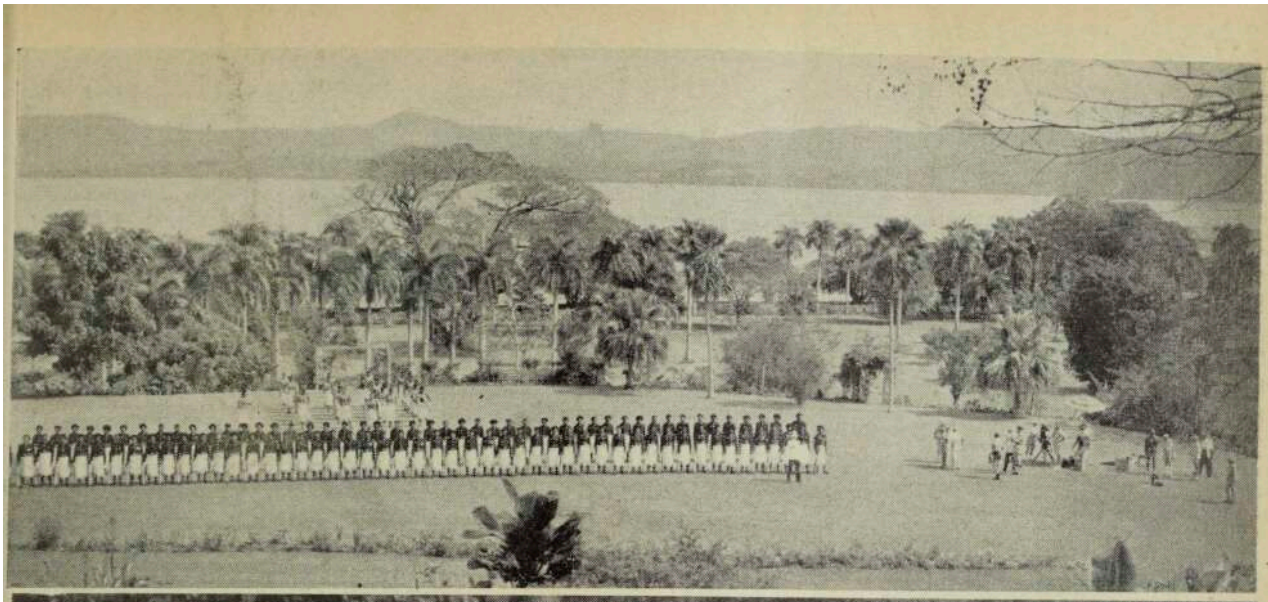
A stately dame in blue dressing-gown and pink-strewn chin sat glaring at the intruders.

"Can we help?" asked an anxious Percy. Twisel groaned and straightened. Seizing a writing-pad from a table behind him, his eyes and hand roved in search of a pencil, while he began waving a smeared, sticky paper with only the word "Instructions" not obliterated.

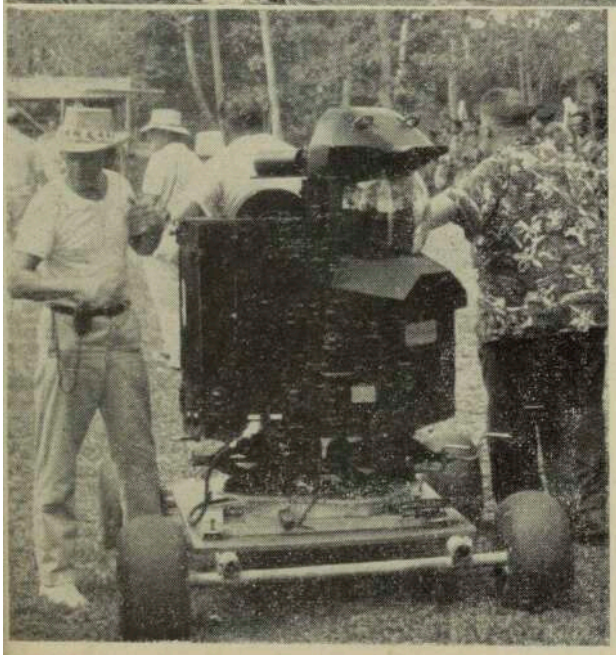
Sinabada rose and grabbed the pad and a pen protruding from Percy's pocket. She attempted to write but the pen was dry. Her gestured thoughts were submerged appropriately in pink. Then her hubby grasped a scarlet lipstick from a dressing-table and scrawled:

"Dental Wax—won't come out—sliding down!" Percy beamed comprehension, dashed through another door and back, cursed a locked kitchen, but waving a dinner-fork. Val followed with a soup-ladle and ran to the lady who waved protests against insertion of the spoon end. Val gallantly reversed the imple-

(Continued on page 110)







Getting Fiji on Cinerama

It all looks natural when you see it at the theatre, no doubt—but these behind the scenes photographs show how it is done.

They were taken by PRO photographer Rob Wright recently while the Dudley Film Corporation team was getting Fiji on film for Cinerama audiences.

"Cinerama" is only a name in this part of the world. We know little about it except that it is the ultimate in motion picture making technique, and that there are only about 26 theatres in the entire globe equipped to project it.

TOP PHOTO: The Governor of Fiji co-operated by inspecting his police for the benefit of the movie-makers. The well-groomed lawns of Government House grounds, Suva, and the harbour behind provide the setting for this shot.

CENTRE: Director Walter Thompson gives some directions to the firewalkers from the island of Beqa as they perform for the Cinerama camera. The firewalking performance was given in a section of Government House grounds.

LEFT: Preparing the bulky Cinerama camera for taking sequences of a Fijian meke (war-dance) at Mokani village, in Fiji.

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Pay-Back

EUROPEANS USED TO DO IT, TOO

HOW things have changed, in just 30 years! In the BSIP, in 1927, they had a "punative expedition" into Malaita, and what is more, actually *called* it that.

The expedition was formed to winkle-out the murderers of two Europeans from their hide-outs in the Malaita mountains.

The 29 local volunteers in this minor war were accompanied by 30 native police, and when they set sail from Tulagi (then the seat of government) in the government ship *Ranadi* it was "amidst cheers and singing."

If anything like this happened to-day no doubt the Afro-Asian block would refuse British ships passage through the Suez Canal, the Voice of Cairo would urge Arabs to cut the oil pipe-lines; Russia would bring the whole thing before the United Nations; and America would pointedly "abstain from voting."

Oddly enough the 29 volunteers, in 1927, seem to have been regarded as local heroes.

A warship, *Adelaide*, had also been sent to the scene of operations and sailors from the ship had established a base camp from which the expedition was to work. Sailors were also patrolling the streets of Tulagi in place of the usual police.

The whole thing had been brought about by the murder on Malaita of District Officer Bell, Cadet Lillies and 11 of their native police.

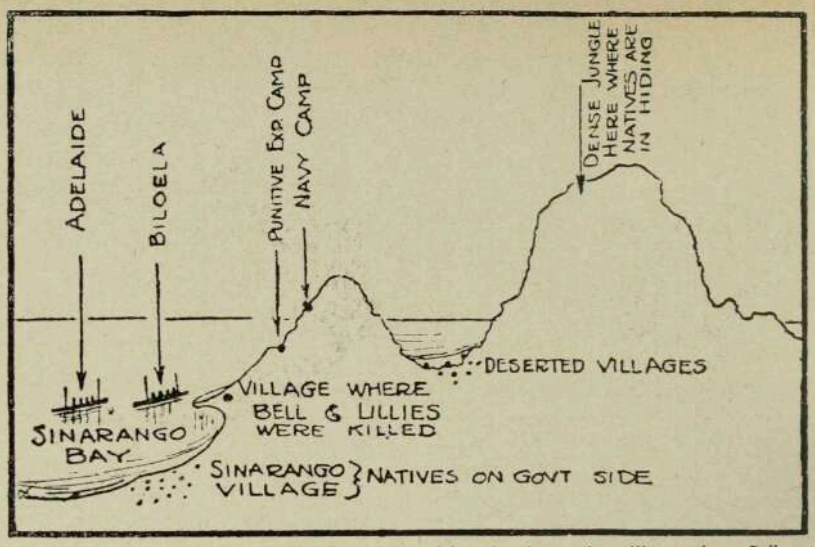
Tolala recently came across a clipping from the old Sydney *Daily Telegraph*, datelined October, 1927, which described the setting out of the expedition, and he added these remarks:

THE Europeans were: L. J. Hanscomb (in charge) and C. King, F. King, J. A. Johnstone, S. Fitton, A. Gardiner, J. M. Clift, G. E. Clift, E. Cunningham, R. Cambridge, R. Stirling, R. Seddon, R. Bruce, J. West, T. Ferry, J. Troup, R. Harper, S. A. Halliday, J. Bonnard, A. W. Dickes, S. G. Masterman, R. Gaskell, G. White, C. Minns, W. F. Wilmott, J. Svensen, A. Olsen and W. Widdy.

Of the "Terriers" of 1927, the following are still in deck: J. A. Johnstone ("Johnno"), an old identity in the Solomons and the surviving Island member of the Big Six in their gold claim at Gold Ridge, on Guadalcanal. An Anzac, who was an official representative of the BSI at the Queen's Coronation, and is now in a commercial enterprise in Honiara.

A. ("Archie") Gardiner, for many years past a well known man in the commercial world of Suva and Rewa (Fiji) and a past champion of the ancient game of bowls.

Rolf Cambridge, who since 1933 has been a plantation executive with Burns, Philp & Co. Ltd., and is now in charge of the Big Firm's Papuan holdings, with headquarters at the broad acres of Robinson River Estates.



This sketch accompanied the "Telegraph" article. It shows the village where Bell and Lillies and their native police were killed; and the position of the natives who had deserted their villages in the valley beyond the navy camp.

Extensions are to be made to the post-office at Lautoka, Fiji, at a cost of £2,400. They are necessary to accommodate telephone equipment which will provide 200 additional telephone lines. The equipment is expected about the end of this year.

PIM CROSSQUIZ NO. 91

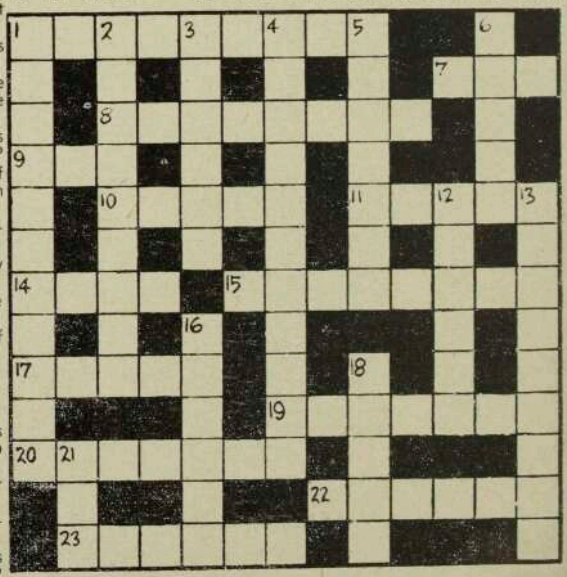
Solution on Page 109.

— ACROSS —

1.—What is the highest peak in the French Alps?
7.—To what does stannic refer?
8.—What type of animal chews its cud?
9.—What is the French word for street?
10.—What is the largest living deer?
11.—What do Mohammedans call their religion?
14.—What was the middle name of the author of "The White Cliffs of Dover"?
15.—Who was the famous woman spy of World War I?
17.—Racially, what type of person was George Washington Carver?
19.—What is Mrs. Roosevelt's christian name?
20.—In which film did Hedy Lamarr swin in the nude?
22.—Near which city are the Plains of Abraham?
23.—Who was the lover of Pyramus?

— DOWN —

1.—What type of dance is usually performed by a group of five men and a boy?
2.—Where were the Nazi war leaders tried?
3.—What is the largest member of the grass family?
4.—Who was the famous markswoman of the old west?
5.—What was "the second of four pleasant plays" by G. B. Shaw?
6.—What is the capital of Lithuania?
12.—What substance is used to produce fermentation?
13.—What do sailors like to splice?
16.—Who built the famous Alcantara Bridge in Spain?
18.—What is the term for a picture riddle?
21.—What animal was sacred in Ancient Egypt?



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They Are Interesting People—

FROM THE PRESENT: CHEF DE LA SURETE

GEORGES WAKSMOUTH, the Chef de la Surete, of Tahiti, is a French citizen, but a true international. He is a man of average height and compact build with that suggestion of latent power behind his courteous, tolerant and understanding manner.

The Waksmouths were originally an English family. An early Waksmouth had settled in Germany and still later the family established themselves in Russia and lived in comfort until the terrible 1917 exodus of thousands of White Russians from the war zone to Europe.

Georges was born in the Ukraine in 1913 and as a child was exposed to frightful horrors and atrocities that followed the revolution.

He was four when his father disappeared suddenly in the Red uprising and after much privation and hunger he and his mother finally reached France.

His mother died there, still believing that his father had perished. Georges was 23 before he learned differently. A French Naval Officer became interested in the name of Waksmouth.

"Quite an unusual name", he said, "I know a Waksmouth—a ship's Captain in China. He lost his family in the Red scourge. Perhaps a relative?"

Georges wrote to Captain Waksmouth in China and to their mutual astonishment found they were father and son.

He then joined his father in Shanghai and here began his police career as a constable.

The ensuing years were dangerous ones amongst the ruthless Asiatic gangsters and terrorists. Eventually he became Detective Inspector and special Intelligence officer.

Later, while in Hongkong he found service with the French forces in Indo-China and one of his most exacting tasks was to protect the Chief of the French Republic and other visiting Allied dignitaries.

When Japan penetrated deep into Manchuria and Shanghai's international settlement, Waksmouth was selected for special military intelligence work. He learned that the real power behind the authorities in Shanghai—recognised as a crime hot spot—lay in two murderous drug traffic groups bitterly jealous of each other. Wealthy Chinese dominated 50,000 members of the gang, concealed behind a front of legitimate enterprise.

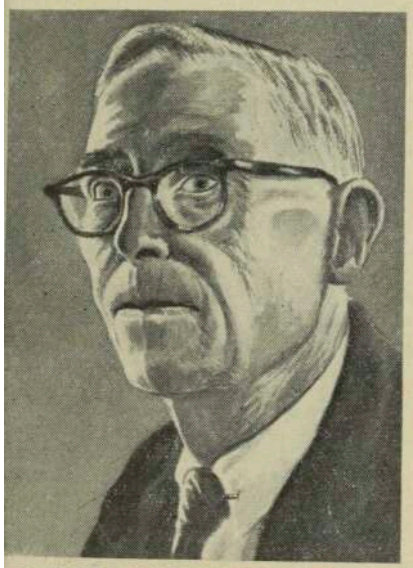
These powerful Chinese opium groups ruthlessly controlled local economy. Then upon the horizon appeared an opponent to the opium group and just as dangerous and ruthless, matching cunning with cunning: The Japanese were chiselling in on the narcotic markets with a drug called Heroin. This constituted a most serious threat to the Chinese overlords and in the ensuing war for supremacy, Georges Waksmouth became enbroiled with open piracy, killings, slashings and hijacking.

It was a period of constantly disappearing police and informers; sometimes their bodies were found bearing grim evidence of torture.

Today, with his wife whose parents were also White Russians, and his daughter Barbara (who at the age of 5 years was safely conveyed to California for education and security), Georges can at last enjoy complete freedom in his beautiful home in Punaauia, Tahiti, which is built on the very spot where Paul Gauguin, the famous French artist formerly lived.

—Charles McPhee.

He's Seen a Lot of Gold . . .



WILLIAM GEORGE MITCHELL, now Burns Philp manager at Norfolk Island, is an old hand from New Guinea.

He was born at Creswick in Victoria in 1878, went to work at Cobar in NSW in 1894, at the copper-mine. When the company folded in 1914 he went to the North Coast of NSW, which was having a period of rapid development. In 1917 the copper mine at Cobar opened up again. Bill returned for three years before going to Papua. There he worked for the Laloki copper-mine at Bootless Inlet, until that company also folded in its turn (in 1927).

At this time the Morobe Goldfield was in furious activity, so he joined Burns Philp in Salamaua.

The first big shipment of gold was in a motley collection of boxes and bags totalling 5,000 ounces, which Bill despatched in the old "Montoro". He built up the BP trade in the goldfields through those hectic years, and in 1936 transferred to Wau, becoming district manager for the firm. In February, 1942, there was some misunderstanding with the Japanese, who bombed Bill right out of New Guinea. He then spent three years in the Import Procurement Department, and another three with the War Damage Commission in Australia, where his knowledge of New Guinea was valuable.

Returning to Burns Philp in 1947, he was sent to Norfolk Island as manager, where he lives with his wife in the "Madeira of the Pacific". He was first married in 1907, and two of his daughters are well-known in New Guinea—Irene is Mrs. Steve Lonergan, of Port Moresby, and Jean is married to Harry McSilvery, at Kavieng.—BRETT HILDER.

AND FROM THE PAST: THE WHITTENS OF PAPUA

IT would not be possible to write a biography of one Whitten. The two brothers were inseparable and were known to all as the Honorable Bill and Bob. They were a part of New Guinea, and they both had great influence in helping civilise those areas, and they did their share in many ways with a human touch.

They were Londoners; and Robert still, after years in the Territory, retained his slight "cockney" lisp. But Bill was more careful in his speech. As he eventually became a member of the Legislative Council, he was always given the title of "Honorable"—the family name of Whitten being, by all who knew him, considered superfluous.

At one period of British New Guinea, the Whittens owned the only genuine trading-store established; later, Burns Philp & Co. Ltd., were their only opposition.

Whittens owned cutters, small ketches and a small schooner. Finally they went for steam, and one of their small steamers, the ex-Sydney Harbour tug *Kia Ora*, is (or was) like Whittens, part of the history of the Territory. When the Lakekamu field was discovered, they added a further craft to their list. This was a snub-nosed river boat called the *Bulldog*, and ran from the mouth of the Lakekamu to as near the field as was possible.

The *Kia Ora* ran on the coast for a great number of years, and was for some of the goldminers a real home. Without her, and the help they got from the Whittens, some of them would have had a very thin time. It is to the great credit of the brothers that they seldom, if ever, let one of the "fossickers" down, be it transport or merchandise.

Another good thing in their favour: It did not matter from whose store the miner made his purchase, WB would always find

(Continued on page 99)

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This Month's New Reading

Conducted by J.T.

CENSOR WAS UNHAPPY ABOUT THIS THAI TIGER

WHEN we received *A Sort of Beauty* (Jack Reynolds), a little note was tucked into it. It said: "This book was banned in Australia when it was published last year and it has just been released."

However, in Australia this in itself should not be taken as giving the book that certain cachet. According to the local intelligentsia, a book called *Raising Demons* was also banned in Australia because the small group which has this task thought it was a book about witchcraft (it was a domestic story of bringing up a couple of f.a.q. brats).

Book censorship here is entrusted primarily to Customs Officers, with someone in Canberra having the final say in the matter. No one knows the rules that are followed, but one theory is that books are judged by the pictures on the cover—certainly food for thought, in themselves, these days.

Censorship, of course, has another angle—the merest hint of it brings up the hackles of those in our midst who are concerned with our "cultural freedom"—something of considerable importance to all except low-brows like yours truly.

Many scalding tears have been shed about the fate of *Lady Chatterley's Lover*—for instance. A few years ago I came cross this masterpiece—in Germany; and swooped on it to pass a tedious railway journey. Alas, Lady Chatterley and her sweating woodsman seemed like pure corn, proving only that it is a mistake for one generation to read the banned books of another.

In the 20's, Australians may have got a boost to their cultural freedom from Lady Chatterley; Australians of 1957 haven't a darned thing to learn from it.

But *A Sort Of Beauty* is a good example of the hit and miss technique of Australian Customs officials in the censorship department. Not that it is not full of "sin"—of a not particularly original nature, either—as it deals almost exclusively with the dancing-girls of Bangkok and the brothels of Thailand; and contains most of the dirty words Australasian kids learn in their first year at the local public school.

On the other hand, it is unlikely that our culture would have been much damaged if Customs had not relented. It is a book that could easily have been sordid; that it is not is due to the light touch of the author, and his determination that it should be amusing.

Reggie Joyce is the son of an English clergyman, and emotionally what the Americans would call a "poor mixed-up kid." He didn't drink, he didn't smoke and he certainly did not go out with bad women; with the result that his elder brother married his girl and Reggie had a reputation of being something of a failure.

As the story opens he has got a job with an English firm in Bangkok. Reggie's transition from shocked recoil at the antics of his colleagues in Bangkok, to the complete shedding of his inhibitions on his first trip up country, is an excellent piece of writng craftsmanship and from there the story gets well into its stride with his meeting with Vilai More usually known as the White Leopard, she is a dancing girl at the Bolero, and according to herself the best bad girl in Bangkok. She is also about the most mercenary character who ever appeared in a book.

Although the story is woven around the theme that he who rides a tiger cannot dismount, the dismounting is accomplished in unexpected and characteristic manner in the end.

If you require morals or moral uplift in a book you would do well to steer clear of this one. But it was scarcely worthy of the censor's solicitude, either. It is quite blatantly about sex—but sex of the variety that most adults will be able to take in their stride; find tedious in spots; and have no desire to emulate.

This is a first novel by Reynolds an Englishman now living in Thailand with his wife and children.

(Just for the record, the book, when published in the US last year—as *A Woman Of Bangkok*—got very favourable reviews, and Reynolds was regarded as a "find").

For our money, he is distinctly a guy worth watching, with or without the future attentions of the Australian Customs Department.

(Published by Secker and Warburg, Ltd. Australian price, 20/-.)

A Real Mock Turtle!



Even a turtle can be fooled some of the time!

Mr. Reg Douglas, of Qacavula Estate, Taveuni, Fiji, is shown holding a "mock" turtle which he designed as a decoy for turtles off the coast. The decoy came into being as a result of Mr. Douglas observing turtles surfacing under a floating palm leaf while he was out fishing. The underside is painted yellow, and it has rubber fins, tail and head.

From the sides are suspended heavy treble hooks on heavy nylon lines. The first trial with the contraption brought three turtles, 300 pounds, 280 pounds, and 220 pounds.

Two of them are shown in the photo.

Photo: Rob Wright.

Fun and Games With a Spanish Touch

IF sex alone made a book *tabu* with the Australian Customs, then *Manasco Road* (by Victor Canning), would probably be out, also. It is likely that *A Sort of Beauty* got what was coming to it because the publishers were sufficiently misguided to use the word brothel amongst the blurb on the dust-jacket.

There is, of course, no similarity between the novels. *Manasco Road* is a brisk adventure story, with counterpoint of some lusty sex. Victor Canning does it very well.

This is by far the best of the month's crop designed for the average reader who likes competent writing, fast-moving plots and slightly larger than life characters.

The man of action in this piece is Nick Thorne—surprisingly enough an Englishman and not an American. Perhaps the fact that he has been brought up in Spain accounts for his untraditional role.

The only piece of English understatement about the whole thing is the amount of money involved in the adventure—£2,000. If the hero were transAtlantic in origin, the figure

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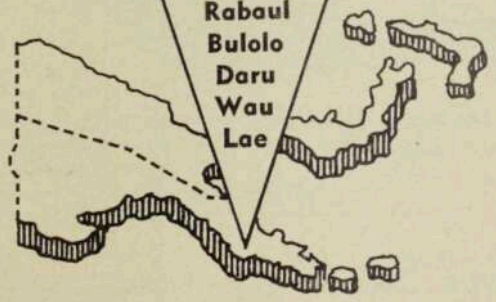
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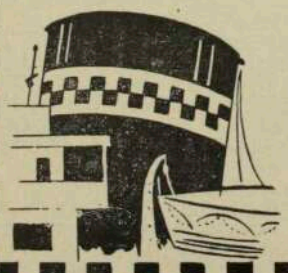
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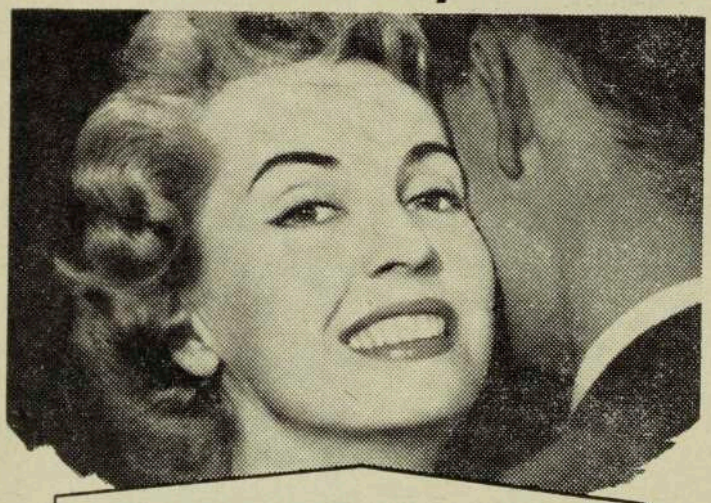


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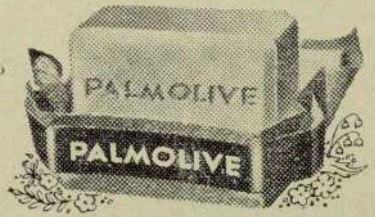
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at stake would be not less than a quarter-million dollars.

However, for the outlay of £2,000, Thorne and readers get their full $250,000 worth.

Nick and his shady Spanish partner buy the salvage rights to an old coastal tub wrecked off the Majorca coast. The trouble starts when Nick finds that the only way to remove the cargo is over the road which runs through the property of Senor Casares Manasco, who combines the offices of local squire and business tycoon with sinister efficiency. Unfortunately, the Senor feels that he has been thwarted in that the wreck has gone to Thorne and partner.

The efforts of Thorne to salvage the cargo from the wreck and to circumvent the tricks in the very considerable repertoire of the wily Spaniard are complicated by the women in his (Thorne's) life: His beautiful blonde wife, Kate; and the young savage, Juana, niece of Manasco, who knew what she wanted and went right out and got it.

Unlike our former hero, there was no vicarage garden in Thorne's background; he smoked, drank (in moderation) and if he had ever had any inhibitions that had to be eased-off in a brothel, it was long before he entered this story. The only basic research the reader is asked to do is to ponder whether what he did with Juana would have happened anyway; or whether it was subconscious retaliation for Kate's one transgression.

(Published by Hodder and Stoughton. Australian price, 15/6.)

It Isn't Done With Mirrors

VISITORS to Australasia in the post-war years who have been entertained by Franquin, who "transforms hypnotism into first-class entertainment," will likewise be amused by the book he has written about it—appropriately called, *The Eyes Have It.*

Francis Quinn was born into a show family and when only a small boy induced a Sydney fruit-barrow-man to part with some wares. Nothing more in the way of a testimonial to his talents as a hypnotist need be said—if you know anything about Sydney barrowmen.

Francis subsequently practised on family and neighbours and tucked away in his mind was the thought that one day he would put the gift to commercial use. He started a Hypnotic Fund but at the outbreak of War II he was managing a picture-theatre in Auckland for £3 per week and the Fund stood at only £20.

Discharged from the NZ Army (with the rank of Captain), he again turned to show business but after an attempt at legitimate theatre

production which lost his father much money, he took to the roving life of the side-show; Globes of Death, Half-Ladies, Smallest Horse, etc.

The Hypnotic Fund did not grow but the Smallest Horse did, so Quinn decided at last to put his talent to public test.

The rest of his story covers what and whom you may encounter in this sort of show business. The finished product does not come into any known class of sophisticated reporting, but it is a bright and breezy account that probably expresses Franquin's personality very well.

(Published by Angus and Robertson, Ltd., Sydney. Australian price, 17/6.)

Men Make Moons

IN spite of the publicity it has received, the International Geophysical Year, its aims and its purpose, are still something of a mystery to the layman.

If you wish to know what it is about, and to follow more adequately the scientific experiments that are currently being undertaken, you cannot do better than use *Once Around the Sun*, by Ronald Fraser, as a guidebook.

Dr. Fraser is the Administrative Secretary of the International Council of Scientific Unions, the organisation which is sponsoring the world-wide operations of the IGY. It is a pretty good indication of the true internationality of the author that we were unable to find out from the narrative his nationality, although we guess it is American.

In the first part of the book, Fraser describes something of man's environment and what has already been learned about it. The earth, the seasons, climate, weather, the tides and the currents, the sun, the atmosphere are all dealt with as a preliminary to the second half of the book which outlines what it is hoped to achieve by the concerted 18 months' assault by scientists of 54 countries.

The IGY was the conception of two scientists in America in 1950. They were Sydney Chapman and Lloyd Berkner, and they were agreed that the vast undertaking should occur in the 1957-58 period, when there would be maximum activity on the sun.

With three months of the "year" already gone, all appears to be going to plan, but whether the 53 countries can complete the next 15 months without nationalism raising its ugly head is something else again.

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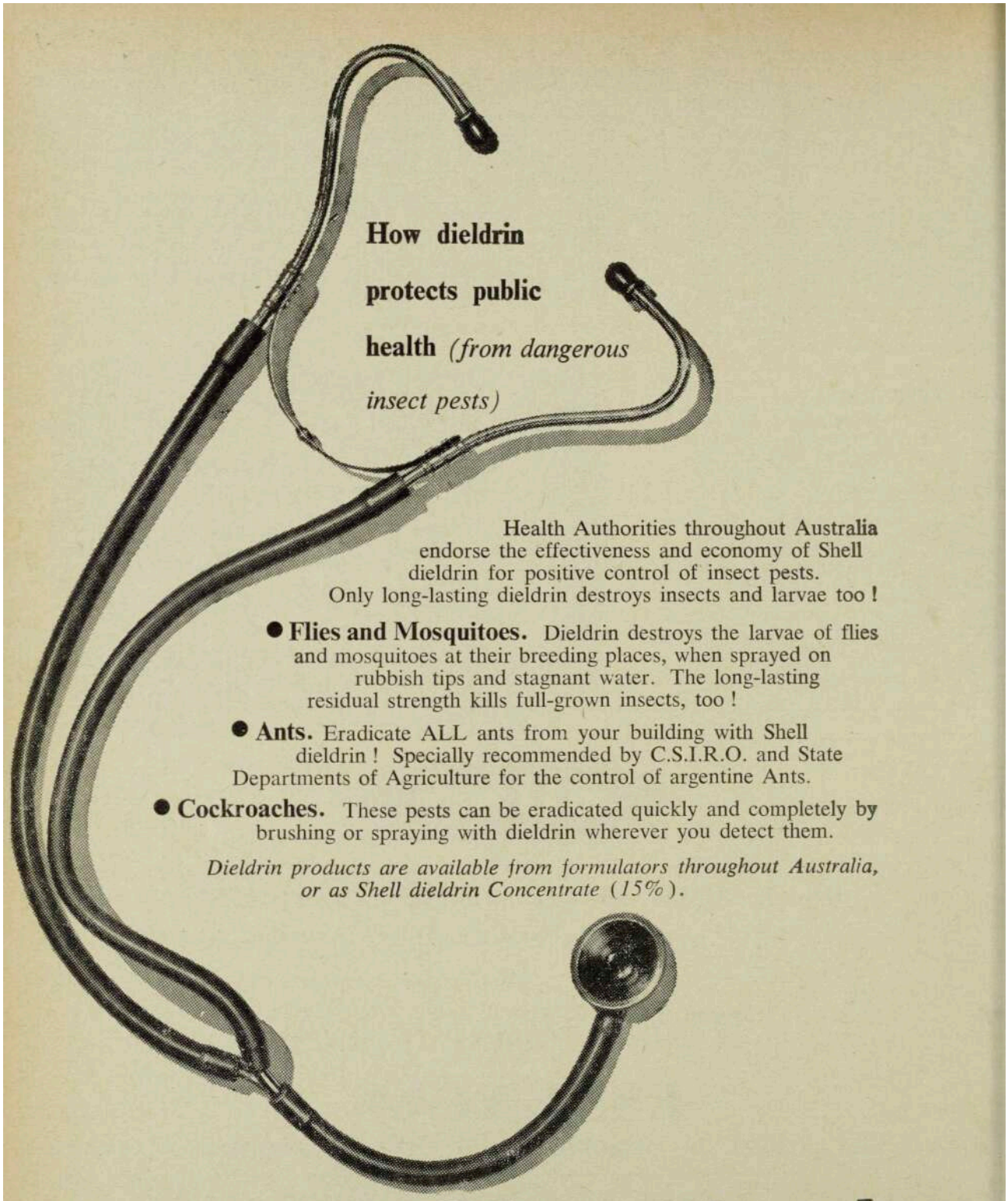
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The most spectacular items on the IGY agenda are the launching of the earth satellites by both America and Russia. The idea was originally America's, but Russia soon followed suit.

Whoever does it—*if* it is done at all—will have reached another milestone in scientific discovery. According to the ideal of the IGY, it should not matter much which country attains the distinction—although we fear that the politicians of neither are likely to take that altruistic view of the business.

NOTE: After the above was written Russia successfully launched a satellite as all the world now knows. As predicted, Russia is alleged to be gloating, while the US tears its hair. The fact that it is a scientific achievement in any language is taking a minor role.

(Published by Hodder and Stoughton. Australian price, 24/3.)

Roulette and Sun Tan Lotion

ALTHOUGH more suitable, perhaps, for an article in a Sunday newspaper than a full length book, the story of the French Riviera, as told by Charles Graves, is more or less entertaining: more for those who have been there or contemplate going there. Less for those whose interest is purely academic.

He calls it *Royal Riviera*—appropriately enough in view of the fact that the 140 miles of the south coast of France that stretch from Menton to almost Marseilles, were put upon the map by people whose blood flowed in shades of varying purple.

The English discovered it reasonably early in the 18th century—driven thither either by a spirit of adventure that in an earlier age produced Drake; or more probably by the vile winter climate of Olde England.

The journey in those times took three weeks of coaching through Europe, plus a week in bed at journey's end to recover from the ordeal.

But the Riviera did not really come into its own for another century, when transportation having improved somewhat, it became the playground of British Royalty, German princlings and the Russian nobility. American millionaires, the press and political barons, the best-selling novelists and painters came later.

Queen Victoria, in her widowhood, was a yearly visitor; and her son Edward was also an habituee from 1872 until his Coronation—but not as part of Mama's menage.

In those days—in fact until well after the First War—the Riviera enjoyed only the northern winter season. To be seen there, except between November and April, was to commit a social faux pas. Now, of course, the "season" spreads over the whole year. The wealthy still may try to escape the worst rigors of the winter, but the profits therefrom are no more valuable than the

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profits from the family men, French provincial typists and Paris shop assistants who crowd the resorts in July and August. Provision is now made also for people to bring tents and *camp*—a fact that must cause the royal personages of the past to flap their ghostly arms in horror.

Graves brings us up to date with a complete history of Monaco and the Hollywood romance of its present Prince—and, perhaps more important, the stories of the gilded Greeks who operate with the Riviera as a base.

(Published by Heinemann. Australian price, 26/-.)

The Return of Mr. Moto

IT is a pretty good indication of Japanese-American relations that writer John P. Marquand has resurrected Mr. Moto after having quietly buried him 20 years ago at a time when a Japanese character was no longer acceptable in light American fiction.

Because of the long gap in time, Mr. Moto will be brand new to a new generation of readers; and so will be Marquand as a writer of adventure fiction. He is much better known these days for more sociological novels—such as the *Late George Apley*. However, he comes back into the adventure field with a bounce, proving that his hand has not lost its cunning since 1938, when *Mr. Moto Is So Sorry* first saw the light.

The assignment of US Intelligence Officer Jack Rhyce and his associate, Ruth Bogart, is to break the Red ring in Tokyo, which is known to be planning a political assassination that will trigger anti-American riots. Mr. Moto comes into the story when he makes contact with them at Tokyo airport but whether he is to be friend or foe is not immediately clear.

As a straight-out thriller, the story is excellent—but Mr. Marquand has other talents which he does not waste—including the talent of seeing his compatriots' little foibles.

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The cover Rhyce and Bogart assume is to pose as Do-Gooders, visiting Tokyo to inspect and report on the Asia Friendship League. In this role their conversation consists of long strings of the platitudinous uplift interspersed by frequent use of Christian names, and a universal Sunbeam outlook. As someone in the book remarks, they sound like greeting-card salesmen.

Marquand typifies the globe-trotting post-War II Do-Gooder to such effect that one is continually expecting the characters to burst out with something about cushioning the impact of civilisation on the New Guinea Highlanders; or the desirability of providing aluminium saucepans or travelling scholarships to the Dyaks of Borneo in order to enlist them against Communism in Asia.

According to *Stopover Tokyo*, there could be something more realistic behind that American Christmas-card philosophy—something that wouldn't stick so hard in the gullets of the USA's more barbaric Western friends.

(Published by Collins. Australian price, 15/6.)

Love and Hate On the Loose

THERE was material for a thousand novels in the war in New Guinea—but surprisingly few have emerged. The Americans have left this field strictly alone, and Australian authors—such as Jon Cleary and Hungerford—have nibbled only around the edges of it. Another Australian, V. H. Lloyd, has now had a late bite at it, with *The Hidden Enemy*.

This quite competent novel has come to us without publicity—launched on an over-booked sea to sink or swim by its own merits. A pity. First books need more of a boost than that; Cleary and Hungerford got early publicity by winning literary competitions.

Lloyd bases his story on a real incident; a party of civilians cut off by the Japs in the Wewak area of New Guinea, who walked overland to be eventually picked up and flown out from the Highlands.

The writer's theme is that even in the midst of war, a man may have within him a hidden conflict which can flare out with more deadly consequences than enemy action.

Captain John Grant was given the job of escorting to safety through enemy territory, a group of women stranded at a Mission station in Northern New Guinea. Climate, sickness, terrain, the Japanese, combine to make it a difficult enough task, but added was the fact that Grant had once been deeply in love with one of the women; and as well, had a fundamental hate for Roman Catholicism—embodied, in this instance, in the person of Father Kessick.

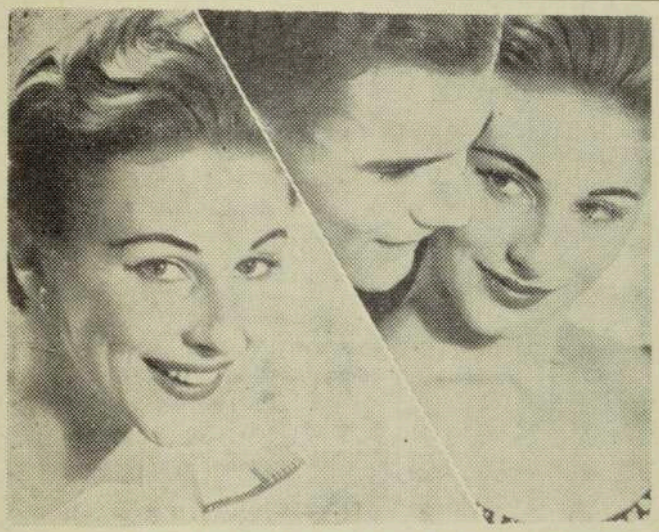
During the journey, Grant gives way to both passions and finally succeeds in murdering the priest. The rest of the story is devoted to tidying off the chain-reaction that resulted from that latter act, and how Mr. Lloyd works it all out is possible rather than terribly convincing.

(Published by Angus and Robertson. Australian price, 17/-.)

Reviewed Briefly . . .

SCANDALS OF SYDNEY TOWN: This latest opus again finds Mr. Frank Clune in the role of historian—his alternate role to that of world traveller. However, he has temporarily deserted the Australian bush-rangers, and, skipping a generation or two, brings us to the 1880's and onwards.

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id-period history is interesting ough—even if for nothing more an to show that child delinquency, aft, political scandals and sensa- nal journalism are not inventions post-World War II, as we are one to think.

(Published by Angus and Robertson, Ltd. stralian price, 22/6.)

THE WIDE HORIZON, by Loula race Erdman: We think that this meant for teen-agers. It has a vour of Gene Stratton Porter out it, and deals with around the me period as *Laddie*, although set the Texas Panhandle. It is a good olesome story of family life, set a time when America was just erging from its pioneering days d before juke-boxes and petting- rties.

(Published by Hodder and Stoughton. Aus- lian price, 15/6.)

THE SECRET OF SERENITY, by rdon Powell. If the mere writing reading of books on the subjects question were the remedy, this neration should be the happiest, renest, busiest, unfrustrated, etc., neration ever. This uplift comes every Christian Denomination, d what problems are left over are alt with by laymen through urnals like *Readers' Digest*. What- er your particular problem, you can t your sweet life that there are several authoritive books on the subject.

Presumably all this wordage does someone some good, although judging by the number of maladjusted people still at large in the community, it is doubtful if personal emotional problems can ever be solved by read ng books about it.

Mr. Powell is minister of St. Stephen's Presbyterian Church, Sydney, and is one of Australia's best-known parsons, and what he says on the subject of acquiring serenity he says adequately enough.

(Published by Hodder and Stoughton. Australian price, 11/3.)

TALES OF THE LITTLE QUARTER, the most famous collection of stories by the Czechoslavakian writer, the late Jan Neruda, translated by Edith Pargeter. Neruda died in 1891, but his stories and verses about Prague have lived on although little known because of the language barrier to English-speaking people. His tales are of the poor amongst whom he spent his earlier life before he became a journalist. He died many years before Czechoslavakia became a nation in its own right after the First World War, but he was identified with many of his countrymen who early worked for political freedom.

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

(Over)



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TROLLERS HOLIDAY, by Margaret Sharcott, is designed for collectors of stories about people who go down to the sea in small ships. Professionally, Stan Sharcott was a troller in British Colombia waters—that is, he employed this method of fishing for large species called cohoe. But this story is not about fishing. It happens in mid-winter when the fishermen lay up for the season but when the Sharcotts conceive the idea of taking a holiday with their 13-months-old son by sailing round Vancouver Island visiting relatives.

It isn't everyone's idea of a holiday—and certainly different to the more usual stories of sunny voyages to South Sea isles—but interesting.

(Published by Peter Davies. Australian price, 22/6.)

WAR IN THE BLOOD, by Salvador de Madariaga, is a sequel to the author's previous effort, *Heart Of Jade*. The events take place between 1537 and 1541 in Mexico, shortly after that country had been conquered by the Spaniards and it continues the story of Don Alonso Manrique, Conquistador hero of the first novel.

Although removed from us by four centuries in time, the problems with which the story attempts to deal are still fresh enough—and mainly unsolved—to-day. But *Fire In the Blood* concerns mostly Don Alonso's son, Roderigo, who looks like his mother, an Indian princess, when he would have preferred to be blue-eyed and blond, like his sister.

Because of his physical appearance and his thwarted desires, Roderigo is something of a problem-child. His inner conflict leads him into intrigue and he finds himself on the other side of the fence, plotting against his father's people.

The story is of considerable interest, particularly to those who are attracted to the old Aztec civilisation, but this Spanish writer's style can be irritating.

(Published by Collins. Australian price, 18/9.)

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Pioneers of Papua

(Continued from page 88)

pace on one of their coasters to arry the goods.

WHEREVER the miners found a new field, Whitten Brothers were right on their heels, and pened up a trading store. They anaged to obtain the services of nen who talked the same language s the miners; and seldom, if ever, id any mining man—and they ere real grousers—complain of the ervice they gave.

Whittens were the first to open store at Tamata; then Buna ay; and afterwards at Kulumadau, akekamu; and, as it was easier to ork this field from Port Moresby, ney arranged to open a branch in he capital, and have the launch *ulldog* carry some of the freight om there to the mouth of the river.

Whittens were also interested in oconut estates, and opened up hat was perhaps the first real ritish plantation in New Guinea British). It was the very first to each the bearing stage, and was nown as Dedele. An ex-dentist was ne of its managers. Dedele was re-uted to have the greatest bearing apacity of any plantation in the acific, and returned up to 1,680 lbs f copra to the acre. At one time, ur old friend Alf Greenaway was charge, but he did not take kindly planting.

Both Whittens were married and ob had one daughter, who later ecame Mrs. Robert Bunting. She as a very good-looking young dy, but was seldom seen in amarai—she spent most of her outh at school in Australia.

FOR many years practically the whole of the settled parts of British New Guinea depended n Whitten Brothers for their con-ection with the outside world. The nly exception was Daru, in the Western Division, and the trading ations adjacent thereto. Year fter year the various vessels of WB avelled along the coast, up north s far as Hercules Bay, and west Kerema.

They also provided carriers for the ining claims, as well as assisting, some extent, the establishment the Overland Mail from Moresby the north coast. It is almost im-ossible to name any place, up to 914, which was either partially ettled or had a fixed population, hich did not almost entirely de-end on the Brothers for their ores, their mail, newspapers, and ews of the outside world.

The *Kia Ora* usually left Samarai r her westward trip and called at uau (famous for its fine workers), yfe Bay (the home of a very fine issionary, the Rev. C. F. Rich), ullins Harbour (where the first sawmill in New Guinae *was* to have been established) Orangere Bay (a Government plantation), Baibara, Millport Harbour, Port Glasgow (the safest anchorage on the coast), Mailu Island (another mission station where the Rev. Caleb Beharrel was stationed after leaving Hua), Dedele, Abau, Vilirupu, Hoods Lagoon, Rigo, Moresby, Yule Island to the mouth of the Lakekamu; and back to Samarai. She also ran regularly to the German Boundary and to Woodlark Island.

This itinerary, which was made possible by the foresight of the Whitten Brothers, helped develop the Territory, and give an excellent service to all, irrespective of what their calling was.

The names of the men responsible for this and other developments should not be forgotten.

I might add that the captains of the *Kia Ora* were always told to do their utmost to see that each port was called at, because they knew that the planters and Government officers were entirely dependent on them for their outside contacts.—*J. Nixon-Westwood.*

† Rules for the Garvey Fishing Cup presented by Fiji's Governor, Sir Ronald Garvey, have been drawn up. The Cup will be awarded to any local resident for the largest fish (excluding sharks) caught trolling with rod and reel, and using standard lines of nylon, dacron, or linen.

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FLAKE FINE CUT & NAVY CUT—FRAGRANT VIRGINIA TOBACCO

Shipping News of the Month

(Continued from page 68)

sold from Auckland, where she now lies. Owners are Imperial Chemical Industries (NZ) Ltd.

MERCHANT NAVY PROGRAMME

For those who wonder what has happened to the interesting BBC Merchant Navy programme which no longer appears on tuning in; as from October 1 the initial broadcast was transferred from 1745 GMT to 1830 GMT, Thursday. The repeat broadcasts remain as before: Friday 2200 GMT and Monday 0730 GMT. Note all times and days given are GMT.

PASSING THE BUCK

Sleek and trim of line, but far from ideal as a cargo-carrier, the co-operatively owned *Manu'a Tele* has the reputation amongst her owners, the Chiefs and people of the Manu'a Is., of Eastern Samoa, of being something of a money-eater, and it appeared likely that she would be the cause of some more buck-passing when she arrived back home from her big Auckland refit in October.

More "bucks" had been required to pay for that job than had probably been anticipated. It was mainly spent in replanking large areas of the hull, especially forward and on the port side, and in subsequent replacement of new metal sheathing. The damage had probably been caused by worms penetrating holes in the sheathing while the vessel lay idle for a lengthy period at Pago Pago.

The hull work completed, the vessel was making a deal of water through seams and fastenings as she lay completing other repairs at an Auckland wharf, and it appeared that she might have to return to the slipway for further caulking early October, unless the leaks took up.

The vessel's mainmast, which formerly carried a crow's nest, was found to be rotten in parts and she now sports a shorter mast.

Manu'a Tele's principal virtue is an emergency speed capacity of 14 knots or better, though her twin 400-hp GM's provide a cruising speed of 10 knots and together consume about 32 US gallons per hour. She has a tankage of about 6,000 gallons.

Her speed helps to shorten the passenger-agony of the crossing from Manu'a to Pago Pago, or from Pago Pago to Apia. She will resume her schedule of two Apia trips and one Manu'a trip per week.

For the present anyway, her owners have lost the Apia-Tokelau Is. quarterly charter voyage to the Suva-based *Kurimarau*, which is probably a better vessel for the task in all respects except speed.

While *Manu'a Tele* carries about 100 tons of copra below, stowage is awkward. She has no cargo derrick or winch and everything has to be man-handled. Her charter services, too, no doubt have to be paid for by the New Zealand Government in dollars.

DOING THE ROUNDS

Mr. Sverre Berg, principal of Berg & Co. Ltd., which owns the 297-ton Hongkong-registered *Kurimarau*, journeyed from his Sydney headquarters lately to join the vessel at her Suva base-port and make the rounds of her present operational area—Tonga, Samoa, the Tokelaus, and the Gilbert and Ellice Is. The ship is managed at Suva by Williams & Gosling Ltd.

STAND BY FOR MYSTERY VESSELS

Fresh reports of mystery vessels infesting the South Pacific are imminent—although the Japs have had a rest lately.

The Russian IGY Committee has announced that as part of the USSR's research plans, oceanographic survey vessels fitted with special deep-sea mooring equipment, will anchor at many points in the Pacific to make accurate ocean current observations.

Very few ships indeed, apart from certain survey vessels and deep-sea cable ships, are capable of anchoring at great depths on the high seas, so any shipmaster coming across such an anchored ship, Russian or

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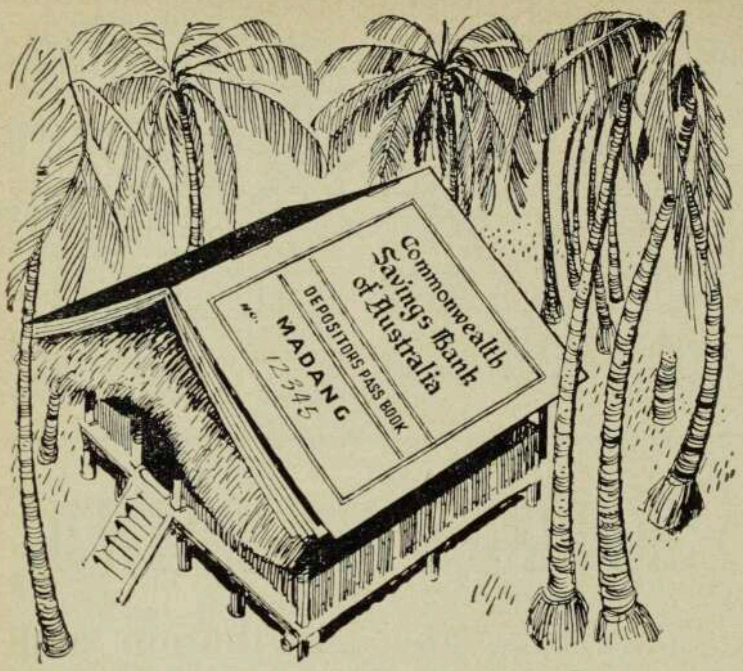
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not, is likely to be surprised—and the Popular Press will take over from there.

Still, it will be all good, clean fun, and cash for the cable companies!

RELUCTANT DRAGON

As if reluctant to put to sea after her lengthy stay in Auckland, Tonga Copra Board's *A'oniu* made an amusing getaway from her refitting berth in September, when she cleared for Suva. Under control of the pilot, the lines were cast off and the too-small tug took over.

While the tug heaved gamely, *A'oniu* gave every appearance of resisting lustily as she crabbed her way along parallel with the wharf until there was no further sea-room. The tow-line was slipped for rearrangement, but under a combined influence of tide and wash from the tug, *A'oniu* gathered sternway and proceeded right back, to come up gently, beam to the wharf, at the precise point of departure where Tongan lassies resident in Auckland were still brushing the last of the tears from their eyes.

Second attempt was better, but the tearful farewells had all to be repeated.

MULIAMA NOW *PALOMA*

The small BP motor-ship *Muliama* (689 gross tons) which was sold to John Manners and Co. for Far East service about six months ago has a new name as well as a new job. Now the *Paloma*, she trades out of Hongkong for Manners Navigation Co. as far as Singapore and taking in any other Far East port as required.

She was built in Hongkong in 193' for the New Guinea inter-island trade. (*PIM*, April, 1957, p. 117).

NEW *SOUTHERN CROSS* COMING ALONG WELL

Ballina Slipway and Engineering Co., of NSW, reports that all the main ingredients for *Southern Cross VIII* are assembled, that work is on schedule and well advanced, keel is down, frame on, motors purchased etc.

It is expected that the launching will be around February and will be attended by considerable church ceremony.

The vessel is being built, of course for the Melanesian Mission and will replace *Southern Cross VII*, which is now owned by the Bougainville Company under its new name *Kilinailau*.

TE VEGA TO MAKE LUXURY CRUISES

Captain Omer Darr, who has been conducting high-priced voyages between Honolulu and Papeete in his schooner *Te Vega* for a couple of years now, will cease these forthwith and extend operations to Westward next year.

Te Vega has recently been engaged by the Dudley Film Corporation for its foray into the Pacific

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take a film for Cinerama (see sewhere).

Captain Darr plans to start his uises in March next year. He will erate three from Papeete to iva, taking in Moorea, Raiatea, ora Bora and Rarotonga, and ther Tonga or Samoa.

These cruises will last about 18 ys and will cost about £550.

They distinctly come into the xury bracket.

There will also be five annual o-week cruises from Papeete to arotonga, taking in Bora Bora and iiatea, plus several other inter- and trips.

Te Vega has had a varied career the 27 years since she was unched.

She was built in Germany in 1930 the famous Krupp organisation a private American owner. Dur- the Second World War she was ken over by the United States vy for use as a weather patrol at based at San Francisco.

In 1951, the schooner ran into a ere squall which dismasted her Tahiti. Then, unwanted, she at Papeete for 2½ years while e owners waited settlement of rm insurance.

Captain Omer Darr, president Darr Lines Inc., US, took her er in 1954, jury-rigged her at peete, repaired the hull and set for Los Angeles. There he spent nine months and £A80,000-odd re-building her.

Te Vega is two masted, with 11,235 square feet of sail. She is 134 ft long and has a beam of 28 ft, and is equipped with a 200-hp diesel engine, which enables her to cruise at nine knots with a range of 5,000 miles.

Her luxury accommodation includes six outside double cabins, three bathrooms, a large main saloon and dining room, a library; and refrigeration and an air-conditioning system.

NORWEGIAN SHIP FOR PACIFIC CRUISE

The 17,000-ton Norwegian liner, *Bergensfjord*, will begin a 77-day cruise of the South Pacific in January. It will cover nearly 26,000 miles, and will call at 25 ports in the Islands, Australia and New Zealand.

Fares range from £781 for a single inside cabin on the lowest deck to a suite on the sun deck at £3,795.

KAO AT HOME BASE

The Tongan barge, *Kao* left Suva on September 12, escorted by the Tongan ship, *Aoniu*, for home port. (See *PIM*, July, page 61).

Kao arrived in Suva from UK as deck cargo on the *Port Townsville* early in August for a check-up and to have her engines prepared for the voyage to Tonga.

She underwent her trials outside Suva harbour and averaged a speed of seven knots.

The four men who manned her for the voyage to Tonga were from the escort ship and were under the command of Mr. Polonga, chief officer of the *Aoniu*.

The *Aoniu*, an 87-ton auxiliary ketch, was built in Suva in 1947 by Charles Whippy for the Tongan Copra Board.

She is used in Tonga for carrying general cargo to outlying islands and returning with copra which is discharged at Vavau, Ha'apai or Nukualofa.

Aoniu is expected to be replaced shortly by a modern 500-tonner (*PIM*, August, page 61).

TENDERS CALLED FOR *MANU*

Manu O Aitutaki, formerly *Seven Seas*, which has been on offer in the Cook Islands for some time by owner John Harrington, was to be sold by public tender, which closed October 10.

This steel-hulled yacht was built in Holland in 1952 for ocean cruising but has been converted to carry about 10 to 15 tons of general cargo. She has all the fixings—such as radio-telephone and square sails. Mr. R. A. Ingram, of Rarotonga, was acting as agent. (Over)

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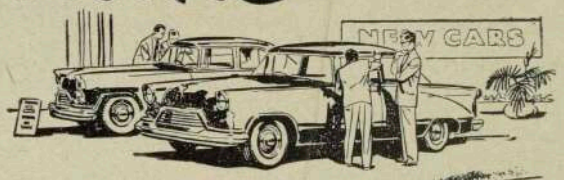
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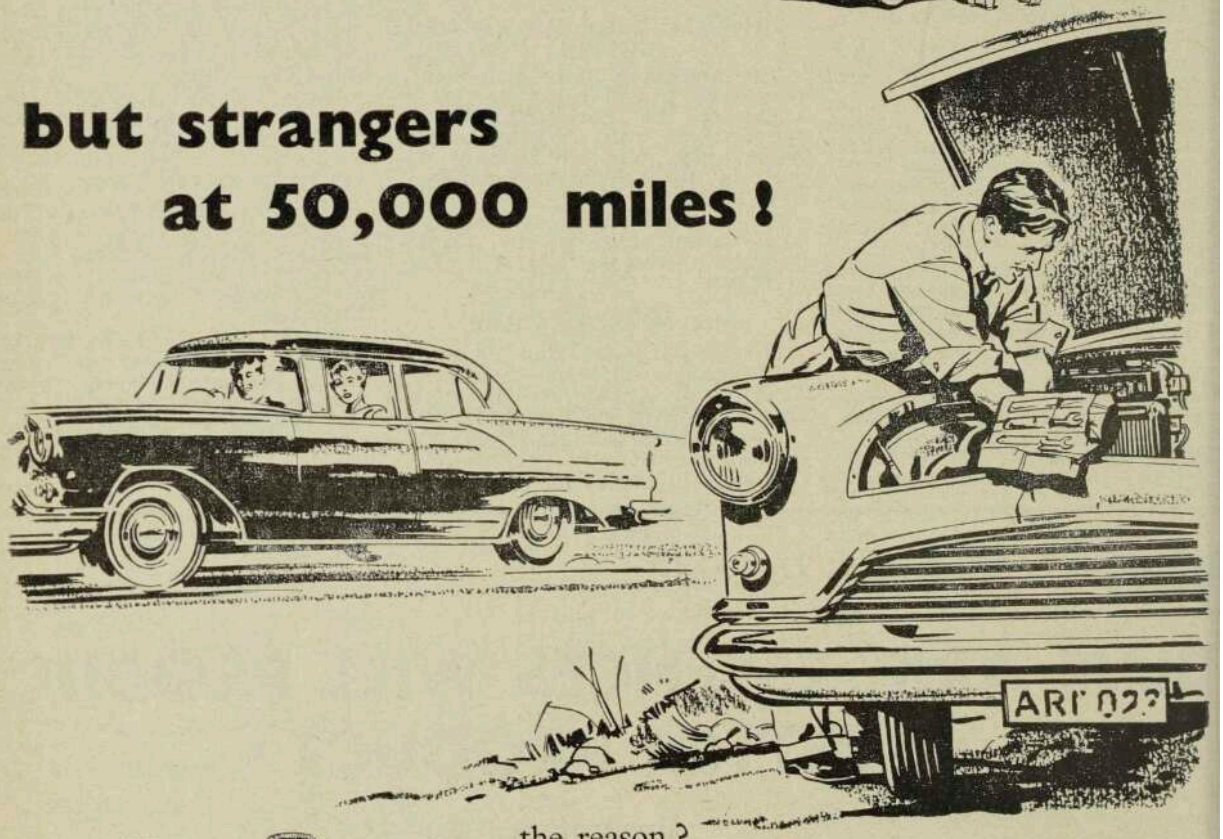
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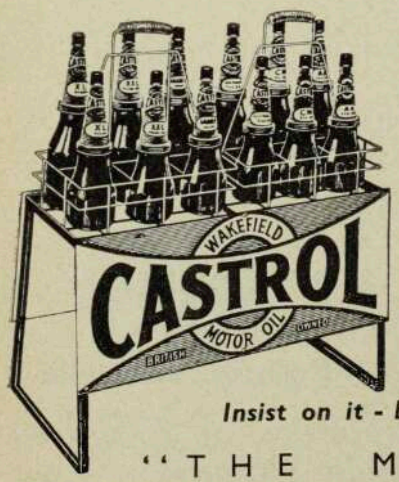
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When *Coral Queen* is not needed for touring duties around the watery WPHC empire, she will be used for general duties and will relieve the BSIP government ship *Melanesian*.

PIM had an item about the original *Coral Queen* in the September, 1956, issue.

She was an Auckland schooner and in a Customs entry of 1865 she appears to have brought back to that port a full load of guano from Coral Queen Island; there was some speculation in the September issue about the real identity of this island and our correspondent thought that it was Flint.

Research seems to fix the island as Starbruck Is.—in the same Line Island group as Flint. (Coral Queen is an alternative name for Starbuck is given in the *Pacific Islands Year Book*).

News of Cruising Yachts

• *SANTA MARIA'S* present whereabouts would be of interest—but we haven't the answer. It will be recalled that Danish skipper Asker Kure was reported in August, 1955, to be clearing Cowes for the Pacific—or to die at sea en route. These cases rarely die until much later, but so far we've had no en route reports of how the 55-year-old skipper is faring. With "two years to live", he had said goodbye to his wife and four children to end his days on the high seas.

• *ONRUST*, of Holland, which Dirk Tober navigated out to New Zealand several years ago via Island ports, has found a firm home at Hobart, where Tober is said to be making a tidy living as a commercial fisherman. At present operating a local craft under a share basis, Tober is building one of his own in his spare time or when weather prevents chasing the lucrative crayfish along the south-west coast of Tasmania.

• *RONGOMAU*, 50-ft motor-sailer, was launched at Kawau Is. in September by well-known Auckland boat-builder, Roy Lidgard, who will put to sea in her for a long-planned island cruise next winter, if he can muster a crew of kindred spirits—which seems highly likely. Mr. Lidgard is well known in Polynesia. His yard has done work on many island vessels down through the years.

• *DIANA*, of England, looping back through the Islands from Auckland, made Rarotonga on September 3, and was heading thence for Tonga under command of owner M. E. Young, CB, CMG, MC, with crew as earlier reported.

• *NINA*, of Auckland, arrived at Rarotonga on the same day from Papeete. With owner J. Moody and his two original companions were two other New Zealanders. Next Port, Nukualofa.

• *FLYING WALRUS*, as all the world will know ere this, reached Rarotonga September 21 from Papeete via Henderson, Pitcairn, and Mangareva. From there John and Diana Wells would head for Auckland. (See elsewhere).

• *MARCO POLO*, of Auckland, in Suva mid-September near the end of a world cruise, was up for sale, but if not sold, Tony Armit and "Tig" Loe intended clearing for Auckland. Also aboard the yacht from Rarotonga was John Smith, who had cleared Auckland in *Miranda* in June. Smith hopes to have his own yacht for an Island cruise next winter.

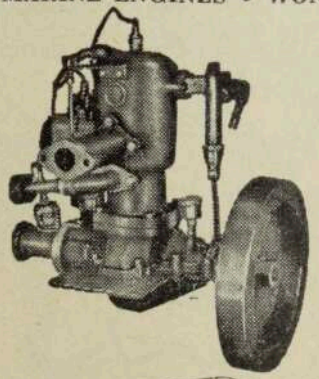
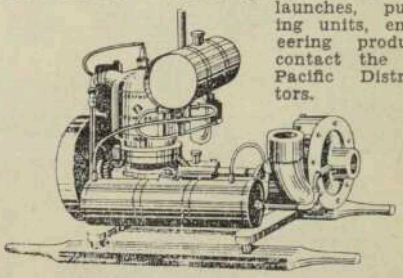
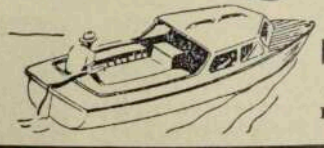
• *MIRANDA*, a gaff-rigged ketch, 34 ft long, beam 11½ ft, left Rarotonga on August 13 and arrived at Papeete on August 21. She is under the joint ownership of John O'Donnell and Peter Nelson, and had a remarkably good voyage of 19 days between Auckland and Rarotonga. The much-travelled skipper, John O'Donnell, was recently a radiographer technician at the Middlemore Hospital, out of Auckland; and a few years back he held a similar position in American Samoa. He plans to give voluntary service to the hospital in Papeete.

• *WANDERER*, Auckland 30-footer which won the Auckland-Suva Race last year was stolen from her Auckland moorings in September and later stranded at nearby Kawau Is. Later an Australian carpenter, aged 21, was charged and held on remand.

• *VENTURER*—reported by *Fiji Times* as *Ventura*—arrived at Suva on September 15 from Honolulu via Palmyra and Samoa, bound Australia. Aboard were Mr. and Mrs. John Burke. This yacht caused some excitement and publicity in Papeete and Honolulu four years ago. Having sailed from Boston on September 8, 1950, the 50-ft schooner arrived at Papeete with John Burke and Bob Grant aboard. Later it was alleged in Papeete that *Venturer* had departed that port at night, December 29, 1953, without correct clearance for all aboard. The persons alleged to be uncleared were Mrs. Kim Powell and children, of the British yacht *Wind's Will* who had asked for passage to Honolulu, to institute separation proceedings against her husband, who, unable to have *Venturer* recalled to port, flew to Honolulu to meet the yacht and reclaim the children. Results of the subsequent proceedings which received great publicity in Honolulu are not known. Mrs. Powell was apparently an American citizen.

(Over)

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On the present voyage, Mrs. Burke was unfortunate enough to fall and break off two front teeth, between Samoa and Fiji. Plans were to clear Suva again early October.

• *SOLACE* reported from Suva last month as *Solus*, is west-bound round the world, and manned by Commander Victor Clark, RN (Rtd.) and Stanley Mathurin. Next port should be Tanna, New Hebrides, then BSIP, then Samarai, Papua. She expects to sail through Torres Strait to South Africa, then via West Indies, home.

• *WHITE HART*, a 48-ft motor-sailer, designed by John G. Alden, of Boston, USA (ketch-rigged, l.o.a. 48 ft, beam 14 ft 7 in.), cleared Papeete for Moorea, Huapine, Bora Bora, Raitea and Rarotonga on August 20. Tony Reeves is skipper and accompanying personel are Mr. and Mrs. Charles C. McPhee, and Miss Pauline Scott, of Rarotonga. Mr. McPhee disembarked at Moorea and returned to Tahiti. The *White Hart* was built in Georgetown, Grand Cayman, British West Indies, in 1951, principally by Tony Reeves, and the work occupied two years.

• *JESSICA*, .35-ft ketch, is a John Alden Marconi design, registered in Seattle, Washington, USA. Captain-owner is John T. Jacobsen, who is accompanied by his wife, Florence Jacobsen, and Stafford Ames Morse, Paul H. Friese, ship's doctor, and Desmond Carroll on present cruise.

Arrived in Tahiti on July 14, 1957, and cleared there for the return journey to Honolulu on September 1, Desmond Carroll, who joined the *Jessica* for the voyage home to Newport Beach, California, USA, arrived in Tahiti on the *Nordlys* on March 6, 1957, and during the ensuing period was married to an attractive French-Tahitian named

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.

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Marcelle Estall, of a widely-known family, both in Tahiti and Rarotonga. Mr. Carroll was for two years in the movie industry in Hollywood.

• *ALTAIR*, a 48-ft ketch, beam 10 ft 6 in., and registered in Honolulu, arrived Papeete, Tahiti, on September 9, 1957. Skipper-owner E. C. Lambert owned the *Altair* several years ago, sold it, and rebought it again.

The crew members are Ken Leary, a qualified Master, who is a yacht broker in Honolulu; Al Quintana, who has a curio establishment in Honolulu; and Larry Garrett, who, as a chef, aims at satisfying the inner man.

The voyage was commenced on August 14, and took 24 days in foul weather to sight the peaks of Tahiti.

Skipper Lambert is the master of the Pearl Harbour cruise boat *Adventurer*, and pioneered the scheme in 1949. It was tough going, however, he stuck to his guns and won out—to-day he says he cannot cope with the tourist trade.

• *LES 4 VENTS*, French flag, 30-ft sloop, sailed round the Horn and up through the Islands by Marcel Bardiaux in 1954, reached New York from the West Indies late August. Bardiaux will continue to Quebec, Montreal and back down the St. Lawrence to France to complete this very notable lone-handed voyage.

• *COONGOOLA*—The 73-ft yacht *Coongoola*, formerly owned by G. A. Griffths, now owned and skippered by Mr. N. W. Thomas, of Wellington, NZ, arrived in Australia in August, and has taken up quarters off Clareville Beach, in Pittwater, north of Sydney. Mr. Thomas plans to sail her to French Oceania next winter. He is an experienced South Pacific yachtsman—he sailed the *Tuia* for some time. He has been at Henderson Island (much in the news in September)—he was the man who found the mysterious skeleton in a cave there (see *PIM* of 1951).

NAURUANS WILL BE RESETTLED

THE population of Nauru Island would probably have to be resettled in about 40 years, when phosphate supplies were expected to be exhausted, according to a report to the United Nations Trusteeship Council. It was suggested that efforts should be concentrated in preparing the Nauruans for self-government in the new community to be formed.

Australia administered Nauru on behalf of herself, New Zealand and the United Kingdom.

Mr. T. P. Davin, New Zealand, told the Trusteeship Council that in his Government's view steady progress had been made in preparing the Nauruans for management of their own affairs. The small community was in no sense a potential State, so there was little point at present in speculation on its future.

ADI MAOPA NOW IN SUVA

The 43-tons Fiji government ketch *Ado Maopa*, which went on a reef in the Yasawas on August 30 (*PIM*, Sept., p. 111), is now under repair in Suva. She was on the reef for about a week.

Considerable damage was done to her hull and keel.

W. Samoa Fisheries Survey

ACCORDING to an investigation carried out in Western Samoa last year, consumption of fresh fish has been estimated at about 350,000 lbs per annum, practically all of which comes from reef waters, there being little off-shore fishing and no commercial fishing operations based on the Territory.

With a view to the ultimate development of a fishing industry—the Japanese-manned enterprise based on Eastern Samoa has amply demonstrated one possibility—a fisheries section was established during 1956 in the Department of Agriculture.

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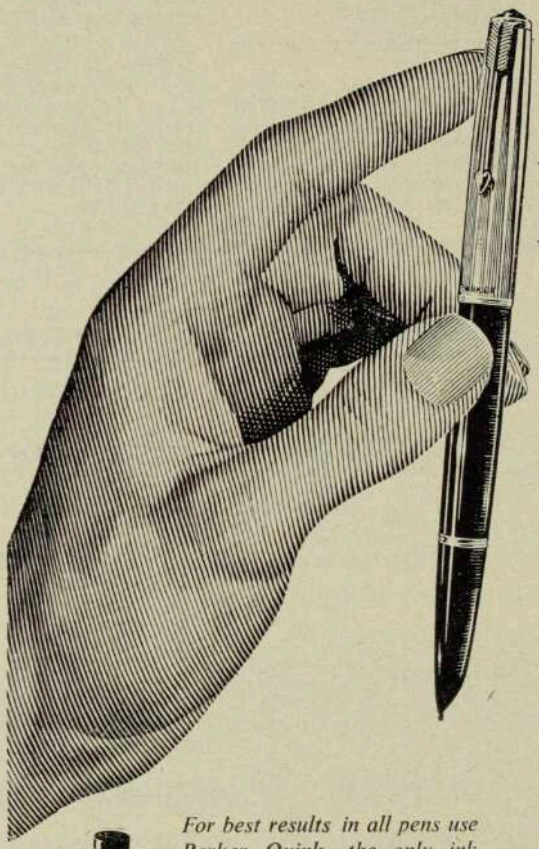
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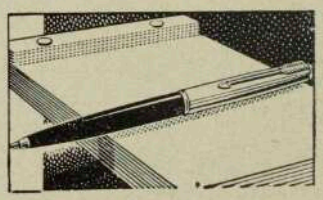


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The Old Bus is Earthbound

(Continued from page 83)

ew, suspended from the ceiling of e building, at an angle of 45 grees, so that people could walk and inspect it at close quarters. is anticipation was never realised, ar intervening, and eventually ter an unfortunate career in noble obscurity, it was "banished" the Villawood depot.

Recently it was renovated, to be- me the property of the Kingsford nith Committee in Queensland.

Often called "The Drake of the r," Charles Kingsford Smith was rn in Brisbane in 1897. At one ne he held 11 world records in iation. In 1917, in the Royal Fly- g Corps, he won the MC.

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For this last feat he was awarded e Gold Medal of Honour, while in e same year he was made an norary Air Commodore in the AF.

He was knighted in 1932, for his vices to civil aviation.

Mr. R. Gillespie, managing rector of Robert Gillespie Pty., d., paid a two weeks' business it to Fiji in October.

Crossquiz Solution from Page 86

M	O	N	T	B	L	A	N	C	■	■	V	■		
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¶ Mr. F. E. M. Warner, who was recently appointed Registrar of Co-operative Societies, Fiji, will be remembered in Rarotonga where he held an appointment with a commercial firm some years ago.

† Two warships are expected to pay visits to Western Samoa in October. They are the British destroyer *Concord* with a complement of 226 from Auckland on her way to Suva to later join the Far Eastern Squadron; and the New Zealand frigate *Pukaki* which took part in the British H-Bomb tests at Christmas Island. She has a complement of 147.

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Teeth for the Twisels

(Continued from page 84)

ment. A shuffle behind and Percy's "Sorry old man!" suggested that the wrong end of the fork had been used. Then two handles began levering out mushy pink wax.

What did not go over Twisel faces and garments was wiped on papers picturing toothsome movie stars.

Soon Mrs. Twisel was able to splutter: "Don't waste that wax, we can freeze it in the Icyball."

"Thanks for calling", gurgled Twisel. "In two more minutes the whole lot would have got the impression of my oesophagus." Gargling sounds followed the wide opening of mouths and clearing of throats.

Percy and Val, relaxed, suggested that Walo be found to boil water.

"All right, Gaba-Lua make fire quick time", came a voice from outside a back window, as two faces fell from view.

"Were they watching all this?' queried Twisel.

"They probably just saw the end", said Val. "I'll go and explain to them."

"I savvy that fashion", whispered Walo, suddenly appearing in the doorway, one hand holding a small ball of soft clay. "Why you not tell me first? This mura-mura is number-one old Papuan fashion to get toothmark, or no teeth, to know against enemy man we let go".

"Great Scotland Yard!" Percy exclaimed, "teethprint system before thumbs! Anyway thumbs came first, and stay put".

"More better you make another", Walo urged. "Soon you get teeth same as new baby."

Twisel glared; his wife gasped: "How did he guess"?

"Perception in the primitive is keener than . . ." Val began.

* * *

Some hours later, after clearing the dining table, Walo placed a plate of solid wax glistening in the acetylene light. "We get back from papers and put in icy-ball", he explained proudly. "Now better you bite 'em before too hot." (Over)

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"I'm not going through that again", exclaimed Twisel. "Anyway, there's not enough for two. You try it, Mum!"

"I got clay, too", said Walo, "better you mix 'em quick".

"That's an idea", said Percy, entering into the spirit of the affair. "Let's do it now and pack the impressions for the mail canoe tomorrow. Then we can soon have a banquet to welcome the flashing teeth!"

"OK. We'll try it," agreed Twisel. I must admit I'm yearning to chew ship's biscuit again".

"To bite an apple is my great hope", sighed his spouse.

"Taubada", exclaimed Walo, reentering with four small metal horseshoe shapes in one hand, More better you put mura-mura in these before you bite 'em."

"Where you catch these?" demanded Twisel.

"In fire, where you throw paper belong bokis belong mura-mura. Now think you wantem."

"There you are again—scattering things too quickly", cried Mrs. Twisel, I knew something was missing. That's what the dental-wax should be in, before we put it in our mouths."

"Well, the instructions were taxed," Twisel moaned. "How was to know it came complete in dishes?"

We draw a veil. Why tell of the arguments, experiments, plasterings, insertions, ejections, amid gurglings, gaspings and despair. By the enthusiasm and encouragement of Percy & Val alone were some impressions accomplished, and packed in cotton wool and cardboard. Next morning the addressed packages were taken to the coast and put in the district mail-bag.

Some weeks later, the Twisels in their truck stopped at the District office to collect mail. The ARM was standing at the door. "My gun-boy got a pig," he proclaimed. "You simply must help me eat it. Come to the house now. The clerk will bring you mail. Apart from cheques and receipts, it seems to have something I get your teeth into."

"Thank goodness for that," exclaimed Twisel. "But did you know we were expecting teeth?"

The Magistrate laughed. "I spoke figuratively, but perhaps subconsciously. I often overhear my boy talking to himself. No secrets escape your cookhouse broadcasts, or line, but I don't intentionally tune in."

A houseboy in a green rami waited on the verandah. "Put this mail in the guest-quarters," the officer ordered, "then three bottles and glasses here. Gelema is away attending his fifth grandparent's burial," he explained to his guests, "and I've borrowed Gulu, MacBack's cook, from the gaol. He's in for denturing his mother-in-law."

"Oh dear! did he use forceps?" asked Mrs. Twisel, sympathetically.

"No, just a club."

Gulu caught the two toothless grins as he returned with the beer. After the drink, and while they awaited dinner, the ARM suggested the Twisels rest in their rooms and "enjoy their mail."

The Twisels went, but ten minutes later Mr. Twisel returned, stuttering excitedly: "They've come! the top sets fit but the bottom ones won't click. Neither of us can wear them."

The Magistrate looked judicious. "Possibly the sets got mixed," he suggested.

"Help, I never thought of that!" Twisel dashed back to the bedroom.

Gulu hung up a flashing Blanchard lamp, and began setting the table.

Soon Twisel returned with a dazzling double-dentured smile.

"You were right," he mumbled. "We swopped and all's well, except for a sense of fullness before eating."

Gulu, bending over a bowl of bananas, glanced up, then froze. His eyes protruded as if to follow the gleam. Lacking the English-butler instinct, he stared perplexedly while backing into the pantry.

Twisel, with jaws clacking, hurried out.

Gulu crept in with another issue of cutlery and glass.

"What for four places?" asked the ARM.

(Over)



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"I think brother belong Misi wisel come," Gulu gasped.
Before the ARM could explain, r. Twisel was back again, with mmy grin.
"Can't use them now," he ex-ained, "but Sinabada is risking ers."
"Yes, I will," exclaimed that lady, llowing her husband. A gong unded. The host bowed his guests their places. Twisel's eyes and ms spread wide with pride in his ouse's scintillating smile.
As three bodies bent to their seats, fourth entered bearing a tray at fell amid crashing crockery and shrill scream.
The trio straightened to see brown ms and legs gyrating to the nearest or with the refrain: "Me want ol . . . me go back gaol . . . me . . ."
The ARM knew two vernaculars, t used three or four from the randah, and blew a whistle. Then relaxed and laughed. "The rgeant has got him I'm sure, and ll bring another cook, who is in r carving his uncle. Let's sit and oke until the pork comes."
A brown stalwart in serge, with ree stripes on a sleeve, saluted the steps. "MacBack cook too ght," he reported. "He hide in rder cell from spirit of mother--law. Warder is washing another ok for you."
"Thank you. Carry on Sergeant; believe," the ARM resumed, "in a w decades fresh beef will be more entiful than pork for all in this nd—then teeth will be essential."
"Walo's impression mixture," said r. Twisel, "is the best that my ntist has ever tested. Here's his ter offering £50 for the formula! believe that in the beef era this ce will be making teeth even for mothers-in-law."
There were prophets without nour among their own kin, even nen Shubet reigned in the Land of pure.

JSE YOUR OWN MEASURE

FIJIAN policeman, asked in a Suva Court how he measured the "overhang" of an illegal ad on a lorry, said he used the dth of his two hands. He said e width of two hands, fingers read out and thumbs touching, s almost always 13 inches.
It is a guide which you may try r yourself. It is surprisingly curate.
It is well known that the length the back of the average thumb about one inch—hence the cient expression, "rule of thumb". t the 13-inches width of hand is w to us.—R.

(PIM's editor tried it out and can an 16 in. without trouble. She's giant, so either she missed her cation and should have been a no player, or there has been a s-print along the line.)

The Phosphate Hunt Is On

TWO geologists of the New Zealand Geological Survey have recently been carrying out a search for phosphate deposits—and no doubt of other strategic minerals—in the Cook Islands.

No such deposits were found on Rarotonga, which is scarcely surprising considering the size of the island, and the extensive search for phosphate and guano deposits made throughout the Pacific in past years.

It will be recalled, however, that the British Phosphate Commissioners and other interests in Australia and New Zealand announced last year that a resurvey of all likely deposits was to be made, in view of the steadily declining phosphate resources of Nauru, Ocean, and Makatea islands.

The small deposits of low-grade phosphate to be found on a great many islands in the South Pacific, and not considered economically workable in the past, will undoubtedly increase in value in coming years, unless other cheap forms of fertiliser are found for the farm lands of Australia, New Zealand, and Japan.

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IF THE COUNT'S RIGHT

A New Fiji Industry

FOR the second year in succession, whales in the Makogai-Ovalau area of Fiji are being counted, and tagged.

Exploratory work is being carried out under the direction of Mr. W. G. Johnson, Managing-Director of W. R. Carpenter & Co. (Fiji) Ltd. It may prove that whales are present in Fiji waters in sufficient numbers at certain times of the year —if so, it could mean the start of another industry in Fiji.

The main observation post is on a big hill in Levuka, which commands a view of a large area of ocean. A second post on Wakaya Island also commands a wide sweep of Lomaiviti waters. Recently a third post was set up on the island of Naiqani.

This makes it possible to see whether whales that are sighted go through the Vatu-i-ra channel, or are turned back by the reefs in that area, or whether they pass through Makogai Channel. It is known that a number of them go that way.

All three observation posts are permanently manned, and are linked by very high frequency radio telephone.

The *Adi Sovatabua*, used as a survey and supply vessel, is also on the radio telephone link.

It is from the *Adi Sovatabua* that the whales are marked. Numbered cylinders are fired into the whale's outer layer of blubber from a modified 12-bore shot-gun. If a marked whale is caught anywhere in the world, any cylinders discovered are sent to the British Museum, which has been selected as an international clearing house for information about the season migration of whales.

Provided the exploratory work proves that there is a continuous an



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ufficient supply of whales, bearing
n mind that every whale sighted
s not necessarily a whale caught, a
actory will be erected in Levuka.
The whales migrate northwards
n the Southern Winter, and by Sep-
ember are usually again going
outhwards to Antarctica. They fol-
ow well-defined routes—a fact that
as been used for the profit of new
tations as in Norfolk Island and
orthern New South Wales.

NZ Whaling Fails

THE Hauraki Whaling Co., a pub-
lic company established last
year with a capital of £100,000,
ent into receivership in Auckland
ecently.

Evidently an insufficient survey
f whale migration densities in the
icinity of the shore-based station
as the cause of the collapse. The
ompany, which was based on
reat Barrier Island outside Auck-
nd, had one converted Fairmile
aval launch as whalechaser, and
permit to take 150 whales per
ason.

The company calculated that a
inimum of 50 whales would cover
osts.

The season coincides with the
igration from Antarctic to tropics
the northern run occurring from
te April to about mid-August and
ie southern run, less satisfactory
this area, from about mid-Sep-
mber to mid-November. The
ficial season in New Zealand
aters is from May 1 to October 31.

The company did not commence
erating last year until mid-June,
id took only 30 whales. This
used the company to call for a
rther £25,000 in capital to com-
ence the 1957 season—and this
nount was oversubscribed, there
ing a good deal of interest and
timism in the financial prospects
the company.

On August 6, however, it was
nounced that Hauraki Whaling
. had been placed in receivership,
th the 1957 kill announced at
ain only 30 whales to date, and
funds in hand to continue
erations. The 5/- shares had
llen steadily from a peak of 8/3
ortly after the company was
tablished, to 5/3 before the 1957
ason commenced and are now
lued at about 1/- by sellers—and
by buyers.

It could well be that bad weather
d factors influencing the migra-
y routes had caused two bad
asons, and that possibly next
ar there would be many whales
hted in this area, but it appears
ubtful whether more capital will
forthcoming. The Cook Strait
aling station—only other in New
aland waters—has experienced a
rmal season, as also last year, so
is evident that nearbly results are
no great significance, and that
d-based whaling can be a fickle
siness.

IN SUVA, TOO

Dogs Have Maybe Had Their Night

MAN'S best friend seems to be getting himself disliked generally and anti-dog feeling is being aroused all over the Islands. Rarotonga (*PIM*, Sept., p. 137) *has* done something about it; and now Suva.

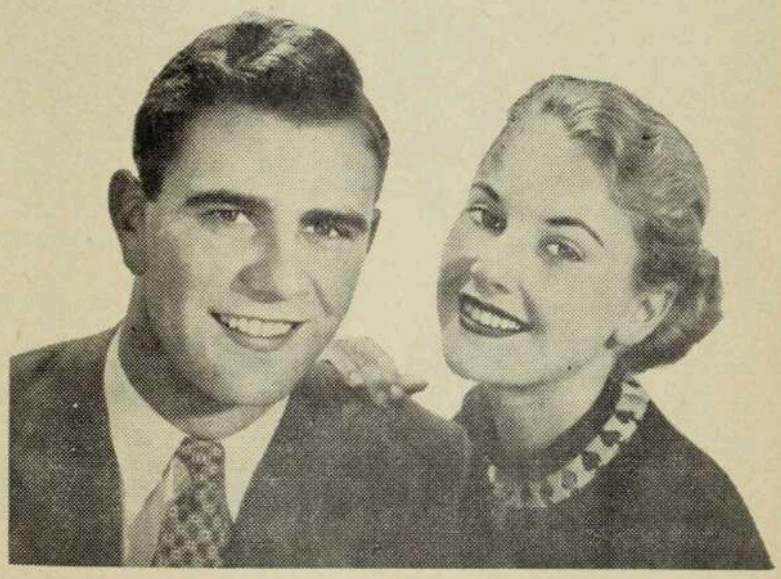
Fiji has always had a "stray dog" problem due to the fact that most of the Indian sects will not take animal life and will allow unwanted pups to grow up into strays rather than destroy them or have them destroyed.

In recent years the Dog Control Unit in Suva has reduced the number of strays, but most of the snarling and barking that is heard at night comes from *registered* dogs.

These also damage gardens and make general pests of themselves, because of lack of control by their owners.

At present the Dog Control Unit is empowered only to pick up dogs without collars and it is suggested that there should be an amendment to the Ordinance to allow all dogs to be picked up and empounded after a certain hour at night.

This should effectively put a stop to a long standing nuisance.



We're saving

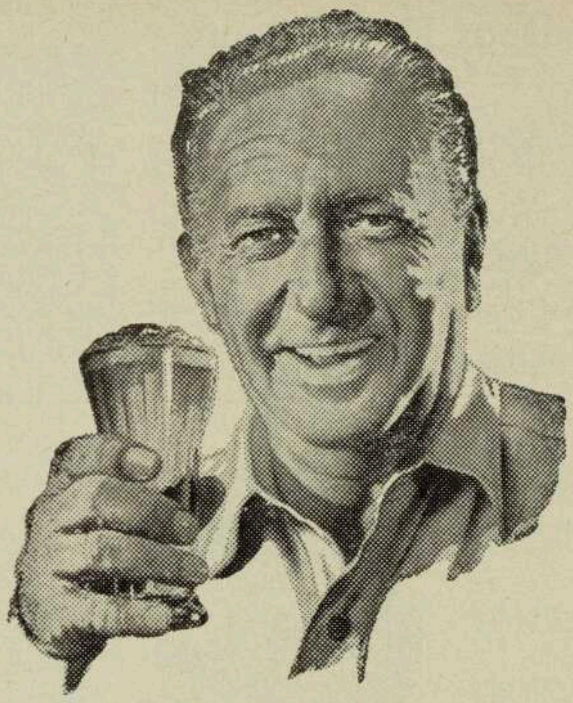
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ustralia Due For
Shock

Where New Guinea Is Going Under Hasluck-Lambert Dictatorship

Written by R. W. Robson, while recently in New Guinea.

I never have been in a Territory where the European community (despite much present if ephemeral prosperity) was split into so many vociferous and frustrated groups — all critical of various aspects of Administration, but completely united in their hatred of Canberra.

MOST believe that it is time that suicidal policy being followed by Australian Territories Min- ter Paul Hasluck, in relation to e future control of New Guinea, d the possible establishment there the Chinese as supreme rulers, s exposed to the Australian people. It is shown in an article elsewhere this issue that Mr. Hasluck has ntrived a new set-up, under hich practically any New Guinea inese who wishes may move from e status of "Australian protected rson" to "Australian citizen". It was also indicated that this velopment was regarded in Papua th acute alarm. Hitherto, despite e administrative union with New uinea, Papua has maintained a licy of keeping the Chinese out the old Australian Territory. The ect of the new Hasluck measure, the opinion of the Port Moresby n-official classes, will be the in- sion of private trade and com- erce in Papua by the NG Chinese. Reaction among non-official people New Guinea was strong, but less vociferous. They are, as they now express it, "resigned to anything."

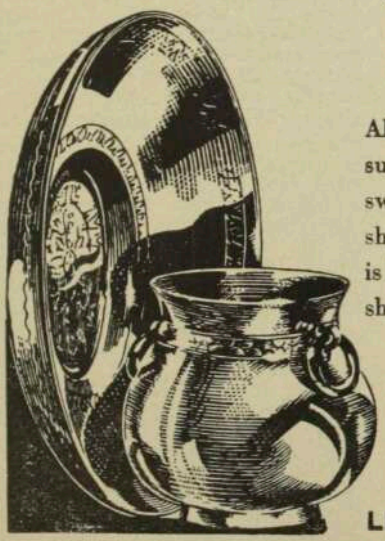
"Ever since Hasluck became Dictator", they say, "the movement against Australian private enterprise has been steady, gradual and quite perceptible. It clearly is the intention of this man that European enterprise and investment in this country shall be limited and discouraged by lack of title, so that there may be the fewer obstacles to handing over the country completely to international control."

"Paul Hasluck is an internationalist, and Australia's worst enemy in this country", was an opinion I heard firmly expressed in the New Guinea Club, in Rabaul, and warmly applauded.

THE New Guinea Europeans are not in any way antagonistic to the New Guinea Chinese.

The latter have long been settled in the country, and are entitled to a share in the country's future. But (argue the Europeans), the Chinese are not entitled to any advantages

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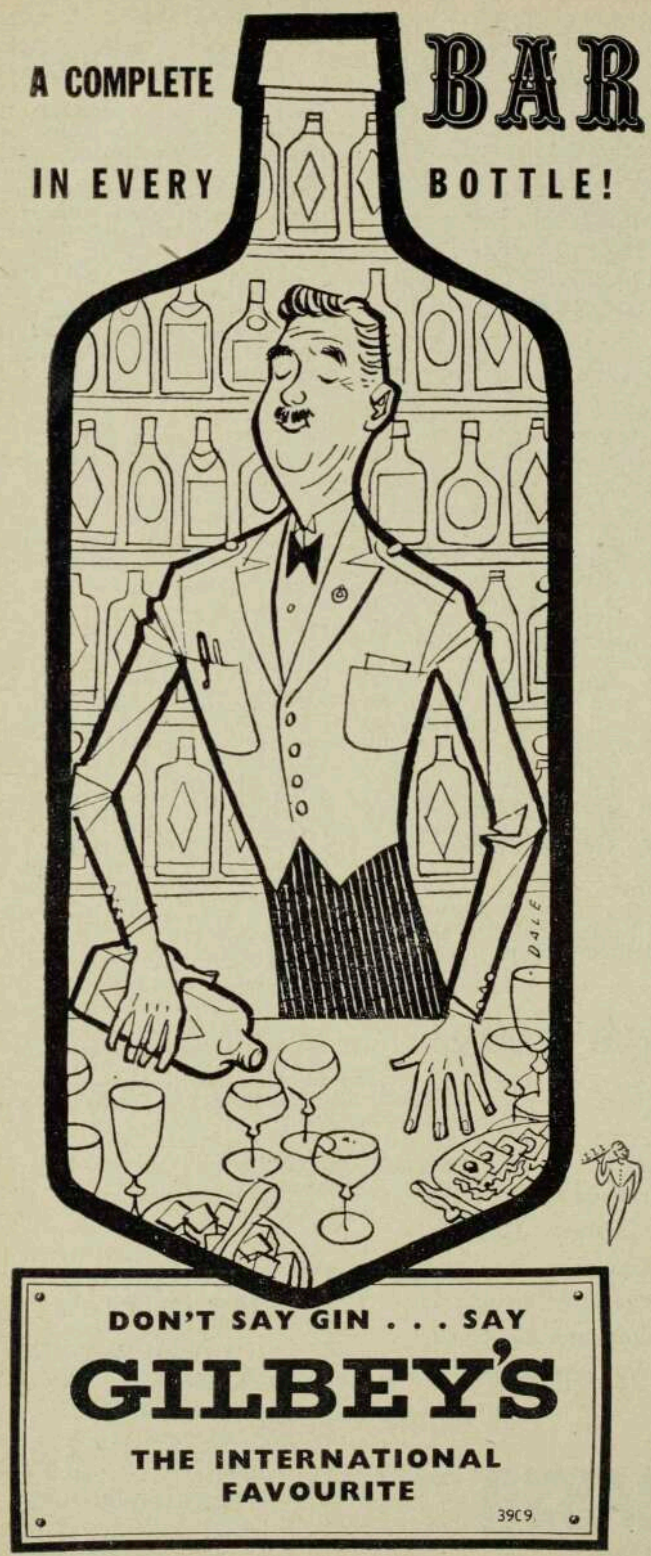
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over the Australian Europeans, who have pioneered and developed the country since they took over from the Germans nearly 40 years ago. Hasluck's policy (being intensely pro-UNO) denies long-term titles to the Europeans, while giving improved status and encouragement to the Chinese. The result, of course, is that the Europeans, more and more, are selling out to the Chinese.

LIKE most people who know the Islands world nearest Asia, I have a genuine admiration for the thrift, probity and industry of the Chinese. They have a valued role to play in these countries, which are changing over from barbarism to higher standards of culture and orderlinesss.

But the Chinese is not a pioneer, or developer of a national economy —he is an infiltrator, with a singular capacity for coming in after the pioneering work is done and establishing himself as a useful small trader and artisan. From his trader's profits, he will buy ready-made plantations and factories; and so a small proportion of Chinese become rich and influential, and their sons go to European colleges, and become accepted practitioners in the various professions.

But they are not planners, nor suited by temperament to be directors in pioneering work.

That is the story in New Guinea, as in many other countries; and it is quite a creditable story, as far as the Chinese are concerned.

But Mr. Hasluck seems determined to establish the Chinese as the future trading and artisan and professional classes in New Guinea, at the expense of the Australian pioneers and Australian enterprise and capital which created the present rich and flourishing set-up.

From the viewpoint of the long-haired theorists of UNO, the Hasluck plan may be due for praise. From the viewpoint of Australian manhood and Australian enterprise; and especially as a factor in Australia's future defence, it is an utterly damnable policy, which should be exposed to the Australian people.

AS the non-official Europeans in New Guinea see it, the most puzzling feature in the situation is the attitude of the Australian Prime Minister, Mr. Menzies, and his External Affairs Minister, Mr Casey.

New Guineans regard both those Ministers as pro-Australian and anti-UNO. Yet they are the men who permit Mr. Hasluck to proceed with a policy that is increasingly anti-Australian and pro-UNO.

In my opinion, Australian individualists in both Papua and New Guinea are not going to remain silent much longer. Some forthright representations are going to be

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Papuan Teams Play in Rabaul Football Competition



Above is a photo of the four Papuan boys teams that competed in this year's RFL competition in Rabaul. They are Cassowaries, Maganis, Gulf and Abau teams, with Allan Richardson referee and Mr. Jeff Farroll. The teams are from the Rabaul Papuan Boys' Club which started about 2½ years ago and has a membership of about 250 boys—a good indication of the number of Papuans who now work in Rabaul.

Last year two teams competed, this year four, and next year there will be six teams.

The club is guided by Mr. Jeff Farroll and assisted by Mr. Harry Hugo. Mr. Farroll also trains the boys in boxing and physical culture besides training Abau, the premier team.

A cricket team also plays in the Rabaul Cricket Association Competition and should do well this year.

This club is an asset in Rabaul and the standard of football in its teams has improved through European players from the Association teams coaching the various Papuan teams. (Allan Richardson, of Works, coached Maganis; Merv. and Bert King, of Waratahs, coached Cassowaries; and Bill Bourke, of the Ascot, coached Gulf).

Four players from the Papuan teams, will, if they pass a severe medical test, be available for inclusion in the European teams next year.

Baseball is now being tried and eventually competition games will be played.

The club is valuable socially as it teaches discipline, team work, and brings the native into contact with other sections of the community.

Photo: C. H. Meen.

---

made to Mr. Menzies soon—and they will not be flattering to Mr. Hasluck—sometimes regarded here as "Menzies' white-headed boy."

If a move which is slowly taking shape comes to anything, the Australian Prime Minister may be asked to explain why the Hasluck-Lambert Dictatorship has been fastened upon P-NG in this fashion, to the exclusion of Administrator Cleland and a generally experienced and competent group of Administration officials.

The Legislative Council is completely useless, from the non-official Europeans' viewpoint. There are only three or four independent members, who carry no authority, as against the overwhelming official representation.

Their representations go officially to the Administrator; and the Administrator now is regarded as a mere figure-head. Legco criticism merely exhausts itself against the unresponsive wall of Port Moresby officialdom.

At the moment, there seems to be no way of getting at the Hasluck-Lambert Dictatorship. Meanwhile, the future of New Guinea (and perhaps of Papua) is being slowly handed over to the New Guinea Chinese and the UNO fanatics.

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UNTIL AFTER THE ELECTIONS

Scaffolding Accident Holds Up TEAL Re-Equipment

WITH Tasman Empire Airways in the throes of making plans to re-equip, there was an astonishing announcement from Wellington in August that official assessment of TEAL's requirements, along with those of the internal line, National Airways' Corporation, might have to be held up because of an official inquiry into a scaffolding accident which happened in Wellington some months ago.

The secretary of this inquiry commission is Mr. H. W. Dunn, an aeronautical engine expert from the Civil Aviation Department, who, last year, attended a course in Britain on gas turbine engines.

Mr. Shand (NZ Minister for Aviation) in a long statement, said that Mr. Dunn was the only man capable of acting as secretary of the scaffolding inquiry which, if true, is a sorry admission on the capabilities of the NZ Public Service.

Observers are inclined to be cynical and openly say that Mr. Dunn was assigned to the commission merely to keep him occupied until after the general elections later this year.

Apparently the NZ Government does not want to make a firm decision because if it happened to lose the election its successor might have other ideas about TEAL's future.

The future of the Coral Route between Suva and Papeete, taking in Western Samoa and the Cook Islands, is in doubt. If TEAL has any plans for the future it is not getting the public know them.

TEAL recently sent a couple of executives to the US and the UK in search of an airliner to meet requirements for the next 10 years.

Since then the general manager, Mr. G. N. Roberts, has gone to London on a business trip and will inspect aircraft for re-equipment of the TEAL fleet.

The two executives returned home with glowing reports on the Convair 880, a pure jet American aircraft, which has not yet flown.

Should their recommendation be adopted, Convairs no doubt will operate the trans-Tasman run and the Hibiscus Service between Auckland and Nadi.

They probably could operate in one hop from Nadi to Papeete, but this will leave the intermediate Islands without an air service, something which they have enjoyed for several years.

The Solent flying-boat at present in the service, will have outlived its usefulness by 1959.

TEAL has made it clear that there are no flying-boats anywhere in the world available as replacements for the Solents, and that if the Coral Route is to be maintained it will be with land planes.

Such a policy seems to throw the onus on the Western Samoa and Cooks administrations to provide landing fields for jet aircraft.

With their limited budgets this seems quite impossible.

The Coral Route has never been a payable proposition for TEAL, and the NZ Minister for Civil Aviation (Mr. T. P. Shand) has expressed concern about repeated losses.

Construction of a 9,500-ft concrete runway is to start at Papeete by the end of this year, and the airfield will be operational by 1960.

When it is complete this will certainly mean the entry of a French airline service. Transports Aeriens Intercontinentaux already operates a service from Paris to Noumea and Auckland; a service between Noumea and Vila and Santo; and irregular services between Noumea and Wallis Island.

TEAL MAKES PROFIT

In spite of losses on the Coral Route, TEAL made a net profit of £NZ236,000 for the year to March 31. This is a record, and due entirely to a big increase in passenger traffic.

Mr. Shand announced that the profit was almost 300 per cent.

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higher than in the previous financial year when the profit was £63,338.

The Coral Route losses were expected to total £78,000, but were £30,000 less than that. Last year this route showed a loss of £48,000.

Trans-Tasman traffic increased from 39,000 to 49,000 passengers with the Olympic Games the major factor. The Auckland-Nadi traffic was 17 per cent. higher, and on the Coral Route the rise was 26.1 per cent.

The gross revenue increased from £1,900,000 to £2,300,000. Operating costs dropped from 44.3d. per capacity ton-mile to 43.4d.

† A new arrival in Apia, W. Samoa, is the recently appointed Government Printer, Mr. V. W. Wilson, who was accompanied by Mr. G. H. Burton, Engineer, of the New Zealand Government Printing Office, who is to advise on the installation of the machinery in the new Government Printing Office.

† Dr. P. W. Dill-Russell, CBE, Inspector-General, South Pacific Health Service and Director of Medical Services, Fiji, arrived at Apia, in September, for an official visit and consultation with Health authorities in Samoa.

† A monumental work covering 100 years history of the Melanesian Mission, written by Canon C. E. Fox, MA, Litt.D., entitled "Lord of the Isles", will shortly be published by Mowbrays of England. Can Fox, now aged 78, recently return to New Zealand after arrangi publication of the 105,000-wo volume.

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OOKS TRY TO OOST OPRA PRODUCTION

URING the last two years little progress has been made in Rarotonga's copra industry.

The nut production per tree re-ains very low owing to rat damage, ercrowding, and the cutting of ves for thatching.

The people show little interest in proving the management of their conut plantations owing to the oblems of land tenure, the long-m effort involved, and the higher turns, obtained with less effort, m other crops.

In the outer islands, however, ere copra is the chief export, orts have been made to produce re copra of better quality—and ese efforts have met with some cess.

When Mr. W. V. D. Pieris, copra pert of the SPC, visited the Cooks, recommended the use of the ndard type Ceylon dryer. By ok Islands' standards these kilns e expensive to construct, so a kiln sed on the Ceylon design but ilt with local materials was olved and put into service.

The Agriculture Department of e CIA introduced one of these ns to Aitutaki for demonstration rposes, and during the last year three others have been built by private owners.

Another copra drier was installed at Atiu, and recently this was enlarged to three times its original size by members of an Atiu Co-op. Society. An improved copra storage shed was also built.

At Mitiaro, a Planters' Association was formed by the end of July with 40 members—practically the entire male population of the island.

The planters built a copra drier capable of handling their present annual output of 35 tons, and also constructed a storage shed designed by the Agriculture Department.

Demonstration planting was carried out at Mitiaro by Mr. Yates, of the Agriculture Dept., and the planters agreed to make a communal nursery with the object of extending coconut plantings by 1,000 trees per year. At present Mitiaro has 12,000 coconut trees and several private nurseries.

Owing to the increase in inter-island shipping, the improved quality of copra exported, and its marketing through Community and Co-op. bodies, returns to many Cook Islands producers are higher than they have ever been before.—W.H.P.

¶ Mr. and Mrs. Gordon Carter, of Port Moresby, arrived in Australia in late September for a six weeks' business-and-pleasure visit to Sydney, Brisbane and Cairns.

W HOTEL

Tourists For Tonga

RINCE TUNGI, and therefore Tonga, have become tourist-minded, although Tonga, in the st has not gone out of its way encourage visitors.

Prince Tungi, who recently passed rough Suva on his way back to nga from Europe, said that nga will try to attract tourists building a hotel in Nukualofa.

It will have 24 rooms, but will designed so that it can eventually expanded to three or four times at size.

His trip to England was in nnection with arrangements for xt year's copra exports to gland. Also to check on the ogress of vessels being built in gland and Holland for the Tonga pra Corporation.

Prince Tungi also said that Tonga s considering chartering an air rvice to carry tourists between va and Nukualofa.

(Several months ago the Suva-ukualofa flying-boat service was scontinued at Tonga's request on e ground that the new vessels uld maintain essential services tween these points).

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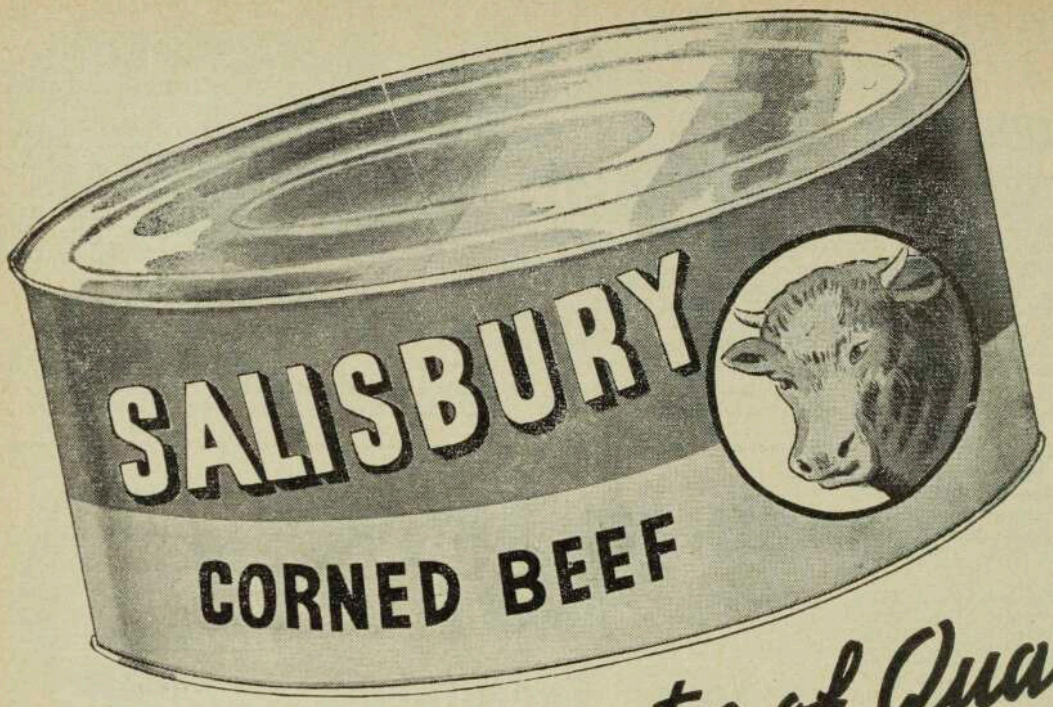
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BANANA BOAT—WITH BUNCHES!

By J. P. SHORTALL

Undoubtedly the most publicised shipment of fruit to reach Auckland in years, and one studied with great interest by fruit importers, the Department of Agriculture, and some Island exporters, was the shipment of 30,000 bunches of bananas from Ecuador in the smart Danish Lauritzen Line fruit ship *Argentinean Reefer*.

RUIT DISTRIBUTORS LTD., the importing organisation, which is formed of all the leading New aland fruit importing firms, nphasised that this was an experiental shipment, intended mainly check whether Ecuadorian nanas *could* be landed successlly, should refrigerated tonnage offering from that direction at nes when sufficient fruit is not rthcoming from the usual Island urces.

Such shortages can be due to a riety of reasons—a regular fruit ssel undergoing annual survey, duced crop through climatic contions, etc. It is not likely that uador is going to offer any real reat to Island growers, in normal rcumstances. But this shipment as a demonstration to Island owers that there is a market in w Zealand for all they are likely produce.

From the point of view of the w Zealand banana-eater this adtional source is, of course, welme; for various reasons the lands are not providing all reirements, all of the time.

Because New Zealand is fosterg an increasing export trade in ozen meat to the East, to Hawaii, id to the United States West ast—a trade which at present lls for small refrigerated vessels e the *Argentinean Reefer*—it is ely that tonnage will be offering r further shipments of bananas om Ecuador, if required, from ne to time, as the Lauritzen Line ll in future be maintaining a relar service in the NZ meat trade id some of their vessels will come wn from Panama.

Perhaps the most striking feare of this shipment was the wide fference of opinion as to the rtues of shipping by bunch as ainst cases.

Many factors enter into this estion, and it would require very reful analysis of costs, wastage, c., unlikely to be freely available the public.

The shipment was an eye-opener several respects. For example, the mplete cargo of 30,000 bunches—uivalent to about 20,000 cases, as loaded in Ecuador without any ecial equipment from barges, as e vessel lay in the stream—not a wharf—in just ten hours! arges lay on either side of the 300-ton vessel (about half the size of *Matua*), planks were rigged to doorways in the ship's sides, and every bunch was lugged aboard on a man's shoulder.

The holds consist of a large number of refrigerated compartments, and each campartment was subdivided with temporary dunnage into about 10 ft square pens like stock yards—not closely boarded.

At the plantations each bunch, on being cut down, was slipped into a transparent plastic sleeve, which was perforated with about one-inch holes six inches apart, to allow ventilation, and was cut off at the required length and tied at each end.

The bunches were stowed on end, two high, with in some cases, one further bunch lying horizontally on top. The refrigerated compartments were shallower than the holds in Union Co. vessels. The bunches varied from 3 ft to 4 ft 6 inches long, but the average weight was about 65 lbs per bunch, according to the Chief Officer. Though bunches averaged larger, individual bananas compared in size with the Island product.

The bananas were of the "Gros Michel" variety—and endless discussion took place in Auckland as to the relative merit in flavour, compared with the usual Island varieties to reach there.

On the 18-day voyage the fruit was held at 58.2 degrees Farenheit approximately, and at about 90 per cent. humidity. When the first compartments were opened up there was just an occasional yellow banana visible, but by the end of the three days taken in discharging the full cargo in Auckland, there were many ripe bunches.

Such fruit had by this time been held at least 22 days, and probably longer, since picking. The condition of the latter part of the cargo seemed to indicate that this was about the maximum time possible for successful delivery, even in a specially equipped ship.

The ship carried discharging trays about 6 ft square with 2 ft-high sides on three sides, with wire slings attached to the four corners. These trays were heavily padded inside to prevent bruising. They each took about 20 bunches, stowed on end, and were handled by wharf cranes.

Alongside the ship at Auckland, platforms had been erected (stacked

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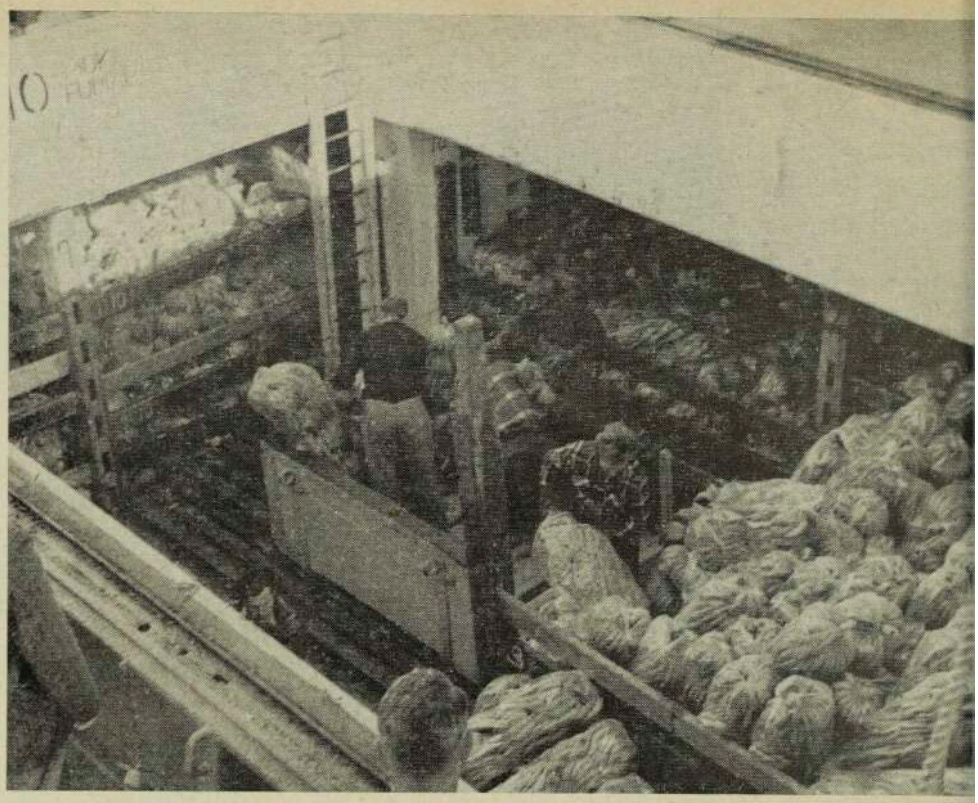
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Plastic-covered banana bunches in the hold on the unloading trays.



cargo palettes) to the height of motor and rail-truck platforms. The loaded trays were landed on these platforms by the cranes, and watersiders then walked the bunches onto the trucks, all of which were well padded with straw. Ripe bunches were diverted to the Auckland market, and the less mature bunches went into the railway boxcars for transport to country centres.

Prior to the vessel's arrival all the importing firms had been supplied with large cardboard cartons with attractive printed display of yellow hands of bananas printed thereon.

On receipt of the bunches the wholesalers cut the fruit from the



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ns and packed them in hands the cartons, which were sold to ailers in that form, at a fixed ce and retailed at the fixed ce of 11½d per pound. (*In Sydney, rent banana price is 2/- per and the bananas average about ches long and taste like potatoes. for an Ecuador—and a banana-scious government!—Ed. PIM*).

n Auckland, and possibly at er centres, the retailers could purchase the riper bunches ut for display purposes in their es—for it must be remembered t many a New Zealander has er seen a bunch of bananas.

ome retailers tried to force the sumer to purchase by the nd", but most housewives would e none of it. They were not ng to be told how many they'd e! If they wanted six bananas y'd have six—or none at all, ner than be forced to take a d of, say, a dozen.

t was noted after a few days t the hands were being plucked suit individual requirements.

HE importing firms had been put to much trouble to handle this shipment, as they were set up to deal with bunches ch had to be hung in their holding-cellars and not stacked cases. Here immediately was objection: the bunches occupied more stowage space than cases. Thousands of steel hooks were de by one firm to hang the ches, each of which also had to e a rope lanyard attached to end for suspension purposes m the thin end of the stem).

t the ship the trucks were ded with bunches reclining, thin-l-of-stem outwards, so that when y arrived at the cool stores at Auckland markets men could dily attach these lanyards to correct end of the bunch. On side of the truck men attached g lanyards, on the other side rt lanyards. Bunches were ckly surveyed. The green ones e carried into the cool chambers e held and gradually fed out to retailers as called for.

he riper bunches were diverted the packing department for im-diate sale. Many of these riper ches, despite all care, had suf-ed bruising and many individual anas had to be rejected. Such ches were packed as loose anas after grading.

pecial pipe-frame hanging trol-s had been built by one firm for transport of the ripe bunches m truck to packing table, so t they would not be damaged.

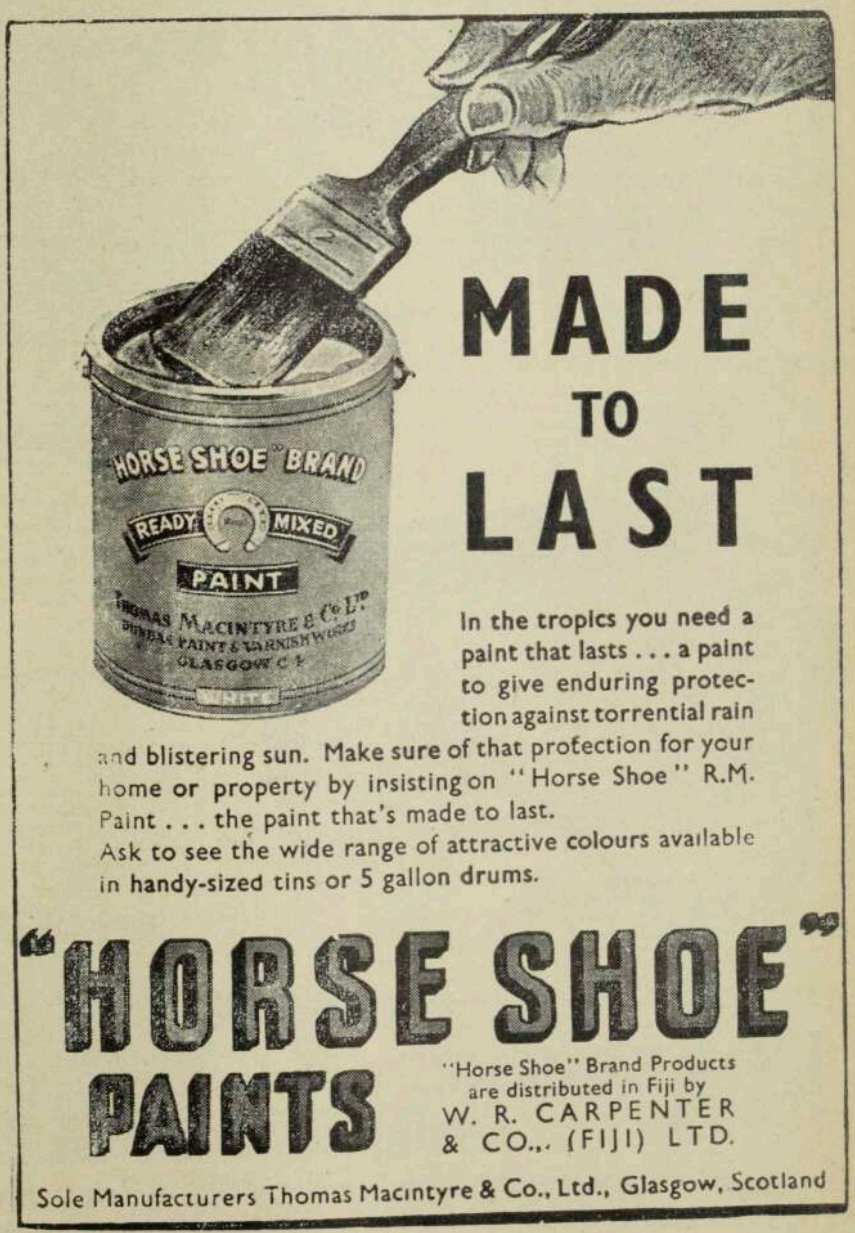
t was noticeable with this ship-nt that very few loose bananas in the vessel's holds, in contrast the situation with cased fruit ere invariably many cases are ken. Importers claim however t most of this loose fruit is gathered up and sold, whereas the bruised mature bunch fruit cannot be sold.

A careful check of comparitive losses would be interesting. Only the later, ripening bunches, discharged especially on the third day, suffered any bruising of consequence.

The green fruit was delivered in far more attractive condition than most Island cased-fruit. It was completely free from the usual scratches, blights, and blemishes which make Island bananas so unattractive as sold in New Zealand.

One importing firm pointed out a feature of the bunches-versus-cases case-book which is often overlooked. All Island banana cases reaching Auckland are used in the vegetable distribution trade. In the unlikely event of a change-over to shipment by bunch, the price of vegetables would inevitably rise in New Zealand, as the merchants would have to pay full price for their own, new cases. The vegetable market is at present very closely tied to this second-hand banana case supply.

The Union Co's present banana ships—*Tofua*, *Matua*, and *Navua*—would have to undergo modification for the successful handling of bunches. The hold-depths are excessive for stowage like that in *Argentinean Reefer*. Stowage in excess of two bunches high would place too much weight on the lower



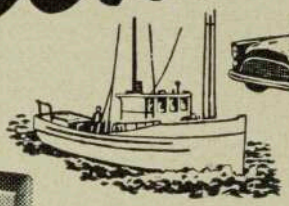
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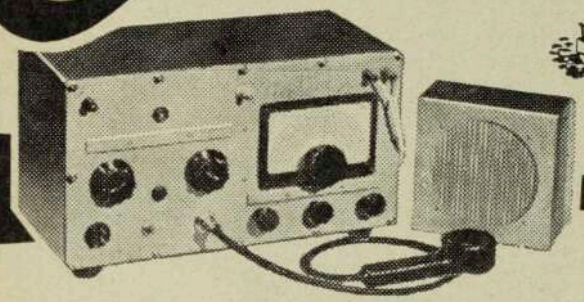
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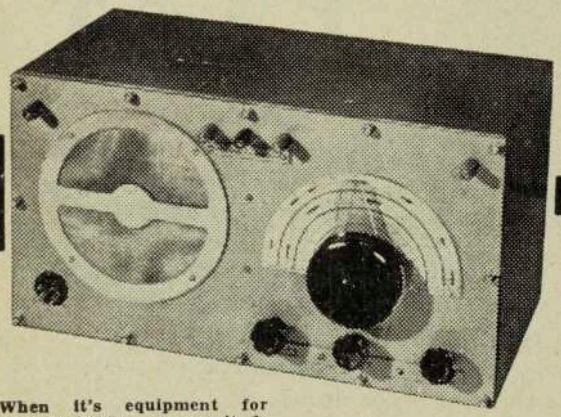
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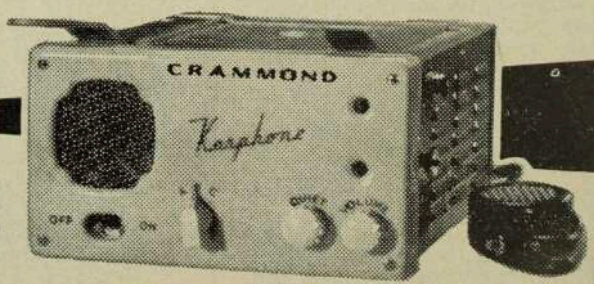
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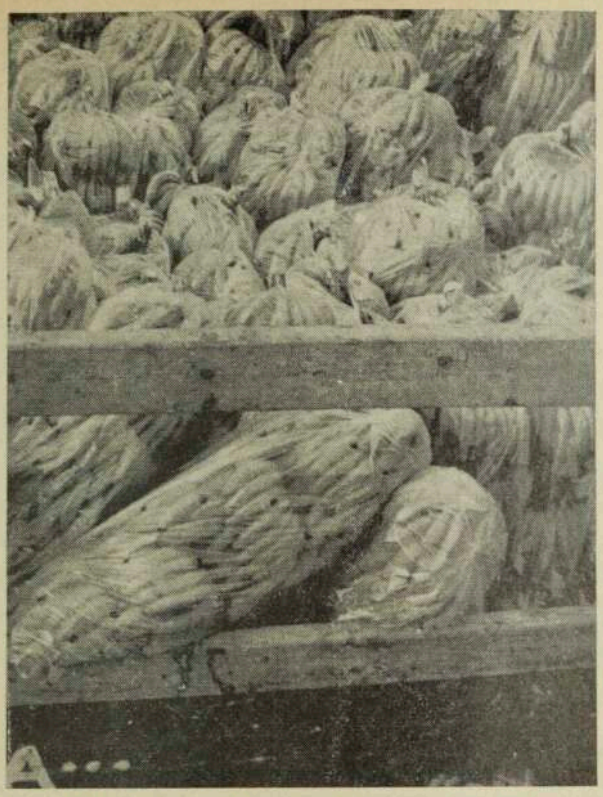


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Close-up of the bunches.



nches, causing mage to fruit. another 'tween- ck would have be built in— d space might t be great ough for this, en if other tors permitted. le-ports would ve to be cut to rmit quick ding.

Then again 33 r cent. less it could be ded in each ssel.

So why are nanas shipped bunches to rope from uador — largest nana producing ntry in the rld? There was convincing swer available this question Auckland.

All who have n bananas for e in Europe n confirm that y are clean, yellow, attractive it—vastly more attractive than bananas which arrive in Auck- d in, what the importers main- n, is a much superior and less naging pack. Time taken in dis- arge was comparable with that a similar shipment of cased nanas. This shipment cost more handle and sell in all probability, ause the special equipment was already available. The specially de cartons, each taking about lbs of "hands" must have been a tly item alone, but they were essary in the absence of rail and d trucks equipped to transport nging bunches to the retailers.

The initial cost of a changeover bunches would be high, distri- tion costs even then would appear ely to be higher than with cases, d, in short, whatever the merits the bunch shipment method m the consumers point of view, is fairly safe to say that the olesalers and retailers would vote rwhelmingly in favour of cases, would the case-makers who lose t, despite the counterbalancing l for new cases for the vegetable de.

Various reasons are given for sing shipment by bunch which l once exist. One importer said s was occasioned by shortage of pping space at the time. A vessel ld carry many more individual nanas in the same cubic space casing.

In the markets too, there was

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constant quibbling over bunches. No retailer wanted to pay the same price for a thick-stemmed bunch as a thin-stemmed bunch which weighed the same but might have several pounds more bananas on it.

Under today's methods the individual bananas lose all identity, poor and good fruit being merged in the general shipment—and all growers receiving the same price to long as their produce resembles a banana.

It is believed to be close to 40 years since any quantity of bunched bananas arrived in New Zealand, so what-ever its merits, the September shipment was an event.

21 MONTHS LATE

P-NG Agricultural Gazette is Out

WE have received the latest copy of the *Papua and New Guinea Agricultural Journal*, date-lined January, 1956. It seems that this publication, like an earth-satellite, will drag further and further back and finally get lost entirely in time, space and the theory of relatively. E—mc², and all that.

The current issue, if it could be called that, contains two long articles: "A Guide to Bud-Grafting of Rubber in Papua and New Guinea"; and "Investigation of Soils in the Warangoi Valley." Both presumably can be called ancient history by now.

The Wanangoi area under review is the much disputed area of New Britain apparently owned by no native people, which individuals and groups—such as the Returned Soldiers Assn.— tried to obtain for plantations for many years.

In the course of the survey it is remarked that the only village in the area is a small one of 64 people who are in fact not the "vendors" but squatters.

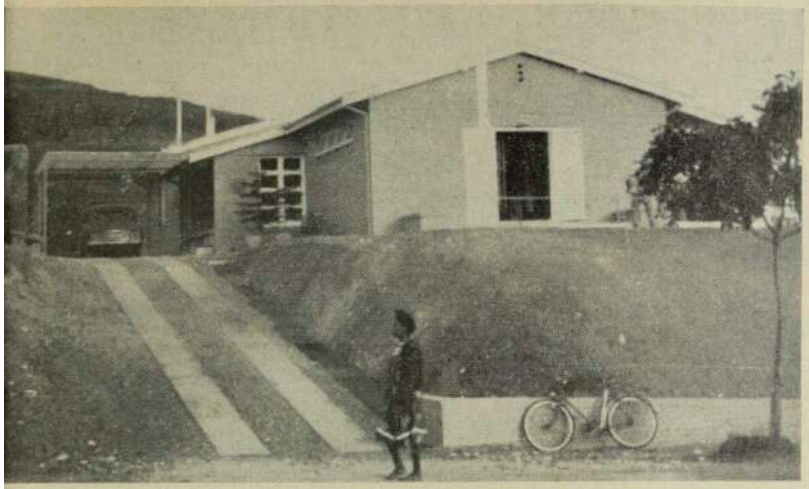
Who the native vendors are is not stated; and this has always been something of a mystery, as until recent years the area was regarded by the natives of the Gazelle Peninsula as a no-man's-land.

As the population of the Gazelle Peninsula is increasing so rapidly one school of thought is that the Warangoi land should have been reserved for transplanting native communities. In view of the troubles that have occurred in overseas countries through native land-hunger, the idea has merits.

However, it was obvious that in New Britain there is still room for both native and European expansion, and this finally appears to have been recognised as some of the Warangoi land has now been thrown open to settlement.

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Australian Consulate in Noumea



On August 14, Governor Grimald of New aledonia at the invitation of the Australian onsul, Dr. John Cumpston, inspected the new ustralian consulate which has just been com-leted. Accompanying the Governor was the irector of Public Works in New Caledonia, r. Roque.

Both expressed their appreciation of the fine orkmanship and finish of the Consulate and his departure the Governor told Dr. Cump-on that "he was extremely delighted to see an example of Australian architecture and workmanship on New Caledonian soil".

The photo above shows the building which is of about 3,000 sq. ft., without garage, and was built in 16 weeks by Newcastle contractor Mr. Hynes. Architect was Mr. Max Hoskins, of Newcastle, who has given Noumea most of its "New Look" as he has designed several new buildings in New Caledonia.

Photo: F. E. Dunn.

The Commonwealth Trading Bank as announced that machine osting has been introduced at abaul, Lae and Madang Branches New Guinea. The system is lready in operation at Port loresby office. Customers will now eceive machine printed statements f their cheque accounts instead of and written statements as previously. The machine system will ensure that statements of account are always up to date and will therefore be available at a moment's notice.

¶ Mr. Alan Roberts, P-NG Director of Native Affairs, accompanied by Mrs. Roberts, arrived in Sydney on four months' leave on October 6.

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ohn Hohnen Finds
Geological Nightmare"

NEW LEASE OF LIFE FOR NEW GUINEA GOLDFIELDS LTD.

Present indications are that New Guinea Goldfields Ltd. will soon be giving its patient shareholders a good return. In recent years, it has been paying a dividend equal to 14 per cent. on the market value (about 2/3) of its shares. If only half of its expectations are realised, it will do better than that.

A RATHER remarkable change has come over the prospects of the Company—which probably the oldest-established of the ew Guinea goldmining companies. NGG Ltd. has (a) found new serves of goldbearing country ar Wau, which apparently it n work profitably; (b) extended activities profitably into pro- ction of timber from the pine and dar forests surrounding the Bulolo lley; (c) planted up coffee in ther a big scale in the Bulolo lley; (d) launched into general ading from a new depot based in e; and (e) based some consider- le hope on an examination of rtain gold-bearing areas which it s acquired in the Kainantu area the Eastern Highlands.

GG LTD. had an unhappy history. In the flurry of gold prospecting and company pro- otion which followed the discovery the phenomenally rich deposits Edie Creek and Koranga, in the e Twenties, an enterprising man med Leslie Urquhart, was ominently in the picture; out of is came the Ellyu Syndicate llyu being the initials of quhart's name), and the British ining Trust Ltd.; and these ramiding flotations ended up as w Guinea Goldfields Limited, th an issued capital of about £5 llions.

NGG certainly had rich leases; t the Directors had most travagant ideas, and the high pes of a mass of little investors re not realised. Mining was read over Edie Creek fossicking, ep mining and cyaniding at olden Ridges; sluicing in the oranga and Gorge areas.

By the time the enormous costs re brought under control, and e capital written down from Five about One Million Pounds, the panese had invaded New Guinea, d the whole enterprise was andoned for about five years.

Despite War Damage compensa- n, rehabilitation was slow and ry painful. NGG Ltd., in the st-war as in the pre-war period, ffered in comparison with the tremely profitable Bulolo Gold redging Ltd., operating a few miles ay, below the Gorge.

IT was then that the quiet, hard-working and patient John Hohnen came into the picture, to attack the problem of making NGG pay, with capital not adequate for treating the Co.'s gold-bearing leases on a large scale—which was the only way they could be made payable, under post-war conditions. Mr. Hohnen and his Board decided to re-establish the Golden Ridges mill, and tunnel deeply into the hillsides at the back of Anderson Creek—a big and expensive undertaking, the implementation of which occupied years.

During those years, inflation sucked the backbone out of capital, and costs rose steadily. By the time deep-mining and cyaniding started in earnest, the ore values could barely take care of costs. It looked as if NGG was nearing the end of the road.

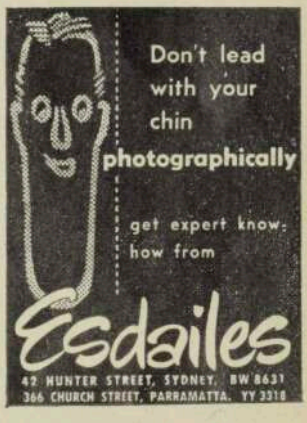
One of its heaviest burdens was the gold royalty tax of 5 per cent., collected by the Administration.

But Hohnen fought on, stubbornly. If BGD could go over to timber-milling, to replace the worked-out dredges, why shouldn't he? So, while still mining and sluicing modestly, NGG established a timber-mill, and trucked lumber down the new road (made in war-time) to Lae.

But it was not easy. When BGD wanted timber-rights, the Australian Administration smiled kindly, and was co-operative. But, when NGG sought timber-rights, the Administration, in those early days, was sour. However, from the leases over which NGG already had rights, and from small areas made available (with apparent reluctance) a supply of logs came in, and John Hohnen kept his sawmills going, and so ensured useful income during a precarious period.

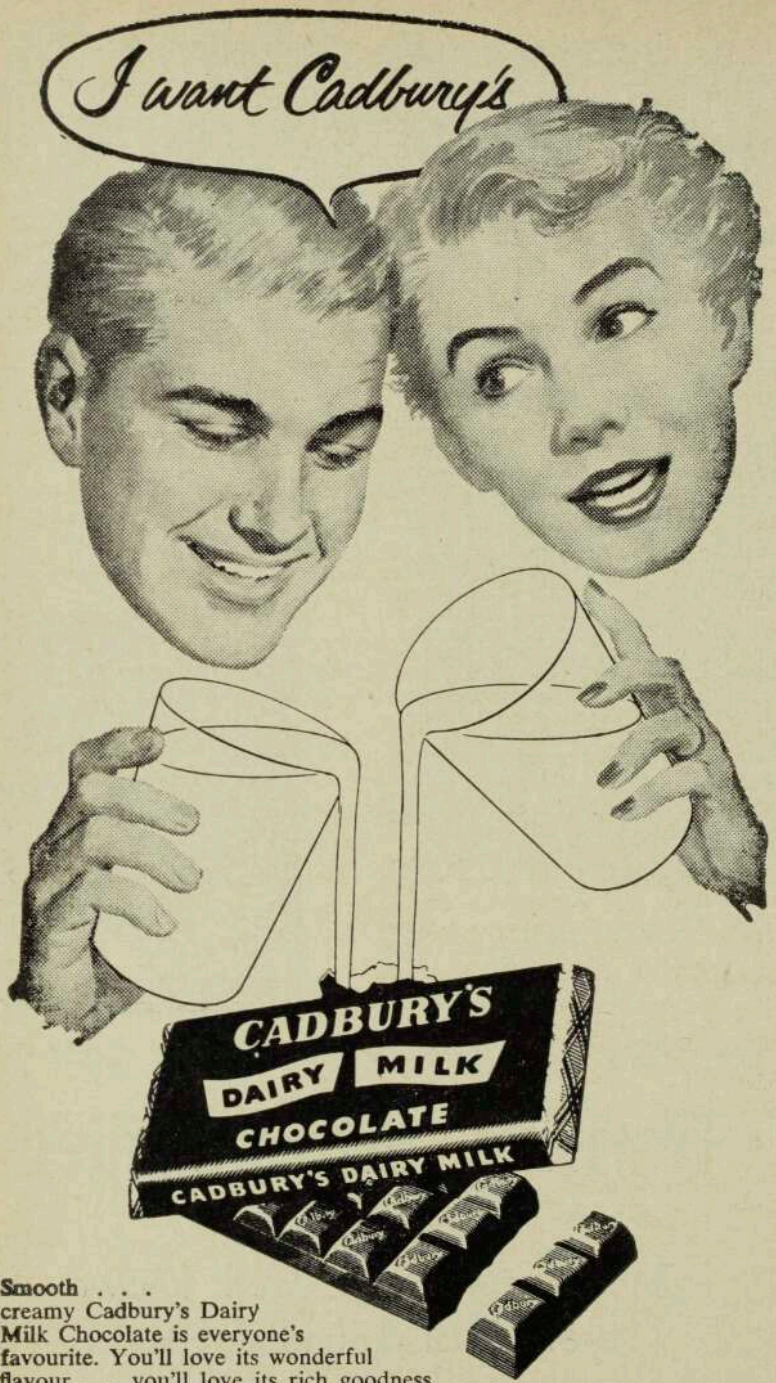
The annual 3d per 4/3 share continued to be paid (6d in 1956).

THEN, in 1956-57, the outlook changed. The Administration, suddenly realising that BGD's gold production was ending, and that the 5 per cent. royalty impost could kill NGG and the smaller



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gold producers, reduced the royal to 1¼ per cent.

Canberra, hitherto indifferent NGG, began to smile upon t Upper Bulolo enterprise; a Forestry Czar, J. B. McAda became co-operative, so that timb areas became available on official re-afforestation syste similar to that over in the BG (now Commonwealth New Guin Timbers Ltd.) section.

But, most remarkable of all, NG found that it had, immediate available, a far larger quantity profitable gold-bearing count than it had dreamed of for yea

IN the Anderson Creek-Nar Creek area, curling in a sort half-circle around the Gold Ridges mill, there is a vast he of gravelly-looking stuff, a sort razorback ridge. Hundreds of gol seekers, during the past 30 yea have scratched at it, and ma geological deductions from it—a left it alone.

I do not know why John Hohn had it re-examined. Perhaps it w a gesture of despair, made when found that the ore from th expensive deep tunnels, while ru ning true to the values anticipat simply could not pay on present-d costs.

Perhaps he got a clue from R McConnon's strange experience.

After Tex Thomas die McConnon purchased the Thom lease—not far from the NC leases, and in similar country from Mrs. Jean Thomas. It w a good lease, and McConn planned to work it as Thom worked it—from the lower si But, for some reason, he inves gated the top of the terrace—a was astounded by what he fou So he formed Edie Alluvials L and started sluicing the top; a the Co. paid 150 per cent. in first year of operation, and expected to pay 50 per cent. t year.

Anyway, NGG's head examin that semi-circle of ridge around mill, and—in his own words— found a "geological nightmare".

"I THINK this must be the o formation of its kind in world", Mr. Hohnen said to "On top, we found about 50 f of stuff suitable for sluicing—a it runs about 6 dwts, which is qu profitable for sluicing.

"Then—and this is most ext ordinary—we found a thick strat of manganese-breccia stuff—and are running this black stuff strai into the mill, which is only a hundred yards away.

"Under this again, there is so more queer strata—a mass volcanic cover, and we don't kn what is under it—it could valuable."

The most remarkable thing that the mill, having become pr tically useless for the deep-mi

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tuff, owing to increased costs, is ow being profitably employed on his "black stuff", brought over rom the sluiced-away ridge, almost longside.

Formerly, there were 18 miners nployed in those deep and remote nnels; now, there are only 3 here. But NGG's production of old from the Golden Ridges area, bigger and better . . . in the hree months ended in August, the roduction from Golden Ridges veraged 1,100 ounces.

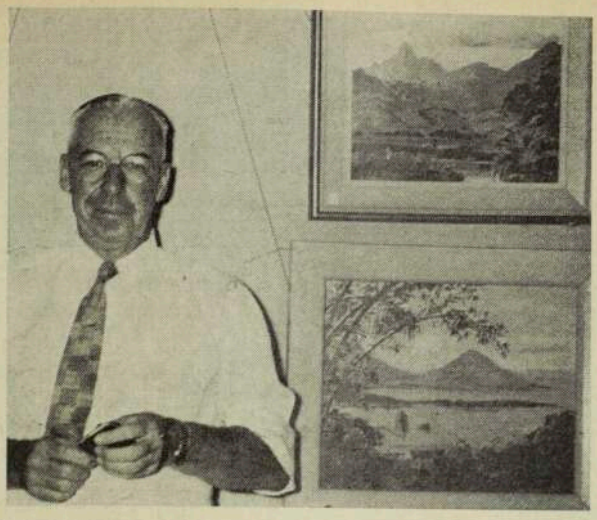
It is NGG's intention to carry n with the sluicing of the top ratum of that ridge—and this ventually will carry the sluicing peration around to the farther end the ridge, where "Blue" Allan nd "Bill" Royal had profitable uicing establishments before Vorld War II. Mr. Hohnen thinks here may be six years' work ahead, here.

The removal of one end of this dge has exposed the timbering of n old, forgotten tunnel, put in bout 1929 to ascertain the ore alues in the hill, at the back.

What with this new supply of old, an established output of mber, coffee beginning to come from 20 acres (planting is anned for 200 acres), and ex-nsion into merchandising, there a new air of quiet confidence bout NGG Ltd. which should encourage shareholders, and give some future to the pleasant little town of Wau.—**R. W. ROBSON.**

† Julius Horder, aged 10, was accidentally shot by his brother Peter, 13, in Western Samoa, on September 19, when the boys were hunting birds. Both are the sons of Mr. Ben Horder, of Falemanga Plantation.

† New Caledonia's "Miss New Caledonia" contest, held every second year, generally has as its most important prize a trip to Sydney. This year, however, "Miss New Caledonia" is forsaking Australia and, instead, goes to New Zealand. The winner, on September 24 (New Caledonias' Foundation Day) receives a trousseau, and 4 days of entertainment in New Zealand.—*Noumea Correspondent.*



Artist in Rabaul

A large number of people attended the opening of Sydney artist Douglas Pratt's recent exhibition in Rabaul recently and there was a big attendance at subsequent sessions of the exhibition. Picture shows the artist with two of his paintings which our photographer says were done in New Guinea. The lower painting is of Simpson Harbour, Rabaul, but the upper one looks almost like Joske's Thumb, a piece of Suva's landscape.

Photo: C. H. Meen.

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NTAS REPORT

Steady Progress Shown By Airline

PERATING profit of Qantas Empire Airways for the year ended December 31, 1956, was 6,878. After provision of £422,401 Australian and overseas income there remained a net profit of 4,477, equal to a return of seven cent. on paid-up capital (6.9 cent. in the previous financial r).

evenue from all sources was 833,751, which was £3,858,449, or per cent. higher, than 1955.

hese figures are disclosed in the 6 annual report and balance et.

otal expenditure was £18,926,873 3,598,397 higher than in 1955.

n a year of new records, the npany's aircraft flew 13,859,920 es—1,500,000 miles more than the vious year.

he company's safety record was l maintained as there was no ury to a passenger or a crew nber.

eferring to the Pacific area ser-s, the report said that the com-y completed its 10th year of ser- in P-NG in 1956. In the period, ntas has invested £500,000 in blishing a self-supporting air- with a dependable network of eduled and charter services ex-ding to the principal parts of Territory and adjacent islands. addition, there were two inter-onal services operating from Lae Hollandia, in Dutch New nea, and Honiara, in the BSI.

antas assets in P-NG include 14 raft, a complete aircraft over-l workshops, staff and passenger sing, catering facilities, and or transport.

taff strength at the end of the numbered 200 Australians, 13 ns, and 331 indigenous personnel.

re were six boys indentured er the Territories Native renticeship Scheme, which was introduced in 1955.

raffic revenue on the Sydney-G service increased from £863,723 955 to £1,008,649 in 1956. There also an increase in the P-NG rnal service revenue from ,665 to £715,865.

he report said that Qantas was ious to provide a better service the route with more modern surised aircraft. Two additional er Constellations were ordered this in 1956, and will replace the masters *as soon as reconstruc- of Port Moresby aerodrome is pleted.*

evenue from services from Aus-ia to other Pacific Islands, chiefly New Caledonia and Norfolk, increased from £203,719 in 1955 to £216,956 in 1956.

The Sydney-Noumea Skymaster service was operated once a fortnight until the end of April, when it became necessary to increase the number of flights to three every four weeks.

However, the Sydney-Norfolk and Norfolk-Auckland services were reduced from one a week to one a fortnight because the volume of traffic did not warrant a weekly service.

On the Australia-North America route and intermediate airports (Nadi and Honolulu) revenue jumped by nearly one-third—from £2,262,643 to £3,264,711. The service frequency to North America was increased—from three to four flights a week in each direction. Three flights terminate at San Francisco and one at Vancouver.

BOEING JETS ORDERED

AN important decision made during the year was the ordering of seven Boeing jet airliners for delivery, starting in May, 1959. The aircraft ordered by Qantas are the smallest of five versions of the Boeing 707.

The new aircraft will carry a payload of 17 tons over a maximum range of 3,500 miles. They will cut the Sydney-San Francisco flying time from 28 hours to 16 hours, and the Sydney-London time from 48 hours to 28 hours. They will carry 90 passengers—30 first-class and 60 tourist-class.

Wedding of Suva Girl in Sydney

THE marriage of Miss Noelle Derrick, third daughter of Fiji historian, Mr. R. A. Derrick, and Mrs. Derrick, with Mr. William Doncaster, of Sydney, took place at Scot's Kirk, Mosman, on October 11.

Miss Derrick was born in Suva and educated there. She later entered the service of the Bank of New South Wales in Suva and, still with the Bank, was transferred to Sydney where she has been for the past four years.

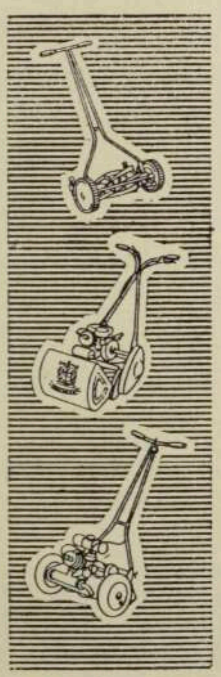
The minister who performed the marriage ceremony was the Rev. William Green, who for some years until 1949 was Chairman of the Methodist Mission in Fiji.

† Schools of whales have been reported frequenting several bays on the New Caledonian East coast. A couple of whales nearly wrecked a small fishing boat in the bay of Canala.

PACIFIC ISLANDS AIR PHOTOGRAPHS

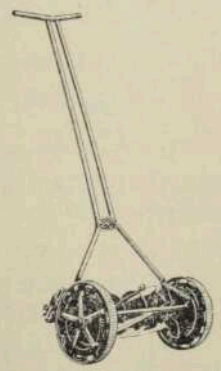
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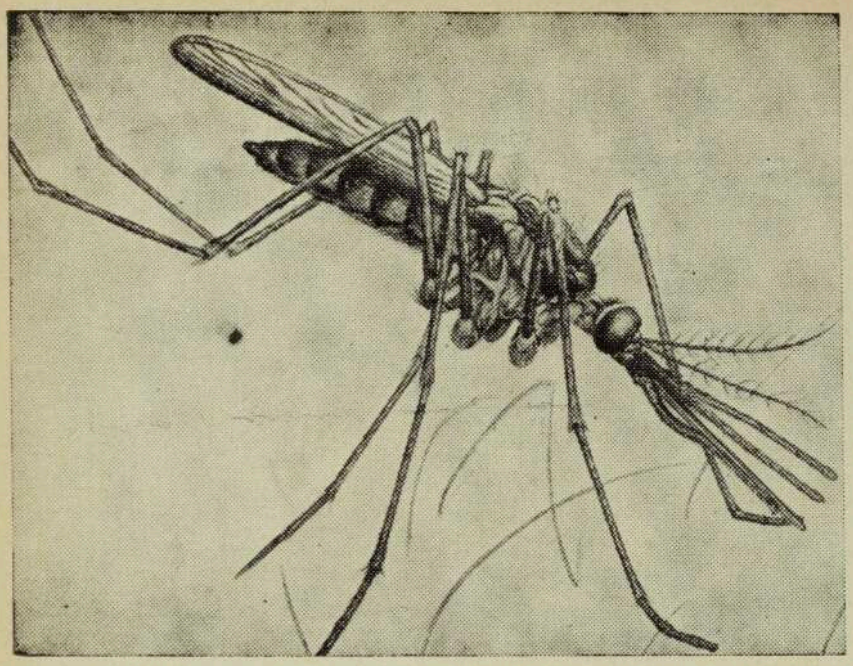
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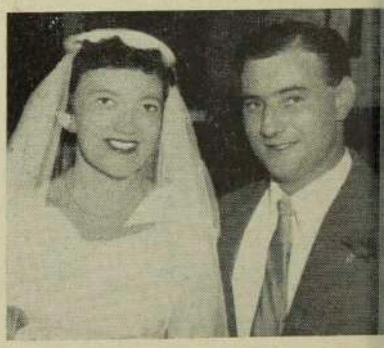
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More Port Moresby Bride







TOP: Mr. and Mrs. T. Davis (bride was M Cecilia Barker) after their wedding at Ro Catholic Church, Ela Beach, Port Moresby, September 7.

CENTRE: Mr. P. Neilson and Miss R. Ja son who were married at Taurama Chapel August 31.

LOWER: Mr. and Mrs. Ray Fraser (br was Miss Marie Wilson) who were also marr at Taurama Chapel (August 24).

Photos: Papuan Pri

† Under charter to TEAL, a Civil Aviation Administration D made several charter flights tween Aitutaki and Rarotonga September.

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Progress in Levuka

New buildings are being erected in Levuka, Fiji—perhaps to disprove the story that the old town is a back water!

Left: Kang Jack War Bros. store at corner of Beach and Hennings Sts. Centre: New movie theatre. Right: Store and dwelling of Mr. V. Naidus in Beach St.

Photos: B. Obed.

Tonga Has New Law Book

UNDER Proclamation of the Queen in Council dated August 14, 1957, a new Tongan Law Book came into general use. At the same time the Laws Consolidation (Removal of Anomalies) Act, 1957, was also passed by the Tongan Legislature.

According to a notice appearing in the official daily news sheet of Nukualofa, the book was prepared in 1947, but it is not explained why it has not come into force until ten years later.

Because of the ten years' delay, says the report, some method had to be devised of continuing the validity of the Acts and Amendments passed between 1947 and 1957 and not printed in the book.

Another problem, the report says, was posed by a number of Acts which were inadvertently omitted by the Laws Commissioner in his revision, and whose validity had to be safeguarded.

There was also the new Registration Act which for legal and administrative reasons Government was not prepared to bring into effect this year. This, therefore, meant continuing the validity of the present Marriage and Registration Act and Amendments. All these measures were validated in the Laws Consolidation (Removal of Anomolies) Act, 1957 (No. 2) just passed.

The new Law Book is now, therefore, the sole law of the Kingdom of Tonga with the exception of the provisions of the above-mentioned Act. Copies of the book in English and Tongan are available in Nukualofa, for public sale.

† A 20-year-old Samoan girl Tiatia'i Vili Tagaloa, who had separated from her de facto Samoan husband, was recently found dying on a bush track near the Samoan East Coast village of Manunu, with her 3-weeks-old baby alongside her, unhurt. The girl had been injured by a deep knife gash in the neck and died shortly after she was found. She had been missing from home and had allegedly met her husband, Tele'a Pau, 23, of Sa'anapu. A man was later arrested by the police.

New Books . . .

WILLIAM MORRIS HUGHES; His Life and Times, by **W. Farmer Whyte.** 50/- (post 1/1)

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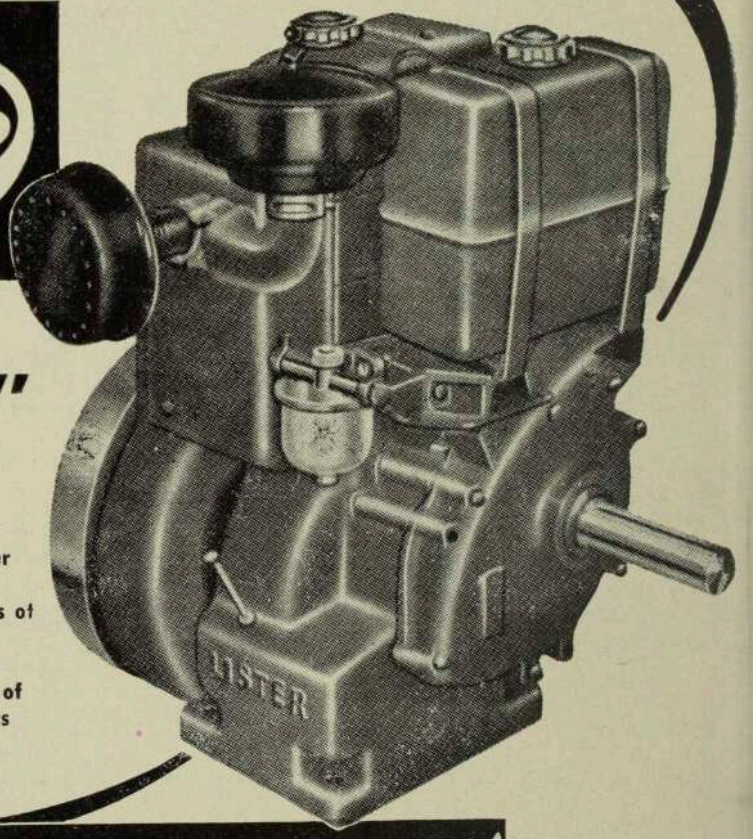
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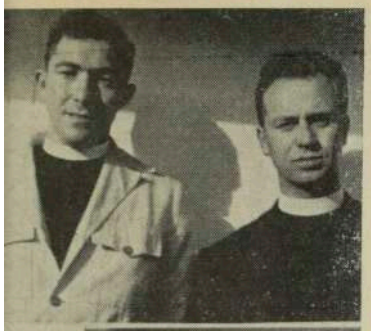
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Islands Travellers









Amongst travellers who left Sydney for Islands ports on the September "Tulagi" were:

The Rev. Alan Dutton (left) with the Rev. [illegible] Thompson, destination Honiara, on the first stage of their trip from Kelham Theological College, England. They will work with the Melanesian Mission as teachers.

Mrs. M. M. Vines photographed with Mr. Vines prior to her departure for Honiara, where she will stay with her daughter and son-in-law, Mr. and Mrs. M. Scott, for three months. Mr. Scott is a Government official in Honiara, where he has been for three years.

Miss Catherine Simpson who also was on the last stage of her journey from Scotland to Honiara, where she was married to Mr. Robin Mason on September 28. Mr. Mason is a senior agricultural officer in Honiara and has also spent several years in Fiji.

Miss Anne Edmond (left) and Miss Ruth Bryan bound for Malaita where they will work for the South Sea Evangelical Mission (NZ). It is their first trip to the Islands.

It Was Good Fun

Air Tourists See Tongans' Tonga

• *A small Tongan village has shown that luxury tourists can get along without luxury hotels—for one night, anyway.*

WITH Beach House, former Nukualofa boarding house, closed, and a government hotel still only in the planning stage, Tonga is not set up to handle a tourist trade; but the village of Nukunuku on Tongatapu appears to have taken the situation in hand.

Air tourists recently calling at Tonga aboard Sir Gordon Taylor's *Frigate Bird III* flying-boat, and a little later others aboard an Ansett flying-boat (both parties from Sydney) were cared for at Nukunuku under genuine Island conditions.

A large Tongan house, divided into two by a tapa curtain, housed male and female tourists in the respective halves. Electric light was provided. The beds in each dormitory were gaily decorated with colourful bedspreads.

A typical Tongan feast formed the evening meal, with Tongan dancing and singing as entertainment. Meals were provided in a shelter adjoining the sleeping-house.

The air tourists were reported to be more than pleased with the arrangement.

Funds raised in this way by Nukunuku village are to be expended on a new village church.

• *South Africa has been capitalising on this sort of tourism for years—with no howls from tourists. When on safari in the game reserves, tourists are put up at night at camps; they sleep two to a rondavel (a native house); bath in a bathroom block; and eat in a central dining room, at some camps; in others, a native cook boy is provided for individual parties. Even those people who circulate around the tourist routes from one room-with-bath to another, generally agree that it's fun; and even those who do not, concede that getting out among the big game is worth some effort.*

The Pacific Islands Society

(Founded 1937)

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

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

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Primitive Cultures Will Not Be Lost

IT is the justifiable boast of the Papua and New Guinea Administration that, year by year, larger sections of the hitherto primitive country are "brought under control." This means that the natives, henceforth, take their orders increasingly from Europeans, and govern their lives according to Western laws.

Thus, the old orders disappear. Systems of living, codes which govern inter-tribal and clan relationships, are forgotten.

The young officials of District Services making their first contact with these primitive communities are encouraged by their directors to provide records of the customs of the aborigines, before they are modified by European control. For this purpose, most of these District officers are given some training in anthropology; and the records they make are passed back to headquarters, to go into the archives at Port Moresby and Canberra. Thus long after the inevitable "European-isation" of the tribes, research workers who are studying the origin and development of these peoples will have authentic material on which to work.

Some of this material appears, in one form and another, in *Oceania*, "a journal devoted to the study of the native peoples of Australia, New Guinea and the Islands of the Pacific Ocean," and published quarterly by the University of Sydney. It has carried out this work for nearly 30 years, and the value of the work is beyond price. Anthropologist Professor A. P. Elkin has been editor for a long time, and assistant editors are H. I. Hogbin and A. Capell, also well known anthropologists.

The September issue is typical. The two main articles are reports by field men in New Guinea—"The Ipili of the Porgera Valley" (which describes the customs of a tribe in the Highlands) and "The Gaigai in Tangu" (which represents a social examination of a tribe which lives among steep ridges, some 15 miles inland from Bogia Bay, near Madang.

There is also a scientific summary of "The Blood Groups of Some Cocos Islanders." This should have significance, because (as the authors point out), that Indian Ocean archipelago was settled over 130 years ago by a couple of Englishmen and a mixed company of Indonesians, Bengalis, Chinese, Siamese, and a few Zulus and Papuans. That mixture should represent all the great races of earth, except American Indians.

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...iji Poster Competition . . .



Mrs. Pam Mathews of the Murray-Mathews Studio in Suva presenting Mrs. Elizabeth Martin the PRO Poster Section with a prize for the best poster in the Hibiscus Festival Poster ntest. Mrs. Martin was awarded first prize in the contest, and this was presented by Mr. Howlett of the Fiji Visitors' Bureau. The poster is in the central position on the wall.

Tonga Plans to Spend £770,000

DURING the annual session of the Tonga Legislative Assembly which concluded in mid-September, estimates of expenditure for the next financial year were approved at £769,366, an increase of £170,562 on the previous year.

Revenue is estimated at £610,085. The balance between revenue and expenditure is made up by surplus funds carried over.

The increased expenditure in the coming year is due to a £100,000 allocation for development projects —£30,000 for the new Tonga High School; £30,000 for the establishment of a broadcasting service and for radio communications stations; £13,000 for the new Government Hotel; £10,000 for a land survey, and additional funds for the new government vessel *Hifofua* now building in Holland, and for work on the wharf.

The Medical Department's ordinary expenditure is up by about £10,000 and Education calls for an additional £9,000 on the previous year.

Though the above funds have been appropriated it may not be possible, for a variety of reasons, for the various projects to be actually carried out in their entirety during the year, according to the official announcement.

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N OUR NORTH-
ESTERN FRONTIER

donesian Anarchy Menaces N. Guinea

HE South Pacific countries cannot afford to ignore the march of events in Indonesia. Not only do the archipelagoes of former Dutch East Indies ovide a land corridor through ich Asia already is marching on the South Pacific; but ionesia still maintains its inter- ttent howl that it should have session of Western New Guinea nd Western New Guinea is very se to Australia and the South- st Pacific Islands.

t is well to keep this historical uence in the forefront of our mory:

. The Dutch were in possession the East Indies for over 300 rs, and up to 1942 they had re a huge tropical empire, peace- orderly, contented and very ductive. It was South Pacific's fer against Asia.

. Japan invaded the East Indies ly in 1942, overwhelmed the tch, and set up a puppet overnment" of Indonesians, ded by Soekarno.

. When the Japanese were eated in 1945, Westerners erally expected that the Dutch uld be re-established in the East ies. Instead, the Socialists of tain and Australia (the latter by Dr. Evatt) combined with Anti-Colonialists of the United tes to destroy the Netherlands t Indian Empire, and create an dependent "Republic" of onesia, headed by the former collaborationist Soekarno.

. During the last ten years, this called Indonesian Government carried the 80-millions country n one political and economic ister to another. To-day, the ministrative system, formerly delled on the European Parlia- nt system, is demoralised; the ntry is shot through with fficiency and corruption; and for last two or three years it has n on the verge of complete apse.

. The Indonesians — generally erate and unprepared for self- ernment — supplied a happy nting ground for gangs of pro- ional politicians. Politically, the er are hopelessly divided ween moderates, Leftist remists, and a couple of tightly- t Moslem groups.

. Very recently, Soekarno nounced that "western democracy failed", and that "western nocracy simply is not suitable Indonesia". He has introduced a ernmental system of which ails are obscure, but which clearly adds up to a dictatorship directed by Soekarno.

MEANWHILE, two great changes —one social and one political —have taken place.

Already, in 1942, there were between one and two million Chinese in Indonesia. As the Indonesians drove out the Dutch, millions more Chinese moved in, and quietly and steadily have taken possession of the country's economy.

Simultaneously, the Communist Party has made enormous gains. In the original post-war "Parliament", the Communists were a negligible, small group. To-day, after taking fullest advantage of the political confusion, they hold important places in the general administration, and—in the last three months—they have become the dominant influence in local government—especially in the large cities.

It is not claimed that there is a direct connection between the growth of the Chinese population, and the growth of Communist power; but the two things have occurred almost simultaneously.

Soekarno's new set-up was made for Communist penetration. The Reds will be in charge there within a year or two.

Late in September, the United Nations General Assembly voted, 49 to 21, in favour of permitting still another discussion of Indonesia's claim to sovereignty over Western New Guinea.

Britain, Australia, France, and New Zealand joined with the Netherlands in fighting strongly against another such useless discussion—but they were overwhelmed by the Afro-Asian group, plus the indifferent Europeans.

The British countries—which now recognise the danger that lies in irresponsible, Communist - ridden Indonesia — are likely to be embarrassed by the pending UNO discussion. They get exactly what they deserve. It was they, with United States, who connived ten years ago at the removal of the Dutch, who would have held the East Indies corridor firmly against Asians and Communists.

Unless the present trends are checked, Indonesia soon will have Western New Guinea, and the Communists soon will have Indonesia.



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50 YEARS FOR PAPUA

Fr. Joseph Rossier Celebrates Jubilee

At Oba-Oba, a Catholic missio station inland from Yule Is., i Papua, hundreds of Kuni peop and many missioners met on Sep tember 29, to celebrate the Golde Jubilee of Father Joseph Rossie

FIFTY years ago, he a youn Swiss priest, arrived in Papu to join the Mission of th Sacred Heart at Yule Island. H was a native of the canton of Fr bourg; had been educated Switzerland and France, and later went to England and Spain complete his theological studies.

Soon after his arrival in Papu in 1907, Father Rossier was sent Oba-Oba, a mission station in th wild Kuni mountain district. Th station, the first one to be opene in the mountains, had just bee started by Father Chabot.

Gradually, in the next few yea the district was thoroughly pen trated, Father Rossier helping the building of the first of Ob Oba's secondary stations at Val Matsiafa. Others followed, wi temporary churches and schoo built of native materials and lat replaced with more solid structure As the native tracks went straig up and straight down the precip tous mountains sides, a network well-graded narrow roads was d veloped to make for easier trave ling.

In 1920, Father Rossier was se to open up the station of Kubur in the foothills of the Kuni mou tains. There he became the fir chaplain to the newly found order of Papuan nuns, the Han maids of the Lord.

After 20 years in Kuni, Fath Rossier went to the coastal Missi station of Toaripi, in the west Papua. There, in the course travelling through his new distri he was one of the very first to co tact the fierce little Kukukukus.

During the war, Father Ross returned to Kuni to open the st tion of Wanono with the help of number of Papuan Little Brothe Later he returned to Yule Islan where he is living at present.

At the same time that Fath Rossier's 50th anniversary was ce brated, a shy, unassuming Papua Brother Arnoldo, himself a Ku will celebrate his Silver Jubilee

For the last 25 years, Broth Arnoldo has worked for the Missi as a builder and carpenter throug out the mountains as well as on t coast. He has spent the last years in his home district, a there are few of the good, so buildings that he has not help to repair or to construct.—*RENA COCHRANE*

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...ngan Whale That Travelled Far

SEARCH into the ways of Nature is often unrewarding, but once in a while the ...tists are given a thrill.

...e such came recently to ...essor W. H. Dawbin, Senior ...urer in Zoology at Sydney ...ersity and formerly of Victoria ...ersity, Wellington, NZ.

...ofessor Dawbin has been ...onsible for organising the ...le-marking projects which have ... in hand in various South ...fic regions in recent years.

...tely in Tonga, carrying out ...er marking, Professor Dawbin ...rted that a whale marked there ...Malinoa, near Nukualofa, in the ...ter of 1952, was taken in the ...rctic by a whaling vessel in ...ary this year, 6,000-odd miles ...

...is, of course, well known that ...hern Hemisphere whales ...ate north to the tropics each ...mn to breed, and head south ...n about August-September, and ...as generally thought that their ...atory routes lay more-or-less ... north and south.

...r example, whales which might ...een due south of New Zealand ...ummer months, would be found ... north in Fiji-Ellice waters in ... Winter—and not, say, over ...rds Tahiti.

...is particular whale has disproved all that, as it was taken south-west of Chile and far to the east of its assumed Antarctic cruising ground (though not so far east as a Mercator map would suggest, a globe gives a better idea). This was the greatest east-west travel by a whale ever recorded.

Professor Dawbin said that such a discovery was important where establishment of a whaling industry was being considered, as if it were found that whales did not always frequent the same areas, but wandered into areas of other whaling industries, commercial prospects in a particular area might not be so good.

In all, seven whales have been marked in Tonga waters. The project is on behalf of the British Museum.

The steel markers are fired by a shotgun, especially adapted, deep into the whale, and are not recovered until the whale is cut for processing.

---

† The mild influenza epidemic which had been prevalent in both the main islands of Western Samoa for several weeks, was reported in early October to have abated. No fatalities have occurred as a result of the epidemic. The improvement is believed due to the change in weather conditions, as after a long dry spell, rains have set in and cleaned the atmosphere from dust.

...30,000 For New Wharf at Santo

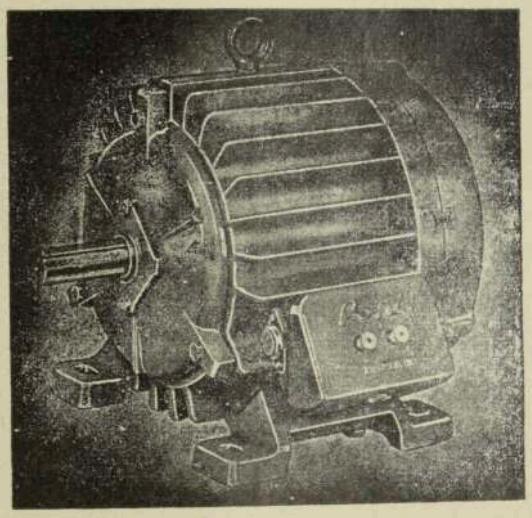
...m Our Own Correspondent

...WHARF to accommodate over-...eas vessels at Santo, second ...ort of the New Hebrides, is ... built by a French company ...CFP) at a cost of £430,000 ...ing. It is almost completed.

...e Condominium Government ...d the necessary loan in Eng- ... repayable in 20 years. The ...est charge is 6 per cent. per ...m—£25,800.

...rangements are being made ...r which the wharf installation ... be leased to operators at ...00 Sterling per annum—or 10 ...cent. of the capital cost. The ... difference between £25,800 and ...00 per annum presumably will ... repayment of the loan.

...ring the war, the Americans ...ed a large wharf at Santo, and ...Societe Portuaire later tried to ... it from the Condominium ...rnment, with a guarantee that ...ould repair and maintain the ...f. But the Government re- ...; and in due course the wharf ...d and eventually collapsed.



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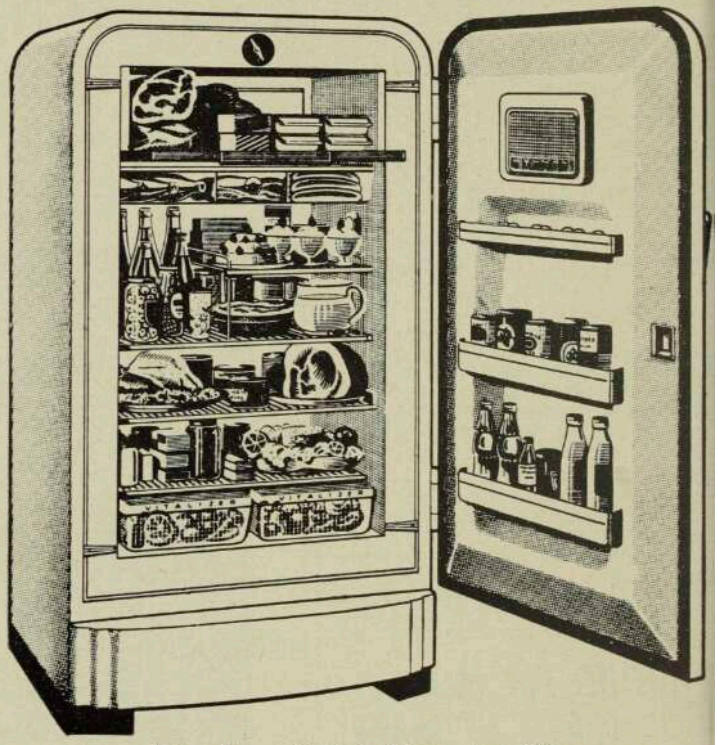
The clear-view chill tray for quick chilling small bottles . . . accommodation for small meat cuts . . . short-storage of frozen food and temporary storage of surplus ice cubes.

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Bread-and-Water Budget

(Continued from page 19)

ut he, of course, had only been n the Territory a week!

DUTY INCREASES

Duty is up by the following amounts (with ew duty in parenthesis):

10 per cent. on aerated waters (25 per cent.).
1/3 per gallon on beer (6/3).
9/- per gallon on alcoholic liquors (63/-).
5/- per gallon on sparkling wine (35/-).
2/6 per gallon on still wine (15/-).
4/- per lb on cigarettes and cigars (30/-).
2/6 per lb on manufactured tobacco (17/6).
1d per gallon on petrol, kerosene and fuel ils (6d).
10 per cent. on cameras, projectors, cine-atographs, parts and accessories (25 per cent.).
5 per cent. on chronometers, clocks and atches (25 per cent.).
5 per cent. on fancy goods (30 per cent.).
5 per cent. on games and all classes of sport-g requisites (20 per cent.).
5 per cent. on jewels, jewellery and precious ones (30 per cent.).
5 per cent. of musical instruments, parts nd accessories (20 per cent.).
10 per cent. on photographic materials, hemicals, apparatus and accessories (25 per nt.).
5 per cent. on radio receiving sets, parts nd accessories (20 per cent.).
5 per cent. on apparel, including footwear, ts, caps and umbrellas (10 per cent.).
5 per cent. on bedding, including mattresses, ankets and pillows (10 per cent.).
5 per cent. on carpets and floor coverings 0 per cent.).
5 per cent. on fibres, yarns, textiles and sub-itutes therefor, n.e.i. (10 per cent.).
5 per cent. on confectionery (20 per cent.).
5 per cent. on motor cars, cycles, and com-ercial vehicles with a manufacturer's payload ting of 15 cwt and under (25 per cent.).
The present duty rate of 15 per cent. on ilding board, cement, sheet glass, galvanised n and prefabricated metal buildings will reduced to 5 per cent.
Some other mixed items have also been re-ced or the duty removed, such as distress gnals for use on vessels, fire-fighting equip-nt, fencing posts, some printing equipment.

USTOMS (RUBBER EXPORT) TARIFF

here the assessed value of the rubber	The rate of duty per lb of the rubber is
is 2/6	1d
2/7	1.166d
2/8	1.333d
2/9	1.5d
2/10	1.75d
2/11	2d
3/–	2.3d
ceeds 3/– but does not exceed 4/8	2.3d plus 0.3d for every penny by which the assessed value exceeds 3/-.
ceeds 4/8	15 per centum of the assessed value.

CUSTOMS (SHELL EXPORT) ORDINANCE

SESSED VALUE	DUTY PER TON
s than £200	Nil
00	£6/13/4
ceeds £200 but not £250	As above plus 3/4 for each extra £.
ceeds £250 but not £370	As above plus 6/8 for each extra £ by which it exceeds £250.
Exceeds £370	15 per cent. of the assessed value.

CUSTOMS (COCOA EXPORT) TARIFF

ASSESSED VALUE	RATE OF DUTY PER TON
Not more than £160	Nil
£160	£5
Exceeds £160 but not £240	£5 plus 3/4 for every £ over £160.
Exceeds £240 but not £310	£25 plus 6/8 for every £ by which value exceeds £240.
Exceeds £310	15 per cent. of the assessed value.

SIR ARTHUR IN P-NG

AUSTRALIAN Treasurer, Sir Arthur Fadden, will tour Papua-New Guinea for one week at the end of October.

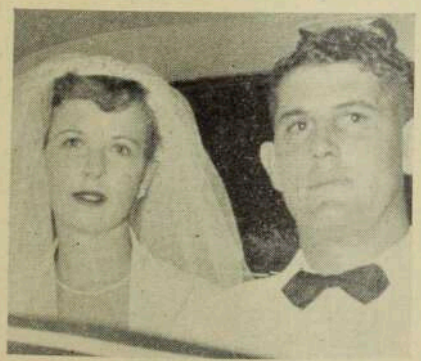
He will arrive at Port Moresby on October 26, and will open there the new £500,000 European and native hospital next day.

He will then go on to Rabaul, Lae, Goroka, Mount Hagen, Bulolo and Wau. He will be accompanied by Territories Minister Hasluck.

The story is that the treasurer is interested in development projects as well as hospitals.

¶ Mr. Harvey Hunt, well-known travel agent, of Suva, was one of Pan American Airways' guests early this month on the inaugural flight from Australia, New Zealand and the South Pacific Islands, over the North Pole, to Europe. PAA allotted one seat to a Fijian resident interested in travel promotion; and Harvey Hunt drew the lucky marble. He will be absent from Suva for five or six weeks. What is called "the Polar route" was pioneered last year by Canadian Pacific Airways; and the indications are that it will increase in popularity. The decision of PAA to fly via the Arctic is significant—from San Francisco, PAA will send four Super-7 Clippers over the Pole to Europe each week.

Rabaul Wedding



Mr. and Mrs. R. E. Sexton (the bride was Miss Frances Kelly) after their wedding in Francis Xavier Church, Rabaul, NG, recently.

Photo: C. H. Meen.

Out-Jungling Jungles

Wartime stories of civilian cooks who were drafted into bridge-building units while civil engineers became military spud-peelers are legion, but the Army now appears to be outdoing itself in sending the Pacific Islands Regiment (PNG's native soldiers) to Queensland for jungle-warfare training.

An announcement to this effect was made over the ABC national-news on September 17.

In the last Queen's Birthday Honours, Sub-Inspector F. Hoeter of Madang, who is also a Captain in the PNGVR, was the only Territorian to receive an honour. Captain Hoeter was awarded the MBE, for the outstanding work he had done in connection with the PNGVR, and particularly for his creation of a jungle warfare school at Madang.

The natural assumption would be that the local PIR would go to Madang for jungle training, but apparently the Minister for Defence has plans for our one and only PIR Regiment to defend us in the jungles of Australia in the event of war!

—P.R.

STOP KIDNEY POISONING TODAY

If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

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DEATHS OF ISLANDS PEOPLE

MR. ALLAN PINKERTON

The sudden death occurred on September 8, at sea, of Allan Pinkerton, Second Mate and supercargo of the island vessel *Kilinailau*. The death took place as the vessel was approaching Sohano, Buka Passage, New Guinea, and it was there the funeral, with military honours, took place.

Particularly sad circumstances surrounded the passing of this popular ship's officer. Just prior to his collapse he had received an urgent message from his wife, who was seriously ill in Australia, asking him to be with her during an operation.

Mr. Pinkerton was a Victorian and served in War II with the Field Ambulance in the Middle East, Greece and Crete, where he was captured while attending the wounded and spent the rest of the War as POW in Germany.

He arrived in NG shortly after the War and served as a Medical Assistant with the Administration at Buin; later he became assistant manager on Aropa plantation and subsequently joined the Bougainville Shipping Co. and served in *Kilinailau*. He was an enthusiastic member of the RSL and his death is a loss to a host of friends in TNG.

MR. J. A. BUNTING

Mr. J. Aylmer Bunting, former owner of Manuae atoll plantation in the Cook Islands, died in Auckland on September 26. Mr Bunting sold his property to an Australian a few years ago.

MRS. R. M. EWINS

Mrs. Rose Marie Ewins, widow of William James Ewins, and member of a well-known Fiji family, died in the CWM Hospital, Suva, on September 9.

She was born in Melbourne and went to Fiji at the age of 30 to marry Mr. Ewins, who was then magistrate at Levuka.

She lived in many parts of the Colony during her lifetime, and for the last few years was in Suva.

She is survived by four sons: William James, of Brown Street, Suva; Wilfred Arnold, of Rakiraki; Eric Charles, of Suva; and David Arthur, of Sydney; 20 grandchildren and two great-grandchildren. Two sons predeceased her.

MR. J. F. PROTHEROE

Brief advice was received in Auckland, early October, of the death of Mr. Jack Frederic Protheroe, one of Nukualofa's best-known European residents. He died there suddenly on October 6.

Mr. Protheroe was general manager in Tonga for Morris Hedstrom & Co. and was also very well known in Fiji and Samoa.

He is survived by his wife, and by daughters Rosary and Nona in the United States, and by Eugenie, Patricia, Diana, and sons David and Desmond.



SERVICE BY LAE MAN

War Graves Photos

Many relatives of servicemen, whose graves lie in New Guinea war cemeteries, which they have little opportunity of visiting, will be interested to know that through the generosity of Mr. William J. Maidens, they will at least be able to acquire a picture of the grave.

Mr. Maidens, who has been giving this service, both at Rabaul and Lae, since 1948 will supply, free of charge, three postcards of war graves to close relatives on application to Minicam Studios, Box 141, Lae.

IFETIME OF WAR
N TROPICAL PESTS

Dr. Phillips Died In Auckland, at 62

)EVOTION to science sometimes is thought to indicate a dull life. Dr. John Sydney Phillips, 10 died in Auckland in September, the early age of 62, was com-etely a scientist—yet few men cked more colourful travel and)dest adventure into 30 years of entific work.

He was well known in the South cific where, in the Solomons in 35-39 and in 1953, he made igthy and successful studies of conut pests; and, when he died in Auckland private hospital, he s described as a resident of Fiji.

Dr. Phillips left Oxford in 1926 h Degrees in Forestry and in tomology: he got other scholastic tinctions later, at the Universities Hawaii and Yale, and the London hool of Tropical Medicine, in pical Agriculture, Medical tomology, Polynesian Anthro-ogy, and Parasitology; and he te innumerable articles, seven able papers on scientific and hnical subjects, and three books travel and adventure.

n the course of his researches, he lived in many lands and visited most parts of the world. He planted rubber in Malaya; studied the feeding habits of New Zealand trout; spent a year at the College of Science, London, studying the copra bug; studied pineapple insects in Hawaii, and had a spell on anthropology in Honolulu under Sir Peter Buck; studied anthropology at Yale; spent a year or two studying coconut pests in the Solomon Islands, and then another year or two seeking predators and parasites in Indonesia and Queensland; had about 8 years in West Africa — especially Nigeria and Belgian Congo—on anti-malarial work; thence back to Indonesia for two years' anti-malarial work for the World Health Organisation; another year on the coconut pests of the Solomons; and the last two years as the official entomologist in the new Indo-Chinese country of Vietnam.

Dr. Phillips devoted his life to scientific investigation of all kinds; and his work in the Western Pacific High Commission countries and in Fiji and Samoa won him many friends and high respect in the South Pacific. His last book, *Fa'a Samoa*, is now in the hands of his publishers.

---

† Mr. O. A. Dare, Resident Commissioner of Niue Is., paid a short visit to Tonga in August.

†† First survey of the incidence of leprosy in New Guinea is being made by the Department of Health. A leprosy expert, Dr. D. A. Russell, says there are at present eight Leprosy colonies with 1,400 inmates in the Territory. It is hoped to trace the incidence of leprosy in each district so the worst areas can be found. Leprosy was a major problem in New Guinea, but as it was only of a slightly infectious variety, it should be possible to take measures to restrict it and stamp it out.

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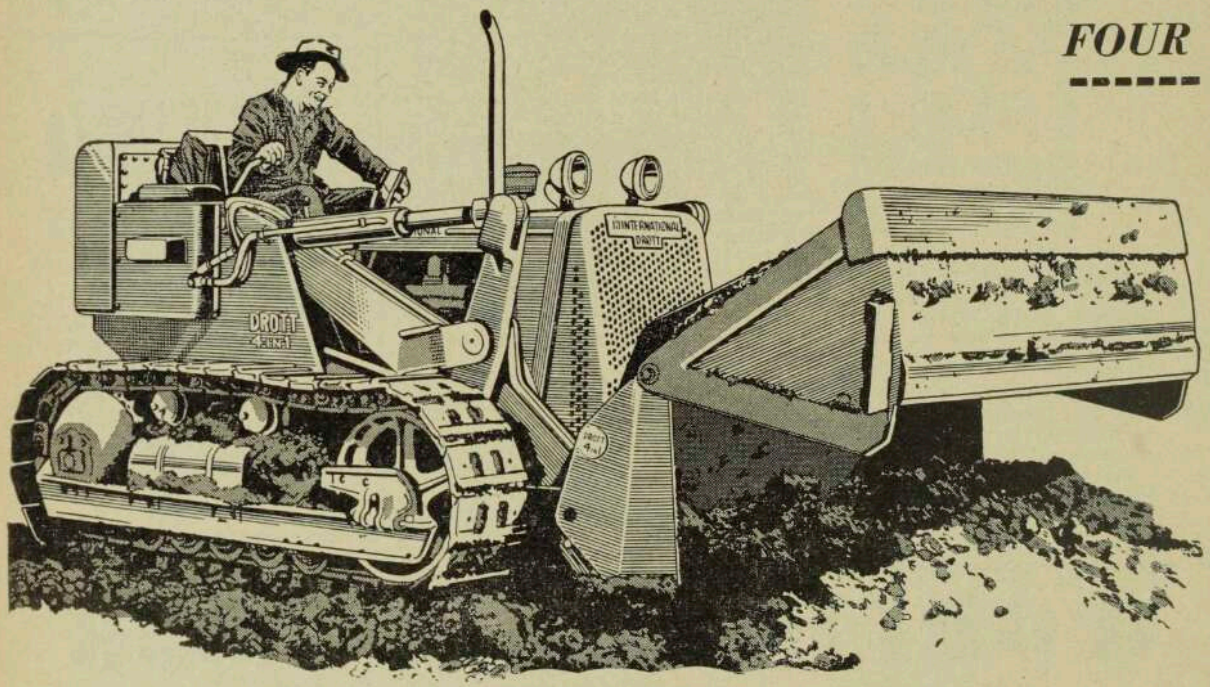
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DISTRIBUTORS FOR PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby and Samarai.

Dealers: New Guinea Goldfields Ltd., Lae. Rabaul Hotel & Trading Co. Ltd., Rabaul.

DUTCH NEW GUINEA: H. Englebert n.v. Hollandia.
SOLOMON ISLANDS: Mr. K. H. Dalyrymple Hay, Honiara.

NEW CALEDONIA: Agence Automobile, Noumea.

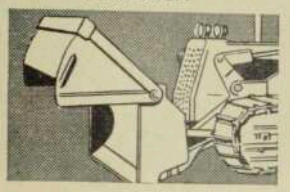
TAHITI: Hintze & Company, Papeete.

FIJI, TONGA AND SAMOA Burns Philp (South Sea) Co. Ltd.

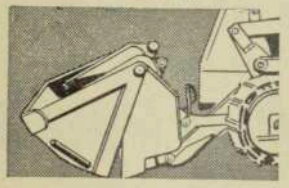
NEW HEBRIDES: Kerr Bros. Limited, Sydney.

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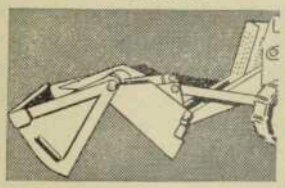
Bulldozer!



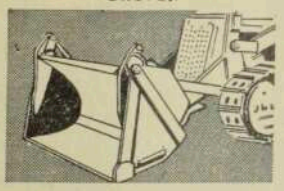
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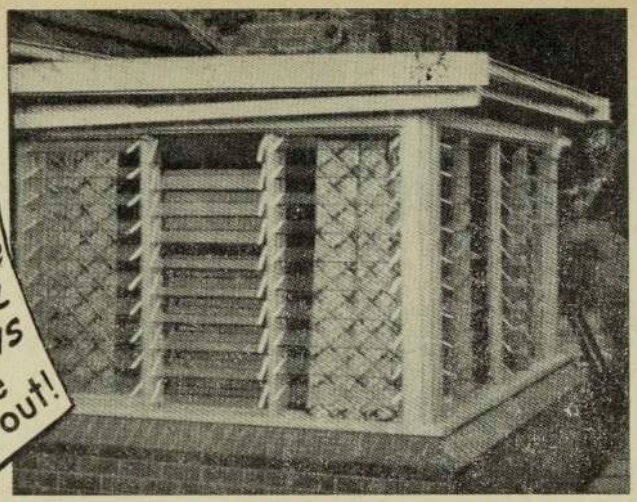
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S. Pacific Commerce and Industry

AUSTRALASIAN PETROLEUM COMPANY PTY. LTD., AND ISLAND EXPLORATION COMPANY PTY., LTD., reported progress on October 1 as follows:

Parikewa: The hole deepened 1,177 fee to 7,992 feet.

Komewu No. 1: The hole deepened 451 fee to 6,377. A site for Komewu No. 2, approxi mately two miles from No. 1, prepared t permit the transfer of the drilling outfi immediately Well No. 1 is completed.

Puri: Fly-in of the drilling outfit by heli copter commenced. The hole is expected t spud-in by mid-November.

Kuru No. 3: An access road to another dril ing site at Kuru, slightly more than half-a-mil from the two holes already drilled, com menced. The hole is expected to spud-in mid January; its objective is to explore formation not reached by Kuru No. 2.

* * *

BULOLO GOLD DREDGING: Production for th quarter ending May 31, was 12,326 oz fin gold from 1,922,100 yards dredged. Value wa $431,410. No. 4 dredge closed down in Ma leaving No. 5 to carry on alone; howeve hydraulic mining is being carried on on th Widubosh leases.

It is interesting to note that although th yardage treated is less than in 1956, gol yield is higher, by about 11,000 oz an $400,000.

Net profit from dredges and hydraulic oper tions for 12 months ending May 31, is est mated at $850,000.

* * *

DYLUP PLANTATIONS, LTD.: Operations f the six months up to July 31 have been sati factory reported the directors of this compar (copra and cocoa plantations in Madang are NG). An interim dividend of 6 per cent. is unchanged rate.

Copra production had been maintained the period under review, cocoa production h reached the estimated tonnage of a full ye and more cocoa had been planted.

* * *

ENTERPRISE OF NEW GUINEA GOLD AN PETROLEUM DEVELOPMENT: The mine manage report, issued from Melbourne, September 2 advised that operations have been hindered a landslide on part of the NG gold workin due to exceptionally heavy rain. Result is th development work was retarded duri September.

Progress report issued on September stated that 95 oz retorted gold bullion we recovered from 36 tons of development o treated during September.

* * *

HACKSHALLS, LTD.: The year ended June was the best in the company's history, wi net profit at £70,510. Profit in 1955-56 w £62,153, and in 1954-55 it was £50,228.

The ordinary dividend is unchanged at 1 per cent., including a final of 6¼ per cen and requires £62,500. The balance of £8,0 is added to general reserve, which now star at £97,071.

The directors reported that during the y additions were started at the Southern Cr Flour Mills. When completed output will crease. A contract has been let for extensi to the Suva factory and additions are plann for the Newtown (Sydney) bread factory. all, this expenditure will exceed £100,000.

The director added that economies of Pacific Islands were being strained by fall in world prices of Island products.

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KOITAKI PARA RUBBER ESTATES: Dividend 30 per cent. will be paid by the company llowing a declaration of a net profit of 0,00 for the year ending July 30—£18,000 s than in 1956. Dividend in 1956 was 35 r cent.

* * *

NORFOLK ISLAND AND BYRON BAY WHALING ., LTD., reports that the season's quota of 0 whales has been taken at Norfolk Island, s completing quotas both at Norfolk Island d Byron Bay.

* * *

PAPUAN APINAIPI PETROLEUM CO., LTD.: directors of the company have made a al call of 1/- per share on the whole of the ntributing shares (3,007,841 of 5/- each) ich will make the shares fully paid.

The call is due and payable on October 28.

* * *

UBBER: Papua rubber yields in August e: Kerema, 46,500 lb; Lolorua, 40,046 lb; riboi, 81,934 lb; Rubberlands, 34,520 lb.

* * *

ANDY CREEK GOLD SLUICING, LTD.: Advice been received that during the month of tember, approximately 103 oz 5 dwt of d was recovered from approximately 9,600 ic yards of material treated.

* * *

IMOR OIL, LTD.: All well drilling gear and plies have been landed at Alianbata, Timor, the first hole for a stratigraphing test was ected to be spudded-in in the second week October. The company's prospecting con- ions have been extended until October, 9.

* * *

V. R. CARPENTER & CO: See article on 2- 1 issue in Holding Company on page 49.

SYDNEY STOCK EXCHANGE

October 10.

	Buyer	Seller
Burns Philp	58/9	59/-
Burns Philp (SS)	43/-	44/-
CSR	£37½	£37¾
Dylup Plantations	11/-	11/6
Hackshalls	39/9	40/6
Kauri Timber	24/-	—
Kerema Rubber	12/3	13/6
Koitaki	—	15/6
Lolorua Rubber Estates	8/8	8/9
Mariboi Rubber	7/4	7/5
Norfolk Is. Whaling	6/10	6/11
Queensland Insurance	67/6	69/-
Queensland Insurance (new)	67/-	68/-
Rubberlands	6/8	6/11
Sthn. Pacific Insurance	50/-	55/-
Sthn. Pac. Insurance (new)	50/-	55/-
Steamships Trading	49/6	50/-
Timor Oil	13/4	13/4
W. R. Carpenter	23/3	24/-

OIL AND MINING

FIJI

	Aug., '39	June, '57	Oct. 10, '57
Emperor	b9/11	b10/3	s7/3
Loloma	s25/6	b27/-	s35/-

PAPUA-NEW GUINEA

Bulolo	b124/-	b45/-	b46/-
N.G.G. Ltd.	b1/10	b2/2	b2/2½
Oil Search	b3/11	b14/11	b7/6
Ent. of N.G.	—	s2/-	b11½d
Oriomo Oil	b5/-	b6/6	b5/-
Papuan Apin.	b4/11	b3/6	b3/10
Placer Dev.	b68/6	b101/6	b96/-
Sandy Creek	b1/5	s6d	b2d

MT. LAMINGTON FUND HAS BEEN SPENT

THE entire £21,300 of the Mt. Lamington Relief Fund has now been spent. The money was collected following the disastrous eruption in Papua in 1951 in which 3,000 people were killed.

The last of the fund was used recently to buy 2,600 sheets of corrugated iron, and some nails, for rebuilding the Isivita Village.

All but two villages in the devastated area have now been rebuilt and resettled.

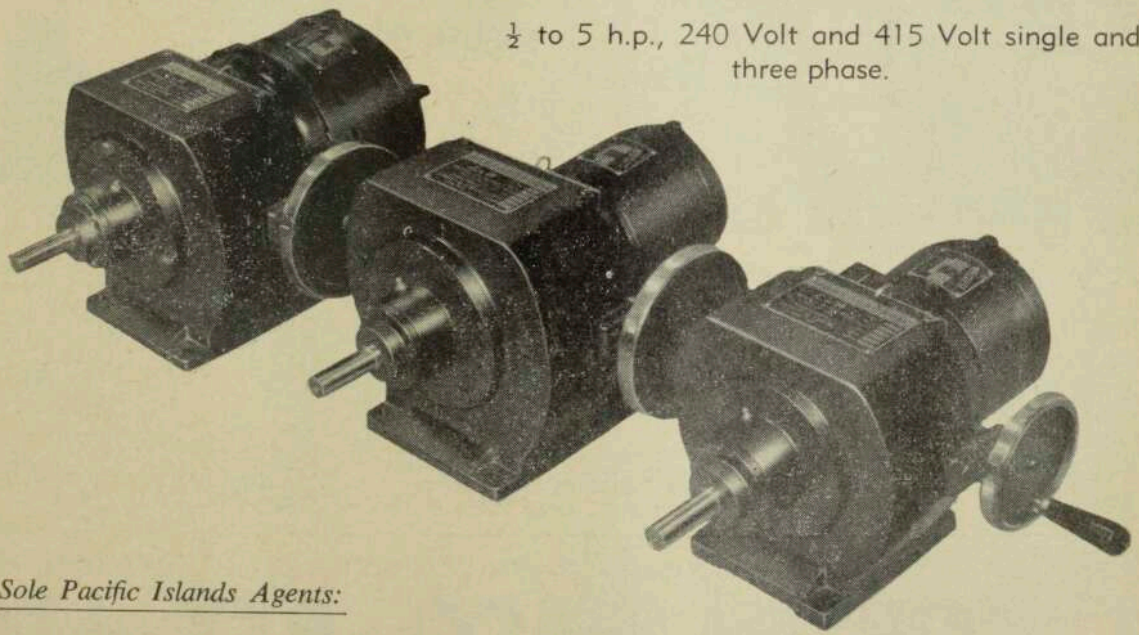
However, as a safety measure, a six mile belt around Mt. Lamington will be left forever desolate and unpopulated.

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66 Bay Street, Sydney
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Grinding, Pulverising, Sieving and Dust-Collecting Machinery, Elevators, and Conveyors.

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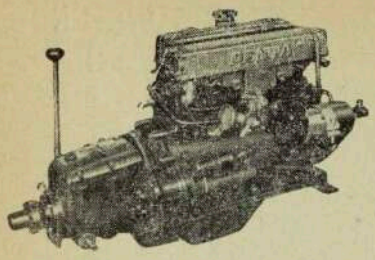
½ to 5 h.p., 240 Volt and 415 Volt single and three phase.



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Petrol or Diesel 14 H.P. to 150 H.P. These famous engines, which are made in Sweden, are now available from stock in Sydney. Fully guaranteed, with adequate supplies of spare parts.

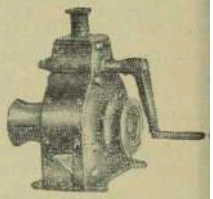
We have a model for any size boat. Send us details of your boat for recommendation.



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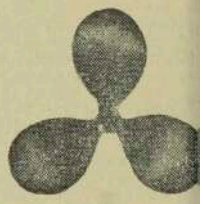
Attractive Copper Lamps, in sets of three—Port, Starboard and Masthead. Size about 5 in. high. Price £10 per set, complete.

BOAT WINCHES

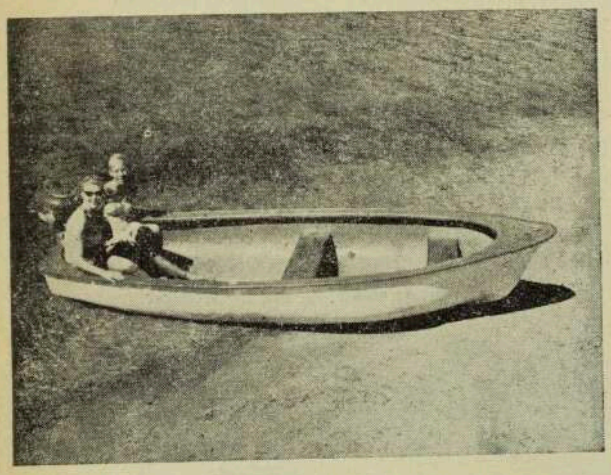


Anchor Winches for forward deck in gunmetal or galvanised, fitted with one or two gypsies or bollards.

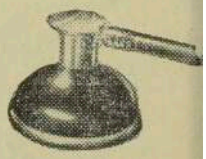
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ast Goilala Case

MACGREGOR RELEASED ON BOND

To what extent does the law interfere with the work of the Papua-New Guinea patrol officer? Does he feel he can uphold the law, as it is his duty to do, and carry out his field work efficiently? Is he willingly prepared to forgo "on-the-spot justice" for the more cumbersome machinery of law enforcement, even though some native miscreants might as a result escape?

OME of these questions were dis- cussed in the Papua-New Guinea Supreme Court in Port oresby on September 30, at the al of Patrol Officer John William acGregor, 25, on a charge of hav- g in a village in the Goilala area Papua on January 4, 1957, set e to a native house.

Trial judge was the Chief Jus- e, Mr. Justice Mann, who earlier d dismissed two charges against acGregor of having assaulted tives, and convicted him, without licting punishment, on another arge of having deprived a native his liberty by fastening him to flagpole.

ACGREGOR on September 30 pleaded guilty to the arson charge, and was placed on a good behaviour bond, to come for sentence if called upon.

Evidence was that MacGregor d set fire to a village after the tives in it had refused to supply n with carriers. He had warned m to remove any of their be- gings from the village before the was started.

n the box, MacGregor told Mr. stice Mann that he had come to Territory at the age of three nths and his father had died re recently. He said he had plied to join the Administration vice the day he had left school 1951, when he was 18.

MacGregor said that in January was returning to headquarters at oini after a seven month's patrol lding an airstrip. He had two three police and 20 carriers, but ded more carriers. When he at- pted to get them from a village natives had run away.

He had set fire to the village be- se it was a "dance village" of type built by the Goilalas for emonies sometimes lasting nths. Normally they did not con- gate together, and when these ages were finished with they e pulled down. If they were left y were a menace to health.

MacGregor said this particular emony appeared to be almost r when the patrol asked for riers.

MR. CRAIG KIRKE (for Mac- gor): If your 20 carriers did not t to carry any farther could have controlled them with two ce boys?

MacGREGOR: No, they can put ir packs down and dive over the ntainsides, as they sometimes do! In that country you can climb down 1,000 ft and climb up 2,000 ft and find you have only travelled a few hundred yards as the crow flies.

MR. JUSTICE MANN: Ever tried a conference with them? Told them you could conduct a court at Tapini and if they didn't want to come in for it they would be arrested? In other words, let them know you were an instrument of law and the law had to be obeyed?—I have in the past. But on this occasion I had three boys and I couldn't catch them.

MR. JUSTICE MANN: You had to have carriers, and in law they had to supply them to you. Wouldn't they have taken any notice of you if you had explained that?—You would have to give them two weeks' notice to get to Tapini and if they didn't want to go in, you would have to chase them about the countryside.

MR. JUSTICE MANN: Would they be impressed, though?—Sometimes yes, sometimes no. You don't know, especially during these ceremonial dances. It's a state of mind.

MR. JUSTICE MANN: You had your problems. However, this is important. Legal machinery is a bit cumbersome. People can evade it but the law can catch up. If two or three natives manage to evade it for a few weeks a force can go out and bring them in. Of course, you can't do it for every native, I agree.

MR. KIRKE: Stiff sentences, leniency, everything has been tried without success so far.

MR. JUSTICE MANN: In the native mind, the law seems to be synonomous with trouble. We have to get it into the native mind that the law is consistent, and that it will be more effective in the long run than a temporary solving of a problem. The law came to the people of the Middle Ages, who lived a hard life and would cut your throat.

MR. KIRKE: Not with the same facility as these people, Your Honour!

MR. JUSTICE MANN later agreed to hear evidence from Mr. Herbert Clarke, present ADO at Tapini, in case he could supply information that would assist the court.

MR. JUSTICE MANN: Would it not be practicable to deal with these people in future another way? Is there no way we can impress on them that the law will catch up with them?

CLARKE: They look on the law as a game—it's a popular if not universal conception in Goilala. If they can tie you before you can tie them, then they win! Years ago when murderers were handcuffed they used to try and escape from the handcuffs because they felt once they were off they had no further obligation.

MR. JUSTICE MANN: They decided they were out of reach of the law, did they? There is no doubt about it, we don't want the native concept of law as handcuffs, flagpoles and flags!

CLARKE: Generally, Your Honour, they are aware there is protection from the Government. But people tend to look to the individual officer as the Government. It depends then on the man who is there for the native view of Government. Many do not realise that the magistrate is merely passing on the law.

The Chief Justice said it was in MacGregor's favour that he hadn't done anything in a fit of anger and had gone to a good deal of trouble to get the natives to remove their belongings. If he imposed a suspended sentence on him it would emphasise that the offence was

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

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not a technicality but one of substance—however, there was ther left the problem of MacGregor's future employment.

MR. E. A. O'CONNELL (for the Crown): What the Crown wants to have impressed is that the law is not there for the officer, but the officer is there to administer the law, and we want the natives to understand that. There has been no case like this before, and the natives must not be misled into believing the law is an officer's prerogative.

IN releasing MacGregor on his own recognisance, Mr. Justice Mann said if he had to impose any sentence in future he wouldn't be disposed to make it nominal.

While the burning of the village didn't inflict any grave injury to anyone, MacGregor had been applying an arbitary remedy in a situation where the law required him to deliberate as a magistrate. It was his duty to observe the legal side and he hadn't done that.

It was our duty to do it in the hope that the natives would soon understand the law.

There were many things to be commended about MacGregor, including his self control under difficult circumstances and his genuine regard for the native welfare, and he would be sorry to have to inflict a punishment making it impossible for the Crown to continue to employ him.

Anderson Verdict

The previous week, Mr. Justice Mann had heard evidence on five charges against Frederic David Anderson, an Assistant District Officer, formerly stationed at Tapini.

He sentenced Anderson to 1 months jail on each of two charges of having deprived natives of their liberty by fastening them to a flag pole, six months on each of two charges of having assaulted natives and 21 months for having unlawfully confined a native to Tapini prison from December 24, 1956, to January 23, 1957. The sentences were to be served concurrently, thus giving Anderson a sentence of 2 months, which, if there is no appeal, will be served in Australia.

FUND FOR MRS. ANDERSON

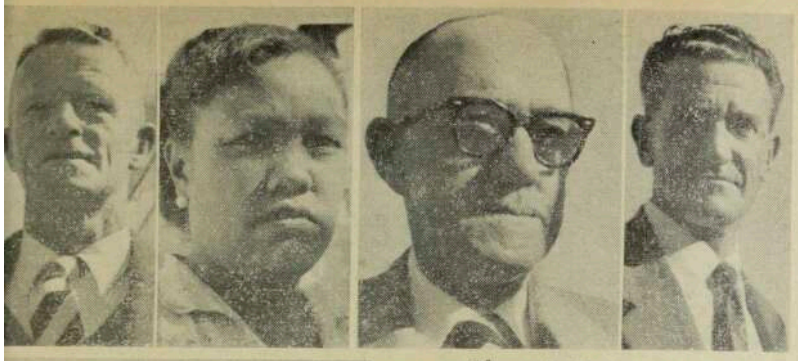
A public fund to collect a sum for the wife of ADO Frederick Anderson, was started in Port Moresby in October. His wife is in Australia, and is expecting a child.

Chairman of the fund is Mr. A. A. James, MLC, and members of the committee include a number of prominent Moresby people, including Messrs. Vince Sanders, Ian McDonald and Noel Malone.

The fund was started in response to widespread public demand. It is hoped to collect £4,000.

(A survey of the Goilala case will be made in a forthcoming issue of PIM. An appeal by Anderson is being considered; documents are in the hands of Australian counsel.)

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Shansi Passengers in September

Among passengers sailing on September "Shansi" from Australian ports were (along top row): Mr. Jack Crockett, District Clerk at Goroka, NG, who had spent 3½ months leave in NSW and Queensland. Mr. Crockett was previously District Clerk at Lae and has been in the Islands for 27 years. Mrs. Poon Chan, well-known resident of Kavieng, NG, who returned home after a 2½ months holiday in Australia. Mr. W. R. Macpherson, general manager of Taubmans Exports, who sailed for Madang, NG. He will make a comprehensive business visit to the Territory. Mr. W. S. Spottiswood, an engineer with the Administration in Port Moresby, who joined "Shansi" at Melbourne after spending seven weeks leave there. Mr. Spottiswood has been with the Administration in Port Moresby since 1948.

And at lower, left, Mr. and Mrs. S. E. Tatham, who also joined "Shansi" at Melbourne. They are constant travellers throughout the islands and visit NG twice a year.

¶ Mr. Alec A. Haworth, who retired from Robert Gillespie Pty. Ltd. early this year to live in Tahiti is now, temporarily at least, living in Suva, Fiji. He unluckily had an attack of filaria after being in Tahiti for only a short while and was advised to live elsewhere until his system is free of the parasite.

righter Holidays on Norfolk Is.

HE Burnt Pine Investment Co. of Norfolk Island postponed its first statutory meeting of shareolders for a fortnight to allow proxies to be sent by mainland areholders.

The company has recently taken r Lincoln Lodge guest-house, ghtened it up a lot and renamed Paradise Hotel.

They have made there a very ractive club-room for Norfolk and residents and hotel guests l they provide a picture evening l a weekly dance.

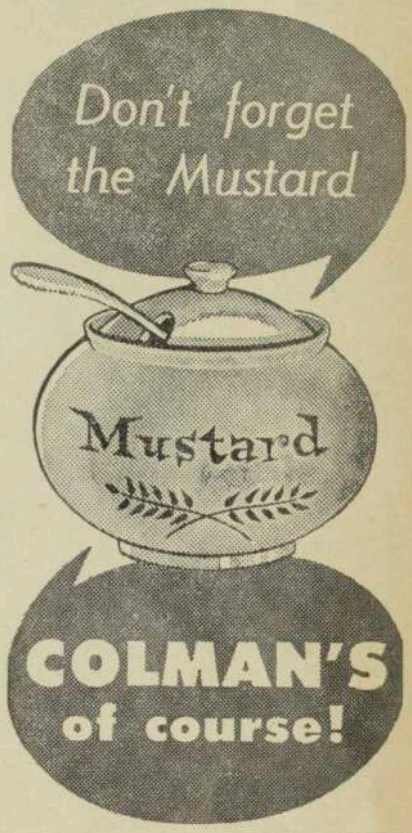
nother of the company's activs has been to take over Ocean- guest-house and rename it The e Lagoon. It will be modernised oughout. — *Norfolk Is. Correslent.*

elbourne NG omen to Discuss cholarship Fund

HE New Guinea Women's Association of Melbourne has reported a successful year, retly ended, and elected a new sident who will carry on into next year.

Irs. Linda Pratt who was presit for the greater part of last r, left some months ago for oad. Mrs. J. McGuigan has been ted to succeed her. Miss Valda lden has been re-elected secre- and Mrs. Farnsworth treasurer. he end of this year will finalise the first group of young people eligible for the New Guinea Scholarship—which the Melbourne Association set up after the war as a very fine memorial to men of the Territory who had given their lives during it.

A special meeting of the Trustees will be held to decide the future of the Trust Fund.



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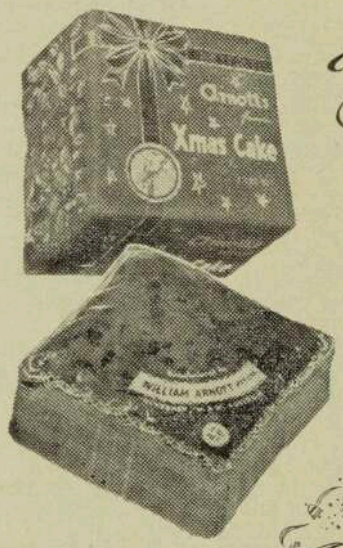


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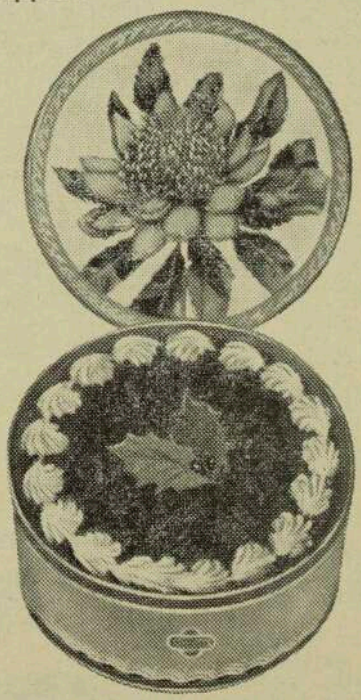
Arnott's famous high-quality, dark colour Xmas Cakes are again available in 2-lb. and 3-lb. sizes.

Buy also, and put aside, one of these cakes for Easter or special occasions to come, whilst they are available over Xmas.

Order from your grocer now and avoid disappointment.

The 2-lb. size is a square cake packed in a transparent, heat-sealed bag and enclosed in a carton wrapped in a colourful Xmas display wrapper.

Arnott's 3-lb. cakes are attractively piped and decorated and packed in beautifully printed tins of lasting use.



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OAD TO
HE HIGHLANDS

Needs Tough Vehicles And Iron Men

WO men and a jeep made the first return journey from Lae to Mount Hagen, in the Westn Highlands of New Guinea, in igust, taking ten days and a lot fortitude to do it.

The trip has been attempted bere, but after the gruelling outrd journey previous adventurers ve often sold eir vehicles and turned by air.

The two men, r. N. Palmer d Mr. J. Farr, both of Lae, rted their rney at sea el, and at one ce climbed the nous Daulo ss at 8,175 feet. ey believe they velled to the thermost point which any vecle has penetted in the wild d rugged ntry around unt Hagen.

Delays were sed by river ssings where tives pulled ir vehicle across the wide and ftly flowing Umi and Leron ers by strong ropes. At times ing this operation the vehicle s completely submerged. (Since y returned to Lae, a new 5-ton ck was lost during one of these ing operations.)

Commenting on the trip, the vers said that it was an eyener to see just how beautiful i rich the Highland country is, how impossible to reach these ces except by air.

n their opinion, it will still take rs of work and a lot of money establish an all-weather road, it is almost impossible for even jeep to hold the road in wet ther, where one skid could send crashing down hundreds of into the river bed.—P.R.

---

he Fiji basketball team which rned home early last month n a tour of New Zealand, lled spectators with their fast n play. Off the field their ging delighted thousands of ple. The tour lasted a little e than a month during which e the 12 girls played 30 matches, n two on the same day, for wins, four losses and a draw.

PIONEERING ON

The jeepers said that the most astounding sight they saw on the whole 10 days trip was that of Mr. Danny Leahy driving his jeep around the precarious highway, with a native sitting on the bonnet giving him instructions when and where to turn—in Pidgin!

Mr. Danny—one of the famous Leahy brothers—was stricken with partial blindness due to war service in the Territory.



Messrs. Palmer and Farmer with jeep.

£2,800 *Houses for N. Caledonian Natives*

NEW CALEDONIA proposes to build 100 concrete houses at Montravel, 3 kilometres from Noumea. These houses will be let or sold to natives living in Noumea.

A start has been made on the construction of a block of 40 houses of 54 square metres. Each house has 2 bedrooms, kitchen, living room, bathroom and WC. Unit price is expected to be less than 400,000 fcs (£2,800) and rent will be 2,450 fcs (£16) per month. The natives may purchase the house by this rental or just rent it.

This is an experiment which will be watched with great interest in New Caledonia and brings the native another step forward towards equality with the European.

He already enjoys equal pay in the labour market and every avenue of education is open to him. France has been extremely generous towards her dark children of the Pacific.

SHOULD GO
HOME

Plain Speaking By NG Education Director

A FAIR number of the 72 Papua-New Guinea natives at secondary schools in Australia should be brought home immediately, the Director of Education, Mr. W. E. Groves, told the Territory Legislative Council in October.

Mr. Groves said they should either be given vocational training in the Territory or put into jobs.

Most of these students had gone to Australia at too low a level of education and their adjustment to the new life had not been easy for them. Australian education had no relation to life in the Territory.

Mr. Groves said natives were asked to study French and Greek when English itself was a foreign language to them.

Mr. Groves said he believed that the training of natives at secondary schools in Australia had been justified because it supplied trained people quicker than would otherwise have been possible.

But the time had now come to get away from an Australian to a Territory standard, and it was now time for secondary schools in P-NG.

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† The Resident Commissioner of Niue Island, Mr. A. O. Dare, paid a short visit to Western Samoa, in September, to study conditions there. From Samoa he will travel to New Caledonia to attend a meeting of the South Pacific Commission at Noumea.

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TRAVELLERS FROM AUCKLAND TO ISLAN Miss Rita MacDonald, of Blenheim, NZ, was bound for Apia with her brother, who taking up an appointment as chief draug man, Lands Department. She travelled "Matua".

Bound for Nadi, Fiji, by "Matua", were and Mrs. M. A. Tinker and Mr. and Mrs C. Ritchie.

Miss J. Harder and Mrs. F. Arp, who returning home to Apia per "Matua".

Photos: J. P. Shor

¶ Mr. A. M. Greenwood, who been Acting Attorney-General Fiji since 1956, has now b confirmed in that office. He pr tised law in London before the w and he left the British Army 1945 with the rank of Major, a Military Cross which had b earned by very distinguished ser in several war theatres. In 1 as a member of the British Colo Service, he went to Uganda Deputy Registrar of the Supr Court. He is 45 years old. married.

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Editors' Mailbag

(Continued from page 14)

s now become *Fakale*, and both sound and expression are not y coarse, but harsh.

Even the Maoris know that the ' was introduced; but by whom y cannot say.

That awful word for boy, *Kanaka*, an example of how a really nice ynesian word can be murdered; ually, it is *Tanata*, with a soft ression.

f Tu'gi wants to alter the spell- of his country's words, it is his affair; and if Samoa follows , then there will be some awful nunciations—i.e., *Mulifanua* will ome *Mulifanuka*, *Vaitele* will be- e *Vaikele*, and so on. But in outside world, very few will ible, because the Polynesian ects are known to so few, and people in Australia and New land don't care a hoot how any nder spells his name.

ll the same, I have a high regard ambitious young Prince Tu'gi I hope he succeeds in his pro- nme.

rections Galore

r. Ian S. Reid, Condominium lical Officer and Mission hospi- superintendent on Tanna (in New Hebrides), has kindly written to us at length to bring us up-to-date on affairs on his island —rainfall, population, industry, etc. This information will be incorporated in the next edition of the *Pacific Islands Year Book*.

But Dr. Reid has a lot of interesting things to say about the natives and they are worth repeating here. For some reason the Tannese have been tagged as "superior"—just as the natives of the Papuan and the New Guinea Highlands were so tagged when first sighted (with little reason as it subsequently transpired).

The doctor says, in effect, that it's nonsense to label the Tannese thus and he would like to know what is meant by the term, anyway.

He goes on:

True, there are some fine physical types on this island but there are many more who are far from superior class—especially in the north. Physically they do not compare with the natives of Futuna or Aneityum—and most of the natives on Tanna who are called upon for contract work are indeed from these other two islands.

The Tannese mentally are much duller—which may or may not be because they are heavy kava drinkers. If "superior class" refers to moral or ethical standards—well, I have been disgusted at times at the callousness and lack of sympathy that has been shown by Tannese for their sick. Tanna villages are also the dirtiest I have visited.

Now we know more about the Tannese. But we doubt whether what ails them can be attributed to kava drinking which is indulged in to greater extent in the islands to the east. The New Hebrides is the western limit of the practice of kava drinking.

Mr. T. A. Handford, BSIP Superintendent of Police, left Honiara with Mrs. Hadford in August on overseas leave.

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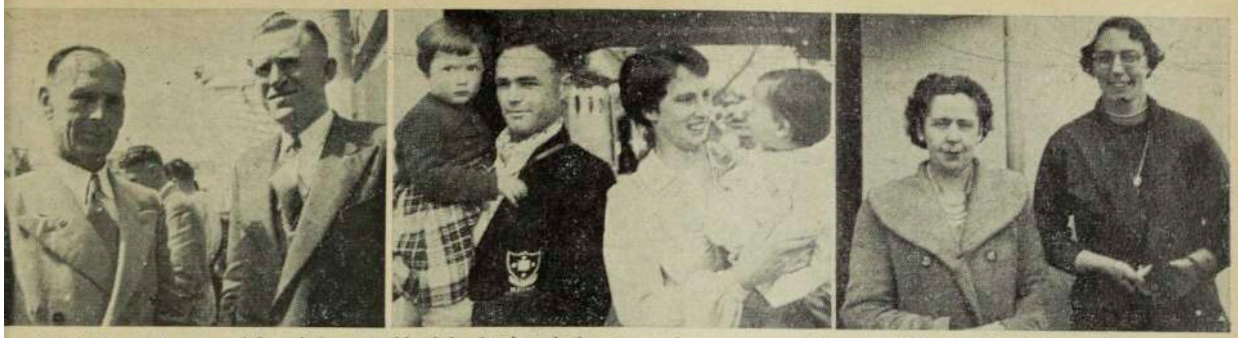
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assengers to Cook Islands . . .



"Maui Pomare", outward bound from Auckland in October, had amongst her passengers (left to right), Mr. G. F. Sim, MP, to represent he New Zealand Government at the annual session of Cook Is. Legislative Council, farewelled by Mr. Lascelles, Officer-in-Charge, Island Territories Department, Auckland office; Mr. and Mrs. H. G. Hughes, with children Karen and Robyn—Mr. Hughes was joining Tereora College staff, Rarotonga; NZ Health Department nurses, Miss J. N. Anderson and Miss D. Denham, to care for a patient coming to a NZ hospital. Miss Anderson has made several similar trips in recent years.

Photos: J. P. Shortall.

NG LABOUR
RDINANCE

Adjourned After Brief Airing

HE long-awaited new native labour ordinance for Papua-New Guinea—it has been ssed back and forth between Canrra and Port Moresby for about ree years—was presented at the tober meeting of the Legislative uncil.

But because there was no debate it—discussion was adjourned til the next meeting of the Coun- probably February—only a bare tline of the new proposals is own.

At first sight it appears that the linance will be no worse than e one under which native labour employed at present. And in ne respects may be much better. e barbs and stings will likely be vealed on closer inspection.

Mr. J. K. McCarthy, Executive ficer of District Services, introced the bill. Some of its provins are:

• The basic wage for P-NG tives will be raised from 25/- per nth to 30/- per month. Miners, rriers and others living under np conditions will get a basic - per month.

This "dirt money" loading for np conditions has its amusing e as camp conditions more rly approximate the natural te of P-NG natives than, say, rking as a house-boy. But it is lowing the old pre-war New inea pattern when mining and rrying boys got slightly more. ere should be no quibbling about s official minimum as the pre- r carrying-boy with his 10/- per nth was better off than his 1957 nterpart with 40/-. Like all basic wages, of course, it is just the legal minimum. No house-holder is going to expect to get a good house-boy for 30/- per month.)

• Married men accompanied by their wives may be engaged for four consecutive years instead of three, as at present; and single men or unaccompanied men may engage for three years, instead of two.

• A labourer who is imprisoned during the term of his engagement or who is absent without permission may have to work an extra six months; he may also have his money and rations withheld and any employer employing him knowing that he is under engagement to another, may have to pay damages to the original employer. All native labourers will have to carry identity cards.

(The above measures are designed to curb desertion on which the employer, since penal clauses were deleted from N/L contracts at the behest of UNO or the ILO or some-other international body, has had no redress.)

• Employers needing to work labourers overtime need not get prior permission.

• After a worker has been repatriated to his village he may not take further employment for three months.

• Apart from existing legislation to stop recruiting in areas where it is considered too many men are taking employment outside, the District Officer may at any time temporarily prohibit recruiting for three months.

• The former ration of tobacco would not be compulsory.

(This will please some missionaries. Since the lung-cancer scare blew up, it has been indicated to PIM by some NG missionaries that the insistence on tobacco in the ration was morally unsound and medically unwise.

15,000 UNLICENSED RADIOS

IN Fiji, every second owner of a radio receiving set does not pay the licence fee (25/- annually); and the Government is becoming annoyed about it. A "campaign" is threatened.

It is estimated that there are 30,000 radios in use in the Colony. The licences issued total 15,664. The Government calculates that it is losing £17,500 per annum.



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NEW LEGISLATIVE ASSEMBLY

W. Samoa Goes To Polls in Nov.

AFTER a strenuous session th present Legislative Assembly o Western Samoa concluded its last session of its perio of office and adjourned *sine di* on September 26.

The Assembly had been sittin since August 20 for a period of 3 days and 20 actual sitting days.

On November 15 next election for the new enlarged Legislativ Assembly are scheduled to be hel for both European and Samoa representatives. The new Legisla ture will be composed of 41 Samoa members (12 at present) and fiv European members (same numbe as at present) with two officia members (four at present).

Though the new electoral la provides for a secret ballot in th same way as for European election for the Samoan electoral district there will be few if any such ballot as the Samoans evidently prefer t elect their representatives in the own time-honoured fashion. Th is by trying to agree, after long de bates and discussions, on one can didate who has the support of th majority of the *matais* (votin chiefs) of the electoral district.

Many districts have at this tim of writing already selected the new representatives in this manne

There has been only one im portant alteration regarding res dential qualifications for Europea electors which the Legislative A sembly by nearly unanimous reso lution in April, had fixed at thre years instead of the one year quali fication in force heretofore.

Owing to the long delay in th passing of the Samoa Amendmen Act (containing the new elector regulations,) by the New Zealan Parliament now in session, it w be impossible to enact the chan in the residential qualification time for the coming election.

Therefore the one year reside tial qualification for European ele tors will continue.

Up until the end of Septemb there had been no announcement to who is going to contest the Eur pean elections, for which nomina tions closed on October 15, apa from the announcement by o sitting member, Mr. A. M. Gar that he will stand for re-electio

It is, however, almost certai that all the sitting members inte to stand for re-election and that number of new candidates w also offer themselves to the ele torate.

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NG
GCO

From The Press Gallery

With more than 50 Bills and rdinances dealt with, the October eeting of the Legislative Council is the heaviest since the Council is inaugurated in 1951. It pro- ced plenty of highlights, and a ir sprinkling of sidelights—like ese:

SSISTANT Administrator John Gunther gave the council something it's never had be- re—real Government leadership the House. With a more active position to deal with, he re- atedly made it clear to his side st what their attitude should be. And he seldom failed to give an swer to the implied questions in e addresses of the unofficial mbers.

His answers didn't always satisfy e members, of course, but as the mber for Papua, E. A. James, t it, "At least he's game to have go, and not just sit there, as ey've done in the past, and just re at you."

OWEVER, some of the Govern- ment members did some sitting and staring—a fact which was ven home without mercy by the official members at every oppor- nity during the first days of the g session.

Finally, Agriculture Director rry Dwyer could stand it no ger.

He pushed himself up out of his ir, scratched his head, and an- nced in that ambling, good- ured style of his, "I just want say that it'd take a Houdini to a word in edgeways here in the few days. We've got so used to ng talked *at* by you people that just have to sit here now and oy it."

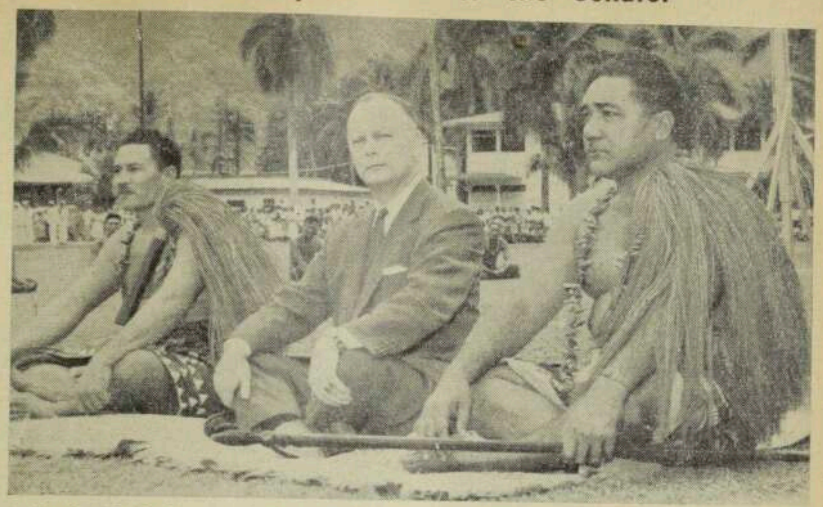
EW Papuan member of the Council, Mahura Rarua-Rarua, who took the place of Merari kson, made a valiant attempt to rcome stage fright during his den speech, but sat down after ing on God's help to assist him carrying out his future duties on Council.

is speech in its entirety was y 95 words.

is confidence couldn't have been ed any, either, when the *South ific Post* came out with a front- e story quoting a Hanuabada der as saying Rarua-Rarua didn't e the backing of the native ple.

owever, that opinion was mptly refuted by another group natives, whose spokesman rang *Post* and said that *his* group ught Rarua-Rarua did have the ve support.

Samoa-Style Kava for the Senator



Senator F. A. Seaton, of the US Department of the Interior (which has the oversight of American Samoa), paid an official visit to Pago Pago in August. He is seen here, about to take kava, with two Samoan High-Chiefs—and doing pretty well, too, in that difficult cross-legged position.

Photo: Pan American Prints.

Maybe self-government in Papua isn't so far off after all if the indigenes have learned to play politics to that extent.

Anyhow, R-R should really do very well, if only he remembers to get on his feet more often than Merari Dickson did.

NEW member, and former District Commissioner Ian Downs, turned out to be a showman.

A trick he developed early was to turn from side to side in the council as he talked, gesticulating and pointing, as if intending to get his points across to each member in person.

At one stage he managed to make a complete full turn in the Chamber, talking the whole way round.

By the time Administrator Cleland, in the chair, had issued a sharp rebuke—"Please address the chair and don't turn your back!"—Downs had faced the front again. He didn't look very penitent, either.

THAT veteran native MLC, Simogun, never exactly servile, started off his week by being critical of the Administration. He had a go at the increased Customs duties, at problems of land and of a Sepik bridge.

And he *almost* had a go at another matter—the matter of why Administration transport hadn't turned up one day to bring the native members to the Council. They had been late, and Simogun was annoyed, and possibly having in mind a success he had in similar circumstances a few years ago when he complained in the Council about the inefficiency of his Papuan houseboy (he turned out to be a New Guinea boy) he was all set to say something about this.

But wiser heads convinced him he would only make a fool of himself.

THE Press Gallery (that is, those desks on the stage) has certainly grown in the last few years. This session was covered by the ABC, *South Pacific Post*, the Administration PRO, AAP-Reuter, and *PIM*.

The ABC and AAP-Reuter both did an impressive job in getting the

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highlights of the Council reported down south.

DOWNS and Dudley Jones could never have been accused of loafing during the Council. Even when there were no sessions, they spent their mornings at their desks in the Chamber, studying up Bills or planning future action.

Jimmy James, with the weight of the Budget debate on him, worked no less, but did it at home with aid of midnight oil.

It all paid off with a high standard of debating—far better and more to the point than most I've reported in Federal and State Parliaments in Australia.—*STUART INDER*

IN PAPUA THIS COULD HAPPEN!

A NATIVE in gaol in Daru, Papua, on a 12-years murder sentence, recently asked to be let out after five years.

He said he had taken the rap for the village headman who had really committed the crime, on private arrangement between them and the Court interpreter that he should serve five years.

Five years were up so he wanted to go.

The Crown Law office is investigating.

MORE NEW CALEDONIA CREDIT TROUBLES

Japan Slashes Imports

DUE to Japanese import restrictions export of nickel from New Caledonia will be cut 50 per cent. commencing October.

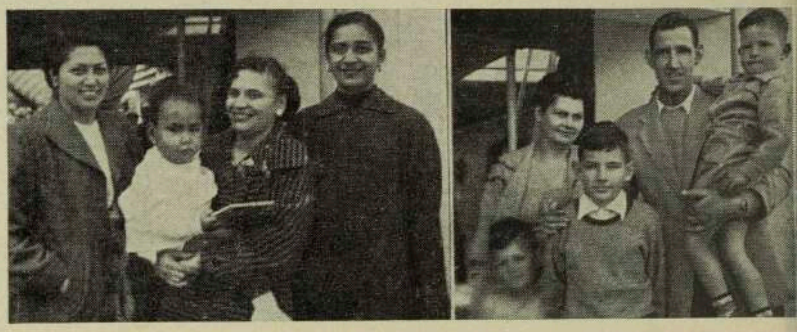
Shipping movements have been modified and voyages of certain ships have been cancelled.

For the first six months of 1957 nearly 500,000 tons of nickel ore was sent to Japan.

Diminishing exports and restricte imports, due to France's exchang conservation plan, makes the futur look a little bleak here.

The members of the ne Assembly (elected October 6) ma have quite a crop of headaches planning the future economy the country.

* New principal of Queen Victor School, Fiji, is Mr. A. Hurrell, present Senior mathematics mast Wallasey Grammar School, UK.



SAILING NORTH ON THE "MAUI POMARE" from Auckland, NZ, recently were: (Left) M J. Browne (centre) with a child which had come south for hospital treatment, was farewel at Auckland by Mrs. M. Brown (left) and Miss P. Browne when she sailed for Raroton Right: Mr. and Mrs. L. J. Davis, with Wayne, Morris, and Geoff, were also bound for Raroton where Mr. Davis, of Island Territories Department, Wellington, was to relieve other offic going on furlough.

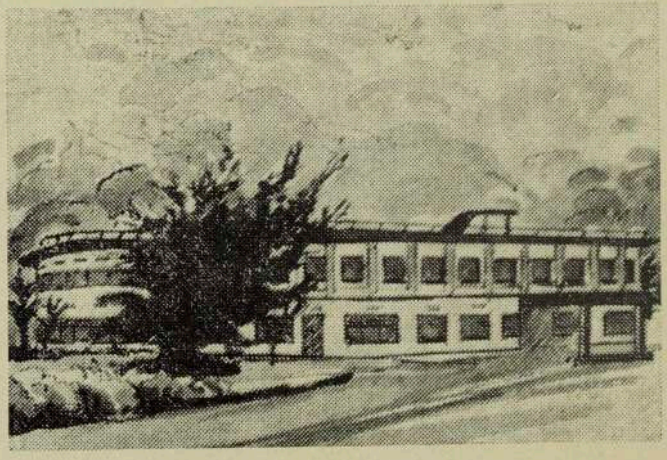
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First for 100 Years



he Rev. Father L. Walsh (above), who left ey for Norfolk Island on September 13, he first resident Catholic priest on the d since 1855.

the days when the island was a convict ement there were two priests stationed . The reason for having two priests was life was very lonely for one.

neliness is something that is unlikely to y Father Walsh for the island has gone ng way since the penal settlement days.

ther Walsh was born in Singleton in New h Wales, and was educated at St. Joseph's ent, Wingen, and St. Joseph's College, er's Hill, Sydney.

has served as Royal Australian Air Force lain for four years, and he is still on RAAF reserve.

Father Walsh's main sporting recreations are tennis and handball. His hobbies include interior decorating and French polishing—and gardening, which he should be able to indulge to the full on Norfolk.

He said that he was looking forward to his two years' term on Norfolk. There is no church or presbytery at present, but building is under way.

In the century Norfolk has been without a resident priest, the Marist Fathers, Church Hill, Sydney, have attended to the requirement of the Island's Catholics. They usually visited Norfolk once a year and stayed for about a month.

Far East Honeymoon



Mr. and Mrs. Otto Zander, of Port Moresby, photographed at Lae just before they boarded the "Fengning" on September 4, on their way to Japan and Hongkong, for a 3-months holiday. Both are real Territorians; Mrs Zander, before her marriage, was Miss Betty Gordon, only daughter of Mr. and Mrs. R. A. Gordon, of Port Moresby. She was born in Port Moresby. Mr. Zander, second son of Mr. and Mrs. O. Zander, of Rabaul, was born in Rabaul. Their present trip is by way of being a delayed honeymoon. They were married in Port Moresby on July 3.

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COCOA:—Islands prices are based on the rate for Accra cocoa which on Oct. 11 was £Stg.275 per ton, c.i.f. London.

P.-N.G.:—Oct. 11: Good grade £A260 ex-wharf, Sydney.

W. SAMOA:—Oct. 11: £Stg.275 f.o.b. Apia.

COFFEE:—P.-N.G.: Oct. 11—Top grade 5/5 per lb.

PEANUTS:—P.-N.G., Oct. 11: 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 Oct. 10 was: No. 1 RSS, spot, 84⅞ Straits cents (29½d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Oct. 11: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 61/9, Green 59/9 per lb.

RICE (Australian):—Price from May 1, 1957—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61 per ton, f.o.w.; under 5 tons £61/10/- per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £67/10/- pe ton, f.o.w.; under 5 tons, £68 per to **Other Pac. Islands:** Dry, brown, etc., £7 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—Oct. 14, 1957, quotatio by independent pearlers: Sound, £A86 D, £A650; E, £A450; EE, £A2 (in store, Sydney). **Cook Is.-Manihiki:** Oc 11: Export price, £Stg.700 f.o.b. Rar tonga.

TROCHUS:—Quote No. 1, NG, £A32 BSI, £A320; New Hebrides, agent repor "No business during past month"; Quo No. 2, NG, £A320. Prices are le rejects and based on Sydney weight

GREEN SNAIL:—No supplies offerin nominal price £A300.

LONDON AND U.S. PRICES

Copra:—London, Oct. 10: Philippine in bulk, Oct./Nov. $168.50 (seller Straits/Borneo, fair, merchantable, d weights c.i.f. UK-North European por Oct./Nov. £Stg.62/15/- (buyer), £Stg.63/5 (seller). New York, Oct. 10: Philippine c.i.f., US Pacific Coast ports, $161 (asked London, Sept. 20: Indonesian (Celebes £Stg.59/10/- to £Stg.62/10/- buyers, c.i. main ports.

Coconut Oil:—London, Oct. 10: Ceylo in bulk, fair, UK-Nth. European por Oct./Nov., £Stg.96/10/- (seller); Strai bulk, crude, Oct./Nov. £Stg.91 (nomina c.i.f., UK-Nth. European ports.

Cocoa:—London, Sept. 20: Accra, Sp £Stg.285 long ton, ex-store London; Oc Dec. shipment, Nth. Continental por c.i.f., £Stg.275 short ton; Nov./Jan., De Feb., Jan./Mar. shipments, £Stg.273/1 short ton. Nigerian is quoted at 5/- bel above rates.

Rubber:—London, Sept. 20: RSS No. Spot 24⅞d Stg. (buyer) Oct. shipm c.i.f. UK-Continent; B. 24⅞d; Jan./Mar landed B. 25⅞d Stg.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, A BANK and BANK OF NZ. Australia Fiji, basis £100 Fiji: Buying, £A111/2 Selling, £A113. **Fiji-London**, basis £ London: B, £110/15/-; S. £112. **NZ-F basis £100 NZ: B. £111/11/9; S. £110/4**

SAMOA.—Through BANK OF NZ. A tralia on Samoa, basis £100 Sam B. £A123/12/6; S. £124/10/9. **Sam London**, basis £100 London: B. £99/7 S. £101/10/-. **Samoa-NZ**, basis £100 1 B. £100; S. £100/10/-. **Samoa-Fiji**, b £100 **Samoa: B. £111; S. £110.**

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NORFOLK IS.—Commonwealth B a quotes **exchange rate Australia - Nor Island: 5/- per £A100.**

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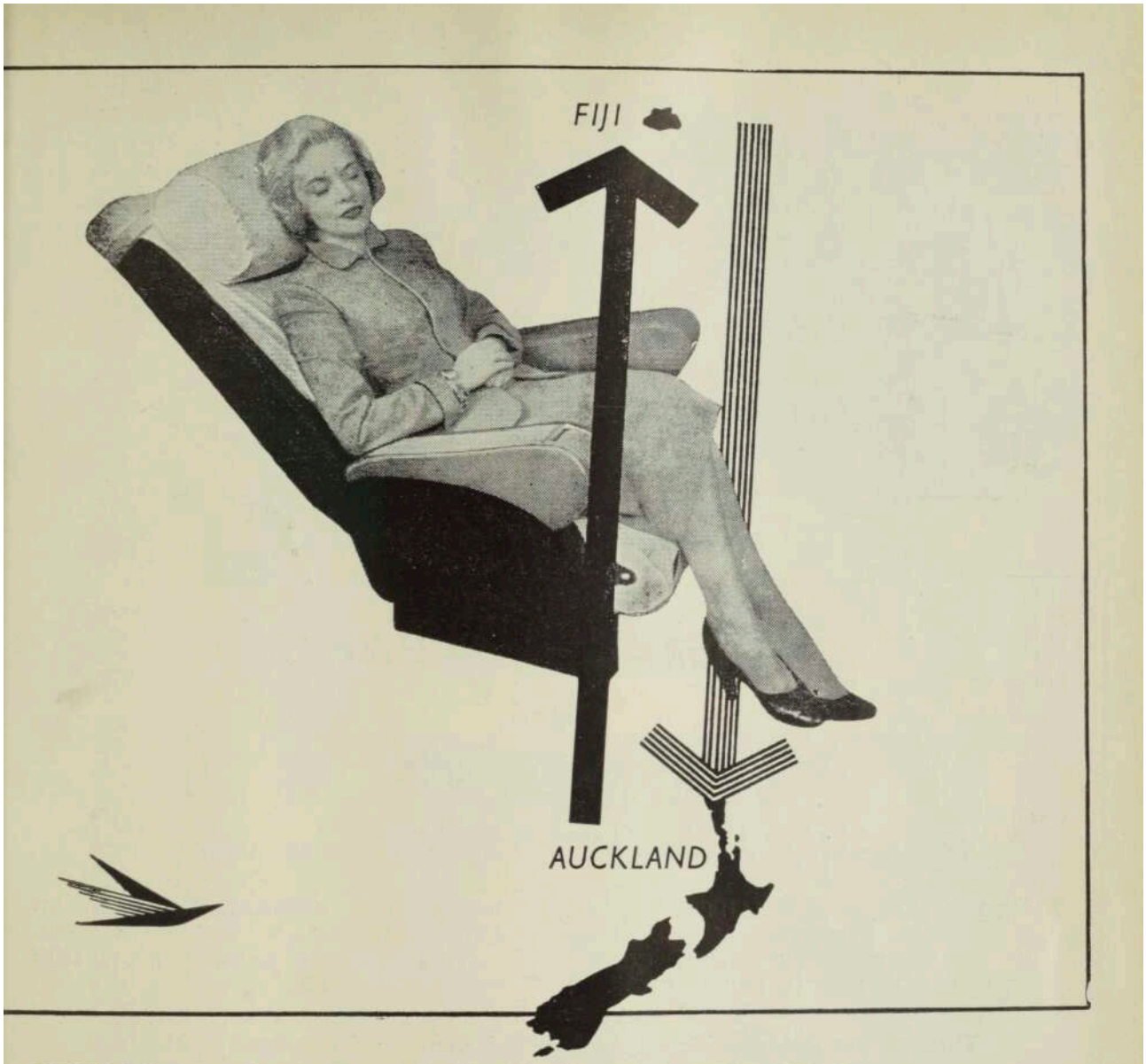
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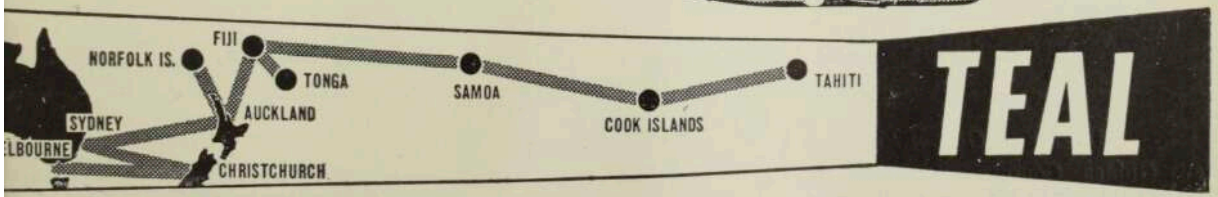
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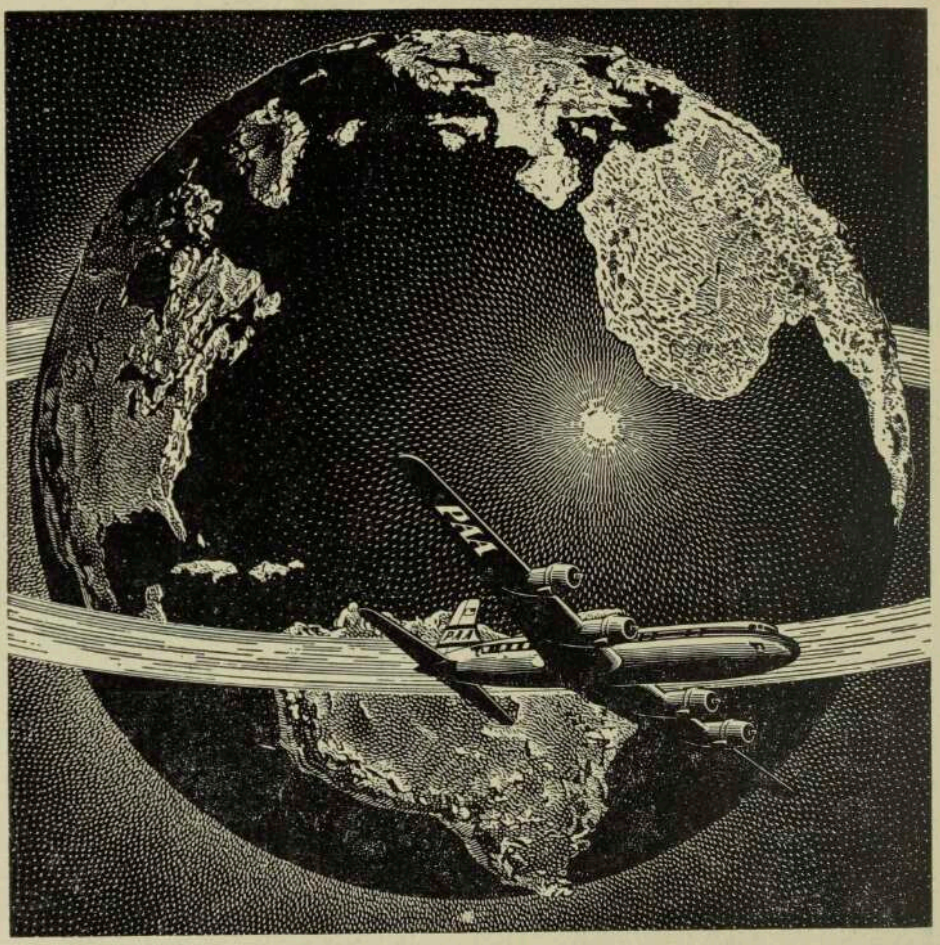


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